



# MIAMI SHORES INTERSECTION IMPROVEMENT PROJECT

FY2021 Transportations Alternatives Program

**Submitted To:**

Florida Department of Transportation-District VI  
c/o Oscar Camejo  
150 West Flagler Street, Suite 1900  
Miami, Florida 33130

Contact: Scott Davis, Public Works Director  
DavisS@msvfl.gov



# Miami Shores Village

Tom Benton  
Village Manager

10050 N.E. SECOND AVENUE  
MIAMI SHORES, FLORIDA 33138-2382  
TELEPHONE: (305) 795-2207  
FAX: (305) 756-8972

February 19, 2021

Oscar Camejo  
TAP Coordinator  
Miami-Dade County TPO  
111 NW First Street, Suite 920  
Miami, FL 33128-1999

**Re: Florida Department of Transportation 2021 TAP Cycle**

Dear Mr. Camejo,

Please find enclosed the Miami Shores Village's application for the FY 2021 Transportation Alternatives Program Cycle. The Village is requesting \$200,000 to enhance ten intersections along NW 2nd Avenue and NE 96th Street. The goal of the project is to improve pedestrian safety along the two main roadways within the Village that lead to local schools and a community park. The Village commits to match \$18,000 of the project cost.

The proposed project furthers the Village's efforts to implement the recommendations identified in our Multimodal Mobility Plan, and the project has the support of the Village's elected officials and residents. We hope that the Florida Department of Transportation and the Miami Dade TPO will partner with us as we seek to create a safe walkable community.

Please feel free to contact our Public Works Director, Scott Davis at (305) 795-2210 or via email at [daviss@msvfl.gov](mailto:daviss@msvfl.gov), if you need any additional information.

Sincerely,

Tom Benton  
Village Manager

Cc: Scott Davis



# MIAMI SHORES

## INTERSECTION IMPROVEMENT PROJECT

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**FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT VI**  
**TRANSPORTATION ALTERNATIVES**  
**APPLICATION FOR FISCAL YEAR 2026/2027**  
**2021 Application Cycle**

**A. APPLICANT INFORMATION**

<b>AGENCY (Local Agency PROJECT SPONSOR):</b> Miami Shores Village	
<b>APPLICATION CONTACT PERSON:</b> Scott Davis	<b>TITLE:</b> Public Works Director
<b>ADDRESS:</b> 10050 NE 2nd Avenue	<b>CITY / STATE / ZIP:</b> Miami Shores, FL 33138
<b>PHONE:</b> (305) 795-2210	<b>EMAIL:</b> daviss@msvfl.gov
<b>PROJECT SPONSOR'S LOCAL AGENCY PROGRAM (LAP) CERTIFICATION STATUS</b> <sup>1</sup> <small>Select one response</small>	

- Full Certification: *Click here to enter text.* Responsible Charge: *Click here to enter text.*  
 Phone: *Click here to enter text.*
- Project Specific Certification: Multimodal Improvements Responsible Charge: Scott Davis  
 Phone: (305) 795-2210
- Not Certified, Local Agency has attached a Certification Schedule \*
- Not Certified, Local Agency does not have a Certification Schedule\*

**B. PROJECT INFORMATION**

<b>PROJECT TITLE:</b> Miami Shores Intersection Improvement Project
<b>PROJECT LOCATION:</b> Miami Shores Village, Florida
<b>ROADWAY NAME AND/OR NUMBER:</b> Various intersections along NW 2nd Avenue and NE 96th Street
<b>PURPOSE OF PROJECT:</b> Improve ADA compliant crosswalks along the Village's local roadways.
<b>PROJECT BRIEF DESCRIPTION:</b> Miami Shores Village is requesting \$200,000 to enhance ten intersections along NW 2nd Avenue and NW 96th Street. The goal of the project is to improve pedestrian safety along the two main roadways within the Village that lead to local schools and a community park.

**Note:** All questions on the application **must** have a response. Failure to respond **to all** questions will result in a **disqualification** of the application. Should you feel that a question is not applicable to your project, please respond "not applicable."

FOR FDOT USE ONLY		
Application Complete	<input type="checkbox"/> YES	<input type="checkbox"/> NO
Project Eligible	<input type="checkbox"/> YES	<input type="checkbox"/> NO

<sup>1</sup> All Agencies shall be certified according to the Local Agency Program Manual Chapter 2, for more details contact the Local Programs office at (305) 470-5141 [https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/programmanagement/lap/manual/final-ch2-20190319.pdf?sfvrsn=a03958a9\\_2](https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/programmanagement/lap/manual/final-ch2-20190319.pdf?sfvrsn=a03958a9_2)

## C. TA QUALIFYING ACTIVITIES - PROJECT CRITERIA

Select the Transportation Alternative activity that the proposed project will address. Please select one activity that represents most of the work proposed. Eligible activities must be consistent with details described under 23 U.S.C. 101(a) (29) and 213(b). (Note: selecting more than one activity does not ensure or increase eligibility.)

1.  Construction of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety - related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990
2.  Construction, planning, and design of infrastructure-related projects and systems that will provide safe routes or for non-drivers, including children, older adults, and individuals with disabilities to access daily needs
3.  Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other non-motorized Transportation users
4.  Construction of turnouts, overlooks, and viewing areas
5.  Community improvement activities, which include but are not limited to:
  - a)  Inventory, control, or removal of outdoor advertising
  - b)  Historic preservation and rehabilitation of historic transportation facilities
  - c)  Vegetation management practices in transportation rights-of-way to improve roadway safety, prevent against invasive species, and provide erosion control
  - d)  Archaeological activities relating to impacts from implementation of a transportation project eligible under Title 23
6.  Any environmental mitigation activity, including pollution prevention and pollution abatement activities and mitigation to:
  - a)  Address storm water management, control, and water pollution prevention or abatement related to highway construction or due to highway runoff, including activities described in sections 133(b) (11), 328(a), and 329 of Title 23; or
  - b)  Reduce vehicle-caused wildlife mortality or restore and maintain connectivity among terrestrial or aquatic habitats
7.  SRTS program-eligible projects and activities listed in section 1404(f) of the SAFETEA-LU:
  - a)  Infrastructure-related projects
  - b)  Non-infrastructure-related projects
  - c)  Safe Routes to School Coordinator
8.  Planning, designing, and constructing boulevards<sup>2</sup> and other roadways largely in the Right-of-Way of former Interstate System routes or other divided highways
9.  Recreational trails program<sup>3</sup>

<sup>2</sup> A boulevard is defined as a walkable, low speed (35 mph or less) divided arterial thoroughfare in urban environments designed to carry both through and local traffic, pedestrians and bicyclists. Boulevards may be long corridors, typically four lanes but sometimes wider, serve longer trips, provide pedestrian access to land, may be high ridership transit corridors, are primary emergency response routes and use vehicular and pedestrian access management techniques. Curb parking is encouraged.

