



NORTH BAY VILLAGE
EST. 1945

SR 934/79th Street/Kennedy Causeway Complete Streets Study

Corridor Options

North Bay Village Town Hall
April 7, 2022

Today's Town Hall



Project Purpose



Safety Concerns



Traffic and Safety Study



Corridor Options



Benefits, Potential Impacts, and Costs



Community Feedback

Project Purpose

- Reduce traffic volumes
- Slow vehicle speeds
- Improve safety by increasing separation of pedestrians and bicyclists from vehicles
- Enhance walkability and reduce vehicular needs
- Reduce conflict points to lower number of crashes
- Transform NBV from a pass-by to a destination Village

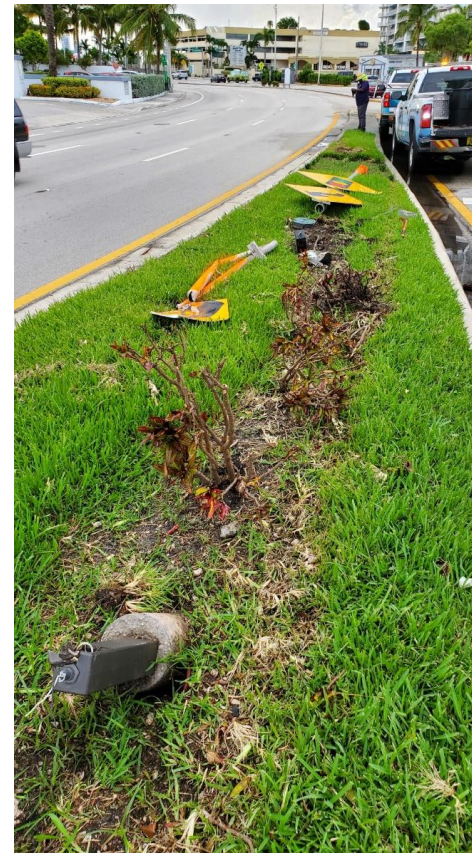


Safety Statistics

**Speeding – 1,112 tickets
issued in the last 6 months**

**Crash data summary in a
five-year period**

- Total - 514 crashes
- Injury related - 30% of the total crashes
- Bicycle and Pedestrian related - 4 crashes



Safety Concerns



Safety Concerns

Traffic and Safety Study



Collaborate with Miami-Dade Transportation Planning Organization (TPO) and Florida Department of Transportation (FDOT)



Engage the NBV community



Select corridor option

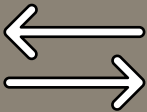























Conduct comprehensive traffic and safety analysis



Approval by NBV and FDOT

Corridor Options

Options	4 Travel Lanes	On-Street Parking	Wider Sidewalk	Bicycle Lane	Narrower Median	Right of Way Impacts
						
<u>Option 1</u> Parking + Buffered Bicycle Lane						
<u>Option 2</u> Wide Sidewalk + Buffered Bicycle Lane						
<u>Option 3</u> Parking + Shared Use Path						
<u>Option 4</u> All Inclusive						

