



GO#40: 41 STREET CORRIDOR

YOUR VOICE, IN ACTION!

GO#40: 41 STREET CORRIDOR

**Commission Meeting
January 13, 2021**



GO#40: 41 STREET CORRIDOR

YOUR VOICE, IN ACTION!

BUDGET

DESIGN

COMPROMISE



GO#40: 41 STREET CORRIDOR

YOUR VOICE, IN ACTION!

Today's Request from the Administration:

- Approval of the concept being presented;
- Authorization to issue an RFQ for the selection of a firm to advance the project to its next phase of design.



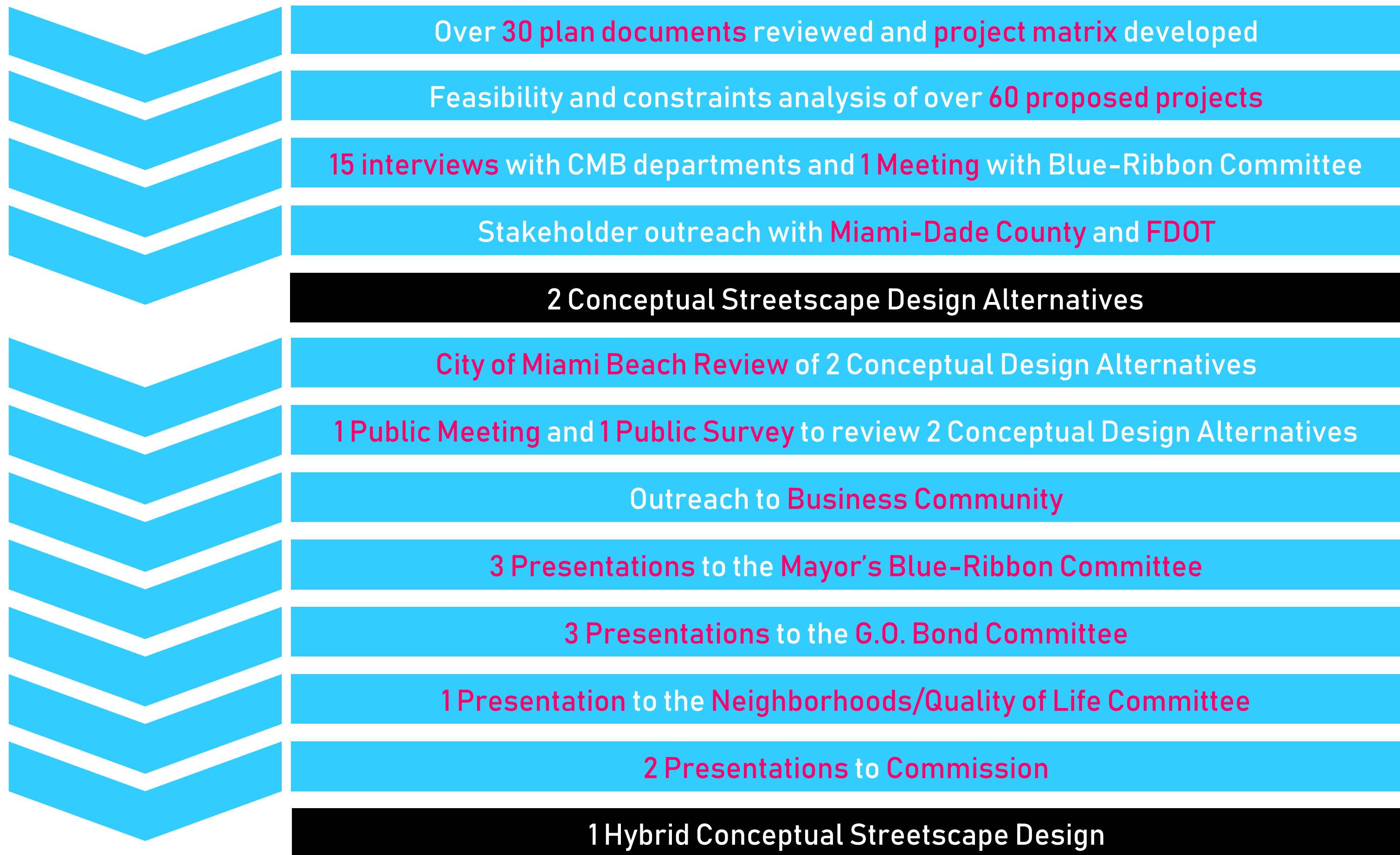
41ST STREET CORRIDOR: Conceptual Streetscape Design

Commission Meeting
January 13, 2021

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.





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

Resiliency/ Sustainability: Identify best practices and review feasible improvements

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

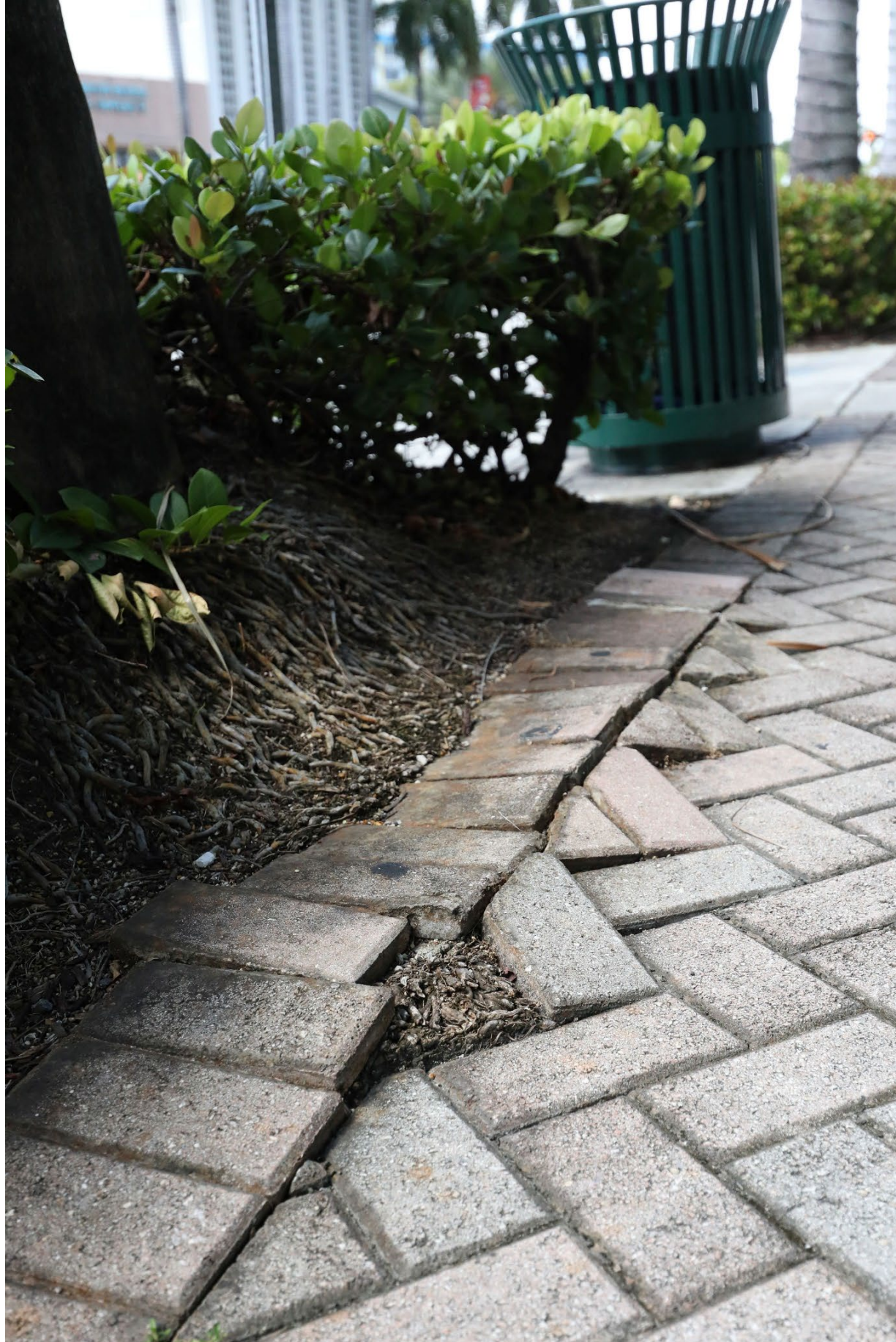
Royal Palms: Consider cost of removal and compliance with Forestry Master Plan

Maintenance: Consider cost of sidewalk/ crossing improvements

15M total G.O. Bond Budget



Existing Conditions: Pedestrian Conflicts



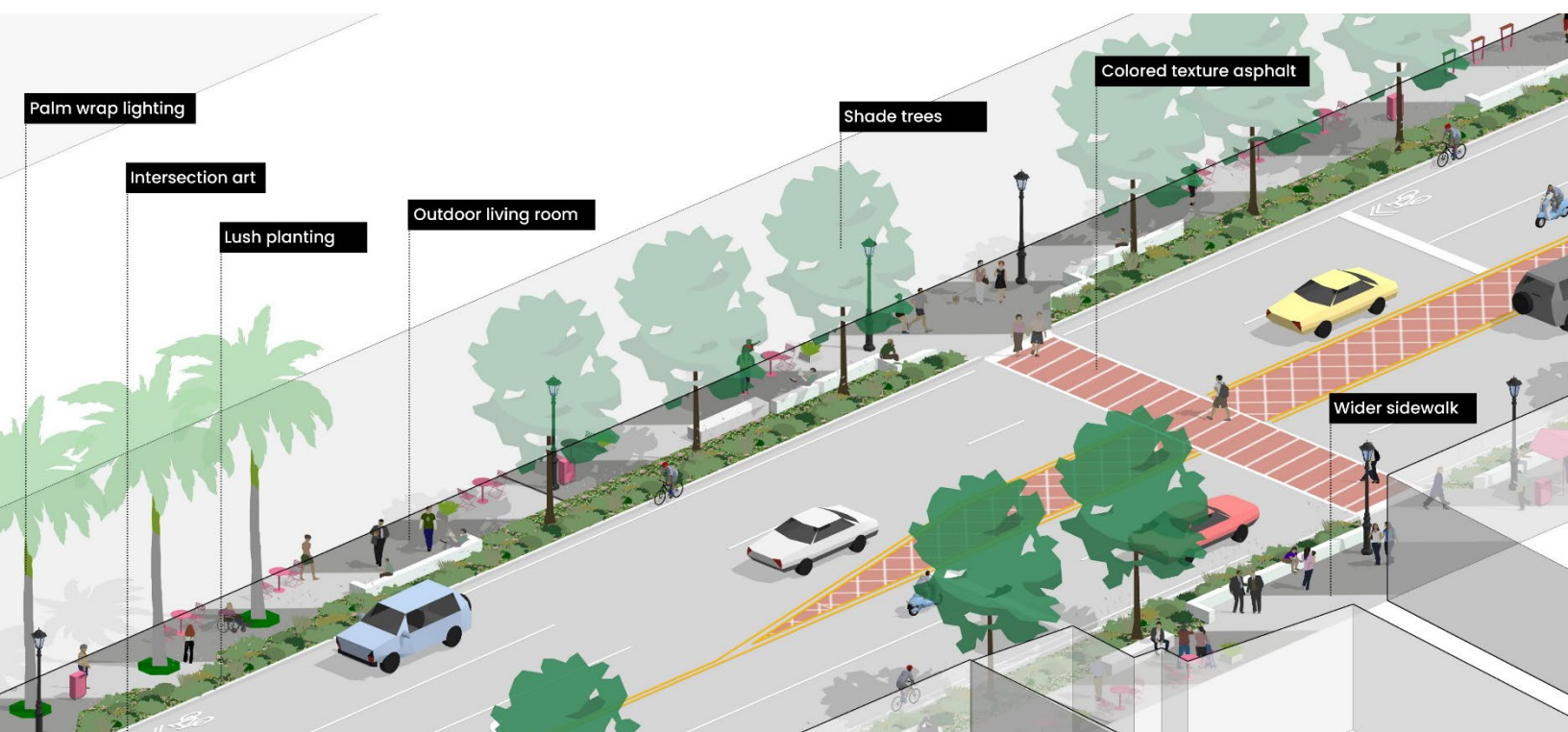
Existing Conditions: Landscape Conflicts