<sup>3</sup> [https://www.fhwa.dot.gov/environment/transportation\\_alternatives/guidance/guidance\\_2016.cfm#RecreationalTrails](https://www.fhwa.dot.gov/environment/transportation_alternatives/guidance/guidance_2016.cfm#RecreationalTrails)

## D. PROJECT DETAILS

### 1. Roadway Classification:

- State Roadway     
  Federal Aid Roadway     
  Local Roadway     
  Other

### 2. Project Termini:

**Begin:** See Attached      **End:** *Click here to enter text.*      **Project Length:** *Click here to enter text.*

If the project has various locations, include an attachment specifying each termini and project length.

Attachment included?       Yes       No

### 3. Location maps and aerials are attached: REQUIRED

Yes       No

### 4. Provide the Scope of Work: *Click here to enter text.*

A detailed scope of work is attached       Yes       No

Conceptual plans are attached       Yes       No

Typical section drawings are attached       Yes       No

### 5. Identify the project stakeholders: See Public Involvement Attachment

Has the Local Agency received input from stakeholders?       Yes       No

Briefly explain The proposed project is identified in the Village's Multimodal Mobility Study. The study occurred with direct engagement from residents and stakeholders of the Village. A meeting was held with key stakeholder, Barry University and their students to exchange ideas and learn from each other.

### 6. Has the Local Agency performed public awareness activities or held community meetings? Yes      No

If yes, provide a brief description and attach supporting documentation: A public meeting was held at the Miami Shores Community Center. The public meeting was attended by approximately 30 residents. Support was high for establishing a multimodal mobility study and providing facilities that would enhance walking and bicycling mobility within the Village. Residents provided input on the first draft of the network plan recommendations, noted key destinations and attractions to connect, highlighted streets that need improvements, and provided additional thoughts and recommendations on improving transportation in Miami Shores.

### 7. Is there public and/or private support for the project? Yes      No

If yes, provide a brief description and attach supporting documentation (e.g. petitions, written endorsements, resolutions, letters of support, etc.): The development and implementation of the recommendations listed in the Village's Multimodal Mobility Plan is an indication of public support and the Village Officials' support of the proposed project.

## E. PROJECT IMPLEMENTATION PLAN

### 1. Select the project phase(s) the local agency is applying for in this application:

- |                                                                          |                                                                                 |
|--------------------------------------------------------------------------|---------------------------------------------------------------------------------|
| <input type="checkbox"/> Planning Activities                             | <input type="checkbox"/> Project Development & Environment <sup>4</sup>         |
| <input checked="" type="checkbox"/> Preliminary Engineering/Final Design | <input type="checkbox"/> Right of Way <sup>5</sup>                              |
| <input checked="" type="checkbox"/> Construction                         | <input checked="" type="checkbox"/> Construction Engineering & Inspection (CEI) |

*NOTE: Local agencies are not eligible to be certified in PD&E and/or ROW; therefore, funds cannot be requested to self-administer PD&E and/or ROW phase (s).*

### 2. Select who will execute the project phase (s) identified in the question above. Check all applicable boxes:

<sup>4</sup> Refer to LAP Manual Chapter 11

<sup>5</sup> Refer to LAP Manual Chapter 12

<u>PLANNING</u>	<u>PD&amp;E</u>	<u>DESIGN</u>	<u>ROW</u>	<u>CONSTRUCTION</u>	<u>CEI</u>
<input type="checkbox"/> Local Agency Staff	<input type="checkbox"/> FDOT	<input type="checkbox"/> Local Agency Staff	<input type="checkbox"/> FDOT	<input checked="" type="checkbox"/> Contractor	<input type="checkbox"/> Local Agency Staff <sup>6</sup>
<input type="checkbox"/> Consultant	<input checked="" type="checkbox"/> Not Applicable	<input checked="" type="checkbox"/> Consultant	<input checked="" type="checkbox"/> Not Applicable	<input type="checkbox"/> FDOT	<input checked="" type="checkbox"/> Consultant
<input checked="" type="checkbox"/> Not Applicable		<input type="checkbox"/> FDOT		<input type="checkbox"/> Not Applicable	<input type="checkbox"/> FDOT
		<input type="checkbox"/> Not Applicable			<input type="checkbox"/> Not Applicable

**Note:** Chapter 337.14 Florida Statutes was amended by HB 905, effective July 1, 2019 prohibiting an entity from performing both design services and construction engineering and inspection services for a project wholly or partially funded by the Department of Transportation and administered by a local governmental entity.

**3. Is this project related to other FDOT funded phase(s) that are complete, underway or in FDOT's 5-year Work Program?**  Yes  No

If yes, provide the associated 11-digit Financial Management number(s): Not Applicable

**4. Are signed and sealed design plans available for the project associated with this application?**  Yes  No

a. If yes, are design plans updated to current standards and existing conditions?  Yes  No

1. Specify the date of design plans developed? *Click here to enter text.*

2. Enter Engineer of Record contact information: *Click here to enter text.*

b. If no, identify status of design plans

No plans

30%

60%

90%

Other Describe: The Village is seeking TAP funding for design and construction

**5. Attach a project schedule (dates may be tentative) See attached timeline**

Include (as applicable):

Consultant acquisition & award  Yes  No

Contractor acquisition & award  Yes  No

Project schedule and production dates  Yes  No

Plans preparation & review submittal (FDOT 30 days review)  Yes  No

Environmental Assessments  Yes  No

Permit Acquisition  Yes  No

**6. Identify permits required:** The project requires permitting from Miami Shores Village

Copies of permits are attached to this application  Yes  No

**7. Is a maintenance plan proposed?**  Yes  No

Describe: The project will be maintained by the Village's Public Works Department. Regular visual inspections will ensure that roadways are in good repair, the Village also conducts regular street sweeping, and contracts with a vendor to make repairs upon request.

