



YOUR VOICE, IN ACTION!

# **GO#40: 41 STREET CORRIDOR**

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





GO#40: 41 STREET CORRIDOR

YOUR VOICE, IN ACTION!

## 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.



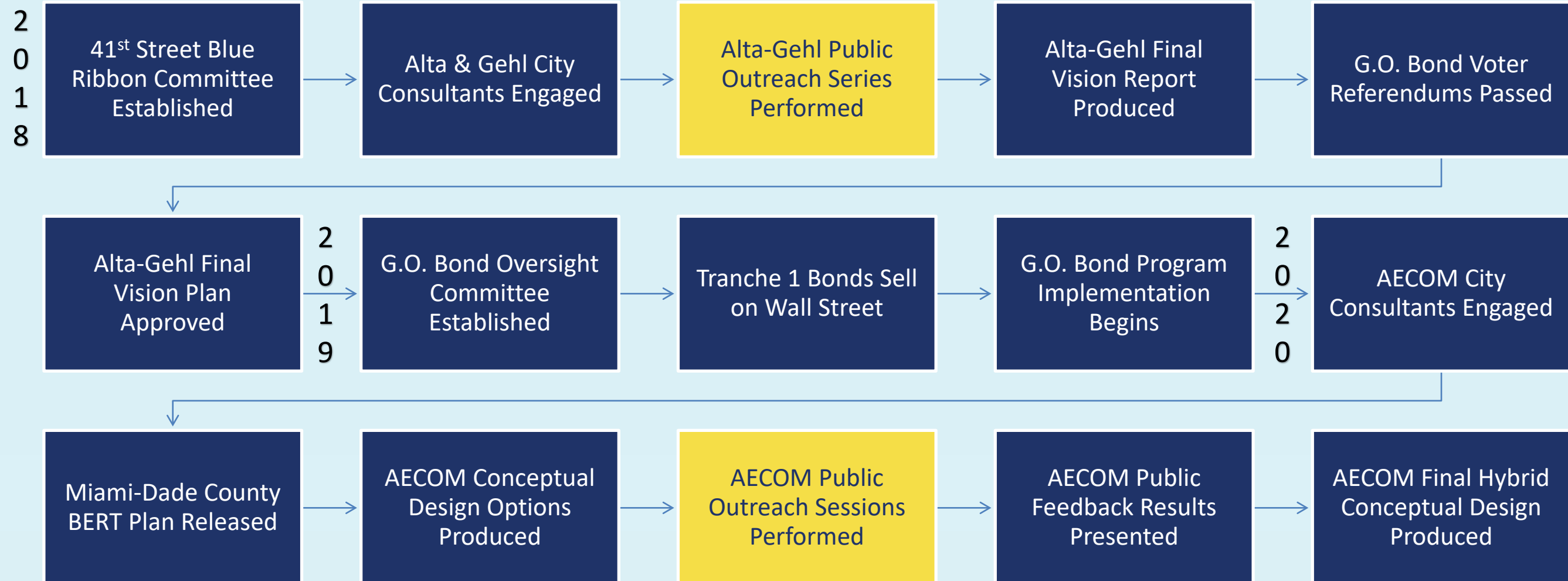




GO#40: 41 STREET CORRIDOR

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## PROJECT HISTORY







GO#40: 41 STREET CORRIDOR

YOUR VOICE, IN ACTION!

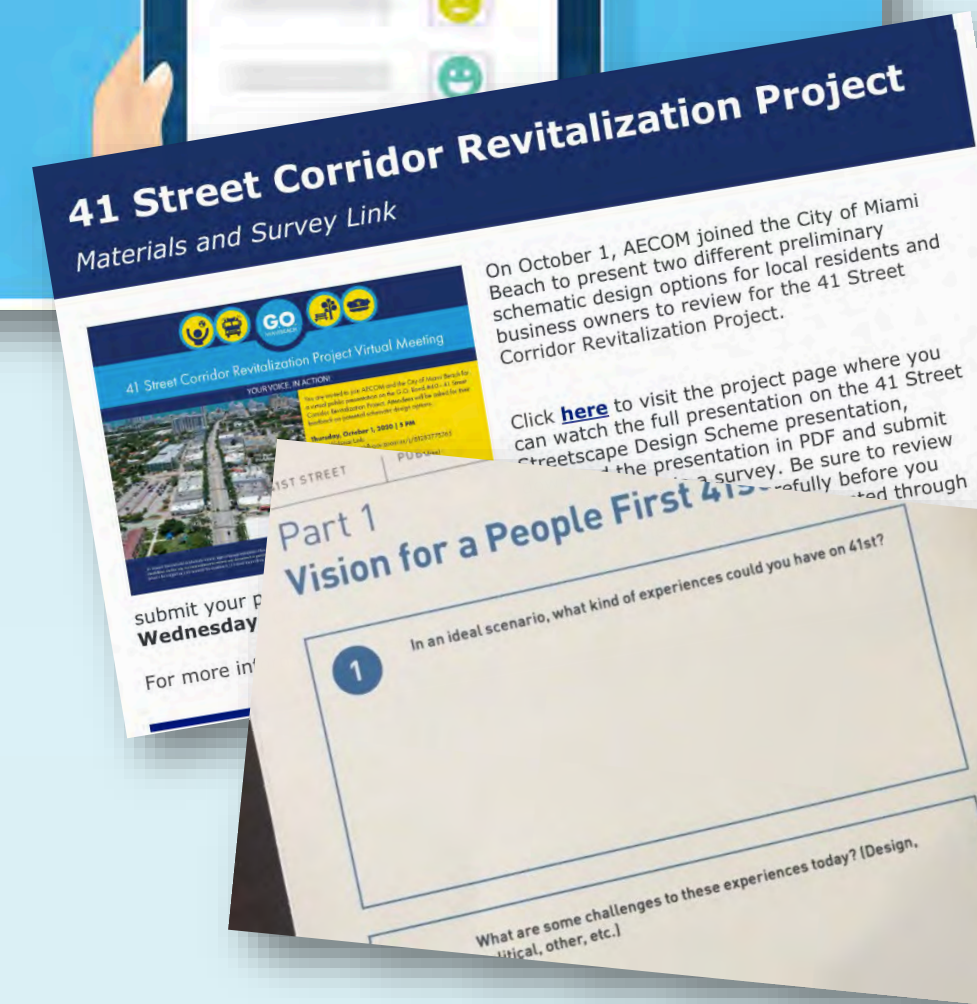
## PROJECT OUTREACH

### 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 41<sup>st</sup> 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>>](#)

[www.GOMBInfo.com](http://www.GOMBInfo.com)





## PROJECT TIMELINE

### As Scheduled 2019 – 2031

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

### Fast-Track 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)





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## 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







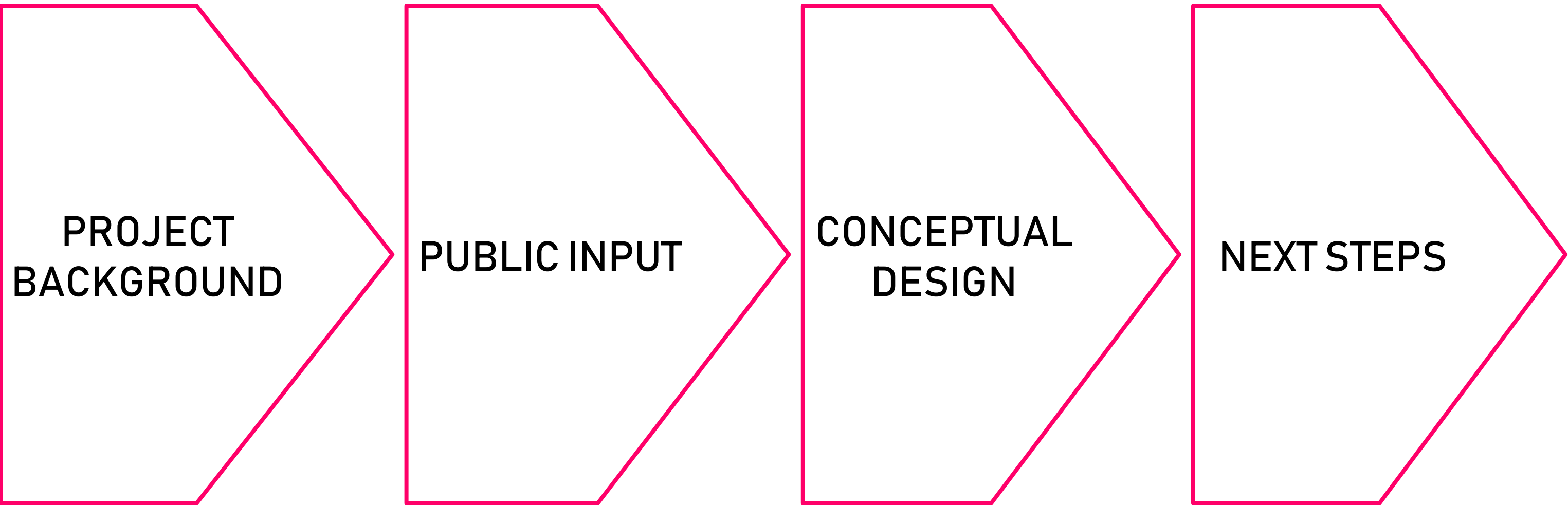
# 41ST STREET: Conceptual Streetscape Design

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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.







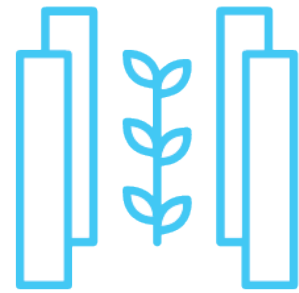
## SAFETY + SECURITY

- Improved crossing
- Pedestrian buffers



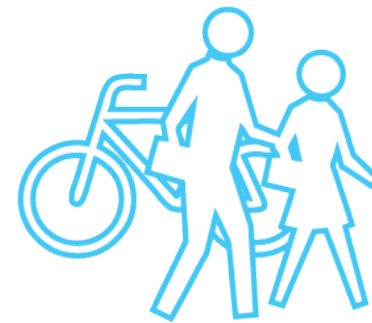
## QUALITY OF LIFE

- Improved shade cover
- Seating
- Public art



## GREEN INFRASTRUCTURE

- Tree canopy improvements
- Context sensitive plantings



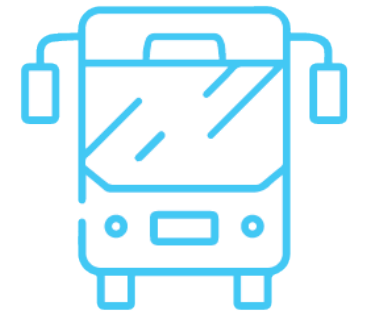
## BICYCLE + PEDESTRIAN

- 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

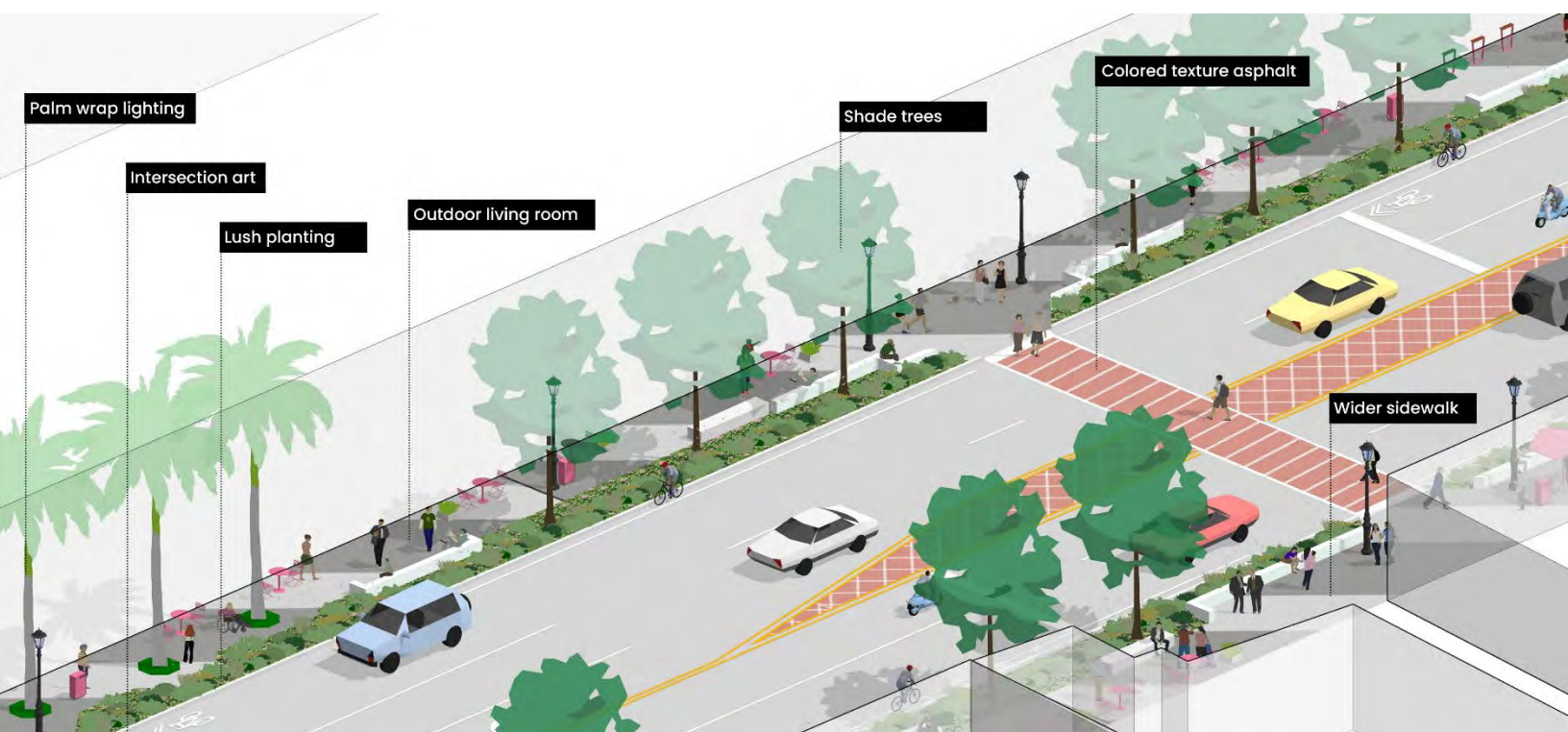
Surface Parking Lots = 457 spaces

Side Streets On-Street Parking = 148 spaces

41<sup>st</sup> Street On-Street Parking = 58 spaces







Conceptual Design: Alternatives Developed

AECOM



A light gray sketch of a modern building with large windows and people walking on a sidewalk. The sketch is done in a loose, artistic style with visible lines and shading. The building has multiple stories and large glass windows. Several figures are sketched walking on the sidewalk in front of the building. The overall tone is light and airy.

