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COMMITTEE MEMORANDUM

TO: Finance and Citywide Projects Committee Members

FROM: Jimmy L. Morales, City Manager

DATE: June 17, 2016

SUBJECT: **DISCUSSION REGARDING THE CREATION OF THE CITY OF MIAMI BEACH TRANSPORTATION FUND**

This item was referred to the Finance and Citywide Projects Committee by Mayor Philip Levine at the April 13, 2016 Commission - Item C4P.

BACKGROUND

Transportation Trust Funds are established by governmental entities in order to facilitate the creation, operation, and maintenance, including capital and operating costs, of mass transit and other transportation facilities within an area, including fixed mass transit routes, local circulator/trolley routes, waterborne mass transit, and public parking garages for transit enhancement purposes. Further, it is intended that transportation trust fund monies can be expended as a local share of the cost of an eligible project undertaken or developed by other governmental entities or through public-private partnerships.

This item was briefly discussed at the May 11, 2016 Finance and Citywide Projects Committee. At the meeting, the Committee passed a motion recommending that the Administration create a City of Miami Beach Transportation Fund to provide funding for public transportation improvements in the City.

Currently, funding for transportation projects in the City, both in terms of capital and operating budgets, is provided from various sources. Pursuant to Resolution No. 2006-26341 (Attachment A), the City will use one-time, non-recurring revenue for capital expenditures or one-time expenditures and not to subsidize recurring personnel, operations, and maintenance cost.

Current funding sources for transportation projects and whether the funds are used for capital or operating expenses are listed below:

- City's share of the County Half Cent Transit Surtax (People's Transportation Plan (PTP) proceeds. Approximately \$ 3.8 Million per year are provided on a recurring basis and are used to fund a portion of the operations of trolley services in Miami Beach. In addition to the North Beach trolley, once the Mid-Beach loop, Collins Link, and South Beach trolley are implemented, trolley services are anticipated to cost approximately \$12.5 Million per year. With the implementation of the Light Rail/Modern Streetcar project, it is anticipated that approximately \$3 Million per year will be used for the Streetcar project.
- 1% Resort Tax Quality of Life – Transportation (45% split): The 1% Resort Tax Quality of Life Funds are split between South Beach/Mid Beach/North Beach Capital projects, the Arts, and Transportation with 45% of the 1% going to Transportation (approximately \$ 5.7 Million per year). These funds are recurring on an annual basis and used to fund the balance of trolley operations; Professional Services (i.e., rotational contracts for traffic engineering and transportation planning services on an as-needed basis at approximately

\$300,00 per year); Traffic Management and Monitoring Services at approximately \$540,000 per year; other Contractual Services such as Mystery Rider program, Special Event shuttle service, trolley customer service and the Transportation Department's personnel operating budget (i.e., salaries/wages, insurances, pension, office supplies, etc.). It should be noted that once the Intelligent Transportation System/Smart Parking System is fully implemented over the couple years, the operation and maintenance costs are projected up to \$2 Million per year.

- **Parking Fees (Year End Surplus):** Approximately \$4 Million from excess parking funds (revenues - expenditures) at the end of each year are used to augment the Transportation Department's annual operating budget for the following year.
- **Transportation Concurrency Mitigation:** These are one-time/non-recurring revenues limited to use for Transportation capital expenditures that increase Transportation capacity, including the Miami Beach Light Rail/Modern Streetcar Environmental Analysis.
- **Fees in lieu of Parking:** These are fees that can be used for increasing parking capacity and, after 2010, for transportation improvements. Pursuant to the City Code funds generated by the fee-in-lieu program collected after March 20, 2010, transportation improvement include:
 - Transit capital funding for buses, bus shelters and transit infrastructure
 - Traffic improvements for signals, signal timing and lane modifications
 - Bicycle facilities
 - Intelligent transportation systems
 - Pedestrian improvements and facilities
 - Other parking, transportation and mobility related capital projects as may be specifically approved by the City Commission
 - In addition, transit operational funding for newly introduced transportation enhancements and program expansion (limited to operational, nonadministrative costs only, i.e., drivers, fuel maintenance and insurance) may be included if expressly approved by the City Commission

A portion of these funds are reoccurring annually but most are one-time payments used for one-time expenditures only. Use of these funds for transportation competes with the need for parking garages throughout the City.

- **Advertising Revenues:** Approximately \$78,000 per year is generated by the sale of advertising space on the interior and exterior of the City's Trolley vehicles. Additionally approximately \$700,000 per year are generated by bus shelter advertising through a revenue sharing contract with Clear Channel, Inc.
- **Grants.** Capital and Operating funds received from federal and state discretionary grant programs are used to off-set funding from various sources above, as appropriate.

For Fiscal Year 2015/16, the above funding sources are projected to generate approximately \$13.2 Million in revenues towards the Transportation Department's budget. These sources alone, however, are not sufficient to fund future transportation projects identified in the City's Transportation Master Plan Project Bank adopted by the City Commission on April 13, 2016 (Attachment B), including the Miami Beach Light Rail Transit/Modern Streetcar project and potential future extensions of the system and the Intelligent Transportation System/Smart Parking System Project.

Additionally, creating new funding sources for transportation would reduce the need to use non-transportation-related funding sources such as Parking Fees (Year End Surplus) and, as a result, make those monies available to address the need for additional parking garages throughout the City.

ANALYSIS

The City of Miami recently adopted an ordinance establishing a Transportation Trust Fund (Attachment B). Staff conducted an analysis of the City of Miami Ordinance. Below is a synopsis of the City of Miami Ordinance.

		City of Miami Ordinance
		(Ord. No. 13568, § 1, 10-22-15)
a.	Capital Contribution	No less than 20 percent of any unrestricted one-time cash payments to the city of \$500,000.00 or more, including, but not limited to, payments received through lease re-negotiations, money judgments from lawsuits, audit findings, or any other lump sum payments, shall be reserved in this trust fund for capital or acquisition costs associated with mass transit. The one-time payments for purposes of this section shall not include reasonable costs and any capital replacement costs associated with the transaction that resulted in the receipt of the one-time cash payment. Additionally, 20 percent of all unrestricted cash contributions to the public benefits trust fund, as defined in <u>chapter 62</u> , article XIV of the City Code and Section 3.14 of the Miami 21 Code, the zoning ordinance of the city, as amended, shall be reserved for the same trust fund purpose, with the exception of the cash contributions to the public benefit trust fund for affordable/workforce housing as defined in subsection <u>62-642(c)</u> of the City Code and Section 3.14.4(a)(3) of the Miami 21 Code. If any unrestricted one-time cash payment to the city of \$500,000.00 or more is to be paid in installments, the capital contribution shall be no less than 20 percent of each installment as it is received by the city. These funds may be carried over to the succeeding fiscal year.
b.	Operation & Maintenance Contrib.	Each fiscal year, no less than one-quarter of one percent (0.25%) of the city's general fund operating budget shall be reserved in this trust fund for operation and maintenance costs associated with mass transit. These funds shall, to the extent possible to meet the one-quarter of one percent (0.25%) minimum, primarily consist of transportation related restricted funds eligible for said purpose not already allocated for other expenditures. The administration shall look to earmarked transportation funding, inclusive of Local Option Gas Tax ("LOGT") funding. These funds may be carried over to the succeeding fiscal year.
c.	Garage Contribution	All funds collected through parking ratio reductions pursuant to Article 4, Table 4 of the Miami 21 Code, as amended, shall be reserved in this trust fund for capital or acquisition costs associated with the creation of new public parking garages operated by the department of off-street parking. These funds may be carried over to the succeeding fiscal year.

The City of Miami Ordinance also provides that "Nothing in this section shall be construed as limiting the ability to reserve funds in excess of the abovementioned minimums. Expenditures from this trust fund shall require a 4/5ths vote of the entire membership of the city commission upon a written recommendation from the city manager. This article shall not be construed to take funds from any of the established parking trust funds in this article."

Should the Commission desire to move forward with a similar Ordinance, the following funding sources could be considered.

Funding Source	Potential Uses
a. Capital contribution 20% of any one-time unrestricted payments.	Capital Projects
b. Operation and Maintenance Contribution- 0.25% of general fund budget (FY15/16 equivalent to approximately \$751,000)	Operation and Maintenance costs of transit operations.

Given the needs of the Parking Department for parking garages, especially at intercept locations, it is not recommended that Fees in Lieu of Parking (i.e. similar to funds collected through parking ratio reductions) be committed to the Trust Fund, but rather that the use of these funds be reviewed each year as part of the review of competing priorities during the annual budget development process.

Further should the City Commission decide to dedicate a certain percentage general fund budget to Transportation, it would need to apply to a future year budget and it is likely that the millage rate would need to be increased for that budget year.

CONCLUSION

This information is provided to the FCWPC for discussion and direction.

Attachments:

- A: City of Miami Ordinance
- B: City of Miami Beach Resolution No, 2006-26341
- C: Transportation Master Plan Project Bank

JLM/KGB/CGR/JRG

ARTICLE VII. - TRANSPORTATION TRUST FUND

Sec. 35-253. - Intent.

It is intended that the "Transportation Trust Fund" be established in order to facilitate the creation, operation, and maintenance, including capital and operating costs, of mass transit and other transportation facilities within the city, including, but not limited to, fixed mass transit routes, the city's trolley system, waterborne mass transit, and public parking garages for transit enhancement purposes. It is further intended that the transportation trust fund money may be expended as the city's share of the cost of an eligible project undertaken or developed by other governmental entities or through a public-private partnership.

(Ord. No. 13568, § 1, 10-22-15)

Sec. 35-254. - Trust fund payments.

- (a) *Capital contribution.* No less than 20 percent of any unrestricted one-time cash payments to the city of \$500,000.00 or more, including, but not limited to, payments received through lease re-negotiations, money judgments from lawsuits, audit findings, or any other lump sum payments, shall be reserved in this trust fund for capital or acquisition costs associated with mass transit. The one-time payments for purposes of this section shall not include reasonable costs and any capital replacement costs associated with the transaction that resulted in the receipt of the one-time cash payment. Additionally, 20 percent of all unrestricted cash contributions to the public benefits trust fund, as defined in chapter 62, article XIV of the City Code and Section 3.14 of the Miami 21 Code, the zoning ordinance of the city, as amended, shall be reserved for the same trust fund purpose, with the exception of the cash contributions to the public benefit trust fund for affordable/workforce housing as defined in subsection 62-642(c) of the City Code and Section 3.14.4(a)(3) of the Miami 21 Code. If any unrestricted one-time cash payment to the city of \$500,000.00 or more is to be paid in installments, the capital contribution shall be no less than 20 percent of each installment as it is received by the city. These funds may be carried over to the succeeding fiscal year.
- (b) *Operation and maintenance contribution.* Each fiscal year, no less than one-quarter of one percent (0.25%) of the city's general fund operating budget shall be reserved in this trust fund for operation and maintenance costs associated with mass transit. These funds shall, to the extent possible to meet the one-quarter of one percent (0.25%) minimum, primarily consist of transportation related restricted funds eligible for said purpose not already allocated for other expenditures. The administration shall look to earmarked transportation funding, inclusive of Local Option Gas Tax ("LOGT") funding. These funds may be carried over to the succeeding fiscal year.
- (c) *Garage contribution.* All funds collected through parking ratio reductions pursuant to Article 4, Table 4 of the Miami 21 Code, as amended, shall be reserved in this trust fund for capital or acquisition costs associated with the creation of new public parking garages operated by the department of off-street parking. These funds may be carried over to the succeeding fiscal year.
- (d) *Expenditures.* Nothing in this section shall be construed as limiting the ability to reserve funds in excess of the abovementioned minimums. Expenditures from this trust fund shall require a 4/5ths vote of the entire membership of the city commission upon a written recommendation from the city

manager. This article shall not be construed to take funds from any of the established parking trust funds in this article.

(Ord. No. 13568, § 1, 10-22-15)

Secs. 35-255—35-280. - Reserved.

