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NO. LTC# 012-2015

LETTER TO COMMISSION

TO: Mayor Philip Levine and Members of the City Commission
FROM: Jimmy L. Morales, City Manager
DATE: January 8, 2015
SUBJECT: Initiatives for Prioritization of Traffic Flow on Major Thoroughfares

This letter to the Commission provides information on recent initiatives to prioritize open traffic flow on major thoroughfares throughout the City.

BACKGROUND

Traffic flow and mobility is a priority for our residents and a defined outcome in the City's Strategic Plan. Over the past year, the City has implemented a number of initiatives to improve traffic flow in Miami Beach, including:

- Implementation of an active monitoring system during major events using cameras and signalization optimization along the 41 Street and Alton Road Corridor.
- Implementation of the Washington Avenue/Ocean Drive loading zone program.
- Deployment of the North Beach Trolley
- Implementation of the Alton/West Trolley and free parking incentive at Alton and 5th as part of the Alton Road construction traffic mitigation plan
- Lane closures and special events impacting travel lanes are now centralized with the Office of Emergency Management, who coordinates this information for Communications to disseminate to the community through email, twitter feeds, PSA's, etc.

However, given the existing traffic congestion, the high number of special events and the limited capacity in the City's transportation network, several additional innovative initiatives are also being pursued as follows:

- Development of an on-line Geographic Information Systems (GIS) tool that will provide real time information to residents on lane closures and special events impacting travel lanes.

- The administration plans to bring a Request for Proposals (RFP) to the Commission in February and full deployment by 2016 for the implementation of Phase 1 of a permanent Intelligent Transportation Systems (ITS), and Parking Management Systems to monitor traffic flow and reduce congestion while providing residents and visitors with real time traffic and parking information along the majority of principal corridors and parking facilities.

The ITS will consist of C.C.T.V. cameras; travel time data collection devices; and digital message signs while the Parking Management System will consist of digital message signs outside city garages and selected parking lots; node, laser, or camera real time parking detectors; pilot intelligent on-street parking corridor, and a pilot of an intelligent parking lot.

The corridors to be included in the first phase include:

- Alton Road: 5th Street to North Michigan Avenue
- MacArthur Causeway/5th Street: Fountain Street to Collins Avenue
- Julia Tuttle Causeway
- 41st Street: Collins Avenue to Alton Road
- Collins Avenue /Indian Creek: 23rd Street to City limits in the north
- Parking Lot No. 27 (1664 Meridian Avenue)
- Pilot On-Street Parking Corridors: Meridian Avenue between Lincoln Road and 17th Street
- Jefferson Avenue between Lincoln Road and 17th Street

Other corridors, such as West Avenue, Washington Avenue, Collins Avenue, 17th Street, Meridian Avenue, 71 Street Harding/Abbot/Indian Creek amongst others, will also be retrofitted with some of the aforementioned technologies for traffic and parking improvements.

- An agreement with Florida Atlantic University is being brought to the City Commission at its January 14, 2015 meeting for the evaluation of a pilot study for Adaptive Traffic Signal Control (ATSC) along the 41 Street Corridor . This technology performs real-time demand calculations at intersections and communicates the results to the signal controller, thus allowing the traffic signal to instantly respond to vehicle demand on a real-time basis. The system is capable of adjusting the green time allocated to minor movements, thus maximizing the allocation of green time for major and more congested movements. This system also coordinates all intersections thus allowing the platoon of vehicles to travel from one end of the corridor to another with minimal interruption. The City will evaluate ATSC and work closely with FDOT and Miami-Dade County for an expedited installation along selected arterials in the City.

If ATSC technology is deemed effective, installation of ATSC could be completed in April 2016.

- A Miami-Miami Beach Transit Connectivity Study which envisions the use of a light/rail modern street car system connecting the Miami Dade Transit Metrorail system to Miami Beach via the McArthur Causeway is underway with the final Policy Executive Committee meeting anticipated for February 2015.
- The City administration, pursuant to the November 2014 Commission approval, is developing an interim solution of an urban express bus/bus rapid transit operating on an exclusive or semi exclusive right of way through bus on shoulders or managed lanes to be deployed until the longer term light rail/modern street car solution undergoes the environmental assessment, design and construction, anticipated to take 6 to 9 years. We are working with the County MPO on this program.

ADDITIONAL INITIATIVES IN THE IMMEDIATE TERM

Despite the initiatives already implemented and those underway, traffic flow continues to be a problem in the immediate timeframe. As a result, the following initiatives are being implemented immediately.

- Clear direction to all City staff regarding the following:
 - No City vehicles or vehicles under contract with the City are allowed to block lanes of travel during rush hours on major thoroughfares for any reason other than emergency work.
 - No right of way or special event permits involving lane closures or blocking lanes of travel are to be issued during rush hours on major thoroughfares
 - No utility companies will be allowed to work in the right of way of major thoroughfares during rush hours unless the Public Works director concurs that there is essential emergency work that must be performed.
 - No traffic stoppage allowed for construction projects shall be allowed during rush hour on major thoroughfares (e.g. entering/exiting of oversize vehicles, etc.)
 - Wherever possible, work on our major thoroughfares should take place before 7 a.m. or after 7 p.m.
- Deployment of roving tow trucks through our permitted towing operators that will be available to Parking and Police to tow any vehicles blocking lanes of travel and direction. Any vehicle blocking a lane of travel on any major thoroughfare is to be towed unless there is a driver who is immediately available to move the vehicle. This will be in addition to the issuance of a moving violation even if the driver is available to move the vehicle immediately.
- A two week enforcement blitz starting tomorrow, similar to the bicycle blitz on Lincoln Road.

