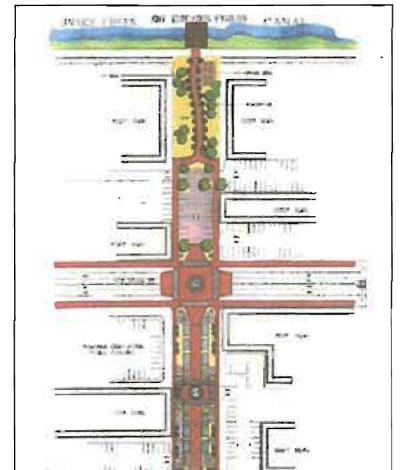


City of North Miami Beach



Community Mobility Program

Project Bank and Work Plan



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**CITY OF NORTH MIAMI BEACH
COMMUNITY MOBILITY PROGRAM
PROJECT BANK AND WORK PROGRAM**

The Community Mobility Program provides a blueprint for the creation of a balanced multimodal transportation system for North Miami Beach and the immediate vicinity. This booklet contains excerpts from the City of North Miami Beach's Community Mobility Program, as follows:

The "Project Bank" includes descriptions 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. The Project Bank improvements are either currently planned or programmed by various governmental entities, or have been proposed in previously-performed planning studies.

The 15-Year Work Plan describes relationships between the Project Bank improvements, including those projects that are complementary, related or dependent upon one another. Project phasing is 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.

Taken together, the Project Bank and the Work Plan provide an integrated, phased program of transportation improvements. For detailed information on the rationale and sources for the Project Bank and Work Program, please refer to the full Community Mobility Plan report.

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 199th 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 2nd 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 167th 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 2ND AVE.

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

Project Description: This project involves the segment of NW 2nd 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 2nd 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 2nd Avenue and SR 826



NW 2nd 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 168th 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 168th Street*

NE 6TH 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 6th 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

167TH 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 167th Street and providing a parallel facility to S.R. 826. The study recommends the realignment of the intersection of 167th Street at S.R. 826 in order to improve traffic operations and provide an entry feature for this segment of 167th Street. The existing intersection features an alignment in which NE 167th is not perpendicular to S.R. 826, resulting in awkward turning movements and inefficient traffic operations.

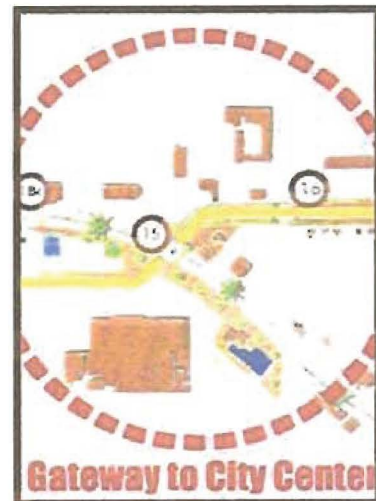
Project Need and Benefits: The current intersection conditions inhibit traffic flows and reduce the capacity of the intersection. The new perpendicular design of the intersection, as called for in the S.R. 826 Study, would be more efficient, pedestrian-friendly and aesthetically pleasing.

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

Potential Funding: Miami-Dade County,
FDOT



*Existing intersection of NE 167th Street and
S.R. 826*



*Conceptual intersection
realignment from SR 826
Master Plan*

NE 167TH 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 167th Street. The project includes street edge plantings and enhanced pedestrian crossings at NE 10th, 12th, 13th, 14th and 15th 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 167th 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 167th 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 167th Avenue, near North Miami Beach High School

NE 12TH AVENUE IMPROVEMENTS

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

Project Description: NE 12th Avenue is currently two lanes between NE 151st Street and NE 167th Street. This project will widen 12th 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 12th Avenue, south of S.R. 826

MALL INTERSECTION: NEW CONNECTION TO MALL SOUTH AND NE 164TH 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 13th Avenue and NE 14th Avenue. The new intersection would connect NE 164th Street to NE 162nd Avenue via a private roadway through a redeveloped and reconfigured Mall at 163rd Street.

