

# MIAMI BEACH

## COMMITTEE MEMORANDUM

TO: Public Safety and Neighborhood Quality of Life Committee Members

FROM: Eric Carpenter, City Manager

DATE: September 18, 2024

TITLE: **DISCUSS THE POTENTIAL IMPLEMENTATION OF A BICYCLE LANE ON THE WEST SIDE OF COLLINS AVENUE AS PART OF AN UPCOMING FLORIDA DEPARTMENT OF TRANSPORTATION (“FDOT”) RESURFACING, RESTORATION, AND REHABILITATION (“RRR”) PROJECT ON STATE ROAD (“SR”) A1A/COLLINS AVENUE FROM SR 907/W 63 STREET TO 75 STREET.**

### **RECOMMENDATION**

The City Administration (“Administration”) recommends that the Public Safety and Neighborhood Quality of Life Committee (“PSNQLC” or “Committee”) discuss this item and endorse the implementation of a bicycle lane on the west side of Collins Avenue as part of an upcoming Florida Department of Transportation (“FDOT”) Resurfacing, Restoration, and Rehabilitation (“RRR”) project on State Road (“SR”) A1A/Collins Avenue from SR 907/W 63 Street to 75 Street.

### **BACKGROUND/HISTORY**

In accordance with the City of Miami Beach (“City”) adopted 2016 Bicycle-Pedestrian Master Plan (“BPMP”) and Transportation Master Plan (“TMP”), the City is working to expand its bicycle network through the planning and implementation of safe and connected bicycle lanes and facilities throughout the City.

The TMP recommends a protected bicycle lane and a dedicated transit lane on Collins Avenue between 63 Street and 75 Street in order to create a safe, connected, and efficient bicycle and transit network in North Beach. While the implementation of dedicated transit lanes on State roads requires a lengthy process consisting of comprehensive traffic studies and an analysis of current and future transit service, the implementation of protected bicycle lanes can be accomplished efficiently through roadway resurfacing and restriping projects.

FDOT is commencing the design phase of a roadway project on Collins Avenue from 63 Street to 75 Street (“Project”) as part of its Five-Year Work Program. As proposed by FDOT, the Project will include milling and resurfacing of the existing roadway pavement; reconstruction of damaged sidewalk; reconstruction of damaged curb and gutter and Americans with Disabilities Act (“ADA”) curb ramps; upgrading crosswalks; upgrading pavement markings and signage; and installing additional streetlight poles along the corridor. Attachment A includes the FDOT Draft Scoping Report for the Project. At this time, FDOT anticipates commencing design in late 2024 and commencing construction in 2027.

FDOT recently reached out to City staff to ascertain the City’s position regarding the potential of incorporating a northbound bicycle lane on the west side of Collins Avenue as part of the Project. In addition, FDOT has requested that the City provide direction to FDOT by way of a City Commission resolution either supporting or not supporting the implementation of a bicycle lane as part of the Project.

At the September 13, 2023 City Commission meeting, the City Administration (“Administration”) referred agenda item C4 H (attached) to the PSNQLC for discussion and a recommendation.

At the February 14, 2024 PSNQLC meeting, the Committee discussed the item and recommended that the Administration reach out to the community to obtain feedback and to return to the Committee with an update at a future date.

Pursuant to the Committee's recommendation, on May 13, 2024, the City conducted a virtual public meeting, in collaboration with FDOT, to obtain community input on the potential bicycle lane with the purpose of providing direction to FDOT on the upcoming Project. Attachment B includes the public meeting presentation. Approximately 25 members of the public attended the virtual public meeting. During the public meeting, two (2) participants expressed the need for bicycle safety and bicycle network connectivity in North Beach, and one (1) participant acknowledged the need for bicycle safety but expressed concerns with the potential loss of on-street parking. In addition, during the public meeting, Vice-Mayor Alex Fernandez spoke and requested that the Administration obtain data with respect to 1) current parking demand and potential on-street parking impacts along alternative north-south corridors in comparison to Collins Avenue, including Harding Avenue/Abbott Avenue and Indian Creek Drive; 2) bicycle crash/safety statistics along Collins Avenue and other north-south avenues in proximity; and 3) identify east-west corridors to ensure bicycle network connectivity in North Beach. The Administration is currently working on compiling this information.

## **ANALYSIS**

The Project presents an opportunity to introduce an essential bicycle facility along the Collins Avenue corridor in North Beach as recommended in the TMP. However, given the limited scope and scale of the Project, a bicycle lane, if implemented, would not connect to any other bicycle facility in the area for some time. Although the lack of bicycle lane connectivity along Collins Avenue would not be a desired condition, note that most bicycle facilities along FDOT roadways are constructed in segments as part of separate roadway projects, rather than as one contiguous project, due to various reasons, including cost, feasibility, and other engineering factors. To this end, FDOT is planning a future/long-term reconstruction of the Collins Avenue corridor from 41 Street to 63 Street ("Collins Avenue Multimodal Corridor project") which proposes to include a protected two-way bicycle path on the west side of Collins Avenue (adjacent to the Indian Creek waterway). The proposed bi-directional bicycle facility would ultimately connect at 63 Street to the potential northbound bicycle lane on the west side of Collins Avenue, if implemented as part of the Project. However, the construction of the future Collins Avenue Multimodal Corridor project is currently not funded in the FDOT Five-Year Work Program.