# Community Survey

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# 41<sup>st</sup> Street: Conceptual Streetscape Design Preference Survey

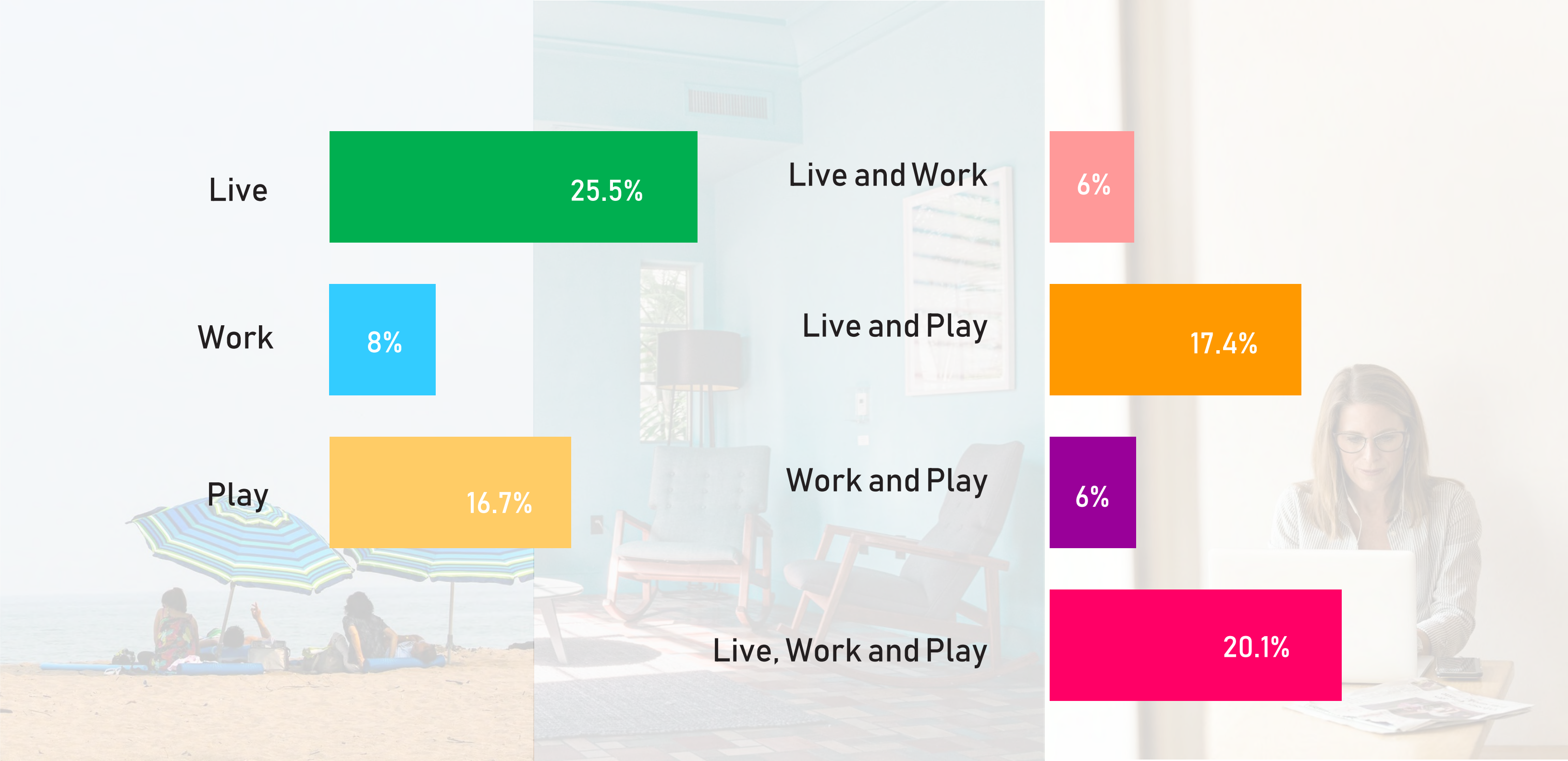
# 159

**Total Responses**

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

ALSO  
RECEIVED  
WRITTEN  
RESPONSES  
VIA EMAIL!





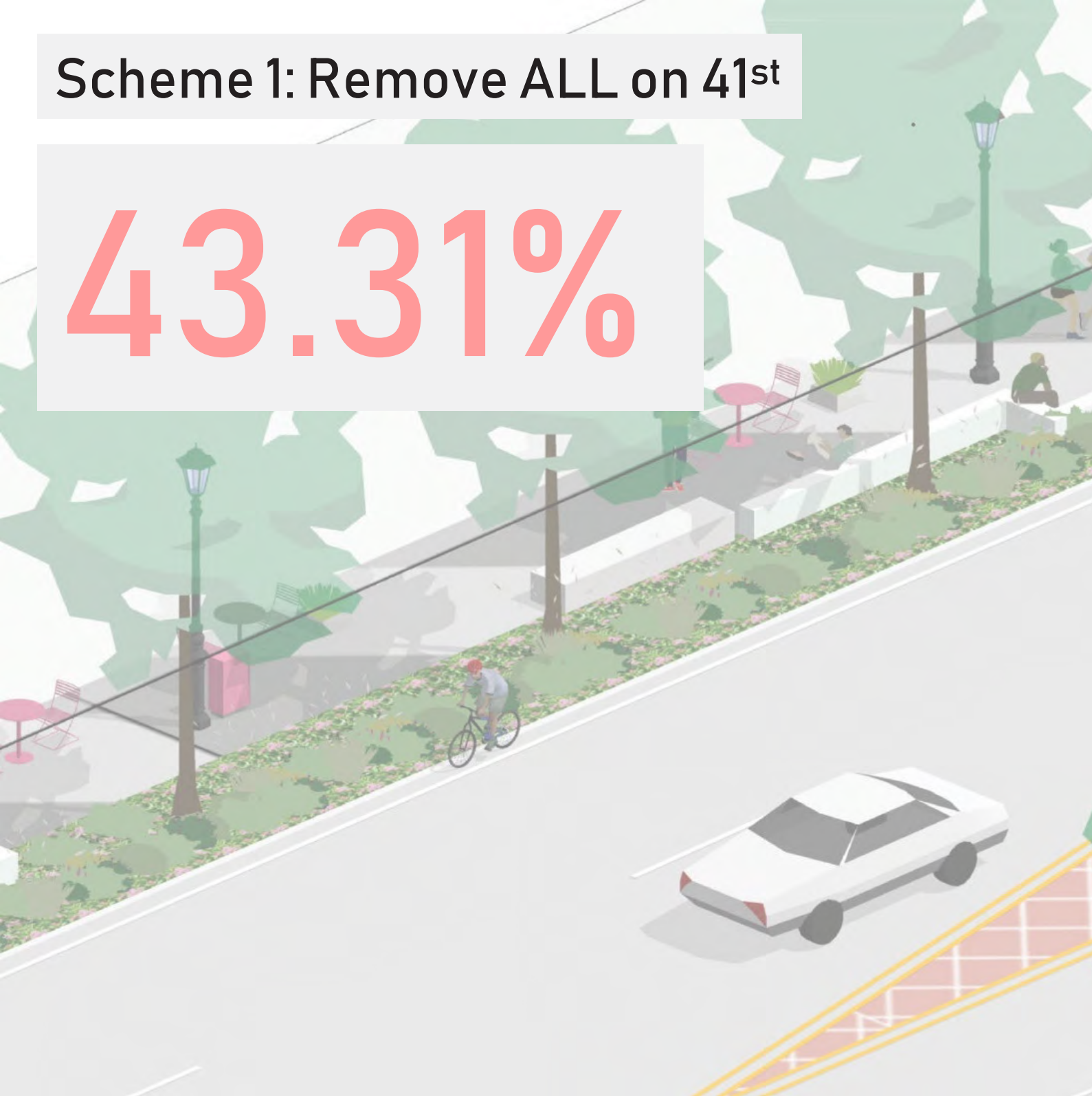
Do you \_\_\_\_\_ in the 41st Street neighborhood?

Answered: 149    Skipped: 10



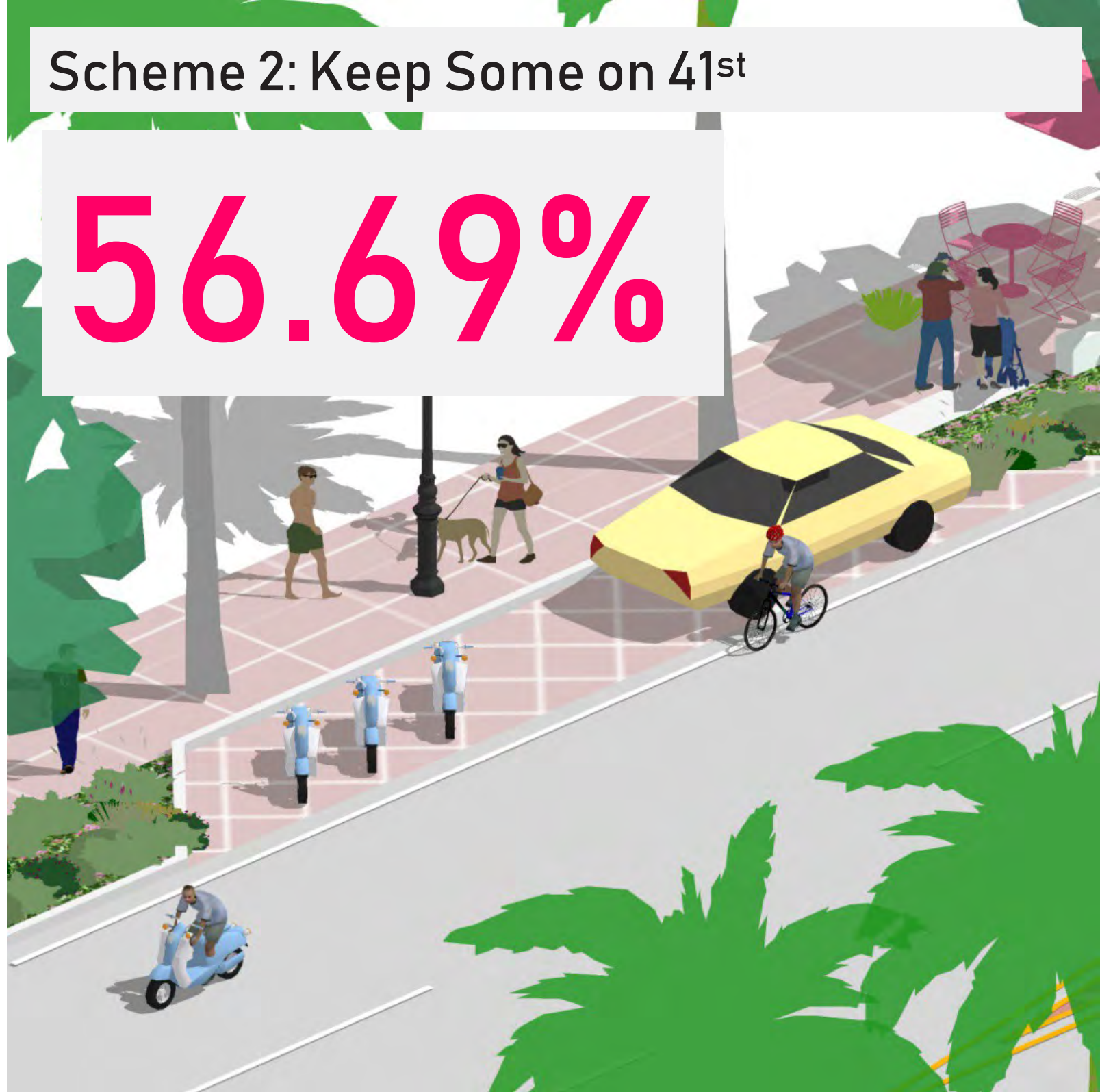
Scheme 1: Remove ALL on 41<sup>st</sup>

43.31%



Scheme 2: Keep Some on 41<sup>st</sup>

56.69%



Which On-Street PARKING option do you prefer?