RESOLUTION NO. 2006-26341

A RESOLUTION OF THE MAYOR AND CITY COMMISSION OF THE CITY OF MIAMI BEACH, FLORIDA, ADOPTING CITY OF MIAMI BEACH FINANCIAL POLICIES RELATING TO STABILIZATION FUNDS; FUND BALANCE; CONTINGENCY PLANNING AND CASH RESERVES; USE OF NON-RECURRING REVENUES; CAPITAL ASSET ACQUISITION, MAINTENANCE, REPLACEMENT AND RETIREMENT; AND GUIDING THE DESIGN OF PROGRAMS AND SERVICES

WHEREAS, the City's Budget Advisory Committee (BAC), with support from the City Administration, has begun analyzing the City's existing financial policies, and recommended an initial set of additional financial policies for consideration by the City Commission; and

WHEREAS, the City has several existing formal financial policies that provide the framework for budget development and adoption and for financial management which are governed by Florida State Statute, the City Charter; and by prior adopted policies of the Mayor and City Commission; and

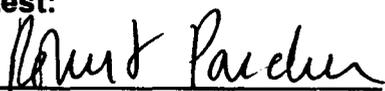
WHEREAS, the City also has several informal policies subject to implementation by the City administration; and

WHEREAS, the National Advisory Council on State and Local Budgeting and the Government Finance Officers Association recommends that jurisdictions establish and adopt policies to help frame resource allocation decisions, and to help guide service provision and capital asset acquisition, maintenance, replacement, and retirement.

NOW, THEREFORE, BE IT DULY RESOLVED BY THE MAYOR AND CITY COMMISSION OF THE CITY OF MIAMI BEACH, FLORIDA, hereby adopts the financial policies contained in Exhibit A: City of Miami Beach Financial Policies Relating to Stabilization Funds; Fund Balance; Contingency Planning and Cash Reserves; Use of Non-Recurring Revenues; Capital Asset Acquisition, Maintenance, Replacement and Retirement; and Guiding the Design of Programs and Services.

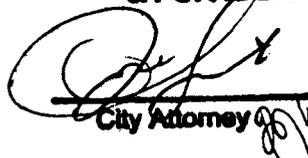
PASSED AND ADOPTED THIS 21st DAY OF September 2006.

Attest:


CITY CLERK
Robert Parcher


Vice-Mayor Jerry Libbin

**AS TO
FORM & LANGUAGE
& FOR EXECUTION**


City Attorney 
Date 9/16/06

8.PROJECT BANK

PRIORITY 1 PROJECTS

Table 39: Priority 1 Projects

Project Number	Project Name	City Area	Project Type	From	To	Project Length (Miles)	Project Description	Purpose & Need
1	SR A1A / MacArthur Causeway Complete Streets Feasibility Study	South	Multimodal	Downtown	Collins Avenue	3.80	Review of design alternatives for exclusive transit lanes and bicycle lanes long MacArthur Causeway (Phase I)	SR A1A/MacArthur Causeway requires an improvement towards regional and local connectivity. Improve the speed, reliability, comfort and convenience of transit. Serve new markets and support economic vitality.
2	Miami Beach Light Rail/Modern Street Car	South	Multimodal	S.Pointe Drive & SR A1A/5th Street	Washington Avenue & Dade Boulevard	4.55 (Rail Lane) and 4.70 (Protected Bike Lanes)	Exclusive transit and protected/buffered bicycle lanes (Lane repurposing and/or roadway widening)	South Beach requires an improvement for regional and local connectivity. Improve the speed, reliability, comfort and convenience of transit.

Project Number	Project Name	City Area	Project Type	From	To	Project Length (Miles)	Project Description	Purpose & Need
3	West Avenue Protected Bicycle Lanes	South	Bike/Ped	6th Street	20th Street	1.3	Protected/buffered bicycle lanes (Lane repurposing), Enhanced crosswalks	West Avenue requires an improvement towards local non-motorized transportation infrastructure connectivity. Develop a safe, complete, and accessible multi-user citywide bicycle and pedestrian network. Promote non-motorized transportation as a reliable mode of travel within the City.
4	73rd Street One Way Protected Bicycle Lanes	North	Bike/Ped	Dickens Avenue	Atlantic Trail	0.35	Protected/buffered bicycle lanes (Lane repurposing), Enhanced crosswalks	73rd Street requires an improvement towards local non-motorized transportation infrastructure connectivity. Develop a safe, complete, and accessible multi-user citywide bicycle and pedestrian network. Promote non-motorized transportation as a reliable mode of travel within the City.
5	72nd Street One Way Protected Bicycle Lanes	North	Bike/Ped	Dickens Avenue	Collins Avenue	0.28	Protected/buffered bicycle lanes (Lane repurposing), Enhanced crosswalks	72 nd Street requires an improvement towards local non-motorized transportation infrastructure connectivity. Develop a safe, complete, and accessible multi-user citywide bicycle and pedestrian network. Promote non-motorized transportation as a reliable mode of travel within the City.

PROJECT BANK – PRIORITY 1 PROJECTS

Project Number	Project Name	City Area	Project Type	From	To	Project Length (Miles)	Project Description	Purpose & Need
6	Byron Avenue Protected Bicycle Lanes/Neighborhood Greenway	North	Bike/Ped	73 rd Street	Hawthorne Avenue	0.56	Protected/buffered bicycle lanes (<i>Lane repurposing</i>) from 73 rd Street to 75 th Street. Neighborhood Greenway from 75 th Street to Hawthorne Avenue. Enhanced crosswalks	Byron Avenue requires an improvement towards local non-motorized transportation infrastructure connectivity. Develop a safe, complete, and accessible multi-user citywide bicycle and pedestrian network. Promote non-motorized transportation as a reliable mode of travel within the City.
7	North Bay Road Neighborhood Greenway (Including SR 907/Alton Road connecting bridge over Surprise Waterway)	Middle	Bike/Ped	Dade Boulevard	La Gorce Drive	4.6	Neighborhood Greenway(<i>Boulevard Markers and Traffic Calming</i>) Enhanced crosswalks	North Bay Road requires an improvement towards local non-motorized transportation infrastructure connectivity. Develop a safe, complete, and accessible multi-user citywide bicycle and pedestrian network. Promote non-motorized transportation as a reliable mode of travel within the City.
8	SR 907 / Alton Road and 17th Street Intersection Improvements	South	Bike/Ped	N/A	N/A	N/A	Review Geometry of the intersection for the addition of an additional left turn lane.	Improved vehicular operations at the Intersection of SR 907 / Alton Road AND 17th Street

Project Number	Project Name	City Area	Project Type	From	To	Project Length (Miles)	Project Description	Purpose & Need
9	51 st Street Green Bicycle Lanes	Middle	Bike/Ped	Alton Road	Pine Tree Drive	0.4	Enhanced (green) Bicycle Lanes	51 st Street requires an improvement towards local non-motorized transportation infrastructure connectivity. Develop a safe, complete, and accessible multi-user citywide bicycle and pedestrian network. Promote non-motorized transportation as a reliable mode of travel within the City.
10	63 rd Street: Feasibility Study for Bicycle Alternatives	Middle	Multimodal	Alton Road	Indian Creek Drive	0.4	Multimodal Feasibility Analysis for bicycle and transit alternatives consistent with the Bicycle Pedestrian Master Plan	63 rd Street requires an improvement towards local non-motorized transportation infrastructure connectivity. Develop a safe, complete, and accessible multi-user citywide bicycle and pedestrian network. Promote non-motorized transportation as a reliable mode of travel within the City.
11	SR 907 Bicycle Alternatives Analysis and Implementation	Middle	Bike/Ped	Michigan Avenue	Chase Avenue	0.93	Analysis and implementation of Separated or Protected Bicycle Facilities adjacent to the golf course	Alton Road requires an improvement towards local non-motorized transportation infrastructure connectivity. Develop a safe, complete, and accessible multi-user citywide bicycle and pedestrian network. Promote non-motorized transportation as a reliable mode of travel within the City.

Project Number	Project Name	City Area	Project Type	From	To	Project Length (Miles)	Project Description	Purpose & Need
12	Dade Boulevard Shared Use Path + Road Diet	South	Bike/Ped	17th Street	Pine Tree Drive	1	Feasibility Study and Implementation of Shared Use Path Adjacent to Collins Canal with potential road diet on the eastbound approach between SR 907/Alton Road and Michigan Avenue	Dade Boulevard requires an improvement towards local non-motorized transportation infrastructure connectivity. Develop a safe, complete, and accessible multi-user citywide bicycle and pedestrian network. Promote non-motorized transportation as a reliable mode of travel within the City.
13	Euclid Avenue Protected Bicycle Lanes	South	Bike/Ped	2 nd Avenue	16 th Street	1.15	Protected Bicycle Lanes from 5 th Street to 16 th Street. Neighborhood Greenway from 3 rd Street to 5 th Street.	Dade Boulevard requires an improvement towards local non-motorized transportation infrastructure connectivity. Develop a safe, complete, and accessible multi-user citywide bicycle and pedestrian network. Promote non-motorized transportation as a reliable mode of travel within the City.
14	Meridian Avenue Bicycle Facilities	South	Bike/Ped/ Safety/ Capacity	16 th Street	Dade Boulevard	0.47	Phase I of the Project includes a geometric feasibility analysis for protected bicycle lanes. The analysis also includes a capacity analysis of the Meridian Avenue and 17 th Street Intersection (Priority 1A). Phase II of the project includes implementation based on the results of Phase I.	Meridian Avenue requires an improvement towards local non-motorized transportation infrastructure connectivity. Develop a safe, complete, and accessible multi-user citywide bicycle and pedestrian network. Promote non-motorized transportation as a reliable mode of travel within the City.

Project Number	Project Name	City Area	Project Type	From	To	Project Length (Miles)	Project Description	Purpose & Need
15	Meridian Avenue and 28th Street Shared Use Path	Middle	Bike/Ped	Dade Boulevard	Pine Tree Drive	0.90	Shared Uses Path (<i>Lane repurposing</i>) <i>Enhanced crosswalks</i>	Meridian Avenue and 28th Street require an improvement towards local non-motorized transportation infrastructure connectivity. Develop a safe, complete, and accessible multi-user citywide bicycle and pedestrian network. Promote non-motorized transportation as a reliable mode of travel within the City.
16	La Gorce Drive / Pine Tree Drive Protected/buffered bicycle lanes	Middle	Bike&Ped	51 st Street	La Gorce Circle	2.69	Protected/buffered bicycle lanes (<i>Lane repurposing</i>) <i>BPMP Page 158</i>	La Gorce Drive/Pine Tree Drive requires an improvement towards local non-motorized transportation infrastructure connectivity. Develop a safe, complete, and accessible multi-user citywide bicycle and pedestrian network. Promote non-motorized transportation as a reliable mode of travel within the City.
17	6th Street and Michigan Avenue Bicycle Facilities Analysis	South	Bike/Ped	West Avenue	SR A1A / 2 nd Street	0.5	Phase I of the project includes a geometric analysis of the proposed section of the corridor determine what bicycle facilities are appropriate for the corridor. Phase II of the project includes implementation based on the results of Phase I.	6th Street and Michigan Avenue requires an improvement towards local non-motorized transportation infrastructure connectivity. Develop a safe, complete, and accessible multi-user citywide bicycle and pedestrian network. Promote non-motorized transportation as a reliable mode of travel within the City.