**8. Attach documents requested as exhibits to this application. List exhibits:** 1. Location Maps 2. Scope of Work 3. Stakeholder Meetings/Public Involvement 5. Project Timeline 6. Project Budget 7. History of Funding

## F. RIGHT OF WAY

<sup>6</sup> Work done by local agency staff requires prior FDOT approval in any phase identified

**1. Is the project within the Local Agency's right of way?**  Yes  No

If yes, describe the project's existing Right-of-Way ownership as it relates to the project. (i.e. plats, deeds, prescriptions, certified surveys, easements). [Click here to enter text.](#)  
 If no, describe the existing ROW conditions. [Click here to enter text.](#)

**2. Is Right-of-Way acquisition proposed in this application?**  Yes  No

If yes, describe the proposed acquisition and provide a ROW map [Click here to enter text.](#)  
 Identify entity acquiring and retaining ownership of proposed Right-of-Way<sup>7</sup>: [Click here to enter text.](#)  
 Will temporary construction easements be required?  Yes  No  
 If yes, please describe: [Click here to enter text.](#)

## G. ENVIRONMENTAL EVALUATION

*Coordination with the Federal Highway Administration and the State Historic Preservation Officer will be required by Section 106 of the National Historic Preservation Act.*

**A. Has the Local Agency performed an environmental assessment for the project?**  Yes  No

List the environmental assessments performed: Environmental assessments have not been performed, and will be conducted if necessary. The Village does not expect that the project poses an environmental threat due to the project scope.

**B. Does the Local Agency have a historic preservation planner?**  Yes  No

If yes, provide contact information: The selected engineering firm will assess for historic preservation, if applicable.

**C. Is the proposed project located adjacent to a locally designated historic property or a National Register of Historic places-listed historic site?**  Yes  No

If yes, have any historic properties/places received Florida Department of State Historic Preservation Grant funds?  Yes  No  
 If yes, attach preservation agreements, covenants, or easements.

**D. Are archeological sites or Native American sensitive sites located within proximity to or adjacent to the project?**  Yes  No

If yes, provide a brief description: [Click here to enter text.](#)

**E. Has the Local Agency coordinated with any Federal or State Agencies for this project?**  Yes  No

If yes, provide a brief description and submit supporting documentation: [Click here to enter text.](#)

**F. Are parks, recreation areas or wildlife or waterfowl refuges in close proximity to the project?**  Yes  No

If yes, provide a brief description: [Click here to enter text.](#)

**G. Are there any navigable waterways adjacent or near the project?**  Yes  No

If yes, provide a brief description: [Click here to enter text.](#)

**H. Does the project have any wetland impacts?**  Yes  No

If yes, will wetlands mitigation be needed?  Yes  No  
 If yes, provide a brief description: [Click here to enter text.](#)

<sup>7</sup> All right-of-way acquisitions must comply with State and Federal rules, regulations and procedures.



**I. Has the Local Agency reviewed the project for potential protected species/ critical habitat impacts?**  Yes  No

If yes, provide a brief description: This will be conducted by the selected engineering company during the design, if applicable.

**J. Has the Local Agency reviewed the project for potential contamination that could affect the area?**  Yes  No

If yes, provide a brief description: This will be conducted by the selected engineering company during the design, if applicable.

**K. Are there noise sensitive areas?**  Yes  No

If yes, provide a brief description: *Click here to enter text.*

## H. COST ESTIMATE

**1.** For projects that have not been designed, an opinion of probable cost **must be** submitted with this application. Utilize the FDOT's Basis of Estimates Manual<sup>8</sup> to develop a **detailed** estimate with FDOT pay items for construction phase estimates. **If the project has been designed, then, a detailed engineer cost estimate must be submitted with this application.**

The opinion of probable cost or engineers cost estimate is attached to this application  Yes  No

**2. Provide a summary of the estimated costs for the proposed work in the table below**

A project cost estimate **must** be attached to this application

Activities	Total Cost	Local Funds	TA Funds
Planning Activities	<i>\$Click here to enter text.</i>	<i>\$Click here to enter text.</i>	<i>\$Click here to enter text.</i>
Project Development & Environmental Study	<i>\$Click here to enter text.</i>	<i>\$Click here to enter text.</i>	<i>\$Click here to enter text.</i>
Design Costs/ Plans Preparation	\$18,000	Click here to enter text.	\$18,000
Environmental Assessment(s) associated with the design phase	\$ 2,000	\$ Click here to enter text.	\$2,000
Permits associated with the design phase (including application fees, mitigation, and permit acquisition work)	\$2,000	\$,	\$2,000
Right of Way	<i>\$Click here to enter text.</i>	<i>\$Click here to enter text.</i>	<i>\$Click here to enter text.</i>
Construction	\$160,000	<i>\$Click here to enter text.</i>	\$160,000
Construction Engineering and Inspection activities (CEI)	\$18,000	<i>\$Click here to enter text.</i>	\$18,000

<sup>8</sup> Use the following links to access the Basis of Estimates Manual as well as historical cost information for your area:

<http://www.fdot.gov/programmanagement/Estimates/BasisofEstimates/BOEManual/BOEOnline.shtm>

<http://www.fdot.gov/programmanagement/Estimates/HistoricalCostInformation/HistoricalCost.shtm>

Other Costs (describe) <sup>9</sup> Contingency	\$18,000	\$18,000	<i>\$Click here to enter text.</i>
<b>Total Estimated Project Cost</b>	<b>\$218,000</b>	<b>\$18,000</b>	<b>\$200,000</b>

## I. PROJECT FUNDING

TA FUNDS	\$ 200,000		PERCENTAGE OF TA FUNDS	92%
LOCAL FUNDS ALLOCATED	\$ 18,000		PERCENTAGE OF LOCAL CONTRIBUTION	8 %
<b>TOTAL PROJECT COST</b>	<b>\$ 218,000</b>			

Note: The percentage of local contribution indicated above will be greater than or equal to the local contribution to the final contract award.

Example A: A 20% local contribution is indicated for a construction project. The local agency was awarded \$1,000,000. The bid amount is \$1,000,000. The awarded amount would be reduced to \$800,000. The local agency would contribute \$200,000.

Example B: A 20% local contribution is indicated for a construction project. The local agency was awarded \$1,000,000. The bid amount is \$1,400,000. The awarded amount would remain \$1,000,000. The local agency would contribute \$400,000.

**1. Describe in detail how the project will be funded (include funding types and commitment of funds):**

The local match for this project will be funded by the Village's general budget or People Transportation Plan funds.

**2. Provide the funding year for each phase(s) of the project:**

The Village is prepared to begin the design phase by January 2026, and is willing to begin construction earlier if feasible.

**3. Provide a letter from the Local Agency's Budget Office committing Local Funds to the project.**

A copy of the letter is included with this application.