Project Need and Benefits: One strategy proposed by the S.R. 826 Study for alleviating congestion on 163rd Street Study is the creation of parallel, complementary roadways. The Mall Intersection would be a key element in allowing NE 164th 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 164th Street as its mainstreet, and the Mall Intersection would increase activity on 164th 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.



*Conceptual view of Mall Intersection
(#20) from SR 826 Study*

MALL AT 163RD STREET REDEVELOPMENT

Project Category: Community
Sustainability

Sponsorship: Private Developer,
Miami-Dade County

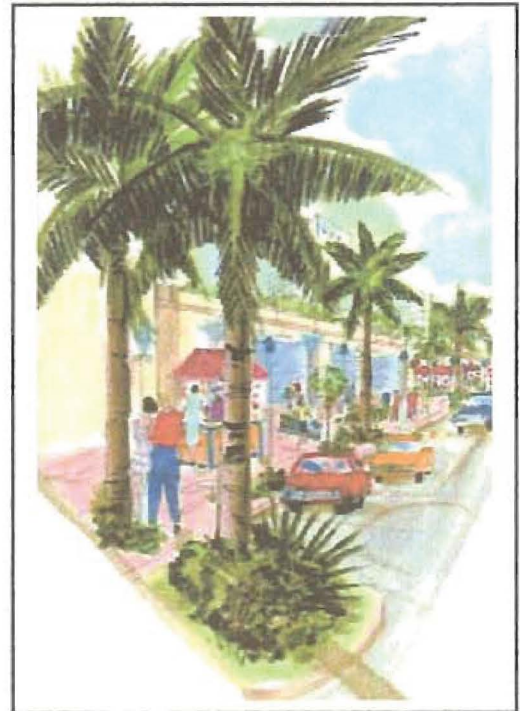
Planning Horizon: Short-range

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 163rd 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 163rd 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 164th 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 163rd 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 163rd 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 163rd Street

-15-
**MAINSTREET (164TH STREET)
IMPROVEMENTS**

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

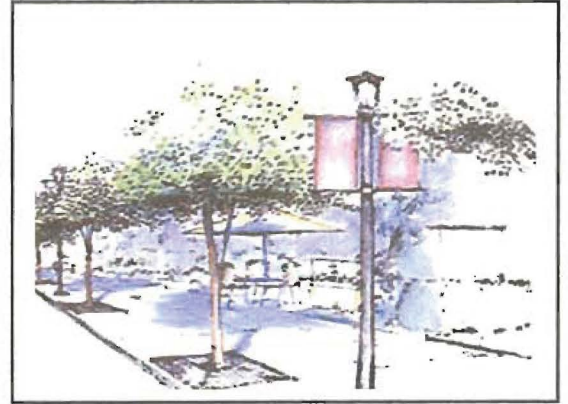
Project Description: Both the City Center Charrette and the S.R. 826 Study called for improvements to NE 164th Street to improve its streetscape, calm traffic and make the street more pedestrian friendly. For several years the City of North Miami Beach has been implementing improvements to reinforce 164th 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

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 164th Street corridor

Project Requirements: Traffic studies, design

Potential Funding: North Miami Beach

Estimate Cost: \$4,200,000



Artist's conception of pedestrian friendly environment on Mainstreet after improvements



164th Street, westbound, near NE 19th Avenue

TRANSIT STATION AT 163rd 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 163rd 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 163rd Street, thereby promoting redevelopment efforts.

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

Potential Funding: MDTA



*Existing bus facility on NE 167th Street,
near Mall at 163rd Street*

167TH 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 167th 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.