PROJECT BANK – PRIORITY 1 PROJECTS

Project Number	Project Name	City Area	Project Type	From	To	Project Length (Miles)	Project Description	Purpose & Need
18	SR A1A / 5th Street and SR 907 / Alton Road Intersection Improvements	South	Bike/Ped	N/A	N/A	N/A	Provide Enhanced Crosswalks and improved sidewalk crossings.	Improve multimodal vehicular operations will be pursued at the Intersection of SR A1A / 5th Street AND SR 907 / Alton Road
19	Dickens Avenue and SR 934 / 71 ST Street Geometric Modifications	North	Roadway	N/A	N/A	N/A	Feasibility study for Geometric Modifications including an additional Southbound Lane	This site requires examination for improved capacity and functionality. Examining the potential addition of a Southbound Lane gives the area the opportunity to improve roadway traffic.
20	SR A1A / MacArthur Causeway and SR A1A / 5th Street's Feasibility Study of Adaptive Signal Controls	South	Roadway	Fountain Street	Washington Avenue	2	Feasibility Study of Adaptive Signal Controls	Improve multimodal vehicular operations will be pursued along the corridor of SR A1A / MacArthur Causeway / 5th Street

PROJECT BANK – PRIORITY 1 PROJECTS

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21	SR 907 / Alton Road's Feasibility Study of Adaptive Signal Controls	South	Roadway	6th Street	Michigan Avenue	1.5	Feasibility Study of Adaptive Signal Controls	Improve multimodal vehicular operations will be pursued along the corridor of SR 907 / Alton Road
22	23rd Street's Complete Streets Feasibility Study	South	Multimodal	Dade Boulevard	SR A1A / Collins Avenue	0.3	Feasibility Study of Complete Streets Design	23rd Street requires an improvement towards local non-motorized transportation infrastructure connectivity. Develop a safe, complete, and accessible multi-user citywide bicycle and pedestrian network. Promote non-motorized transportation as a reliable mode of travel within the City.
23	SR A1A / Indian Creek Drive Bicycle/Pedestrian Safety Improvements	Middle	Roadway	26th Street	SR 112 / 41st Street	0.9	Safety Improvements	Improve multimodal vehicular operations will be pursued along the corridor of Indian Creek Drive from 26 th Street to 41 st Street

PROJECT BANK – PRIORITY 1 PROJECTS

Project Number	Project Name	City Area	Project Type	From	To	Project Length (Miles)	Project Description	Purpose & Need
24	Intersection of SR A1A / Indian Creek Drive and 63rd Street and SR A1A / Abbott Avenue's Feasibility Study of Intersection Improvements	North	Roadway	N/A	N/A	N/A	Feasibility Study of Intersection Improvements	Improve multimodal vehicular operations will be pursued at the intersection of SR A1A / Indian Creek Drive and 63rd Street and SR A1A / Abbott Avenue
25	Intersection of SR 907 / Alton Road and 43 rd Street/Ed Sullivan Road Feasibility Study of Intersection Improvements	Middle	Roadway	N/A	N/A	N/A	Feasibility Study of Intersection Improvements	Improve multimodal vehicular operations will be pursued at the intersection of SR 907 / Alton Road and 43 rd Street/Ed Sullivan Road
26	SR 934 / 71st Street / Normandy Drive Safety Improvements	North	Roadway	N Shore Drive	SR A1A / Collins Avenue	0.5	Safety Improvements	Improve multimodal vehicular operations will be pursued along the corridor of SR 934 / 71st Street / Normandy Drive

PROJECT BANK – PRIORITY 1 PROJECTS

Project Number	Project Name	City Area	Project Type	From	To	Project Length (Miles)	Project Description	Purpose & Need
27	SR 112 / Julia Tuttle Causeways Feasibility Study	Middle	Multimodal	US-1 / Biscayne Blvd	SR 907 / Alton Road	3.18	Feasibility study for Shared Path, Protected Bike lanes, and Exclusive Bus lanes	SR 112 / Julia Tuttle Causeway requires an improvement towards local non-motorized transportation infrastructure connectivity. Develop a safe, complete, and accessible multi-user citywide bicycle and pedestrian network. Promote non-motorized transportation as a reliable mode of travel within the City.
28	85 th Street Neighborhood Greenway	North	Bike/Ped	Stillwater Drive	Atlantic Trail	0.50	Neighborhood Greenway(Boulevard Markers and Traffic Calming) Enhanced crosswalks	85 th Street requires an improvement towards local non-motorized transportation infrastructure connectivity. Develop a safe, complete, and accessible multi-user citywide bicycle and pedestrian network. Promote non-motorized transportation as a reliable mode of travel within the City.
29	SR 907 / Alton Road SR 112 / 41st Street SR A1A / Indian Creek Drive / Collins Avenue Dade Boulevard Proposed Middle Beach	Middle	Transit	Sullivan Drive (Mt. Sinai Medical Center Entrance) SR 907 / Alton Road SR 112 / 41st Street SR A1A /	SR 112 / 41st Street SR A1A / Indian Creek Drive / Alton Road Dade Boulevard 17th Street	6.4 (Total Distance of One Loop)	Trolley Route from Mt. Sinai Medical Center servicing Mid and South Beach	This project proposes a route which will provide the Middle Beach area of the City with a trolley system to help encourage multimodal alternatives of transportation.

PROJECT BANK – PRIORITY 1 PROJECTS

Project Number	Project Name	City Area	Project Type	From	To	Project Length (Miles)	Project Description	Purpose & Need
	Trolley Route			Indian Creek Drive				
30	SR A1A / Collins Avenue and Indian Creek Drive Signal Optimization Study	North	Roadway	SR 907 / 63 rd Street	SR 934 / 71 st Street	0.79	Signal Optimization Feasibility Study on SR A1A	Improve multimodal vehicular operations will be pursued along the corridor of SR A1A / Collins Avenue
31	SR 934 / 71 st Street Feasibility Study	North	Roadway	Carlyle Avenue	SR A1A / Collins Avenue	1.02	Feasibility Study for removing existing dedicated left turns along 71 st Street and review the feasibility of adding an additional westbound lane.	This section of SR 934 / 71 st Street stands a chance of improving capacity and functionality by examine the efficiencies of Left turn lanes and their alternatives.

PROJECT BANK – PRIORITY 1 PROJECTS

Project Number	Project Name	City Area	Project Type	From	To	Project Length (Miles)	Project Description	Purpose & Need
32	SR 112 / 41 st Street and SR 907 / Alton Road Auxiliary Turn / Shoulder Lane Study	Middle	Roadway	N/A	N/A	N/A	Feasibility Study for Auxiliary Turn / Shoulder Lane	Improve multimodal vehicular operations will be pursued at the Intersection of SR 112 / 41 st Street and SR 907 / Alton Road
33	Middle Beach Intermodal Station	Middle	Multimodal	N/A	N/A	N/A	Develop an Intermodal Station to provide multi-modal transfers	This site specific improvement will reach beyond just its immediate area. This station is being designed with the hopes of
34	SR 112 / Julia Tuttle Cswy Westbound Ramp	Middle	Roadway	Mount Sinai Hospital	SR 112 / Julia Tuttle Causeway	.25	Westbound on ramp to SR 112 / Julia Tuttle from Mount Sinai Hospital	This project's focus is to helping improving roadway functionality and capacity but providing mitigation of traffic generation from Mount Sinai Hospital

PROJECT BANK – PRIORITY 1 PROJECTS

Project Number	Project Name	City Area	Project Type	From	To	Project Length (Miles)	Project Description	Purpose & Need
35	10 th Street/11 th Street Neighborhood Greenway	South	Bike/Ped	West Avenue	SR A1A / Collins Avenue	0.52	Neighborhood Greenway(Boulevard Markers and Traffic Calming) Enhanced crosswalks	10 th or 11 th Street require an improvement towards local non-motorized transportation infrastructure connectivity. Develop a safe, complete, and accessible multi-user citywide bicycle and pedestrian network. Promote non-motorized transportation as a reliable mode of travel within the City.
36	SR 907 / Alton Road and Michigan Avenue's Intersection Improvements	Middle	Bike/Ped	N/A	N/A	N/A	Provide Enhanced Crosswalks. FDOT Project	Improve multimodal vehicular operations will be pursued at the Intersection of SR 907 / Alton Road AND Michigan Avenue
37	Middle Beach Recreational Corridor	Middle	Bike/Ped	SR A1A / Collins Avenue BLK 4700	SR A1A / Collins Avenue BLK 5400	0.8	Connect the North and South existing Beachwalk segments	The Middle Beach Recreational Corridor has the potential to function as a pedestrian and bicyclist only environment which full connects the North and South portions of the City of Miami Beach. This is the last section of the route that remains as an inconsistent experience for travelers.

PROJECT BANK – PRIORITY 1 PROJECTS

Project Number	Project Name	City Area	Project Type	From	To	Project Length (Miles)	Project Description	Purpose & Need
38	SR A1A / Collins Avenue / Indian Creek Drive and SR 112 / 41st Street's Intersection Safety Study and Improvements	Middle	Roadway	N/A	N/A	N/A	Intersection Safety Study and Improvements	Improve multimodal vehicular operations will be pursued at the Intersection of A1A / Collins Avenue / Indian Creek Drive AND SR 112 / 41st Street
39	81 st Street Neighborhood Greenway	North	Bike/Ped	Crespi Boulevard	Atlantic Trail	0.36	Neighborhood Greenway(Boulevard Markers and Traffic Calming) Enhanced crosswalks	81 st Street requires an improvement towards local non-motorized transportation infrastructure connectivity. Develop a safe, complete, and accessible multi-user citywide bicycle and pedestrian network. Promote non-motorized transportation as a reliable mode of travel within the City.
40	77 th Street Neighborhood Greenway	North	Bike/Ped	Dickens Avenue	Collins Avenue	0.28	Neighborhood Greenway(Boulevard Markers and Traffic Calming) Enhanced crosswalks	77 th Street requires an improvement towards local non-motorized transportation infrastructure connectivity. Develop a safe, complete, and accessible multi-user citywide bicycle and pedestrian network. Promote non-motorized transportation as a reliable mode of travel within the City.

Project Number	Project Name	City Area	Project Type	From	To	Project Length (Miles)	Project Description	Purpose & Need
41	Tatum Waterway Drive Neighborhood Greenway	North	Bike/Ped	77 th Street	81 st Street	0.34	Neighborhood Greenway (Boulevard Markers and Traffic Calming) Enhanced crosswalks	Tatum Waterway Drive requires an improvement towards local non-motorized transportation infrastructure connectivity. Develop a safe, complete, and accessible multi-user citywide bicycle and pedestrian network. Promote non-motorized transportation as a reliable mode of travel within the City.
42	Chase Avenue Shared-Use Path Feasibility Study	Middle	Bike/Ped	Alton Road	34 th Street	0.23	Phase I of this project includes a feasibility analysis for a shared-use path adjacent to the golf course. Various constructability concerns were found during the master planning exercise, thus the need for a feasibility analysis. This analysis will also include the intersection Alton Road and Chase Avenue. Phase II of the project will consist of the implementation phase.	Chase Avenue requires an improvement towards local non-motorized transportation infrastructure connectivity. Develop a safe, complete, and accessible multi-user citywide bicycle and pedestrian network. Promote non-motorized transportation as a reliable mode of travel within the City.
43	Alton Road and North Bay Road Intersection Bicycle Improvements	Middle	Bike/Ped	Intersection Project	N/A	N/A	Intersection Safety Improvements	The intersection requires an improvement towards local non-motorized transportation infrastructure connectivity. Develop a safe, complete, and accessible multi-user citywide bicycle and pedestrian network. Promote non-motorized transportation as a reliable mode of travel within the City.

Project Number	Project Name	City Area	Project Type	From	To	Project Length (Miles)	Project Description	Purpose & Need
44	16 th Street Bicycle Facilities Improvements	South	Bike/Ped	Bay Road	Collins Avenue	0.83	Phase I of the project proposes the improvement of the existing Bicycle Lanes by painting them green. Phase II of the project includes the implementation of Protected Bicycle Lanes along the corridor.	16 th Street requires an improvement towards local non-motorized transportation infrastructure connectivity. Develop a safe, complete, and accessible multi-user citywide bicycle and pedestrian network. Promote non-motorized transportation as a reliable mode of travel within the City.
45	47th Street Enhanced Bicycle Lane	Middle	Bike/Ped	North Bay Road	Pine Tree Drive	0.66	Enhanced (Green) Bike Lane for the corridor, including the portion between Alton Road and North Bay Road.	47th Street requires an improvement towards local non-motorized transportation infrastructure connectivity. Develop a safe, complete, and accessible multi-user citywide bicycle and pedestrian network. Promote non-motorized transportation as a reliable mode of travel within the City.
46	42 nd Street Enhance Bicycle Lanes	Middle	Bike/Ped	Prairie Avenue	Pine Tree Drive	0.25	Enhanced (Green) Bike Lane for the corridor.	42 nd Street requires an improvement towards local non-motorized transportation infrastructure connectivity. Develop a safe, complete, and accessible multi-user citywide bicycle and pedestrian network. Promote non-motorized transportation as a reliable mode of travel within the City.