Yes  No

## J. Project Sponsorship Certification

I hereby certify that the proposed project herein described is supported by Miami Shores Village (Local Agency, county, state or federal agency, or tribal council) and that said entity will: (1) provide any required funding match; (2) enter into a maintenance agreement with the Florida Department of Transportation (FDOT); (3) comply with the Federal Uniform Relocation Assistance and Acquisition Policies Act for any Right of Way actions required for the project, (4) Comply with Local Agency Program Manual during all phases of the project, (5) comply with the NEPA process prior to construction, which may involve coordination with the State Historic and Preservation Office (SHPO) prior to construction, and (6) support other actions necessary to fully implement the proposed project.

I further certify that the estimated costs are reasonable and understand that Miami Shores Village (Local Agency, county, state or federal agency, or tribal council) will bear all expenses in excess of the total cost of the project. Upon notification of project award, I further certify that the aforementioned entity will work with the FDOT to ensure the associated

<sup>9</sup> FDOT does not allow programming for contingency costs. Any contingency costs should be accounted for using local funds.

contracts are executed in the fiscal year programmed. Project deferrals are highly discouraged and are subject to fund availability.

**Name (please type or print):** [Click here to enter text.](#)

**Title:** [Click here to enter text.](#)

**Signature:** \_\_\_\_\_



**Date:** [Click here to enter text.](#)



Miami Shores Village Intersection Improvement Project

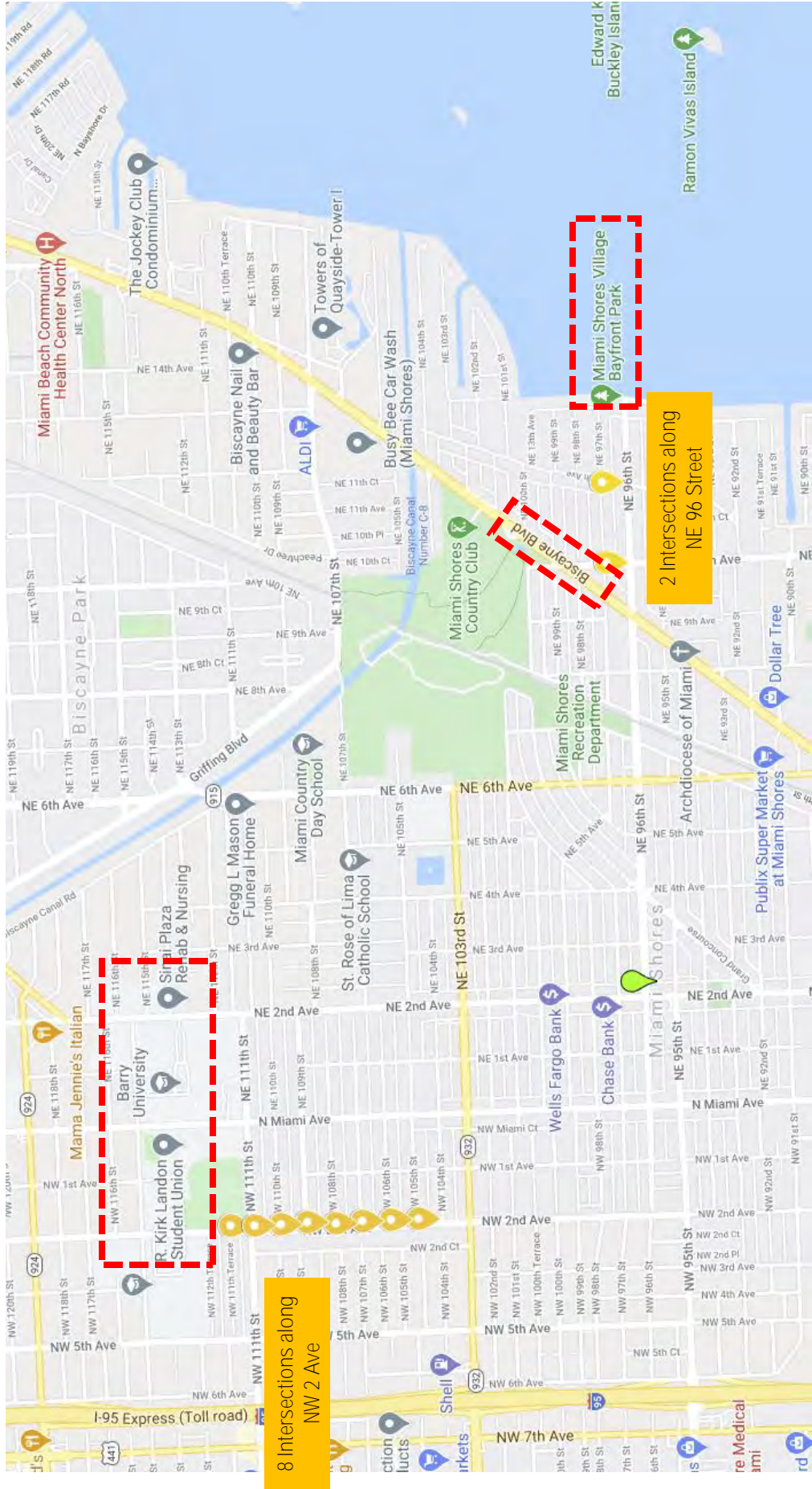
**Project Termini**

<p>NW 2nd Avenue from NW 104 Street to NW 111 Street</p>	<p>NE 96 Street from NE 10 Avenue to NE 12 Avenue</p>
----------------------------------------------------------	-------------------------------------------------------



