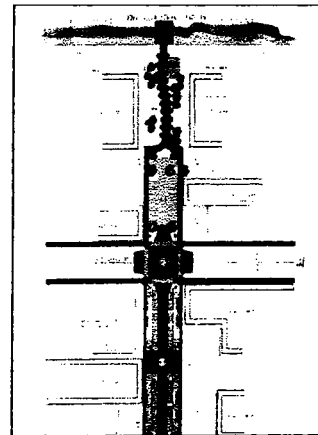
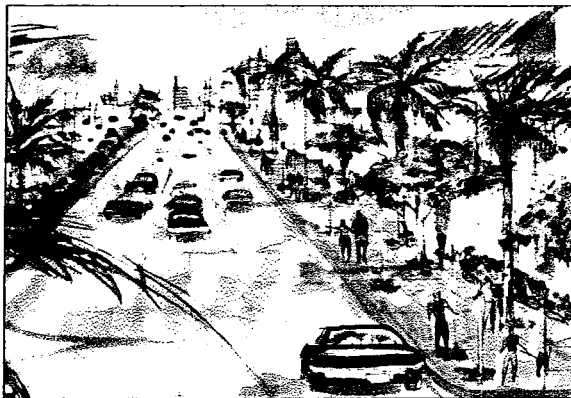


**City of North Miami Beach**



# **Community Mobility Program**

*A Multimodal Program of  
Transportation Improvements*



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Plantation, Florida 33317**



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## INTRODUCTION

### Background

The City of North Miami Beach has long taken a proactive role in planning for the community's transportation needs and improving the quality of its built environment. Beyond the comprehensive planning activities required of all jurisdictions by the State of Florida, North Miami Beach has taken the initiative to partner with other agencies in several important planning initiatives. Two examples of such interagency partnerships include *The S.R. 826 Corridor Transportation and Land Use Study*, performed in partnership with the Florida Department of Transportation (FDOT), and *The North Miami Beach City Center Design Charrette*, performed in cooperation with the Treasure Coast and South Florida Regional Planning Councils. The S.R. 826 Study, completed in 1998, resulted in the formulation of a master plan for the City's east-west "spine", and included both transportation and land use recommendations. The City Center Design Charrette, held in early 1999, examined in detail redevelopment opportunities for the area surrounding the Mall at 163<sup>rd</sup> Street.

### Purpose

The North Miami Beach Community Mobility Program is a logical extension of the S.R. 826 Study and the City Center Design Charrette, as well as a number of other key programs, plans and studies. The Community Mobility Program is a necessary "next step" in the planning process begun by those previous planning efforts. Both the studies mentioned above involved extensive focus group and public involvement efforts, and their resulting recommendations reflect the visions of the community participants. However, it is necessary to "operationalize" the recommendations of these and other studies by defining their recommendations into a discrete set of projects, demonstrating how the improvements are related, and carefully defining and programming the resulting projects.

With funding from the Metropolitan Planning Organization (MPO) the Community Mobility Program defines relationships between previously conducted studies, the implications of the projects identified, and provides a detailed work program for implementation. The principal intent of the Community Mobility Program will be to help guide the MPO in short and long range improvements in overall multimodal transportation conditions, and aid the City of North Miami Beach in planning for future land use and sustainable economic growth.

While the Community Mobility Program includes far-reaching conclusions and recommendations, it includes no new data collection or analysis, except as data collection and analysis were necessary for understanding and integrating the previously conducted studies. This project requirement emerged from the City's recognition that a substantial amount of resources had been devoted over the previous ten years to studies concerned with transportation and the urban environment in North Miami Beach and the surrounding area. In many cases these studies refer to one another and were conducted with some level of

coordination. However, the City recognized that these planning initiatives had not been integrated into a single, coherent program of improvements.

The Community Mobility Program provides a blueprint for the creation of a balanced multimodal transportation system. In so doing, the Community Mobility Program draws on the data, analyses and recommendations of previously conducted transportation plans, studies and programs. This body of previous work includes the following major initiatives:

- ◆ *Transportation and Land Use Corridor Study for NW/NE 167<sup>th</sup> and 163<sup>rd</sup> Street Corridor (State Road 826) from I-95 to the Intracoastal Waterway (S.R. 826 Study)*
- ◆ *North Miami Beach City Center Design Charrette Report; A Citizen's Masterplan*
- ◆ *Metropolitan Planning Organization Transportation Improvement Program and Florida Department of Transportation State Transportation Improvement Program Fiscal Years 2000-2001 to 2004-2005 (TIP)*
- ◆ *Miami-Dade Transit Agency Transit Development Program (2000 TDP Covering Fiscal Years 2001-2005)*
- ◆ *Northeast Dade Transit Improvement Study*
- ◆ *City of North Miami Beach Comprehensive Plan: Transportation Element*
- ◆ *City of North Miami Beach Proud Neighborhoods Capital Improvement Bond*
- ◆ *City of North Miami Beach Survey of Bus Stop Area Conditions and Passenger Amenities 2000-2001*

#### **Key Concepts**

Community mobility is defined as the degree to which a balanced multimodal transportation system is in place. In such a system, the traveler has multiple choices as to route, schedule and mode of travel. The positive impacts of such a balanced transportation system include a more efficient and aesthetically pleasing urban environment, and greater and more equitable access to such vital community resources as employment centers, schools, shopping, recreation and public services.

"Balance," from the point of view of the traveler, refers to the availability of multiple means of getting around. A balanced multimodal transportation system might include the following:

- ◆ An integrated, hierarchical system of roadways, including arterial, collector and local streets, and alleys;
- ◆ Public transit, including such modes as commuter rail, buses and neighborhood-friendly circulator vehicles or shuttles;

- ◆ Pedestrian facilities, including sidewalks, roadway crossings and jogging paths; and
- ◆ Bicycle facilities, including bike shoulders, dedicated paths and bike racks.

A transportation system is out of balance when too much reliance is placed on a single mode, such as the single-occupant automobile. The negative impacts of such over-reliance on the car are well documented in the United States. These negative impacts include traffic congestion, pollution, blighting influences on the urban environment, and unequal access to employment and educational centers. While over-reliance on the automobile is most often cited as an example of an unbalanced transportation system, other parts of the world have experienced the negative effects of other types of single-mode travel. For instance, cities in China have experienced bicycle gridlock during peak travel times, and some European cities have been all but shut down by transit worker strikes. As mentioned above, choice is an important quality of a balanced transportation system; the traveler is able to avoid gridlock in any single mode by being able to select an alternative mode.

In addition to the concept of a balanced, integrated transportation system described above, the Community Mobility Program is predicated on several key concepts. These concepts have been articulated in greater detail by the previous planning studies and in particular in the S.R. 826 Study and the City Center Charrette. These key considerations include the following:

*Transportation and the Quality of Life.* Transportation improvements cannot be implemented in a vacuum, without consideration for impacts to the urban environment. The impact of traffic congestion and speeding on neighborhoods must be managed. The needs to maintain neighborhood character while fully utilizing the urban grid must be balanced by well-designed traffic management techniques.

*“One Size Does Not Fit All”.* North Miami Beach has a unique sense of place that should be enhanced through transportation planning measures, rather than being eroded by their impacts. Transportation improvements should fit the specific needs and character of the particular urban environment or neighborhood being impacted.

*Preserve and Enhance the S.R. 826 Corridor.* S.R. 826 serves as the North Miami Beach’s east-west transportation spine, not only for automobiles and trucks, but also for existing and planned transit facilities. This “trunk line” and its complementary system of collector streets provide the vital functions of connecting North Miami Beach to the rest of the region, while providing hurricane evacuation and prime circulation within the city.

*Emphasize Quality, Not Quantity.* While North Miami Beach may not be aiming to have the highest-capacity and most speedy roadway, those roadways should operate at the highest possible levels in terms of safety and operational characteristics.

*Improve the Driver/Rider Experience.* The community should seek to improve the experience of its transportation system users. The experience of the motorist in using well-designed intersections and roadway segments can contribute to a lower level of driver frustration.

Other elements which contribute to the driver's experience are streetscaping and visually pleasing monuments and informative signage. Transit ridership, which may in turn take vehicle trips off the roadway system, can be encouraged through improved passenger amenities (shelter, benches, signage) and attractive, comfortable vehicles.

*Create Systems that People Want to Use.* The most successful public transportation systems match the scale and function of transit to the character and self-image of the community. North Miami Beach's transit solutions must be geared towards the need of the larger community and the individual neighborhoods that constitute it.

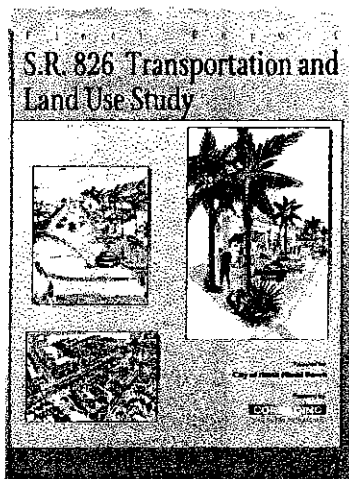
*Recreation and Mobility.* North Miami Beach is home to multiple parks, recreational, and entertainment venues. Mobility strategies should be supportive of these resources, by providing an integrated network of roadway, transit, pedestrian and bicycle routes to interconnect and provide access to these varied recreational and entertainment opportunities.

### **Report Organization**

- ◆ Section II of this document summarizes and reviews the eight previously conducted planning plans, programs and studies. The data, analyses and recommendations of these planning initiatives provide the basis for the Community Mobility Program.
- ◆ Section III identifies the transportation improvements recommended by the planning initiates and categorizes the improvements. The project categories are intended to promote a balanced set of improvements in which roadway, transit and other alternative mode projects are given an appropriate weight and importance. The categories provide for balance between projects of various types, ensuring that no one type of project is emphasized over the others.
- ◆ Section IV presents a "Project Bank" of 32 transportation-related improvements. Each Project Bank improvement is described in detail, along with information concerning the need and benefits of the project and the requirements for implementation.
- ◆ Finally, Section V provides a fifteen-year Work Plan. The Work Plan describes relationships between the projects, including those projects that are complementary, related or dependent upon one another, project phasing broken down into short-, mid- and long-term planning horizons. The Work Plan also includes a project-by-project assignment of responsibilities for implementation of the Project Bank.

## SECTION II REVIEW OF PREVIOUS STUDIES AND PLANS

This section reviews eight previously conducted studies and plans that have bearing on transportation conditions in and around North Miami Beach. Since the Community Mobility Program contains no new analysis, the data, policies and recommendations contained in these studies and plans will be employed in the formulation of this document. Many of the projects and other recommendations touched on in the document summaries will be incorporated into the "Project Bank" component of the Community Mobility Program.



### Transportation and Land Use Corridor Study for NW/NE 167<sup>th</sup> and 163<sup>rd</sup> Street Corridor (State Road 826) from I-95 to the Intracoastal Waterway

The study entitled "Transportation and Land Use Corridor Study for NW/NE 167<sup>th</sup> and 163<sup>rd</sup> Street Corridor (State Road 826) from I-95 to the Intracoastal Waterway" (hereafter referred to as the S.R. 826 Study) was completed in 1999. The study resulted from a partnering agreement between the City of North Miami Beach and Florida Department of Transportation District 6.

The S.R. 826 Study emerged as a response to issues affecting the 167<sup>th</sup>/163<sup>rd</sup> Street corridor, including traffic congestion, visual and urban blight, and loss of businesses within the corridor. The preservation of the corridor as a regional commercial center and a critical hurricane evacuation route were major goals of the study. The S.R. 826 Study included extensive analyses of transportation conditions in the corridor, including traffic, transit, and bicycle/pedestrian. The transportation analysis included computer modeling of both existing and project future traffic conditions and an origin-destination study. The study also examined urban design issues, including the condition and quality of the built environment. A market study was performed that examined the existing inventory of businesses in the corridor and strategies for economic development.

The study featured a public involvement process that included professionally facilitated meetings. In addition to several corridor-wide public information and workshop meetings, four separate focus groups were held with merchants and residents.

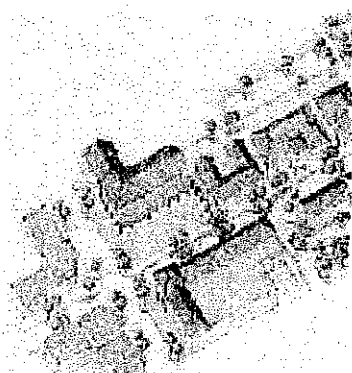
The S.R. 826 Study began as a more or less conventional Florida Department of Transportation (FDOT) corridor scope of services. Such "PD&E" studies typically focus on traffic congestion and roadway improvements aimed to alleviate congestion. However, early in the S.R. 826 Study, both the City of North Miami Beach and FDOT recognized key conditions in the corridor that meant such conventional approaches would not be appropriate. First, S.R. 826 west of Biscayne Boulevard is a "constrained" roadway; businesses and other development

front immediately on or very close to S.R. 826. Widening projects would result in unacceptably high costs for right of way acquisition and business displacement. Second, the business districts within the corridor serves as a regional shopping and service area. The disruption or elimination of businesses that would result from the widening of S.R. 826 would impede the economic health and vitality of the community.

For these reasons, the study's partners decided to concentrate on non-traditional recommendations for the corridor. Roadway improvements were not ignored; the study recommended intersection and other capacity and operational enhancements. Also key to the study's proposed transportation projects were improvements to NW/NE 167 and 164 Streets that would allow these streets to serve as parallel facilities to S.R. 826 and take trips off the main highway. However, the study participants decided to emphasize such alternative measures as transit improvements and urban design to alleviate congestion and improve the quality of life in the corridor. These unconventional strategies were expected to help reduce traffic on S.R. 826. The strategies included:

- ◆ Transit projects, including improvements to existing transit routes, and a new shuttle system connecting U.S. 1 with the Golden Glades interchange;
- ◆ Transit passenger amenities, including improvements to station sites, to encourage transit usage;
- ◆ Improvements to sidewalks and bicycle facilities to encourage bicycle and pedestrian activity; and
- ◆ Redevelopment efforts that would ideally place neighborhood serving uses within neighborhoods, thus reducing the need for and length of additional automobile trips.

The S.R. 826 Study provides an urban design master plan for redevelopment of the corridor, an economic development program, a comprehensive listing of recommended projects, and a fifteen-year implementation plan.



#### **North Miami Beach City Center Design Charrette Report: A Citizen's Masterplan**

The "North Miami Beach City Center Design Charrette Report", subtitled, "A Citizen's Masterplan," was the result of a design workshop held in early 1999. A group of approximately 50 North Miami Beach residents, business and property owners, City staff, and other professionals met over the course of a weekend to formulate a new vision for the "City Center". City Center was defined by the participants generally as the area north of NE 163<sup>rd</sup> Street;

south of and including Nova Southeast University; east of and including the Mall at 163<sup>rd</sup>

Street; and, east of and including Lorenzo's Italian Market. The design workshop was thus centered around NE 164<sup>th</sup> Street as the City's new mainstreet.