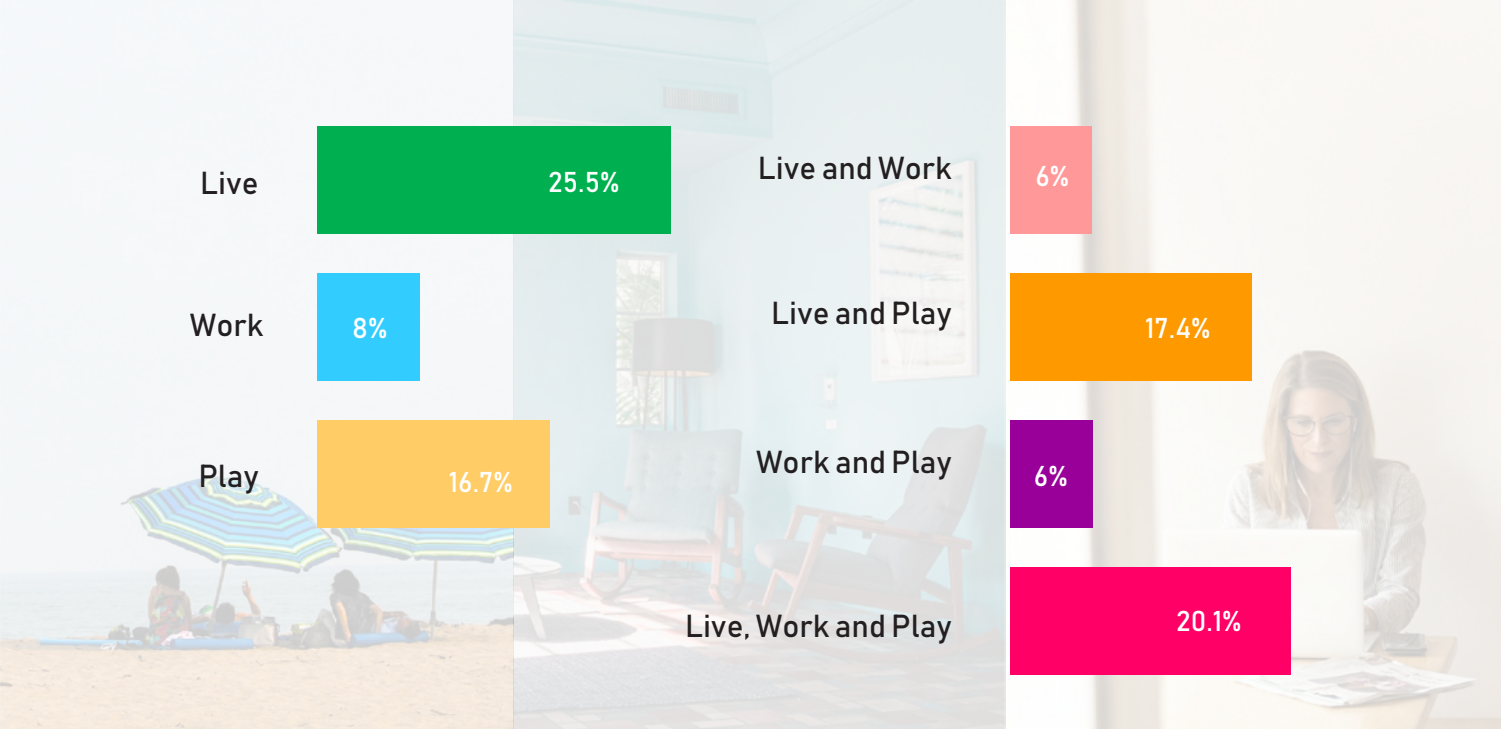
Existing Conditions: Narrow Sidewalks



Existing Conditions: Heat Index

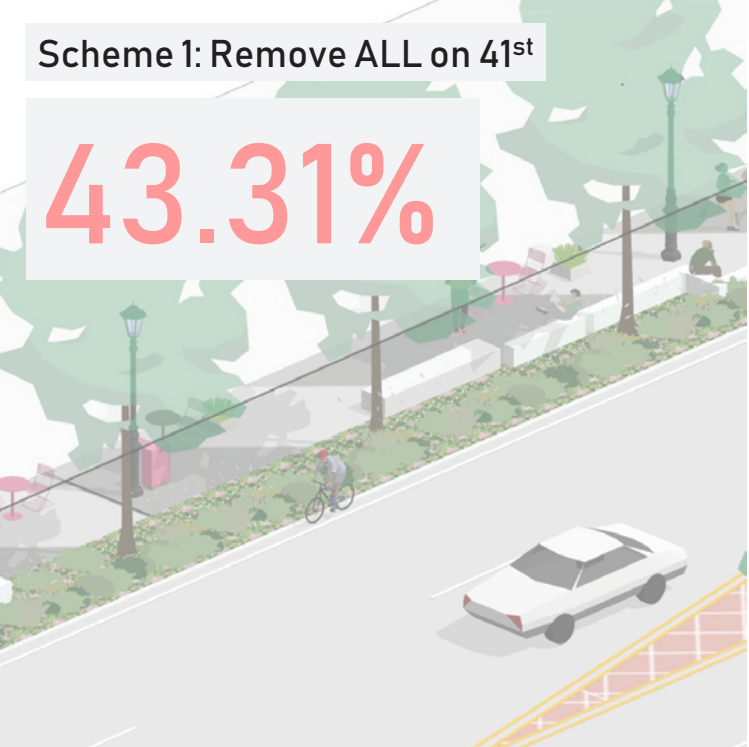


Conceptual Design: Alternatives Developed



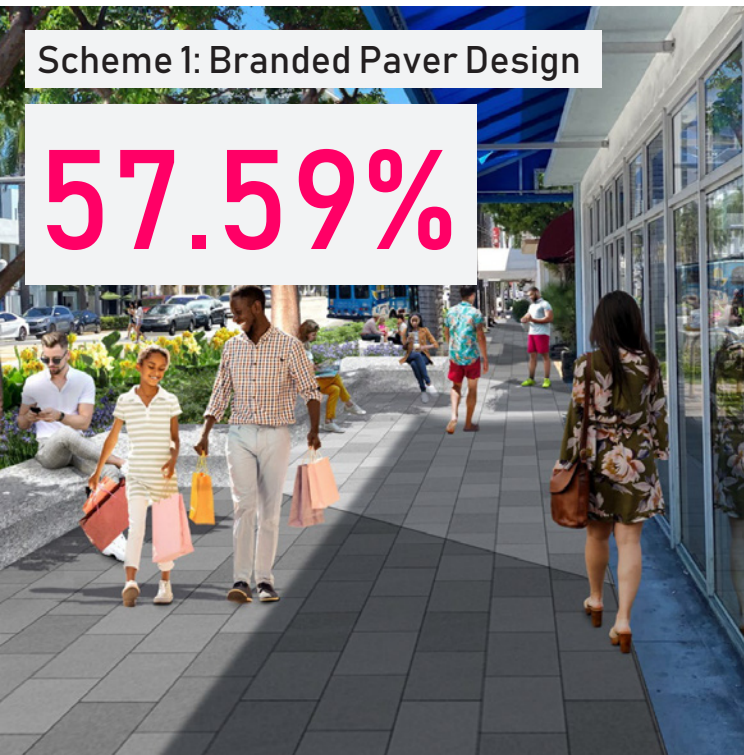
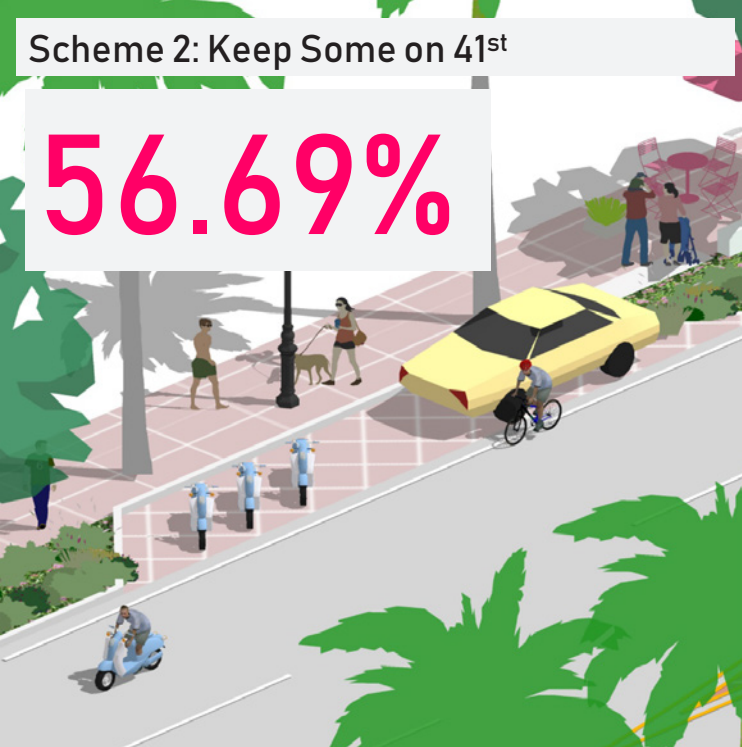
Do you _____ in the 41st Street neighborhood?

Answered: 149 Skipped: 10



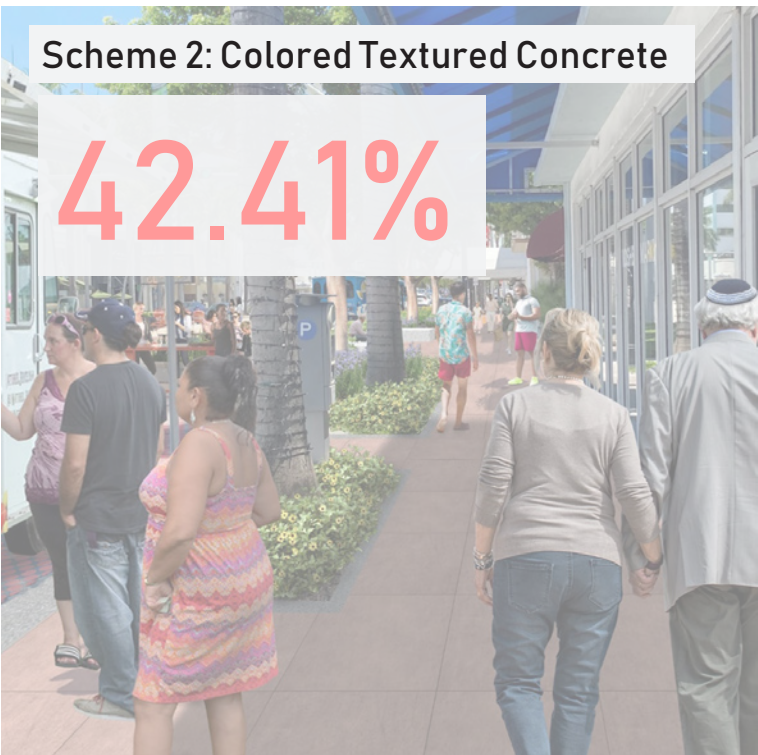
Which On-Street PARKING option do you prefer?

Answered: 157 Skipped: 2



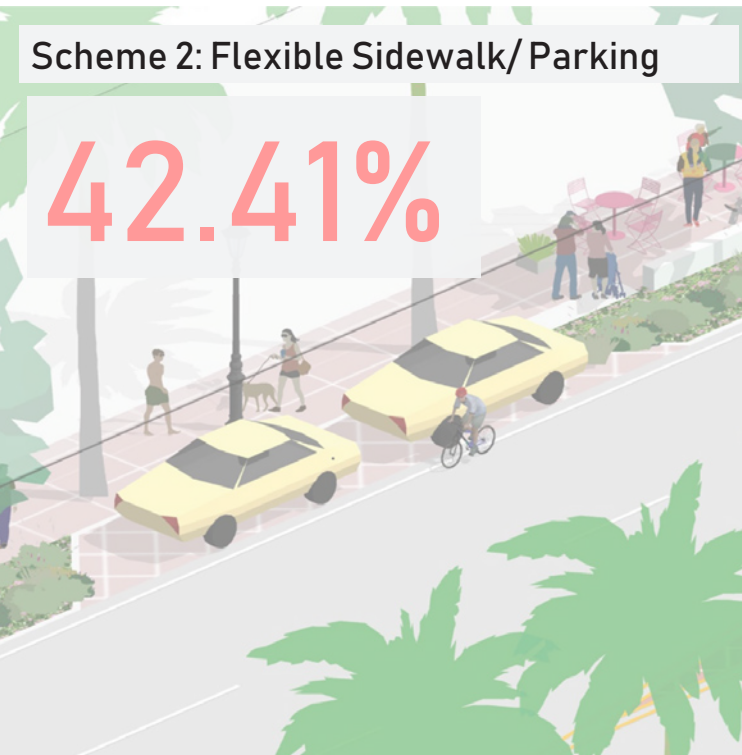
Which sidewalk MATERIAL option do you prefer?

Answered: 158 Skipped: 1



Which SIDEWALK option do you prefer?