Option 1 - Parking + Buffered Bicycle Lane

ADVANTAGES

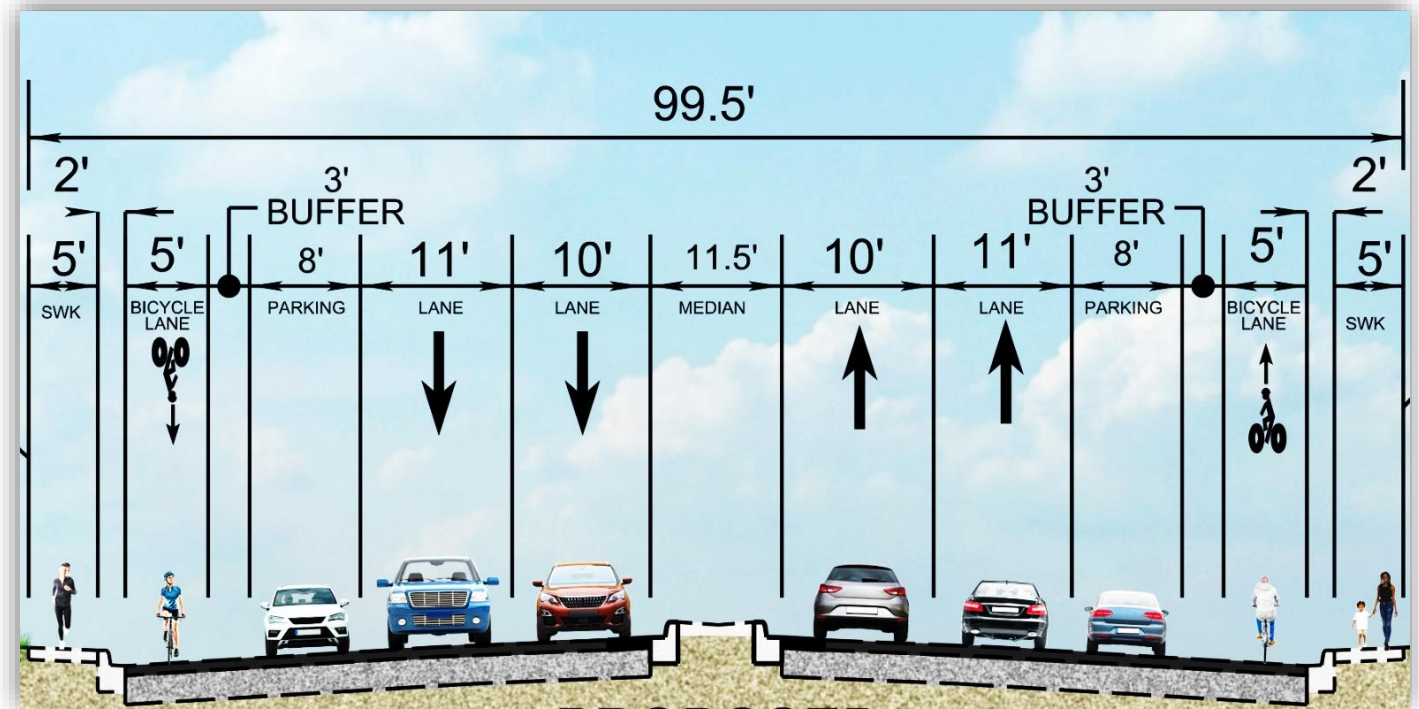
Improves safety for pedestrians/ bicyclists

- Parked vehicles act as buffer

On-street parking

- Reduces vehicle speeds
- Supports businesses along Kennedy Causeway
- NBV100 Master Plan proposed redeveloping corridor with high-density supported by on-street parking

Enhances future potential for a buffered and protected bicycle facility along Kennedy Causeway



Note: this is a preliminary typical section, and the widths will vary at constrained sections and based on coordination with FDOT