Answered: 157    Skipped: 2



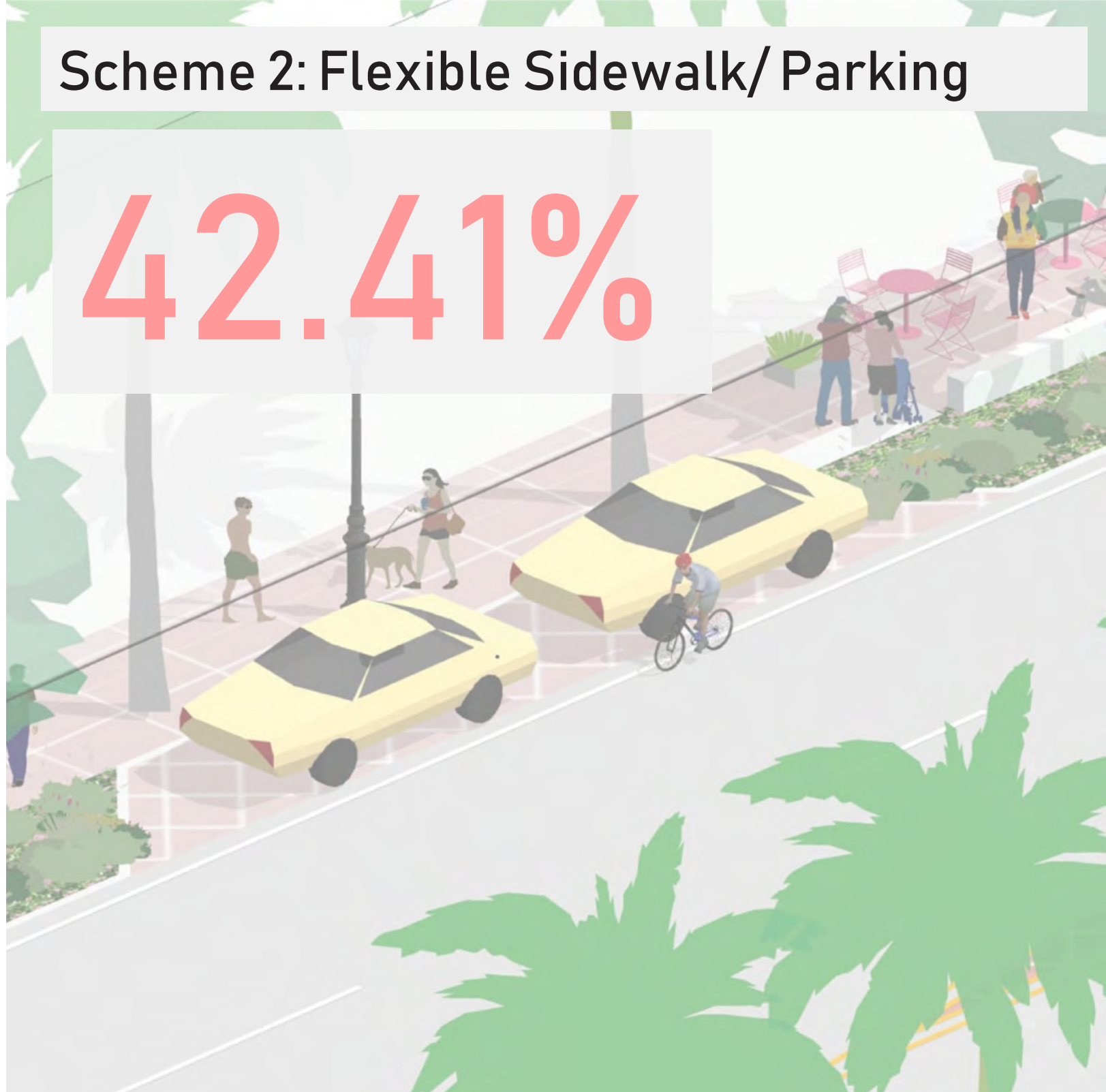
Scheme 1: Widened Sidewalk

57.89%



Scheme 2: Flexible Sidewalk/ Parking

42.41%



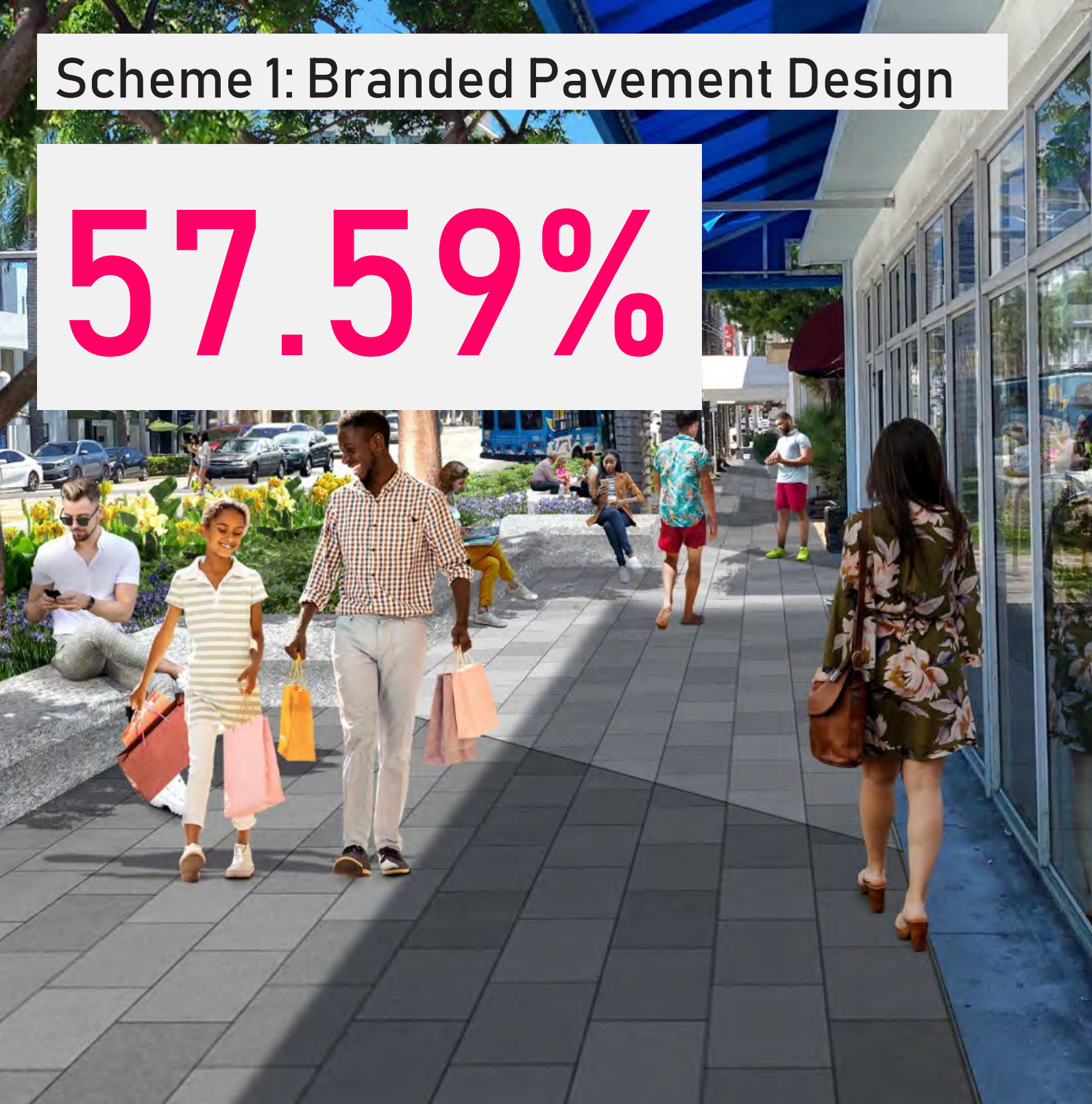
Which SIDEWALK option do you prefer?