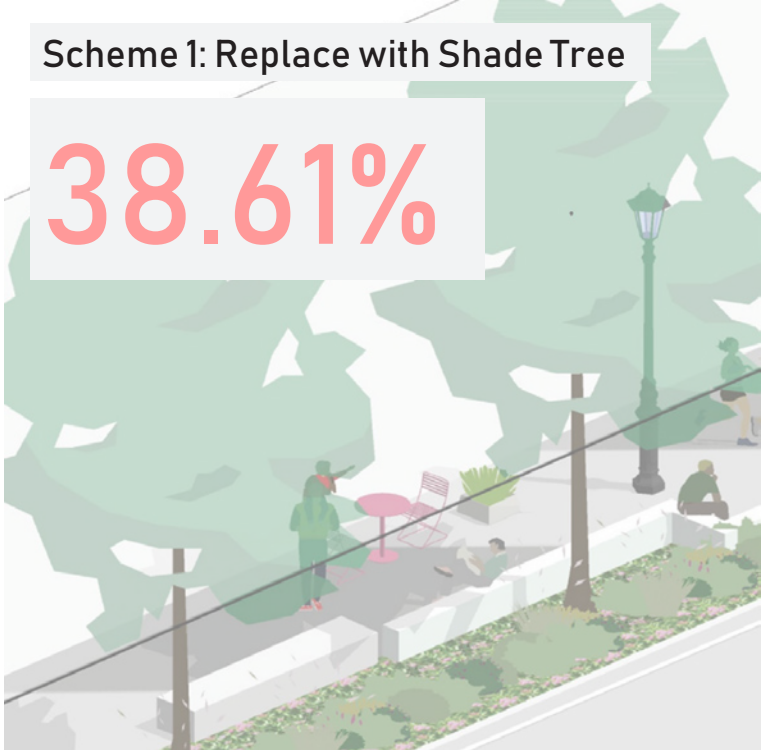
Answered: 158 Skipped: 1



159 Total Responses

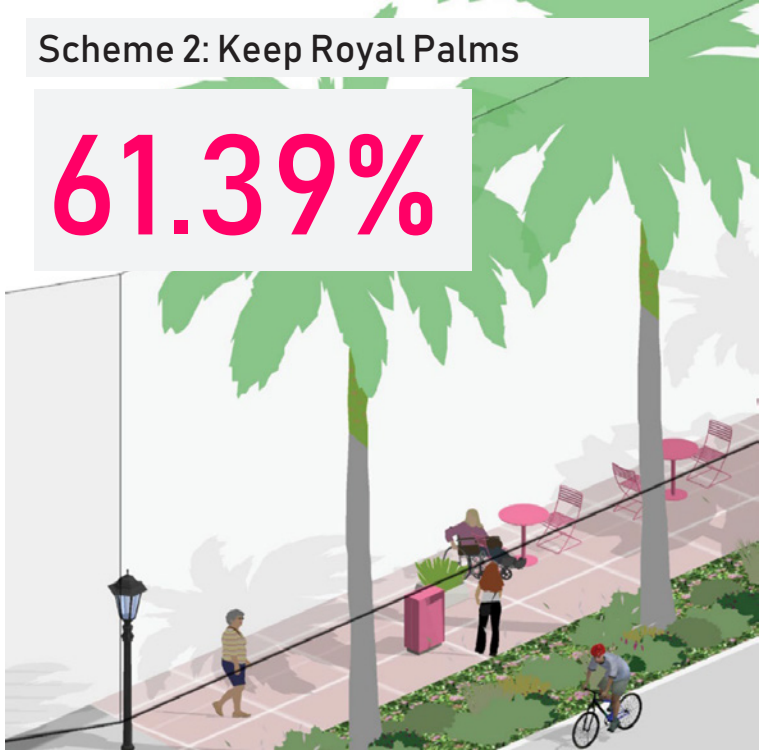
Scheme 1: Replace with Shade Tree

38.61%



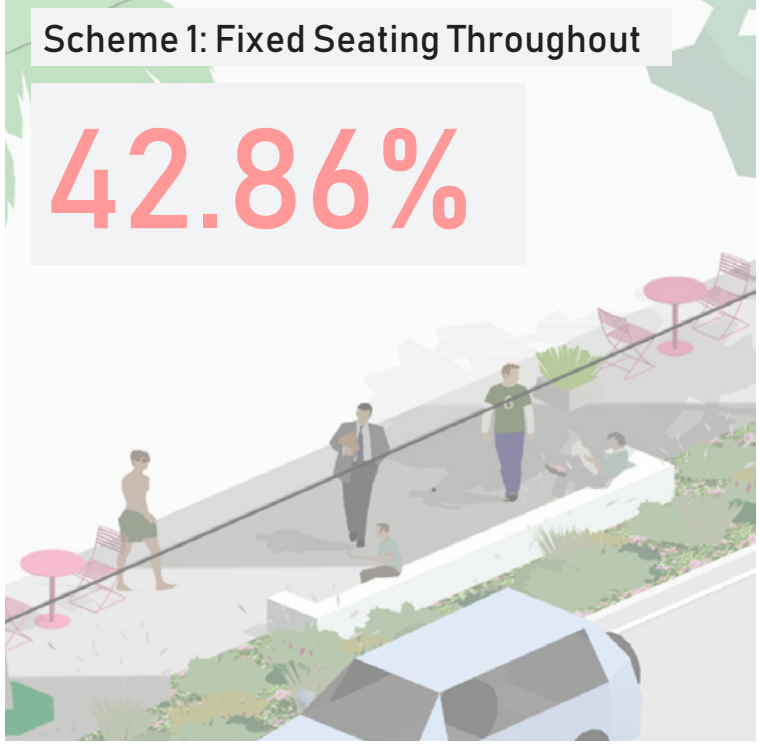
Scheme 2: Keep Royal Palms

61.39%



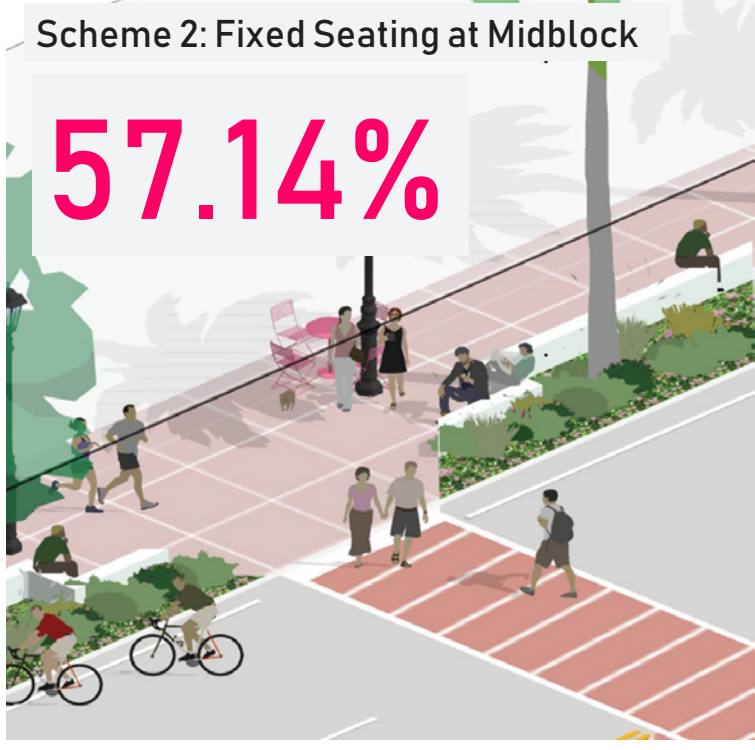
Scheme 1: Fixed Seating Throughout

42.86%



Scheme 2: Fixed Seating at Midblock

57.14%

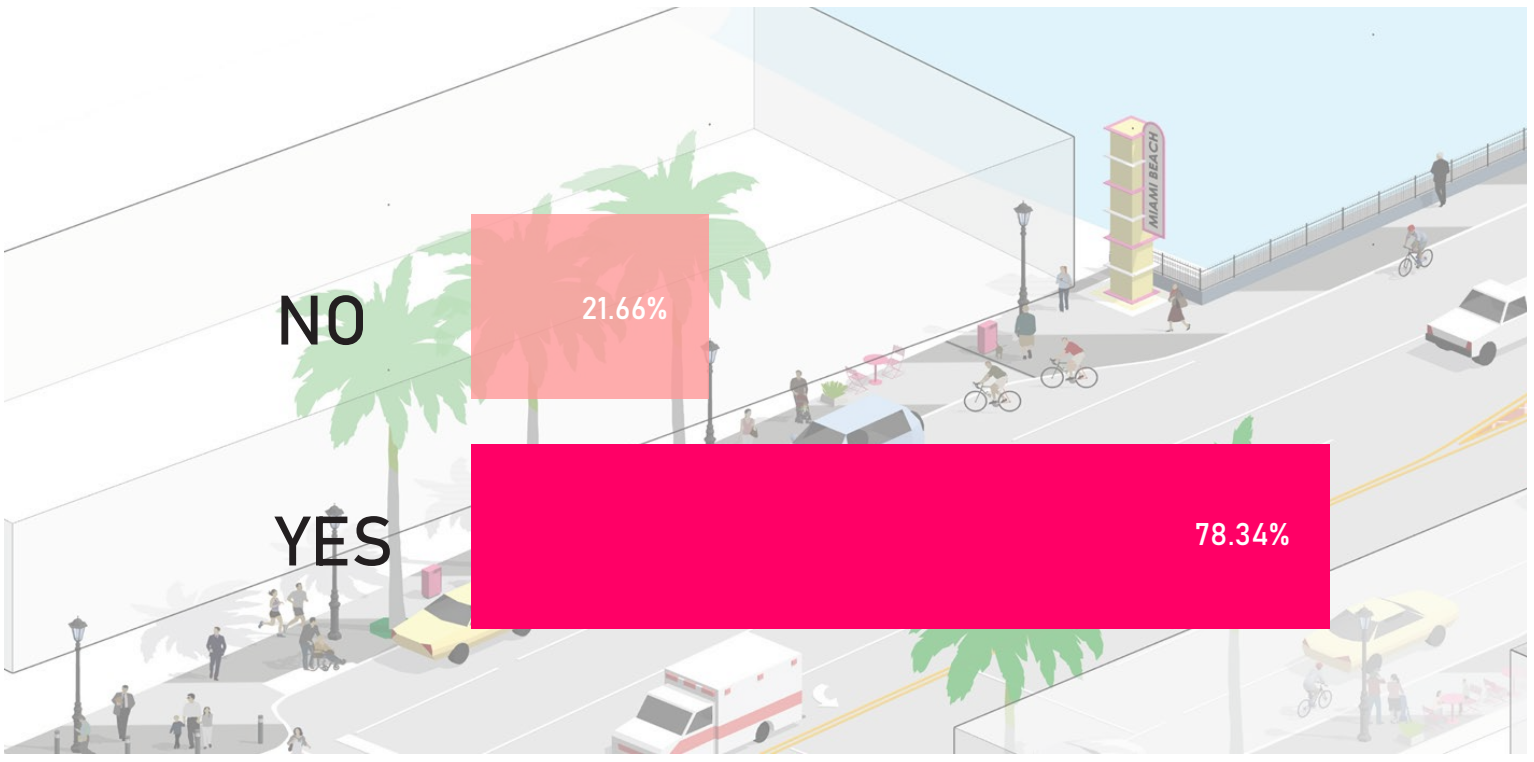


Which SHADE option do you prefer?

Answered: 158 Skipped: 1

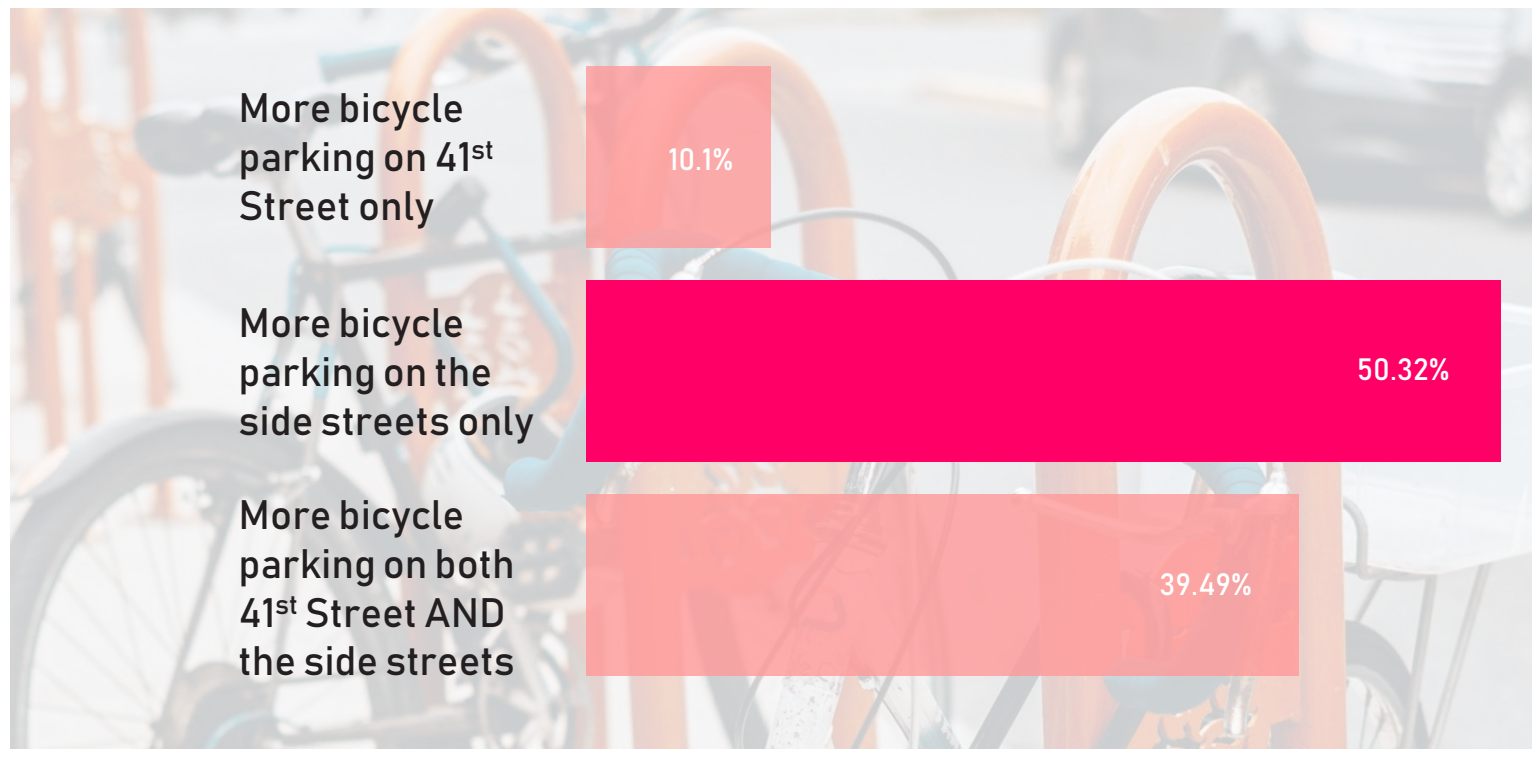
Which SEATING option do you prefer?

Answered: 154 Skipped: 5



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

Answered: 157 Skipped: 2



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

Answered: 157 Skipped: 2

159 Total Responses



Which streetscape scheme is your preference overall?

159 Total Responses

41st Street: Conceptual Streetscape Design Preference Survey

A light gray architectural sketch of a modern building with large windows and people walking in front of it. The sketch is done in a loose, expressive style with visible lines and shading. The building has a grid-like structure with large rectangular windows. Several stylized human figures are walking on the sidewalk in front of the building. The overall tone is artistic and conceptual.