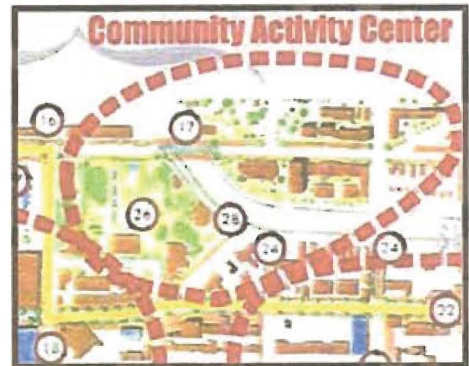
Project Need and Benefits: The bridge would not only allow NE 167th Street to serve as a parallel, roadway complementary to S.R. 826 and NE 164th Street, it would also serve to integrate the Nova Southeast campus with the Challenger Park and Civic Center districts.

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

Potential Funding: Miami-Dade County, North Miami Beach



NE 167th Street terminus at Snake Creek Canal



Conceptual view of NE 167th Street bridge from SR 826 Master Plan (#17)

SOUTH GLADES DRIVE STREETScape

Project Category: Community Sustainability

Sponsorship: North Miami Beach

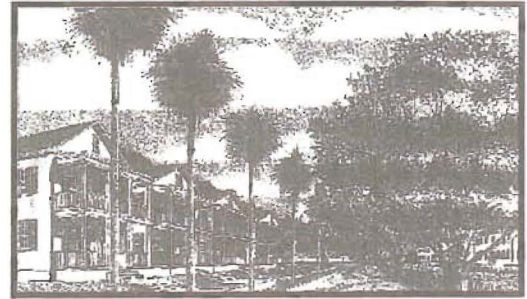
Planning Horizon: Mid-Range

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



165th Street streetscape concept, from City Center Charrette

-19-
**REDEVELOPMENT OF 17TH, 18TH, 20TH,
AND 21ST AVENUES**

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

Project Description: 17th, 18th, 20th, and 21st 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, 164th Street, which is the subject of ongoing reconstruction and revitalization efforts.

Potential Funding: City of North Miami Beach, private funds



Rendering of NE 20th Avenue redeveloped as a pedestrian-oriented marketplace



Conceptual site plan of reconfigured NE 20th 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 163rd 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.



Existing landscape enhancements on SR 826

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



Artist's concept of “boulevard” reconfiguration of SR 826

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

Potential Funding: North Miami Beach

NE 15TH AVENUE IMPROVEMENTS

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

Project Description: NE 15th Avenue is currently two lanes between NE 159th and NE 170 Streets. This project will widen 15th 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 15th Avenue at NE 169^h Street



NE 15th 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 19th 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 19th 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 19th Avenue near NE 164th Street: the southern gateway to the Civic District

PUBLIC PLAZA AND SHARED PARKING FOR MARKET DISTRICT

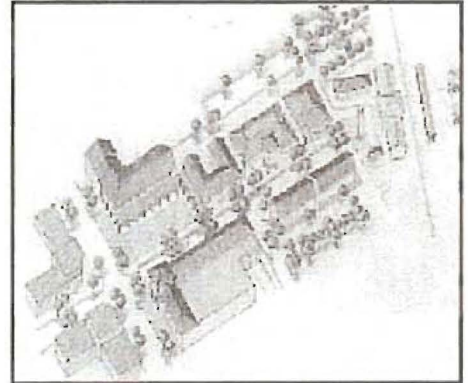
Project Category: Community Sustainability
Sponsorship: North Miami Beach
Planning Horizon: Mid-Range

Project Description: The City Center Charrette designated the eastern portion of NE 164th 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, 164th 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 164TH STREET EXTENSION TO U.S.1