While involving the full participation of the community participants, the workshop was governed by the principles of "Neo-traditional Town Planning", otherwise known as the "New Urbanism". Neo-traditional planning strives to balance the best characteristics of livable cities of the past with the demands of modern life. By stressing the importance of mixed-use development, human-scale construction, and pedestrian-oriented streets, neo-traditional planning attempts to create efficient and vibrant urban settings.

The design workshop's recommendations focused on three primary districts of the study area, as follows:

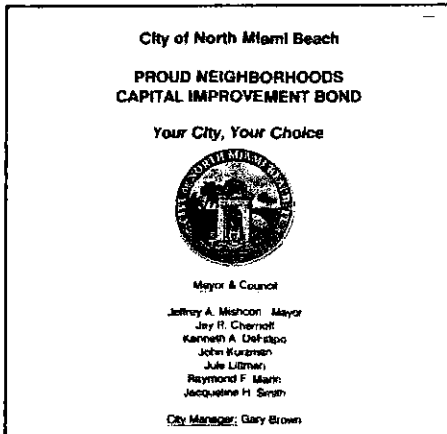
**The Market District** is centered on NE 164<sup>th</sup> Street between NE 21<sup>st</sup> Avenue and the Florida East Coast railroad tracks. The workshop participants focused on the importance of Lorenzo's Italian Market as an activity generator. It was recommended that the Italian market be expanded and enhanced through the addition of a *piazza*, or public square. Also of prime importance to the Market District is the presence of the FEC railroad. The workshop participants recommended that a multimodal transit station be planned near the terminus of NE 164<sup>th</sup> Street at Biscayne Boulevard and that the new station be integrated into the expanded and enhanced Italian market. Pedestrian facilities, improved streetscape for NW 164<sup>th</sup> Street, and shared parking for commercial development complete the concept for the Market District.

**The Civic District** is centered on NE 164<sup>th</sup> Street between NE 9<sup>th</sup> Avenue and NE 21<sup>st</sup> Avenue. In the view of the workshop participants, this area should serve to identify and provide a gateway to the municipal services located to the north along NE 19<sup>th</sup> Avenue. The gateway function would be accomplished through the creation of ornamental additions to the street space, including fountains, monuments and special architectural features. The workshop participants also recommend the development of a hotel on NE 164<sup>th</sup> Street.

A prime recommendation of the workshop is the reconstruction, over time, of NE 164<sup>th</sup> Street into a traditional mainstreet. This reconstruction would involve wider sidewalks, traffic calming techniques, narrower travel lanes, and shade trees. Future development along mainstreet would include mixed use development with retail on the first floor and residential or office above. Urban courts or public squares would provide space for outdoor cafes and public activities.

**The Mall District** is centered on NE 164<sup>th</sup> Street between NE 12<sup>th</sup> Avenue and NE 15<sup>th</sup> Avenue. The workshop participants recommended a virtually complete redevelopment of the existing mall. This would be accomplished by the extension of existing streets, which currently terminate at the mall site, through the site. The resulting blocks would then be developed as mixed-use parcels and shared parking. While the workshop proposed three distinct development scenarios for the Mall District, the uses recommended include retail, office, and residential in various integrated configurations. One scenario proposes just under 1 million

square feet of retail, with integrated office and residential. The revitalized mall area would serve to anchor the western end of an extended mainstreet, NE 164<sup>th</sup> Street.



### City of North Miami Beach Proud Neighborhoods Capital Improvements Bond Program

In mid-2000 North Miami Beach voters approved the Proud Neighborhoods bond program. The bond program provides \$16.6 million for a wide range of improvements in 13 different neighborhoods. The improvements include, depending on the neighborhood, traffic calming, drainage, streetscape and lighting, street reconstruction, on-street parking and pedestrian facilities. The neighborhoods include the following:

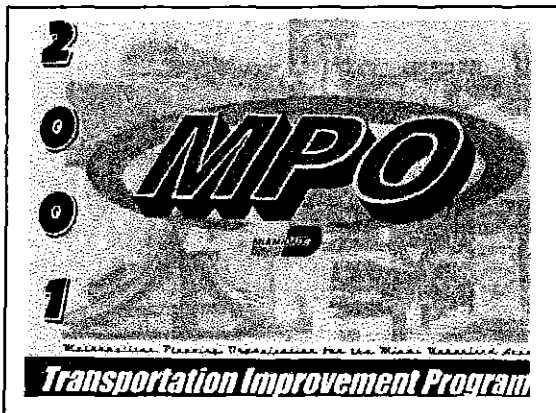
- ◆ Allen Park
- ◆ Fulford
- ◆ Eastern Shores
- ◆ Western Eastern Shores
- ◆ Carl Byior/Oak Grove
- ◆ Pickwick
- ◆ Skylake
- ◆ Sunray East
- ◆ Sunray West
- ◆ Uleta, University Park
- ◆ Washington Park
- ◆ Windward.

The Proud Neighborhoods improvements aim to correct deficiencies in neighborhood infrastructure and to preserve and enhance residential quality of life. Community mobility will be improved through improvements to pedestrian facilities, parking and local roadways. Germane to this analysis are programmed projects that improve transportation mobility and access, or that indirectly contribute to mobility. Examples of such projects are:

- ◆ Projects that improve roadway capacity or operations, including road widening and intersection improvements.
- ◆ Projects that mitigate the effects of roadways on neighborhoods, or enhance the roadway's contribution to the neighborhoods sense of place, including traffic calming and streetscape improvements.
- ◆ Safety-related projects, and projects that aim to mitigate roadway impacts on neighborhoods, including traffic calming measures.

- ◆ Projects that encourage non-motorized mobility, including pedestrian and bicycle facilities, and multi-use paths, trails and greenways.
- ◆ Projects that encourage transit use by improving access to transit stops or stations or improving conditions around transit stops (“passenger amenities”).
- ◆ Projects that involve street trees or the landscaping of rights of way. Such projects help mitigate the effects of traffic noise and roadway visual impacts. Improved landscaping is also believed by some transportation experts to contribute indirectly to traffic calming.

NEIGHBORHOOD	ITEM #	PROJECT NAME	DESCRIPTION OF IMPROVEMENTS	COST ESTIMATE
Washington Park	39	Sidewalk Installation & Replacement	Installation , replace or repair of sidewalk and handicap ramps	\$282,790
	40	Street Overlay & Swale Improvement	Milling and/ or overlay of road and installing sod and swale trees	\$695,671
	41	Washington Park Roadway Improvement	Drainage , curbing , sidewalk , road reconstruction , street lighting and landscaping .	\$1,176,864
Western Eastern Shores	42	NE 164 Street , NE 26 Avenue & NE 28 Avenue Roadway Improvement	Drainage , curbing , road reconstruction , decorative street lighting , stamped concrete crosswalk and landscaping.	\$703,800
Windward	43	Street Light Upgrading & Addition	Replacing existing 100 W fixtures with 400 W Cobra Head fixtures	\$16,803
	44	Sidewalk Installation & Replacement	Installation , replace or repair of sidewalk and handicap ramps	\$75,762
	45	Street Overlay & Swale Improvement	Milling and/ or overlay of road and installing sod and swale trees	\$376,694
	46	NE 10 Avenue Roadway Improvement	Stamped Concrete Crosswalks ≅ NE 175 Street, Decorative Street lights, Road Overlay & Swale Improvement	\$623,829
			<b>GRAND TOTAL</b>	<b>\$16,601,796</b>



Metropolitan Planning Organization  
Transportation Improvement Program and  
Florida Department of Transportation State  
Transportation Improvement Program  
Fiscal Years 2000-2001 to 2004-2005

The Transportation Improvement Programs (TIP) of both the Miami-Dade Metropolitan Planning Organization and the Florida Department of Transportation District 6 are combined in a single document. The combined TIP specifies proposed

transportation improvements to be implemented in Miami-Dade County over the coming five years, with a primary emphasis on the first three years. All projects utilizing federal funds in 2001 are listed in the TIP. Projects to be implemented with non-federal funds are also shown in the TIP, regardless of their funding source. The TIP includes projects in the categories of Intermodal, Highway, Transit, Aviation, Seaport and Non-Motorized improvements. In total, the current TIP exceeds some \$4.7 billion.

The TIP is divided into the following sections, based on the funding source of each listed project:

- ◆ Three-Year Federal Funded Projects
- ◆ Five-Year Projects: State Highways and Intermodal Improvements
- ◆ Five-Year Projects: Turnpike Improvements
- ◆ Five-Year Projects: Miami-Dade Expressway Authority (MDX)
- ◆ Five-Year Projects: Secondary Roads
- ◆ Five-Year Projects: Road Impact Fee Improvements
- ◆ Five-Year Projects: Local Option Gas Tax
- ◆ Five-Year Projects: Private Sector
- ◆ Five-Year Projects: Airport Development
- ◆ Five-Year Projects: Multimodal Port Development
- ◆ Five-Year Projects: Multimodal Transit Improvements
- ◆ Five-Year Projects: Tri-Rail Projects
- ◆ Five-Year Projects: Non-Motorized Component
- ◆ Five-Year Projects: Intelligent Transportation System (ITS)
- ◆ Five-Year Projects: Transportation Disadvantaged Related Projects
- ◆ Five-Year Projects: Resourceful Use of Streets and Highways (RUSH Program)
- ◆ Unfunded Priority Needs

Many of the projects listed in the TIP will have only an indirect impact on North Miami Beach. For instance, the TIP lists projects that are intended to improve the function of S.R. 826, west of the Golden Glades Interchange. These S.R. 826 projects range from capacity improvements to the implementation of an Intelligent Transportation System (ITS) program. The TIP also lists projects that will have a county-wide impact. While such projects may indirectly impact or

even improve mobility within and around North Miami Beach, they cannot be considered as directly benefiting the City.

A few TIP projects, however, will have a more direct impact on North Miami Beach, as detailed in Table 2:

**Table 2: North Miami Beach-Specific TIP Projects**

TIP Section	Item #	Description	Year	Total Cost
3-Year Federal Funding	40555811	High priority projects: bike path	2003	\$1,266,000
3-Year Federal Funding	2516631	I-95 Noise Walls from North of SR 112 to 199 <sup>th</sup> Street	2000-2002	\$2,400,00
3-Year Federal Funding	2516621	I-95 Rigid Pavement Reconstruction from SR 5 / US 1 to Golden Glades	2001	\$930,000
3-Year Federal Funding	2512011	Bike path	2000	\$952,000
3-Year Federal Funding	2512831	City of North Miami Beach Sidewalks	2002	\$1,200,000
3-Year Federal Funding	2502271	Safety Project: SR 826 / 167 <sup>th</sup> Street at NE 6 <sup>th</sup> Avenue	2000	\$252,000
3-Year Federal Funding	2516841	Golden Glades Multi-Modal Terminal: Park and Ride Lots	2000-2001	\$911,000
Primary State Highways & Intermodal Projects	87260000	S.R. 826/NW 167 Street ramp; safety project	2001	\$1,640,068
Road Impact Fee	671379	NE 12 Ave from NE 151 St to NE 167 St: widen to 3 lanes; TOPICS improvement	2004-5	\$1,500,000
Road Impact Fee	671306	NE 15 <sup>th</sup> Ave from NE 163 St to NE 170 St: widen to 4 lanes	2004-5	\$700,000
Road Impact Fee	671306	NE 15 <sup>th</sup> Ave from NE 159 St to NE 163 St and from NE 170 St to Miami Gardens Dr: widen to 3 lanes; TOPICS improvement	2003-4	\$2,200,000
Unfunded Priority Needs	671306	NE 15 <sup>th</sup> Ave from NE 159 St to NE 163 St and from NE 170 St to Miami Gardens Dr: widen to 3 lanes; TOPICS improvement	NA	Partial funding in Road Impact Fee, above
Unfunded Priority Needs	4-14	North Dade Greenways Master Plan: 24 greenways occupying railroad, canal and utility easements, and road rights of way	NA	\$150,000
Unfunded Priority Needs	60	Northeast Transit Corridor Bicycle Accommodations Downtown Miami to NE 199 <sup>th</sup> St	N/A	N/A



### Miami-Dade Transit Agency Transit Development Program (2000 TDP Covering Fiscal Years 2001-2005)

Miami-Dade Transit Agency's (MTA) Transit Development Program serves a similar purpose to that of the MPO/FDOT Transportation Improvement Program; both programs lay out transportation-related projects in compliance with State and federal requirements. All transit agencies in Florida must prepare a TDP, which identifies committed future improvements and provides financial analysis of a recommended service plan.

The TDP includes chapters detailing the following:

1. MDTA's operating environment;
2. The transit agency's committed transit improvements;
3. The recommended service plan for 2005; and
4. A financial needs summary based on the recommended service plan.

As with the TIP, many TDP projects indirectly affect North Miami Beach through county-wide or localized impacts. However, the TDP includes several proposed projects or changes to existing routes that will have a direct impact on North Miami Beach, as follows:

**Golden Glades Intermodal Center.** The Golden Glades Intermodal Center is included in the TDP as a "committed transit improvement." This proposed improvement to the Golden Glades Interchange involves the construction of an intermodal terminal to serve Tri-Rail, MDTA bus routes, Broward County Transit bus routes, taxis and buses connecting cities. When completed, the facility would serve as the North Dade transit hub and terminal. The existing park & ride facility would be integrated into the new intermodal center, which is also anticipated to include substantial ancillary development, including possible commercial development. The project, which is currently in the preliminary engineering stage, is expected to be completed in 2003 at a total cost of \$7.54 million. It should be noted that the Florida Department of Transportation is responsible for the planning and implementation of this project, which is officially referred to as the Golden Glades Multimodal Center.

**Route 163<sup>rd</sup> Street Shuttle.** This new route is listed in the TDP's 2005 Recommended Service Plan for implementation in 2004. According to the TDP, the route would operate daily from Golden Glades to Collins Avenue along 163<sup>rd</sup> Street. The TDP states that the route would "provide reliable and frequent service along the entire NE/NW 163<sup>rd</sup> Street corridor in North Miami Beach." According to MDTA staff, the inclusion of this new route is a direct outcome of

the S.R. 826 Study, which recommended that a shuttle system be developed along the 167<sup>th</sup>/163<sup>rd</sup> Street corridor. The route is planned to have 15 minute headways for peak, mid-day and weekend service. However, it should be noted that the entire annual operating cost of \$1,100,000 is listed as "unfunded." The project is thus "waiting in line" behind other new routes that are funded.