Conceptual Design



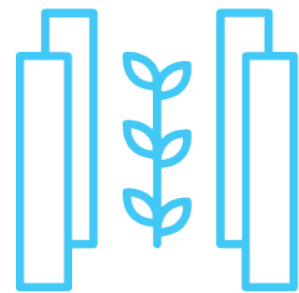
SAFETY + SECURITY

- Improved crossing
- Pedestrian buffers



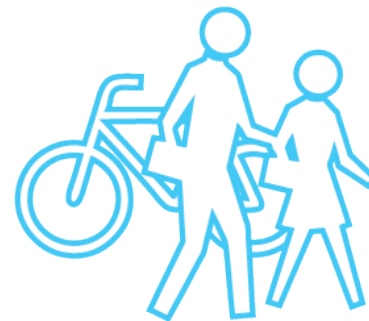
QUALITY OF LIFE

- Improved shade cover
- Seating
- Public art



GREEN INFRASTRUCTURE

- Tree canopy + context sensitive plantings
- Resiliency improvements



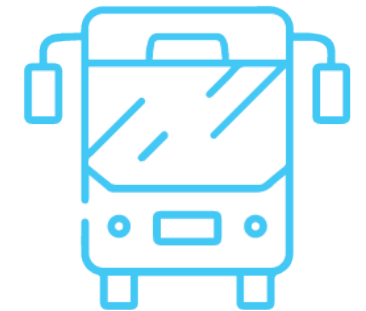
BICYCLE + PEDESTRIAN

- Widened sidewalks
- Bicycle parking



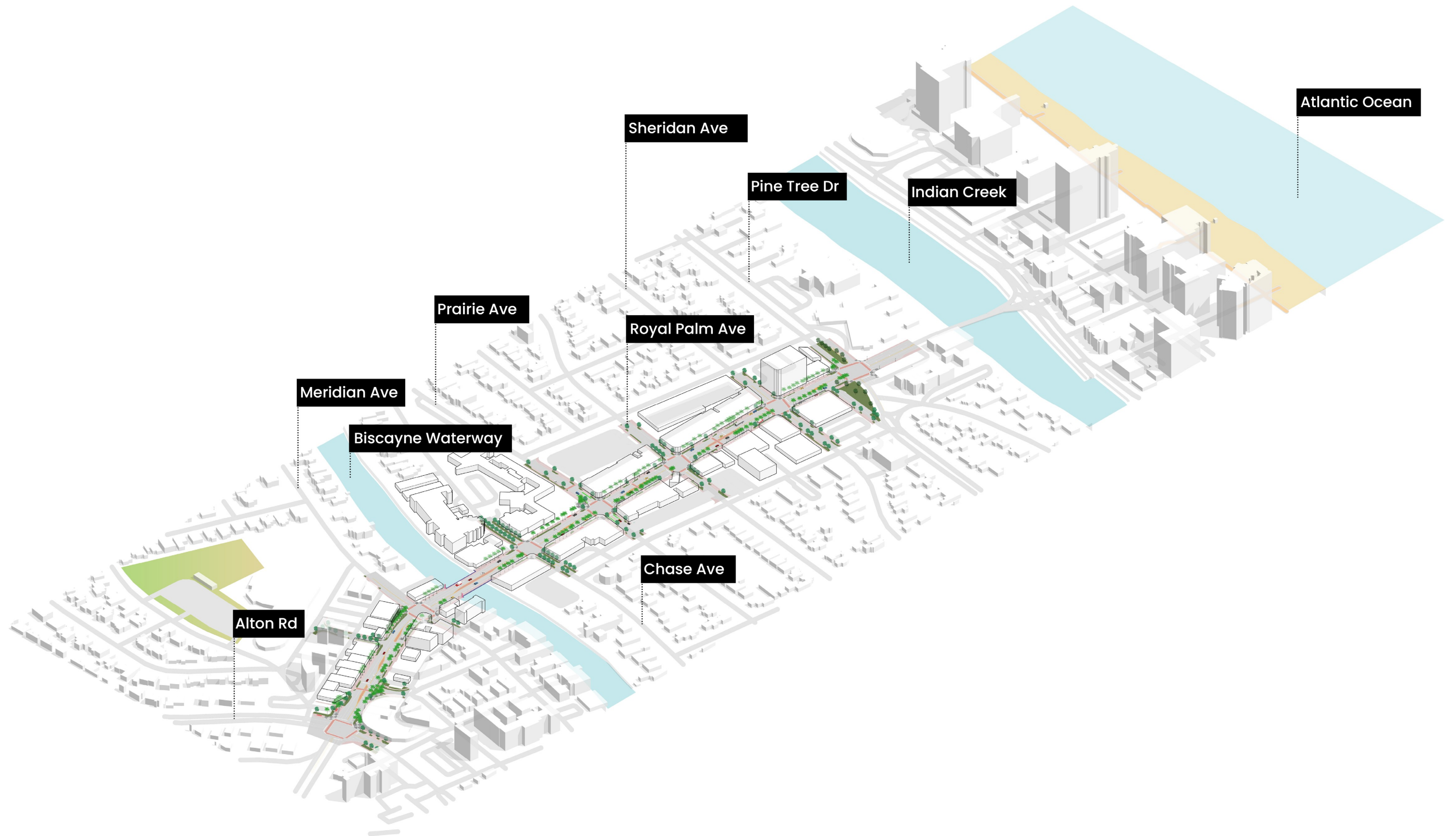
VEHICULAR

- On street parking removal
- Median enhancements



PUBLIC TRANSIT

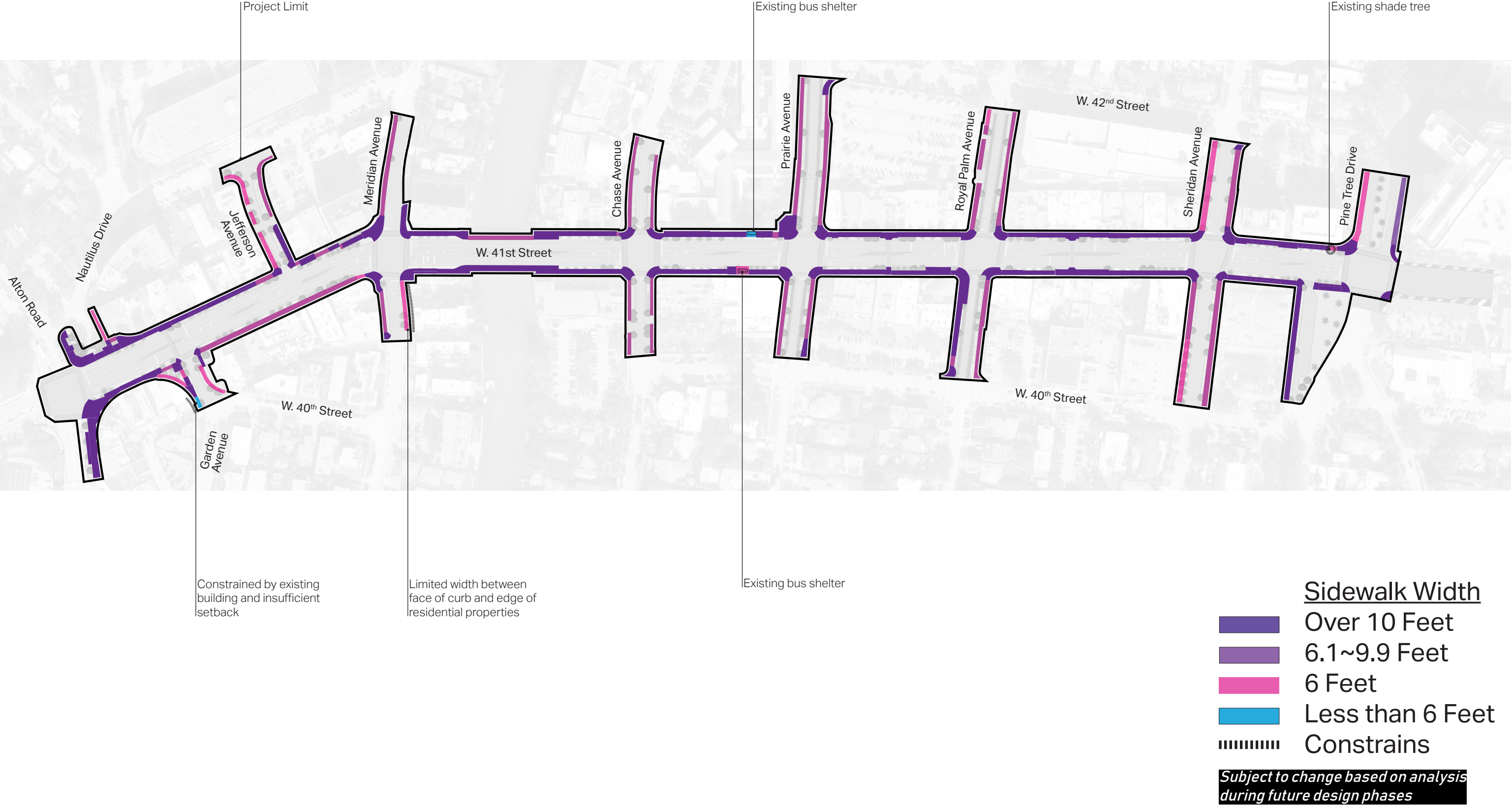
- Bus shelter improvements
- Gateway elements



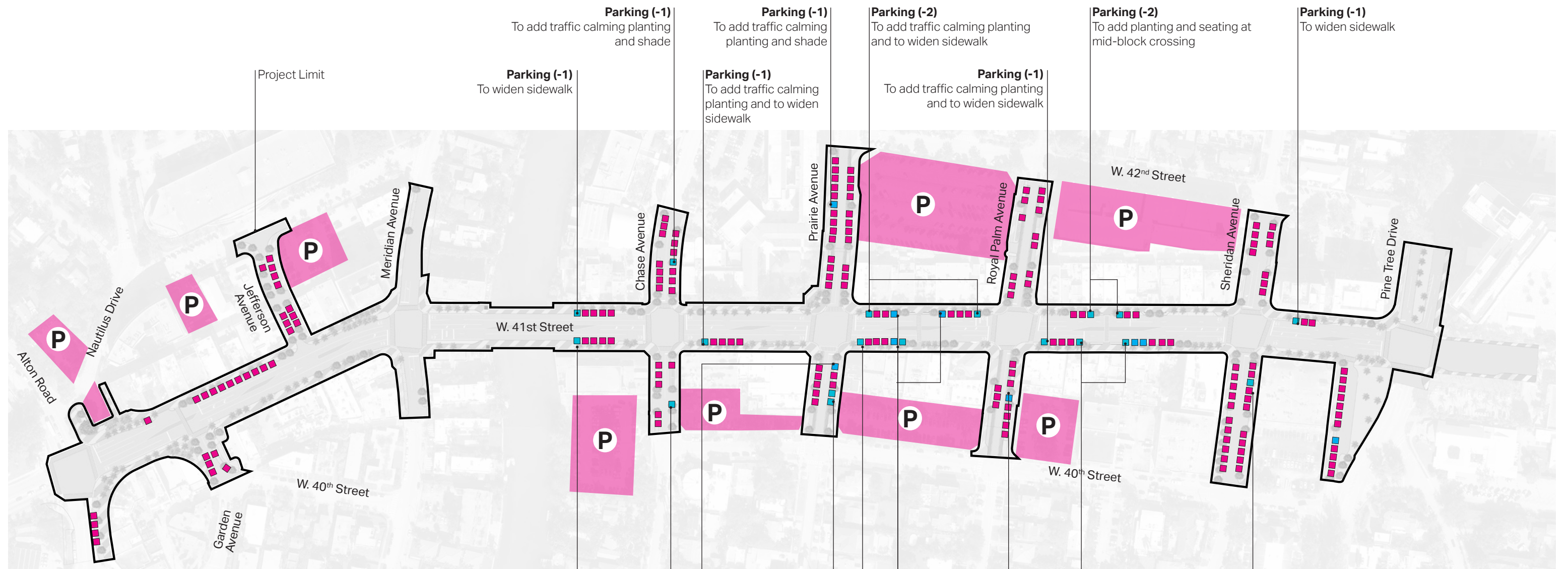
Project Boundary: 41st Street + Side Streets



Conceptual Rendering: 41st Street



Sidewalk Widening Recommendations: Full Corridor



41st Street Parking Recommendation

41st St Total Spaces: 61

41st St Percent remaining: 70%

Side Streets Total Spaces: 144

Side Streets Percent remaining: 94%

41st Street

■ 18 On-Street Parking Removed

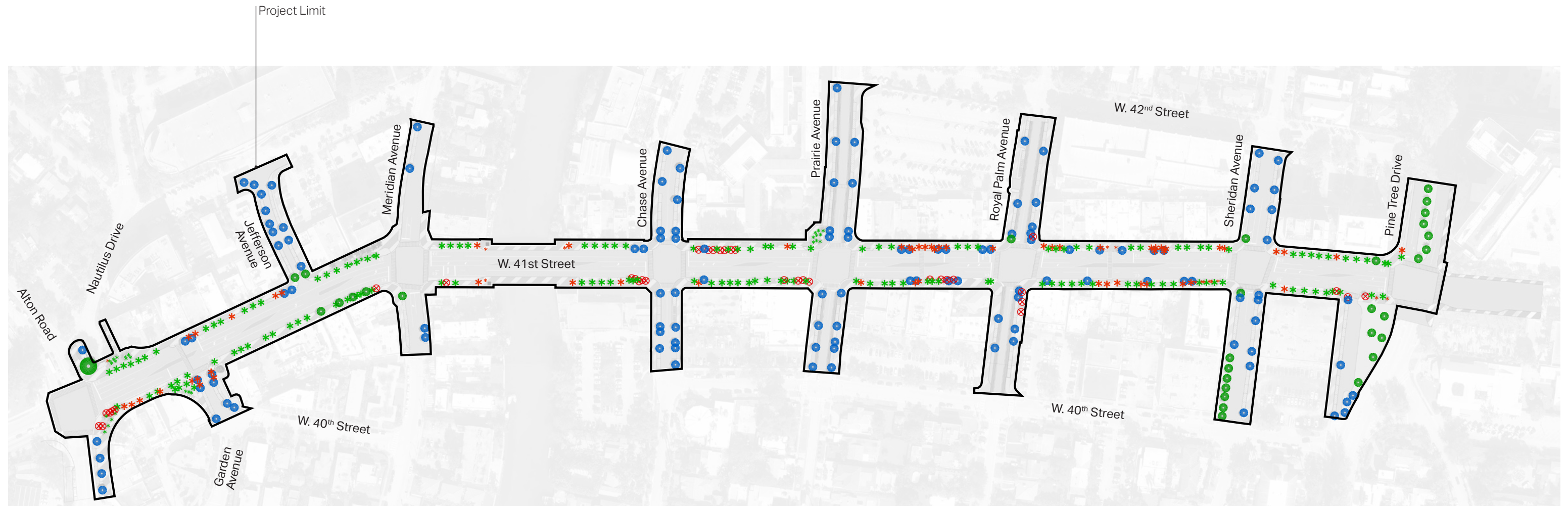
■ 43 On-Street Parking to Remain

Side Streets

■ 9 On-Street Parking Removed

■ 135 On-Street Parking to Remain

Subject to change based on analysis during future design phases



TYPES	SUBTOTAL	TOTAL	% REMAINING
Royal Palms to Remain	146		
Royal Palms to be Relocated	58		
Subtotal Royal Palms		204	72%
Ornamental Palms to Remain	29		
Ornamental Palms to be Relocated	18		
Subtotal Ornamental Palms		47	62%
Canopy Trees Remaining	32		
Canopy Trees to be Relocated	4		
Ornamental Trees Relocated	31		
Subtotal Other Trees		67	48%
TOTAL PALMS AND TREES TODAY		318	
LESS PALMS AND TREES TO BE RELOCATED		-111	
SUBTOTAL ALL REMAINING		207	65%
PLUS CANOPY TREES TO BE ADDED		125	
TOTAL PALMS AND TREES*		332	

*Final count subject to further analysis during the design development phase.
Total count is for 41st Street and the Side streets.