Answered: 158   Skipped: 1



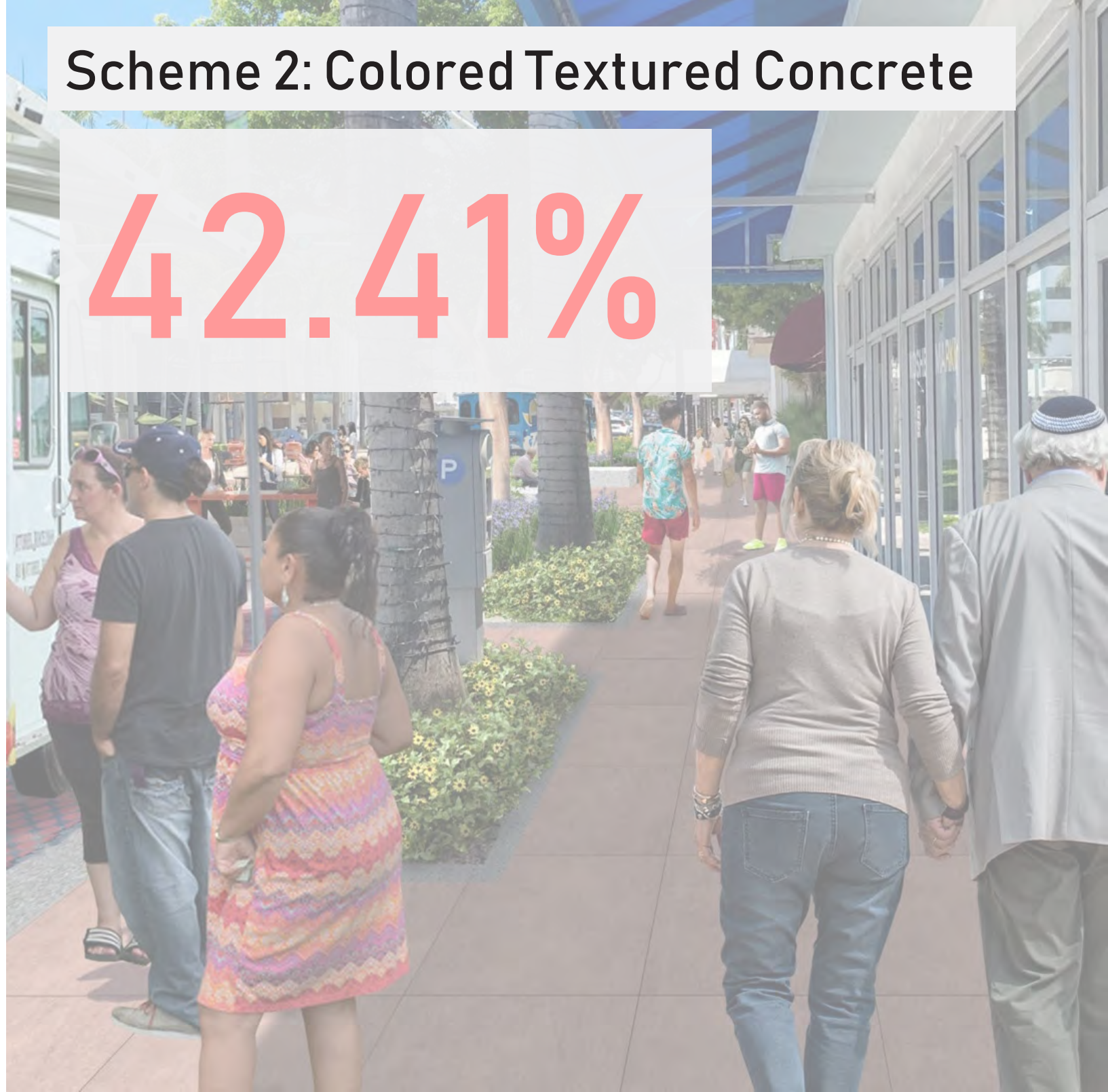
## Scheme 1: Branded Pavement Design

57.59%



## Scheme 2: Colored Textured Concrete

42.41%



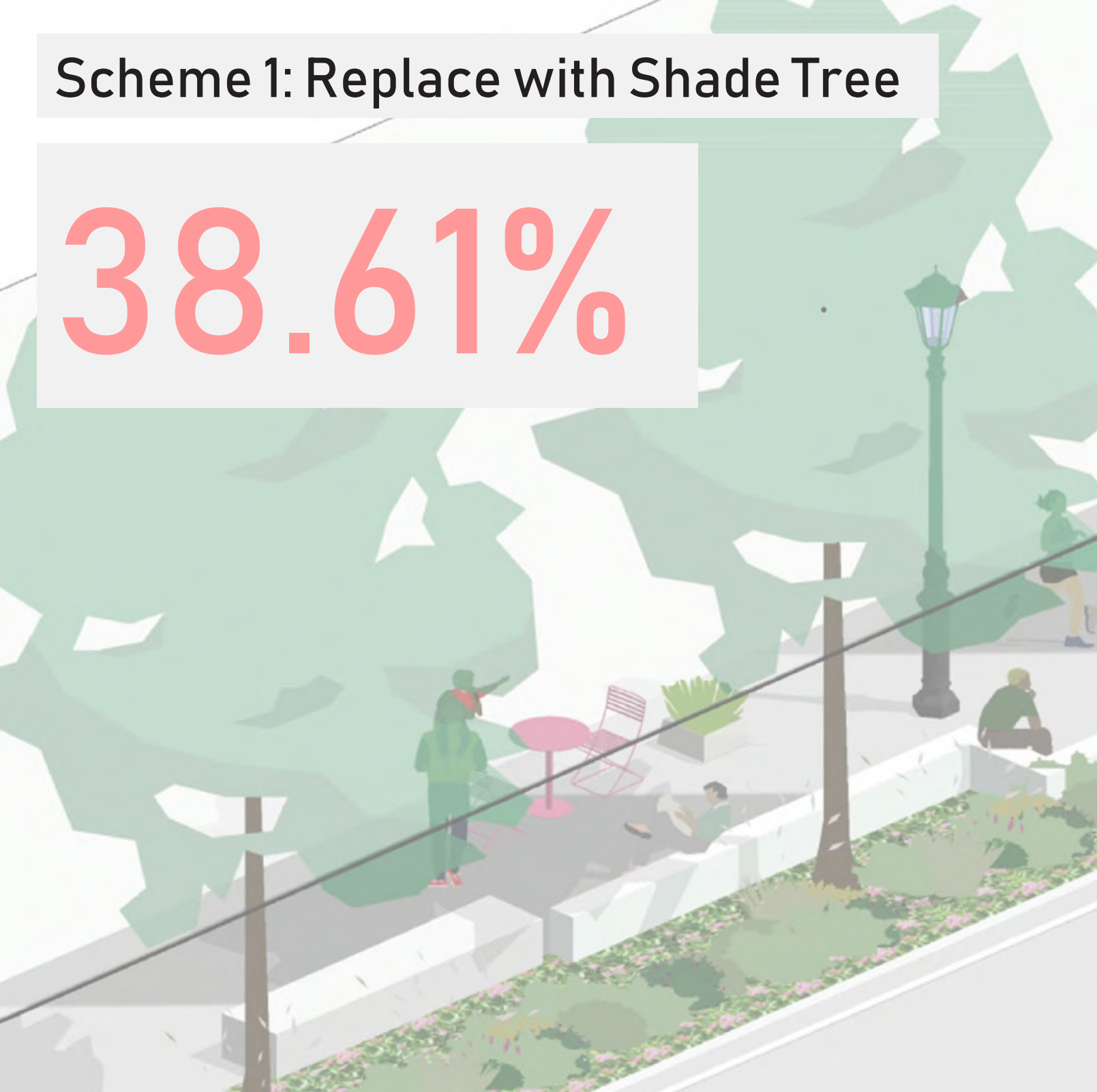
Which sidewalk MATERIAL option do you prefer?

Answered: 158   Skipped: 1



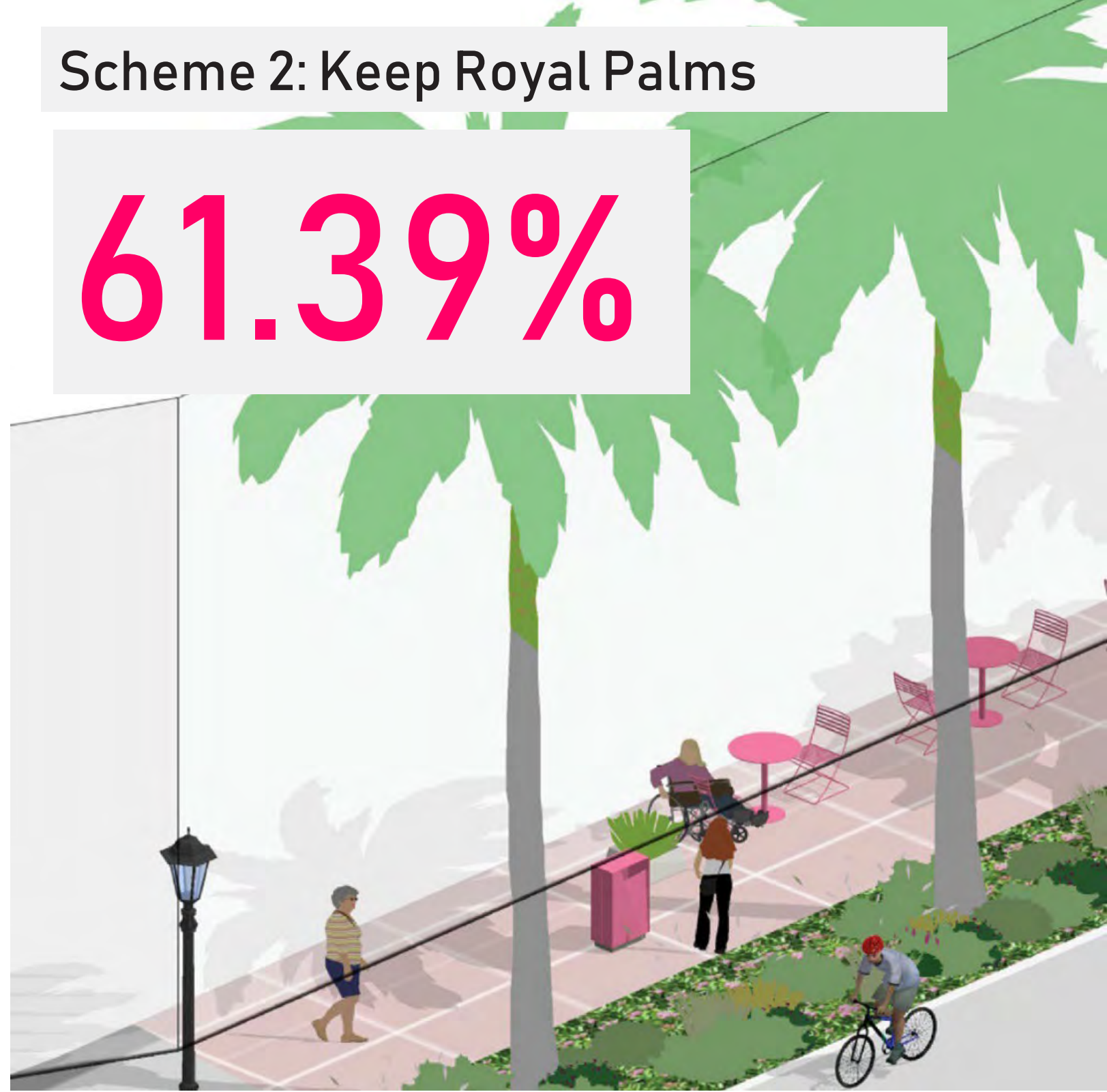
Scheme 1: Replace with Shade Tree

38.61%



Scheme 2: Keep Royal Palms

61.39%



Which SHADE option do you prefer?

Answered: 158 Skipped: 1



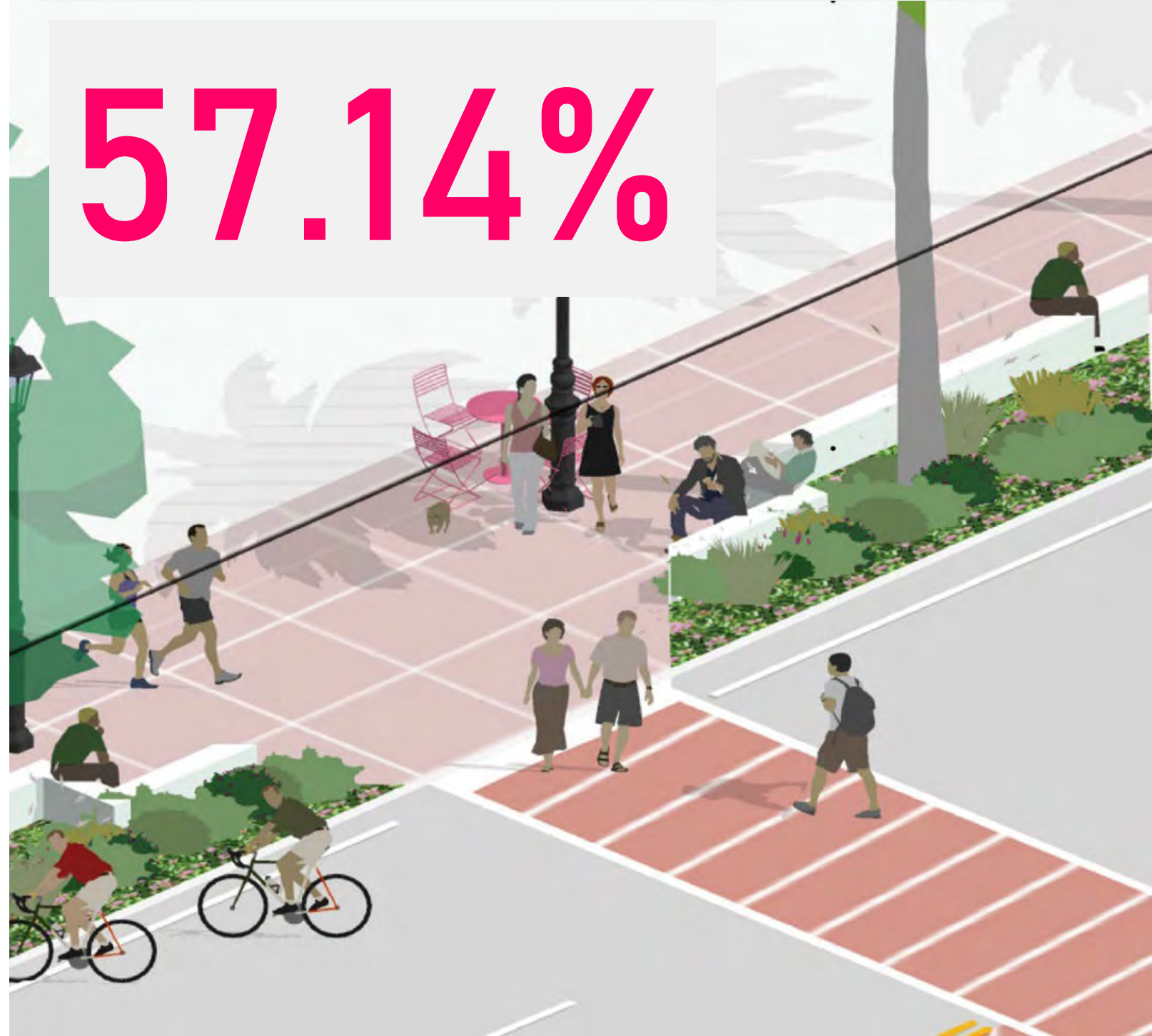
Scheme 1: Fixed Seating Throughout

42.86%



Scheme 2: Fixed Seating at Midblock

57.14%



Which SEATING option do you prefer?

Answered: 154   Skipped: 5





NO

21.66%

YES

78.34%

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

Answered: 157 Skipped: 2



More bicycle  
parking on 41<sup>st</sup>  
Street only

10.1%

More bicycle  
parking on the  
side streets only

50.32%

More bicycle  
parking on both  
41<sup>st</sup> Street AND  
the side streets

39.49%

Would you prefer more BICYCLE PARKING on  
41<sup>st</sup> Street OR on the side streets?