Option 1 - Parking + Buffered Bicycle Lane

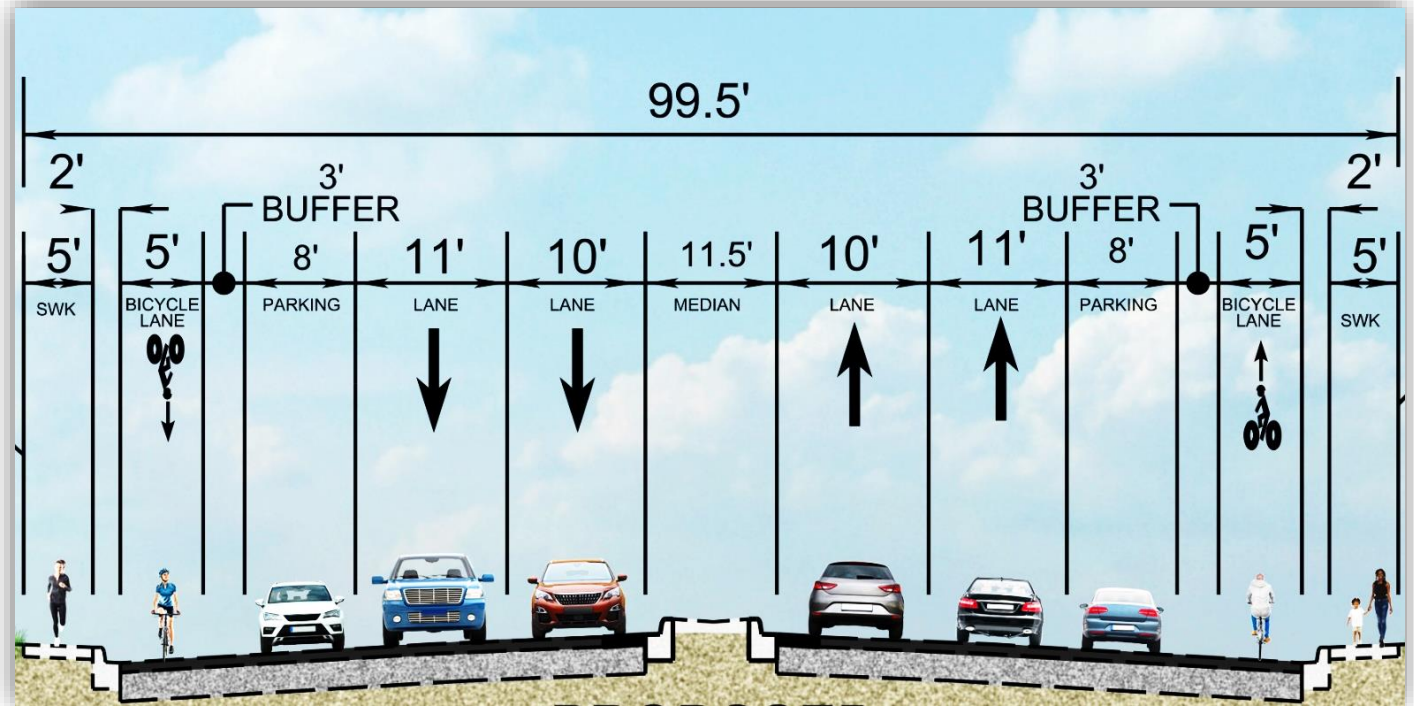
DISADVANTAGES

Median narrowed

- Impacts existing landscaping

Limited locations to add on-street parking due to existing driveway density

Narrow sidewalks (5 feet)



Note: this is a preliminary typical section, and the widths will vary at constrained sections and based on coordination with FDOT

