



YOUR VOICE, IN ACTION!

GO#40: 41 STREET CORRIDOR

**Neighborhoods & Quality of Life Committee
November 6, 2020**



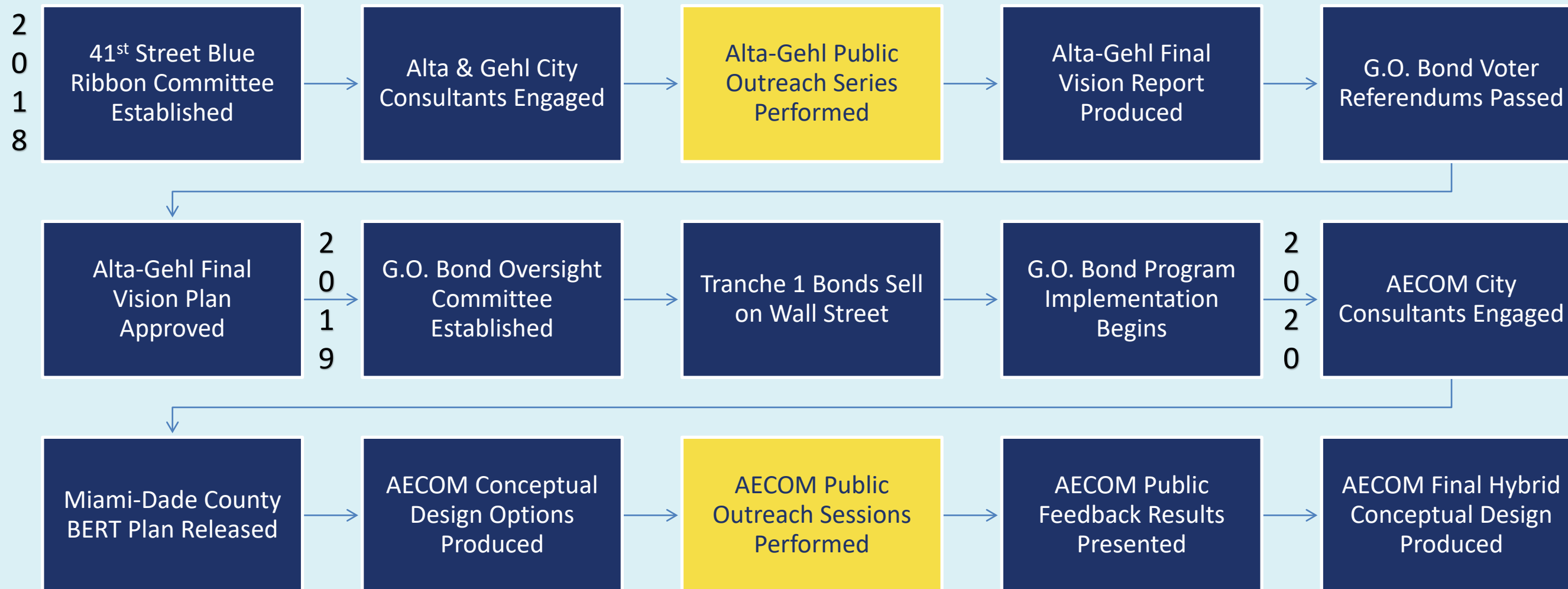
PROJECT OPPORTUNITIES

- **QUALITY-OF-LIFE** – Enhance lighting, landscaping and pedestrian pathways to improve public safety, comfortability and neighborhood aesthetics.
- **ECONOMIC DEVELOPMENT** – Redesign streetscape elements to improve walkability, connectivity, and visibility of the business corridor.
- **ACTIVATE COMMUNITY** – Attract local residents, employees, students, and congregations to stay and enjoy the corridor as more of a town center.





PROJECT HISTORY





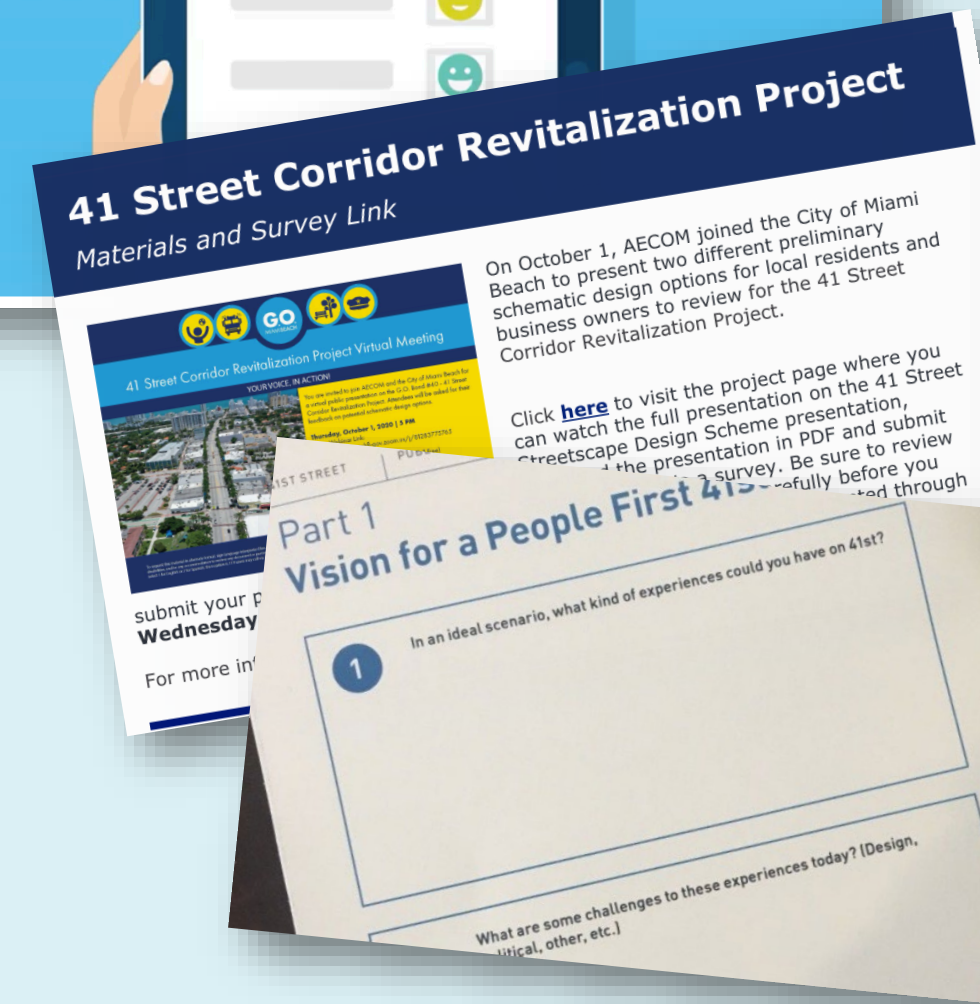
PROJECT OUTREACH

Alta-Gehl (June, 2018)

- Pop-Up Listening Workshops – 3 separate events held at Starbucks, Café Avanti & Taste Café
- By-Passer Questionnaires – 150 people engaged from 5 key locations on 41st Street!
- Public Charrette held at Scott Rakow Youth Center – 150 attendees, 200+ ideas!

AECOM (October, 2020)

- Virtual Public Presentation – 85 live participants; 215 playback views!
- Design Preference Survey – 159 submitted responses!
- Open Feedback Forms – Dozens of emails with written input!



Revitalizing 41 Street, From the Ground-Up

October 1, 2020

Miami Beach's 41 Street is a major city entry point, a convenient business district, and a central community hub. As a busy state-owned thoroughway that is also pedestrian-heavy, it is one of the city's most visible corridors. Still, the photographs speak for themselves. Although it looks beautiful from the sky, ground-level sights could use some work... [G.O. Blog>>](#)



PROJECT TIMELINE

As Scheduled 2019 – 2031

Tranche 1: \$1.5M
Tranche 2: \$1.5M
Tranche 3: \$6M
Tranche 4: \$6M

Fast-Tracked

2019 – 2025

Tranche 1: \$1.5M
Tranche 2: \$13.5M

- Mayor's 41st Street Blue Ribbon Committee (recommended 10/16/20)
- G.O. Bond Oversight Committee (recommended 10/22/20)



GO#40: 41 STREET CORRIDOR

YOUR VOICE, IN ACTION!

SPECIAL THANKS

- Mayor's 41st Street Blue Ribbon Committee
- G.O. Bond Oversight Committee
- Miami Beach Chamber of Commerce
- Middle Beach Neighborhood Association (MBNA)
- Nautilus Neighborhood Association
- Miami Beach Residents & Business Owners
- Economic Development Department

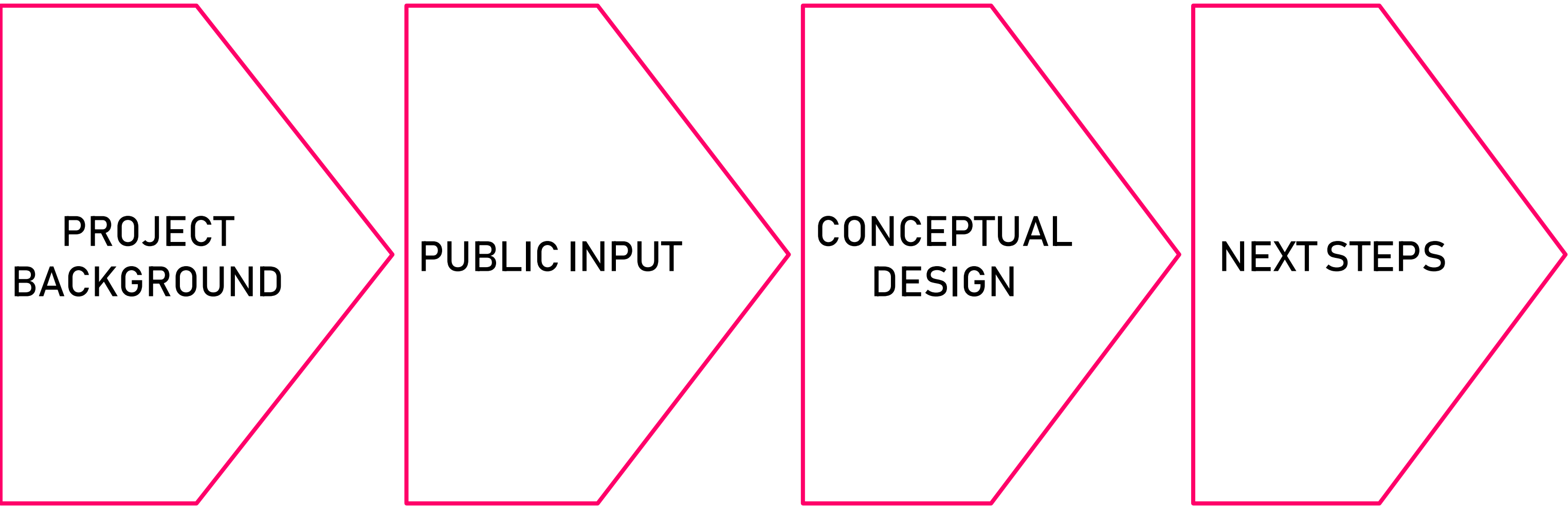




41ST STREET: Conceptual Streetscape Design

Neighborhoods Committee Meeting
November 6, 2020

MIAMI BEACH **AECOM**



Alta-Gehl conducted studies of the area, engaged the community with **extensive resident and business** outreach, then presented a **Vision Plan** with findings, ideas & recommendations that could help to **inform a future design process** with the G.O. Bond Program.

AECOM has produced a **conceptual streetscape design** that **follows the recommendations of Alta-Gehl**, incorporates all **recent and prior stakeholder feedback**, **meets all necessary state and county compliance** standards, and is **actually feasible** to implement within the \$15 million total G.O. Bond project budget.





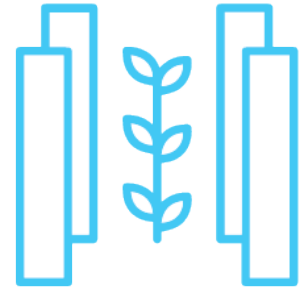
SAFETY + SECURITY

- Improved crossing
- Pedestrian buffers



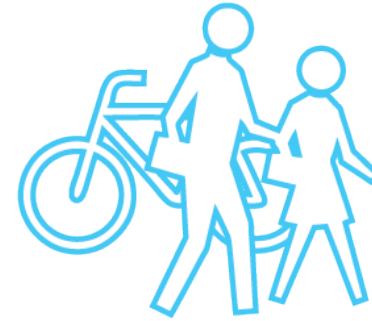
QUALITY OF LIFE

- Improved shade cover
- Seating
- Public art



GREEN INFRASTRUCTURE

- Tree canopy improvements
- Context sensitive plantings



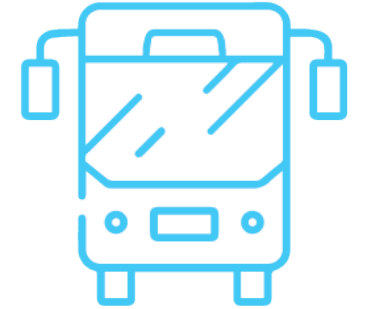
BICYCLE + PEDESTRIAN

- Widened sidewalks
- Bicycle parking



VEHICULAR

- On street parking removal
- Median enhancements



PUBLIC TRANSIT

- Bus shelter improvements
- Gateway elements



FDOT Evacuation Route: Roadway width to remain as current condition

FDOT Design Compliance: Design to meet standard plans for sight distance at intersections, aesthetic features, roadside safety, lateral offsets

Signaling: New signal upgrades to be incorporated in design

Landscape: Context sensitive plantings to consider site conditions

Setbacks: Design to consider setbacks for lighting, drainage, signs, structures

Min. setback distance for trees/palms to be based on above/ belowground utilities and approvals

Utilities: Utility survey needed during, future design development

Design to minimize impacts to utilities

BERT Plan: No dedicated bus lane currently planned

Speed: FDOT facility with posted speed limit of 30MPH

Lighting: Incorporate recent tree-light wrapping project completed 2020 and upcoming light fixture update

Royal Palms: Consider cost of removal and compliance with Forestry Master Plan

Maintenance: Consider cost of sidewalk/ crossing improvements

15M total G.O. Bond Budget



- Parking Garage = 620 spaces
- Surface Parking Lots = 457 spaces
- Side Streets On-Street Parking = 148 spaces
- 41st Street On-Street Parking = 58 spaces





Concept 1: All in on 41st!



Concept 2: Connect the Community!