The following table summarizes changes to existing routes that serve or directly connect to North Miami Beach:

Route	Description of Change	Year Change Implemented
E	Extend midday service to west Miami Lakes area	2002
H	Improve peak period headways from 20 to 15 minutes	2005
V	Eliminate route per duplication of municipal services	2001
2	Improve weekday headways north of NW 84 Street from 60 to 30 minutes	2005
2	Re-align northern terminus to future Golden Glades Intermodal Terminal	2004
3	Improve daily headways from 20 to 15 minutes	2003
3	Eliminate 163 <sup>rd</sup> Street service. Re-align along Biscayne Blvd.	2003
9	Improve peak period headways from 15 to 12 minutes	2005
22	Introduce Sunday service to Civic Center area (Santa Clara branch). Improve Sunday headways to 30-minutes north of NW 20 <sup>th</sup> Street	2003
75	Extend service to the Northeast Transit Terminal	2005
83	Improve peak period headways from 20 to 15 minutes	2001
91	Improve daily headways from 60 to 30 minutes	2003
91	Restructure route to service the future Northeast Terminal	2005
95X	Hollywood Blvd. in Broward County	2001
95X	Introduce midday service at 30-minute frequency	2001

### **Northeast Dade Transit Improvement Study**

The Northeast Dade Transit Improvement Study was conducted for the Miami-Dade Transit Agency in 1996. The purpose of the study was to assess the condition of transit services and facilities in Northeast Dade County, and to compare this capacity with the needs of residents and major developments. The study was the first comprehensive review of transit needs and facilities conducted in the area in fifteen years. While the study is now several years old, it continues to guide decisions regarding public transportation in the area.

The specific goals of the study included:

NEIGHBORHOOD	ITEM #	PROJECT NAME	DESCRIPTION OF IMPROVEMENTS	COST ESTIMATE
Allen Park	1	Street Light Upgrading & Addition	Replacing existing 100 W fixtures with 400 W Cobra Head fixtures	\$4,860
	2	Sidewalk Installation & Replacement	Installation , replace or repair of sidewalk and handicap ramps	\$192,387
	3	Street Overlay & Swale Improvement	Milling and/ or overlay of road and installing sod and swale trees	\$216,420
	4	Corona-Del-Mar Roadway Improvement	Drainage , curbing , road reconstruction , sidewalk ,street lighting and landscaping . The cost for the installation of the sanitary sewer system and road restoration of \$ 1,200,000 will be funded by Public Utilities from the Utilities funding source.	\$1,300,000
Fulford	5	Street Light Upgrading & Addition	Replacing existing 100 W fixtures with 400 W Cobra Head fixtures	\$5,589
	6	Sidewalk Installation & Replacement	Installation , replace or repair of sidewalk and handicap ramps	\$19,053
	7	Street Overlay & Swale Improvement	Milling and/ or overlay of road and installing sod and swale trees	\$306,363
	8	North Miami Beach Downtown / N.E.164 Street Roadway Modification	50 % Matching fund for the construction of next demonstration block for the construction of curbing , sidewalk , parking , decorative street lighting , stamped concrete crosswalk and landscape .	\$300,000
Eastern Shores	9	Street Light Upgrading & Addition	Replacing existing 100 W fixtures with 400 W Cobra Head fixtures	\$19,980
	10	Sidewalk Installation & Replacement ( To be determined )	Installation , replace or repair of sidewalk and handicap ramps	\$240,923
	11	Street Overlay & Swale Improvement	Milling and/ or overlay of road and installing sod and swale trees	\$136,456
	12	Shelter for Eastern Shores Tot Lot	Installation of shelter and benches to provide shaded picnic area at the tot lot.	\$30,360

NEIGHBORHOOD	ITEM #	PROJECT NAME	DESCRIPTION OF IMPROVEMENTS	COST ESTIMATE
Highland Village  OakGrove / Carl Byoir	13	NE 164 Street Guardhouse Site Improvement	Road modification , adding additional lane at Guardhouse exit , street lighting and landscaping	\$140,760
	14	NE 35 Avenue Streetscape	Installation of site lighting for three medians & replacement of bus shelter and bus benches on both sides of NE 35 Avenue	\$126,546
	15	Street Light Upgrading & Addition	Replacing existing 100 W fixtures with 400 W Cobra Head fixtures	\$7,614
	16	Street Overlay & Swale Improvement	Matching fund for milling and/ or overlay of road and installing sod and swale trees. ( Total cost \$ 391,756 )	\$200,000
	17	Street Light Upgrading & Addition	Replacing existing 100 W fixtures with 400 W Cobra Head fixtures	\$20,250
	18	Sidewalk Installation & Replacement	Installation , replace or repair of sidewalk and handicap ramps	\$410,947
	19	Street Overlay & Swale Improvement	Milling and/ or overlay of road and installing sod and swale trees	\$275,518
	20	NE 13 Avenue Median Beautification	Installation of trees , landscape & Decorative street lights	\$193,200
Pickwick	21	Street Light Upgrading & Addition	Replacing existing 100 W fixtures with 400 W Cobra Head fixtures	\$2,511
Skylake	22	Pickwick Streetscape	Installation of colored concrete crosswalk and decorative street lights	\$92,460
	23	Street Light Upgrading & Addition	Replacing existing 100 W fixtures with 400 W Cobra Head fixtures	\$6,885
	24	Sky Lake Entrances Streetscape	Reconstruction of intersections, decorative street lights, landscape and stamped concrete crosswalks	\$322,920
	25	NE 188 Terrace & NE 20 Court Intersection Improvement	Four-way stamped concrete crosswalks, decorative street lights and landscape	\$104,880

NEIGHBORHOOD	ITEM #	PROJECT NAME	DESCRIPTION OF IMPROVEMENTS	COST ESTIMATE
	26	NE 186 Street Roadway Improvement	Drainage , curbing , sidewalk , road reconstruction and landscaping.	\$165,600
Sunray East	27	Street Light Upgrading & Addition	Replacing existing 100 W fixtures with 400 W Cobra Head fixtures	\$11,664
	28	Sidewalk Installation & Replacement	Installation , replace or repair of sidewalk and handicap ramps	\$1,176,635
	29	Street Overlay & Swale Improvement	Milling and/ or overlay of road and installing sod and swale trees	\$473,714
Sunray West	30	Street Light Upgrading & Addition	Replacing existing 100 W fixtures with 400 W Cobra Head fixtures	\$39,699
	31	Sidewalk Installation & Replacement	Installation , replace or repair of sidewalk and handicap ramps	\$2,057,745
	32	Street Overlay & Swale Improvement	Milling and/ or overlay of road and installing sod and swale trees	\$992,800
	33	NE 172 Street Roadway Improvement	Drainage , curbing , sidewalk , on-street parkings, road reconstruction and landscaping.	\$242,190
Uleta	34	Sidewalk Installation & Replacement	Installation , replace or repair of sidewalk and handicap ramps	\$524,665
	35	Street Overlay & Swale Improvement	Milling and/ or overlay of road and installing sod and swale trees	\$668,831
	36	Uleta Roadway Improvement	Drainage , curbing , sidewalk , road reconstruction and landscaping.	\$1,506,385
	37	East Drive Jogging/ Walking Path	50 % matching fund for the construction of 6 Foot wide concrete jogging / walking path	\$106,536
University Park	38	Street Light Upgrading & Addition	Replacing existing 100 W fixtures with 400 W Cobra Head fixtures	\$6,237

- ◆ Enhancing rider convenience through service and amenities improvements;
- ◆ Providing new and/or improved transit services to attract new riders;
- ◆ Developing short range improvements which support the County's long range transportation plans;
- ◆ Creating a program of phased modifications to permit implementation of recommendations within the County's financial and physical resources; and
- ◆ Identifying traditional and nontraditional sources to fund service and physical improvements.

The study found that Northeast Dade is a densely developed area with a population (175,000 in 1996) comparable to many large cities. At the time, the area had the largest population of residents over the age of 85 in South Florida. However, the area's demographics are increasing "bipolar"; several area neighborhoods have growing populations of young families with school-age children. The area is diverse, both in terms of age, race and residents with special needs. Northeast Dade also has a significant number of seasonal winter residents and visitors, especially in the coastal communities.

The study concluded that the needs of this diverse population would be better served by a redesigned service plan for Northeast Dade. This redesigned service would consist of a three-tiered transit system, with each tier serving a distinct market:

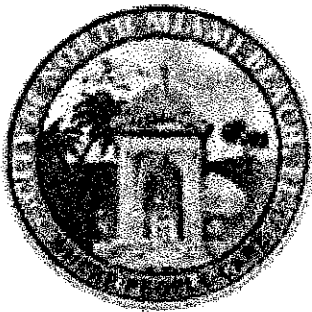
- ◆ **Premium Service:** High-speed service to the Miami / Miami Beach central business districts in high traffic corridors, such as I-95, Biscayne Boulevard and Collins Avenue, with limited stops.
- ◆ **Regional Service:** Service to other regions of the County and distant parts of Northeast Dade, using existing east-west and north-south streets, redesigned as needed.
- ◆ **Circulator Services:** Neighborhood services within and among adjacent neighborhoods, using small buses or vans.

The study also recommends that four "Passenger Activity Centers" (PAC) be developed. All new and existing transit services should feed into the PACs, which would be sited in strategic locations. Initially the PACs would be on-street facilities; however the study envisions each PAC to include major bus transfer facilities and other possible amenities, including concessions, daycare facilities, etc. While the study recommends the development of four PACs, two of these are directly relevant to North Miami Beach:

- ◆ **Golden Glades Terminal.** The study notes that while the Golden Glades facility currently serves as an intermodal facility, it has potential to be developed into a full PAC, with greater amenities and ancillary development.
- ◆ **Biscayne Boulevard/NE 163<sup>rd</sup> Street (North Miami Beach PAC).** The study recommends that, consistent with the County's Long Range Transportation Plan, this PAC should be repositioned from the Mall at 163<sup>rd</sup> Street to the FEC/Biscayne Boulevard Corridor, near

163<sup>rd</sup> Street. The study also notes that a “secondary transfer point may be located in the vicinity of the 163<sup>rd</sup> Street Mall.”

The Northeast Dade Transit Improvement Study continues to influence decisions on transit service in the northeast portion of the county. For instance, the current TDP proposes the elimination of Route V, currently serving a portion of the 163<sup>rd</sup> Street corridor, due to “duplication of municipal services.” This is consistent with the study’s recommendation that some local service be replaced with neighborhood circulator service using small buses or vans. Similarly, the TDP recommends the development of Passenger Activity Centers at the Golden Glades Interchange and Biscayne Boulevard near 163<sup>rd</sup> Street, consistent with the study’s recommendations for siting PACs at those locations. The study’s recommendation for a circulator system in North Miami Beach was also implemented through the City’s creation of the NMB-Line circulator.



### City of North Miami Beach Comprehensive Plan: Transportation Element

Through its inclusion in the State-mandated Comprehensive Plan, the Transportation Element of the City of North Miami Beach sets official public policy concerning all public and private actions regarding transportation. The Transportation Element consists of goals, objectives and policies governing transportation decisions in the City, as well as background data supporting the policies.

Some salient points from the goals, objectives and policies include:

**Roadway Levels of Service.** The Transportation Element adopts roadway levels of service consistent with Miami-Dade’s Comprehensive Development Master Plan (CDMP). The CDMP standards are as follows:

1. *Florida Intrastate Highway System (FIHS)* – Inside the UDB, limited access State highways shall operate at LOS D or better. Where exclusive through lanes exist, such as high occupancy vehicle (HOV) lanes, roadways may operate at LOS E.
2. *Arterials and Collectors* – Within the UIA:
  - (a) Where no public mass transit service exists, roadways shall operate at or above LOS E;
  - (b) Where mass transit service having headways of 20 minutes or less is provided within \_ mile distance, roadways shall operate at no greater than 120 percent of their capacity;
  - (c) Roadways parallel to and within \_ mile distance of I-95/Tri-Rail, US 1, or any other corridors where extraordinary transit service such as commuter rail or express bus service exists, shall operate at no greater than 150 percent of their capacity.

3. *Local Roads* – Within the City limits, local roads shall operate at LOS C.

**Hurricane Evacuation.** The element designates S.R. 826 and I-95 as a hurricane evacuation route in eastern and northern directions, respectively.

**Concurrency Management.** Consistent with State law, the element establishes standards to ensure that development orders or permits are issued only if a given roadway has not exceeded its adopted level of service.

**Transportation System Management.** The element promotes the use of Transportation System Management (TSM) techniques to improve safety on S.R. 826 and other roadways with high accident incidence. TSM consists of a series of non-capacity improvement techniques that aim to improve the operational characteristics of a roadway or intersection.

**Transportation Demand Management.** The element also promotes the use of Transportation Demand Management (TDM) techniques in the City's transportation planning efforts. TDM strategies, which aim to reduce the demands placed on roadways, include ridesharing, transit, and incentives to encourage transit use. According to the element, the City will explore ways to creatively reduce the number of parking spaces required for development or redevelopment when TDM techniques are effectively applied.

**S.R. 826 Study.** The Transportation Element supports several recommendations made in the S.R. 826 Study, including capacity improvements for several intersections, and a new intersection located at the Mall at 163<sup>rd</sup> Street. The element also states that other improvements recommended by the S.R. 826 Study will be submitted formally to the MPO by December, 2001 for inclusion in the TIP.

**NE 164<sup>th</sup> Street as Mainstreet.** The element calls for the reconstruction of NE 164<sup>th</sup> Street. The reconstruction is intended to enhance pedestrian and transit use on the City's mainstreet. A key goal of the improvements to NE 164<sup>th</sup> Street is to improve the continuous vehicle travel lanes in order for local traffic to use this roadway and avoid the much more congested SR 826. However, the element states that signage will not be provided that offers NE 164<sup>th</sup> Street as an alternative route to avoid over use of mainstreet by regional traffic.

**Land Development Regulation Amendments.** The City has committed to revising its Land Development Regulations (LDRs) to ensure that the design of new and redeveloped projects will encourage pedestrian and transit use. The location and configuration of buildings and parking lots, as well as pedestrian amenities (such as shade trees and benches) are to be addressed in the revised LDRs.

**Circulator System.** The City will continue to operate the NMB-Line system, while monitoring its effectiveness and investigation ways to improve the service. A marketing plan aimed at boosting ridership will also be developed and implemented. By mid-2001, the City will implement a demonstration project that will include enhancements of the NMB-Line, possibly including express service to Golden Glades and alternatively-fueled vehicles.

**Transit Enhancements.** The City will promote transit enhancement recommendations made in the S.R. 826 Study, including improved passenger information at stations, passenger amenities, including shelters, and adding bus stops and bus pull-out bays.