Option 2 - Wide Sidewalk + Buffered Bicycle Lane

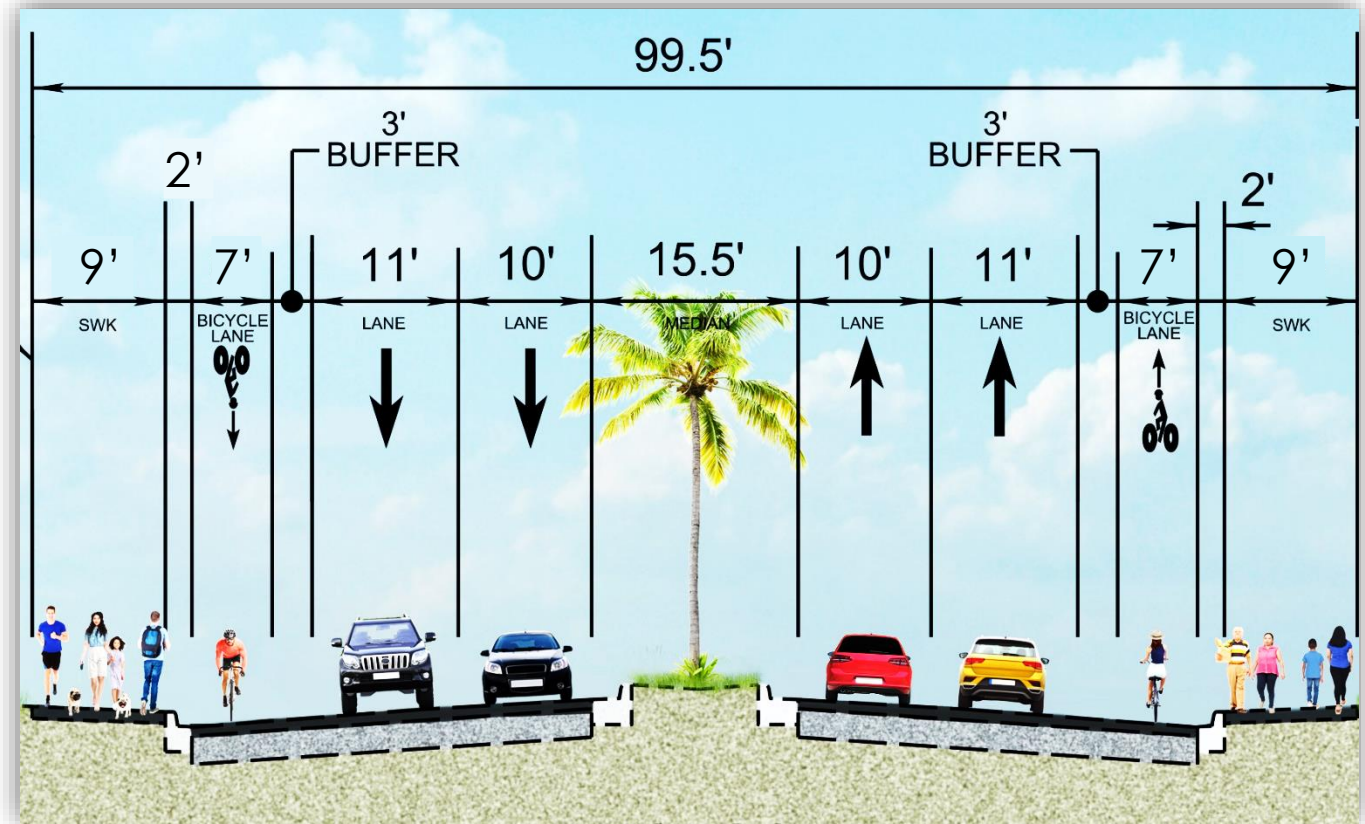
ADVANTAGES

Improves safety and mobility for pedestrians/bicyclists

- Wide buffered bicycle lane
- Wide sidewalk

No impacts to median except at constrained locations

Enhances future potential for a bicycle facility along Kennedy Causeway



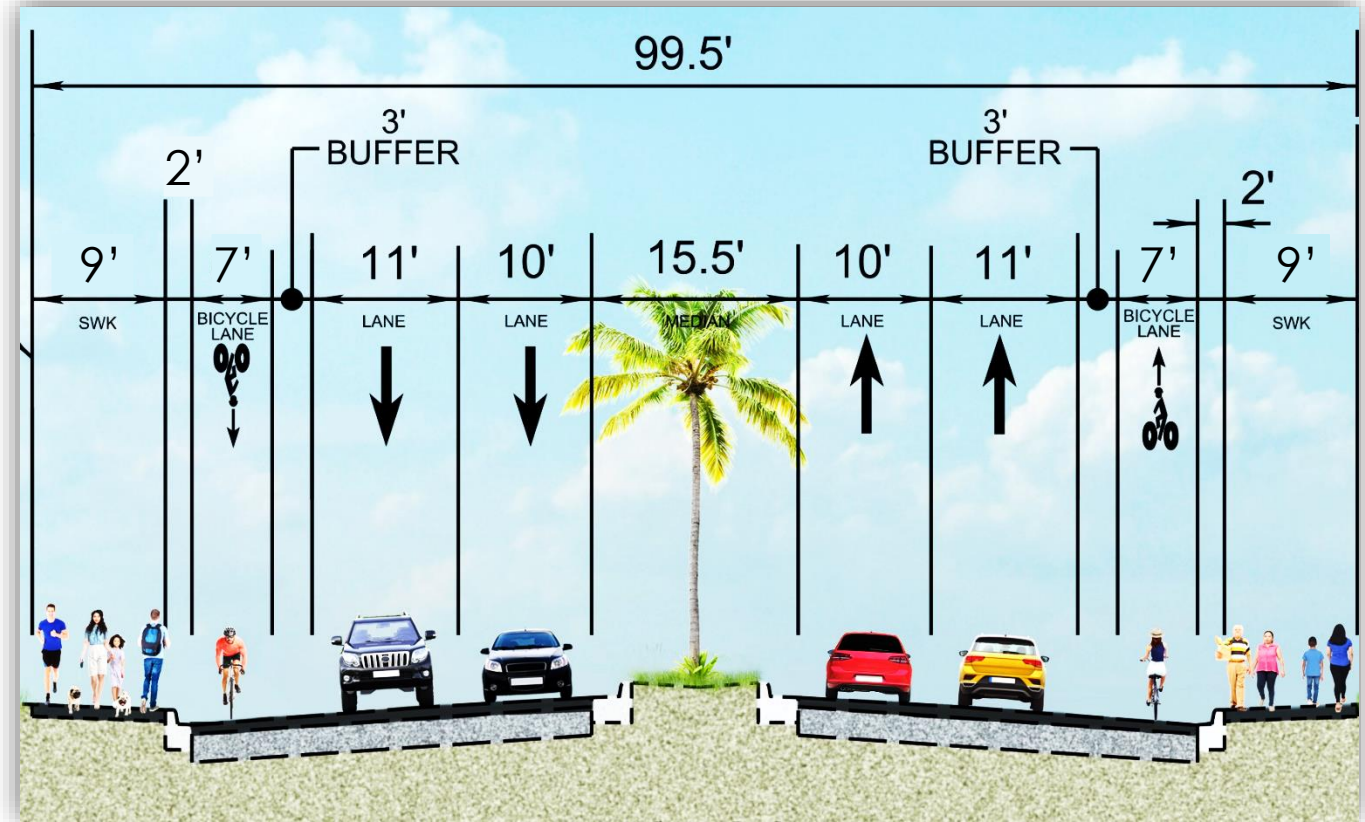
Note: this is a preliminary typical section, and the widths will vary at constrained sections and based on coordination with FDOT

Option 2 - Wide Sidewalk + Buffered Bicycle Lane

DISADVANTAGES

No on-street parking

- Does not reduce vehicle speeds
- Does not support existing businesses
- May not enhance future vision for redeveloping corridor with higher density



Note: this is a preliminary typical section, and the widths will vary at constrained sections and based on coordination with FDOT