Conceptual Design: Alternatives Developed



Community Survey

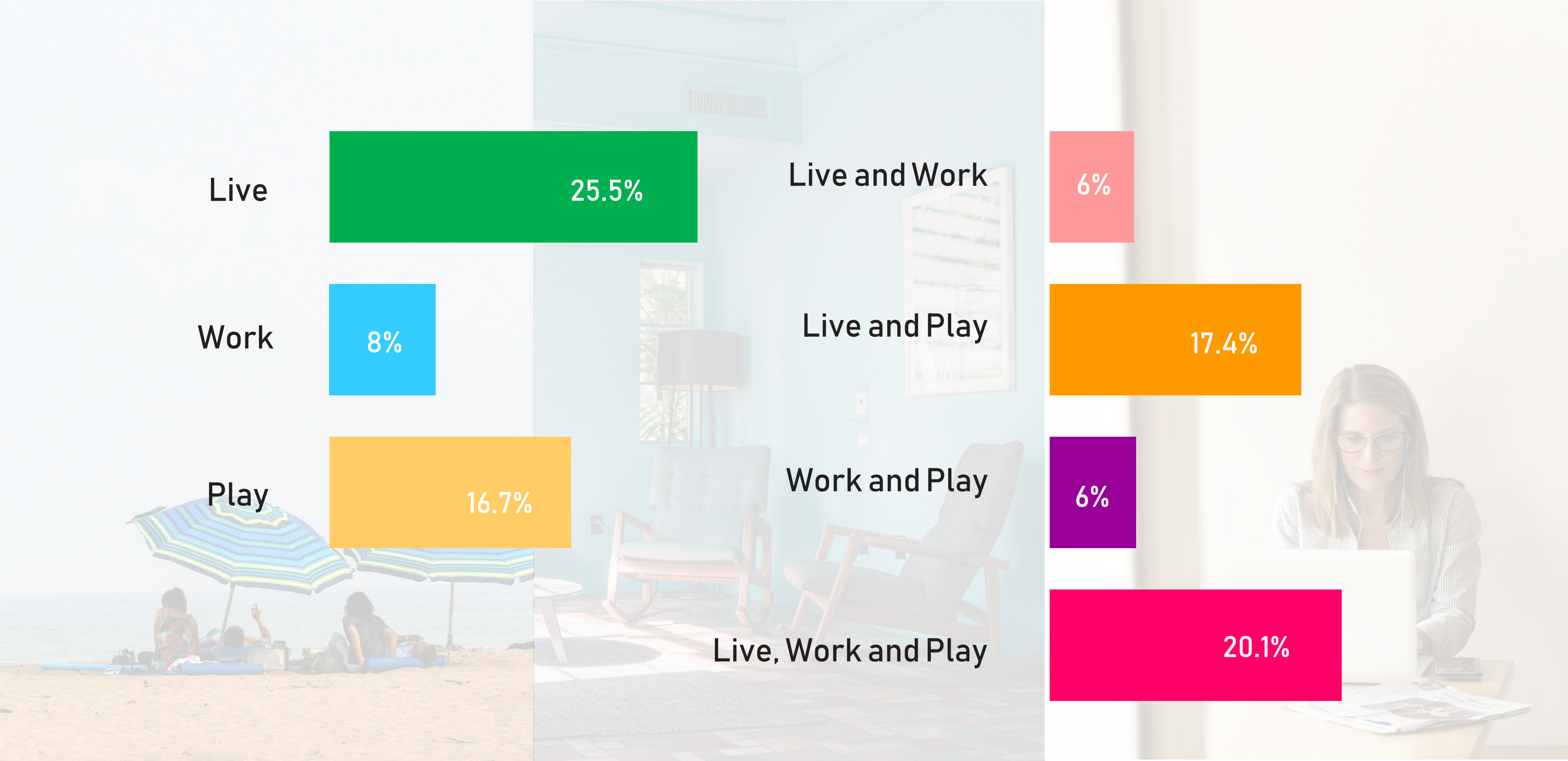
41st Street: Conceptual Streetscape Design Preference Survey

159

Total Responses

Wednesday, September 30, 2020 to Thursday, October 8, 2020

ALSO
RECEIVED
WRITTEN
RESPONSES
VIA EMAIL!

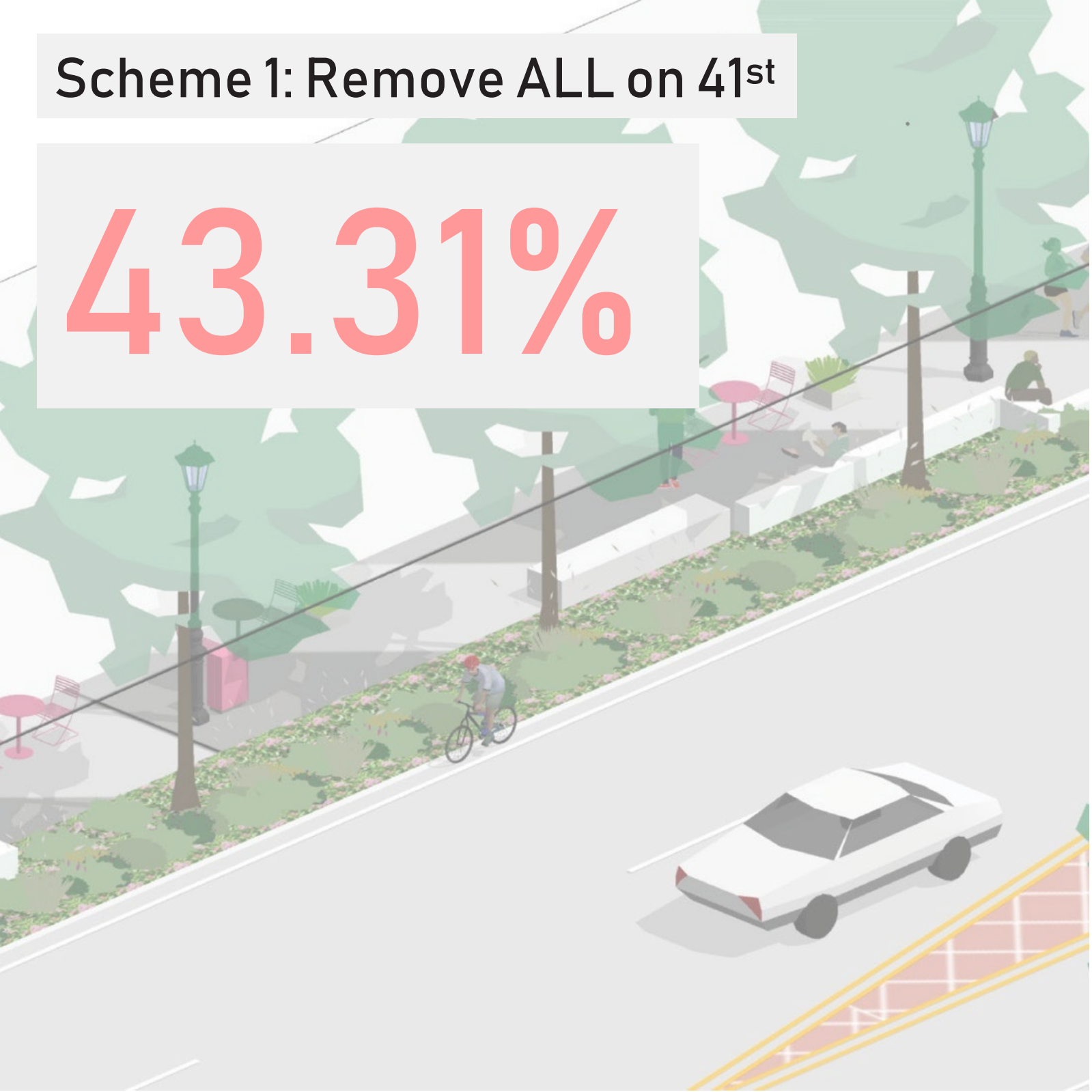


Do you _____ in the 41st Street neighborhood?

Answered: 149 Skipped: 10

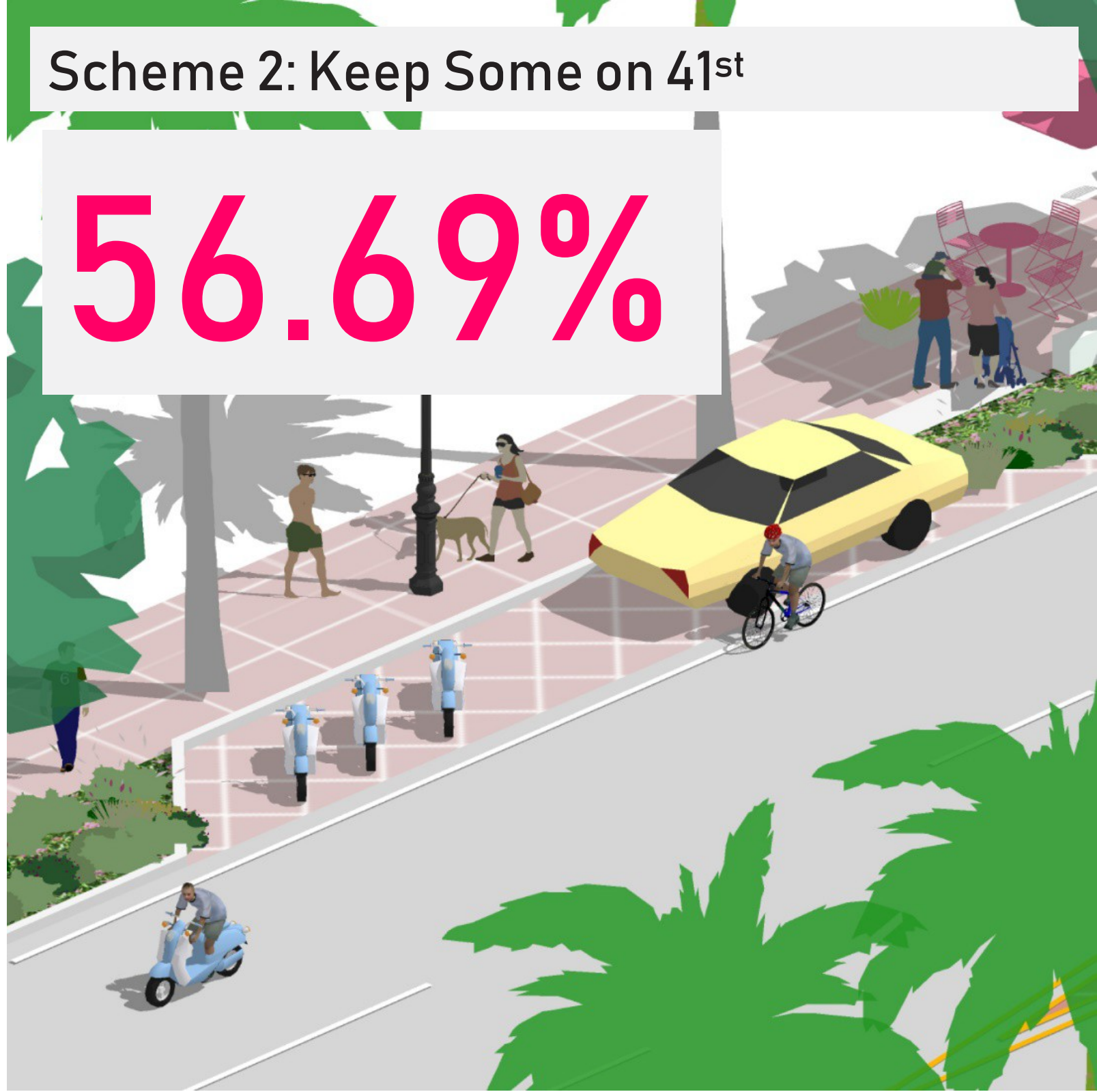
Scheme 1: Remove ALL on 41st

43.31%



Scheme 2: Keep Some on 41st

56.69%



Which On-Street PARKING option do you prefer?

Answered: 157 Skipped: 2

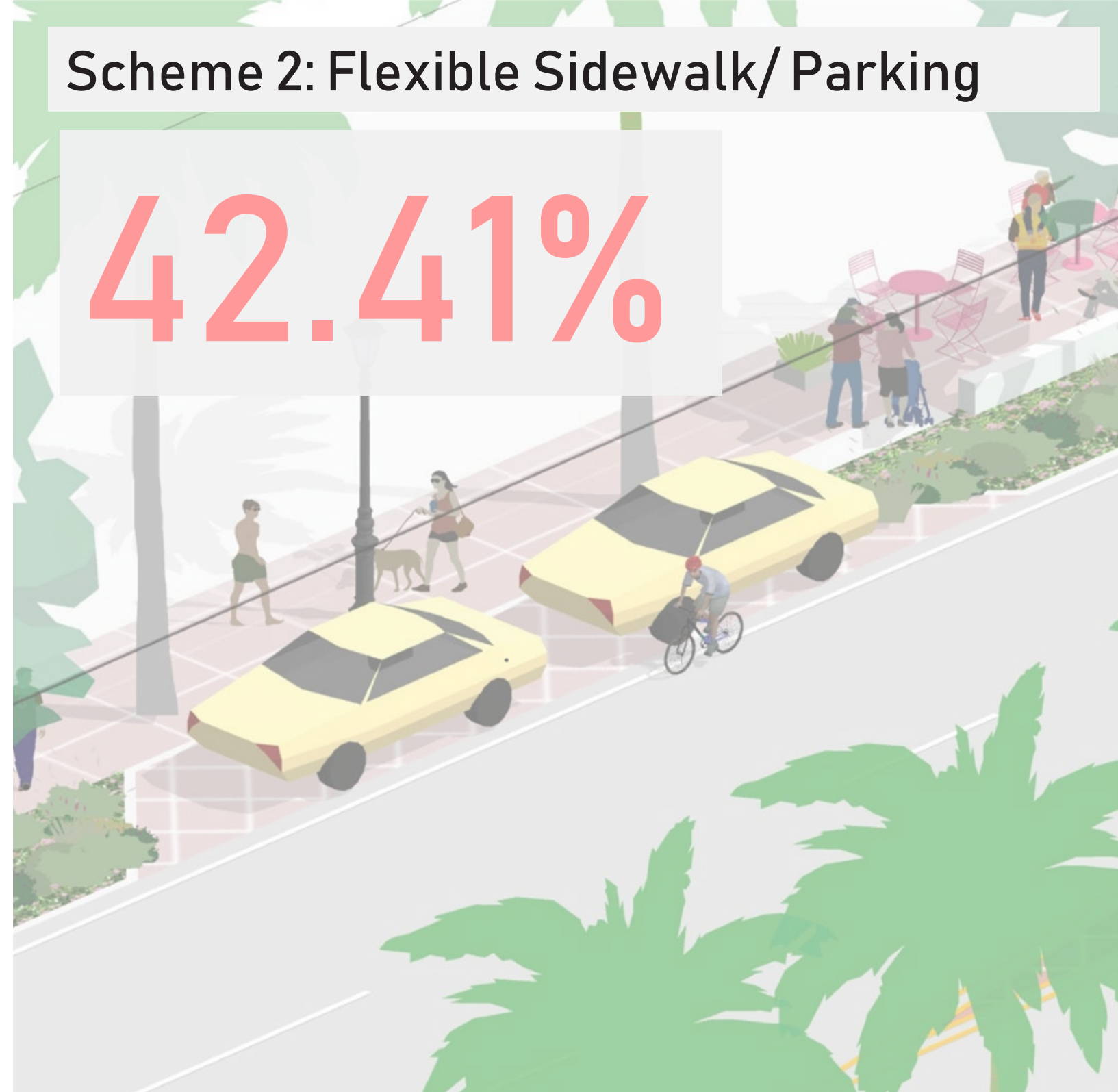
Scheme 1: Widened Sidewalk

57.89%



Scheme 2: Flexible Sidewalk/ Parking

42.41%

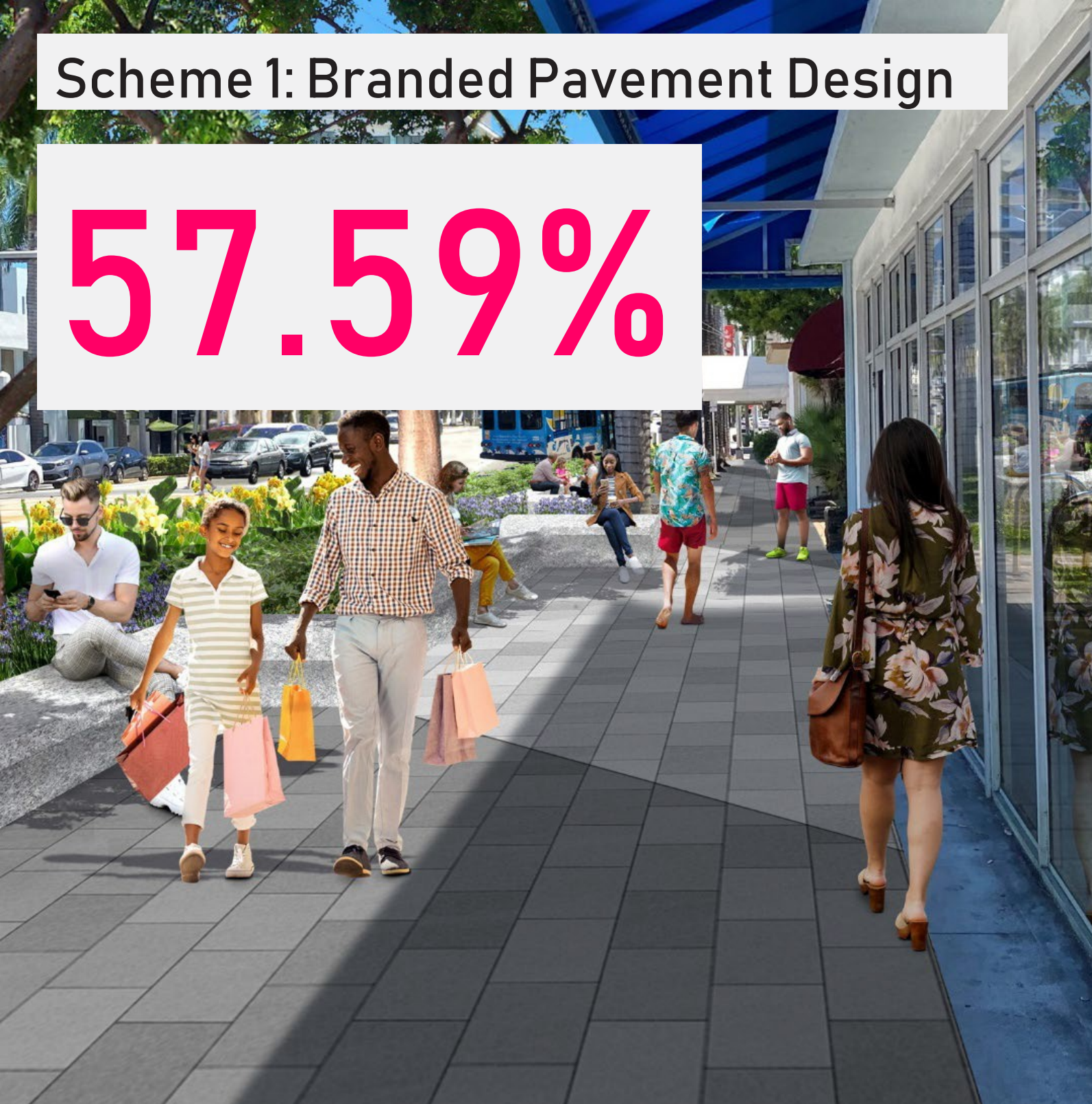


Which SIDEWALK option do you prefer?