# Miami Shores Village Intersection Improvement Project

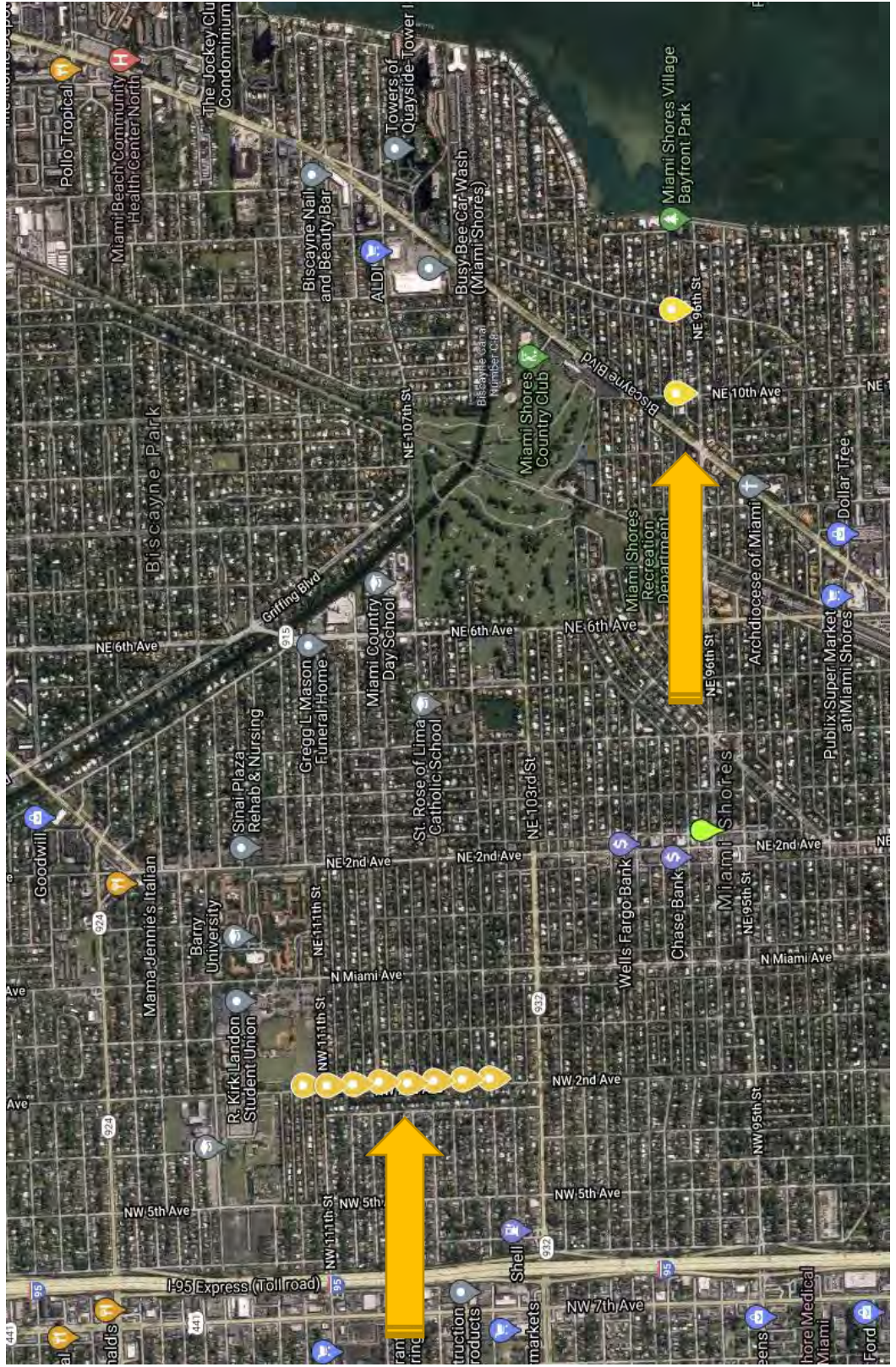
## Project Location Map





# Miami Shores Village Intersection Improvement Project

Aerial View of Project Location



2021 Transportation Alternatives Application Cycle



## Miami Shores Intersection Improvement Project

### Scope of Work

Funding from FDOT supports the enhancement of ten (10) intersections within the Village. The safety enhancements improve the Village's compliance with American with Disabilities Act, inform pedestrian where to cross, and alert motorists of where crossing pedestrians should be expected. Crosswalk pavement markings that are slip-resistant and textured could assist a person with vision impariements in differentiating between the crosswalk and road.

The scope of work includes the installation of stamped concrete crosswalks and ADA curb ramps at the following intersextions:

- NW 2 Avenue – Eight (8) intersections from NW 104 St to SW 111 St
- NE 96 Street – Two Intersections at NE 12 Ave and NE 10 Ave

### Project Benefits & Link to Master Plans

The Village of Miami Shores conducted a Multimodal Mobility Study with the primary goal to increase bicycle and pedestrian mobility and safety. Research indicates that residents in Miami Shores Village are more likely to make work trips on foot or by bicycle than in the County, State, and Country as a whole. The percentage of work trips made by bicycle is approximately 0.45% higher in Miami Shores than in the County as a whole, and the percentage of work trips made on foot is 0.22% higher in Miami Shores than Miami-Dade County as a whole, and nearly 1.10% higher than in the State of Florida.

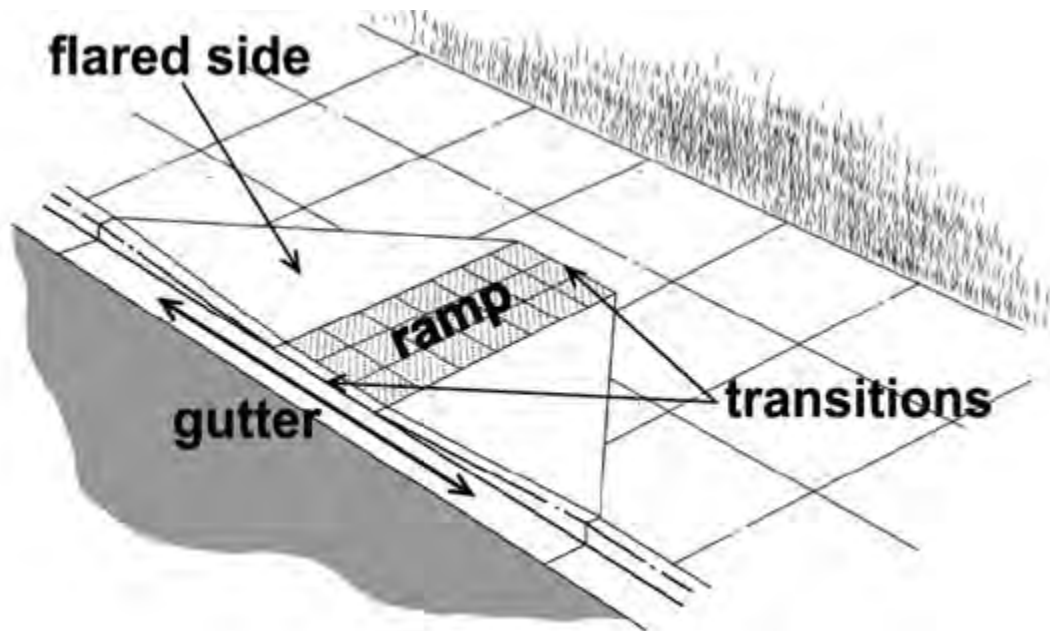
The Multimodal Study identifies facilities that allow the Village to invest in accessible and accommodating bicycle and pedestrian facilities on local streets and identifies projects that can be coordinated with other transportation partners such as Miami-Dade County and the Florida Department of Transportation (FDOT).