PROJECT BANK – PRIORITY 1 PROJECTS

Project Number	Project Name	City Area	Project Type	From	To	Project Length (Miles)	Project Description	Purpose & Need
47	Bay Drive Neighborhood Greenway	North	Bike/Ped	West 71 st Street	East 71 st Street	1.30	Neighborhood Greenway(Boulevard Markers and Traffic Calming) Enhanced crosswalks	Bay Drive requires an improvement towards local non-motorized transportation infrastructure connectivity. Develop a safe, complete, and accessible multi-user citywide bicycle and pedestrian network. Promote non-motorized transportation as a reliable mode of travel within the City.
48	Royal Palm Avenue Neighborhood Greenway	Middle	Bike/Ped	28 th Street	41 st Street	0.55	Neighborhood Greenway(Boulevard Markers and Traffic Calming) Enhanced crosswalks	Royal Palm Avenue requires an improvement towards local non-motorized transportation infrastructure connectivity. Develop a safe, complete, and accessible multi-user citywide bicycle and pedestrian network. Promote non-motorized transportation as a reliable mode of travel within the City.
49	Baywalk	South	Bike/Ped	5 th Street	15 th Street	1.05	Feasibility Study and Implementation of Shared Use Path	Baywalk requires an improvement towards local non-motorized transportation infrastructure connectivity. Develop a safe, complete, and accessible multi-user citywide bicycle and pedestrian network. Promote non-motorized transportation as a reliable mode of travel within the City.

PROJECT BANK – PRIORITY 1 PROJECTS

Project Number	Project Name	City Area	Project Type	From	To	Project Length (Miles)	Project Description	Purpose & Need
50	South Beach Pedestrian Priority Zones	South	Bike/Ped	N/A	N/A	N/A	Designation and formalization of Pedestrian Priority Zones (PPZ)	Phase I of the project includes analysis and implementation of PPZs for the South of 5 th Street Neighborhood and the West Avenue Neighborhood. Phase II includes analysis and implementation of the Flamingo Park Neighborhood.

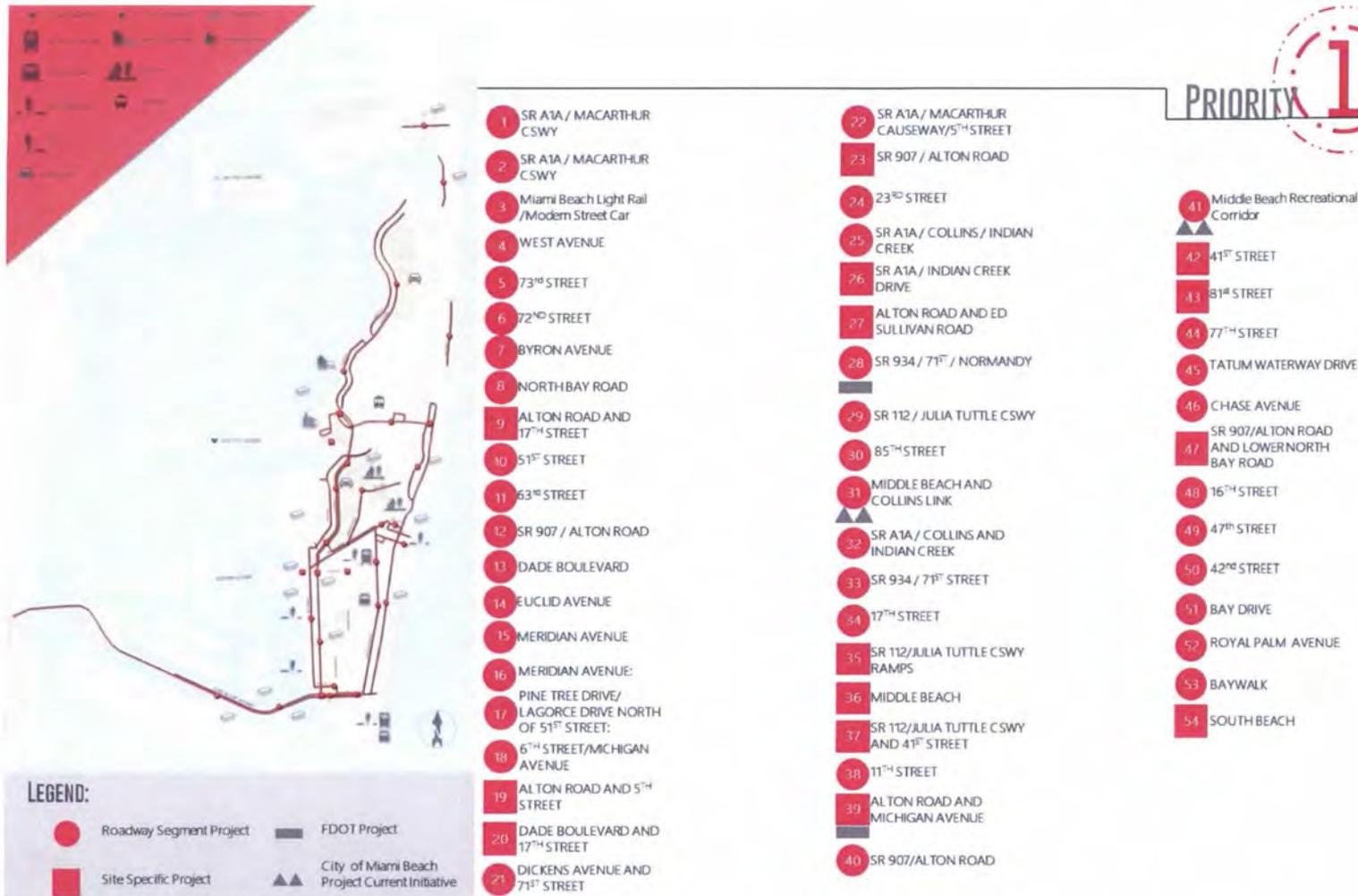


Figure 117: Priority 1 Projects Map

Priority 2 Projects

Table 40: Priority 2 Projects

Project Number	Project Name	City Area	Project Type	From	To	Project Length (Miles)	Project Description	Purpose & Need
1	17th Street Exclusive transit and protected/buffered bicycle lanes	South	Transit/Bike & Ped	Washington Avenue	Collins Avenue	0.14	Evaluation of Exclusive transit and/or protected/buffered bicycle lanes (<i>Lane repurposing and/or roadway widening</i>).	17th Street requires an improvement towards regional and local connectivity. Improve the speed, reliability, comfort and convenience of transit.
2	SR A1A / Collins Avenue / Indian Creek Drive Exclusive transit and protected/buffered bicycle lanes	South / Middle	Transit/Bike & Ped	17th Street	44th Street	2.76	Exclusive transit and protected/buffered bicycle lanes (<i>Lane repurposing and/or roadway widening</i>), Enhanced crosswalks	SR A1A / Collins Avenue / Indian Creek Drive requires an improvement towards regional and local connectivity. Improve the speed, reliability, comfort and convenience of transit. Serve new markets and support economic vitality.
3	Meridian Avenue Protected/buffered bicycle lanes	South / Middle	Bike/Ped	16th Street	28th Street	1.04	Protected/buffered bicycle lanes (<i>Lane repurposing and/or roadway widening</i>), Enhanced crosswalks	Meridian Avenue requires an improvement towards local non-motorized transportation infrastructure connectivity. Develop a safe, complete, and accessible multi-user citywide bicycle and pedestrian network. Promote non-motorized transportation as a reliable mode of travel within the City.

PROJECT BANK – PRIORITY 2 PROJECTS

Project Number	Project Name	City Area	Project Type	From	To	Project Length (Miles)	Project Description	Purpose & Need
4	69 th Street Buffered Bicycle Lanes	North	Bike/Ped	Indian Creek Drive	Collins Avenue	0.20	Buffered Bicycle Lane	69 th Street requires an improvement towards local non-motorized transportation infrastructure connectivity. Develop a safe, complete, and accessible multi-user citywide bicycle and pedestrian network. Promote non-motorized transportation as a reliable mode of travel within the City.
5	21st Street and 22nd Street/Park Avenue Protected Bicycle Lanes Feasibility Study	South	Bike/Ped	Washington Avenue and 23rd Street	Beachwalk	0.6	Protected/buffered bicycle lanes (<i>Lane repurposing and/or roadway widening</i>), Enhanced crosswalks	21st & 22nd Street requires an improvement towards local non-motorized transportation infrastructure connectivity. Develop a safe, complete, and accessible multi-user citywide bicycle and pedestrian network. Promote non-motorized transportation as a reliable mode of travel within the City.
6	63rd Street Protected/buffered bicycle lanes	Middle	Bike/Ped	North Bay Road	SR A1A Indian Creek Drive	0.47	Protected/buffered bicycle lanes (<i>Lane repurposing and/or roadway widening</i>)	63rd Street requires an improvement towards local non-motorized transportation infrastructure connectivity. Develop a safe, complete, and accessible multi-user citywide bicycle and pedestrian network. Promote non-motorized transportation as a reliable mode of travel within the City.

PROJECT BANK – PRIORITY 2 PROJECTS

Project Number	Project Name	City Area	Project Type	From	To	Project Length (Miles)	Project Description	Purpose & Need
7	SR 934 / 71st Street / Normandy Drive Exclusive Transit Lanes/ Protected/buffered bicycle lanes	North	Bike/Ped	Bay Drive	SR A1A Collins Avenue	2.6	Exclusive Transit Lanes Protected/buffered bicycle lanes <i>(Lane repurposing and/or roadway widening)</i> Enhanced crosswalks	SR 934 / 71st Street / Normandy Drive requires an improvement towards local non-motorized transportation infrastructure connectivity. Develop a safe, complete, and accessible multi-user citywide bicycle and pedestrian network. Promote non-motorized transportation as a reliable mode of travel within the City.
8	SR 907 / Alton Road AND SR 112 / 41st Street's Safety Feasibility Study	North	Bike/Ped	SR 907 / Alton Road	SR 112 / 41st Street	N/A	Safety Feasibility Study	Improve multimodal vehicular operations will be pursued at this intersection of SR 907 / Alton Road AND SR 112 / 41st Street
9	SR 112 / 41st Street and Pine Tree Drive Safety Feasibility Study	North	Bike/Ped	SR 112 / 41st Street	Pine Tree Drive	N/A	Safety Feasibility Study	Improve multimodal vehicular operations along the corridor of SR 112 / 41st Street AND Pine Tree Drive

PROJECT BANK – PRIORITY 2 PROJECTS

Project Number	Project Name	City Area	Project Type	From	To	Project Length (Miles)	Project Description	Purpose & Need
10	44th Street AND SR A1A / Collins Avenue Safety Feasibility Study	Middle	Bike/Ped	44 th Street	SR A1A / Collins Avenue	N/A	Safety Feasibility Study	Improve multimodal vehicular operations along the corridor of 44 th Street AND SR A1A / Collins Avenue
11	Meridian Avenue Bicycle Greenway Analysis	South	Bike/Ped	1 st Street	16 th Street	1	Neighborhood Greenway(Boulevard Markers and Traffic Calming) Enhanced crosswalks	Meridian Avenue requires an improvement towards local non-motorized transportation infrastructure connectivity. Develop a safe, complete, and accessible multi-user citywide bicycle and pedestrian network. Promote non-motorized transportation as a reliable mode of travel within the City.
12	Lincoln Road Shared Space	South	Bike/Ped	Washington Avenue	Collins Avenue	0.12	Shared Space including changes to pavement and various multi-modal accommodations.	Meridian Avenue requires an improvement towards local non-motorized transportation infrastructure connectivity. Develop a safe, complete, and accessible multi-user citywide bicycle and pedestrian network. Promote non-motorized transportation as a reliable mode of travel within the City.