- Additional detour VMS signage will be deployed throughout the City for construction projects as well as County and FDOT projects that impact traffic flow.
- Police will personally visit all major construction sites and speak with management and hand out informational flyers articulating these initiatives.
- Police will help traffic flow from 71st street to 63rd street during morning rush hour. They will be posted at both 65th and 67th streets on Indian Creek and help with southbound traffic.
- Police will help traffic flow westbound on the MacArthur Causeway during the afternoon rush hour. Officers will be posted at 5th street/West Avenue, Terminal Island, Star Island and Palm/Hibiscus. These officers will coordinate all traffic control devices to improve traffic flow.
- Police and Parking will saturate Washington Avenue from 5th Street to 17th Street from 7am to 3pm to enforce the freight loading zone restrictions. Violators will be issued citations and vehicles/trucks left unattended will be immediately towed by our permitted tow operators.
- Expansion of the active monitoring system used during major events using cameras and signalization optimization to be deployed year round until the permanent ITS system is in place and expansion of this system to include the 71st street, Abbot/Harding, Indian Creek, and Collins Avenue corridors.

In implementing these initiatives, over the next few days we are conveying this information to the freight industry representatives and meeting next week with utility company representatives.

We are also exploring with the Coast Guard the possibility of limiting bridge closures during both morning and evening rush hours.

Attached is a copy of the procedure to be distributed to all City staff regarding these initiatives. Please contact me if you have additional thoughts or recommendations.

Attachment

JLM/KGB

MIAMI BEACH CITYWIDE PROCEDURE	DATE ISSUED: JANUARY 2015	Page: 1 Of: 2	SEQUENCE NUMBER: CM.16.01
	DATE UPDATED:	SUBJECT: TRAFFIC FLOW MITIGATION PLAN	
	RESPONSIBLE DEPARTMENT(S): CITY MANAGER		

PURPOSE:

To ensure the maximization of traffic flow on Major Thoroughfares (MT), especially during Rush Hours Monday through Friday defined as 7:00 a.m. – 9:00 a.m. and 4:00 p.m. – 7:00 p.m.

Major Thoroughfares in Miami Beach are defined as the following:

- Alton Road
- West Avenue
- Collins Avenue
- Indian Creek
- Pine Tree Drive
- Abbott/Harding Avenue
- Washington Avenue
- 5th Street
- 16th Street
- 17th Street
- Dade Boulevard
- 41st Street
- 71st Street
- 63rd Street

PROCEDURES:

No City vehicles and/or City contract vehicles are to work on MT during Rush Hours with the exception of public safety response (police/fire) or emergency repairs.

Except for construction activities required due to an engineering necessity, no MT Right-Of-Way (ROW) closures, including ROW permits, special event permits, etc., are permitted during the above Rush Hours. ROW closures observed during Rush Hours by any City employee are to be reported immediately as follows:

- Contact the Parking Department at 305-673-2489 to deploy code or parking resources as soon as possible.
- The Code/Parking Department will confirm if a permit has been issued and enforce ROW event cessation if applicable. ROW work is to be shut down if no permit has been issued, including utility companies unless an emergency is clearly observed.
- Police Department to be contacted via radio dispatch if vehicle is not moved as requested by parking and/or code.

The Code Department, Parking Department and Police Department will ensure the flow of traffic on MT according to the following procedures:

1. Police Department shall issue uniform traffic citations for vehicles blocking lanes of travel on MT rather than parking citations;

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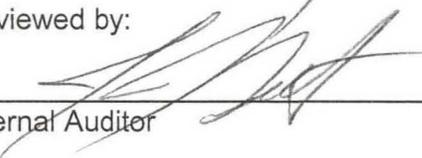
2. Towing – roving tow trucks from contracted City vendors will be available to remove vehicles blocking lanes of travel in a timely manner unless a driver is present to immediately remove the vehicle. Towing requests are made by Police or Parking Departments pursuant to their policies and procedures and Florida Statutes.
3. No traffic stoppage shall be permitted by the Building Department for construction projects during Rush Hours on MT (e.g., entering/exiting of oversize vehicles, deliveries of material, etc.)
4. Active traffic flow monitoring will be conducted through a consultant contract for the installation of traffic cameras, travel time detectors, and digital message signage. These implementations will allow the consultant to conduct real-time monitoring of traffic conditions and address any traffic deficiencies in real-time manner, including adjustment of signal timing and/or notifying Police, Parking or Code Departments, respectively.

Prepared by:



 Chief Learning Development Officer

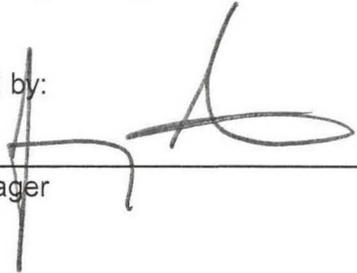
Reviewed by:



 Internal Auditor

 Assistant City Manager

Approved by:



 City Manager

1/8/15

 Date