41st Street

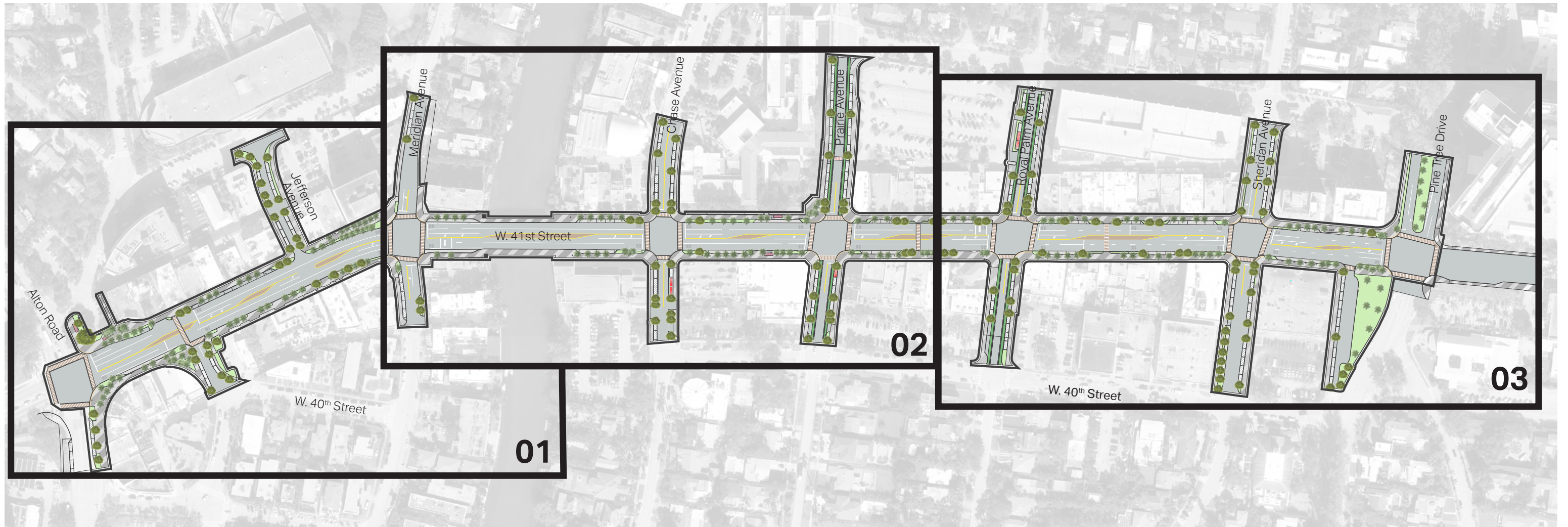
- ✱ Royal Palms to Relocate
- ✱ Royal Palms to Remain
- ✱ Ornamental Palms to Relocate
- ✱ Ornamental Palms to Remain
- ⊗ Ornamental Trees to Relocate
- Canopy Trees Added

Side Streets

- ⊗ Canopy Trees to Relocate
- Canopy Trees to Remain
- Canopy Trees Added

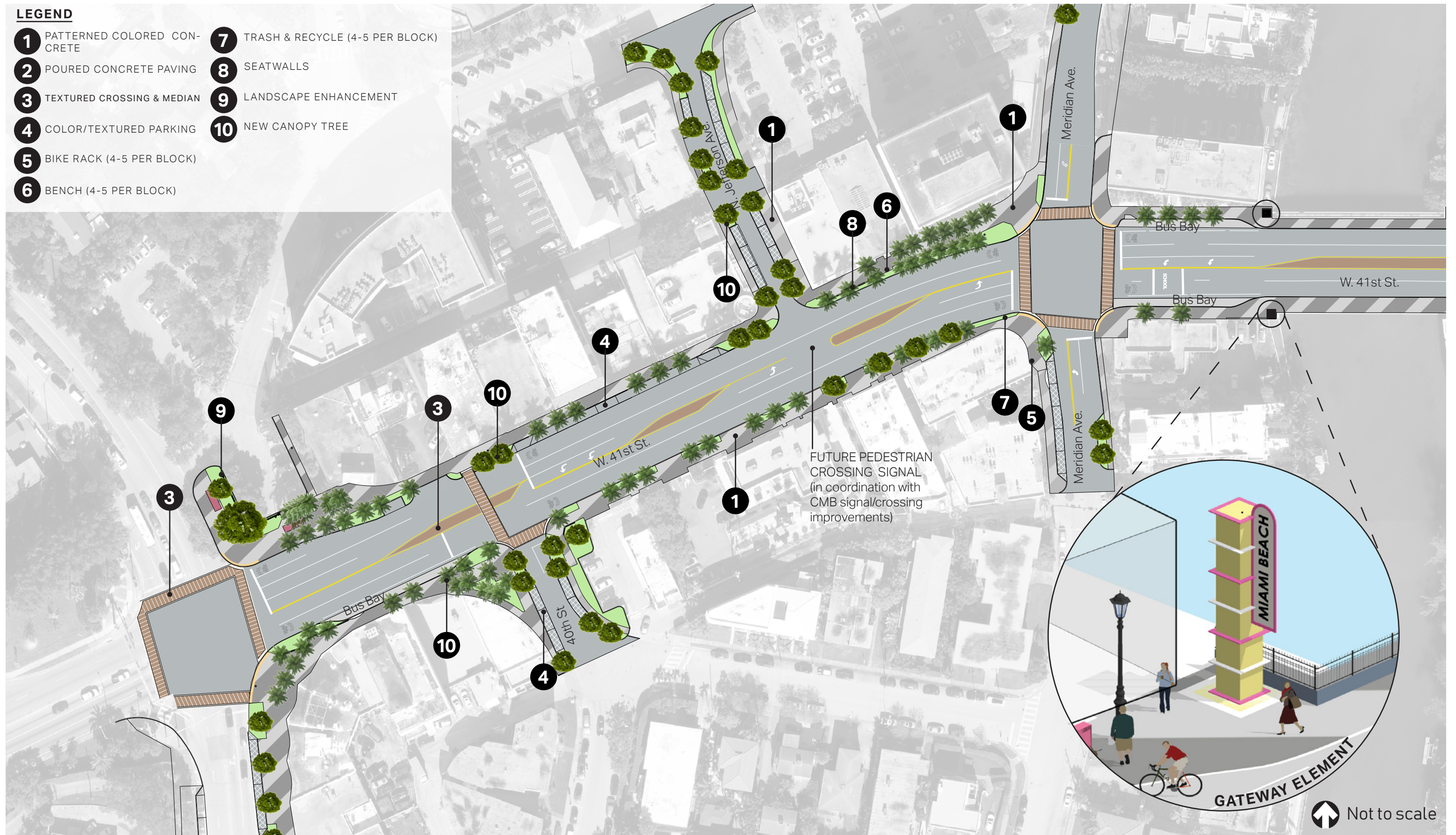
Subject to change based on analysis during future design phases

Trees Relocate and Remain Recommendations: Full Corridor

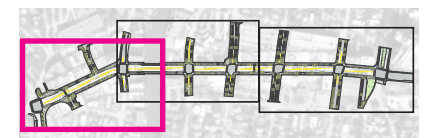


LEGEND

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

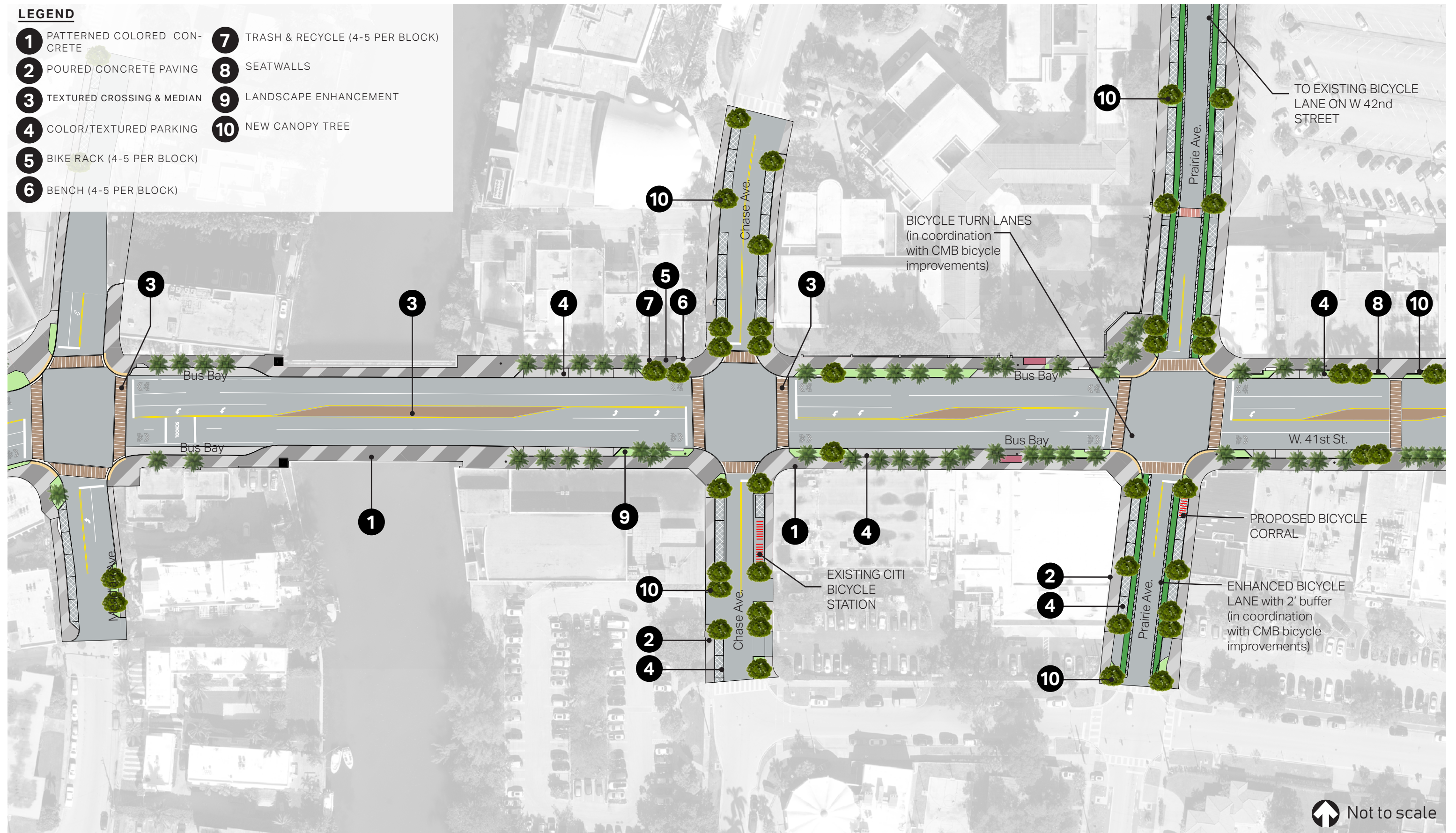


Illustrative Plan: Segment 1 from Alton Rd to Jefferson Ave

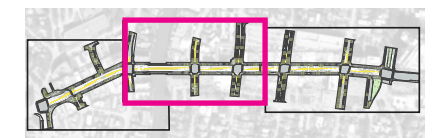


LEGEND

- | | |
|--|--|
| 1 PATTERNED COLORED CON-
CRETE | 7 TRASH & RECYCLE (4-5 PER BLOCK) |
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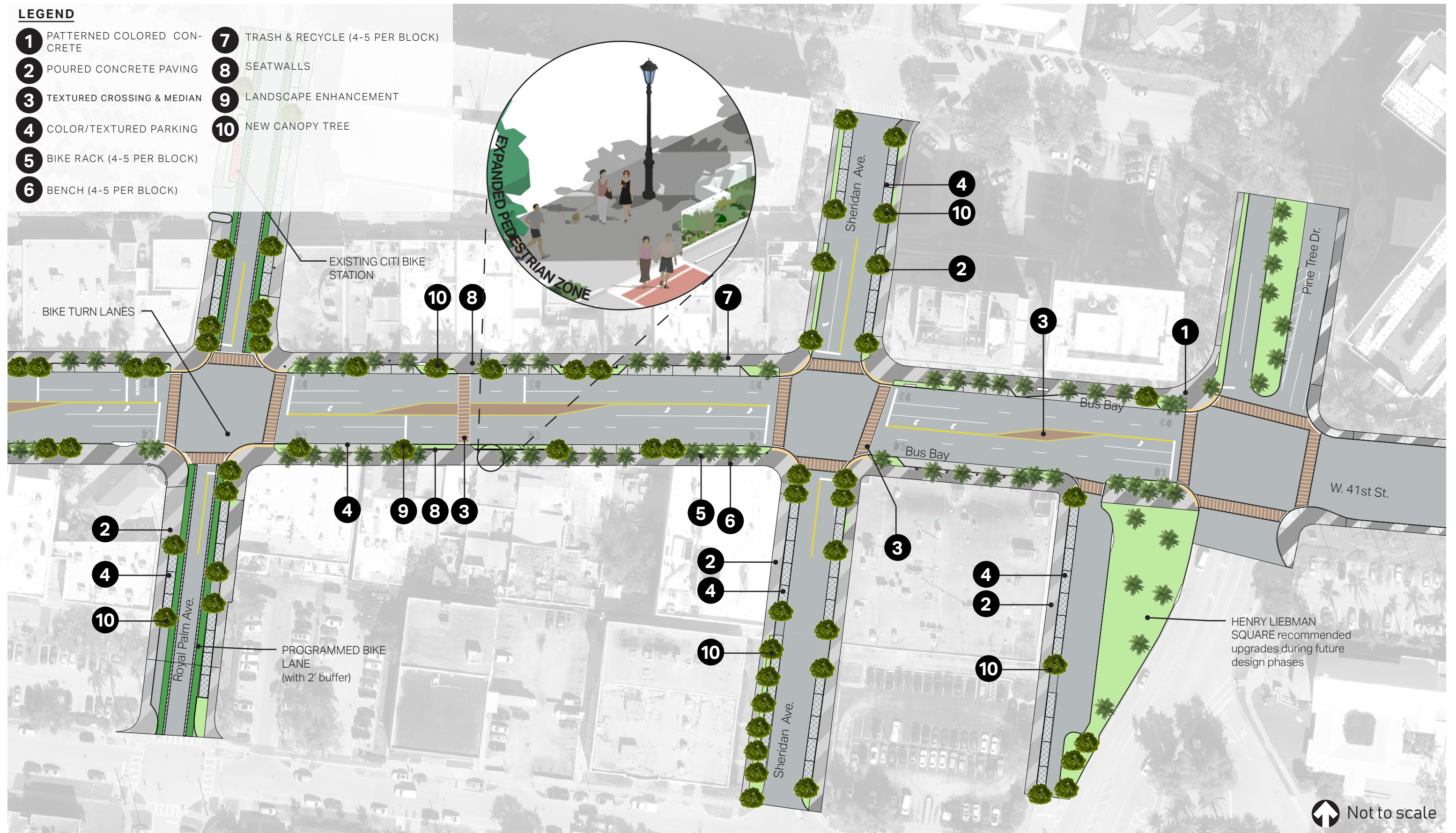