FDOT has preliminarily analyzed the potential impacts of adding a bicycle lane on Collins Avenue between 63 Street and 75 Street and determined that the implementation of the bicycle lane would require the elimination of one (1) of the three (3) existing northbound travel lanes or the elimination of the existing on-street parking lane on the west side of Collins Avenue, resulting in the elimination of approximately 75 existing on-street parking spaces and the potential elimination of the existing concrete curb extensions (some landscaped) within the Project limits.

To help mitigate the loss of on-street parking as a result of the inclusion of a bicycle lane in the Project, the Administration would identify opportunities to accommodate additional on-street parking spaces along the side streets, if feasible, through street reconfigurations. In addition, the Administration could explore the potential ~~acquisition of (or lease of spaces within) a privately-owned parking garage on Indian Creek Drive and 67 Street, as well as the~~for joint use of privately owned parking facilities during daytime and/or after-hours.

### **Comparison of Parking Impacts of a Potential Bicycle Lane on Alternate Parallel Corridors**

The demand for on-street parking is high along Collins Avenue from 67 Street to 75 Street, while the demand for on-street parking is moderate along Collins Avenue from 63 Street to 67 Street. Transportation and Mobility Department staff conducted a high-level assessment of the potential loss of on-street parking along Abbott Avenue and Harding Avenue within the same limits of 63 Street to 75 Street if a continuous bicycle lane would be implemented along those avenues in lieu

of Collins Avenue. Based on staff's analysis, given Collins Avenue has on-street parking on the west side of the street only, a bicycle lane on Collins Avenue would result in the lowest on-street parking loss as compared to Abbott Avenue and Harding Avenue. As previously mentioned, the loss of on-street parking on Collins Avenue would be approximately 75 spaces, whereas the loss of on-street parking on Abbott Avenue would be approximately 112 spaces, and the loss of on-street parking on Harding Avenue would be approximately 109 spaces.

#### Bicycle Crashes

From January 2021 to December 2023, there were a total of 23 crashes involving bicyclists on Collins Avenue between 63 Street and 75 Street, including along Abbott Avenue, Indian Creek Drive, and Harding Avenue, within the same limits.

#### East-West Connectivity

72 Street between Collins Avenue and Dickens Avenue has existing bicycle lanes which provide east-west connectivity. The Transportation and Mobility Department has completed the design of green bicycle lanes on 73 Street between Dickens Avenue and Ocean Terrace as proposed in the TMP; however, the project may not move forward to construction in order to have the ability to reconfigure the existing on-street parking from parallel to angle parking and increase the number of on-street parking spaces along 73 Street (serving as potential mitigation for some of the parking loss along the west side of Collins Avenue as a result of the potential inclusion of a bicycle lane). In addition, the TMP proposes protected bicycle lanes on 69 Street between Indian Creek Drive and Collins Avenue; however, the project is currently unfunded.

#### Benefits of a Bicycle Lane on Collins Avenue

While the Administration has concerns with the potential loss of on-street parking spaces in an area of North Beach where a high demand for parking currently exists, it is important to note that a bicycle lane on Collins Avenue would improve safety and mobility for numerous residents and workforce employees who commute by bicycle and/or use their bicycles on a regular basis for trips within the City, thereby contributing to reducing traffic congestion and helping Miami Beach achieve its strategic goal to become a less car-centric city. Additionally, a bicycle lane on Collins Avenue would 1) help relieve some pressure off the Beachwalk as some bicycle trips would shift to Collins Avenue, thus benefiting pedestrian safety on the Beachwalk; and 2) ultimately connect to future bicycle lanes on Collins Avenue both to the north and south of the Project.

#### May 22, 2024 PSNQLC Meeting

At the May 22, 2024 PSNQLC meeting, the Committee recommended that the Administration approach FDOT to discuss a potential redesign of the Project, including the potential elimination of a travel lane to accommodate the bicycle lane (with no loss of on-street parking) and return to the Committee with an update at a future date.

#### Update Since the May 22, 2024 PSNQLC Meeting

Pursuant to the Committee's recommendation, on June 3, 2024, the City staff met with FDOT representatives to discuss the potential redesign of the Project. During the meeting, FDOT advised that the existing right-of-way constraints due to the abutting land uses preclude the widening of the roadway to accommodate a dedicated bicycle lane. In addition, the travel lanes are approximately 11 feet wide and cannot be narrowed further. FDOT reaffirmed that the only potential options for adding a bicycle lane on Collins Avenue within the Project limits are to either eliminate the existing on-street parking on the west side of the corridor or eliminate a travel lane.