**Greenways.** The City will maintain, enhance and expand the existing system of greenways and paths.

**Traffic Calming.** The element calls for the City to continue the implementation of traffic calming measures in order to reduce the impact of cut-through regional traffic on side streets.

**Mixed Use and Density.** The element calls for the City to consider approval of mixed use, relatively dense/intense projects when those projects support transit use in designated transit corridors.



**City of North Miami Beach Survey of Bus Stop Area Conditions and Passenger Amenities 2000-2001**

In late 2000 through early 2001 North Miami Beach Economic Development staff conducted a survey of bus stop conditions and passenger amenities. The survey covered some 71 bus stop in the vicinity of the Mall at 163<sup>rd</sup> Street, NE 164<sup>th</sup> Street, 19<sup>th</sup> Avenue, NE 163<sup>rd</sup> Street and NE 167<sup>th</sup> Street. The intent of the survey was to identify conditions that either

encourage or discourage the use of MDTA's existing transit facilities serving North Miami Beach. Among the conditions and amenities surveyed were the extent and quality of the following:

**Bus Stop Amenities**

- ◆ Seating
- ◆ Shelter
- ◆ Trash facilities
- ◆ Lighting (security and convenience)

**Surrounding area conditions**

- ◆ Litter
- ◆ Standing water
- ◆ Noticeable odor
- ◆ Quality and condition of landscaping
- ◆ Proximity to roadway (safety)

The survey found the following conditions:

**Seating.** Of the 71 bus stops surveyed, 59 lacked provision for any type of shelter.

**Trash Receptacles.** Of the 71 bus stops, 20 lacked trash containers. Many of the existing containers were observed to be either overflowing with trash or in need of cleaning.

**Lighting:** 37 of the 71 stops surveyed lacked lighting. It was observed that lighting is provided by nearby street lights or commercial development.

**Flooding:** The survey was conducted during a time of abnormally low rainfall for the area. Therefore flooding as a potential deterrent to transit use was not observed. However, the S.R. 826 Study documented complaints from residents and City staff of flooding of streets in an around bus stops.

### SECTION III IDENTIFY AND CATEGORIZE PROJECTS

The previous section summarized and reviewed eight previously conducted plans, studies and programs that are relevant to transportation issues in and around North Miami Beach. This section identifies specific improvements, proposals and initiatives from the previous plans that are expected to impact community mobility.

Projects to be considered for inclusion will include the following types of improvements expected to affect transportation conditions in North Miami Beach:

- ◆ Roadway improvements, including capacity, safety and operational improvements, new connections and bridges
- ◆ Transit improvements, including new or modified transit systems or routes
- ◆ Intermodal centers and new stations, including passenger improvements in passenger amenities
- ◆ Other alternative mode improvements, including pedestrian and bicycle facilities
- ◆ Land use and urban design recommendations that affect transportation, including streetscape, landscaping, signage, entry features and monuments
- ◆ Major redevelopment projects that affect transportation
- ◆ Other transportation-related infrastructure projects.

Each project or recommendation identified in the review of previous studies and work programs has been categorized into one of three project categories. The sorting is intended to reflect the projects' primary purpose, such as improving capacity, promoting alternative modes of travel, and providing for greater community sustainability. The project categories are intended to provide for balance between projects of various types, ensuring that no one type of project is emphasized over the others. The categories are described as follows:

- ◆ **Capacity Improvement Projects:** Projects that respond to the need to preserve and support the arterial and collector network of the City. These projects normally improve the capacity of intersections and roadway links, improve the quality of traffic circulation and access, or create new connections.
- ◆ **Community Sustainability Projects:** Projects that respond to the impacts of the roadway system on neighborhoods, or which use transportation-related strategies to improve the quality of life or the urban environment. Some Community Sustainability projects aim to

calm or divert traffic out of neighborhoods, or to discourage cut-through traffic through roadway reconfigurations.

- ◆ **Alternative Mode Projects:** Projects that encourage the use of modes other than the single-occupant motor vehicle, including transit, pedestrian activity, and bicycles. Also included in this category are transit passenger amenities, such as shelters, benches, informational and directional signage, and other improvements that encourage transit usage. Such projects aim not only to take trips off the roadway network, but also to increase the mobility of residents.

The three following tables reflect a preliminary listing and categorization of relevant projects proposed by the previous plans and studies reviewed in Section II. The individual projects are explained and illustrated in detail in Section IV, the Project Bank.

<i>Capacity Improvement Projects</i>	
<b>Project</b>	<b>Plan or Program Source</b>
S.R. 826/NW 167 Street ramp; safety project	Miami-Dade TDP
S.R. 826 grade separation to/from N. Miami Ave.	S.R. 826 Study
NE 12 Ave from NE 151 St to NE 167 St: widen to 3 lanes; TOPICS improvement	Miami-Dade TDP
*NE 15 <sup>th</sup> Ave from NE 163 St to NE 170 St: widen to 4 lanes	Miami-Dade TDP
*NE 15 <sup>th</sup> Ave from NE 159 St to NE 163 St and from NE 170 St to Miami Gardens Dr: widen to 3 lanes; TOPICS improvement	Miami-Dade TDP
Hospital complex: improved circulation on NW 2 <sup>nd</sup> Ave.	S.R. 826 Study
167 <sup>th</sup> St. at S.R. 826: intersection realignment and entry feature	S.R. 826 Study
Mall Intersection: new connection to Mall South and NE 164 <sup>th</sup> Street	S.R. 826 Study
164 <sup>th</sup> Street extension to US 1	S.R. 826 Study
167 <sup>th</sup> Street bridge over Snake Creek Canal	S.R. 826 Study, Charrette

\*Shown as a single project in Section IV, Project Bank

### Community Sustainability Projects

Project	Plan or Program Source
I-95 Noise Walls from North of SR 112 to 199 <sup>th</sup> Street	Miami-Dade TDP
Safety Project: SR 826 / 167 <sup>th</sup> Street at NE 6 <sup>th</sup> Avenue	Miami-Dade TDP
Golden Glades Multimodal Center	Miami-Dade TDP
Golden Glades Interchange: enhanced landscaping	S.R. 826 Study
Hospital complex entry features	S.R. 826 Study
Regional entry features/gateways, including "beacon" visible from Golden Glades Interchange	S.R. 826 Study
Mall South Redevelopment (parking, lighting, facades)	S.R. 826 Study
Mall at 163 <sup>rd</sup> Street redevelopment	S.R. 826 Study, Charrette
167 <sup>th</sup> Street streetscape	S.R. 826 Study
"Finger plazas/parks": redevelopment of 17 <sup>th</sup> , 18 <sup>th</sup> , 20 <sup>th</sup> , 21 <sup>st</sup> Avenues and streetscape	S.R. 826 Study
Public plaza and shared parking for Market District	Charrette
Entry features, signage, identification monuments for Civic District	Charrette
Pedestrian crossings/aesthetic intersection enhancements for S.R. 826	S.R. 826 Study
Mainstreet (164 <sup>th</sup> St.) improvements: streetscape, traffic calming, reduced travel lane widths	S.R. 826 Study, Charrette
South Glades Drive ("Canal Street") streetscape	Charrette
"Boulevard" treatment for S.R. 826	Charrette
Allen Park Improvements: street lighting, sidewalks, swales, drainage, curbing, road reconstruction, sanitary sewer	Proud Neighborhoods*
Fulford Improvements including streetscape demonstration project: curbing, sidewalk, parking, decorative street lighting, stamped concrete crosswalk and landscape	Proud Neighborhoods*
Eastern Shores Improvements: street lighting, sidewalks, streetscape	Proud Neighborhoods*
Highland Village Improvements: street overlay, lighting, swales	Proud Neighborhoods*
Oak Grove / Carl Byoir Improvements: street overlay, lighting, streetscape, 13 <sup>th</sup> Ave. median improvements	Proud Neighborhoods*
Pickwick Improvements: street lighting and streetscape	Proud Neighborhoods*
Skylake Improvements: lighting, streetscape, intersection enhancements, drainage, sidewalks	Proud Neighborhoods*
Sunray East Improvements: street overlay, lighting, swales, sidewalks	Proud Neighborhoods*
Sunray West Improvements: street overlay, lighting, sidewalks, swales, drainage, curbing, street reconstruction, on-street parking	Proud Neighborhoods*
Uleta Improvements: drainage, curbing, sidewalk, road reconstruction landscaping, East Drive jogging/walking path	Proud Neighborhoods*
University Park Improvements: Street lights, sidewalks, street overlay, swales	Proud Neighborhoods*
Washington Park Roadway Improvements: Drainage, curbing, road reconstruction, decorative street lighting, stamped concrete crosswalk and landscaping	Proud Neighborhoods*
Western Eastern Shores Improvements: Drainage, curbing, road reconstruction, decorative street lighting, stamped concrete crosswalk and landscaping	Proud Neighborhoods*
Windward Improvements: sidewalks, street overlay, swales, crosswalks, lighting	Proud Neighborhoods*
City-wide alley reconstruction: restoration of 135 alleys including paving and swale sod over 8 year period	City Engineering

\*The Proud Neighborhoods Bond projects are listed here per each individual neighborhood in order to indicate the scope of the bond issue. These projects are aggregated into a single project in Section IV, Project Bank.

## SECTION IV PROJECT BANK

### Introduction

Section II of this plan includes reviews and summaries of a series of planning documents and programs that have bearing on transportation issues in North Miami Beach. In Section III the results of this review were used to define a series of proposed improvements and other projects called for in the planning documents. These improvements were sorted into categories that reflect the projects' primary purpose, such as improving capacity, promoting alternative modes of travel, and providing for greater community sustainability. Section IV, presented here, constitutes a "Project Bank" of the most important transportation-related improvements. Each project is described in the following terms:

**Title and Identification Number:** In general, the projects are numbered in a geographic sequence from east to west. Projects that are citywide in scope or have no specific location will be assigned the highest identification numbers.

**Project Category:** The category into which the project falls based on its intended impact on transportation and community conditions. The three categories are Capacity Improvement, Community Sustainability and Alternative Modes. Please refer to Section III for an explanation of the project category system.

**Sponsorship:** The jurisdiction, agency or other entity that is expected to take the lead role in developing and implementing the project. Project sponsorship is discussed in detail in Section V of this report.

**Planning Horizon:** The anticipated time frame for implementation of the project. Please refer to Section V, Work Program, for a full explanation of the planning horizons. Short-range projects will be implemented in the next five years; mid-range projects will occur from five to 10 years, and long-range projects will occur from 10 to 15 years. While some projects will span more than one planning horizon, (for instance, planning and design might occur in the short-range and construction in the mid-range), each project is assigned a planning horizon based on its final construction or implementation.

**Project Description:** This section briefly describes the project, including the source document or study in which it was originally proposed, and the background and nature of the improvements proposed.

**Project Need and Benefits:** The reasons for the project are briefly described, including the rationale and expected benefits to the transportation system or the community as a whole.

**Project Requirements:** Most projects will require one or more preliminary activities before they can be implemented. These activities may include the implementation of another Project Bank improvement or such tasks as programming and design.

**Funding Strategies:** The actual or anticipated source of funding is identified.

**Estimated Cost:** Where available and identified by the source document, estimated costs are provided for each project.

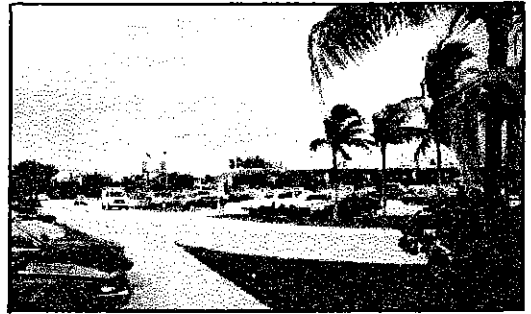
## **GOLDEN GLADES MULTIMODAL CENTER**

**Project Category:** Alternative Mode

**Sponsorship:** FDOT

**Planning Horizon:** Mid to Long-Range

**Project Description:** A 1996 feasibility study recommended the implementation of a multimodal center at the Golden Glades interchange. The multimodal center would include a regional bus transfer center, reconfigured Tri-Rail station and park and ride facility. The study also determined the feasibility of transit-oriented development, including office and ancillary retail. Improvements to the existing park and ride facilities are planned in advance of implementation of the multimodal center.



*Existing Golden Glades Park and Ride Facility, near Tri-Rail Station*

**Project Need and Benefits:** The multimodal center would serve as an important regional transportation hub, providing greater connectivity for several transportation modes. For North Miami Beach, the center would provide both a western anchor for the S.R. 826 corridor and the potential for new visitors to the city.

**Project Requirements:** An implementation plan is currently being prepared and is expected to be complete in early 2001

**Potential Funding:** FDOT funds

**Estimated Cost:** \$7,540,000

## S.R. 826/NW 167 STREET RAMP SAFETY IMPROVEMENTS

**Project Category:** Capacity Improvement  
**Sponsorship:** FDOT  
**Planning Horizon:** Short-term

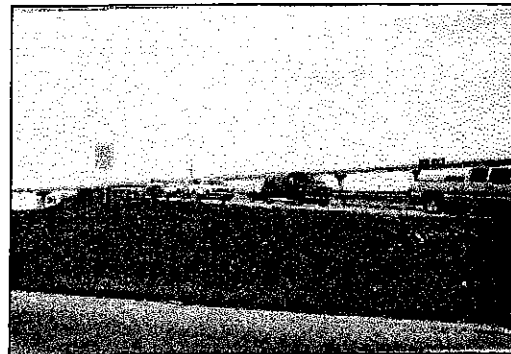
**Project Description:** This project involves improvements to the ramp providing access from the Golden Glades interchange to eastbound S.R. 826. The improvement will straighten the existing curve in the eastbound ramp to allow traffic to select lanes on a straighter approach to the corridor, reduce vehicular weaving movements, and provide guide signs.

**Project Need and Benefits:** The programmed improvements are intended to both enhance access to S.R. 826 and improve safety.

**Project Requirements:** A planning study has been performed by FDOT, and the improvements have been programmed

**Funding Strategies:** District 6 funds

**Estimated Cost:** \$1,640,000



*SR 826 Ramp eastbound from Golden Glades Interchange*

## I-95 NOISE WALLS

**Project Category:** Community Sustainability  
**Sponsorship:** FDOT  
**Planning Horizon:** Short-range

**Project Description:** The Miami-Dade TIP includes a project providing for noise mitigation walls along Interstate 95 from S.R. 112 to NE 199<sup>th</sup> Street. It is anticipated that the walls will be similar to those already installed north of the Golden Glades Interchange.