Illustrative Plan: Segment 2 from Meridian Ave to Prairie Ave

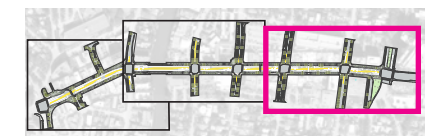


LEGEND

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



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



HARDSCAPE



FURNISHINGS



INTEGRATED WALLS

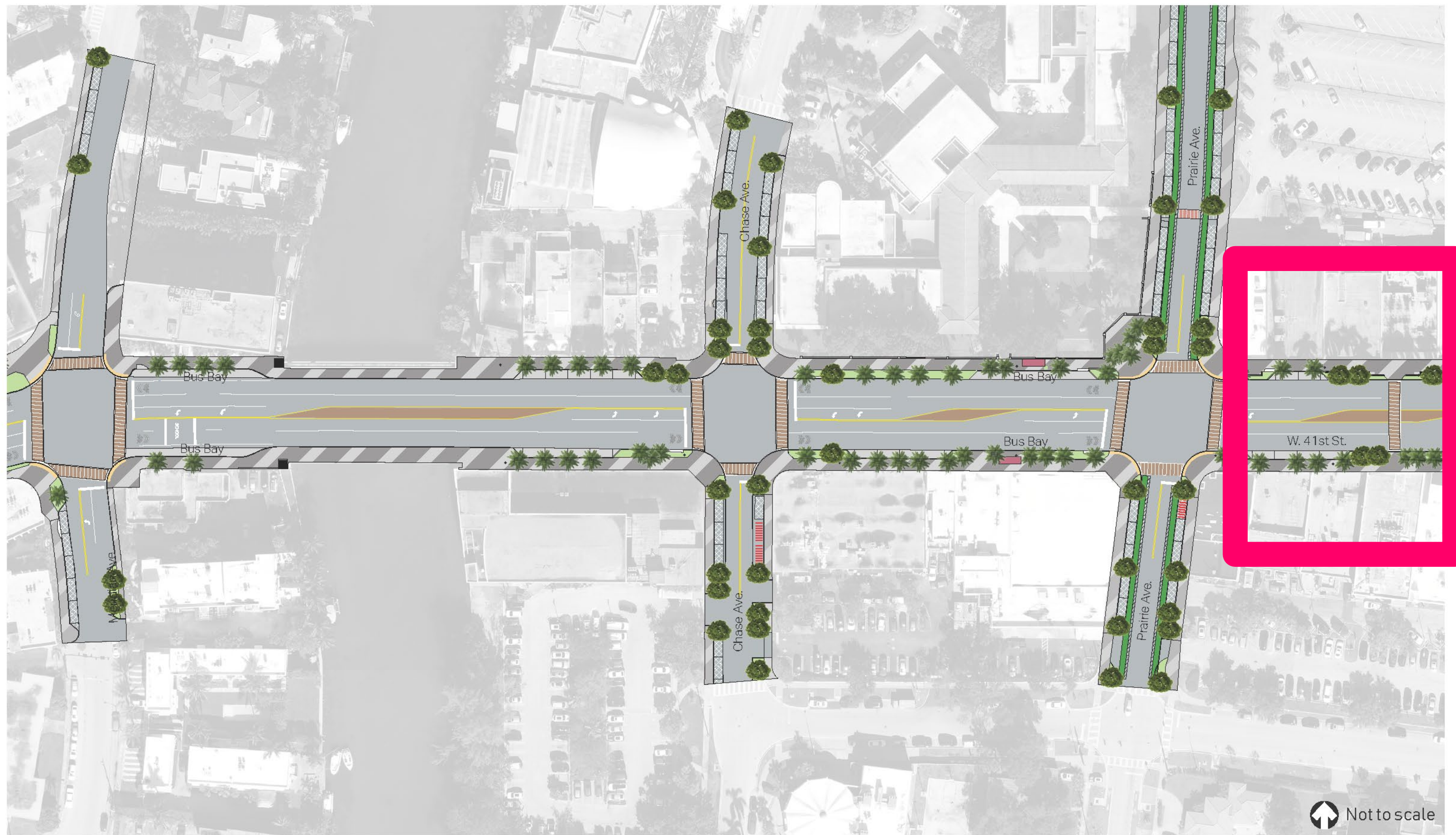


SOFTSCAPE



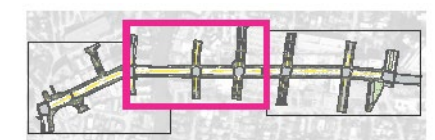
Illustrative Plan: Materials

Final materials to be finalized during Design Development and should consider resiliency factors such as: optimizing concrete mix for carbon emission reduction, lighter color palettes to reduce heat absorption, plantings that promote carbon sequestration and reduce heat island effect, and other co-benefits that support air quality, runoff, or community well-being.



Proposed Enhancement: Landscape Modification

41st St between Prairie Ave + Royal Palm Ave



AECOM



EXISTING

Existing Mid-Block
Crossing

Existing Condition: Landscape Conflicts

41st St between Prairie Ave + Royal Palm Ave

AECOM

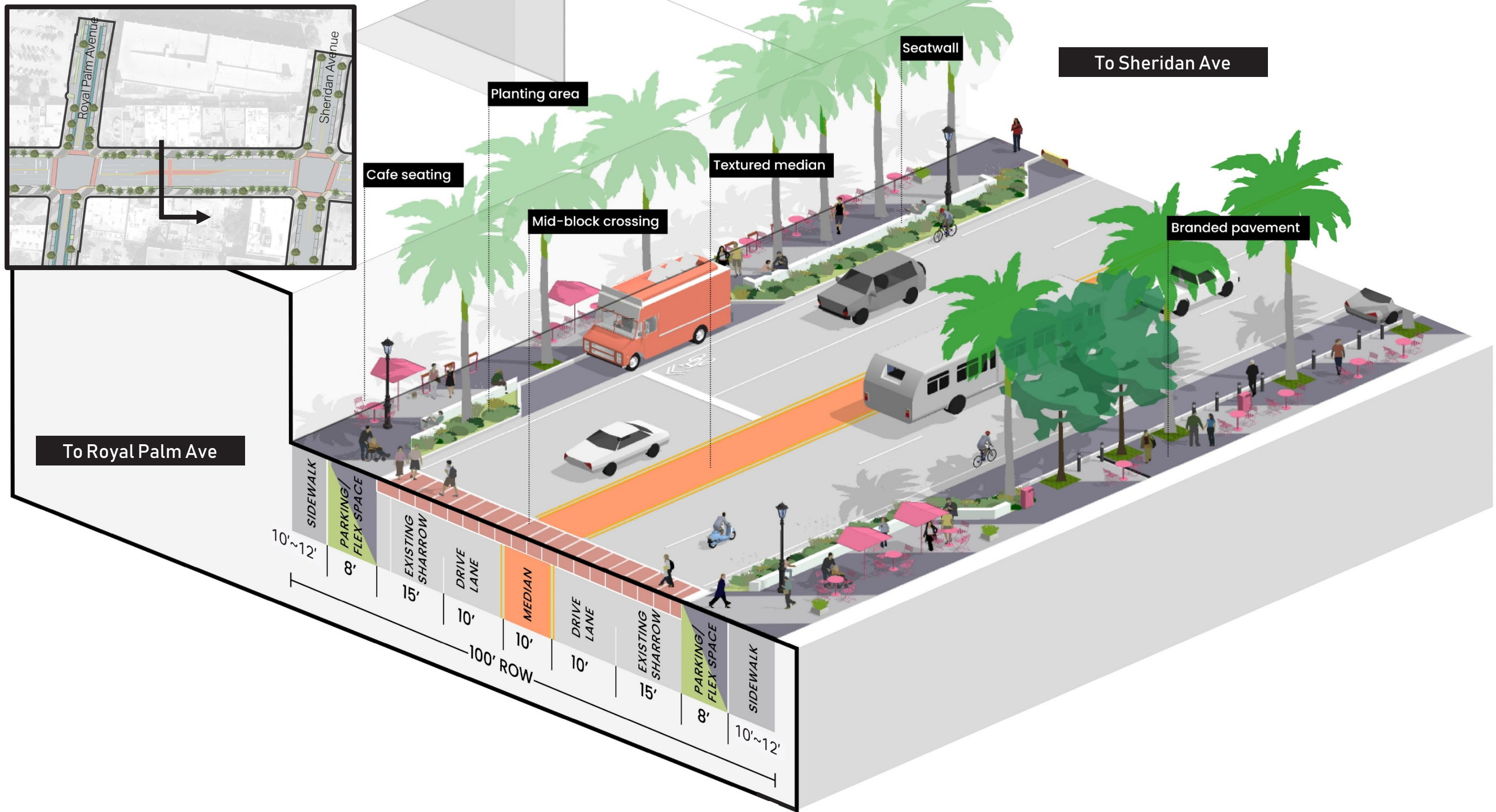
PROPOSED

Mid-Block Crossing

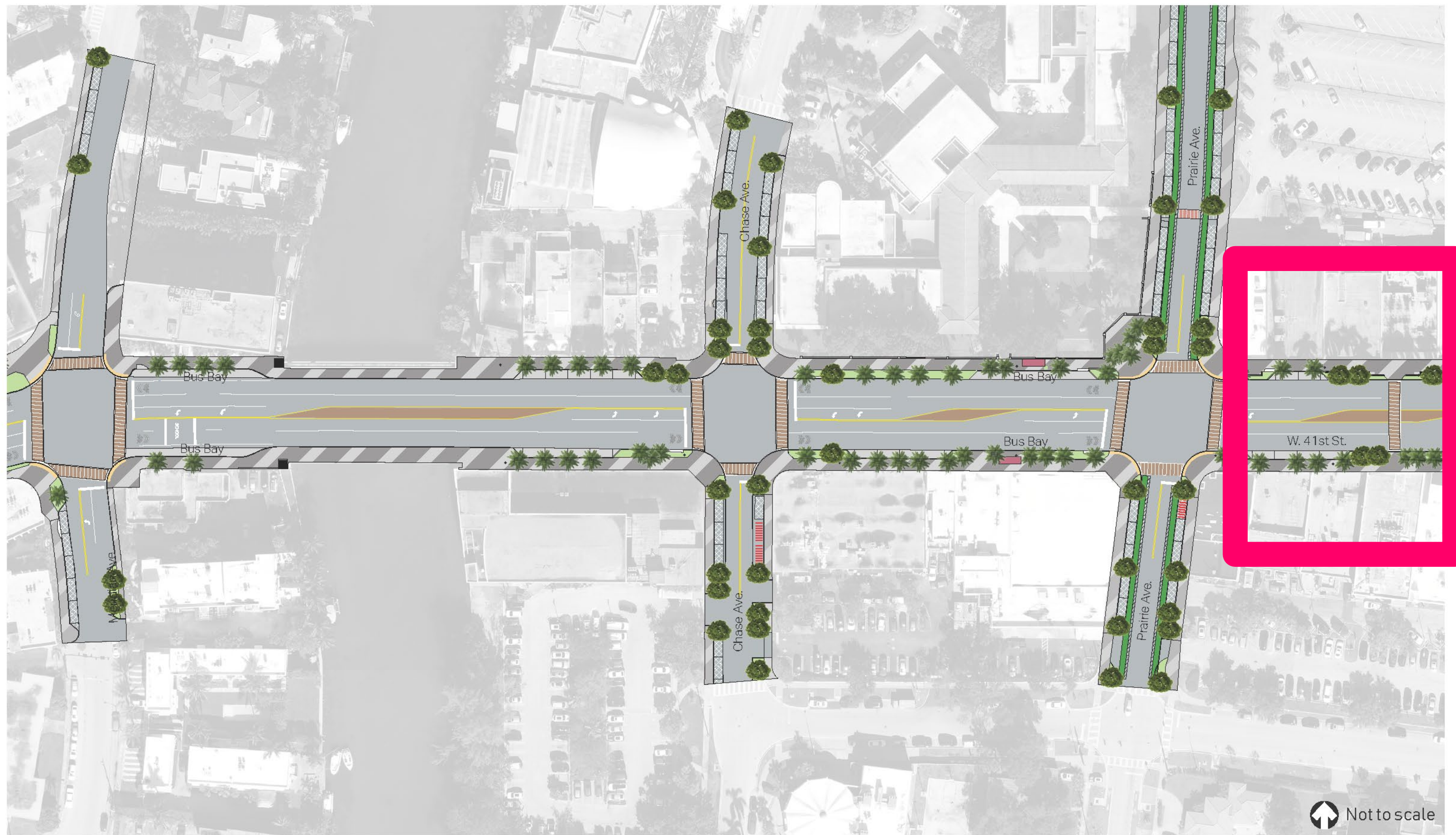
Proposed Enhancement: Landscape Modification