Option 3 - Parking + Shared Use Path

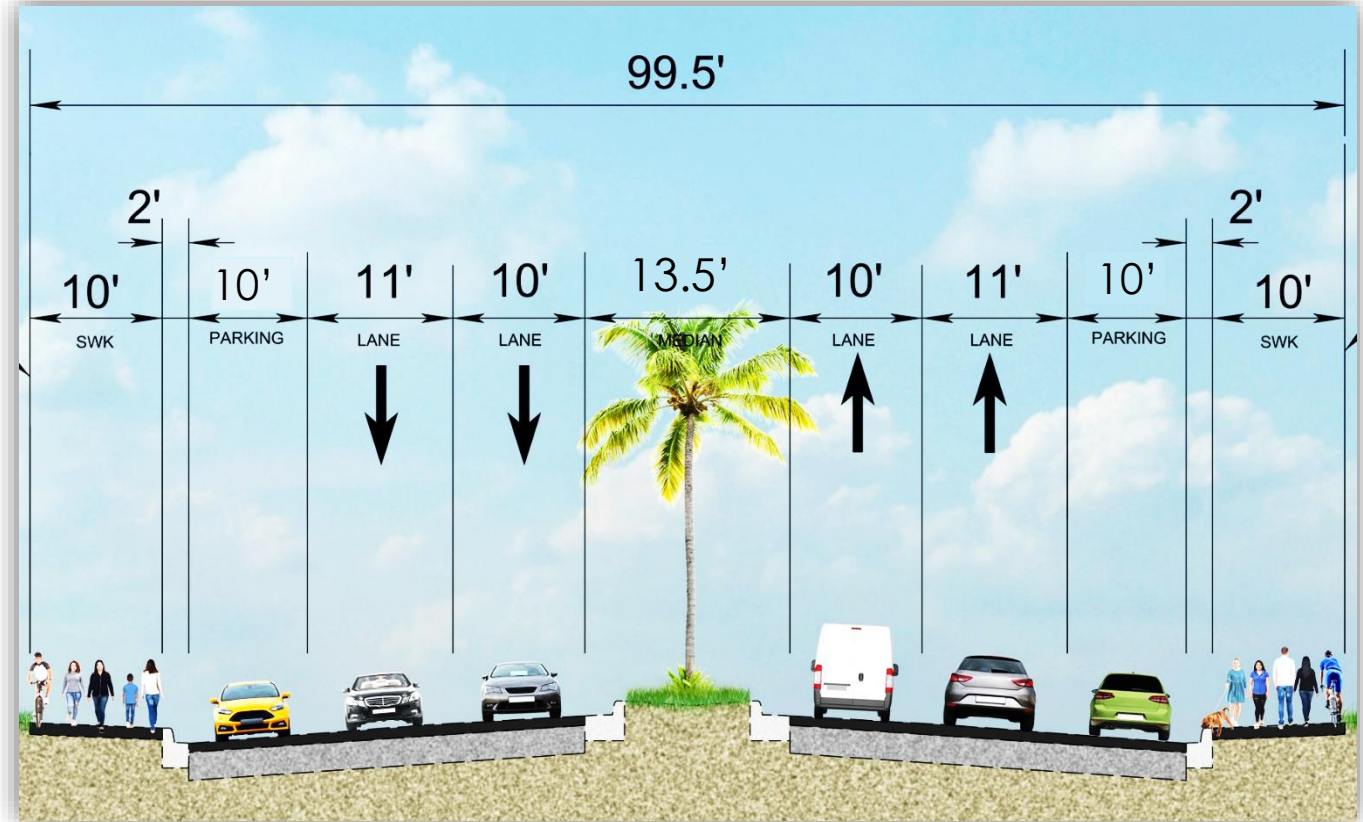
ADVANTAGES

Improves safety and mobility for pedestrians

- Shared use path (10 feet wide)
- Parked vehicles act as buffer

On-street parking

- Reduces vehicle speeds
- Supports businesses along Kennedy Causeway
- NBV100 Master Plan proposed redeveloping corridor with high-density supported by on-street parking



Note: this is a preliminary typical section, and the widths will vary at constrained sections and based on coordination with FDOT