Answered: 157   Skipped: 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

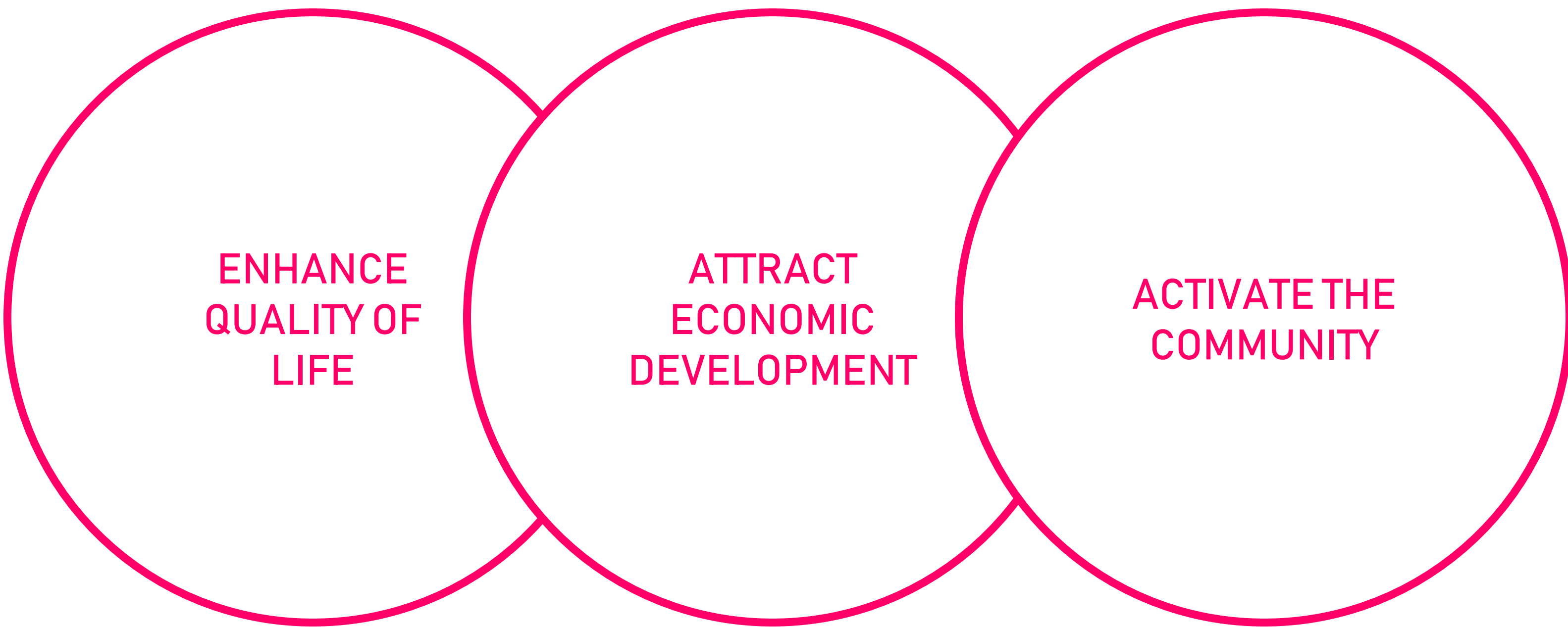




# Conceptual Design

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



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



## Parking + Sidewalk Elements

- Branded sidewalk pavement on both 41<sup>st</sup> and side streets
- Most parking remains on 41<sup>st</sup> 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 41<sup>st</sup> 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

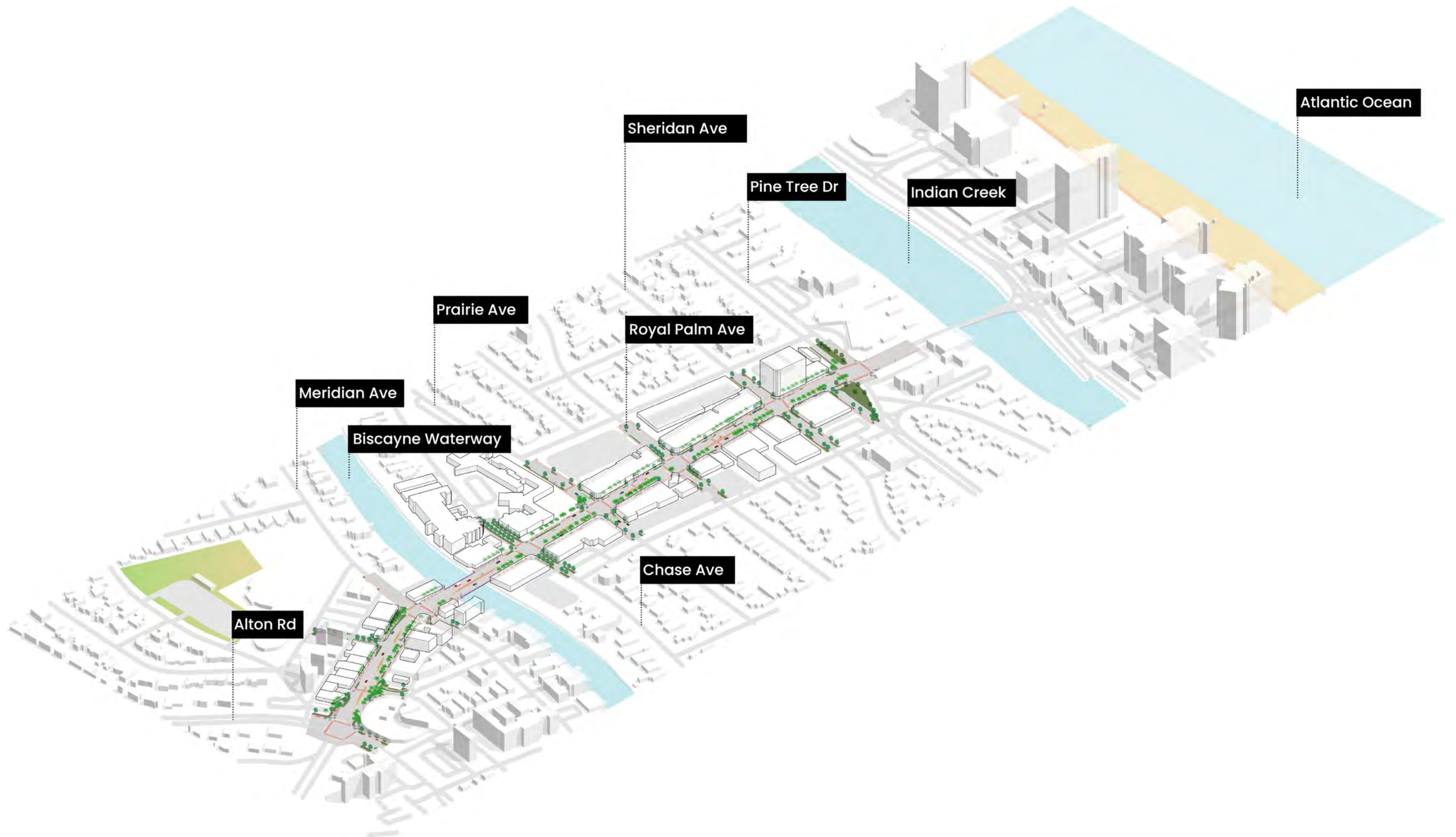
## Seating Elements

- Fixed seating on 41<sup>st</sup> Street at midblock and intersections

## Gateway Elements

- Gateway feature at entrance of 41<sup>st</sup> Street district



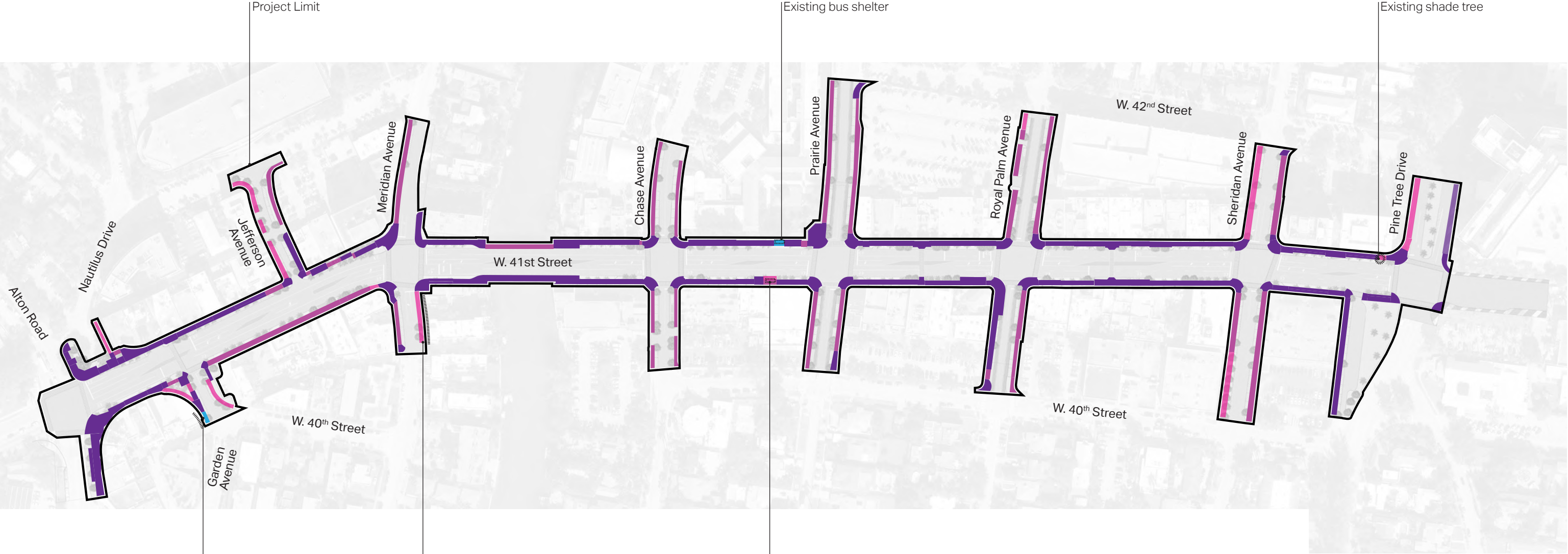






**Conceptual Rendering: 41st Street**





Constrained by existing building and insufficient setback

Limited width between face of curb and edge of residential properties

Existing bus shelter

Sidewalk Width

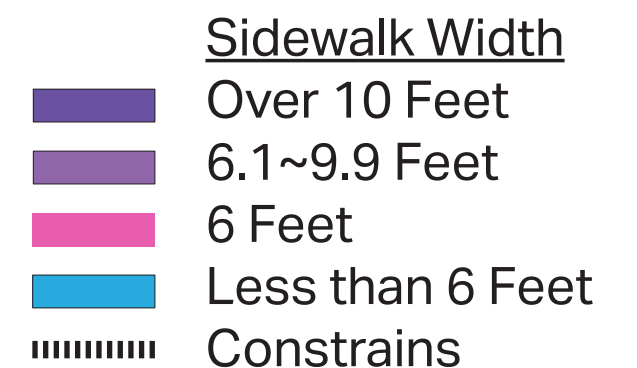
- Over 10 Feet
- 6.1~9.9 Feet
- 6 Feet
- Less than 6 Feet
- Constrains