The two intersections selected have a pedestrian level of service score of C or D, and are either at or near locations with a history of bicycle or pedestrian crashes (see attached maps from mobility study). Proposed improvements to NW 2<sup>nd</sup> Avenue lead to Barry University and nearby Doctors Charter School of Miami Shores (grades 6-12). Proposed improvements to NE 96<sup>th</sup> Street connect to Miami Shores' Bayfront Park to the east, and to the west the commercial districts along Biscayne Boulevard and Downtown Miami Shores.



## Conceptual Plan and Typical Cross Section

At a minimum, the Village will follow the ADA regulations for ramp installation at the time of construction. See below cross section for a curb ramp from the ADA.gov website. <https://www.ada.gov/pcatoolkit/chap6toolkit.htm>. Crosswalk design elements are indicated in the attached excerpt from the Multimodal Mobility Study.







# Intersection Improvements

**Along NW 2<sup>nd</sup> Ave from 104<sup>th</sup> St to 110<sup>th</sup> St**

**Along NE 96<sup>th</sup> St at NE 10<sup>th</sup> Ave & 12<sup>th</sup> Ave**

Prepared by: Christopher Miranda Assistance Public Works Director

February 16, 2021



NW 2<sup>nd</sup> Ave & NW 104<sup>th</sup> Street



NW 2<sup>nd</sup> Ave & NW 105<sup>th</sup> Street



NW 2<sup>nd</sup> Ave & NW 106<sup>th</sup> Street



NW 2<sup>nd</sup> Ave & NW 107<sup>th</sup> Street



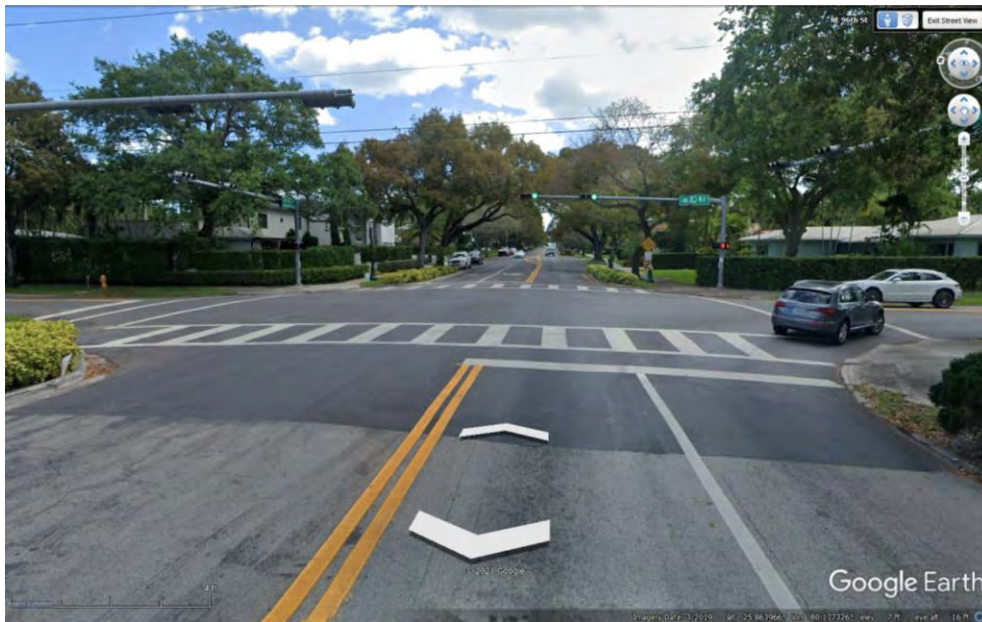
NW 2<sup>nd</sup> Ave & NW 108<sup>th</sup> Street



NW 2<sup>nd</sup> Ave & NW 109<sup>th</sup> Street



NW 2<sup>nd</sup> Ave & NW 110<sup>th</sup> Street



NE 96<sup>th</sup> Street & 10<sup>th</sup> Ave



NE 96<sup>th</sup> Street & 12<sup>th</sup> Ave

Excerpt of Multimodal Study demonstrating project need/safety concerns, typical intersection in the Village, and public involvement efforts.

# MIAMI SHORES VILLAGE **Multimodal** Mobility Study

Kimley»»Horn



*Miami Shores Village*



### Crosswalks

Crosswalks should be implemented to improve pedestrian connectivity throughout the village. The intent is to warn motorists of locations where pedestrian activity is more likely to occur, as well as guide pedestrians towards established and predictable crossings. Intersections between two or more corridors along which bicycle and pedestrian facility improvements are recommended were analyzed.



### Applications



- Crosswalks should either be painted with thermo-plastic paint or other textured material that may provide improved visibility for motorists.
- Crosswalks shall be the width of the approaching sidewalks, or a minimum of 10 feet wide.
- Crosswalks shall be connected to sidewalks by ADA-compliant access ramps (4' wide minimum).
- Crosswalks along a shared use path should provide ramps that are the width of the shared use path.

### Recommendations

The following intersections were identified as needing crosswalk improvements:

- NW 1<sup>st</sup> Avenue and NW 103<sup>rd</sup> Street (east and west legs of intersection)
- N Miami Avenue and N 111<sup>th</sup> Street (south leg of the intersection only)
- N Miami Avenue and N 109<sup>th</sup> Street (north and south legs of the intersection)
- N Miami Avenue and N 101<sup>st</sup> Street (north and south legs of the intersection)
- N Miami Avenue and N 96<sup>th</sup> Street (north and south legs of the intersection)
- N Miami Avenue and N 93<sup>rd</sup> Street (north leg of intersection only)