Option 3 - Parking + Shared Use Path

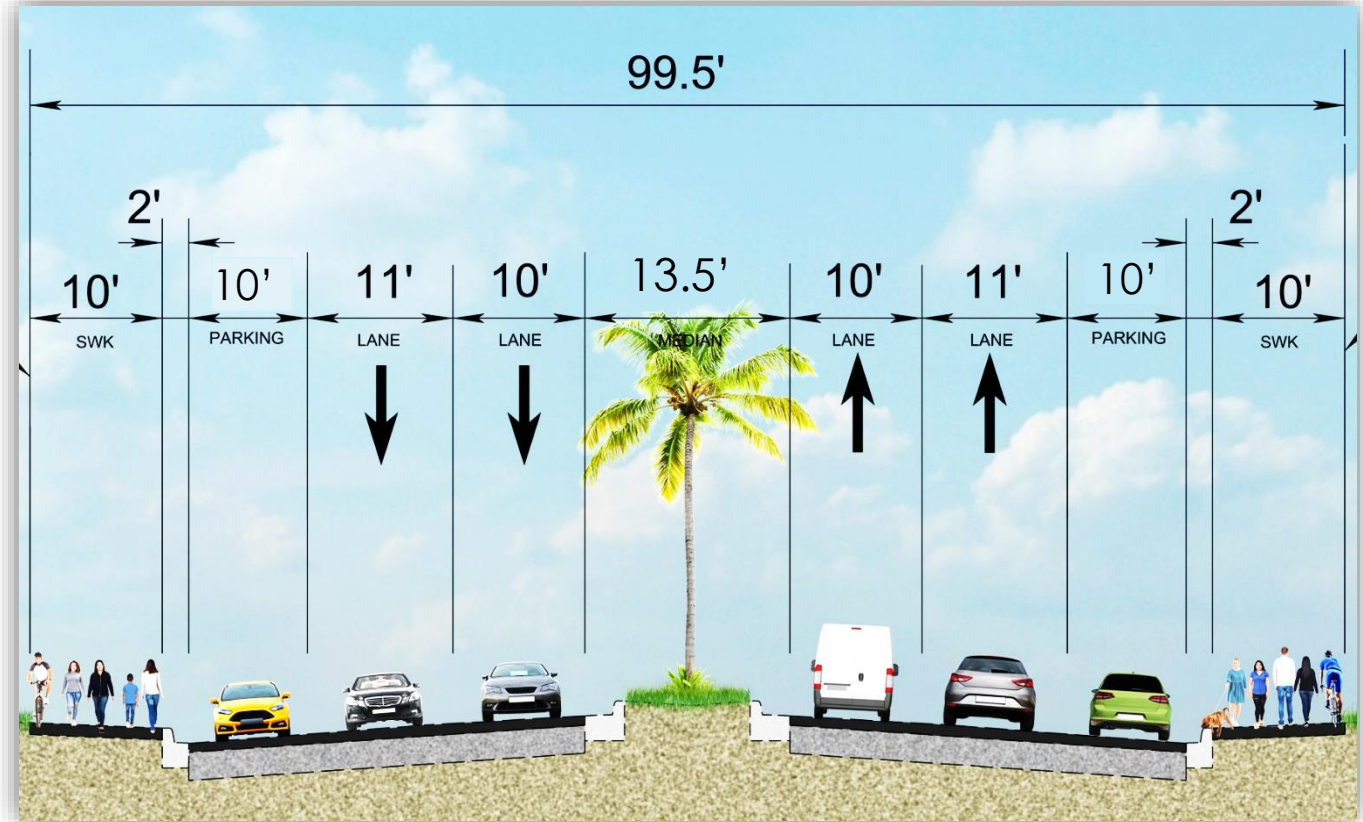
DISADVANTAGES

Limited locations to add on-street parking due to existing driveway density

Removes existing bicycle lane

Creates a gap in the future bicycle network

- City of Miami Beach assessing a protected on-road bicycle facility along SR 934 (east of project limits)



Note: this is a preliminary typical section, and the widths will vary at constrained sections and based on coordination with FDOT