**Project Need and Benefits:** The North Miami Beach community has a vested interest in the Golden Glades Interchange and the quality of uses within and surrounding it. The interchange is effectively the western gateway to the city. The noise mitigation will incrementally improve conditions adjacent to I-95 and encourage higher quality uses.

**Project Requirements:** The project is programmed for construction in 2002.

**Potential Funding:** FDOT

**Estimated Cost:** \$2,400,000



*Existing I-95 noise mitigation wall, near Aventura exit*

## REGIONAL ENTRY FEATURE AND ENHANCED LANDSCAPE AT GOLDEN GLADES INTERCHANGE

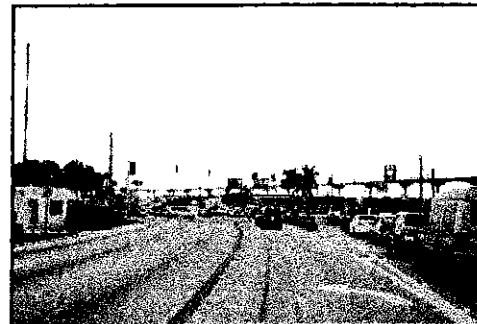
**Project Category:** Community Sustainability  
**Sponsorship:** North Miami Beach  
**Planning Horizon:** Mid-Range

**Project Description:** The S.R. 826 Study recommended the construction of a regional entry feature within the Golden Glades interchange. The report envisioned this feature as a vertical “beacon”, visible to motorists and transit patrons passing through the interchange. The study also recommended the installation of native shade trees, shrubs and ground cover in the public rights of way on the eastern side of the Golden Glades interchange. The intent is to create a park-like atmosphere on this very visible public land.

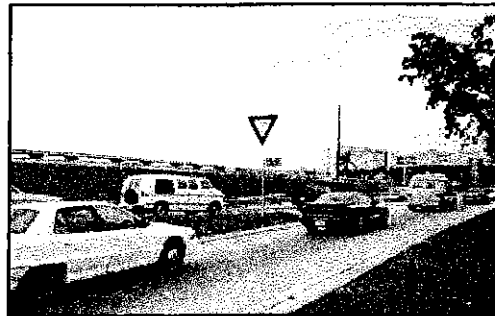
**Project Need and Benefits:** The intent of the regional entry feature is to identify the S.R. 826 corridor to travelers utilizing the Golden Glades interchange. Currently, the corridor is visually obscure from the interchange, and such a feature would provide greater identification of the area as a regional destination. The concept of a beacon is in line with the idea of “celebrating” North Miami Beach as a local and regional destination. In terms of landscaping, the study noted that the western entry to the City of North Miami Beach is sterile and aesthetically unappealing.

**Project Requirements:** This project is currently not included in an official work program.

**Potential Funding:** FDOT, North Miami Beach



*SR 826 westbound towards Golden  
Glades Interchange*



*Eastbound ramps from Golden Glades  
Interchange to SR 826*

## S.R. 826 GRADE SEPARATION

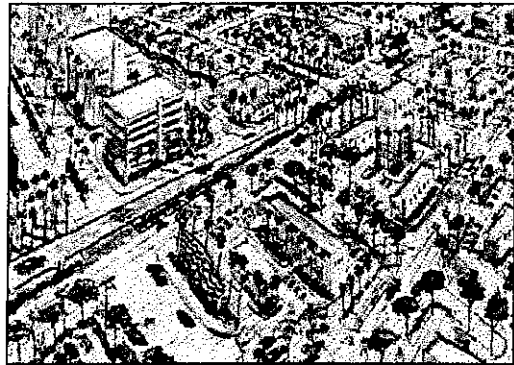
**Project Category:** Capacity Improvement  
**Sponsorship:** FDOT  
**Planning Horizon:** Long-range

**Project Description:** The concept of extending a grade-separated portion of S.R. 826 from the Golden Glades Interchange to North Miami Avenue emerged from the S.R. 826 study. The grade separation would allow motorists to select eastbound that would provide direct access either to the hospital vicinity (currently the only option) or to the commercial district to the east of the hospital. The grade separation would allow traffic to bypass the congested intersection of S.R. 826 and NW 2<sup>nd</sup> Avenue.

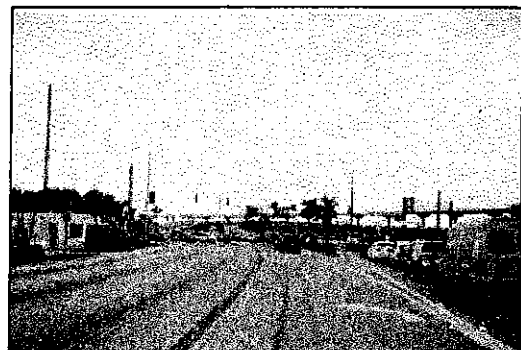
**Project Need and Benefits:** According to the S.R. 826 Study, the proposed grade separation is expected to help relieve an existing vehicular “bottleneck”—the segment of NW 167<sup>th</sup> Street immediately east of the Golden Glades interchange. Also, the traffic distribution feature of the project would allow motorists to select expedited access to a commercial area (“City Center”) that is targeted by North Miami Beach for redevelopment.

**Project Requirements:** TIP programming, potential PD&E study, design.

**Potential Funding:** District 6 funds



*Artist's conception of extended grade separation near Parkway Medical Center*



*West bound SR 826, east of Golden Glades Interchange*

## HOSPITAL COMPLEX: IMPROVED CIRCULATION ON NW 2<sup>ND</sup> AVE.

**Project Category:** Capacity Improvement  
**Sponsorship:** Miami-Dade County  
**Planning Horizon:** Mid-range

**Project Description:** This project involves the segment of NW 2<sup>nd</sup> Avenue north of S.R. 826 and immediately west of Parkway Regional Medical Center. The S.R. 826 Study recommended that this roadway be studied to improve circulation through the possible implementation of a "boulevard" treatment, including a landscaped median and pedestrian enhancements and better directional signage to I-95 northbound and the hospital.

**Project Need and Benefits:** NW 2<sup>nd</sup> Avenue provides vital access to the hospital and to Interstate I-95. However, the roadway is currently unattractive, with an aesthetically sterile feel. In addition, pedestrian facilities and adequate directional signage are lacking.

**Project Requirements:** Traffic study and master planning, in conjunction with the entry feature project proposed for the southern entrance of the hospital

**Potential Funding:** FDOT, private funds



*Intersection of NW 2<sup>nd</sup> Avenue and SR 826*



*NW 2<sup>nd</sup> Avenue, northbound*

## HOSPITAL COMPLEX: ENTRY FEATURES

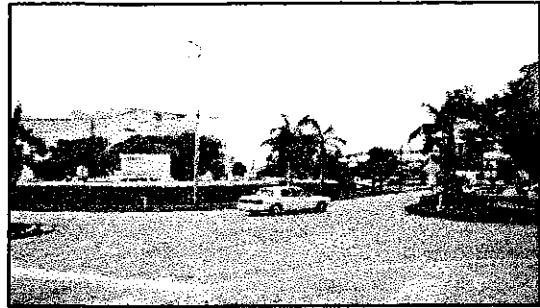
**Project Category:** Community Sustainability  
**Sponsorship:** North Miami Beach, Parkway  
Regional Medical Center  
**Planning Horizon:** Mid-Range

**Project Description:** The S.R. 826 Study recommended a series of improvements to enhance the entry to Parkway Regional Medical Center. It was recommended that the entrance to the hospital off 168<sup>th</sup> Street should receive a "boulevard" treatment with two lanes separated by a landscaped median and signage.

**Project Need and Benefits:** The medical center complex is a vital component of the Regional Services District defined by the S.R. 826 Study. The intent of these improvements is to enhance the most important public "face" of the hospital complex, while providing better identification of the facility for visitors.

**Project Requirements:** This project is currently not included in an official work program.

**Potential Funding:** Private funds



*Entry to Parkway Regional Medical Center,  
off 168<sup>th</sup> Street*

## NE 6<sup>TH</sup> AVENUE SAFETY PROJECT

**Project Category:** Community Sustainability

**Sponsorship:** Miami-Dade County

**Planning Horizon:** Short-range

**Project Description:** This Miami-Dade TIP project involves safety improvements at the intersection of S.R. 826 and NE 6<sup>th</sup> Avenue. The improvements include signal timing changes and lane modifications to enhance pedestrian and vehicular safety. Pedestrian crossings will be enhanced with stamped, pigmented concrete to resemble pavers, and sight lines will be improved to enhance pedestrian visibility.

**Project Need and Benefits:** During the S.R. 826 Study, residents noted safety concerns in the vicinity. This project is intended to improve pedestrian safety.

**Project Requirements:** The improvements have been programmed for construction.

**Potential Funding:** FDOT

**Estimated Cost:** \$252,000

## 167<sup>TH</sup> STREET AT S.R. 826 INTERSECTION REALIGNMENT

**Project Category:** Capacity Improvement  
**Sponsorship:** Miami-Dade County,  
FDOT, City of North  
Miami Beach  
**Planning Horizon:** Mid-range

**Project Description:** The S.R. 826 Study calls for several projects that have the effect of enhancing NE 167<sup>th</sup> Street and providing a parallel facility to S.R. 826. The study recommends the realignment of the intersection of 167<sup>th</sup> Street at S.R. 826 in order to improve traffic operations and provide an entry feature for this segment of 167<sup>th</sup> Street. The existing intersection features an alignment in which NE 167<sup>th</sup> is not perpendicular to S.R. 826, resulting in awkward turning movements and inefficient traffic operations.

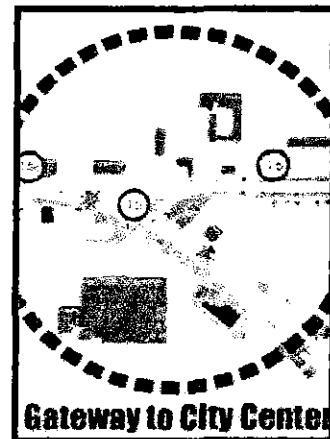
**Project Need and Benefits:** The current intersection conditions inhibit traffic flows and reduce the capacity of the intersection. The new perpendicular design of the intersection, as called for in the S.R. 826 Study, would be more efficient, pedestrian-friendly and aesthetically pleasing.

**Project Requirements:** TIP programming, traffic and warrant studies, engineering and landscape design.

**Potential Funding:** Miami-Dade County,  
FDOT



*Existing intersection of NE 167<sup>th</sup> Street and  
S.R. 826*



*Conceptual intersection  
realignment from SR 826  
Master Plan*

## NE 167<sup>TH</sup> STREET STREETScape AND TRAFFIC CALMING

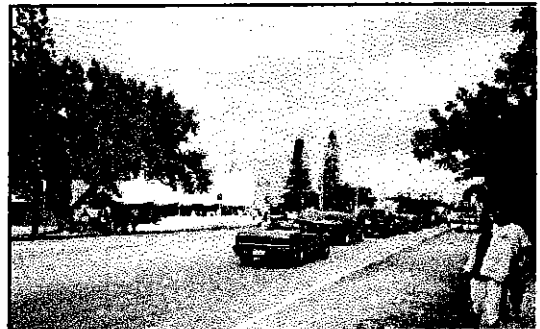
**Project Category:** Community Sustainability  
**Sponsorship:** Miami-Dade County, North Miami  
Beach  
**Planning Horizon:** Mid-Range

**Project Description:** The S.R. 826 Study recommended streetscape and traffic calming improvements for NE 167<sup>th</sup> Street. The project includes street edge plantings and enhanced pedestrian crossings at NE 10<sup>th</sup>, 12<sup>th</sup>, 13<sup>th</sup>, 14<sup>th</sup> and 15<sup>th</sup> Avenues. Of particular importance are the pedestrian crossings near North Miami Beach High School and JFK Middle School. This project is closely tied to the proposed reconfigured intersection at NE 167<sup>th</sup> Street and S.R. 826 and the proposed bridge over the Snake Creek Canal.

**Project Need and Benefits:** The streetscape program would improve the sense of place and community in the 167<sup>th</sup> Street corridor. Concerns were noted during the S.R. 826 study over pedestrian facilities near the schools. The traffic calming program would improve safety near the schools as well as calming the flow of traffic expected to result from additional trips from S.R. 826.

**Project Requirements:** TIP programming, traffic study, design

**Potential Funding:** Miami-Dade County,  
North Miami Beach



*NE 167<sup>th</sup> Avenue, near North Miami Beach  
High School*

## NE 12<sup>TH</sup> AVENUE IMPROVEMENTS

**Project Category:** Capacity Improvement  
**Sponsorship:** Miami-Dade County  
**Planning Horizon:** Short-range

**Project Description:** NE 12<sup>th</sup> Avenue is currently two lanes between NE 151<sup>st</sup> Street and NE 167<sup>th</sup> Street. This project will widen 12<sup>th</sup> Avenue to three lanes for this segment and will provide "Traffic Operations for Capacity and Safety" improvements (TOPICS). TOPICS improvements include modifications to traffic signals to reduce congestion and enhance pedestrian safety.

**Project Need and Benefits:** The programmed improvements are expected to improve traffic flows at intersections and ensure greater safety.

**Project Requirements:** The improvements have been programmed for implementation in the TIP.

**Potential Funding:** Road Impact Fees

**Estimated Cost:** \$1,500,000



*NE 12<sup>th</sup> Avenue, south of S.R. 826*

**MALL INTERSECTION: NEW  
CONNECTION TO MALL SOUTH AND  
NE 164<sup>TH</sup> STREET**

**Project Category:** Capacity Improvement  
**Sponsorship:** Miami-Dade County,  
FDOT, City of North  
Miami Beach  
**Planning Horizon:** Short-range

**Project Description:** The proposed Mall Intersection would be located between NE 13<sup>th</sup> Avenue and NE 14<sup>th</sup> Avenue. The new intersection would connect NE 164<sup>th</sup> Street to NE 162<sup>nd</sup> Avenue via a private roadway through a redeveloped and reconfigured Mall at 163<sup>rd</sup> Street.

**Project Need and Benefits:** One strategy proposed by the S.R. 826 Study for alleviating congestion on 163<sup>rd</sup> Street is the creation of parallel, complementary roadways. The Mall Intersection would be a key element in allowing NE 164<sup>th</sup> Street to serve as such a parallel facility. In addition, the new intersection would promote the redevelopment of both the Mall and Mall South commercial centers by improving access and visibility. The City of North Miami Beach has a number of improvements underway to redevelop NE 164<sup>th</sup> Street as its mainstreet, and the Mall Intersection would increase activity on 164<sup>th</sup> Street.