41st St between Prairie Ave + Royal Palm Ave

AECOM

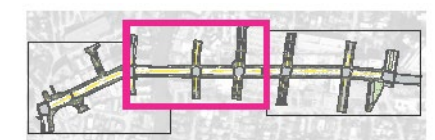


Conceptual Section 3: 41st Street between Royal Palm + Sheridan Ave



Proposed Condition: Expanded Sidewalk and Increased Landscape Buffer

41st St between Prairie Ave + Royal Palm Ave



AECOM

EXISTING



Existing Condition: Narrow Sidewalk

41st St between Royal Palm Ave + Sheridan Ave

AECOM

EXISTING

Existing Mid-Block
Crossing

Existing Condition: Narrow Sidewalk

41st St between Prairie Ave + Royal Palm Ave

AECOM

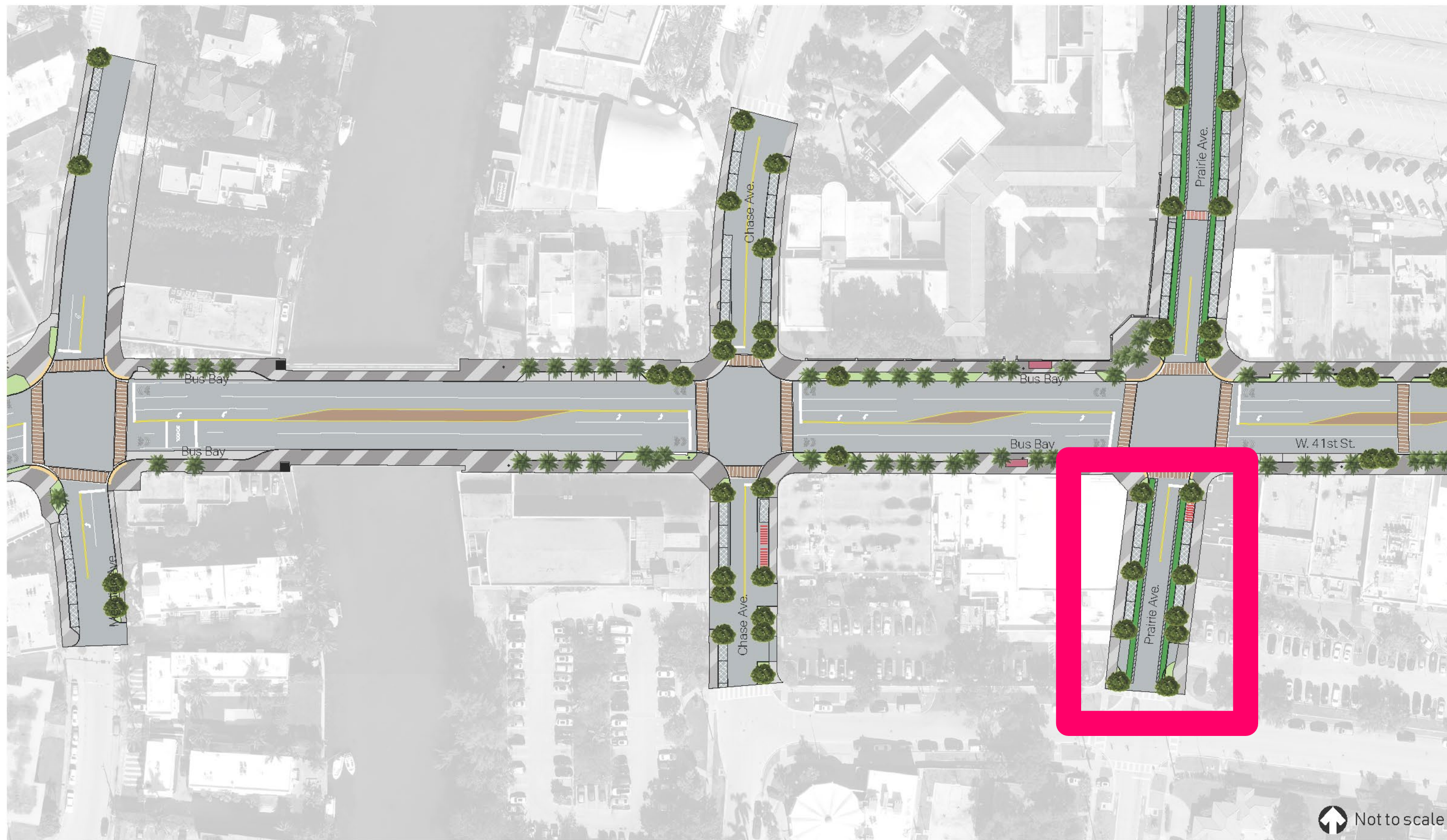
PROPOSED

Mid-Block Crossing



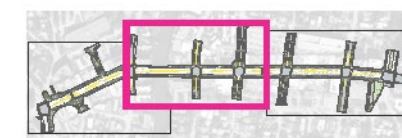
Proposed Condition: Expanded Sidewalk and Increased Landscape Buffer

41st St between Prairie Ave + Royal Palm Ave



Proposed Condition: New Tree Canopy and Enhanced Parking/Sidewalk Condition

Prairie Ave



AECOM

EXISTING



Existing Condition: Heat Index and Narrow Sidewalk

Prairie Ave

AECOM

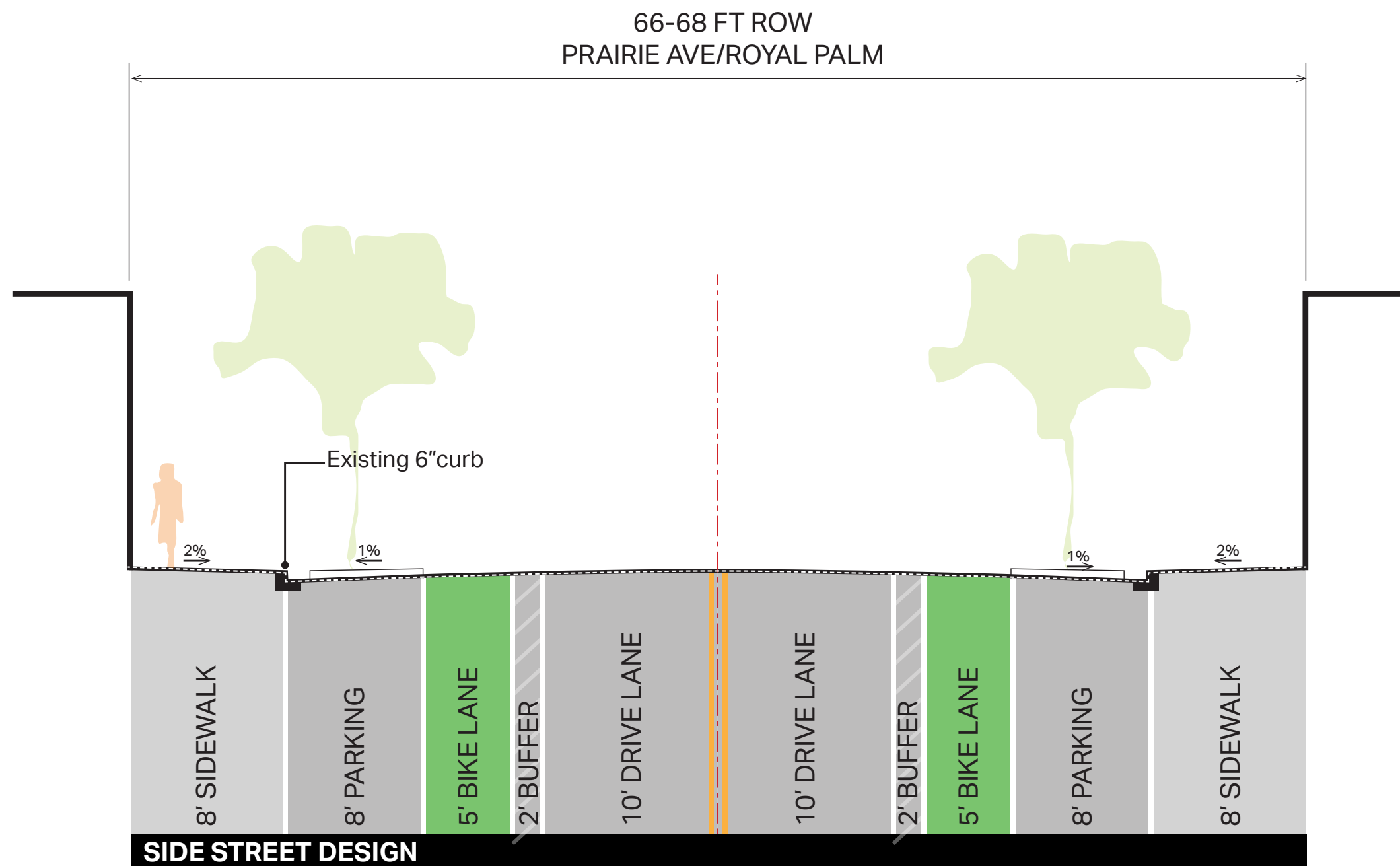
PROPOSED



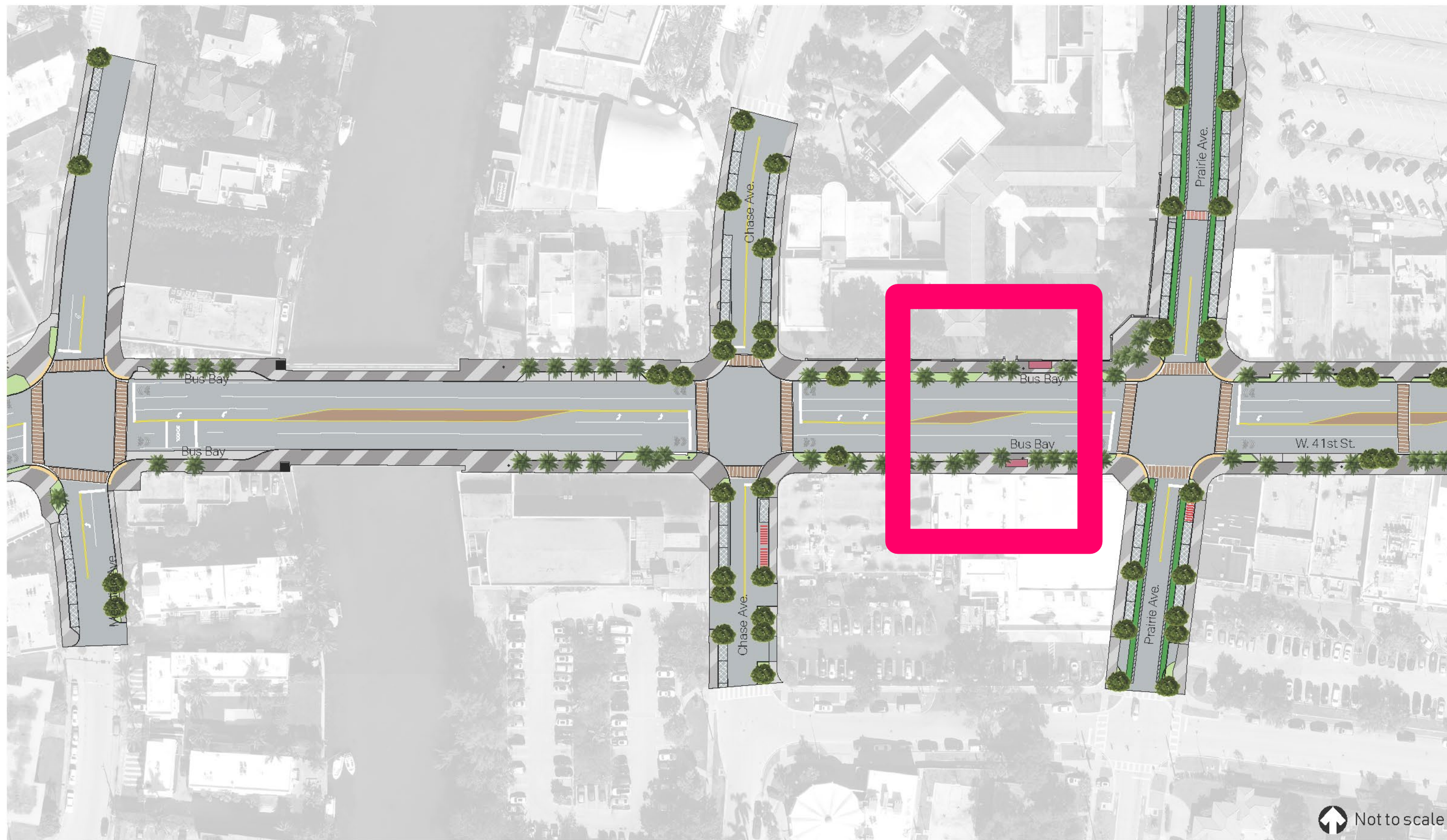
Proposed Condition: New Tree Canopy and Enhanced Parking/Sidewalk Condition

Prairie Ave

AECOM

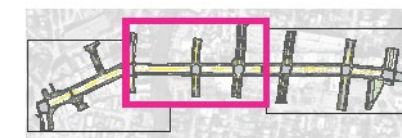


CASE STUDY:
CASTRO STREET, MOUNTAIN VIEW, CA



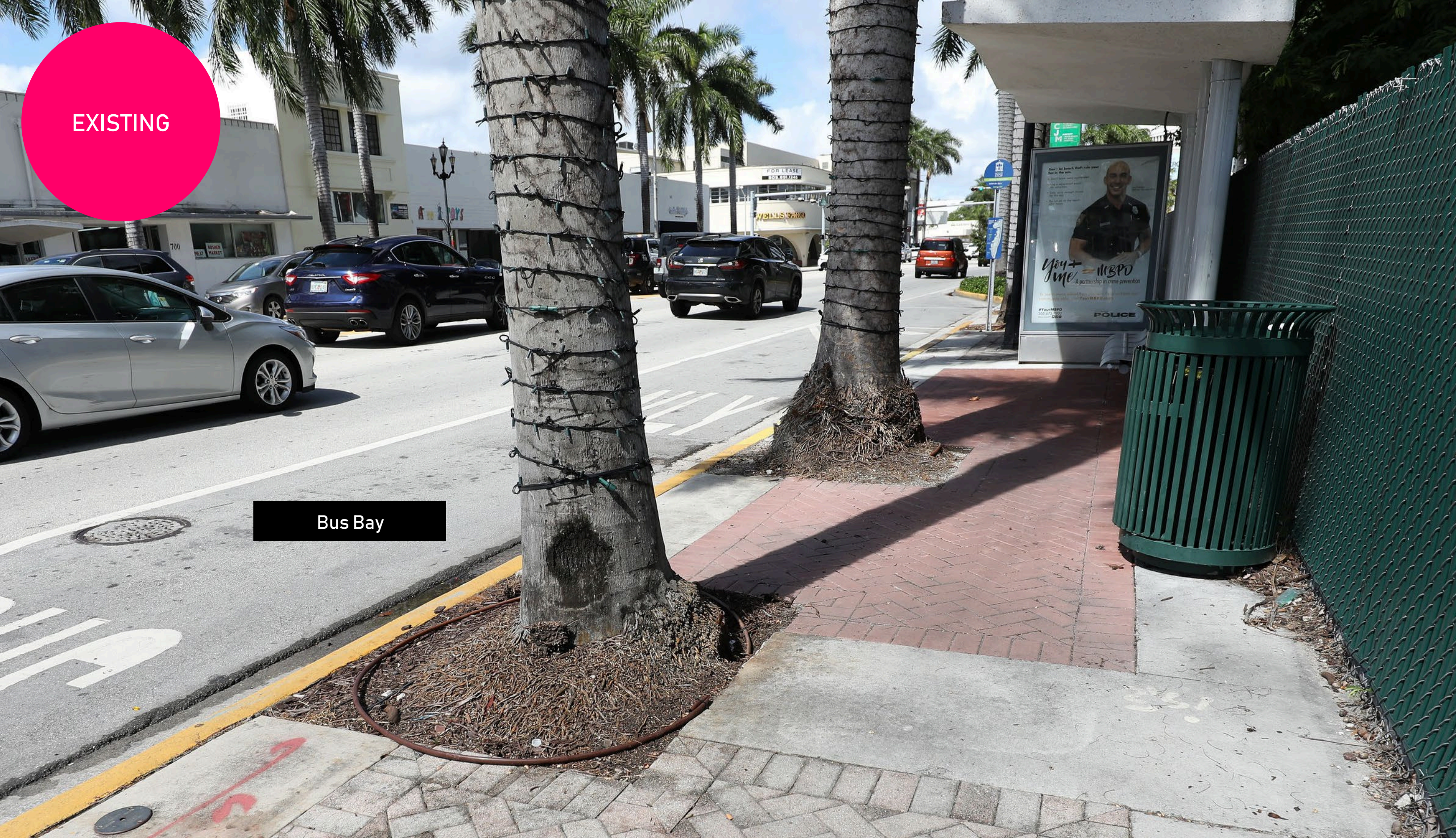
Proposed Condition: Landscape Modification and Relocation of Sidewalk Amenities