Answered: 158 Skipped: 1

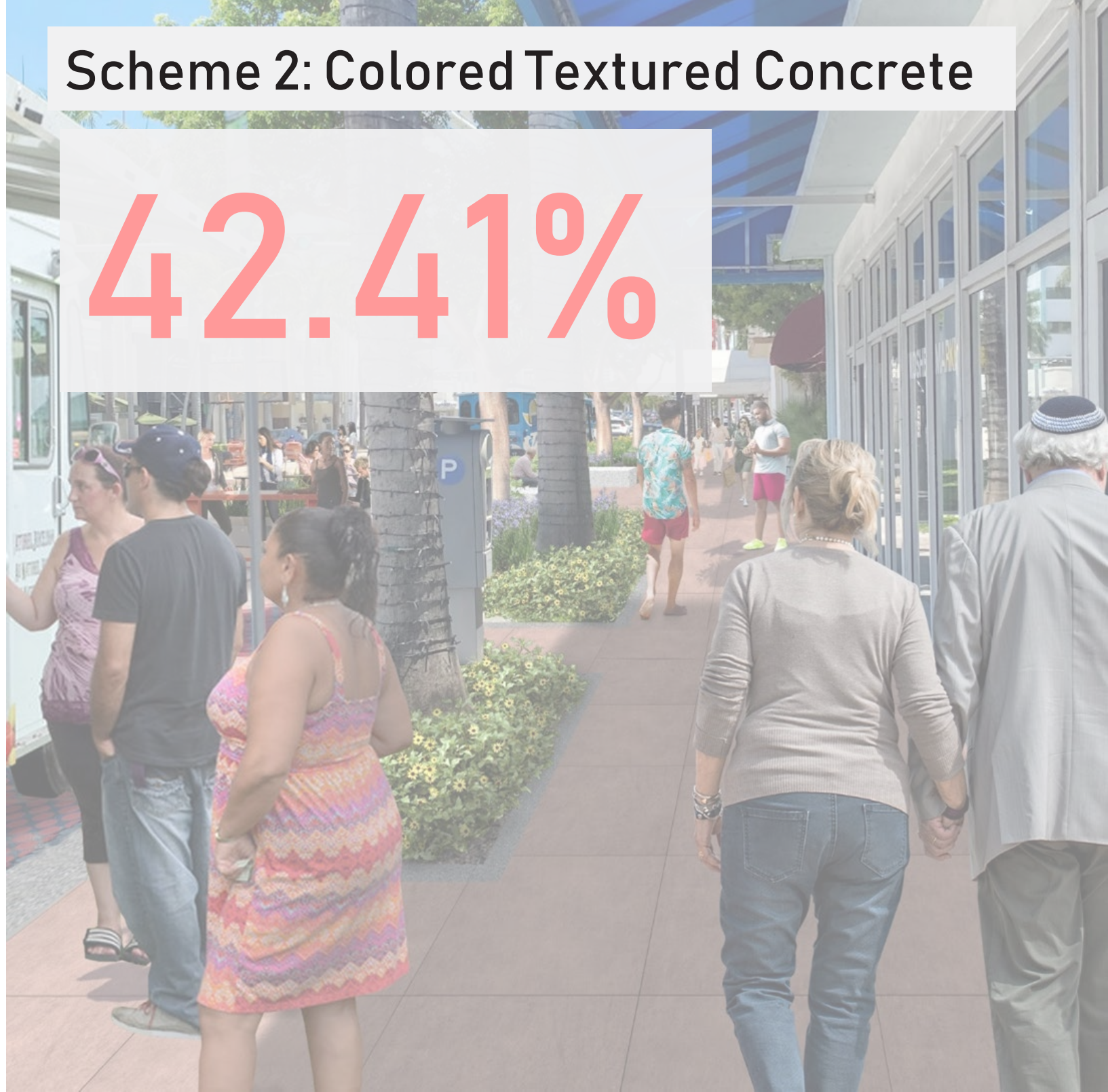
Scheme 1: Branded Pavement Design

57.59%



Scheme 2: Colored Textured Concrete

42.41%

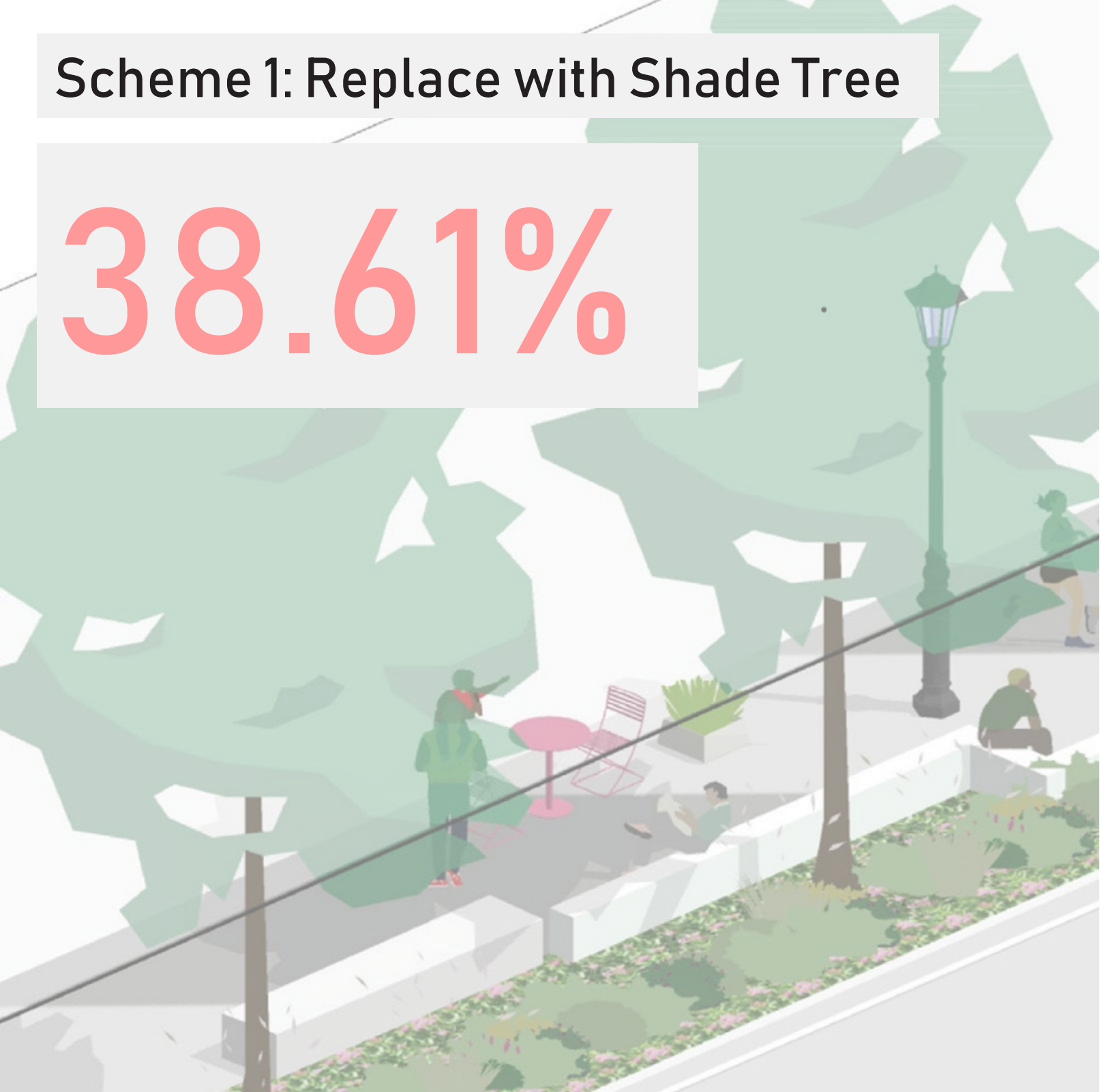


Which sidewalk MATERIAL option do you prefer?

Answered: 158 Skipped: 1

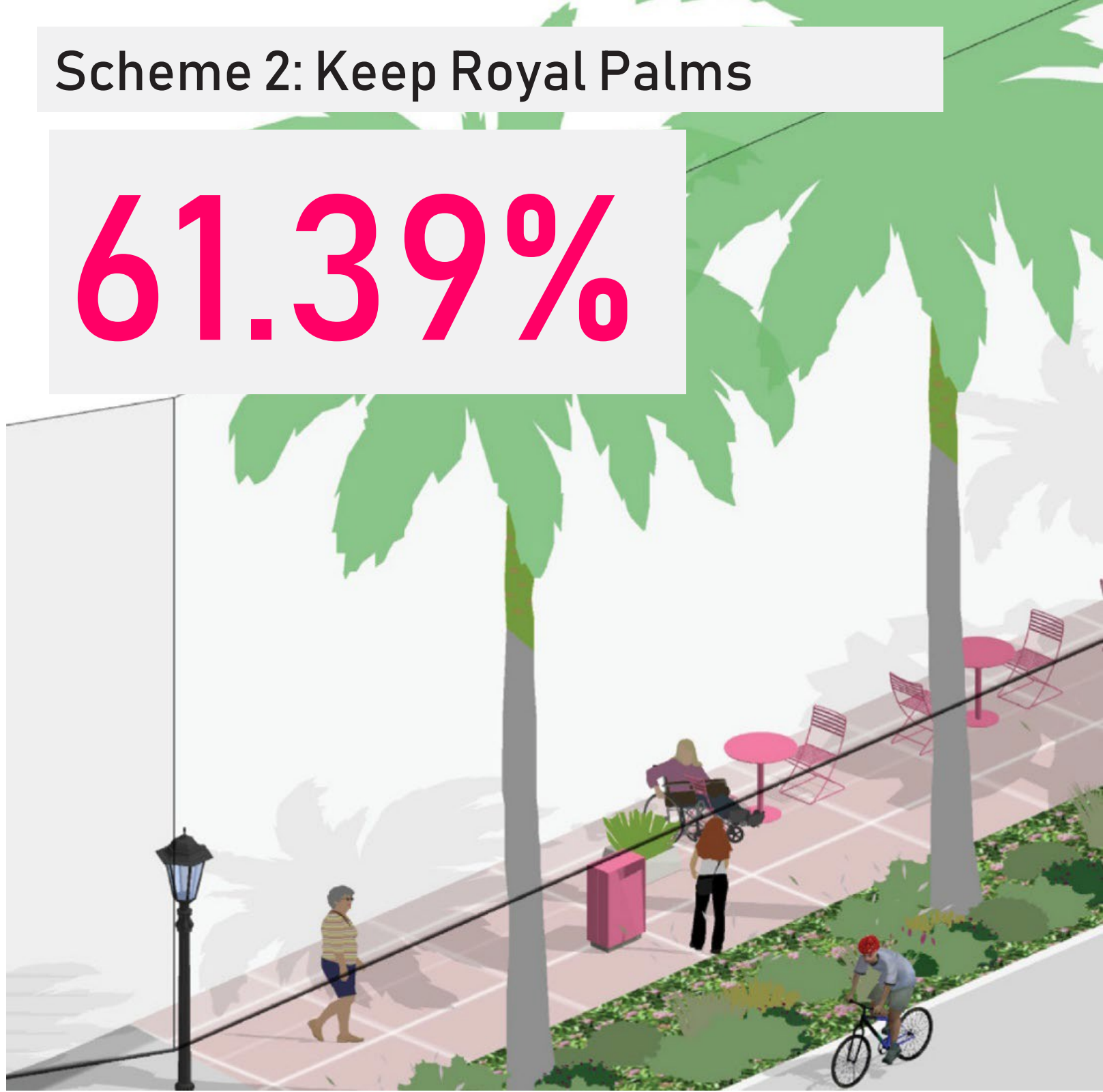
Scheme 1: Replace with Shade Tree

38.61%



Scheme 2: Keep Royal Palms

61.39%

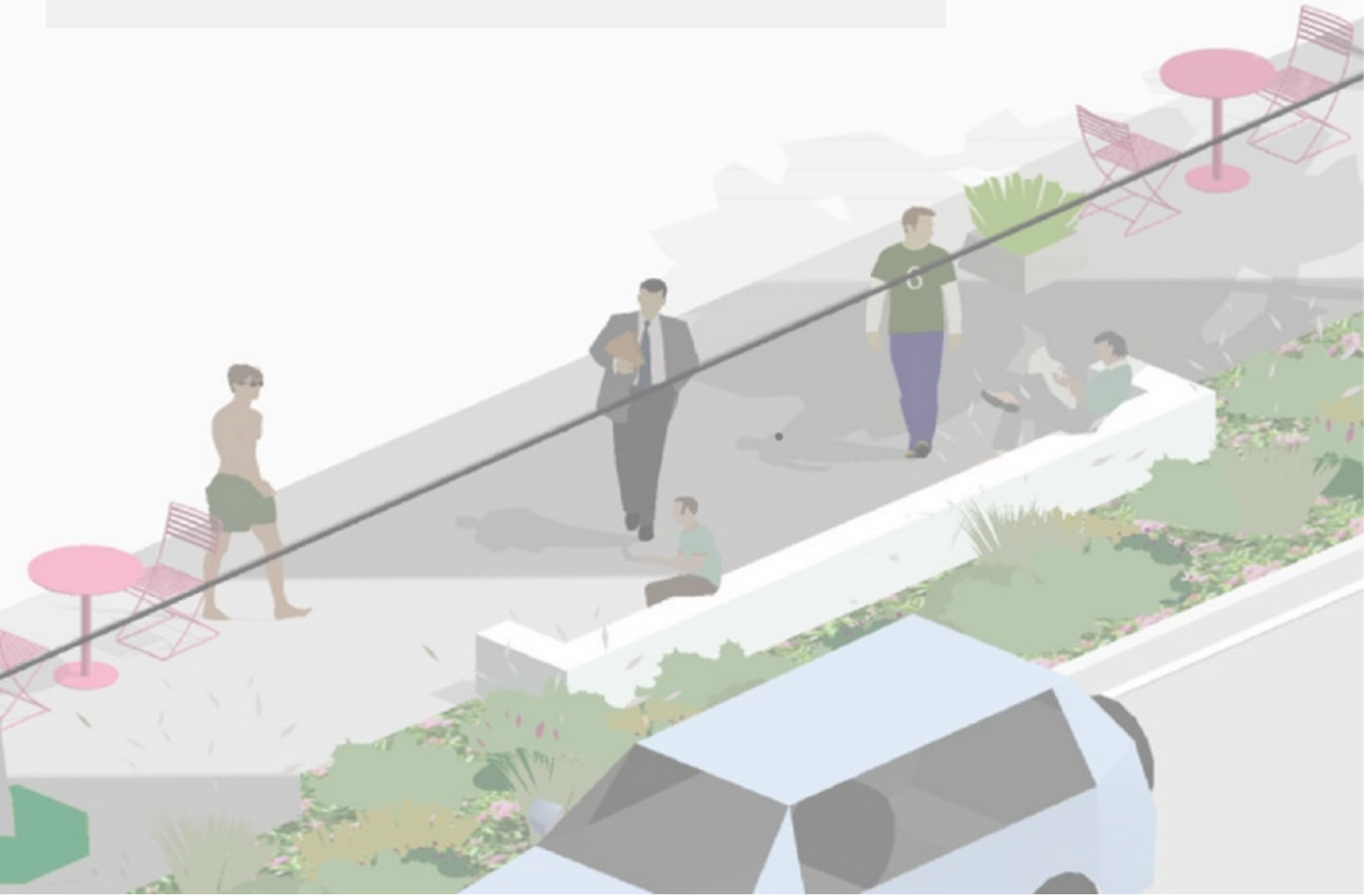


Which SHADE option do you prefer?