**Project Requirements:** TIP programming, traffic and warrant studies, engineering and landscape design.

**Potential Funding:** Miami-Dade County, FDOT; private funds for the connecting roadway on Mall property.



*Mall at 163<sup>rd</sup> Street, near proposed  
Mall Intersection*

## MALL AT 163<sup>RD</sup> STREET REDEVELOPMENT

**Project Category:** Community  
Sustainability  
**Sponsorship:** Private Developer,  
Miami-Dade County  
**Planning Horizon:** Short-range

**Project Description:** *The North Miami Beach City Center Design Charrette and the S.R. 826 Study* both call for the redevelopment of the Mall at 163<sup>rd</sup> Street. Both planning studies envision a redevelopment scenario in which the currently enclosed structure is reconstructed as an open-air, mixed use development, in line with the principles of the New Urbanism. However, the current owner of the property has not committed to this strategy, and may redevelop the property as a series of "big box" retail development sites. Regardless of the final nature of the redevelopment, the Mall at 163<sup>rd</sup> Street is closely tied to the proposed Mall Intersection.

**Project Need and Benefits:** Redevelopment of the mall site may create opportunities for the new Mall Intersection to connect the Mall South area with NE 164<sup>th</sup> Street, Mainstreet. If developed properly, the mall has the potential to become Mainstreet's western anchor.

**Project Requirements:** Coordination with Mall Intersection plans, permitting through Miami-Dade County

**Potential Funding:** Private funds.



*Artist's conception of redeveloped  
Mall at 163<sup>rd</sup> Street*

## MALL SOUTH REDEVELOPMENT

**Project Category:** Community Sustainability

**Sponsorship:** North Miami Beach

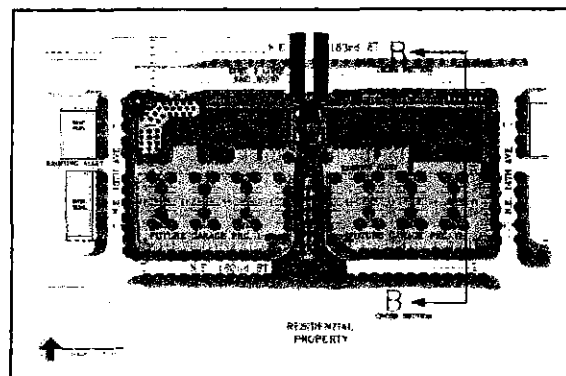
**Planning Horizon:** Mid-Range

**Project Description:** The S.R. 826 Study recommended that the City of North Miami Beach continue a series of activities designed to revitalize the commercial area known as Mall South. These activities include possible facade replacements, and parking improvements, including lighting and landscaping. The Mall South revitalization efforts are closely tied to two other Project Bank improvements, the redevelopment of the Mall at 163<sup>rd</sup> Street and the Mall Intersection.

**Project Need and Benefits:** The revitalization of Mall South would be an important component in the City's redevelopment goals for the S.R. 826 corridor.

**Project Requirements:** Mall Intersection programming and construction, facade replacement program, parking enhancements (lighting, landscaping).

**Potential Funding:** City of North Miami Beach, private funds



*Mall South redevelopment concept, also indicating southern portion of Mall Intersection*



*Mall South view from the Mall at 163<sup>rd</sup> Street*

-15-  
**MAINSTREET (164<sup>TH</sup> STREET)  
IMPROVEMENTS**

**Project Category:** Community Sustainability  
**Sponsorship:** North Miami Beach  
**Planning Horizon:** Mid-Range

**Project Description:** Both the City Center Charrette and the S.R. 826 Study called for improvements to NE 164<sup>th</sup> Street to improve its streetscape, calm traffic and make the street more pedestrian friendly. For several years the City of North Miami Beach has been implementing improvements to reinforce 164<sup>th</sup> Street as the City's mainstreet. The City has designed a modification plan for the street that includes reduced lane widths and smaller turning radii. The ultimate improvements proposed include on-street parking, right of way plantings and pedestrian crossings at every intersection



*164<sup>th</sup> Street, westbound, near NE 19<sup>th</sup> Avenue*

**Project Need and Benefits:** The spectrum of improvements proposed by both studies and the City's ongoing efforts will serve to create a true mainstreet for North Miami Beach and to promote the redevelopment of the uses in the 164<sup>th</sup> Street corridor

**Project Requirements:** Traffic studies, design

**Potential Funding:** North Miami Beach

**Estimate Cost:** \$4,200,000

## TRANSIT STATION AT 163<sup>rd</sup> STREET MALL

**Project Category:** Alternative Mode

**Sponsorship:** MDTA, City of North Miami Beach

**Planning Horizon:** Mid-Range

**Project Description:** A bus transfer hub is currently located near the Mall at 163<sup>rd</sup> Street. Both the S.R. 826 Study and the City Center Charrette recommended that a transit station continue to be sited on or near the mall site after the expected redevelopment of the mall.

**Project Need and Benefits:** The station would enhance transit ridership, and bring more activity to the current site of the Mall at 163<sup>rd</sup> Street, thereby promoting redevelopment efforts.

**Project Requirements:** Service planning, including coordination with new Route 163<sup>rd</sup> Street Shuttle, Golden Glades Multimodal Center, and stations at the Mall at 163<sup>rd</sup> Street and West Dixie Highway/164<sup>th</sup> Street.

**Potential Funding:** MDTA



*Existing bus facility on NE 167<sup>th</sup> Street,  
near Mall at 163<sup>rd</sup> Street*

## 167<sup>TH</sup> STREET BRIDGE OVER SNAKE CREEK CANAL

**Project Category:** Capacity Improvement  
**Sponsorship:** Miami-Dade County, City of North Miami Beach  
**Planning Horizon:** Mid-range

**Project Description:** NE 167<sup>th</sup> Street currently terminates on both sides of Snake Creek Canal, near Nova Southeast University and Challenger Park. The university campus, Civic Center and Challenger Park are currently isolated from each other by the barrier effect of the canal. The City Center Design Charrette and the S.R. 826 Study both recommended that a bridge be constructed to provide a continuous roadway. The bridge project should accommodate pedestrians and bicycles, and tie in with the Snake Creek Canal bike path.

**Project Need and Benefits:** The bridge would not only allow NE 167<sup>th</sup> Street to serve as a parallel, roadway complementary to S.R. 826 and NE 164<sup>th</sup> Street, it would also serve to integrate the Nova Southeast campus with the Challenger Park and Civic Center districts.

**Project Requirements:** TIP programming, traffic and warrant studies, engineering and landscape design.

**Potential Funding:** Miami-Dade County, North Miami Beach



*NE 167<sup>th</sup> Street terminus at Snake Creek Canal*



*Conceptual view of NE 167<sup>th</sup> Street bridge from SR 826 Master Plan (#17)*

## SOUTH GLADES DRIVE STREETScape

**Project Category:** Community Sustainability

**Sponsorship:** North Miami Beach

**Planning Horizon:** Mid-Range

**Project Description:** The City Center Charrette called for streetscape improvements to South Glades Drive, called in the Charrette, "Canal Street." South Glades Drive is currently a discontinuous roadway that is immediately adjacent to the Snake Creek Canal. The Charrette proposes the purchase of right of way and construction of a continuous roadway, incorporating street trees, bike path and pedestrian facilities.

**Project Need and Benefits:** The canal is an under utilized and under appreciated resource in North Miami Beach. The improvements proposed by the Charrette would have the effect of opening up to the public the edge of the water and creating a new, high quality street

**Project Requirements:** Design, traffic studies, right of way acquisition

**Potential Funding:** North Miami Beach



*165<sup>th</sup> Street streetscape concept, from City Center Charrette*

## REDEVELOPMENT OF 17<sup>TH</sup>, 18<sup>TH</sup>, 20<sup>TH</sup>, AND 21<sup>ST</sup> AVENUES

**Project Category:** Community Sustainability  
**Sponsorship:** North Miami Beach  
**Planning Horizon:** Long-Range

**Project Description:** 17<sup>th</sup>, 18<sup>th</sup>, 20<sup>th</sup>, and 21<sup>st</sup> Avenues run two blocks north of S.R. 826, terminating at the Snake Creek Canal. The S.R. 826 Study called for the eventual redevelopment of these "finger streets" into pedestrian-oriented public places, including marketplaces, public parks and plazas, and providing opportunities for such activities as farmers markets and festivals.

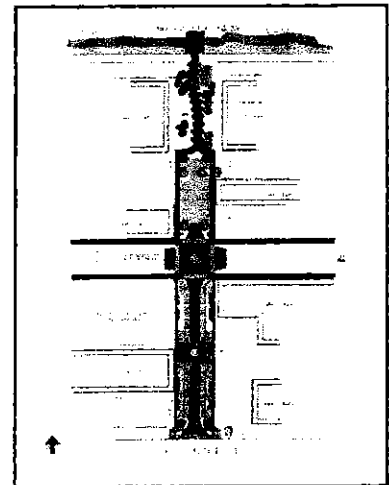
**Project Need and Benefits:** Successful redevelopment of the finger streets would improve the sense of place and the quality of the built environment in the area.

**Project Requirements:** This project is closely tied to the successful redevelopment of the North Miami Beach's mainstreet, 164<sup>th</sup> Street, which is the subject of ongoing reconstruction and revitalization efforts.

**Potential Funding:** City of North Miami Beach, private funds



*Rendering of NE 20<sup>th</sup> Avenue redeveloped as a pedestrian-oriented marketplace*



*Conceptual site plan of reconfigured NE 20<sup>th</sup> Avenue*

## BOULEVARD TREATMENT FOR S.R. 826

**Project Category:** Community Sustainability

**Sponsorship:** FDOT, North Miami Beach

**Planning Horizon:** Long-Range

**Project Description:** The S.R. 826 Study proposed that a segment of NE 163<sup>rd</sup> Street be considered for possible future reconfiguration as a mainstreet-style boulevard. The proposal would include examining the feasibility of reductions both in the number of lanes and the width of lanes. A possible configuration would include provision for outdoor cafes and other pedestrian-oriented uses protected and screened from traffic by landscape buffers.

**Project Need and Benefits:** The intent of these improvements would be to create a more "livable", pedestrian scale roadway, with possible on-street parking, and wider sidewalks. The project's feasibility may be affected by the status of S.R. 826 as a hurricane evacuation route and regionally important arterial roadway. Design proposals should be carefully considered for their impact on roadway capacity

**Project Requirements:** PD&E-scale planning study, design, right of way acquisition.

**Potential Funding:** North Miami Beach



*Existing landscape enhancements on SR 826*



*Artist's concept of "boulevard" reconfiguration of SR 826*

## NE 15<sup>TH</sup> AVENUE IMPROVEMENTS

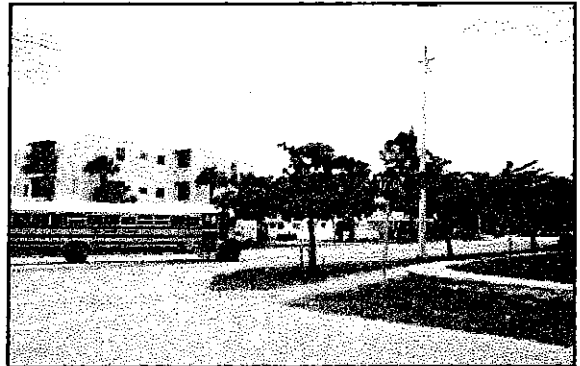
**Project Category:** Capacity Improvement  
**Sponsorship:** Miami-Dade County  
**Planning Horizon:** Short-range

**Project Description:** NE 15<sup>th</sup> Avenue is currently two lanes between NE 159<sup>th</sup> and NE 170 Streets. This project will widen 15<sup>th</sup> Avenue to three lanes for two segments: from NE 159 Street to NE 163 Street and from NE 170 Street to Miami Gardens Drive. Another segment, from NE 163 St to NE 170 Street, will be widened to four lanes. "Traffic Operations for Capacity and Safety" improvements (TOPICS) will also be provided for the new three lane segments. TOPICS improvements include modifications to traffic signals to reduce congestion and enhance pedestrian safety.

**Project Need and Benefits:** The programmed improvements are expected to improve traffic flows at intersections and ensure greater safety.

**Project Requirements:** The improvements have been programmed for implementation in the TIP.

**Potential Funding:** Road Impact Fees



*NE 15<sup>th</sup> Avenue at NE 169<sup>h</sup> Street*



*NE 15<sup>th</sup> Avenue south of SR 826*

**ENTRY FEATURES, SIGNAGE,  
IDENTIFICATION MONUMENTS FOR  
CIVIC CENTER**

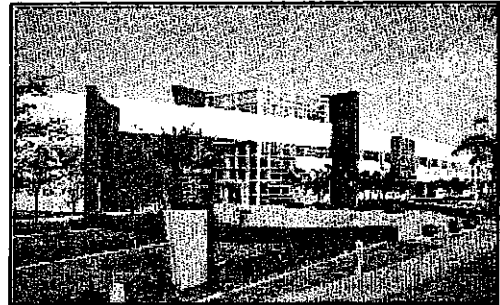
**Project Category:** Community Sustainability  
**Sponsorship:** North Miami Beach  
**Planning Horizon:** Mid-Range

**Project Description:** The City Center Charrette designated the areas adjacent to NE 19<sup>th</sup> Avenue, including City Hall, Police Department and Fire Department as the "Civic Center." The City has been improving the area through such projects as implementation of a master plan for municipal buildings and streetscape improvements for NE 19<sup>th</sup> Avenue. The Charrette called for the installation of entry features for the Civic Center, as well as monuments and complementary identification signage.

**Project Need and Benefits:** These improvements would enhance the City's ongoing efforts in the area. In addition, monuments and signage located near S.R. 826 would encourage both visitors and residents to visit the Civic Center with its services and recreational facilities.

**Project Requirements:** Master planning, design

**Potential Funding:** City of North Miami Beach



*North Miami Beach Police Department,  
part of the master-planned Civic District*



*NE 19<sup>th</sup> Avenue near NE 164<sup>th</sup> Street: the  
southern gateway to the Civic District*

## PUBLIC PLAZA AND SHARED PARKING FOR MARKET DISTRICT

**Project Category:** Community Sustainability

**Sponsorship:** North Miami Beach

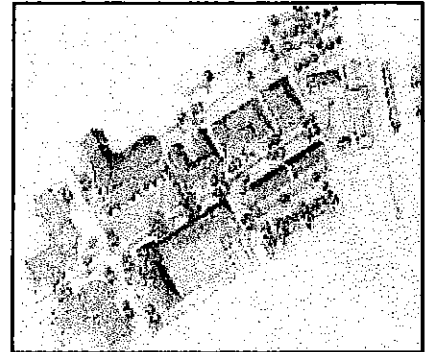
**Planning Horizon:** Mid-Range

**Project Description:** The City Center Charrette designated the eastern portion of NE 164<sup>th</sup> Street, including Lorenzo's Italian Market and the Post Office, as the "Market District." The charrette called for the construction of a public plaza and shared, master planned parking as key components for the redevelopment of the Market District.