Option 4 - All Inclusive

ADVANTAGES

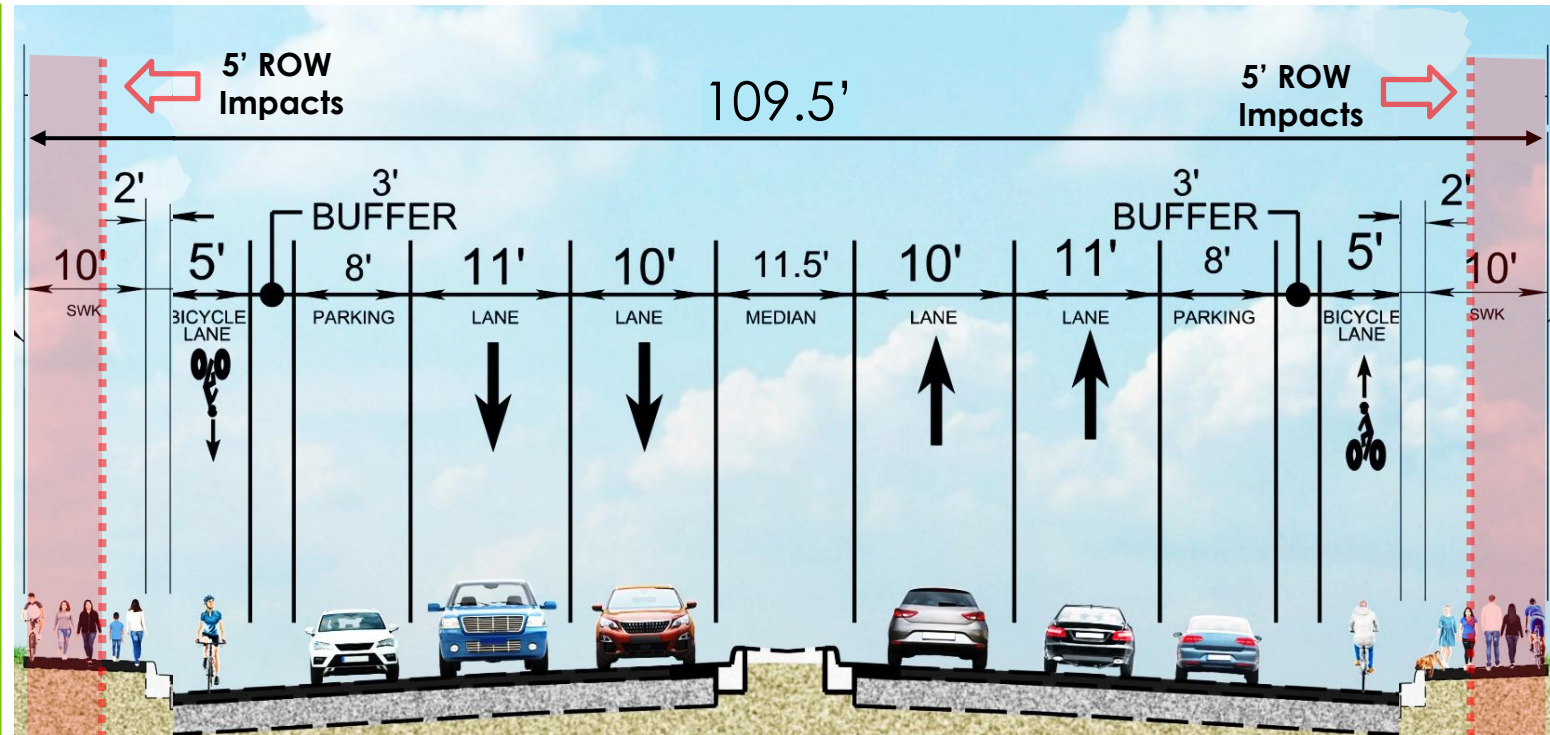
Alternative with the most improvements for pedestrians/bicyclists

- Parked vehicles act as buffer

Enhances future vision for redeveloping corridor with higher density and on-street parking

On-street parking

- Reduces vehicle speeds
- Supports businesses along Kennedy Causeway



Option 4 - All features

DISADVANTAGES

Right of Way Impacts

- Potential relocations
- May trigger a Project Development & Environment (PD&E) Study (or similar)