Answered: 158 Skipped: 1

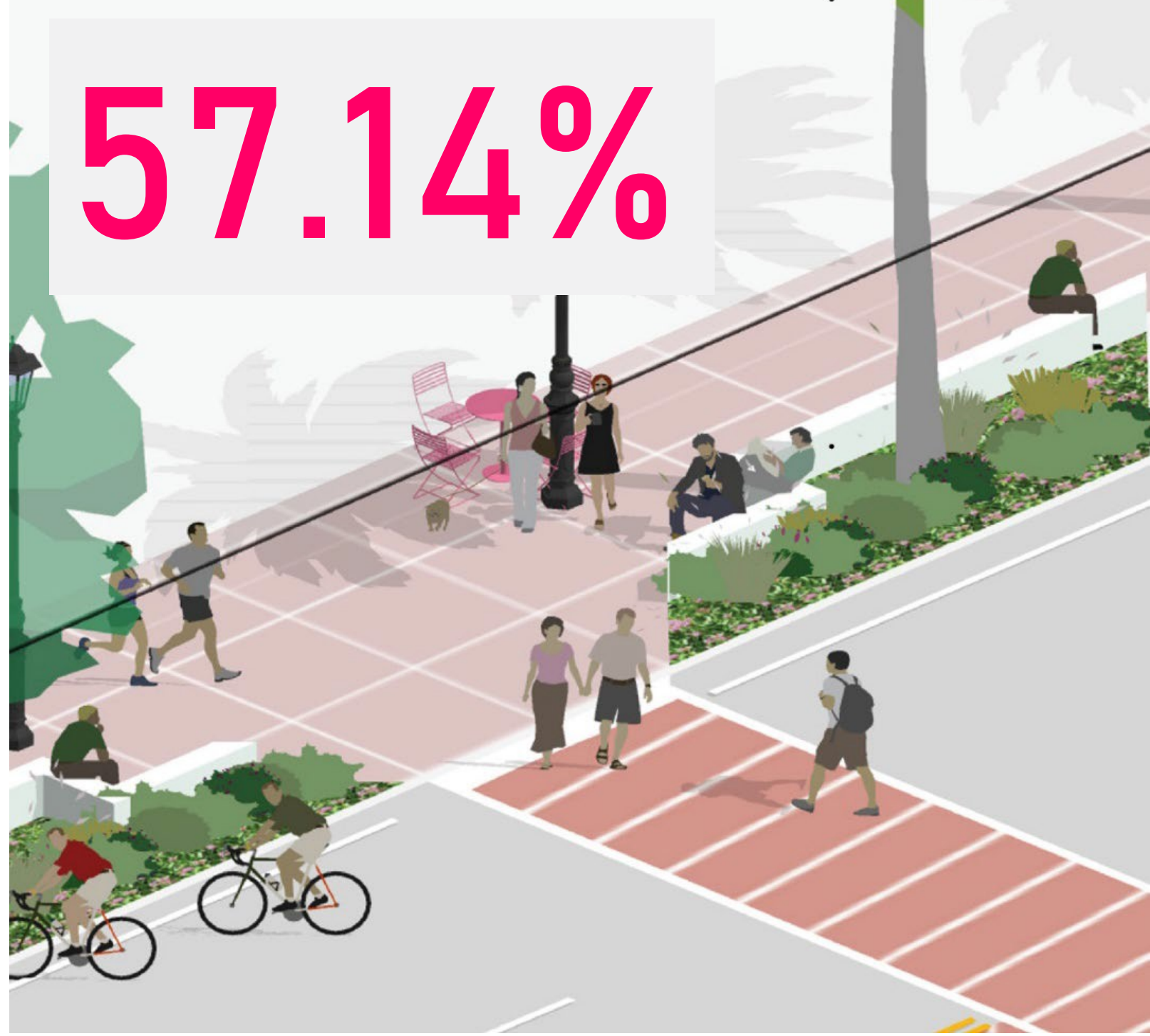
Scheme 1: Fixed Seating Throughout

42.86%



Scheme 2: Fixed Seating at Midblock

57.14%



Which SEATING option do you prefer?

Answered: 154 Skipped: 5



Would you like to see a GATEWAY FEATURE as you enter the 41st Street Corridor?

Answered: 157 Skipped: 2

More bicycle parking on 41st Street only

10.1%

More bicycle parking on the side streets only

50.32%

More bicycle parking on both 41st Street AND the side streets

39.49%

Would you prefer more BICYCLE PARKING on 41st Street OR on the side streets?

Answered: 157 Skipped: 2



Prefer Scheme 1

51%

Prefer Scheme 2

Which streetscape scheme is your preference overall?

Answered: 159 Skipped: 0

Connections to parking lots

More shade canopy to make 41st walkable!

leave the parking on 41st St as exists

Hybrid of both plans

more tree density

Incorporate more trees

Less cars parked along 41st street. More space for pedestrians.

Do not remove any street parking

do not add any permanent seating fixtures

Beautification of the side streets

No more cars, more shade trees, more sidewalk cafe seating

If you could change one thing about the preferred streetscape scheme you selected, what would it be?

Answered: 94 Skipped: 65

A light gray architectural sketch of a modern building interior. The drawing shows a long, open-plan space with large windows on the right side. Several stylized human figures are depicted walking through the space. The lines are loose and expressive, characteristic of a conceptual design sketch. The overall tone is light and airy.

Conceptual Design



ENHANCE
QUALITY OF
LIFE

ATTRACT
ECONOMIC
DEVELOPMENT

ACTIVATE THE
COMMUNITY

Alta-Gehl: Vision Plan	AECOM: WHAT WE PROPOSE Hybrid Design
<p>Make More Room for Life: Widen sidewalks, make designated bike lanes, create hangout spots, shorten pedestrian crossings</p>	<ul style="list-style-type: none"> - Some on-street parking spaces removed on 41st Street and side streets - Inclusion of bike lanes on side streets that connect to 40th and 42nd street facilities - Up to 12' expanded sidewalk areas for flexible use - Inclusion of City signalized crossing improvements
<p>Make Life More Comfortable: Provide shade, increase seating, create hangout spots, calm traffic</p>	<ul style="list-style-type: none"> - Incorporation of new shade trees in alignment with Urban Forestry Master Plan - Sculptural seating at midblock crossings - Enhanced, textured upgrades on crossings and medians - Inclusion of City signalized crossing improvements
<p>Provide Meaningful Shade: Increase tree canopy, increase awning coverage, provide shade at bus stops</p>	<ul style="list-style-type: none"> - Most Royal Palms remain to maintain corridor identity - New shade trees incorporated between Royal Palms and on connecting streets - Hard shade measures evaluated and determined hazardous during storms - Incorporation of City of Miami Beach approved bus shelters
<p>Introduce Human Scale Green: Increase tree canopy, introduce planters that can support climate adaptation and activity</p>	<ul style="list-style-type: none"> - Expanded tree pits with new groundcover - Incorporation of context-sensitive plantings - Plantings minimize standing water
<p>Bridge the Gaps: Shorten crossing distances, remove sidewalk clutter, improve pavement quality</p>	<ul style="list-style-type: none"> - Branded pavement design - Enhanced, textured upgrades on crossings and in medians
<p>Create World-class Bus Stops: Protect riders from rain and sun, provide seating, leverage bus shelters as multifunctional</p>	<ul style="list-style-type: none"> - Incorporation of City of Miami Beach approved bus shelters

Alta-Gehl: Vision Plan	AECOM: WHAT WE PROPOSE Hybrid Design
<p>Build the Bike Network: Make cycling safe on side streets and intersecting roads, install bike parking, make space for cyclists on bridge</p>	<ul style="list-style-type: none"> - Green striped bike lane with 2' buffer on Royal Palm and Prairie Avenues - Bicycle corral on Prairie Avenue - More bicycle parking on side streets - Inclusion of recommended City planned bicycle boxes at intersections
<p>Welcome to 41st: Increase public art along the street, provide playful and clear wayfinding</p>	<ul style="list-style-type: none"> - Gateway element at entrance to 41st Street - Branded pavement design custom to the district
<p>Take a Seat: Add more space for both public and commercial seating</p>	<ul style="list-style-type: none"> - Sculptural seat walls only at mid-block - Flexible space created through widened sidewalks on 41st Street - Flexible parking zones on side streets to make way for flexible seating areas
<p>Light the Night: Orient lighting to the human scale</p>	<ul style="list-style-type: none"> - Inclusion of Royal Palm wrap lighting and applied to new canopy trees as applicable - Incorporation of upgraded City lighting
<p>Invitation to Stay: Provide creative programming, incentivize business owners to “spill out into the street”</p>	<ul style="list-style-type: none"> - Up to 12' areas on sidewalks to make way for furnishing areas such as café seating. This encourages pedestrian-oriented programming such as festivals and markets
<p>Opportunities for People to Connect: Convert street spaces to people space, increase people space in front of businesses</p>	<ul style="list-style-type: none"> - Parking-sidewalk condition on side streets designed to encourage flexible use space and enhance sidewalk width on an as-needed basis

Parking + Sidewalk Elements

- Branded sidewalk pavement on both 41st and side streets
- Most parking remains on 41st street with enhanced texture
- Most parking remains on side streets with curb condition and enhanced texture for use as flexible space during events

Shade + Landscape Elements

- Canopy cover remains as Royal Palms with some new shade trees in alignment with Urban Forestry Master Plan
- Enhanced landscaping on both 41st street and side streets

Bicycle Elements

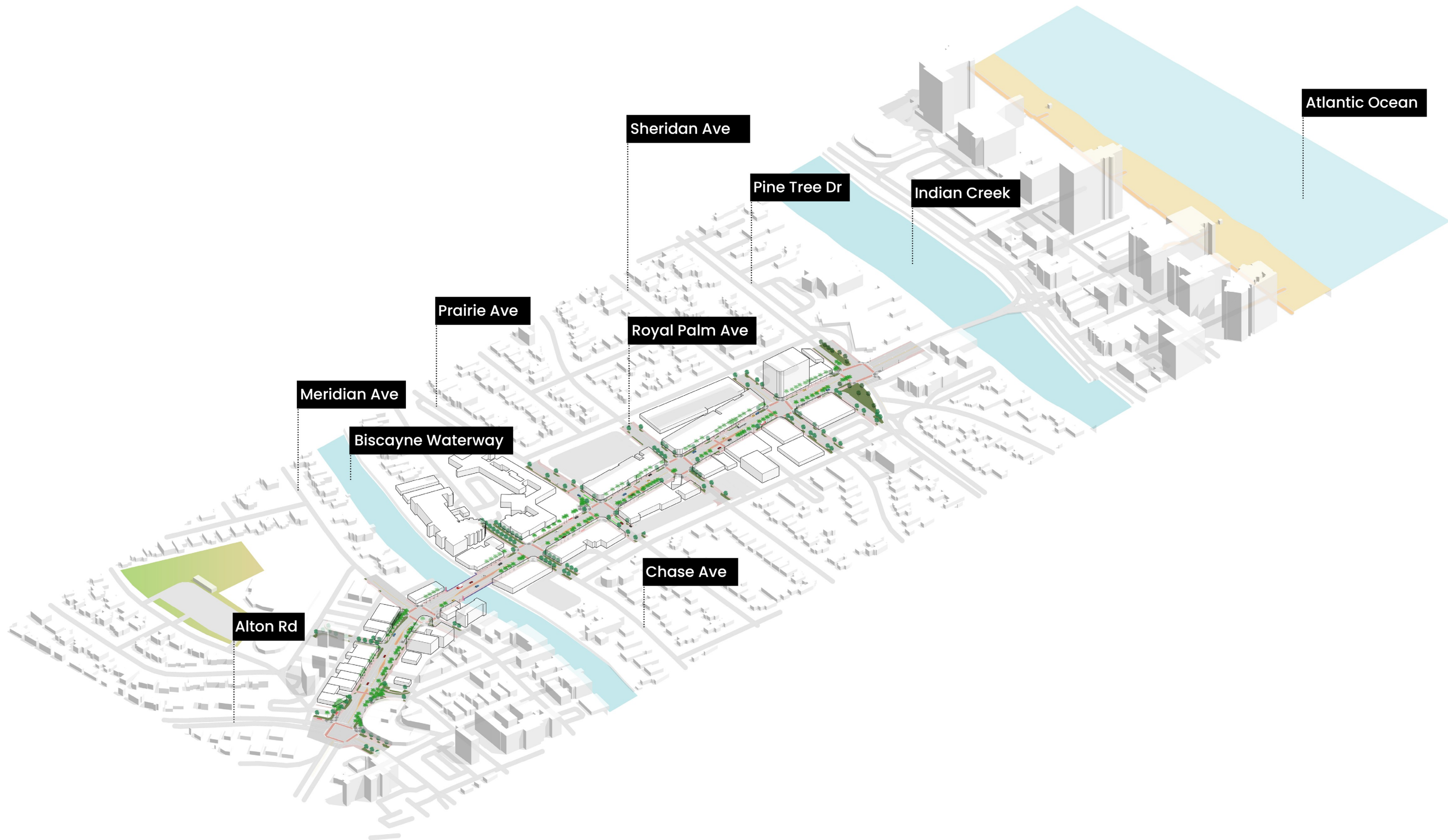
- Bicycle lanes on Prairie and Royal Palm Avenues in coordination with City's Bicycle and Pedestrian Master Plan
- Bicycle parking on side streets with corral on Prairie Avenue