41st St between Chase Ave + Prairie Ave



AECOM

EXISTING



Bus Bay

Existing Condition: Pedestrian Conflicts

41st St between Chase Ave + Prairie Ave



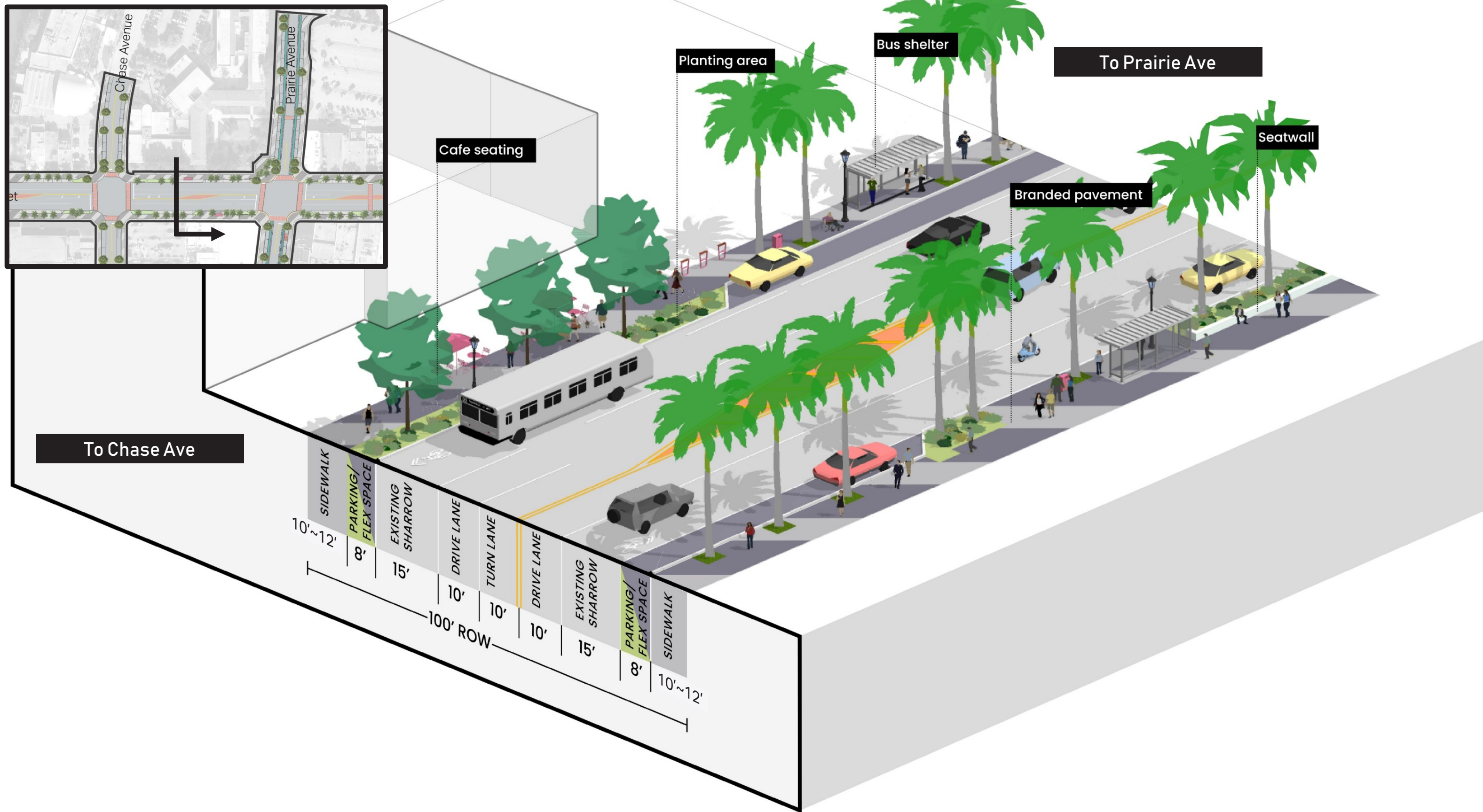
PROPOSED

Bus Bay

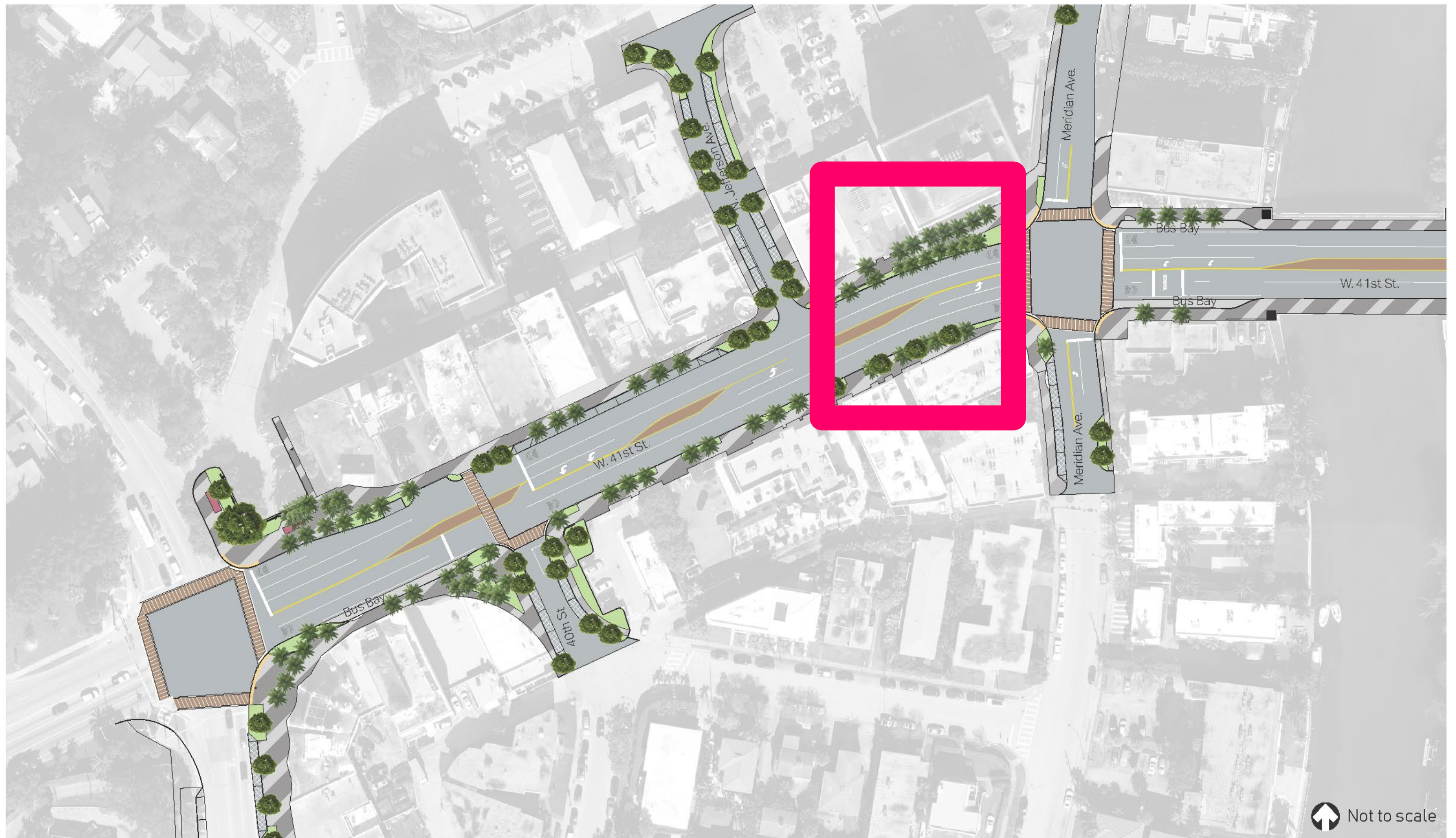
Proposed Condition: Landscape Modification and Relocation of Sidewalk Amenities

41st St between Chase Ave + Prairie Ave

AECOM

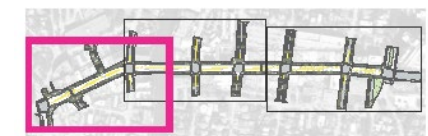


Conceptual Section 2: 41st Street between Chase + Prairie Ave



Proposed Condition: Landscape Modification and Relocation of Sidewalk Amenities

41st St between Jefferson Ave + Meridian Ave



AECOM

EXISTING



Existing Condition: Pedestrian Conflicts

41st St between Jefferson Ave + Meridian Ave

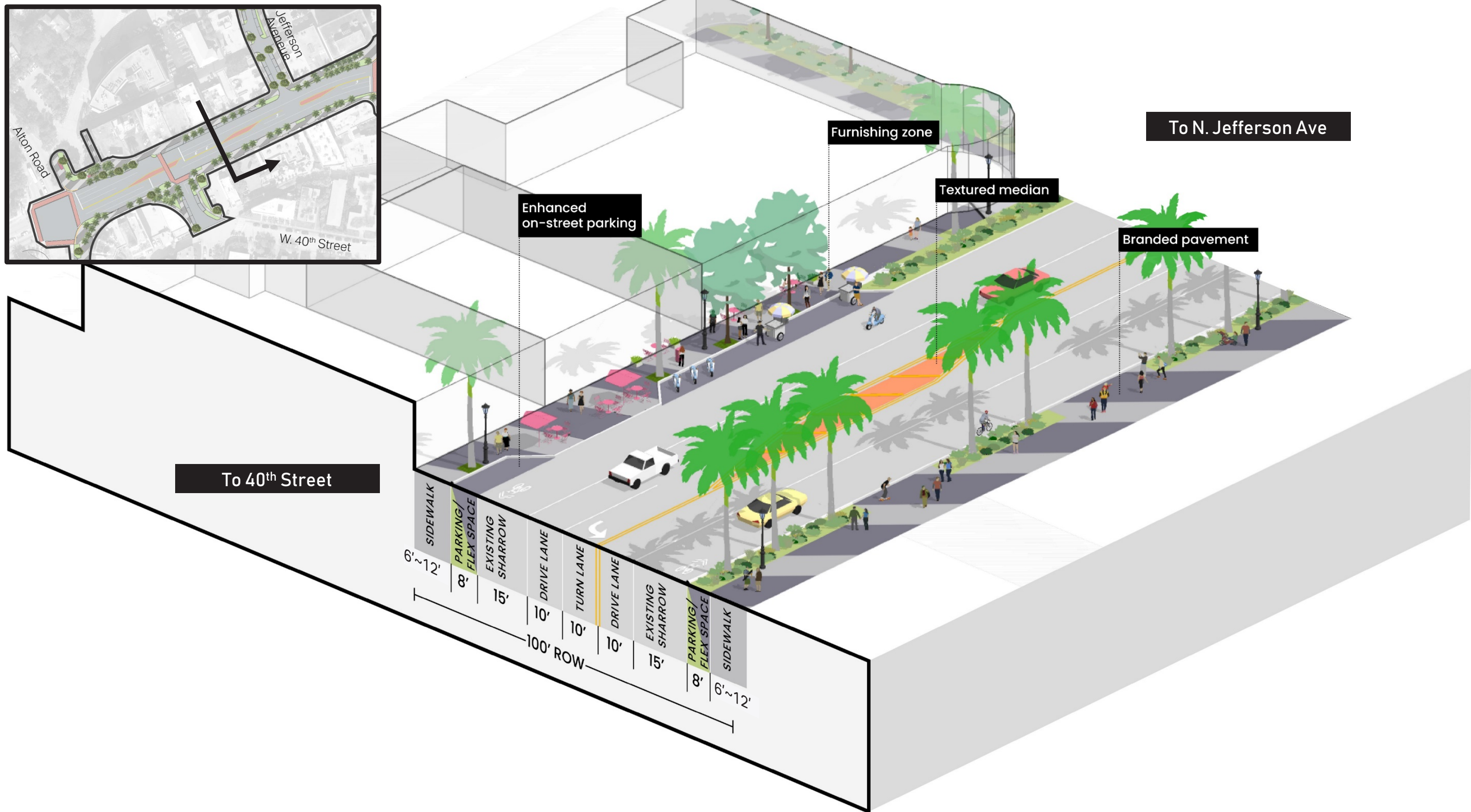
PROPOSED



Proposed Condition: Landscape Modification and Relocation of Sidewalk Amenities

AECOM

41st St between Jefferson Ave + Meridian Ave



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

Gateway Element
(Corridor Entry)

Bicycle Lanes
(Side Streets Only)

Increased Shade

Widened Sidewalks

Branded Sidewalks

Created 4
Programmable
Mid-Block Crossings

Resolved 88
Streetscape Conflicts
along 41st Street

Bicycle Parking

Enhanced Crossing
and Median

Sculptural Seating
Human Scale
Landscaping

Expanded 18 Sidewalk
Segments for
Enhanced Streetscape

All values represent concept-level design and are subject to further analysis

What this is


Conceptual Design

Review of AltaGehl vision plan	Blue Ribbon Committee Meeting and G.O. Bond Committee review
Interviews with City of Miami Beach Departments	City of Miami Beach review
Review of existing plans and FDOT guidelines	Public outreach, preference survey, business community outreach
Review of existing City plans and proposed, recommended plans	One hybrid conceptual design with order of magnitude cost estimate within G.O. Bond budget
Order of magnitude cost estimate within G.O. Bond budget	Blue Ribbon Committee Meeting and G.O. Bond Committee review
Two conceptual design schemes created	Final Presentations with Neighborhoods, Quality of Life Committee, and Commission meetings

What comes next

Design Development

Block-by-block detailed design analysis with materials review	Sustainability and resiliency considerations reviewed
Utility examination and improvement plan	Project Development and Environment study
Possible ITS and signals review based on design with street survey	Committee + City review of design development plan
Arborist evaluation of tree conditions	Detailed cost estimate based on revised design
Parking analysis outcomes and coordination	Design Review Board
Bicycle and transportation infrastructure coordination	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 Concept +
Final Presentations with Neighborhoods + Quality of Life Committee

Final Concept +
Commission Meeting

**WE ARE
HERE**