Furthermore, FDOT advised that in January 2022, a comprehensive assessment of the entire State roadway network in Miami-Dade County ("County") was conducted to identify roadways or roadway segments that could be considered potential candidates for lane elimination/repurposing consistent with the FDOT Lane Repurposing Guidebook (dated August 2020). The assessment was divided in two (2) phases. Phase 1 consisted of a high-level evaluation of all State roads in the County. Phase 2 consisted of a more detailed, corridor-specific traffic study for the roadways that met the Phase 1 criteria. The study methodology for Phase 1 involved a two-tiered process that consisted of first identifying roadways potentially suitable for lane repurposing based on the

number of travel lanes and other roadway criteria (“Tier 1”), followed by an analysis of the roadway level of service (“LOS”) to determine if repurposing one (1) travel lane in each direction would be feasible from a traffic operational perspective (“Tier 2”). Although Collins Avenue within the Project limits met the Phase 1/Tier 1 criteria, as it consists of three (3) travel lanes plus dedicated turn lanes, the corridor did not meet the Phase 1/Tier 2 evaluation as the resulting LOS (if a lane would be removed) did not meet the FDOT Target LOS D. **Therefore, based on the Phase 1 analysis, FDOT does not support a lane elimination/repurposing along Collins Avenue within the Project limits. As such, in order to include a bicycle lane in the Project, approximately 75 on-street parking spaces on the west side of Collins Avenue would need to be eliminated.**

Should the PSNQLC recommend this option, and the City Commission accept the Committee’s recommendation via Resolution, the Administration would work to identify various strategies to help mitigate the loss of the on-street parking as a result of including a bicycle lane in the Project, including, but not limited to, exploring the potential ~~purchase or~~ shared-use of privately-owned parking garages and lots in the proximate area for public parking during daytime and/or after-hours, and reconfiguring streets in the area to increase/maximize on-street parking.

Tangentially, City staff believes that it is crucial that FDOT explore opportunities to add safe pedestrian crosswalks as part of the Project and is working with FDOT in this regard.

### **FISCAL IMPACT STATEMENT**

Support or opposition for the bicycle lane as part of the Project will not result in any direct fiscal impact to the City as the Project is funded by FDOT. However, if the City Commission selects to move forward with the inclusion of a bicycle lane in the Project, there will be an annual loss of parking revenue attributed to the elimination of the existing 75 on-street parking spaces. Based on current parking rates, approximately \$55,000 in Parking Department revenue will no longer be generated on an annual basis. There may also be potential impacts to businesses and residents that rely on these on-street parking spaces, unless the parking loss is mitigated.

### **Does this Ordinance require a Business Impact Estimate?**

(FOR ORDINANCES ONLY)

The Business Impact Estimate (BIE) was published on .

See BIE at: <https://www.miamibeachfl.gov/city-hall/city-clerk/meeting-notice/>

### **FINANCIAL INFORMATION**

N/A

### **CONCLUSION**

There is an opportunity to implement a new bicycle lane on the west side of Collins Avenue as part of the upcoming FDOT Project. Given the existing configuration along this segment of Collins Avenue, the addition of a bicycle lane would require either elimination of one (1) travel lane or elimination of approximately 75 on-street parking spaces on the west side of Collins Avenue within the Project limits.

While the Administration has concerns with the loss of on-street parking spaces in an area of North Beach where a high demand for parking exists, it is important to note that a bicycle lane on Collins Avenue would improve safety and mobility for numerous residents and workforce employees who commute by bicycle and/or use their bicycles on a regular basis for trips within the City, thereby contributing to reducing traffic congestion and helping Miami Beach achieve its strategic goal to become a less car-centric city. Moreover, throughout the Project design phase,

the Administration would explore various strategies to help mitigate the loss of the on-street parking.

Should the PSNQLC support or not support the implementation of a bicycle lane on the west side of Collins Avenue as part of the Project, the Administration will bring the PSNQLC's recommendation to the next City Commission meeting for acceptance via a City Commission Resolution for transmittal to FDOT.

**Applicable Area**

North Beach

**Is this a "Residents Right to Know" item, pursuant to City Code Section 2-17?**

Yes

**Is this item related to a G.O. Bond Project?**

No

**Was this Agenda Item initially requested by a lobbyist which, as defined in Code Sec. 2-481, includes a principal engaged in lobbying?** No

If so, specify the name of lobbyist(s) and principal(s): N/A

**Department**

Transportation and Mobility

**Sponsor(s)**

Vice-Mayor Alex Fernandez

**Co-sponsor(s)**

**Condensed Title**

Discuss Potential Bicycle Lane on West Side of Collins Avenue As Part of Upcoming FDOT Project.