Constrained by existing building and insufficient setback

Limited width between face of curb and edge of residential properties

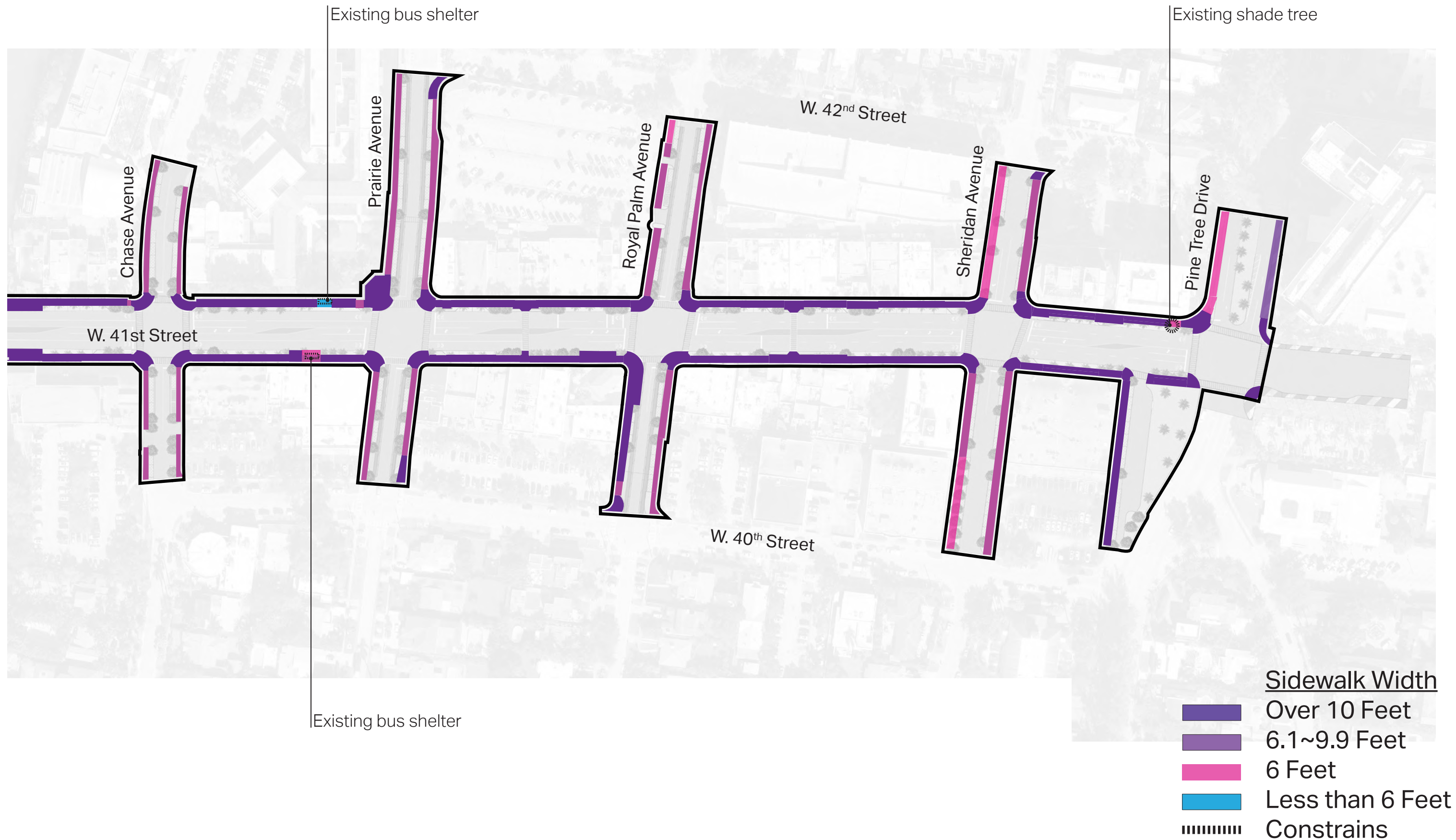


## Sidewalk Widening Recommendations: West of Biscayne Waterway

Enlargement

**AECOM**



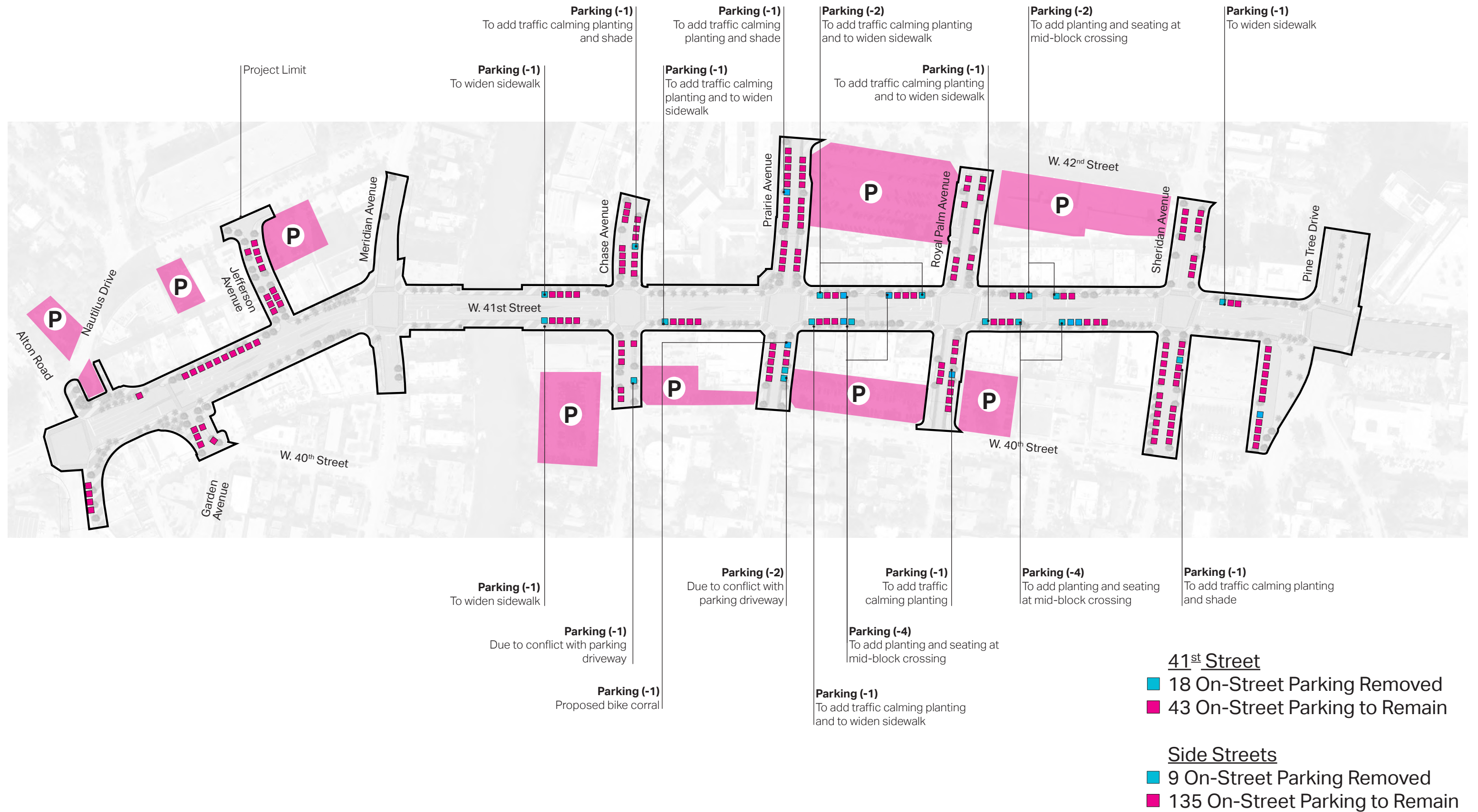


## Sidewalk Widening Recommendations: East of Biscayne Waterway

Enlargement

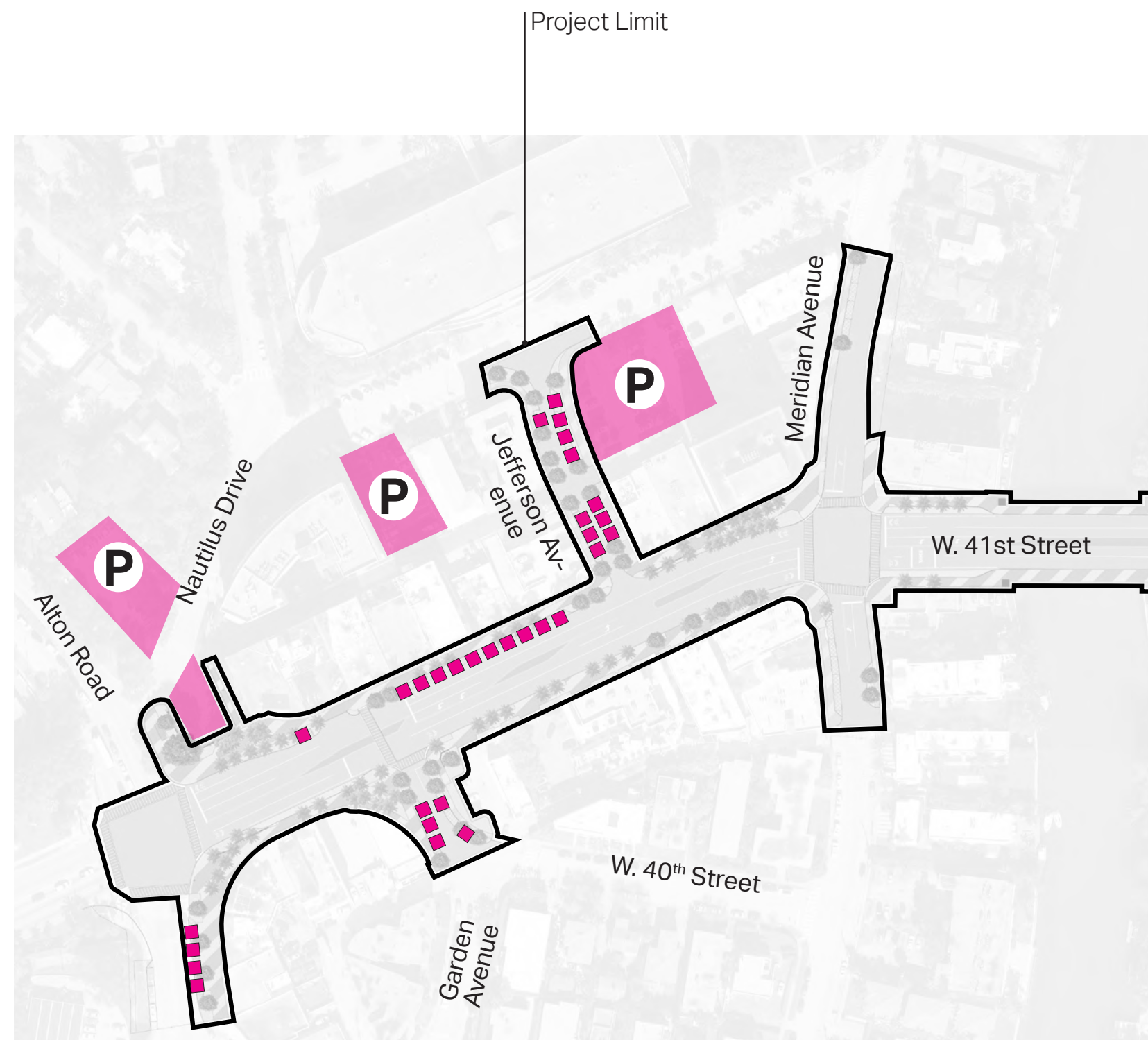
AECOM





## On-Street Parking Remove and Remain Recommendations: Full Corridor





- 41<sup>st</sup> 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

Enlargement





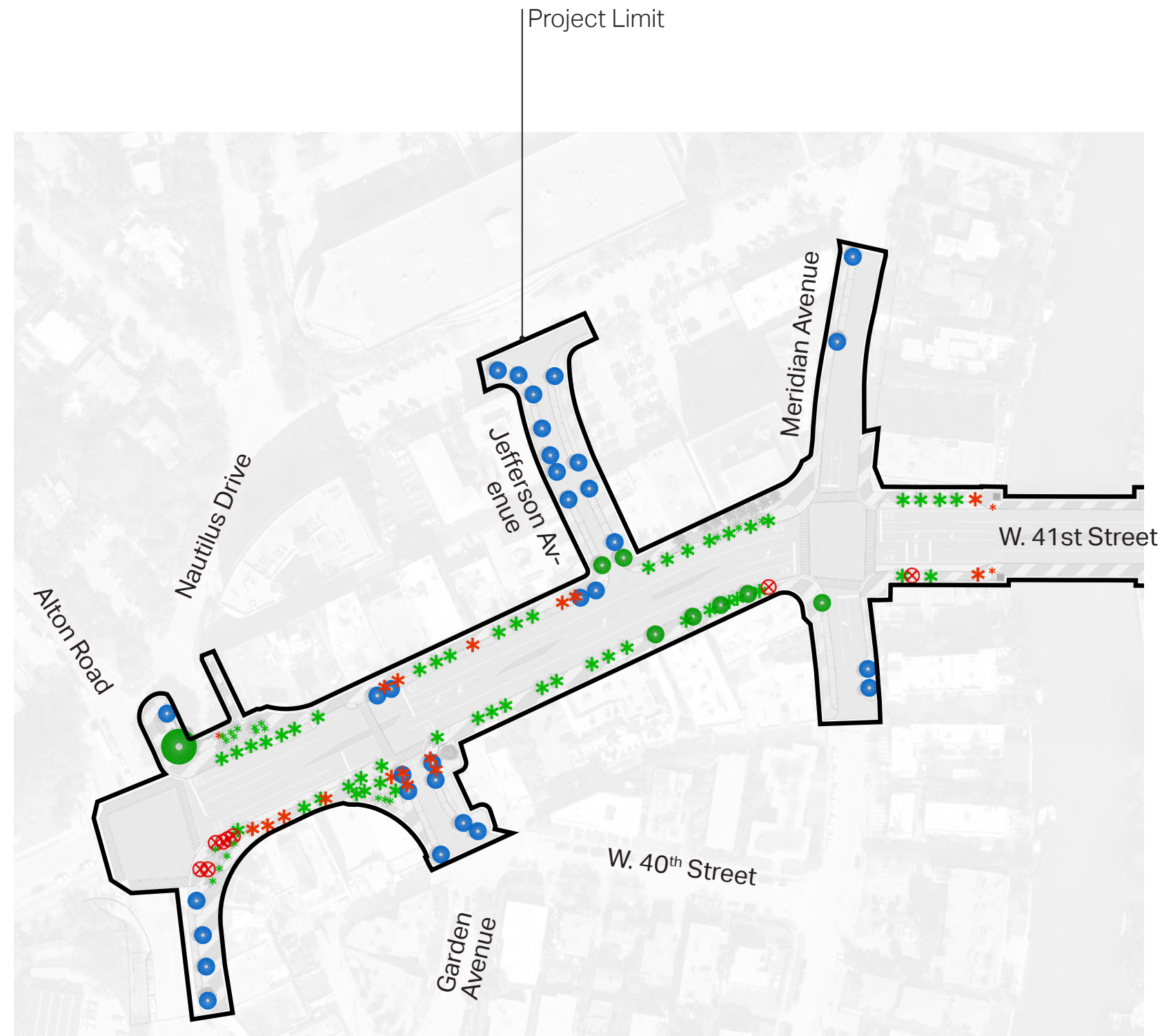




- 41<sup>st</sup> Street**
- ✱ 58 Royal Palms Removed
  - ✱ 146 Royal Palms to Remain
  - ✱ 18 Other Palms Removed
  - ✱ 29 Other Palms to Remain
  - ⊗ 31 Trees Recommended for Removal
  - 28 Canopy Trees Added
- Side Streets**
- ⊗ 4 Canopy Trees Removed
  - 26 Canopy Trees to Remain
  - 97 Canopy Trees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

## Trees to Remove and Remain Recommendations: Full Corridor





- 41<sup>st</sup> Street
- ✱ 58 Royal Palms Removed
  - ✱ 146 Royal Palms to Remain
  - ✱ 18 Other Palms Removed
  - ✱ 29 Other Palms to Remain
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## Trees to Remove and Remain Recommendations: West of Biscayne Waterway