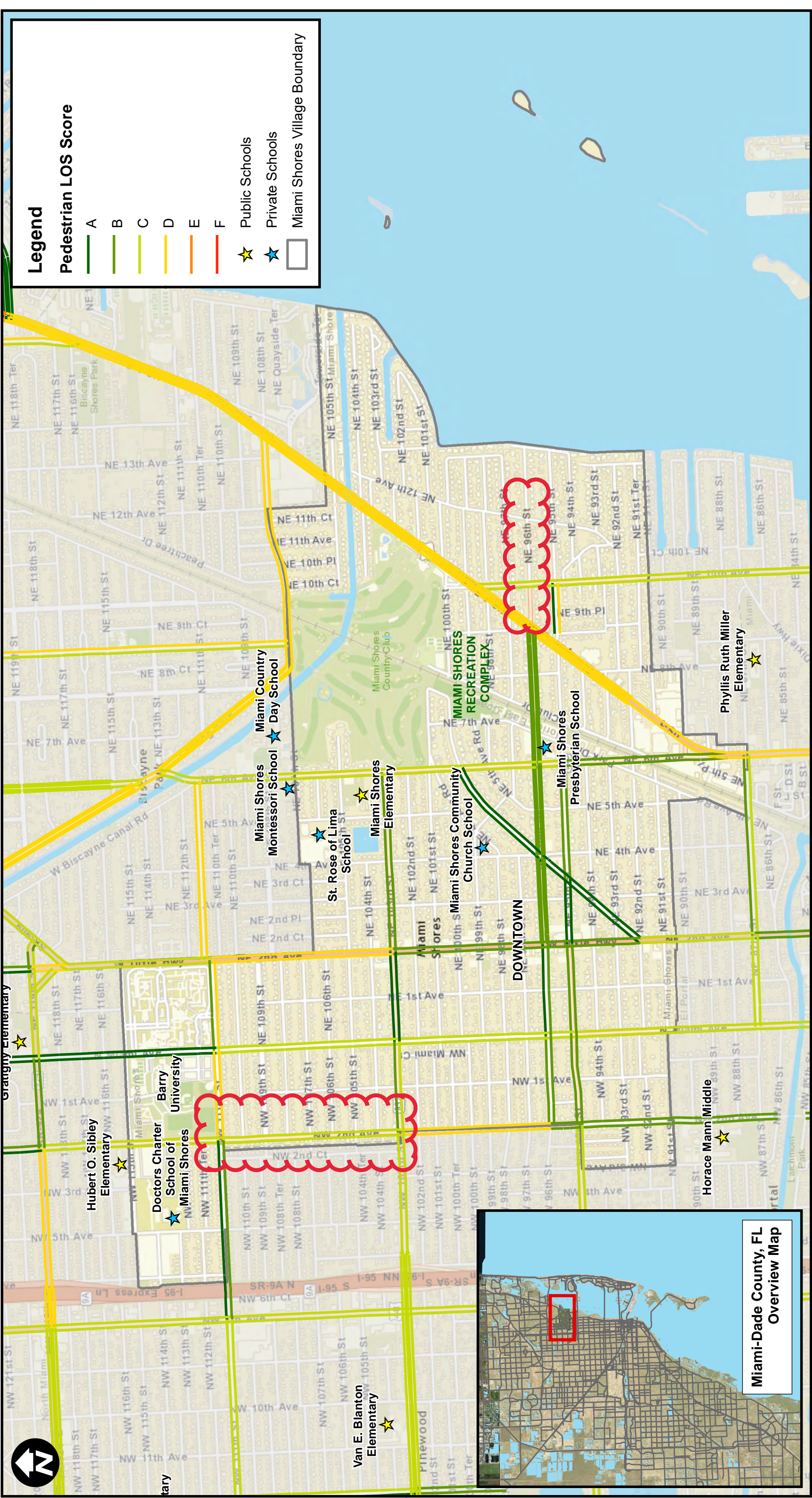


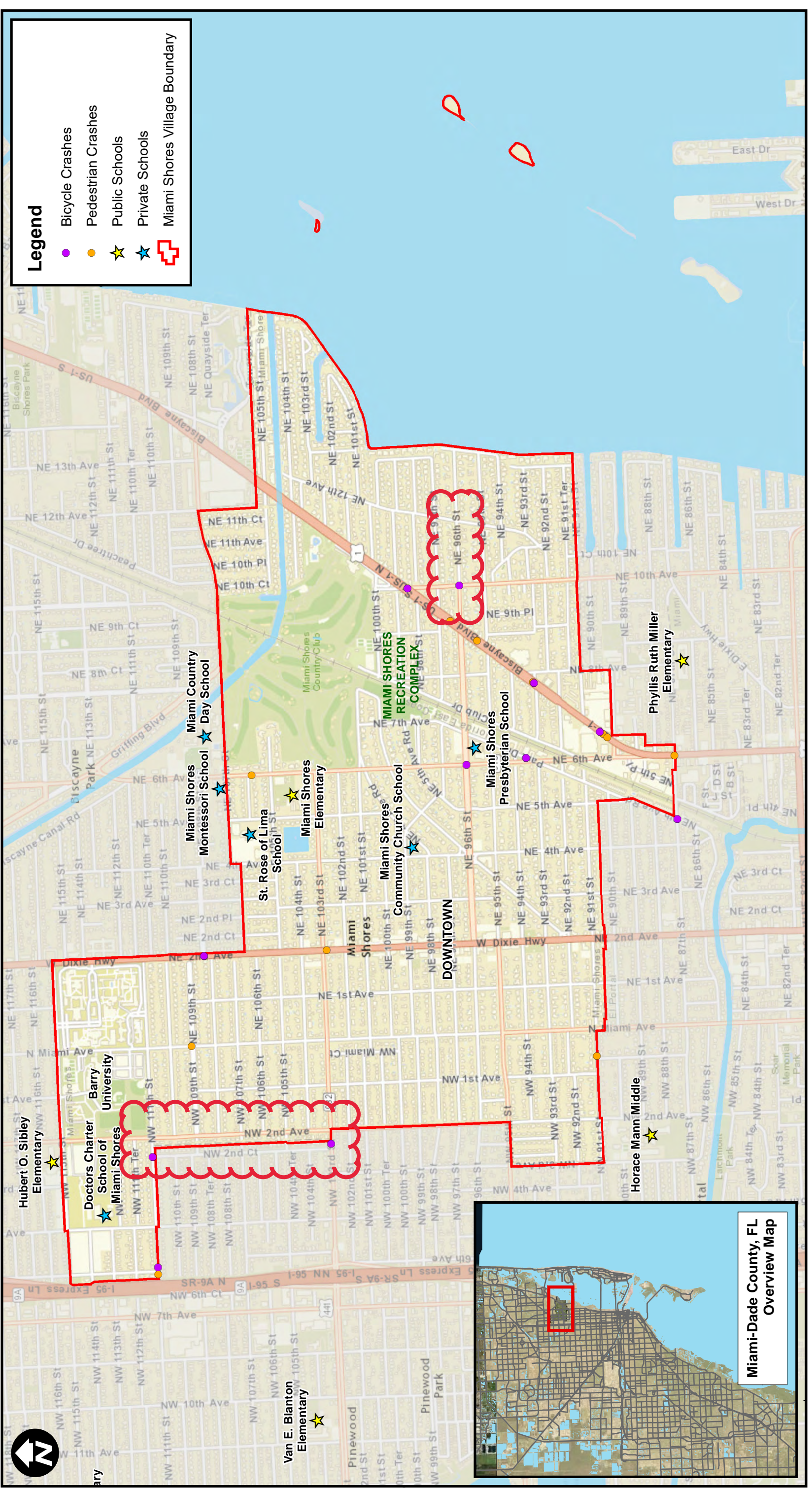


# Miami Shores Village

## Multimodal Mobility Study Miami Shores Village

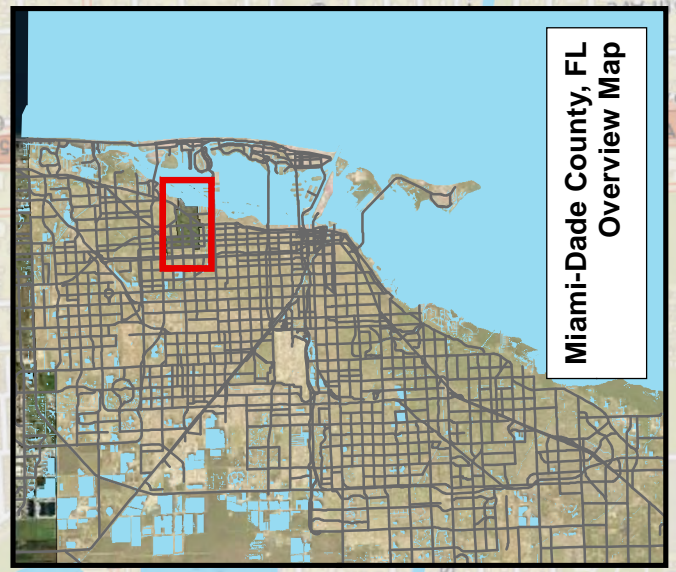
### Figure 9: Pedestrian Level of Service (LOS)





**Legend**

- Bicycle Crashes
- Pedestrian Crashes
- ★ Public Schools
- ★ Private Schools
- ⊕ Miami Shores Village Boundary





### *Public Engagement*

The development of the Multimodal Mobility Study occurred with direct engagement from residents and stakeholders of the Village. These meetings allowed the study team and the public to exchange ideas and learn from each other. The public meeting attendees provided valuable input about local travel patterns, key destinations, and the perception within the community about which streets are most comfortable and convenient to walk or bike, and which streets are typically avoided due to busy traffic.



A public meeting was held on February 26, 2015, at the Miami Shores Community Center. The public meeting was attended by approximately 30 residents. Support was high for establishing a multimodal mobility study and providing facilities that would enhance walking and bicycling mobility within the Village. Residents provided input on the first draft of the network plan recommendations, noted key destinations and attractions to connect,



highlighted streets that need improvements, and provided additional thoughts and recommendations on improving transportation in Miami Shores. All recommendations were evaluated for incorporation into the Multimodal Mobility Study. Public comment cards were distributed at the public meeting and feedback received was also evaluated for inclusion into the Study. In addition, representatives from the local bike shop took blank comment cards to place in their business as well for further input opportunities.

A meeting with Barry University staff and students was held on March 27, 2015. The Barry University community provided a wealth of information related to walking and bicycling at Barry, the percentage of walkers, typical circulation patterns including origins and destinations, and insight into the development of the campus master



plan. The meeting included a discussion of students' walking and bicycling mobility needs and ideas for points of connectivity between the University and the Village walking and bicycling network.