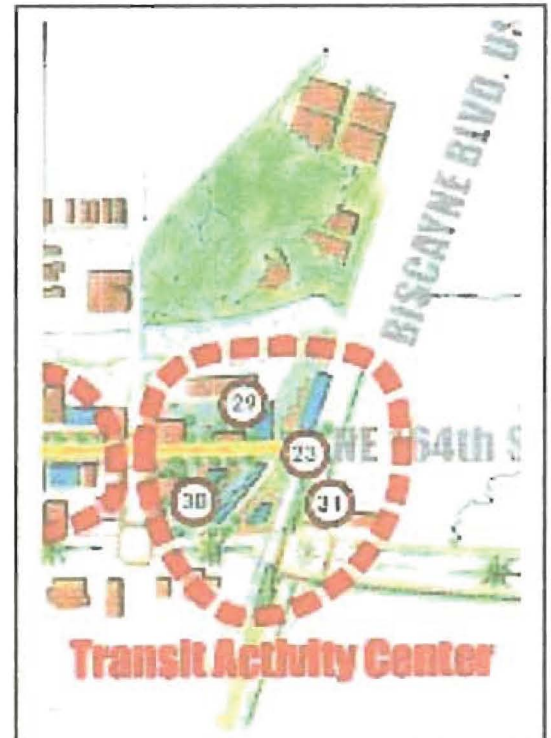
Project Category: Capacity Improvement
Sponsorship: Miami-Dade County,
FDOT, City of North
Miami Beach
Planning Horizon: Mid-range

Project Description: NE 164th 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 164th 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



*Proposed extension of NE 164th Street
(yellow line at #23)*

-25-
**NORTHEAST BUS TERMINAL
(US 1 AT 163RD 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 164th 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 and construction. Coordination with several other projects, including the new Route 163rd Street Shuttle and Golden Glades Multimodal Center and Mall transit station will enhance the new

Potential Funding: MDTA



*NE 164th 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 2nd Avenue, North Miami Avenue, NE 2nd Avenue, NE 6th Avenue, NE 167th Street (as part of the reconfigured intersection), the new Mall Intersection (located between NE 13th and NE 14th Avenues), NE 12th, NE 15th, NE 18th and NE 19th Avenues, and West Dixie Highway.

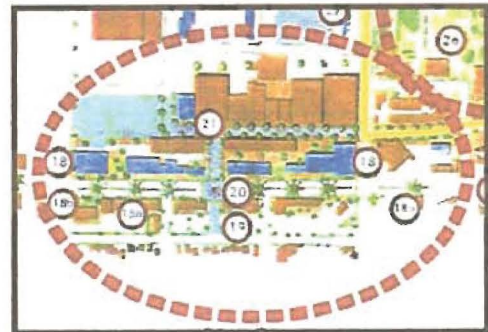
Project Need and Benefits: The intersection improvements will serve to calm traffic at major intersections, while improving safety and enhancing the corridor's sense of place.

Project Requirements: Design, traffic studies

Potential Funding: FDOT funds



Existing SR 826 pedestrian crossing, at NE 19th 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 adherents 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 163RD 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 163rd 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 167th/163rd 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 163rd 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 164th 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



Existing bus facility on S.R. 826 at the Mall at 163rd Street

**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
Project Bank #	2	5	11	21	6	9	12	24	17
Responsible Parties									
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-2
Community Sustainability Projects**

	I-95 Noise Walls	Safety Project: SR826 at NE 6 Ave	Enhanced Landscaping for Golden Glades Interchange and "Beacon" entry feature	Hospital Complex: entry features	Mall South Revitalization	167 Street Streetscape Improvements	Redevelopment of 17,18,20,21 Avenues	Public plaza & shared parking for Market District	Entry features & monuments for Civic District	Pedestrian crossings/aesthetic enhancements for SR826	Mainstreet improvements	South Glades Drive streetscape improvements	Boulevard treatment for SR 826	Proud Neighborhoods Improvements	City-wide alley reconstruction	
Project Bank #	3	8	4	7	14	10	19	23	23	26	15	18	20	27	28	
Responsible Parties																
City of North Miami Beach				2	1	1	1	1	1		1	1	2	1		
Miami-Dade County																
Public Works																
Transit Agency																
Metropolitan Planning Organization	2	2	2							2						
Florida Department of Transportation	1	1	1							1			1			
Property&Business Owners/Developers				1	2		2	2								

Legend:

1: Primary Responsibility

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 St)	Transit Station at 163 Street Mall	Snake Creek Canal Bike Path
Project Bank #	29	4	31	25	32	33
Responsible Parties						
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

Community Mobility Program: 15-Year Work Plan