Seating Elements

- Fixed seating on 41st Street at midblock and intersections

Gateway Elements

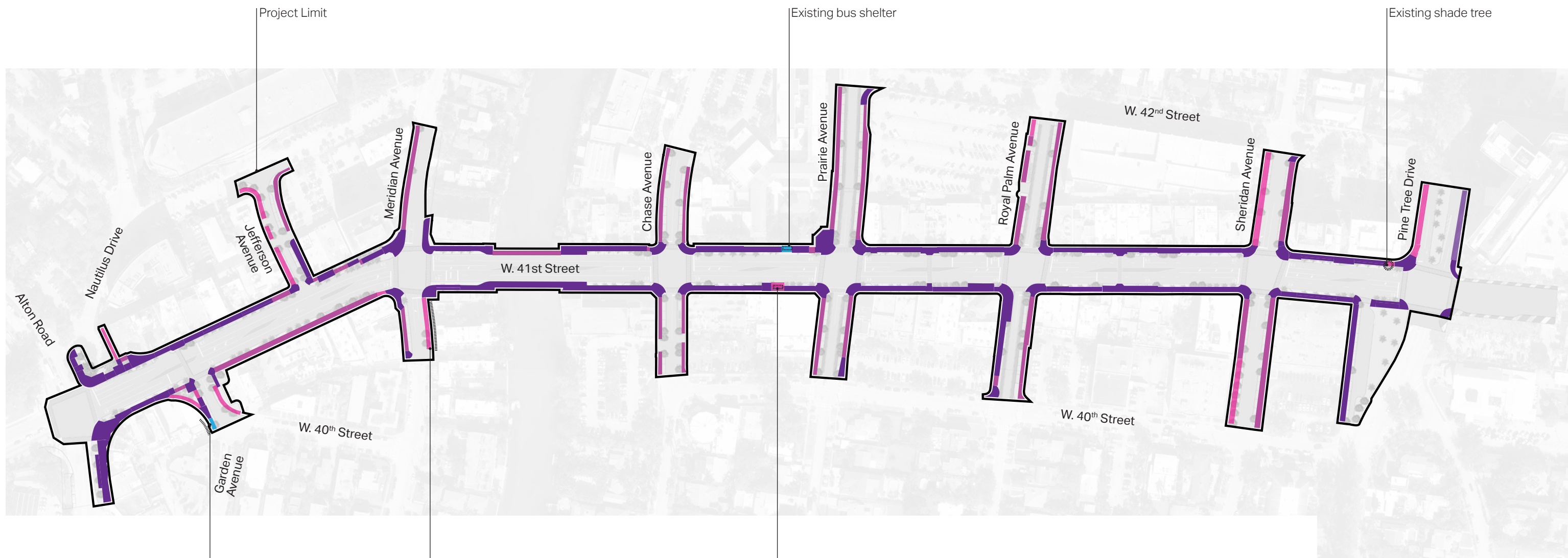
- Gateway feature at entrance of 41st Street district



Project Boundary: 41st Street + Side Streets



Conceptual Rendering: 41st Street



Constrained by existing building and insufficient setback

Limited width between face of curb and edge of residential properties

Existing bus shelter

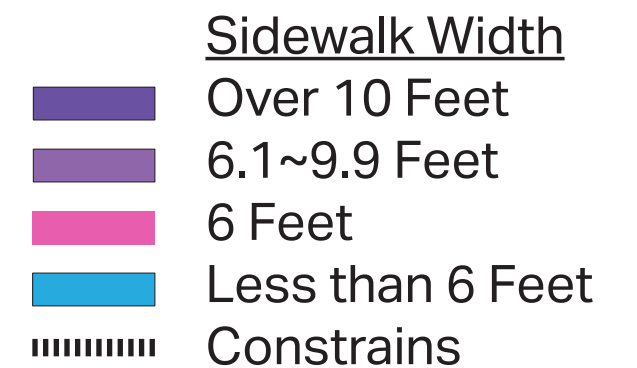
Sidewalk Width

- Over 10 Feet
- 6.1~9.9 Feet
- 6 Feet
- Less than 6 Feet
- Constrains



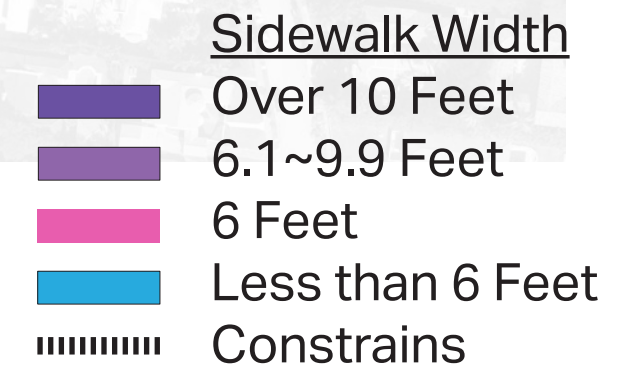
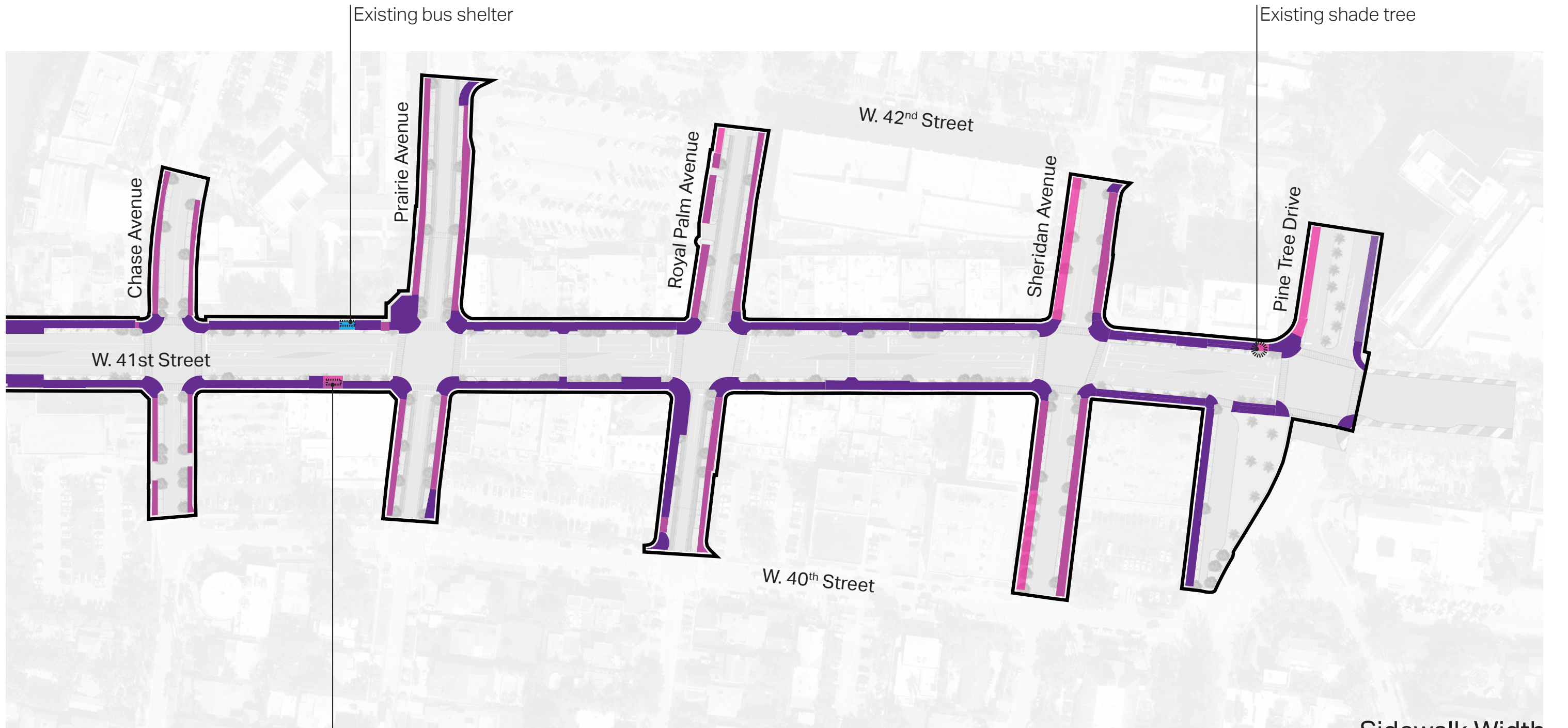
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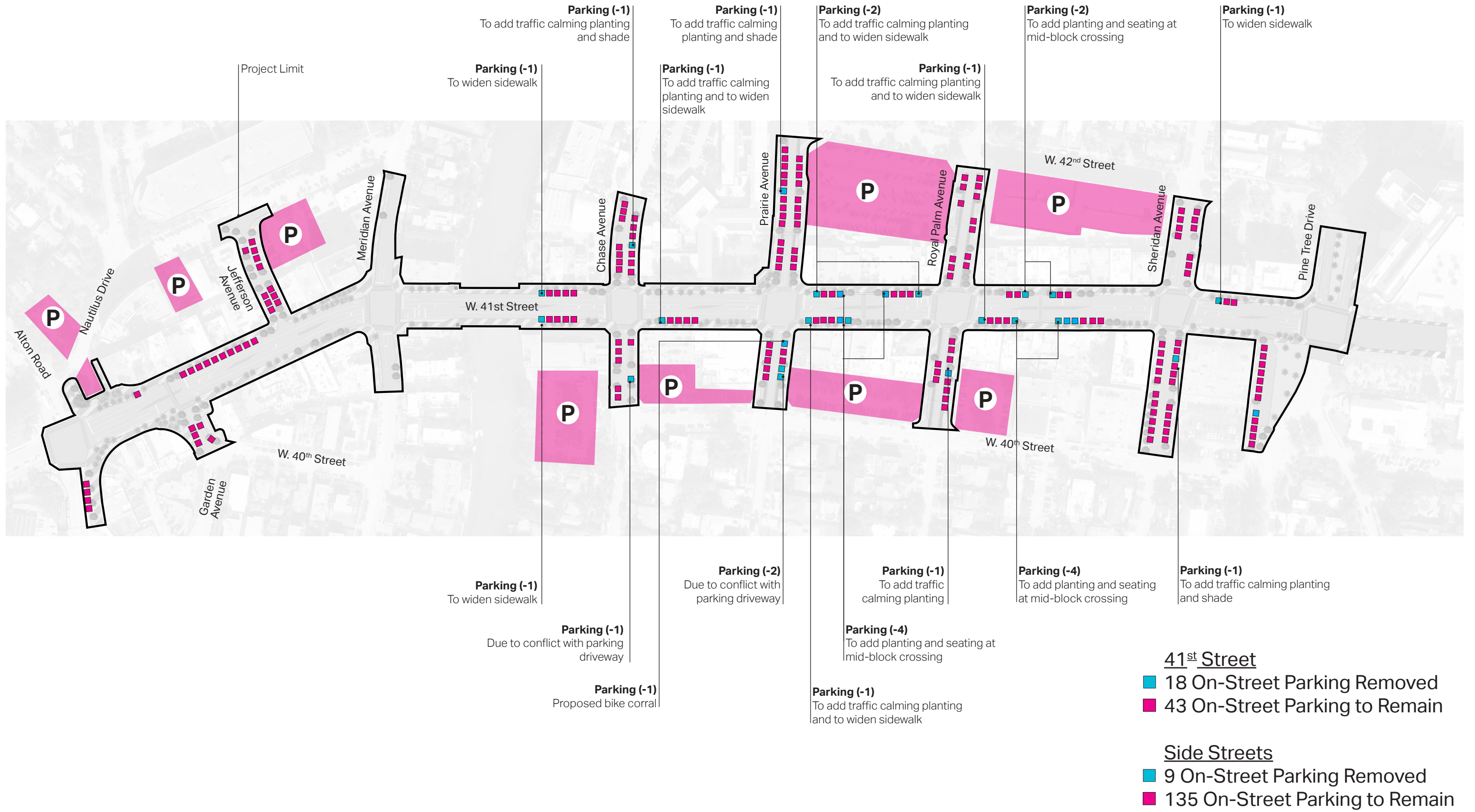
Sidewalk Widening Recommendations: West of Biscayne Waterway