**Project Need and Benefits:** Successful redevelopment of the Market District would improve the sense of place and the quality of the built environment in the area, as well as complementing the existing uses, including the Italian market and the Post Office. The shared parking would allow the Market District to develop as an integrated public place.

**Project Requirements:** This project is likely tied to the successful redevelopment of the North Miami Beach's mainstreet, 164<sup>th</sup> Street, which is the subject of ongoing reconstruction and revitalization efforts.

**Potential Funding:** City of North Miami Beach, private funds



*Concept for Market District public plaza from City Center Charrette*



*Existing Market District uses, including Italian Market and Post Office*

## NE 164<sup>TH</sup> STREET EXTENSION TO U.S.1

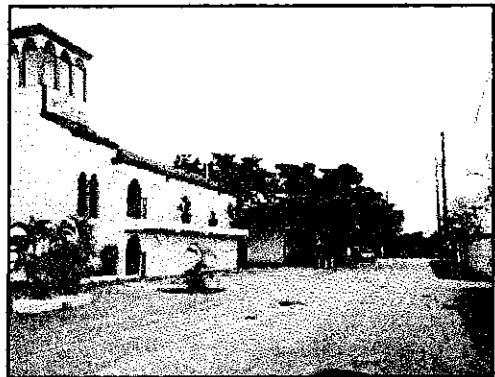
**Project Category:** Capacity Improvement  
**Sponsorship:** Miami-Dade County,  
FDOT, City of North  
Miami Beach  
**Planning Horizon:** Mid-range

**Project Description:** NE 164<sup>th</sup> Street currently terminates at the FEC right of way. The S.R. 826 Study recommends that the street be extended to Biscayne Boulevard/U.S. 1, with a limited access intersection allowing only "right in, right out" turning movements.

**Project Need and Benefits:** The extension of 164<sup>th</sup> Street to Biscayne Boulevard would enhance both the street's ability to relieve congestion on S.R. 826 and its status as North Miami Beach's mainstreet. In addition, the new connection would enhance redevelopment efforts in the vicinity of the Italian Market.

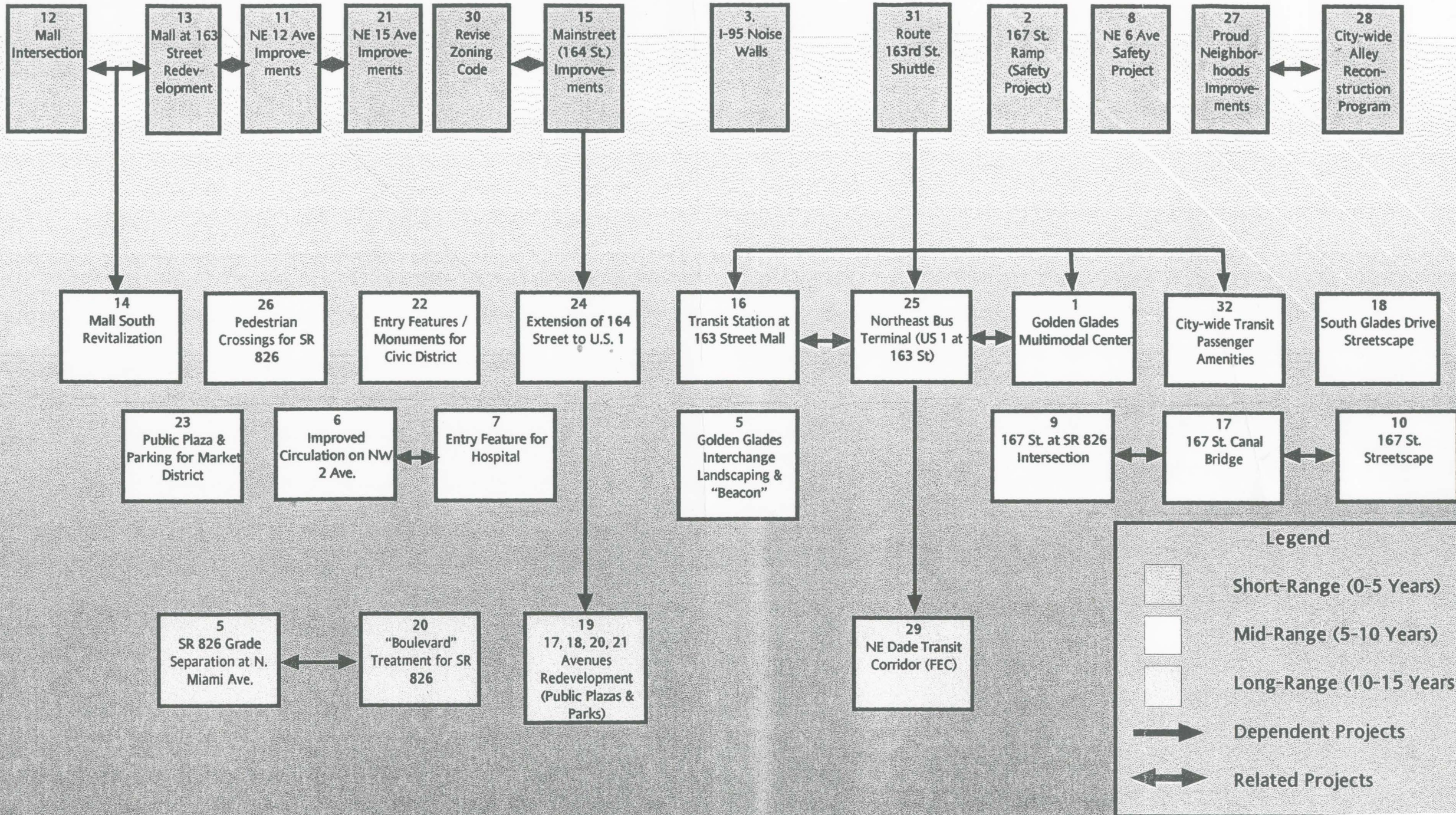
**Project Requirements:** TIP programming, traffic and warrant studies, engineering and landscape design.

**Potential Funding:** Miami-Dade County,  
FDOT



*NE 164<sup>th</sup> Street, near eastern terminus*

# Community Mobility Program: 15-Year Work Plan



**NORTHEAST BUS TERMINAL  
(US 1 AT 163<sup>RD</sup> STREET)**

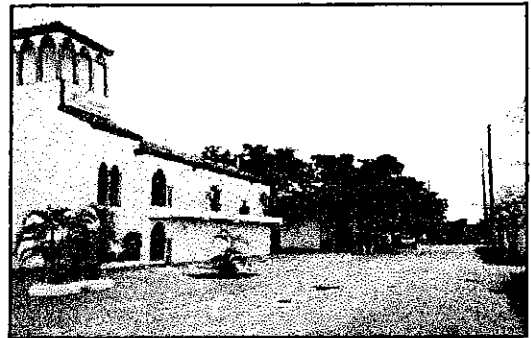
**Project Category:** Alternative Mode  
**Sponsorship:** MDTA, City of North Miami Beach  
**Planning Horizon:** Mid-Range

**Project Description:** A transit station, or "Passenger Activity Center" near the intersection of NE 164<sup>th</sup> Avenue and West Dixie Highway was recommended by both the Northeast Dade Transit Improvement Study and the S.R. 826 Study. The project will be added as an amendment to the TIP's Unfunded Priority Needs section in the near future.

**Project Need and Benefits:** The station would enhance transit ridership, and bring more activity to the Market District and mainstreet, thereby promoting revitalization efforts.

**Project Requirements:** Design, construction, coordination with new Route 163<sup>rd</sup> Street Shuttle and Golden Glades Multimodal Center and Mall transit station.

**Potential Funding:** MDTA



*NE 164<sup>th</sup> Street near West Dixie Highway,  
potential site for transit station*

## PEDESTRIAN CROSSINGS AND AESTHETIC INTERSECTION ENHANCEMENTS FOR S.R. 826

**Project Category:** Community Sustainability  
**Sponsorship:** North Miami Beach  
**Planning Horizon:** Mid-Range

**Project Description:** The S.R. 826 Study called for improved pedestrian facilities and aesthetic enhancements for major intersections in the S.R. 826 corridor. The improvements should include decorative pavers and other traffic calming techniques as approved by FDOT. These intersections include, from east to west, NW 2<sup>nd</sup> Avenue, North Miami Avenue, NE 2<sup>nd</sup> Avenue, NE 6<sup>th</sup> Avenue, NE 167<sup>th</sup> Street (as part of the reconfigured intersection), the new Mall Intersection (located between NE 13<sup>th</sup> and NE 14<sup>th</sup> Avenues), NE 12<sup>th</sup>, NE 15<sup>th</sup>, NE 18<sup>th</sup> and NE 19<sup>th</sup> Avenues, and West Dixie Highway.

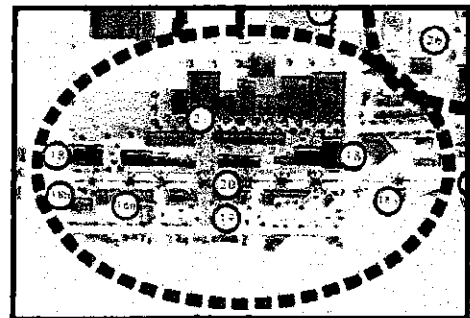
**Project Need and Benefits:** The intersection improvements will serve to calm traffic at major intersections, while improving safety and enhancing the corridor's sense of place.

**Project Requirements:** Design, traffic studies

**Potential Funding:** FDOT funds



*Existing SR 826 pedestrian crossing, at NE 19<sup>th</sup> Avenue*



*Locations of proposed enhanced pedestrian crossings in City Center (items 18 and 18a) from SR 826 Study*

## PROUD NEIGHBORHOODS IMPROVEMENT PROGRAM

**Project Category:** Community Sustainability  
**Sponsorship:** North Miami Beach  
**Planning Horizon:** Short-Range

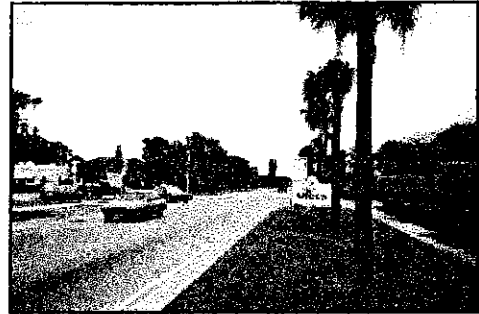
**Project Description:** In mid-2000 North Miami Beach voters approved the Proud Neighborhoods bond issue. The bond program provides for a wide range of improvements in 13 different neighborhoods. The improvements include, depending on the neighborhood, traffic calming, drainage, streetscape and lighting, street reconstruction, on-street parking and pedestrian facilities. The neighborhoods include Allen Park, Fulford, Eastern Shores, Western Eastern Shores, Carl Byior/Oak Grove, Pickwick, Skylake, Sunray East, Sunray West, Uleta, University Park, Washington Park, and Windward.

**Project Need and Benefits:** The improvements aim to correct deficiencies in neighborhood infrastructure and to preserve and enhance residential quality of life. Community mobility will be improved through improvements to pedestrian facilities, parking and local roadways.

**Project Requirements:** Design and construction

**Potential Funding:** North - Miami Beach  
Proud Neighborhoods Bond Program

**Estimated Cost::** \$16,500,000



*Uleta neighborhood*



*University Park neighborhood*



*Allen Park neighborhood*

## CITY-WIDE ALLEY RECONSTRUCTION PROGRAM

**Project Category:** Community Sustainability

**Sponsorship:** North Miami Beach

**Planning Horizon:** Short-Range

**Project Description:** The City of North Miami Beach has embarked on an eight-year program to restore or reconstruct some 135 existing alleys. Improvements include, depending on need, grading, paving and swale/sod installation.

**Project Need and Benefits:** According to many adherent of neo-traditional town planning, alleys serve important functions in neighborhoods. Alleys provide utility corridors, trash pickup locations, access for deliveries and a certain amount of green space. The alley reconstruction program will improve and enhance this component of the city's neighborhood fabric.

**Project Requirements:** Construction program is ongoing.

**Potential Funding:** City utility fees

**Estimated Cost:** \$2,800,000



*Existing alley, prior to reconstruction*

**NORTHEAST DADE TRANSIT CORRIDOR  
(FEC)**

**Project Category:** Alternative Mode

**Sponsorship:** MDTA, FDOT

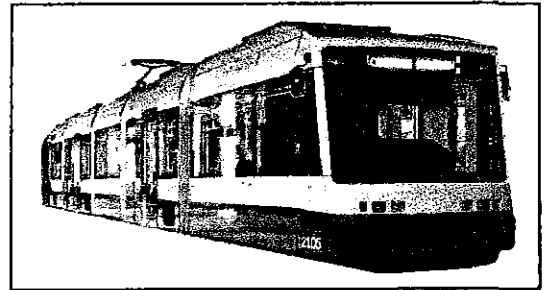
**Planning Horizon:** Long-Range

**Project Description:** The Northeast Dade Transit Study calls for ongoing planning activities to study and implement a transportation corridor running along the Florida East Coast Railroad tracks in eastern Miami-Dade County. The City Center Charrette also took note of the potential for the development of commuter or light rail on this right-of-way.

**Project Need and Benefits:** Development of passenger rail service on the FEC right-of-way has the potential to link the eastern urban centers of Miami-Dade County to each other and beyond. Unlike the Tri-Rail corridor, which runs through areas that are largely industrial in character, the FEC corridor passes through some of the most densely populated areas of South Florida. Such a rail facility would tie in with the proposed Northeast Bus Terminal and support multimodal activity in the S.R. 826 corridor.

**Project Requirements:** Major Investment Study (MIS)

**Potential Funding:** FDOT, MDTA, Federal



*Typical light rail vehicle*

## ROUTE 163<sup>RD</sup> STREET SHUTTLE

**Project Category:** Alternative Mode

**Sponsorship:** MDTA

**Planning Horizon:** Short-range

**Project Description:** This new transit route is listed in the MDTA's 2005 Recommended Service Plan for implementation in 2004. The route would operate daily from Golden Glades to Collins Avenue along 163<sup>rd</sup> Street. According to MDTA staff, the inclusion of this new route is a direct outcome of the S.R. 826 Study, which recommended that a shuttle system be developed along the 167<sup>th</sup>/163<sup>rd</sup> Street corridor. The shuttle is planned to have 15-minute headways for peak, mid-day and weekend service. The shuttle will replace service currently being provided by two other MDTA bus routes that will be either cancelled or reduced.

**Project Need and Benefits:** MDTA states that the route would "provide reliable and frequent service along the entire NE/NW 163<sup>rd</sup> Street corridor in North Miami Beach."

