

MIAMI BEACH

COMMISSION MEMORANDUM

TO: Honorable Mayor and Members of the City Commission
FROM: Alina T. Hudak, City Manager
DATE: September 13, 2023

SUBJECT: REFERRAL TO THE PUBLIC SAFETY AND NEIGHBORHOOD QUALITY OF LIFE COMMITTEE TO 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 Administration recommends that the Mayor and City Commission ("City Commission") refer this item to the September 20, 2023 Public Safety and Neighborhood Quality of Life Committee ("PSNQLC") to 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.

BACKGROUND/HISTORY

In accordance with the City's adopted 2016 Bicycle-Pedestrian Master Plan 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 rather easily through roadway resurfacing and restriping projects.

FDOT is currently in the design phase of a RRR project on Collins Avenue from 63 Street to 75 Street as part of its Five-Year Work Program. As proposed by FDOT, the RRR project (Attachment) 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. At this time, FDOT has

not developed a schedule for the design and construction phases of this future RRR project.

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 RRR project. In addition, FDOT has requested that the City provide direction to FDOT by way of a resolution either supporting or not supporting the addition of a bicycle lane as part of this RRR project.

ANALYSIS

FDOT's RRR project presents an opportunity to introduce an essential bicycle facility along the Collins Avenue corridor in North Beach as recommended by the TMP, however, given the limited scope and scale of the RRR project, a bicycle lane, if implemented, would not connect to any other bicycle facility in the area for some time. Furthermore, 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 approximately 75 existing on-street parking spaces and potentially the elimination of concrete bulb-outs (some landscaped) within the project limits.

While the City Administration has concerns with the significant loss of on-street parking spaces in an area of North Beach where there is currently a high demand for parking, it is important to note that given the existing configuration along this segment of Collins Avenue, the addition of a bicycle lane would require eliminating one of the existing northbound travel lanes or the existing on-street parking. Although the lack of bicycle lane connectivity along Collins Avenue would not be a desired condition, note that most bicycle facilities along State arterial corridors 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. For example, FDOT is planning a future/long-term reconstruction of Collins Avenue from 41 Street to 63 Street which proposes to include a two-way cycle track on the west side of Collins Avenue (adjacent to Indian Creek). The cycle track, as proposed by FDOT, would ultimately connect at 63 Street to a bicycle lane on the west side of Collins Avenue, if implemented as part of the RRR project. However, the future Collins Avenue reconstruction project from 41 Street to 63 Street is currently not funded in the FDOT Five-Year Work Program.

Tangentially, City staff believes that it is crucial that FDOT explore all opportunities for additional safe pedestrian crosswalks for inclusion as part of the design and construction of the upcoming RRR project and will communicate this to FDOT.

SUPPORTING SURVEY DATA

N/A

FINANCIAL INFORMATION

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

CONCLUSION

There is an opportunity to implement a new bicycle lane on the west side of Collins Avenue as part of an upcoming FDOT project on SR A1A/Collins Avenue from SR 907/W 63 Street to 75 Street. Given the existing configuration along this segment of Collins Avenue, the addition of a bicycle lane would require eliminating one of the existing northbound travel lanes or the existing 75 on-street parking spaces which currently service businesses, residents, and visitors. FDOT requires that the Commission adopt a resolution supporting or opposing inclusion of the bicycle lane within the project. The Administration requests that the City Commission refer a discussion to the PSNQLC for consideration.

Applicable Area

North Beach

Is this a "Residents Right to Know" item, pursuant to City Code Section 2-14?

Yes

Does this item utilize G.O. Bond Funds?

No

Strategic Connection

Mobility - Improve the walking and biking experience.

Legislative Tracking

Transportation and Mobility

Sponsor

Commissioner Alex Fernandez

ATTACHMENTS:

Description

- ▢ Attachment – FDOT Draft Scoping Report