PROJECT BANK – PRIORITY 2 PROJECTS

Project Number	Project Name	City Area	Project Type	From	To	Project Length (Miles)	Project Description	Purpose & Need
13	Lincoln Lane North Bicycle Connection/ Neighborhood Greenway	South	Bike/Ped	Alton Road	Washington Avenue	0.57	Exploring the various typical sections of the alleyway to create an exclusive bicycle lane or Neighborhood Greenways.	Lincoln Lane North requires an improvement towards local non-motorized transportation infrastructure connectivity. Develop a safe, complete, and accessible multi-user citywide bicycle and pedestrian network. Promote non-motorized transportation as a reliable mode of travel within the City.
14	Fairway Drive Shared-Use Path	North	Bike/Ped	Biarritz Drive	Bay Drive	1.10	Shared-Use Path adjacent to the golf course.	Fairway Drive requires an improvement towards local non-motorized transportation infrastructure connectivity. Develop a safe, complete, and accessible multi-user citywide bicycle and pedestrian network. Promote non-motorized transportation as a reliable mode of travel within the City.

PRIORITY **2**



Figure 118: Priority 2 Projects Map

PRIORITY 3 PROJECTS

Table 41: Priority 3 Projects

Project Number	Project Name	City Area	Project Type	From	To	Project Length (Miles)	Project Description	Purpose & Need
1	SR A1A / Collins Avenue Protected/buffered bicycle lanes	South	Bike/Ped	South Pointe Drive	17th Street	1.68	Protected/buffered bicycle lanes (<i>Lane repurposing and/or roadway widening</i>) Enhanced crosswalks	SR A1A / Collins Avenue requires an improvement towards local non-motorized transportation infrastructure connectivity. Develop a safe, complete, and accessible multi-user citywide bicycle and pedestrian network. Promote non-motorized transportation as a reliable mode of travel within the City.
2	Prairie Avenue Neighborhood Greenway	Middle	Bike/Ped	44th Street	47th Street	0.25	Neighborhood Greenway(<i>Sharrow Markers</i>) Enhanced crosswalks	Prairie Avenue requires an improvement towards local non-motorized transportation infrastructure connectivity. Develop a safe, complete, and accessible multi-user citywide bicycle and pedestrian network. Promote non-motorized transportation as a reliable mode of travel within the City.
3	SR A1A Collins Avenue Exclusive transit lanes	Middle	Transit	44th Street	SR A1A Collins Avenue / Indian Creek Drive Split	2	Exclusive transit lanes (<i>Lane repurposing</i>)	SR A1A Collins Avenue requires an improvement towards regional and local connectivity. Improve the speed, reliability, comfort and convenience of transit. Serve new markets and support economic vitality.

PROJECT BANK – PRIORITY 3 PROJECTS

Project Number	Project Name	City Area	Project Type	From	To	Project Length (Miles)	Project Description	Purpose & Need
4	SR A1A Collins Avenue / Indian Creek Drive Exclusive transit and protected/buffered bicycle lanes	Middle / North	Transit/ Bike/Ped	SR A1A Collins Avenue / Indian Creek Drive Split	SR 934 / 71st Street	2.05	Exclusive transit and protected/buffered bicycle lanes (<i>Lane repurposing and/or roadway widening</i>),	SR A1A Collins Avenue / Indian Creek Drive requires an improvement towards regional and local connectivity. Improve the speed, reliability, comfort and convenience of transit. Serve new markets and support economic vitality.
5	SR 934 / 79th Street Causeway Exclusive transit, Shared Uses Path, and protected/buffered bicycle lanes	North	Transit/ Bike/Ped	US 1 / Biscayne Boulevard	Bay Drive	2.67	Exclusive transit, Shared Uses Path, and protected/buffered bicycle lanes (<i>Lane repurposing and/or roadway widening</i>),	SR 934 / 79th Street Causeway requires an improvement towards regional and local connectivity. Improve the speed, reliability, comfort and convenience of transit. Serve new markets and support economic vitality.
6	Abbott Avenue Protected/buffered bicycle lanes	North	Bike/Ped	Indian Creek Drive	SR 934 / 71st Street	0.3	Protected/buffered bicycle lanes (<i>Lane repurposing and/or roadway widening</i>) <i>Enhanced crosswalks</i>	Abbott Avenue requires an improvement towards local non-motorized transportation infrastructure connectivity. Develop a safe, complete, and accessible multi-user citywide bicycle and pedestrian network. Promote non-motorized transportation as a reliable mode of travel within the City.

PROJECT BANK – PRIORITY 3 PROJECTS

Project Number	Project Name	City Area	Project Type	From	To	Project Length (Miles)	Project Description	Purpose & Need
7	77th Street Shared Path	North	Bike/Ped	Normandy Avenue	Dickens Avenue	0.24	Shared Uses Path(<i>Lane repurposing and/or roadway widening</i>) <i>Enhanced crosswalks</i>	77th Street requires an improvement towards local non-motorized transportation infrastructure connectivity. Develop a safe, complete, and accessible multi-user citywide bicycle and pedestrian network. Promote non-motorized transportation as a reliable mode of travel within the City.
8	77th Street Neighborhood Greenway	North	Bike/Ped	Dickens Avenue	Atlantic Way	0.34	Neighborhood Greenway(<i>Sharrow Markers</i>) <i>Enhanced crosswalks</i>	77th Street requires an improvement towards local non-motorized transportation infrastructure connectivity. Develop a safe, complete, and accessible multi-user citywide bicycle and pedestrian network. Promote non-motorized transportation as a reliable mode of travel within the City.
9	81st Street Neighborhood Greenway	North	Bike/Ped	Tatum Waterway Drive	SR A1A / Collins Avenue	0.19	Neighborhood Greenway(<i>Sharrow Markers</i>) <i>Enhanced crosswalks</i>	81st Street requires an improvement towards local non-motorized transportation infrastructure connectivity. Develop a safe, complete, and accessible multi-user citywide bicycle and pedestrian network. Promote non-motorized transportation as a reliable mode of travel within the City.

PROJECT BANK – PRIORITY 3 PROJECTS

Project Number	Project Name	City Area	Project Type	From	To	Project Length (Miles)	Project Description	Purpose & Need
10	South Pointe Drive Protected/buffered bicycle lanes	South	Bike/Ped	Alton Road	Beachwalk	0.31	Protected/buffered bicycle lanes (<i>Lane repurposing and/or roadway widening</i>) <i>Enhanced crosswalks</i>	South Pointe Drive requires an improvement towards local non-motorized transportation infrastructure connectivity. Develop a safe, complete, and accessible multi-user citywide bicycle and pedestrian network. Promote non-motorized transportation as a reliable mode of travel within the City.
11	Alton Road Exclusive transit and protected/buffered bicycle lanes	South	Transit/ Bike/Ped	South Pointe Drive	SR A1A / 5th Street	0.49	Exclusive transit and protected/buffered bicycle lanes (<i>Lane repurposing and/or roadway widening</i>), <i>Enhanced crosswalks</i>	Alton Road requires an improvement towards regional and local connectivity. Improve the speed, reliability, comfort and convenience of transit. Serve new markets and support economic vitality.
12	Washington Avenue Exclusive transit and protected/buffered bicycle lanes	South	Transit	South Pointe Drive	SR A1A / 5th Street	0.44	Exclusive transit and protected/buffered bicycle lanes (<i>Lane repurposing and/or roadway widening</i>), <i>Enhanced crosswalks</i>	Washington Avenue requires an improvement towards regional and local connectivity. Improve the speed, reliability, comfort and convenience of transit. Serve new markets and support economic vitality.

PROJECT BANK – PRIORITY 3 PROJECTS

Project Number	Project Name	City Area	Project Type	From	To	Project Length (Miles)	Project Description	Purpose & Need
13	Venetian Causeway Conventional Bike Lanes	South	Bike/Ped	US 1 / Biscayne Boulevard	West Avenue	3.21	Conventional Bike Lanes(<i>Lane repurposing and/or roadway widening</i>) <i>Enhanced crosswalks</i>	Venetian Causeway requires an improvement towards local non-motorized transportation infrastructure connectivity. Develop a safe, complete, and accessible multi-user citywide bicycle and pedestrian network. Promote non-motorized transportation as a reliable mode of travel within the City.
14	SR 907 / Alton Road Exclusive transit lanes	South	Transit	Dade Boulevard	SR 112 / 41st Street	1.46	Exclusive transit lanes (<i>Lane repurposing</i>)	SR 907 / Alton Road requires an improvement towards regional and local connectivity. Improve the speed, reliability, comfort and convenience of transit. Serve new markets and support economic vitality.
15	24th Street / Liberty Avenue Protected/buffered bicycle lanes	Middle	Bike/Ped	Pine Tree Drive	23rd Street / SR A1A Collins Avenue	0.28	Protected/buffered bicycle lanes (<i>Lane repurposing and/or roadway widening</i>) <i>Enhanced crosswalks</i>	24th Street / Liberty Avenue requires an improvement towards local non-motorized transportation infrastructure connectivity. Develop a safe, complete, and accessible multi-user citywide bicycle and pedestrian network. Promote non-motorized transportation as a reliable mode of travel within the City.

PROJECT BANK – PRIORITY 3 PROJECTS

Project Number	Project Name	City Area	Project Type	From	To	Project Length (Miles)	Project Description	Purpose & Need
16	Flamingo Drive Protected/buffered bicycle lanes	Middle	Bike/Ped	Pine Tree Drive	SR A1A / Indian Creek Drive	0.13	Protected/buffered bicycle lanes (<i>Lane repurposing and/or roadway widening</i>) Enhanced crosswalks	Flamingo Drive requires an improvement towards local non-motorized transportation infrastructure connectivity. Develop a safe, complete, and accessible multi-user citywide bicycle and pedestrian network. Promote non-motorized transportation as a reliable mode of travel within the City.
17	Biarritz Drive Protected/buffered bicycle lanes	North	Bike/Ped	Shore Lane	SR 934 / 71st Street	0.32	Protected/buffered bicycle lanes (<i>Lane repurposing and/or roadway widening</i>) Enhanced crosswalks	Biarritz Drive requires an improvement towards local non-motorized transportation infrastructure connectivity. Develop a safe, complete, and accessible multi-user citywide bicycle and pedestrian network. Promote non-motorized transportation as a reliable mode of travel within the City.
18	Bay Drive Neighborhood Greenway	North	Bike/Ped	Fairway Drive	SR 934 / 71st Street	0.34	Neighborhood Greenway(<i>Sharrow Markers</i>) Enhanced crosswalks	Bay Drive requires an improvement towards local non-motorized transportation infrastructure connectivity. Develop a safe, complete, and accessible multi-user citywide bicycle and pedestrian network. Promote non-motorized transportation as a reliable mode of travel within the City.

PROJECT BANK – PRIORITY 3 PROJECTS

Project Number	Project Name	City Area	Project Type	From	To	Project Length (Miles)	Project Description	Purpose & Need
19	Wayne Avenue Shared Path	North	Bike/Ped	Raymond Street	73rd Street	0.07	Shared Uses Path (<i>Lane repurposing and/or roadway widening</i>) <i>Enhanced crosswalks</i>	Wayne Avenue requires an improvement towards local non-motorized transportation infrastructure connectivity. Develop a safe, complete, and accessible multi-user citywide bicycle and pedestrian network. Promote non-motorized transportation as a reliable mode of travel within the City.
20	Wayne Avenue Shared Path	North	Bike/Ped	Michael Street	75th Street	0.19	Shared Path (<i>Lane repurposing and/or roadway widening</i>) <i>Enhanced crosswalks</i>	Wayne Avenue requires an improvement towards local non-motorized transportation infrastructure connectivity. Develop a safe, complete, and accessible multi-user citywide bicycle and pedestrian network. Promote non-motorized transportation as a reliable mode of travel within the City.
21	SR A1A Collins Avenue / Indian Creek Drive / Harding Avenue Exclusive transit lanes and Protected Bicycle Lanes	Middle / North	Transit	SR A1A Collins Avenue / Indian Creek Drive Split	88th Street	4.36	Exclusive transit lanes (<i>Lane repurposing</i>) and protected Bicycle Lanes along Harding Avenue	SR A1A Collins Avenue / Indian Creek Drive / Harding Avenue requires an improvement towards regional and local connectivity. Improve the speed, reliability, comfort and convenience of transit. Serve new markets and support economic vitality.