Enlargement

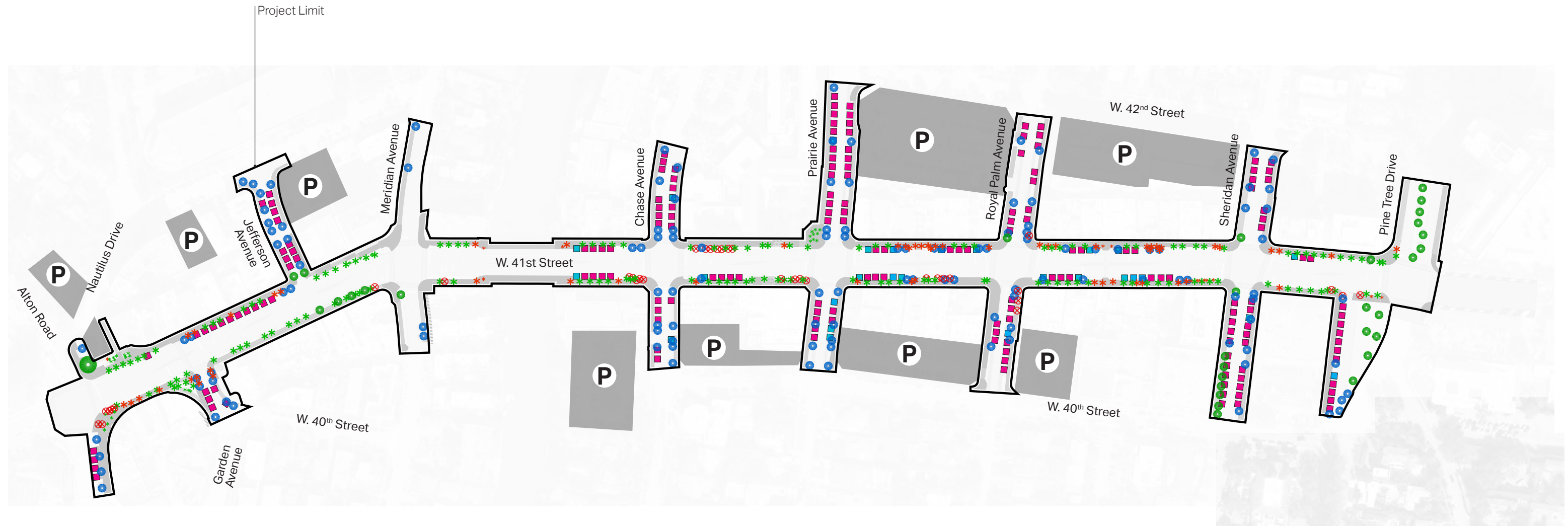




## Trees to Remove and Remain Recommendations: East of Biscayne Waterway

Enlargement



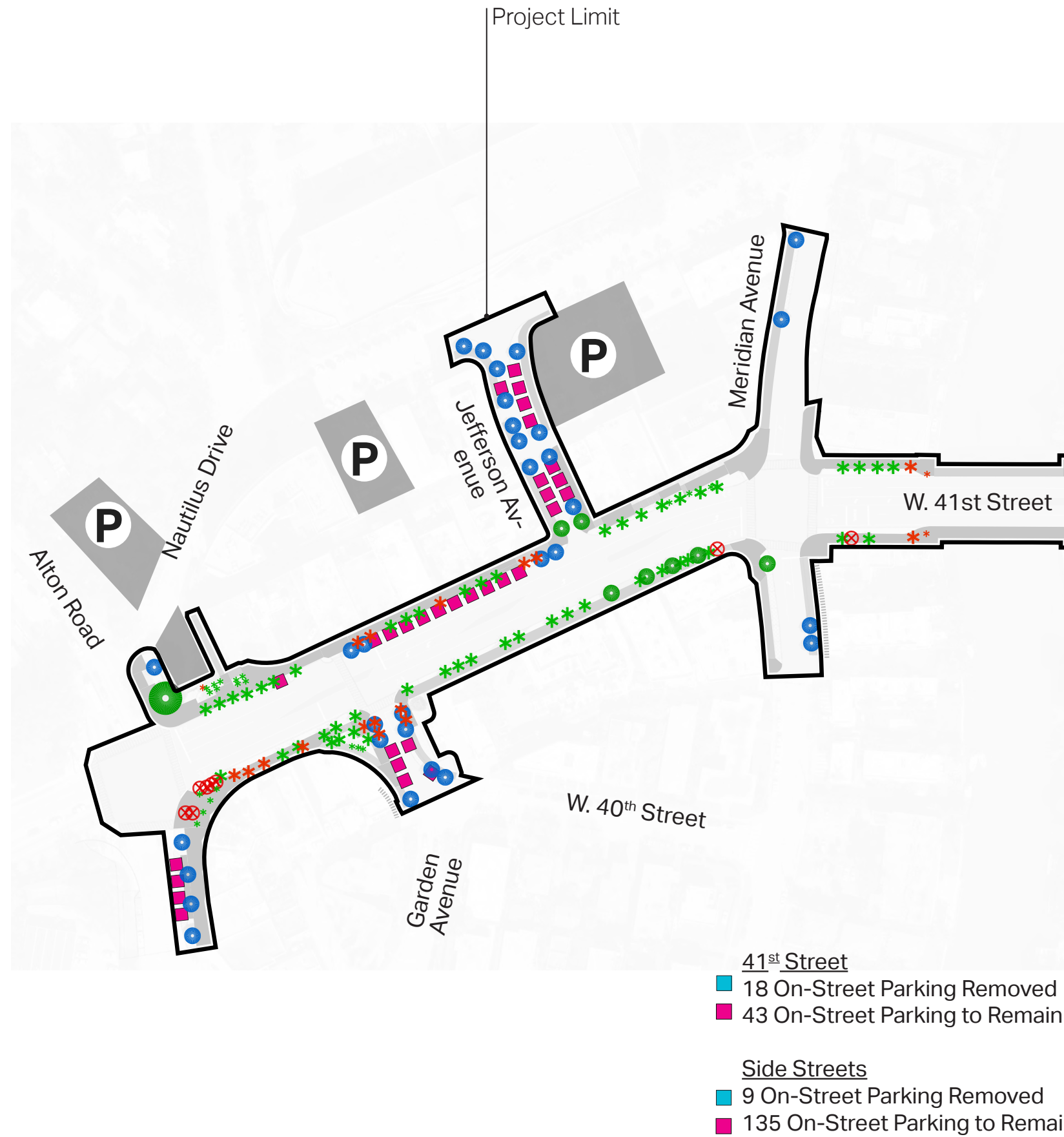


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## Parking and Trees to Remove and Remain Recommendations: Full Corridor