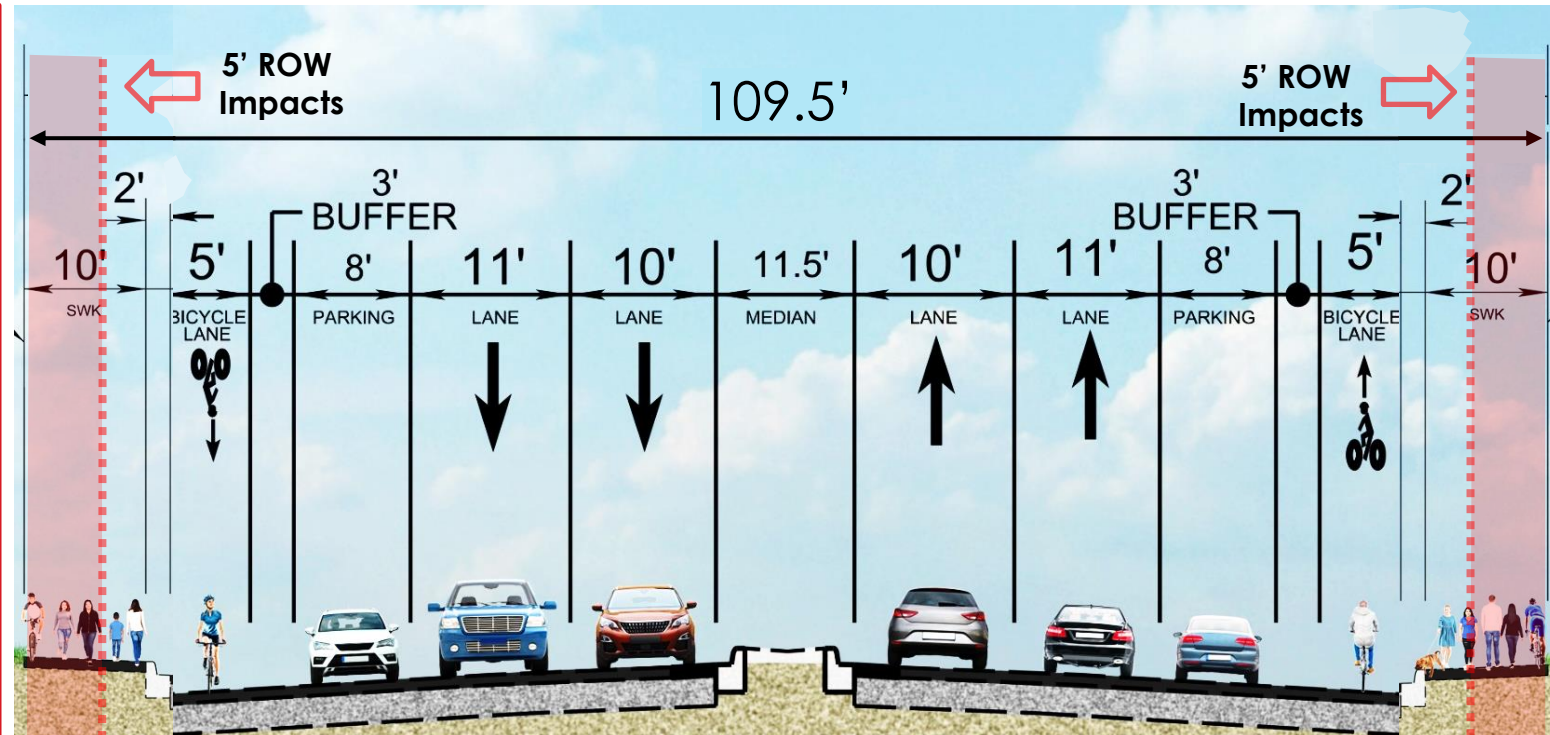
Highest cost alternative

- Requires bridge widening

Median narrowed

- Impacts existing landscaping

Limited locations to add on-street parking due to existing driveway density



Note: this is a preliminary typical section, and the widths will vary at constrained sections and based on coordination with FDOT

Benefits

LEGEND

High Benefit

Some Benefits

Low or No Benefits

Evaluation	Improves Safety and Mobility for Pedestrians	Improves Safety and Mobility for Bicyclists	Supports the Businesses along the Corridor with On-street Parking	Reduces Vehicle Speeds along Kennedy Causeway (On-street Parking)
<u>Option 1</u> Parking + Buffered Bicycle Lane	Safety Only	Safety and Mobility	Yes	Anticipated
<u>Option 2</u> Wide Sidewalk + Buffered Bicycle Lane	Safety and Mobility	Safety and Mobility	No On-street Parking	No Reduction Anticipated
<u>Option 3</u> Parking + Shared Use Path	Safety and Mobility	Removes bicycle lane	Yes	Anticipated
<u>Option 4</u> All Inclusive	Safety and Mobility	Safety and Mobility	Yes	Anticipated

Potential Impacts and Costs

LEGEND

No impacts anticipated

Some Impacts

High potential for impacts

Evaluation	Right of Way Impacts	Limited Locations to Add On-street Parking due to Existing Driveway Density	Narrows Median/ Impacts Landscaping	Project Schedule	Potential Construction Cost (million)
<u>Option 1</u> Parking + Buffered Bicycle Lane	No Anticipated Impacts	Limited Opportunities	Impacts to Landscaping	Options 1, 2, and 3 are similar	\$2.9
<u>Option 2</u> Wide Sidewalk + Buffered Bicycle Lane	No Anticipated Impacts	No Parking	Maintains Landscaping	Options 1, 2, and 3 are similar	\$2.5 Lowest Cost
<u>Option 3</u> Parking + Shared Use Path	No Anticipated Impacts	Limited Opportunities	Some Impacts to Landscaping	Options 1, 2, and 3 are similar	\$2.8
<u>Option 4</u> All Inclusive	Over \$15 million (not including potential relocations)	Limited Opportunities	Impacts to Landscaping	Significantly Longer Duration due to Potential PD&E and ROW Phases	\$4.3 Highest Cost (does not include Right of Way)

Please provide your feedback on the corridor options

Provide your thoughts today or any time by April 30, 2022, to:

Delroy Peters

Project Manager

Dpeters@nbvillage.com

Project Website: www.bit.ly/NBVtrafficsafety