PROJECT BANK – PRIORITY 3 PROJECTS

Project Number	Project Name	City Area	Project Type	From	To	Project Length (Miles)	Project Description	Purpose & Need
22	Hawthorne Avenue Neighborhood Greenway	North	Bike/Ped	77th Street	85th Street	0.54	Neighborhood Greenway(<i>Sharrow Markers</i>) <i>Enhanced crosswalks</i>	Hawthorne Avenue requires an improvement towards local non-motorized transportation infrastructure connectivity. Develop a safe, complete, and accessible multi-user citywide bicycle and pedestrian network. Promote non-motorized transportation as a reliable mode of travel within the City.
23	85th Street Neighborhood Greenway	North	Bike/Ped	Hawthorne Avenue	SR A1A / Collins Avenue	0.46	Neighborhood Greenway(<i>Sharrow Markers</i>) <i>Enhanced crosswalks</i>	85th Street requires an improvement towards local non-motorized transportation infrastructure connectivity. Develop a safe, complete, and accessible multi-user citywide bicycle and pedestrian network. Promote non-motorized transportation as a reliable mode of travel within the City.
24	Pine Tree Drive Protected Bicycle Lanes	Middle	Bike/Ped	23 rd Street	51 st Street	2.00	Protected/buffered bicycle lanes (Lane repurposing and/or roadway widening) <i>Enhanced crosswalks</i>	Pine Tree Drive requires an improvement towards local non-motorized transportation infrastructure connectivity. Develop a safe, complete, and accessible multi-user citywide bicycle and pedestrian network. Promote non-motorized transportation as a reliable mode of travel within the City.

PROJECT BANK – PRIORITY 3 PROJECTS

Project Number	Project Name	City Area	Project Type	From	To	Project Length (Miles)	Project Description	Purpose & Need
25	SR A1A / MacArthur Causeway Light Rail Connection/ Shared-Use Path	South	Transit/ Bike&Ped	US 1 / Biscayne Boulevard	SR 907 / Alton Road	3.41	Light Rail Connection across the Bay/ Protected Bicycle Lanes (<i>Lane repurposing and/or roadway widening</i>), Enhanced crosswalks	SR A1A / MacArthur Causeway requires an improvement towards regional and local connectivity. Improve the speed, reliability, comfort and convenience of transit. Serve new markets and support economic vitality.
26	SR 112 / 41st Street Exclusive transit lanes and protected/buffered bicycle lanes	Middle	Transit/ Bike/Ped	SR 907 / Alton Road	Beachwalk	0.87	Exclusive transit lanes and protected/buffered bicycle lanes (<i>Lane repurposing</i>) Enhanced crosswalks	SR 112/41st Street requires an improvement towards regional and local connectivity. Improve the speed, reliability, comfort and convenience of transit. Serve new markets and support economic vitality.
27	SR 112 / Julia Tuttle Causeway Exclusive Transit Lane/Shared-Use Path	Middle	Multimodal	US-1 / Biscayne Blvd	SR 907 / Alton Road	3.18	Exclusive Transit Lane and Shared-Use Path. This project required extensive bridge work.	SR 112 / Julia Tuttle Causeway requires an improvement towards local non-motorized transportation infrastructure connectivity. Develop a safe, complete, and accessible multi-user citywide bicycle and pedestrian network. Promote non-motorized transportation as a reliable mode of travel within the City.

Project Number	Project Name	City Area	Project Type	From	To	Project Length (Miles)	Project Description	Purpose & Need
28	SR A1A/ Indian Creek Drive Protected Bicycle Lanes	North	Bike/Ped	Abbott Avenue	Dickens Avenue	0.33	Protected Bicycle Lanes (Lane repurposing and/or roadway widening)	That section of Indian Creek Drive requires an improvement towards local non-motorized transportation infrastructure connectivity. Develop a safe, complete, and accessible multi-user citywide bicycle and pedestrian network. Promote non-motorized transportation as a reliable mode of travel within the City.
29	15 th Street Neighborhood Greenway	South	Bike/Ped	Washington Avenue	West Avenue	0.66	Neighborhood Greenway (Bicycle Boulevard Markers) Enhanced crosswalks	15 th Street requires an improvement towards local non-motorized transportation infrastructure connectivity. Develop a safe, complete, and accessible multi-user citywide bicycle and pedestrian network. Promote non-motorized transportation as a reliable mode of travel within the City.
30	20 Street Neighborhood Greenway	South	Bike/Ped	Purdy Avenue	Sunset Drive	0.25	Neighborhood Greenway (Bicycle Boulevard Markers) Enhanced crosswalks	20 th Street requires an improvement towards local non-motorized transportation infrastructure connectivity. Develop a safe, complete, and accessible multi-user citywide bicycle and pedestrian network. Promote non-motorized transportation as a reliable mode of travel within the City.

PROJECT BANK – PRIORITY 3 PROJECTS

Project Number	Project Name	City Area	Project Type	From	To	Project Length (Miles)	Project Description	Purpose & Need
31	Ocean Drive Shared Space	South	Bike/Ped	5 th Street	15 th Street	0.90	Shared Space (Public Space) allowing for easy closures for events, calming traffic, and improved pedestrian space.	Ocean Drive requires an improvement towards local non-motorized transportation infrastructure connectivity. Develop a safe, complete, and accessible multi-user citywide bicycle and pedestrian network. Promote non-motorized transportation as a reliable mode of travel within the City.
32	Crespi Avenue Neighborhood Greenway	North	Bike/Ped	Hawthorne Avenue	85 th Street	0.22	Neighborhood Greenway (Bicycle Boulevard Markers) Enhanced crosswalks	Crespi Boulevard requires an improvement towards local non-motorized transportation infrastructure connectivity. Develop a safe, complete, and accessible multi-user citywide bicycle and pedestrian network. Promote non-motorized transportation as a reliable mode of travel within the City.
33	Purdy Avenue Neighborhood Greenway	South	Bike/Ped	Dade Boulevard	20 th Street	0.26	Neighborhood Greenway (Bicycle Boulevard Markers) Enhanced crosswalks	Purdy Avenue requires an improvement towards local non-motorized transportation infrastructure connectivity. Develop a safe, complete, and accessible multi-user citywide bicycle and pedestrian network. Promote non-motorized transportation as a reliable mode of travel within the City.

PROJECT BANK – PRIORITY 3 PROJECTS

Project Number	Project Name	City Area	Project Type	From	To	Project Length (Miles)	Project Description	Purpose & Need
34	Drexel Avenue Neighborhood Greenway	South	Bike/Ped	Espanola Way	17 th Street	0.40	Neighborhood Greenway (Bicycle Boulevard Markers) Enhanced crosswalks	Drexel Avenue requires an improvement towards local non-motorized transportation infrastructure connectivity. Develop a safe, complete, and accessible multi-user citywide bicycle and pedestrian network. Promote non-motorized transportation as a reliable mode of travel within the City.



- 1 SR A1A / COLLINS AVENUE
- 2 PRAIRIE AVENUE
- 3 SR A1A / COLLINS AVENUE/INDIAN CREEK DRIVE
- 4 SR A1A / COLLINS AVENUE/INDIAN CREEK DRIVE
- 5 SR 934 / 79TH CAUSEWAY
- 6 ABBOTT AVENUE
- 7 77TH STREET
- 8 77TH STREET
- 9 81ST STREET
- 10 SOUTH POINTE DRIVE
- 11 ALTON ROAD
- 12 WASHINGTON AVENUE
- 13 VENETIAN CAUSEWAY
- 14 SR 907 / ALTON ROAD
- 15 24TH STREET / LIBERTY AVENUE
- 16 FLAMINGO DRIVE / INDIAN CREEK DRIVE
- 17 BIARRITZ DRIVE
- 18 BAY DRIVE:
- 19 PARK VIEW BRIDGE I (WAYNE AVENUE)
- 20 PARK VIEW BRIDGE II (WAYNE AVENUE)
- 21 HARDING AVENUE/ COLLINS AVENUE
- 22 HAWTHORNE AVENUE
- 23 85TH STREET
- 24 PINE TREE DRIVE
- 25 SR A1A/ MACARTHUR CAUSEWAY
- 26 SR 112/41ST Street
- 27 SR 112/ JULIA TUTTLE CAUSEWAY
- 28 SR A1A/INDIAN CREEK DRIVE
- 29 15TH STREET
- 30 20TH STREET:
- 31 OCEAN DRIVE
- 32 CRESPI AVENUE
- 33 PURDY AVENUE
- 34 DREXEL AVENUE

Figure 119: Priority 3 Projects Map

POTENTIAL COSTS

For all projects included in the project bank planning and development, design, and construction costs were estimated. Using industry accepted assumptions and engineering judgement, planning and development costs were assumed to be 5% to 10% of the construction costs while design costs were assumed to be 15% of the same. For the different variety and type of projects proposed, several sources were used to identify an estimated construction unit cost for a specific type of improvement. These sources come from the state, city, and other municipalities. Projects which include a combination of improvements were estimated by adding the unit costs for each improvement. Most of the unit costs obtained are on a per mile basis meaning that the calculated construction cost is proportional to the project length. **Table 42** lists the sources, type of improvement, and estimated construction unit cost used. **Tables 43 through 45** display the potential costs for the planning, design and construction phases of this TMP's recommended projects

Table 42: Sources for Estimation of Potential Project Costs

Source	Improvement Type	Improvement	Unit	Costs			Notes
				PE Design	Construction + CEI	Total Cost	
FDOT D7 Roadway Cost per Centerline Mile (Revised June 2014)	Roadway	Urban Arterial New Construction (2-Lane Roadway) with 5' Sidewalk, and Curb & Gutter	\$/CL MI	\$1,098,217	\$8,419,661	\$9,517,877	-
		Urban Arterial New Construction (4-Lane Roadway) with 5' Sidewalk, and Curb & Gutter	\$/CL MI	\$1,550,181	\$11,884,720	\$13,434,900	-
		Urban Arterial New Construction (6-Lane Roadway) with 5' Sidewalk, and Curb & Gutter	\$/CL MI	\$1,895,171	\$14,529,646	\$16,424,818	-
		Urban Arterial Milling and Resurfacing (4-Lane Roadway) with 5' Sidewalk, and Curb & Gutter	\$/CL MI	\$278,442	\$2,134,725	\$2,413,168	-
		Urban Arterial Milling and Resurfacing (6-Lane Roadway) with 5' Sidewalk, and Curb & Gutter	\$/CL MI	\$2,632,764	\$3,027,679	\$3,422,593	-
		Urban Arterial Add 1 Through Lane on Inside (To Existing) with 5' Sidewalk, and Curb & Gutter	\$/CL MI	\$203,029	\$1,556,556	\$1,759,585	-
		Urban Arterial Add 1 Through Lane on Outside (To Existing) with 5' Sidewalk, and Curb & Gutter	\$/CL MI	\$549,245	\$4,210,877	\$4,760,121	-
		Urban Arterial Add 300' Exclusive Left Turn Lane	\$/EA	\$15,625	\$119,793	\$135,418	
		Urban Arterial Add 300' Exclusive Right Turn Lane	\$/EA	\$32,769	\$251,228	\$283,996	
	Traffic Signal (Mast Arm Assembly on Four Legs)	2-Lane Roadway Intersecting 2-Lane Roadway	\$/Intersection	\$37,887	\$290,470	\$328,358	-
		4-Lane Roadway Intersecting 4-Lane Roadway	\$/Intersection	\$47,801	\$366,477	\$414,279	-
		4-Lane Roadway Intersecting 2-Lane Roadway	\$/Intersection	\$42,844	\$328,474	\$371,319	-
		6-Lane Roadway Intersecting 6-Lane Roadway	\$/Intersection	\$53,072	\$406,887	\$459,959	-
Bike/Ped	Sidewalks Per Mile (5' Width – 1 Side)	\$/MI	\$20,136	\$154,378	\$174,514	-	