Enlargement

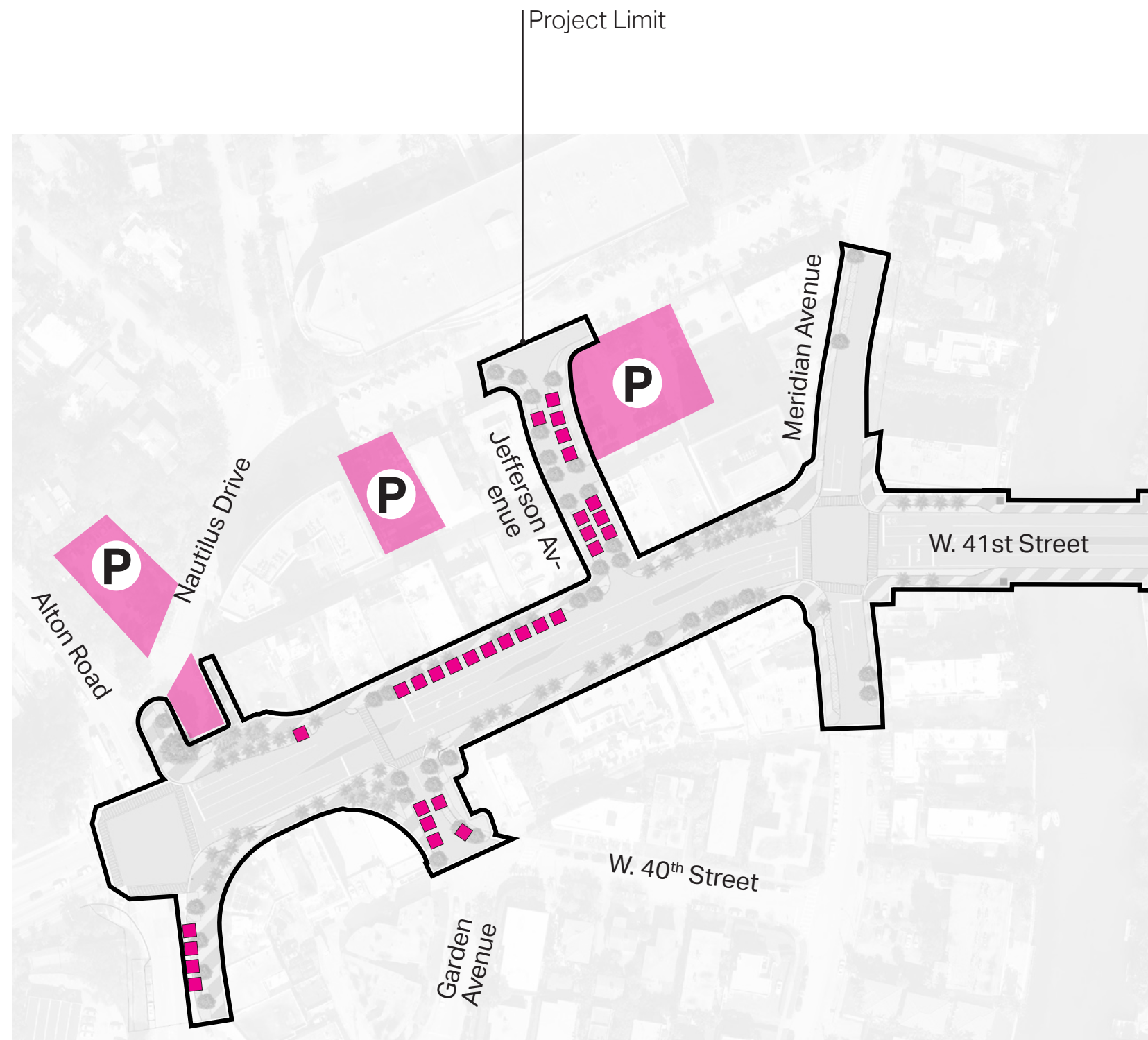


Sidewalk Widening Recommendations: East of Biscayne Waterway

Enlargement



On-Street Parking Remove and Remain Recommendations: Full Corridor



- 41st Street
- 18 On-Street Parking Removed
- 43 On-Street Parking to Remain

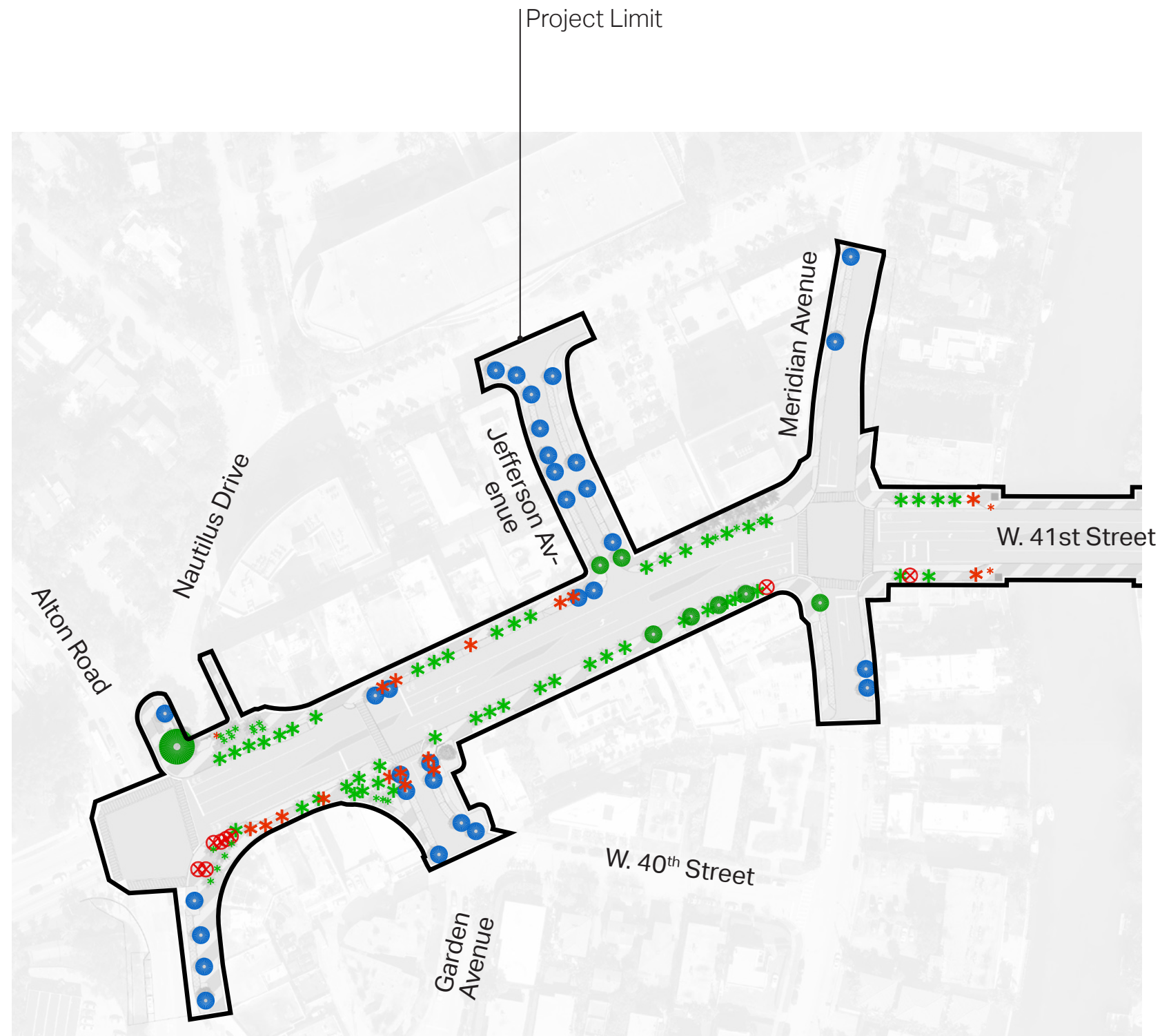
- Side Streets
- 9 On-Street Parking Removed
- 135 On-Street Parking to Remain

On-Street Parking Remove and Remain Recommendations: West of Biscayne Waterway



- 41st Street**
-  58 Royal Palms Removed
 -  146 Royal Palms to Remain
 -  18 Other Palms Removed
 -  29 Other Palms to Remain
 -  31 Trees Recommended for Removal
 -  28 Canopy Trees Added
- Side Streets**
-  4 Canopy Trees Removed
 -  26 Canopy Trees to Remain
 -  97 Canopy Trees Added

Trees to Remove and Remain Recommendations: Full Corridor



- 41st Street
- ✱ 58 Royal Palms Removed
- ✱ 146 Royal Palms to Remain
- ✱ 18 Other Palms Removed
- ✱ 29 Other Palms to Remain
- ✱ 31 Trees Recommended for Removal
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Trees to Remove and Remain Recommendations: West of Biscayne Waterway

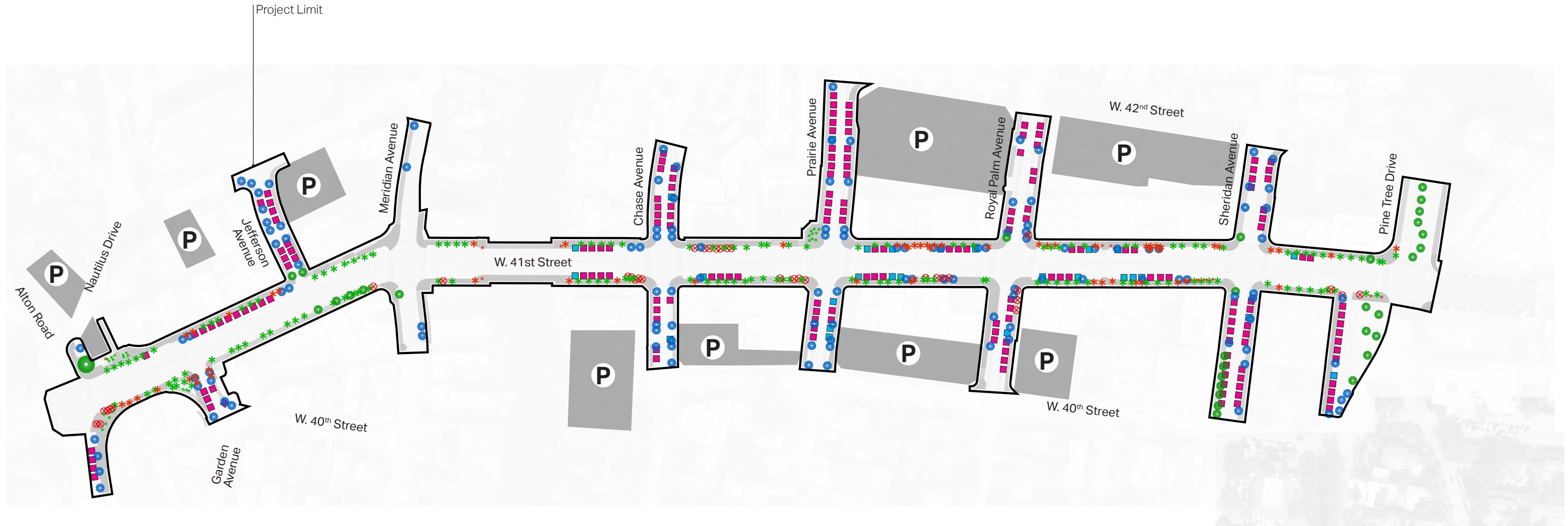
Enlargement
















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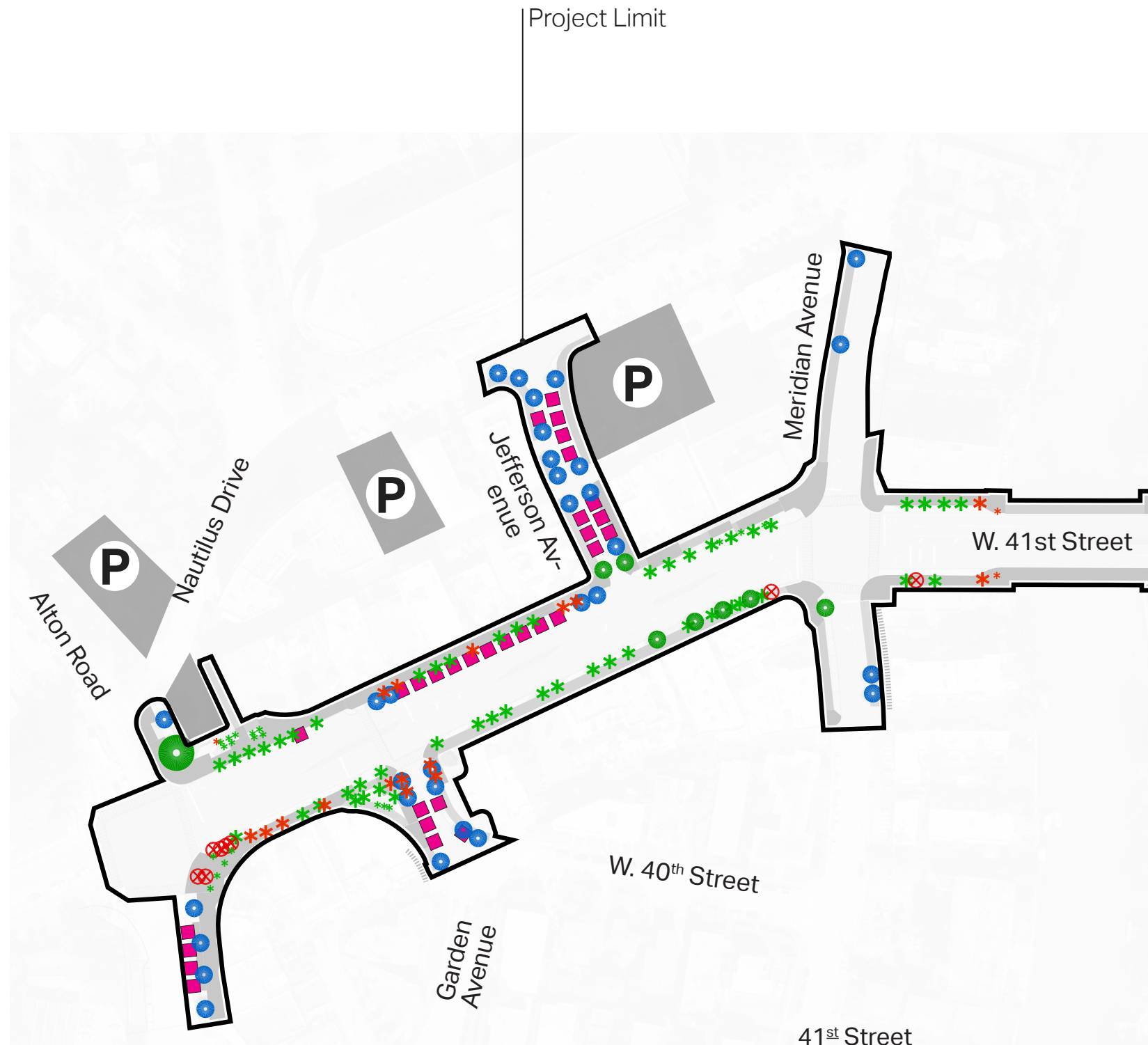
Trees to Remove and Remain Recommendations: East of Biscayne Waterway

Enlargement



		41st Street	
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	135 On-Street Parking to Remain		

Parking and Trees to Remove and Remain Recommendations: Full Corridor



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Parking and Trees to Remove and Remain Recommendations: West of Biscayne Waterway

Enlargement



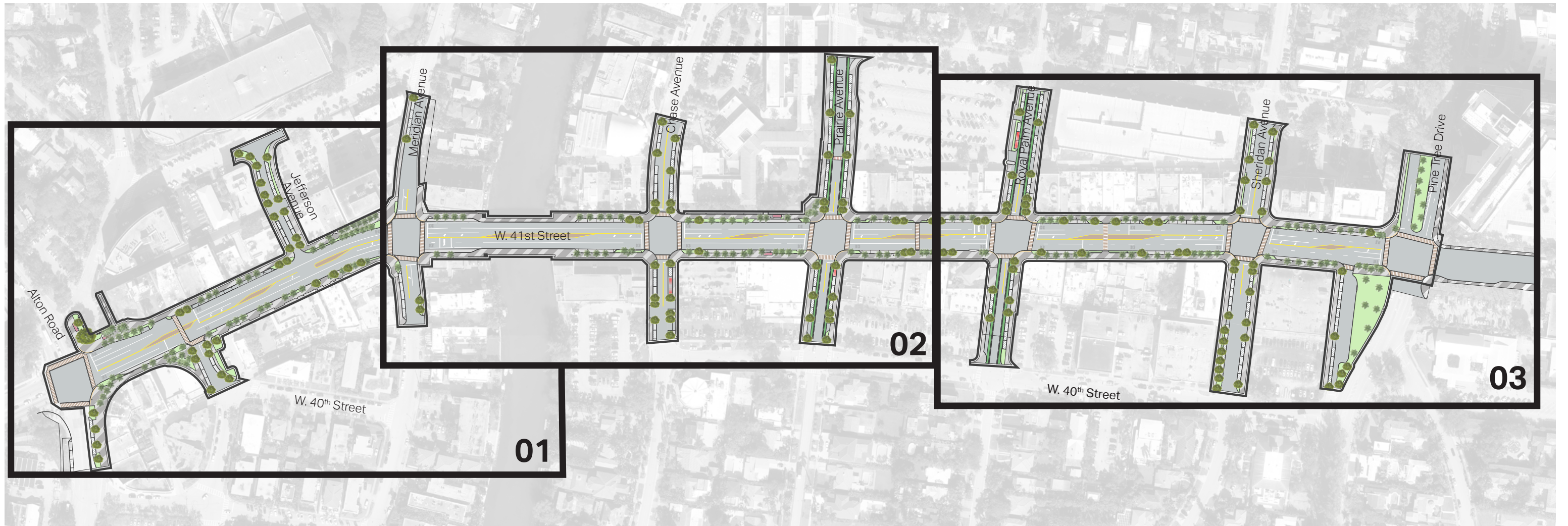


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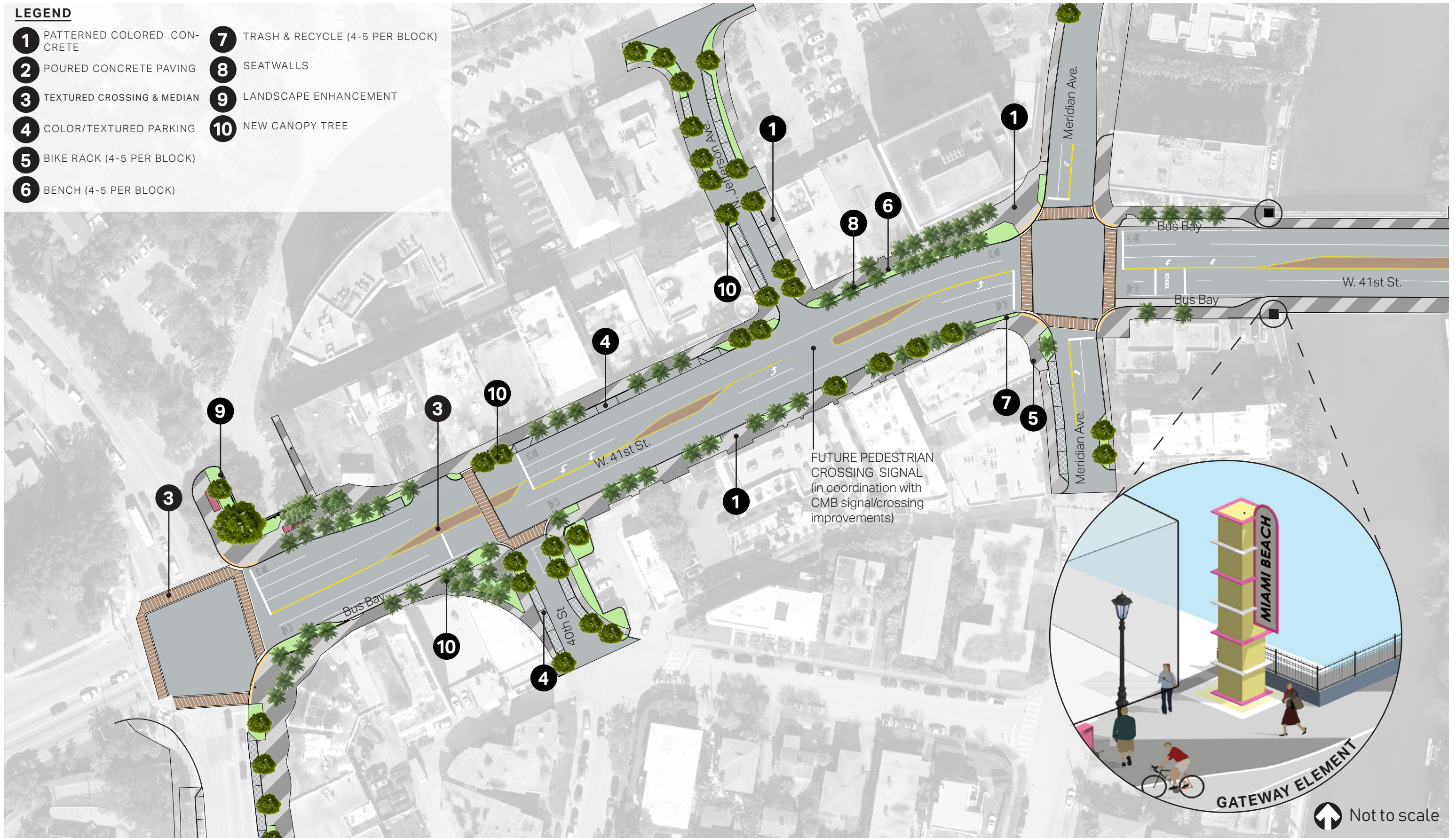
Parking and Trees to Remove and Remain Recommendations: East of Biscayne Waterway