In addition, three meetings were held with the Miami Shores Bicycle Committee to provide input to the study development throughout the course of the process including reviewing the draft network plan recommendations.



Miami Shores Intersection Improvement Project

**Project Timeline**

*Timeline is extended due to 5 Year Workplan*

Task	Start Date	End Date	Duration in Days
<b>Contract Execution Phase with FDOT</b>			
Notification of TAP Award (9/2021) and Approval by Village Commissioners to accept (or re-confirmation at time funding is scheduled)	9/1/2021	12/30/2021	120
LAP Certification/Re-Certification Process with FDOT	12/30/2021	12/29/2025	1460
<b>Pre-Construction Phase</b>			
Procurement of Engineering Consultant	1/12/2026	5/12/2026	120
Design and Environmental Studies if needed	5/12/2026	8/10/2026	90
Permitting	8/10/2026	10/9/2026	60
<b>Construction Phase</b>			
Development and Approval of Bid Documents (FDOT and Village Commissioners)	10/9/2026	2/6/2027	120
Advertise and Accept Bids	2/6/2027	6/6/2027	120
Award and Execute Construction Contract	6/6/2027	9/4/2027	90
Construction Pre-Planning/Kick-Off Meetings	9/4/2027	11/3/2027	60
Notice to Proceed	11/3/2027	12/3/2027	30
Construction of Project	12/3/2027	9/30/2028	302

**OPINION OF PROBABLE COST**

**PREPARED BY: SCOTT DAVIS**

**DATE: FEBRUARY 20, 2020**



**PROJECT DESCRIPTION: Miami Shores Intersection Improvement Project**

			<b>UNIT</b>	<b>Local</b>	<b>TAP</b>	
<b>QTY</b>	<b>UNIT</b>	<b>DESCRIPTION</b>	<b>PRICE</b>	<b>Match</b>	<b>Grant</b>	<b>TOTAL</b>
1	EA	Design, Permitting, and Assessments	\$ 22,000.00		\$ 22,000.00	\$ 22,000.00
2	EA	Enhanced intersections along NE 96	\$ 20,000.00		\$ 40,000.00	\$ 40,000.00
8	EA	Enhanced crosswalks along NW 2nd	\$ 15,000.00		\$ 120,000.00	\$ 120,000.00
		<b>SUB-TOTAL</b>				\$ 182,000.00
		Construction Engineering and Inspection (10%)			\$ 18,000.00	\$ 18,000.00
		MISC. CONTINGENCY (10%)		\$ 18,000.00		\$ 18,000.00
		<b>TOTAL CONSTRUCTION</b>		\$ 18,000.00	\$ 200,000.00	\$ 218,000.00



## Miami Shores Intersection Improvement Project

### History of Funded Projects

<b>Project</b>	<b>Fiscal Year</b>	<b>Amount</b>
Multimodal Improvements	2020	\$454,391.63
Multimodal Improvements	2021	\$705,428.88
Multimodal Improvements	2022	\$468,832.38
Miami Shores Village Flagler Trail	2025	\$458,680.00
Miami Shores ADA Ramp Improvement Project	2025	\$162,000