PROJECT BANK – POTENTIAL COSTS

Source	Improvement Type	Improvement	Unit	Costs			Notes
	Facilities	Sidewalks Per Mile (6' Width – 1 Side)	\$/MI	\$24,164	\$185,254	\$209,417	-
		Multi-Use Trail Per Mile (12' Width – 1 Side)	\$/MI	\$38,496	\$295,139	\$333,635	-
	Median Retrofit	Convert 14' Center Turn Lane to 14' Raised Median (Per Mile)	\$/MI	\$46,984	\$360,212	\$407,197	-
				Construction			
				Low	Average	High	
FDOT Structures Manual 2015 BDR Cost Estimates (Vol. 1, Ch . 9)	Structures	Short Span Bridge Reinforced Concrete Flat Slab- Simple Span	\$/SQ FT	\$115	\$138	\$160	Plus 3% for construction over water
	Structures	Short Span Bridge Pre-cast Concrete Slab – Simple Span	\$/SQ FT	\$110	\$155	\$200	
	Structures	Medium Span Bridge Concrete Deck / Steel Girder – Simple Span	\$/SQ FT	\$125	\$134	\$142	
	Structures	Medium Span Bridges Concrete Deck / Steel Girder – Continuous Span	\$/SQ FT	\$135	\$153	\$170	
	Structures	Medium Span Bridge Concrete Deck / Prestressed Girder – Simple Span	\$/SQ FT	\$90	\$118	\$145	
	Structures	Medium Span Bridge Concrete Deck / Prestressed Girder – Continuous Span	\$/SQ FT	\$95	\$153	\$211	
	Structures	Bascule	\$/SQ FT	\$60	\$65	\$70	
	Structures	Widening (Construction Only)	\$/SQ FT	\$85	\$123	\$160	
				Capital Cost			
City of Miami Beach	Light Rail/Modern Streetcar	Light Rail/Modern Streetcar Project including two routes from NW 1 st Street to SR A1A/Collins Avenue and from SR A1A/5 th Street to Dade Boulevard	Complete Project		\$350,000,000		
				Capital Cost			
Short-Term Beach Connection Transit Study Final Technical Memorandum	Transit	Repurposing Two Existing Travel Lane as Exclusive Bus Lanes (Only Including Resurfacing, Signing, Pavement Markings, New Curb Bulb-outs (plus 5% for minor drainage), Colored Asphalt, 20% Mobilization/MOT, and 25% Scope Contingency)	\$/1.65 MI	-	\$596,922	-	\$864,880.00 was the cheapest alternative included in this study for repurposing two travel lanes on Washington Avenue and including, in addition to other mentioned improvements,
		Repurposing Existing Travel Lane as Exclusive Bus Lanes (Only Including Resurfacing, Signing, Pavement Markings, New Curb Bulb-outs (plus 5% for minor drainage), Colored Asphalt, 20% Mobilization/MOT, and 25% Scope Contingency)	\$/MI	-	\$361,771	-	

PROJECT BANK – POTENTIAL COSTS

Source	Improvement Type	Improvement	Unit	Costs			Notes
							enforcement cameras and new bus shelters
				Capital Cost			
NACTO Urban Bikeway Design Guide	Bike	Colored Asphalt	TN	-	\$730	-	-
				Capital Cost			
April 9, 2014 Land Use and Development Committee Memorandum: Discussion on Beachwalk Uniformity	Ped	Average Cost of Replacing Elevated Boardwalk with At-grade Pavers	\$/MI	-	\$6,258,458	-	-
				Capital Cost			
North Beach Trolley Capital Cost Per Mile	Transit	Trolley Loop in Miami Beach	\$/MI	-	\$11,000	-	-
				Capital Cost			
ITS SCATS Initial Capital Cost Per Intersection	ITS	Installing Adaptive Signal Controls	\$/Intersection	-	\$30,000	-	-
				Capital Cost			
Doral	ITS	Planning ITS and Signal Timing Projects	\$/Intersection	-	\$75,000	-	-

PROJECT BANK – POTENTIAL COSTS

Source	Improvement Type	Improvement	Unit	Costs			Notes
Transportation Master Plan							
				Capital Cost			
City of Miami Beach	Study	Safety Study	\$/Study	-	\$50,000	-	-
				Capital Cost			
City of Miami Beach Transportation Element 2009	Study	Average Cost of a Feasibility Study	\$/Study	-	\$125,715	-	Average Cost per Feasibility Study
Miami-Dade MPO Unified Planning Work Program Years 2015 – 2008	Study	Average Cost of a Feasibility Study	\$/Study	-	\$65,877	-	
					Design Cost	Construction Cost	Total Cost
Miami-Dade MPO Downtown Miami Terminal Feasibility Study	Transit	St. Louis Gateway Transportation Center	\$/Intermodal Station	\$600,000	\$7,400,000	\$8,000,000	Average Construction Cost per Intermodal Station
		Downtown Denton Transit Center & TOD	\$/Intermodal Station	\$360,000	\$1,800,000	\$2,160,000	
				Capital Cost			
Miami-	Transit	Site Development Costs of Phase I (Intermodal terminal plaza,	\$/Intermodal	-	\$3,082,200	-	\$4,094,067

PROJECT BANK – POTENTIAL COSTS

Source	Improvement Type	Improvement	Unit	Costs			Notes
Dade MPO Palmetto Station Intermodal Terminal Feasibility Study		parking lot, access roadways 24 ft wide, landscaping, and site utilities)	Station				

Note: **Bolded** figures for each of the improvement types were the ones used to estimate the potential costs of projects.

Priority 1 Projects

Table 43: Potential Costs for Priority 1 Projects

Project Number	Project Name	City Area	Project Type	Project Length (Miles)	Costs			
					Feasibility	Design	Construction	Total
1	SR A1A / MacArthur Causeway Complete Streets Feasibility Study	South	Multimodal	3.8	\$113,000	\$2,700,000	17,700,000	\$20,513,000
2	Miami Beach Light Rail/Modern Street Car	South	Multimodal	4.55 (Rail Lane) and 4.70 (Protected Bike Lanes)	\$10,000,000	\$360,000,000		\$370,000,000
3	West Avenue Protected Bicycle Lanes	South	Bike/Ped	1.3	-	-	\$530,000	\$530,000
4	73rd Street One Way Protected Bicycle Lanes	North	Bike/Ped	0.35	\$139,000	\$100,000	\$3,820,000	\$4,059,000
5	72nd Street One Way Protected Bicycle Lanes	North	Bike/Ped	0.28	\$139,000	\$100,000	\$3,820,000	\$4,059,000
6	Byron Avenue Protected Bicycle Lanes/Neighborhood Greenway	North	Bike/Ped	0.56	\$50,000	-	\$800,000	\$850,000
7	North Bay Road Neighborhood Greenway (Including SR 907/Alton Road Connecting Bridge)	Middle	Bike/Ped	4.6	\$100,000	\$100,000	\$3,750,000	\$3,950,000
8	SR 907 / Alton Road and 17th Street Intersection Improvements	South	Bike/Ped	N/A	\$50,000	\$330,000	\$2,910,000	\$3,290,000
9	51st Street Green Bicycle Lanes	Middle	Bike/Ped	0.4	\$10,000		\$40,000	\$50,000
10	63rd Street: Feasibility Study for Multimodal Alternatives	Middle	Multimodal	0.4	\$100,000	-	-	\$100,000
11	SR 907 Bicycle Alternatives Analysis and Implementation	Middle	Bike/Ped	0.93	\$50,000		\$368,000	\$418,000

PROJECT BANK – POTENTIAL COSTS

Project Number	Project Name	City Area	Project Type	Project Length (Miles)	Costs			
					Feasibility	Design	Construction	Total
12	Dade Boulevard Shared Use Path + Road Diet	South	Bike/Ped	1.00	\$207,000		\$3,880,000	\$4,087,000
13	Euclid Avenue Protected Bicycle Lanes	South	Bike/Ped	1.15	-	\$50,000	\$420,000	\$470,000
14	Meridian Avenue Bicycle Facilities	South	Bike/Ped/ Safety/ Capacity	0.47	-	\$75,000	\$3,320,000	\$3,395,000
15	Meridian Avenue and 28th Street Shared Use Path	Middle	Bike/Ped	0.9	-	\$75,000	\$343,000	\$418,000
16	La Gorce Drive / Pine Tree Drive Protected/buffered bicycle lanes	Middle	Bike&Ped	2.69	\$1,068,000		\$21,360,000	\$22,428,000
17	6th Street and Michigan Avenue Bicycle Facilities Feasibility Analysis	South	Bike/Ped	0.5	\$50,000	-	-	\$50,000
18	SR A1A / 5th Street and SR 907 / Alton Road Intersection Improvements	South	Bike/Ped	N/A	\$50,000	-	-	\$50,000
19	Dickens Avenue and SR 934 / 71ST Street Geometric Modifications	North	Roadway	N/A	\$50,000	-	-	\$50,000
20	SR A1A / MacArthur Causeway and SR A1A / 5th Street's Implementation of Adaptive Signal Controls	South	Roadway	2	\$15,000	\$435,000		\$450,000
21	SR 907 / Alton Road's Implementation of Adaptive Signal Controls	South	Roadway	1.5	\$15,000	\$685,000		\$700,000
22	23rd Street's Complete Streets	South	Multimodal	0.3	\$100,000	\$250,000	\$1,950,000	\$2,300,000

PROJECT BANK – POTENTIAL COSTS

Project Number	Project Name	City Area	Project Type	Project Length (Miles)	Costs			
					Feasibility	Design	Construction	Total
	Feasibility Study							
23	SR A1A / Indian Creek Drive Bicycle/Pedestrian Safety Improvements	Middle	Roadway	0.9	-	\$15,000	\$95,000	\$110,000
24	Intersection of SR A1A / Indian Creek Drive and 63rd Street and SR A1A / Abbott Avenue's Feasibility Study of Intersection Improvements	North	Roadway	N/A	\$50,000	-	-	\$50,000
25	Intersection of SR 907 / Alton Road and Sullivan Drive's (Mt. Sinai Entrance) Feasibility Study of Intersection Improvements	Middle	Roadway	N/A	\$50,000	-	-	\$50,000
26	SR 934 / 71st Street / Normandy Drive Safety Improvements	North	Roadway	0.5	\$50,000	-	-	\$50,000
27	SR 112 / Julia Tuttle Causeway Feasibility Study	Middle	Multimodal	3.18	\$100,000	\$110,000	\$2,400,000	\$2,610,000
28	85th Street Neighborhood Greenway	North	Bike/Ped	0.5	\$50,000	\$75,000	\$1,081,000	\$1,206,000
29	SR 907 / Alton Road SR 112 / 41st Street SR A1A / Indian Creek Drive / Collins Avenue Dade Boulevard Proposed Middle Beach Trolley Route	Middle	Transit	6.4 (Total Distance of One Loop)	Operations: \$5,300,000 per year			\$5,300,000
30	SR A1A / Collins Avenue and Indian Creek Drive Signal Optimization Study	North	Roadway	0.79	-	\$100,000		\$100,000