Enlargement

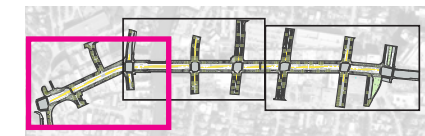


LEGEND

- 1** PATTERNED COLORED CONCRETE
- 2** POURED CONCRETE PAVING
- 3** TEXTURED CROSSING & MEDIAN
- 4** COLOR/TEXTURED PARKING
- 5** BIKE RACK (4-5 PER BLOCK)
- 6** BENCH (4-5 PER BLOCK)
- 7** TRASH & RECYCLE (4-5 PER BLOCK)
- 8** SEATWALLS
- 9** LANDSCAPE ENHANCEMENT
- 10** NEW CANOPY TREE

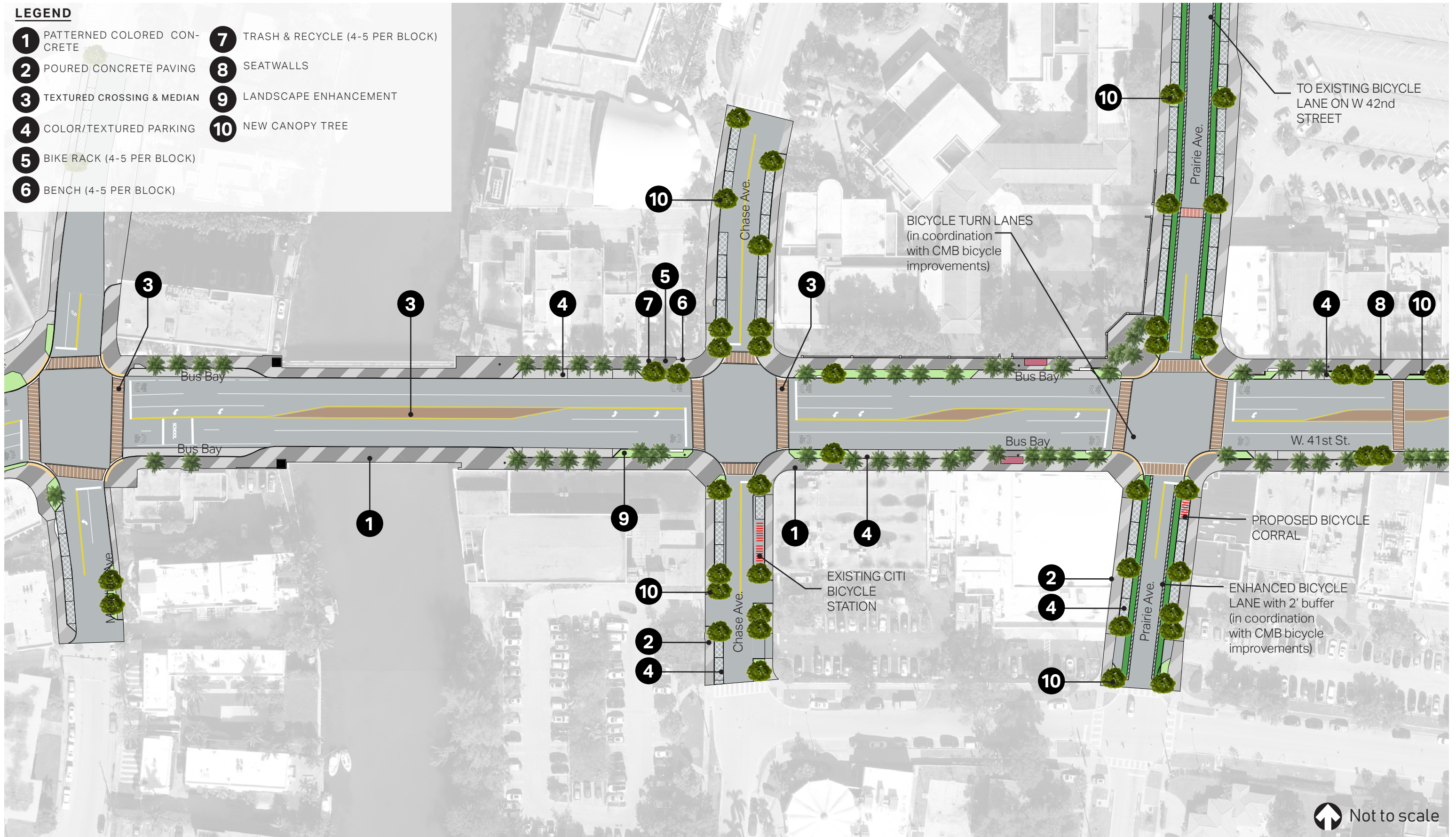


Illustrative Plan: Segment 1 from Alton Rd to Jefferson Ave

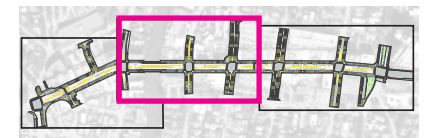


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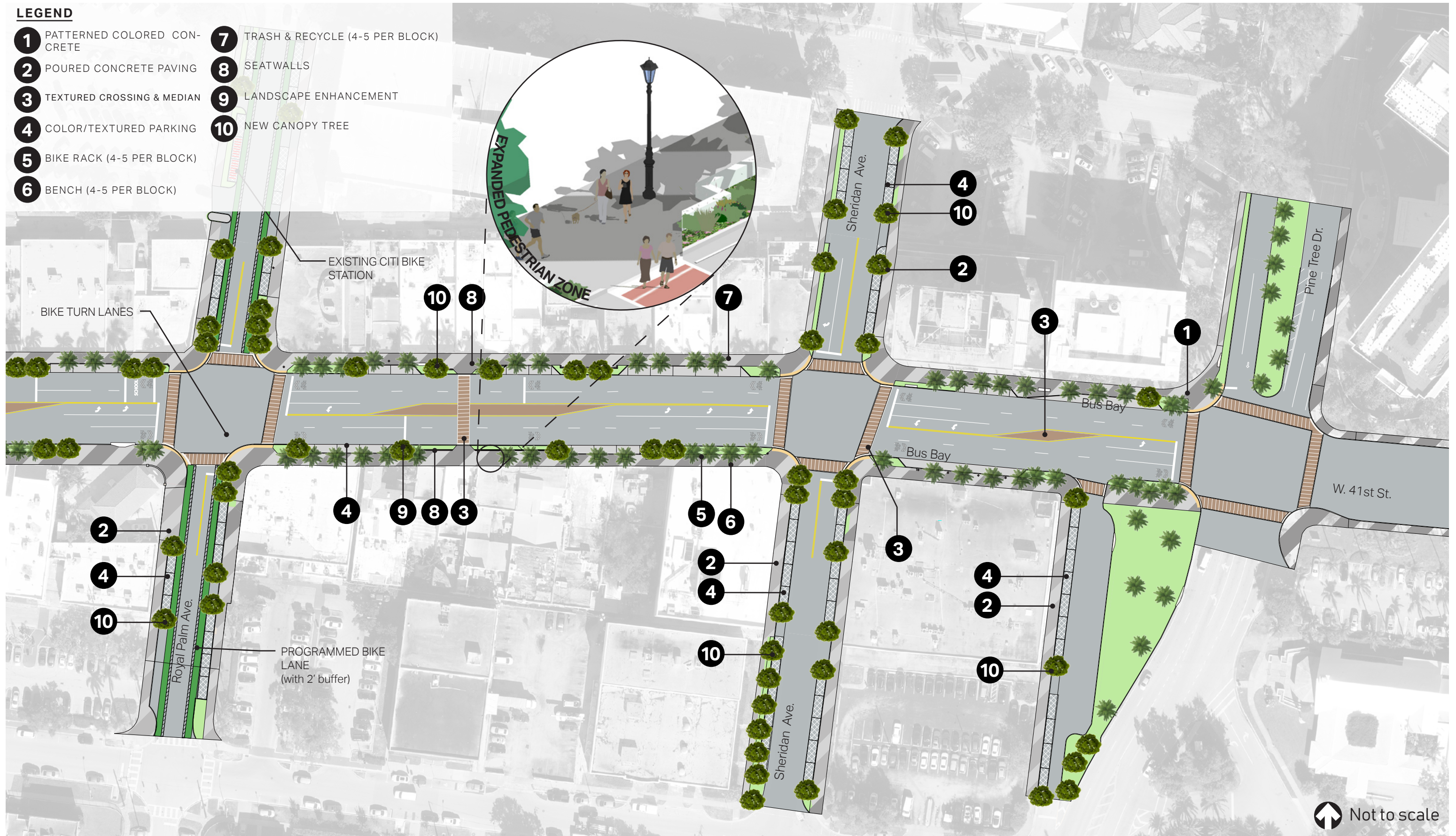


Illustrative Plan: Segment 2 from Meridian Ave to Prairie Ave

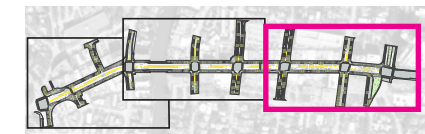


LEGEND

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- 6** BENCH (4-5 PER BLOCK)
- 7** TRASH & RECYCLE (4-5 PER BLOCK)
- 8** SEATWALLS
- 9** LANDSCAPE ENHANCEMENT
- 10** NEW CANOPY TREE