**Project Requirements:** Service planning, including coordination with Golden Glades Multimodal Center, Mall transit station, and new station located at West Dixie Highway and 164<sup>th</sup> Street.

**Potential Funding:** MDTA

**Estimated Cost::** \$1,100,000 annual operating expense



*Miami Beach Electrowave shuttle, an example of a transit system that is responsive to community identity and needs*

## CITY-WIDE TRANSIT PASSENGER AMENITIES

**Project Category:** Alternative Mode

**Sponsorship:** MDTA, City of North Miami Beach

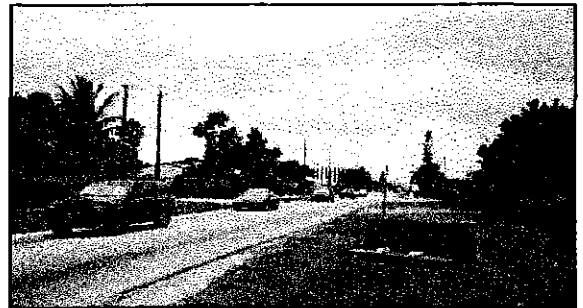
**Planning Horizon:** Short-Range

**Project Description:** Passenger amenities consist of improvements that provide transit users with shelter, shade, comfort and information. Examples include bus shelters, benches, shade trees, and easy to read transit-related signage or information kiosks. This project calls for an inventory and needs assessment of the existing facilities, followed by improvements to transit stations and bus stops on a city-wide basis.

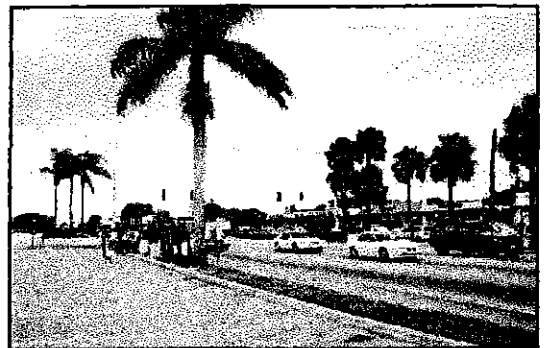
**Project Need and Benefits:** The SR 826 Study found that passenger amenities are generally lacking in the corridor. In addition, a survey conducted by City staff in late 2000/early 2001 found significant deficiencies in bus stop shelter, seating, trash receptacles and lighting. Studies have shown that the presence of such amenities is a major factor in a would-be rider's decision to use transit. These amenities are designed to promote the use of transit by giving basic shade, shelter, comfort and information.

**Project Requirements:** Cost estimates, TIP programming in the Multimodal Transit Improvement/Passenger Amenities category

**Potential Funding:** MDTA



*Bus stop on NE 15<sup>th</sup> Avenue: no shade or shelter*



*Existing bus facility on S.R. 826 at the Mall at 163<sup>rd</sup> Street*

## SECTION V WORK PLAN

### Introduction to the Work Plan

Section II of the North Miami Beach Community Mobility Plan reviewed a series of planning documents and programs that have a bearing on transportation issues in North Miami Beach. Using these results, Section III defined a series of proposed improvements and other projects called for in the planning documents. These improvements were sorted into categories that reflect the projects' primary purpose, such as improving capacity, promoting alternative modes of travel, and providing for greater community sustainability. Section IV presented a "Project Bank" of the most important transportation-related improvements affecting North Miami Beach. Each project was described and its sponsorship, planning horizon, needs and benefits were identified.

Section V, presented here, draws on all the previous tasks in formulating a 15-year work plan. This section qualitatively defines relationships between the projects and also focuses on the relative timing of the improvements. The Work Plan provides the following information:

- ◆ Relationships between the Project Bank improvements, including complementary, dependent and related projects.
- ◆ The timing of each Project Bank improvement, broken down into short-, mid- and long-range planning horizons
- ◆ Illustrations of the phasing necessary for projects which are closely interdependent.
- ◆ Project-by-project identification of parties (jurisdictions, agencies and other entities) that are expected to sponsor or otherwise participate in the planning, programming and implementation of each project.

## 15-YEAR WORK PLAN

The Project Bank Work Plan, illustrated in the following figure, organizes the 32 Project Bank improvements into phasing schemes and planning horizons. Relationships between projects are also indicated when projects are dependent on one another or are otherwise related.

### Project Relationships

Project Bank improvements have three basic types of relationships. The following discussion describes these relationships and provides examples of each.

**1. Complementary Projects.** All 32 projects are complementary to one another in that they either advance mobility within North Miami Beach or use transportation-related strategies to improve the overall quality of life in the community. When projects are more directly related than the above, they fall into one of the following two categories:

**2. Dependent Projects.** A number of projects are directly dependent on one another. Such projects have causal relationships: a prior project is required for the success of a later improvement. The degree to which projects have such interrelationships can affect the timing of implementation. The following projects are directly dependent:

**Mainstreet Improvements, Mainstreet Extension and Avenue Markets:** The *S.R. 826 Study* calls for the redevelopment of NE 164<sup>th</sup> Street into a traditional mainstreet, the extension of Mainstreet east to U.S. 1, and the redevelopment of NE 17<sup>th</sup>, 18<sup>th</sup>, 20<sup>th</sup>, and 21<sup>st</sup> Avenues north of S.R. 826 as public plaza or markets. The reconstruction of 164<sup>th</sup> Street will provide traffic calming techniques that would help mitigate the effect of additional traffic generated by the Mall Intersection and the eastward extension of 164<sup>th</sup> Street. The success of the redevelopment of the avenues is almost certainly linked to the successful redevelopment of NE 164<sup>th</sup> Street. Therefore the redevelopment of NE 164<sup>th</sup> Street is here considered a prerequisite for both the eastward extension of Mainstreet and the redevelopment of the avenues. Since the Mainstreet project is now underway, it has been designated a short-range project. However, it is likely that any spin-off redevelopment related to the Mainstreet project will occur in the mid-range horizon. The avenue markets, tied to success on Mainstreet, are therefore shown as long-range projects.

**Mall Redevelopment, Mall Intersection, and Mall South:** The *North Miami Beach City Center Design Charrette* and the *S.R. 826 Study* both call for the redevelopment of the Mall at 163<sup>rd</sup> Street. The *S.R. 826 Study* recommends that redevelopment of the mall be paired with another project, a new intersection (the "Mall Intersection") located on S.R. 826 between NE 13<sup>th</sup> Avenue and NE 14<sup>th</sup> Avenue. The *S.R. 826 Study* also pairs the new intersection with the redevelopment of the shopping area known as Mall South. The Mall Intersection would connect Mall South with a private western extension of Mainstreet/NE 164<sup>th</sup> Street to be constructed across a portion of the present Mall at 163<sup>rd</sup> Street. The Mall Intersection is intended to complement both redevelopment of the Mall at 163<sup>rd</sup> Street and the revitalization of Mall South by providing enhanced access and visibility. The City has ongoing implementation activities for Mall South, while the redevelopment of the Mall at 163<sup>rd</sup> Street is largely dependent on the initiative of a private developer. The Mall Intersection is thus

streetscape/traffic calming project will provide improved traffic flows compatible with the schools and neighborhoods in the 167<sup>th</sup> Street corridor. The 167<sup>th</sup> Street projects are examples of improvements that have a synergistic, positive effect beyond the scope of their primary objectives.

**Proud Neighborhoods and City-Wide Alley Reconstruction.** The Proud Neighborhoods projects provide a wide range of improvements for North Miami Beach neighborhoods, including local roadway improvements, traffic calming, streetscape, sidewalks, lighting and landscaping. The City-Wide Alley Reconstruction program addresses deficiencies in residential alleys, an often-neglected, but important segment of the transportation network. Taken together, these initiatives serve to preserve and enhance the most local components of the city's mobility system: local streets, alleys, and facilities for non-motorized traffic, including pedestrians and bicycles.

**Zoning Code Revisions and 164<sup>th</sup> Street Redevelopment.** The City is currently preparing revisions to its zoning and other land development regulations. The new land development regulations are intended to provide for neo-traditional development, including mixed-use and urban building configurations and setbacks. The code revisions are expected to benefit the revitalization of Mall South by providing development guidelines and accommodating urban configurations. The code revisions will also benefit other redevelopment efforts in the city, including the redevelopment of Mainstreet, NE 164<sup>th</sup> Street.

**Medical Center Improvements.** Two closely related projects in the Project Bank are the proposal to improve circulation on NW 2<sup>nd</sup> Avenue on the west side of Parkway Medical Center, and an enhanced entry feature for the Medical Center's main entrance. Taken together, these projects will enhance the attractiveness, visibility and accessibility of the Medical Center. At the same time, the neighborhood areas and streets adjacent to the Medical Center will benefit from improved circulation and aesthetics.

**S.R. 826 Grade Separation and Boulevard Treatment.** Two long-range projects are also closely related. The first proposal is to provide enhanced access between S.R. 826 and the Golden Glades Interchange via a grade separation running from North Miami Avenue. The second long-range project is a reconfiguration of S.R. 826 from the vicinity of the Mall at 163<sup>rd</sup> Street to the vicinity of U.S. 1. The roadway would be reconfigured into a classic boulevard, with wider landscaped medians and pedestrian ways, and either narrower through lanes or a reduced number of lanes. Even though the projects are geographically remote from each other, they share key elements. Both projects were outcomes of the *S.R. 826 Study*, and both projects are expected to have major impacts on traffic flows and character of S.R. 826. The magnitude of each project in terms of scope and impact on the corridor is such that each taken separately or together may require a Planning, Development and Environmental (PD&E) study. Such a combined study would be a key opportunity to assess these cumulative impacts on the entire S.R. 826 corridor.

## **Planning Horizons**

For projects for which no program year has been designated as yet by sponsoring agencies, a few rules govern the planning horizon. Short-range projects include improvements that have relatively low cost as compared with their expected value or which correct an important public safety issue. Long-range projects are those that are tied to major changes in public behavior (such as greater transit use) or are relatively costly projects for which political consensus or funding have not been achieved.

An example of a short-range improvement that has not as yet been assigned a program year by programs such as the TIP is the Mall Intersection. This project is expected to be relatively low cost as compared with other TIP projects. However, if the Mall Intersection is implemented in conjunction with redevelopment projects for the Mall at 163<sup>rd</sup> Street and Mall South, the project could have a significant positive impact on revitalization efforts for this area of North Miami Beach.

An example of a long-range improvement that has not as yet been assigned a program year is the proposal to reconfigure portions of S.R. 826 as a boulevard. This reconfiguration would aim to increase the "livability" of these segments of the roadway by creating features similar to a traditional mainstreet, including reduced lane widths and wider medians and sidewalks. However, this project would present issues related to hurricane evacuation and roadway capacity. The potential of trading increased livability for reduced capacity, and the project's expected high cost are issues that are likely to be solved only in the long term. In addition, the potential success of redevelopment projects such as Mall South, the Mall at 163<sup>rd</sup> Street and the mainstreet project on 164<sup>th</sup> Street may increase public acceptance of pedestrian-oriented uses on S.R. 826.

## **RESPONSIBLE PARTIES**

The Community Mobility Program's projects run through two jurisdictions (the City of North Miami Beach and unincorporated Miami-Dade County), contains roadways that are the responsibility of three different levels of government (city, county, state) and transit routes that are managed by two different counties. Planning, programming and implementation of the Project Bank improvements will thus involve jurisdictions and agencies at several different levels. Six different jurisdictions and agencies have been identified as potentially having responsibility for the improvements. In addition, several projects will require or benefit from the participation of property owners, business owners or the development community.

**Primary Responsibility or Sponsorship.** The three following tables indicate the potential levels of responsibility for each of the Project Bank improvements, broken down by Capacity Improvement, Community Sustainability and Alternative Mode projects. As shown in the tables, a party that is expected be the project's "sponsor" or have primary or central responsibility for undertaking the improvement is indicated by the number "1". In many cases, sponsoring parties already have "ownership" of a project. For example, the Florida Department of Transportation (FDOT) is currently designing and programming the Golden

Glade Multitmodal Center. For other projects that are currently conceptual in nature, a party, which is not currently sponsoring the project, can be expected to take on this responsibility. An example would be the grade separation for S.R. 826, which is intended to improve access to and from the Golden Glades Interchange. While FDOT is not currently sponsoring the project, the agency was a partner for the *S.R. 826 Study*, which recommended the grade separation as a long-range alternative. If this project does move forward, FDOT would be the sponsor. In addition, if the roadway, transit facility or urban design project is owned by an agency or jurisdiction, that party is expected to have primary responsibility.

**Secondary Responsibility.** An agency or jurisdiction that is expected to have secondary responsibility is indicated by the number "2". This secondary responsibility may include providing funding or the involvement of the party in a joint or cooperative venture. Examples include projects which require programming by the Metropolitan Planning Organization (MPO) in order to receive funding, but which will be planned and implemented by parties such as FDOT and Miami-Dade County. Other examples include projects such as the Mall Intersection in which the participation of a developer will be required to make a key roadway connection across private property. While the developer will be key to the project, sponsorship of the project is expected to rest with FDOT.

**Table V-1  
Capacity Improvement Projects**

	167 St Ramp Safety Project	SR 826 Grade Separation at N Miami Ave.	NE 12 Ave Improvements	NE 15 Ave Improvements	Improved circulation on NW 2 Ave	167 St at SR 826 Intersection	Mall Intersection	164 St extension to US 1	167 St Bridge over Snake Creek Canal
<b>Project Bank #</b>	2	5	11	21	6	9	12	24	17
<b>Responsible Parties</b>									
City of North Miami Beach						2	2	2	2
Miami-Dade County									
Public Works			1	1					1
Transit Agency									
Metropolitan Planning Organization	2	2	2	2	2	2	2	2	
Florida Department of Transportation	1	1			1	1	1	1	
Property&Business Owners/Developers							2		2

**Legend:**

**1: Primary Responsibility and Sponsorship**

**2: Secondary Responsibility**



**Table V-3  
Alternative Mode Projects**

	NE Dade Transit Corridor	Golden Glades Multimodal Center	Route 163 Street Shuttle	Northeast Bus Terminal (US 1 at 163 SO)	Transit Station at 163 Street Mall	Snake Creek Canal Bike Path
Project Bank #	29	4	31	25	32	33
<b>Responsible Parties</b>						
City of North Miami Beach						
Miami-Dade County						
Public Works						
Transit Agency	1	2	1	1	1	
Metropolitan Planning Organization	2		2	2	2	2
Florida Department of Transportation		1				1
Property & Business Owners/Developers		2			2	

**Legend:**

- 1: Primary Responsibility and Sponsorship**
- 2: Secondary Responsibility**