PROJECT BANK – POTENTIAL COSTS

Project Number	Project Name	City Area	Project Type	Project Length (Miles)	Costs			
					Feasibility	Design	Construction	Total
31	SR 934 / 71st Street Feasibility Study	North	Roadway	1.02	\$75,000	-	-	\$75,000
32	SR 112 / 41st Street and SR 907 / Alton Road Auxiliary Turn / Shoulder Lane Study	Middle	Roadway	N/A	\$50,000	\$100,000	\$252,000	\$402,000
33	Middle Beach Intermodal Station	Middle	Multimodal	N/A	\$120,000	\$360,000	\$4,095,000	\$4,575,000
34	SR 112 / Julia Tuttle Cswy Westbound Ramp	Middle	Roadway	0.25	\$50,000	-	-	\$50,000
35	10th Street / 11th Street Neighborhood Greenway	South	Bike/Ped	0.52	\$65,000	\$165,000	\$1,264,000	\$1,494,000
36	SR 907 / Alton Road and Michigan Avenue's Intersection Improvements.	Middle	Bike/Ped	N/A	-	-	\$2,600,000	\$2,600,000
37	Middle Beach Recreational Corridor	Middle	Bike/Ped	0.8	-	\$533,520	\$12,200,000	\$12,733,520
38	SR A1A / Collins Avenue / Indian Creek Drive and SR 112 / 41st Street's Intersection Safety Study and Improvements	Middle	Roadway	N/A	\$50,000	-	-	\$50,000
39	81st Street Neighborhood Greenway	North	Bike/Ped	0.36	\$45,000	\$45,000	\$875,000	\$965,000
40	77th Street Neighborhood Greenway	North	Bike/Ped	0.28	\$68,000	\$89,000	\$685,000	\$842,000
41	Tatum Waterway Drive Neighborhood Greenway	North	Bike/Ped	0.34	\$50,000	-	\$830,000	\$880,000
42	Chase Avenue Shared-Use Path Feasibility Study	Middle	Bike/Ped	0.23	\$30,000	\$45,000	\$110,000	\$179,322
43	Alton Road and North Bay Road Intersection Bicycle Improvements	Middle	Bike/Ped	N/A	\$50,000	-	-	\$50,000

PROJECT BANK – POTENTIAL COSTS

Project Number	Project Name	City Area	Project Type	Project Length (Miles)	Costs			
					Feasibility	Design	Construction	Total
44	16th Street Protected Bicycle Lanes	South	Bike/Ped	0.83	-	\$100,000	\$827,000	\$927,000
45	47th Street Enhanced Bicycle Lane	Middle	Bike/Ped	0.66	-	-	\$210,000	\$210,000
46	42nd Street Enhance Bicycle Lanes	Middle	Bike/Ped	0.25	-	-	\$150,000	\$150,000
47	Bay Drive Neighborhood Greenway	North	Bike/Ped	1.3	\$100,000	\$100,000	\$3,200,000	\$3,400,000
48	Royal Palm Avenue Neighborhood Greenway	Middle	Bike/Ped	0.55	\$50,000	\$85,000	\$850,000	\$985,000
49	Baywalk	South	Bike/Ped	1.05	\$31,000	\$41,000	\$310,000	\$382,000
50	South Beach Pedestrian Priority Zone	South	Bike/Ped	N/A	\$300,000	\$300,000	\$1,500,000	\$2,100,000
Total Potential Cost for Priority 1 Projects								\$482,745,890

Priority 2 Projects

Table 44: Potential Costs for Priority 2 Projects

Project Number	Project Name	City Area	Project Type	Project Length (Miles)	Costs			
					Feasibility	Design	Construction	Total
1	17th Street Exclusive transit and protected/buffered bicycle lanes	South	Transit/Bike&Ped	0.14	\$116,230	\$465,895	\$1,162,300	\$1,744,425
2	SR A1A / Collins Avenue / Indian Creek Drive Exclusive transit and protected/buffered bicycle lanes	South / Middle	Transit/Bike&Ped	2.76	\$1,145,696	\$9,184,771	\$22,913,906	\$33,244,373
3	Meridian Avenue Protected/buffered bicycle lanes	South / Middle	Bike&Ped	1.04	\$366,466	\$955,997	\$7,329,312	\$8,651,775
4	69th Street Buffered Bicycle Lanes	North	Bike/Ped	0.2	\$64,070	\$183,846	\$1,281,400	\$1,529,316
5	21st Street and 22nd Street/Park Avenue Protected Bicycle Lanes Feasibility Study	South	Bike/Ped	0.6	\$264,553	\$345,068	\$2,645,526	\$3,255,147
6	63rd Street Protected/buffered bicycle lanes	Middle	Bike&Ped	0.47	\$222,220	\$1,116,646	\$2,222,198	\$3,561,064
7	SR 934 / 71st Street / Normandy Drive Exclusive Transit Lanes/ Protected/buffered bicycle lanes	North	Bike&Ped	2.6	\$1,003,587	\$7,335,939	\$20,071,725	\$28,411,251
8	SR 907 / Alton Road AND SR 112 / 41st Street's Safety Feasibility Study	North	Bike&Ped	N/A	\$95,796	-	-	\$95,796
9	SR 112 / 41st Street and Pine Tree Drive Safety Feasibility Study	North	Bike&Ped	N/A	\$95,796	-	-	\$95,796

PROJECT BANK – POTENTIAL COSTS

Project Number	Project Name	City Area	Project Type	Project Length (Miles)	Costs			
					Feasibility	Design	Construction	Total
10	44th Street AND SR A1A / Collins Avenue Safety Feasibility Study	Middle	Bike&Ped	N/A	\$95,796	-	-	\$95,796
11	Meridian Avenue Bicycle Greenway Analysis	South	Bike/Ped	1	\$242,987	\$316,938	\$2,429,864	\$2,989,789
12	Lincoln Road Shared Space	South	Bike/Ped	0.12	\$36,333	\$315,932	\$363,322	\$715,587
13	Lincoln Lane North Bicycle Connection/ Neighborhood Greenway	South	Bike/Ped	0.57	\$138,503	\$180,655	\$1,385,023	\$1,704,181
14	Fairway Drive Shared-Use Path	North	Bike/Ped	1.1	\$32,466	\$42,346	\$324,653	\$399,465
Total Potential Cost for Priority 2 Projects								\$86,493,761

Priority 3 Projects

Table 45: Potential Costs for Priority 3 Projects

Project Number	Project Name	City Area	Project Type	Project Length (Miles)	Costs			
					Feasibility	Design	Construction	Total
1	SR A1A / Collins Avenue Protected/buffered bicycle lanes	South	Bike/Ped	1.68	\$591,983	\$1,544,303	\$11,839,657	\$13,975,943
2	Prairie Avenue Neighborhood Greenway	Middle	Bike/Ped	0.25	\$34,063	\$44,430	\$340,626	\$419,119
3	SR A1A Collins Avenue Exclusive transit lanes	Middle	Transit	2	\$338,945	\$5,374,060	\$6,778,900	\$12,491,905
4	SR A1A Collins Avenue / Indian Creek Drive Exclusive transit and protected/buffered bicycle lanes	Middle / North	Transit/ Bike/Ped	2.05	\$850,970	\$7,452,408	\$17,019,387	\$25,322,765
5	SR 934 / 79th Street Causeway Exclusive transit, Shared Uses Path, and protected/buffered bicycle lanes	North	Transit/ Bike/Ped	2.67	\$1,378,742	\$7,126,692	\$27,574,824	\$36,080,258
6	Abbott Avenue Protected/buffered bicycle lanes	North	Bike/Ped	0.3	\$105,712	\$275,769	\$2,114,225	\$2,495,706
7	77th Street Shared Path	North	Bike/Ped	0.24	\$7,084	\$9,240	\$70,834	\$87,158
8	77th Street Neighborhood Greenway	North	Bike/Ped	0.34	\$23,163	\$60,424	\$463,251	\$546,838
9	81st Street Neighborhood Greenway	North	Bike/Ped	0.19	\$12,944	\$33,767	\$258,876	\$305,587
10	South Pointe Drive Protected/buffered bicycle lanes	South	Bike/Ped	0.31	\$109,235	\$284,961	\$2,184,699	\$2,578,895
11	Alton Road Exclusive transit and protected/buffered bicycle lanes	South	Transit/ Bike/Ped	0.49	\$181,526	\$477,012	\$3,630,502	\$4,289,040

PROJECT BANK – POTENTIAL COSTS

Project Number	Project Name	City Area	Project Type	Project Length (Miles)	Costs			
					Feasibility	Design	Construction	Total
12	Washington Avenue Exclusive transit and protected/buffered bicycle lanes	South	Transit	0.44	\$163,003	\$428,338	\$3,260,042	\$3,851,383
13	Venetian Causeway Conventional Bike Lanes	South	Bike/Ped	3.21	\$821,774	\$2,252,219	\$16,435,476	\$19,509,469
14	SR 907 / Alton Road Exclusive transit lanes	South	Transit	1.46	\$893,994	\$2,342,493	\$17,879,877	\$21,116,364
15	24th Street / Liberty Avenue Protected/buffered bicycle lanes	Middle	Bike/Ped	0.28	\$98,664	\$257,384	\$1,973,277	\$2,329,325
16	Flamingo Drive Protected/buffered bicycle lanes	Middle	Bike/Ped	0.13	\$45,809	\$119,500	\$916,164	\$1,081,473
17	Biarriz Drive Protected/buffered bicycle lanes	North	Bike/Ped	0.32	\$112,759	\$294,153	\$2,255,173	\$2,662,085
18	Bay Drive Neighborhood Greenway	North	Bike/Ped	0.34	\$41,308	\$107,759	\$826,154	\$975,221
19	Wayne Avenue Shared Path	North	Bike/Ped	0.07	\$2,066	\$2,695	\$20,660	\$25,421
20	Wayne Avenue Shared Path	North	Bike/Ped	0.19	\$5,608	\$7,315	\$56,077	\$69,000
21	SR A1A Collins Avenue / Indian Creek Drive / Harding Avenue Exclusive transit lanes and Protected Bicycle Lanes	Middle / North	Transit	4.36	\$1,809,867	\$14,509,276	\$36,197,330	\$52,516,473
22	Hawthorne Avenue Neighborhood Greenway	North	Bike/Ped	0.54	\$65,607	\$171,147	\$1,312,127	\$1,548,881
23	85th Street Neighborhood Greenway	North	Bike/Ped	0.46	\$55,887	\$145,792	\$1,117,738	\$1,319,417
24	Pine Tree Drive Protected Bicycle Lanes	Middle	Bike/Ped	2	\$704,742	\$1,838,456	\$14,094,830	\$16,638,028

PROJECT BANK – POTENTIAL COSTS

Project Number	Project Name	City Area	Project Type	Project Length (Miles)	Costs			
					Feasibility	Design	Construction	Total
25	SR A1A / MacArthur Causeway Light Rail Connection/ Shared-Use Path	South	Transit/ Bike&Ped	3.41	\$4,925,900	\$14,777,698	\$98,517,982	\$118,221,580
26	SR 112 / 41st Street Exclusive transit lanes and protected/buffered bicycle lanes	Middle	Transit/ Bike/Ped	0.87	\$367,601	\$1,027,830	\$7,352,009	\$8,747,440
27	SR 112 / Julia Tuttle Causeway Exclusive Transit Lane/Shared-Use Path	Middle	Multimodal	3.18	\$3,882,675	\$11,603,847	\$77,653,494	\$93,140,016
28	SR A1A/ Indian Creek Drive Protected Bicycle Lanes	North	Bike/Ped	0.33	\$116,283	\$303,346	\$2,325,647	\$2,745,276
29	15th Street Neighborhood Greenway	South	Bike/Ped	0.66	\$80,186	\$209,180	\$1,603,711	\$1,893,077
30	20 Street Neighborhood Greenway	South	Bike/Ped	0.25	\$30,374	\$79,235	\$607,466	\$717,075
31	Ocean Drive Shared Space	South	Bike/Ped	0.9	\$13,282	\$34,647	\$265,626	\$313,555
32	Crespi Avenue Neighborhood Greenway	North	Bike/Ped	0.22	\$26,729	\$69,727	\$534,571	\$631,027
33	Purdy Avenue Neighborhood Greenway	South	Bike/Ped	0.26	\$31,589	\$82,404	\$631,765	\$745,758
34	Drexel Avenue Neighborhood Greenway	South	Bike/Ped	0.4	\$48,598	\$126,776	\$971,946	\$1,147,320
Total Potential Cost for Priority 3 Projects								\$450,537,878