Illustrative Plan: Segment 3 from Royal Palm Ave to Pine Tree Dr



HARDSCAPE



FURNISHINGS

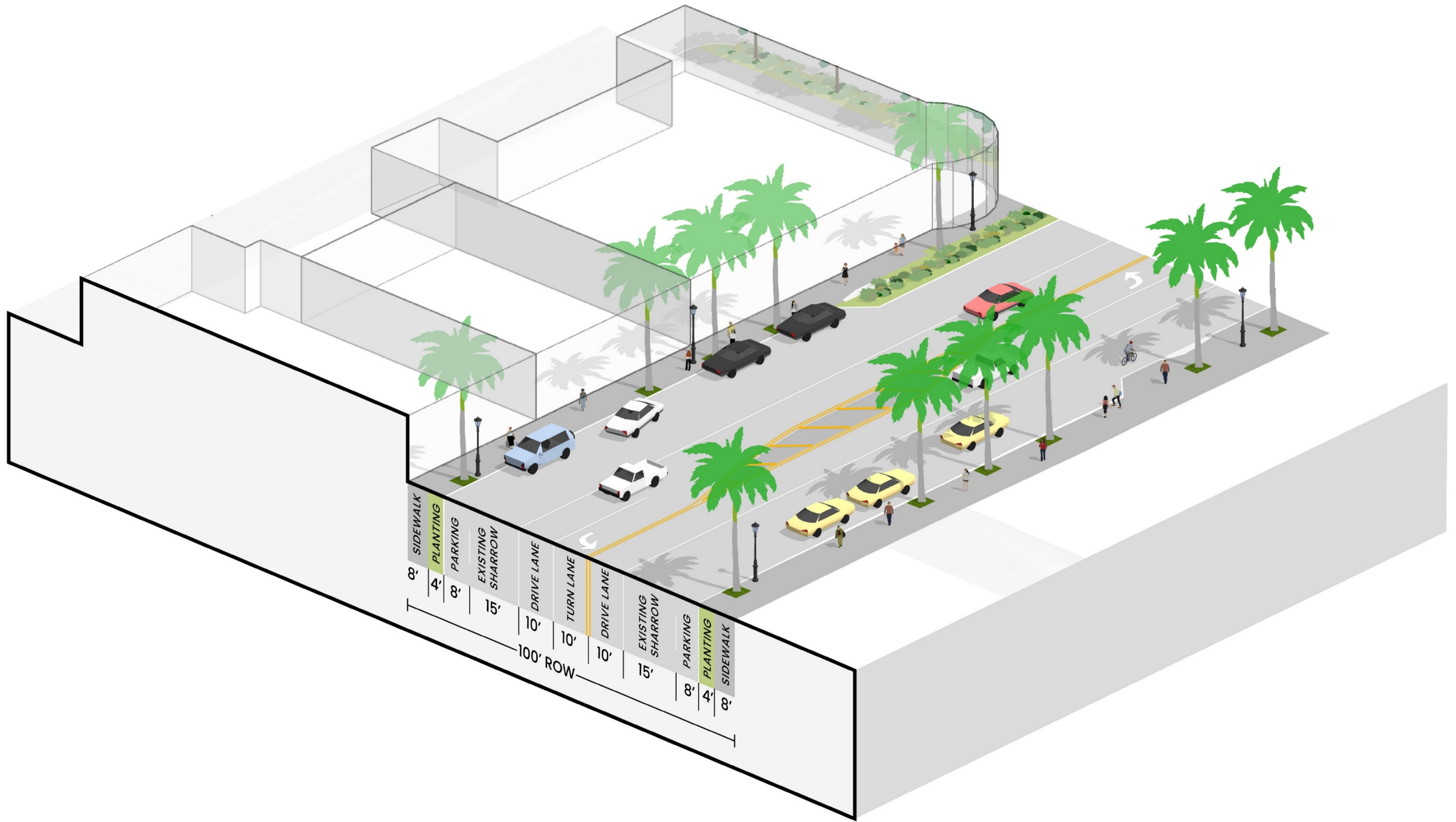


INTEGRATED WALLS

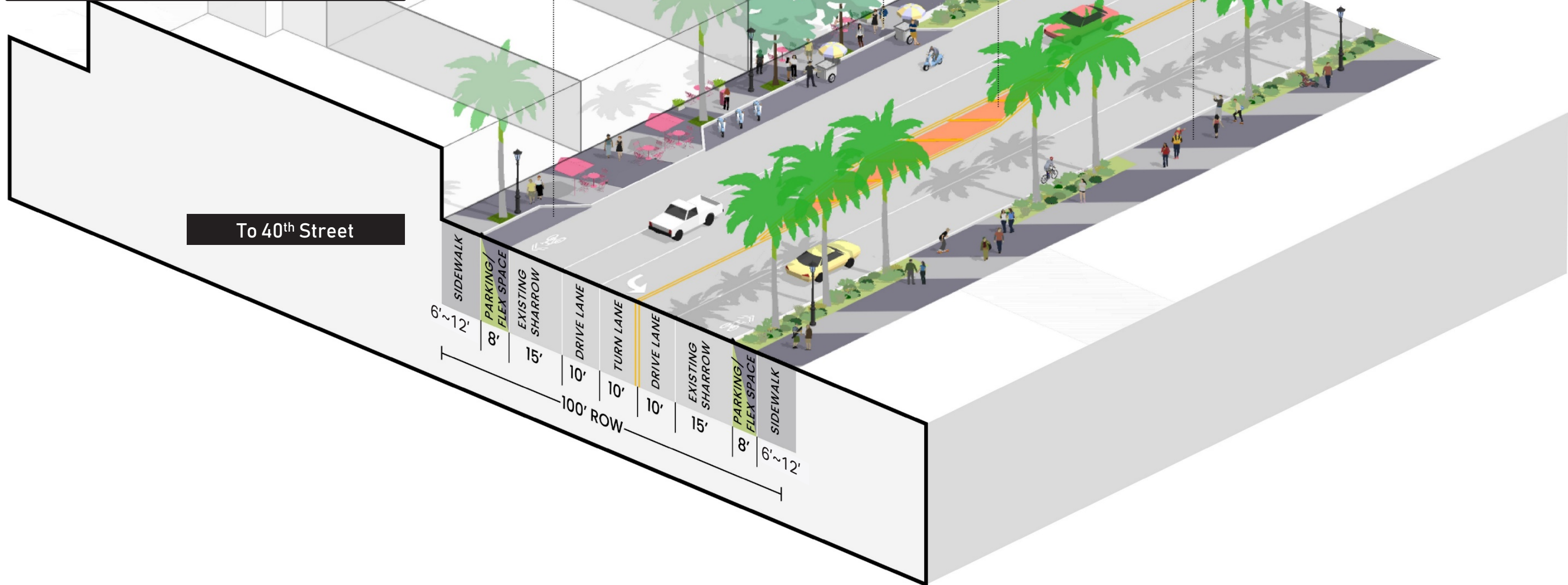
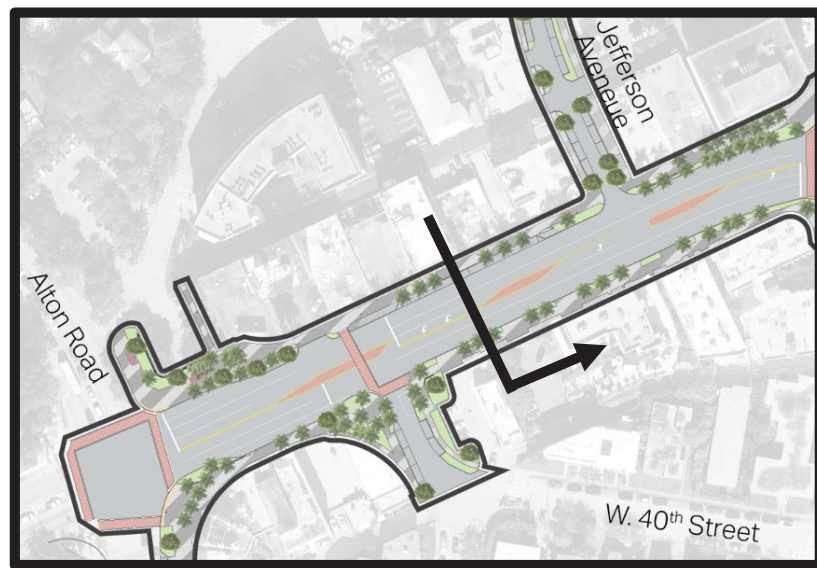


SOFTSCAPE

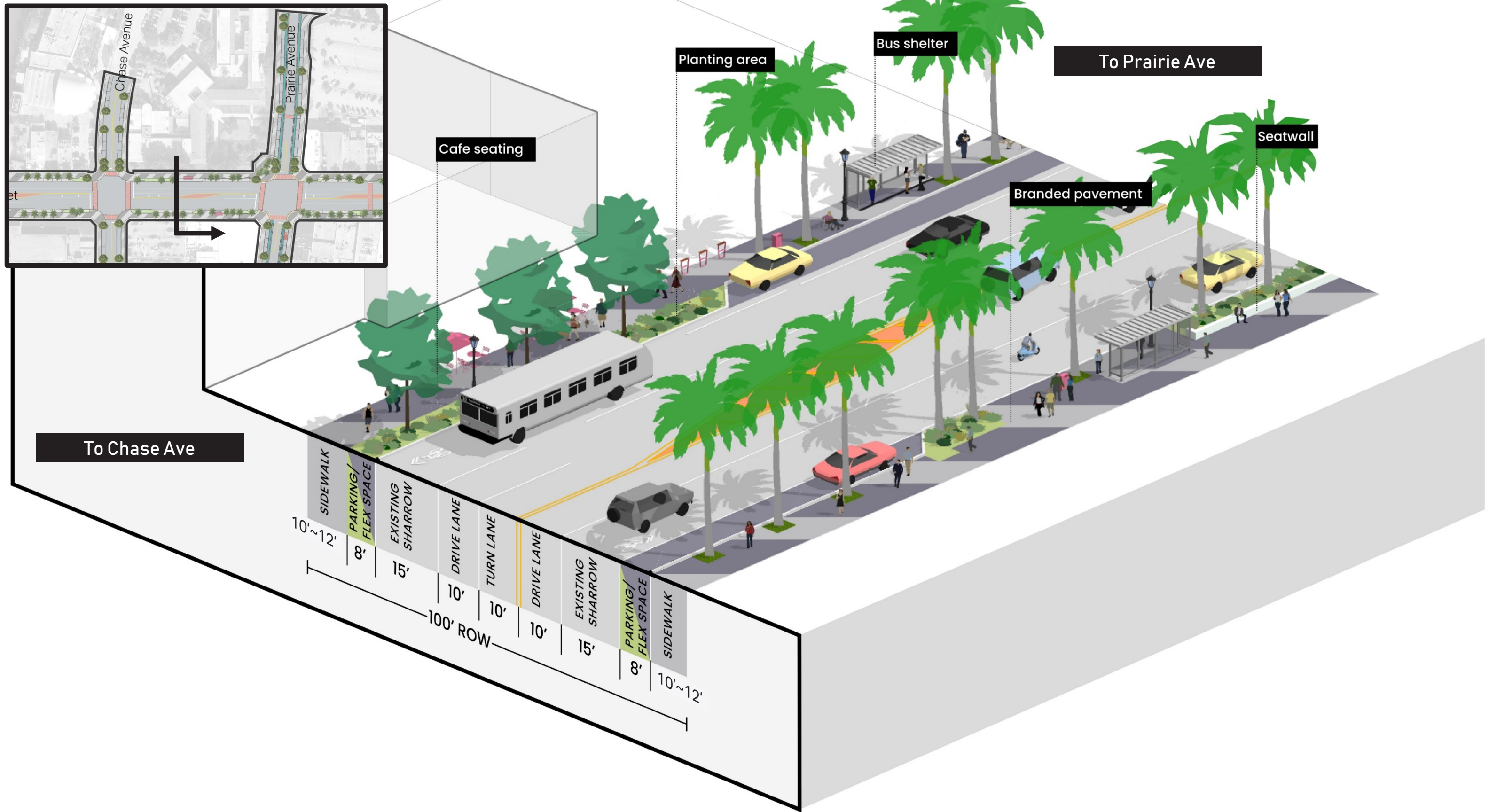




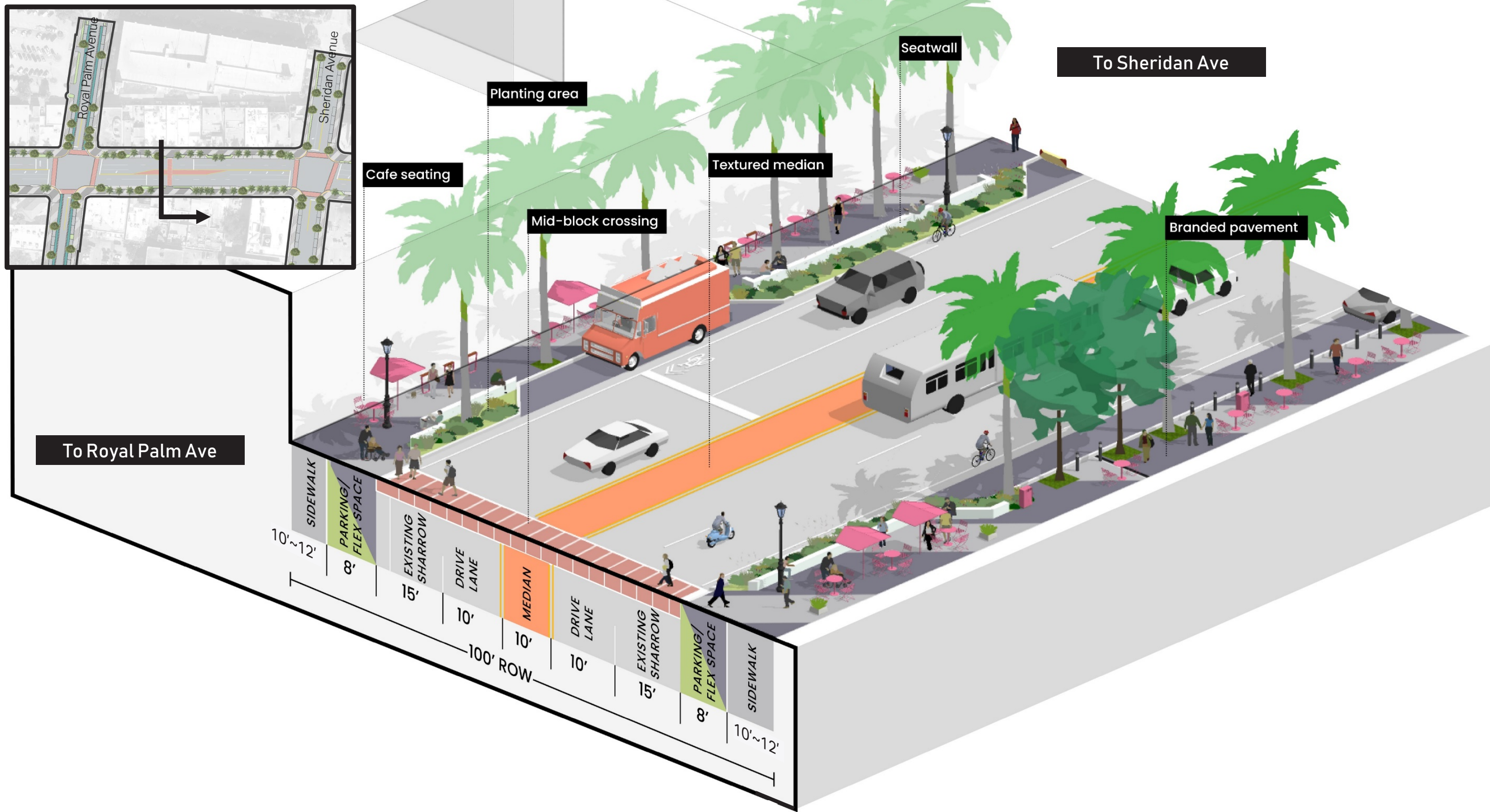
Existing Typical Section: 41st Street



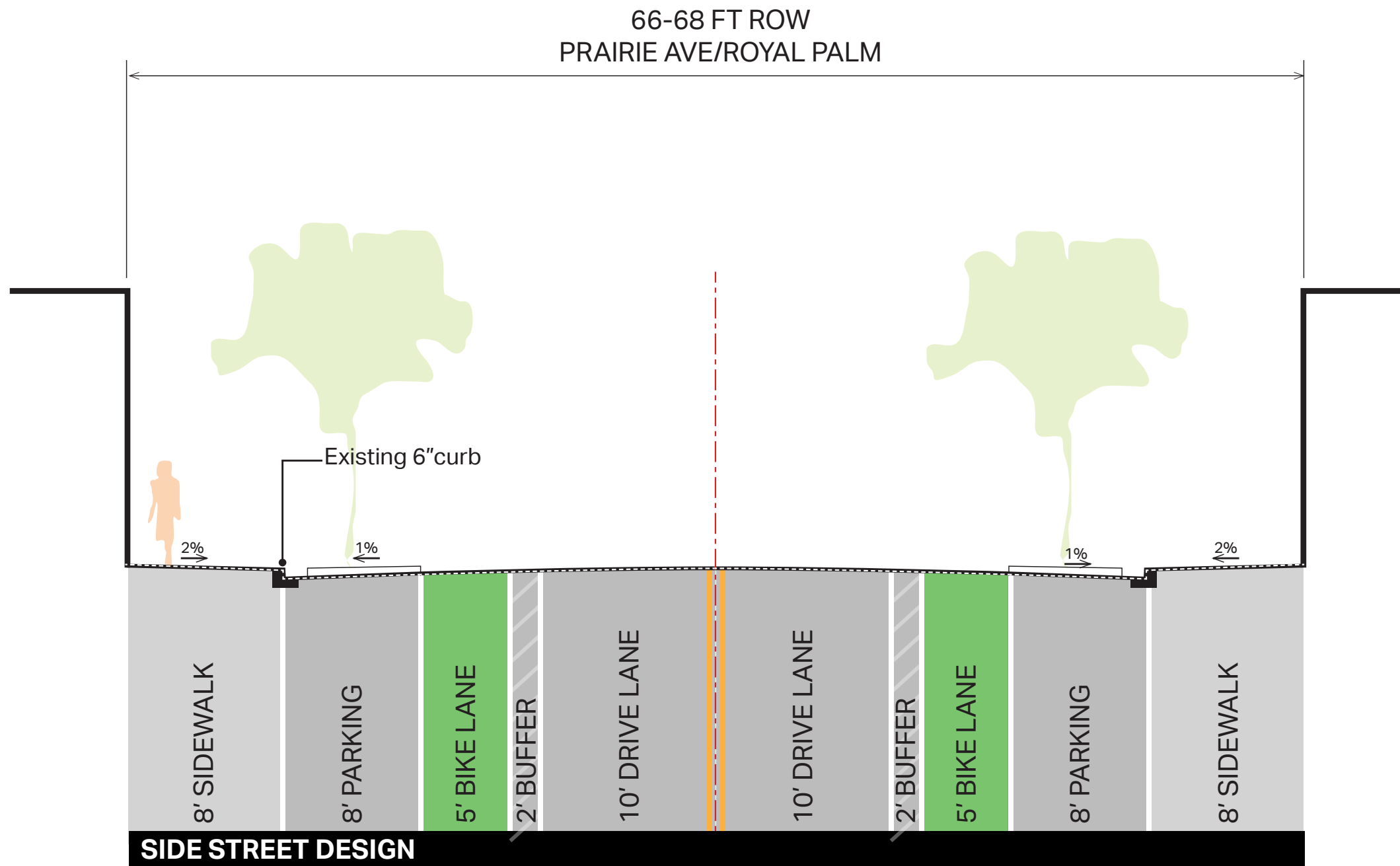
Conceptual Section 1: 41st Street between 40th + N. Jefferson



Conceptual Section 2: 41st Street between Chase + Prairie Ave



Conceptual Section 3: 41st Street between Royal Palm + Sheridan Ave



**CASE STUDY:
CASTRO STREET, MOUNTAIN VIEW, CA**

What this is

Conceptual Design

Analysis of AltaGehl
vision plan

Analysis of existing plans and
FDOT guidelines

Two conceptual design schemes
created

Committee review and Public
outreach including preference
survey

One hybrid conceptual design

What comes next

Design Development

Block-by-block design analysis

Parking analysis outcomes

Arborist evaluation of tree conditions

Bicycle infrastructure coordination

Design Review Board

Committee + City review of design development plan

Detailed design development for use in construction

Review Existing
Plans + Project
Feasibility


Conduct Stakeholder
Interviews and
Lead Outreach

Develop Schematic
Streetscape Design

Conduct Stakeholder Engagement:
Blue Ribbon Committee, G.O. Bond Committee, and Public Meeting

Final Design Development +
Final Presentations with Neighborhoods + Quality of Life Committee and Commission Meeting

WE ARE
HERE



FLY- THROUGH