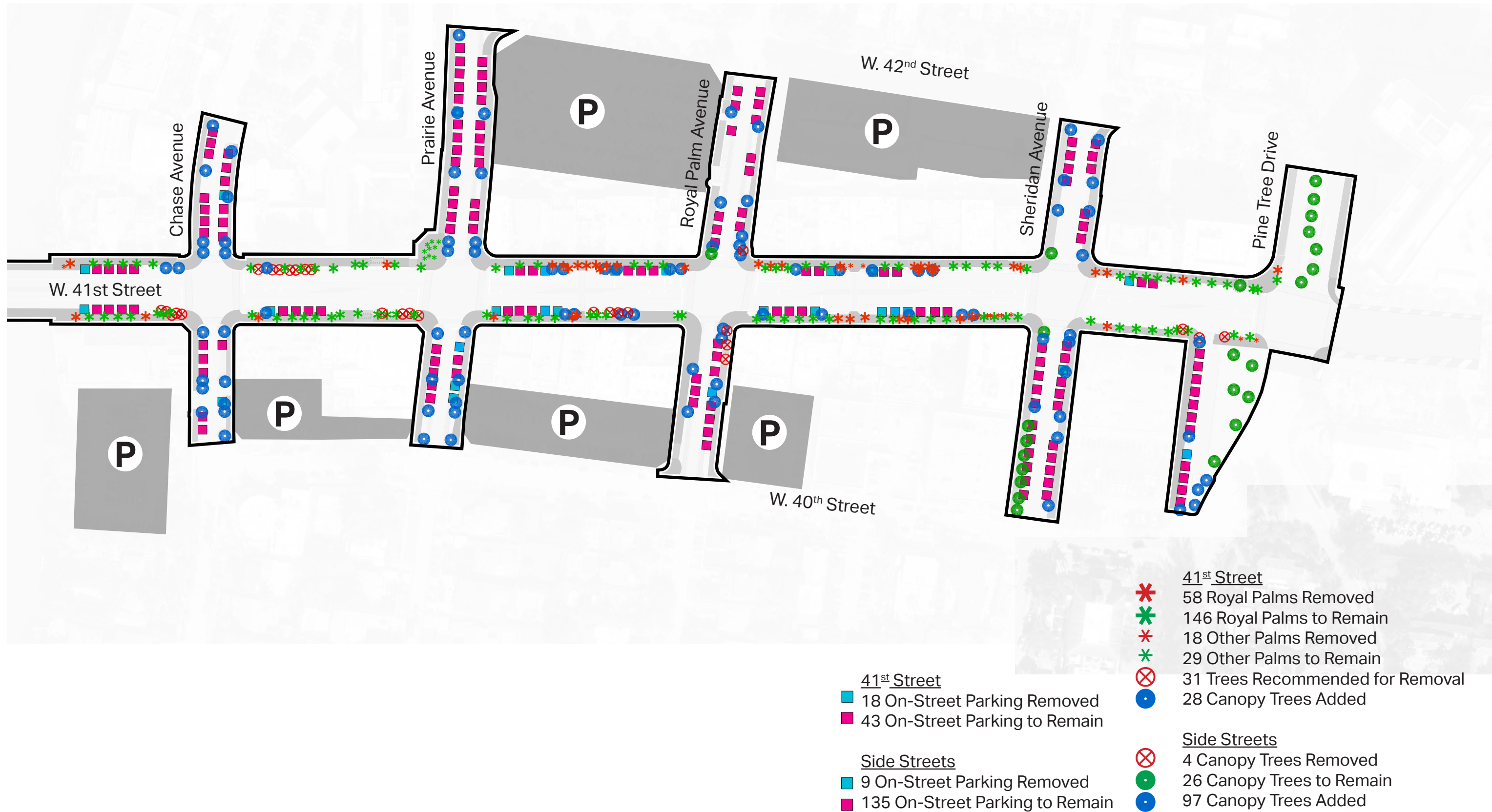




## Parking and Trees to Remove and Remain Recommendations: West of Biscayne Waterway

Enlargement



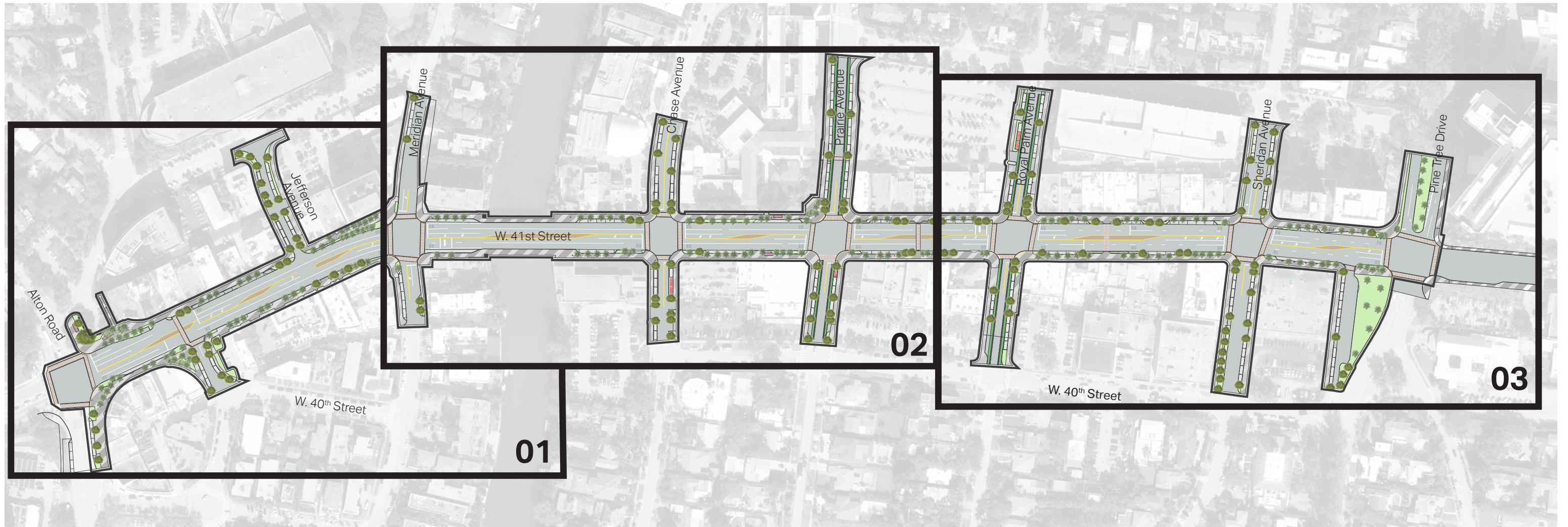


## Parking and Trees to Remove and Remain Recommendations: East of Biscayne Waterway

Enlargement

AECOM

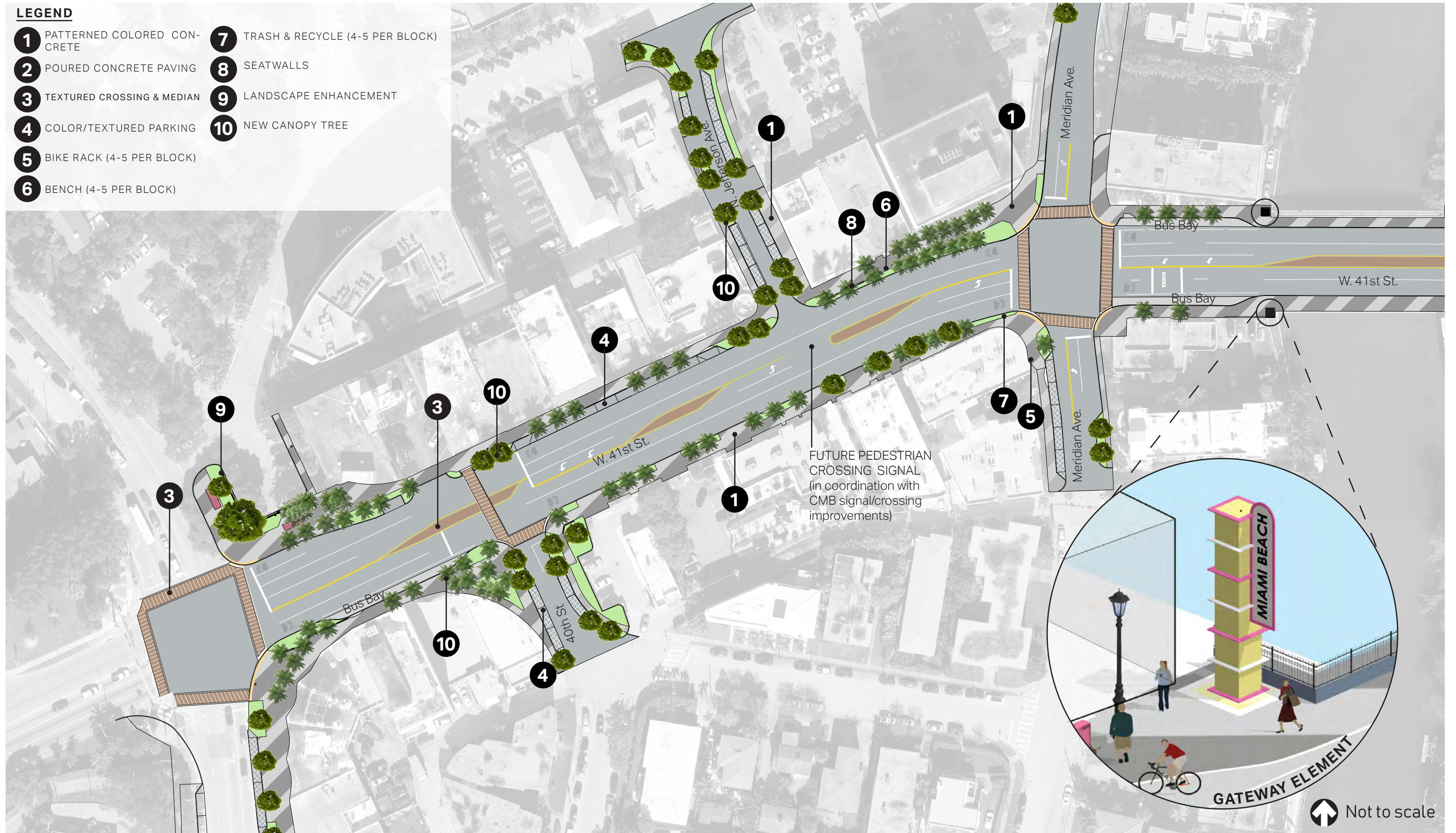




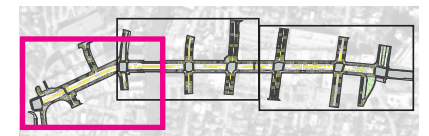


# LEGEND

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



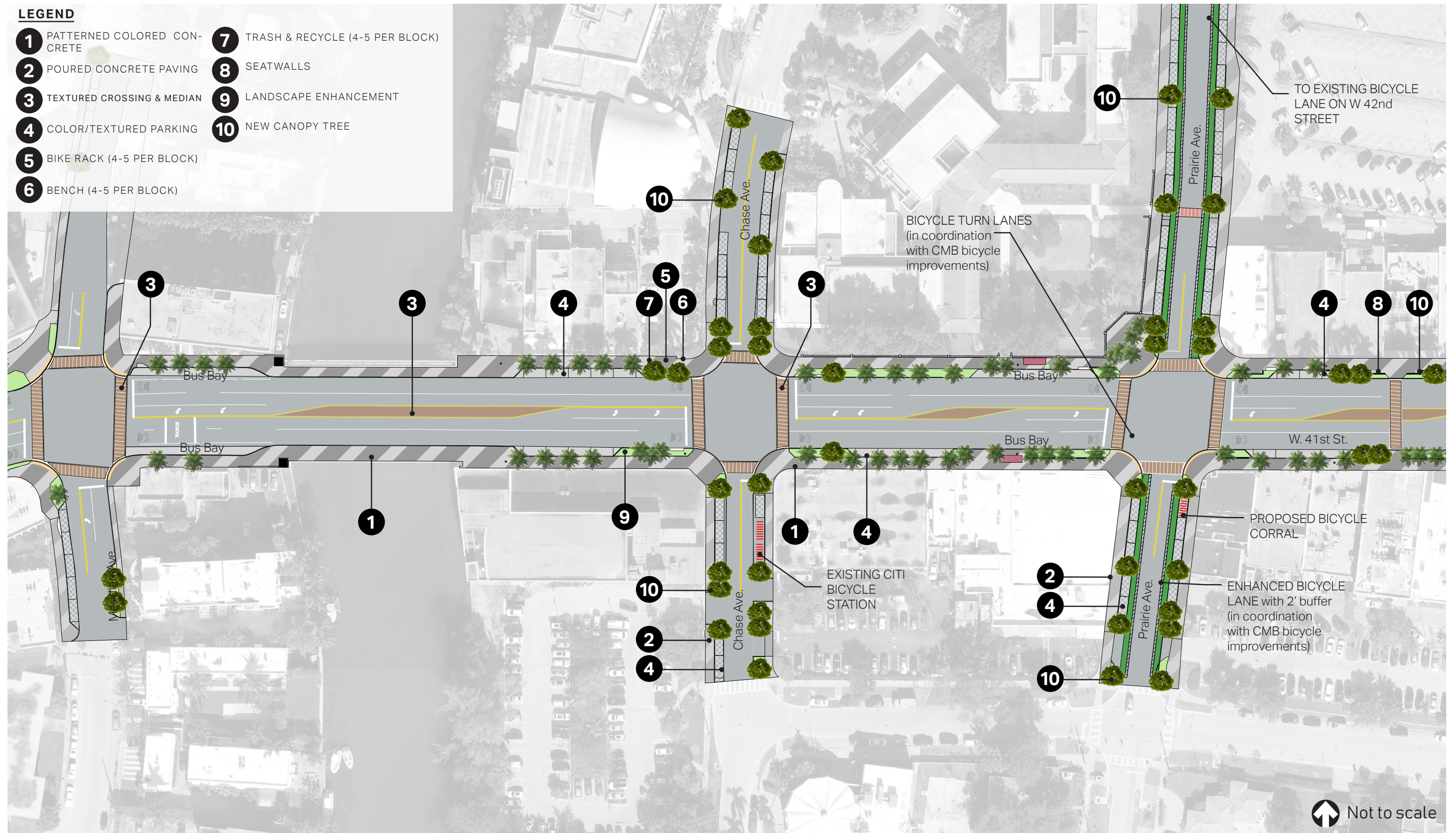
Illustrative Plan: Segment 1 from Alton Rd to Jefferson Ave



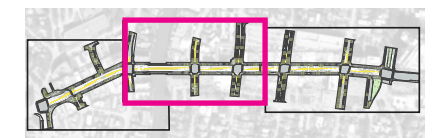


# LEGEND

- |                                     |  |
|-------------------------------------|--|
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| <b>6</b> BENCH (4-5 PER BLOCK)      |  |



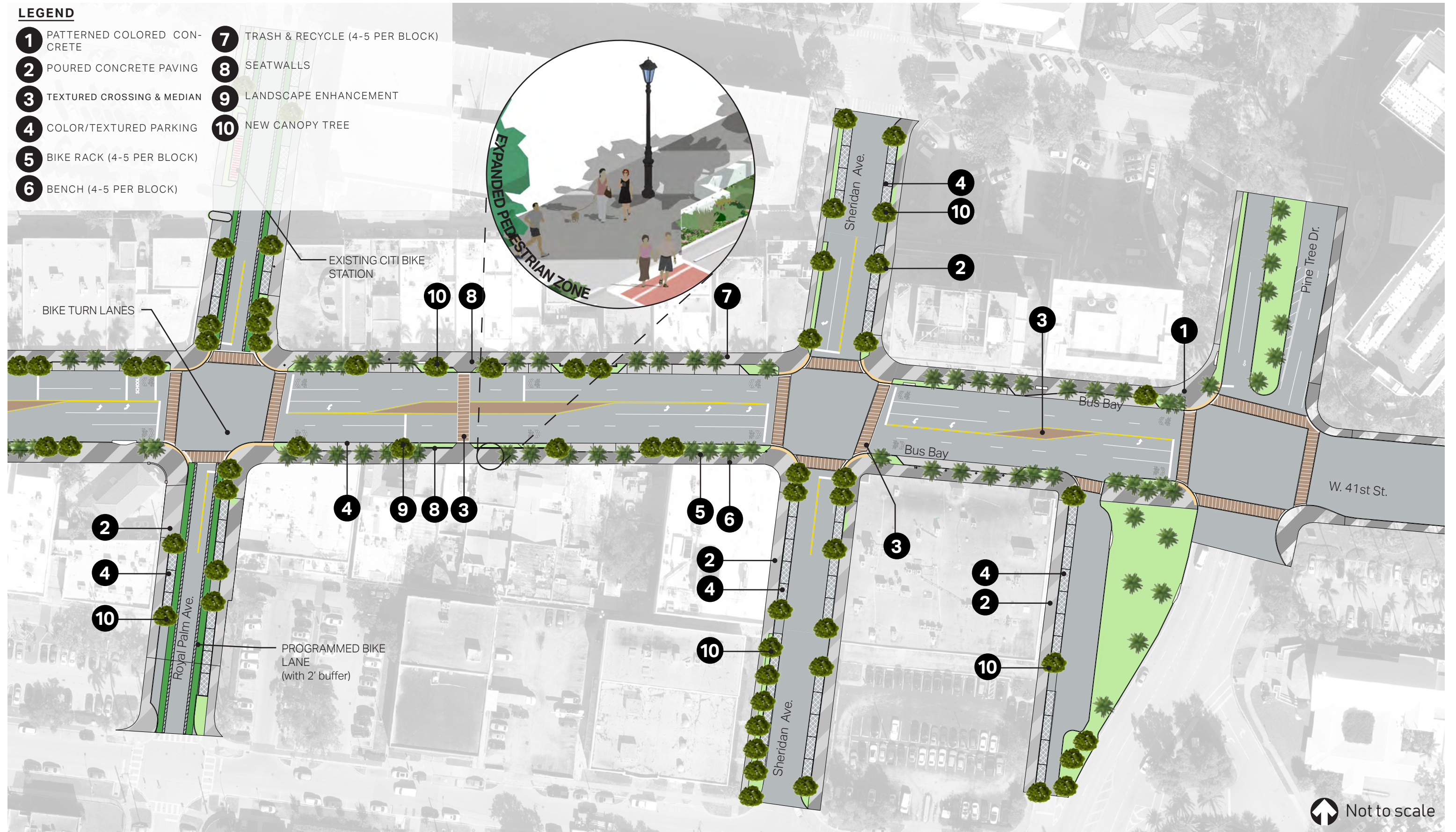
Illustrative Plan: Segment 2 from Meridian Ave to Prairie Ave



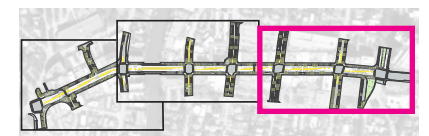


# LEGEND

- |                                     |  |
|-------------------------------------|--|
| <b>1</b> PATTERNED COLORED CONCRETE | <b>7</b> TRASH & RECYCLE (4-5 PER BLOCK) |
| <b>2</b> POURED CONCRETE PAVING     | <b>8</b> SEATWALLS                       |
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| <b>4</b> COLOR/TEXTURED PARKING     | <b>10</b> NEW CANOPY TREE                |
| <b>5</b> BIKE RACK (4-5 PER BLOCK)  |  |
| <b>6</b> BENCH (4-5 PER BLOCK)      |  |



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





HARDSCAPE



FURNISHINGS



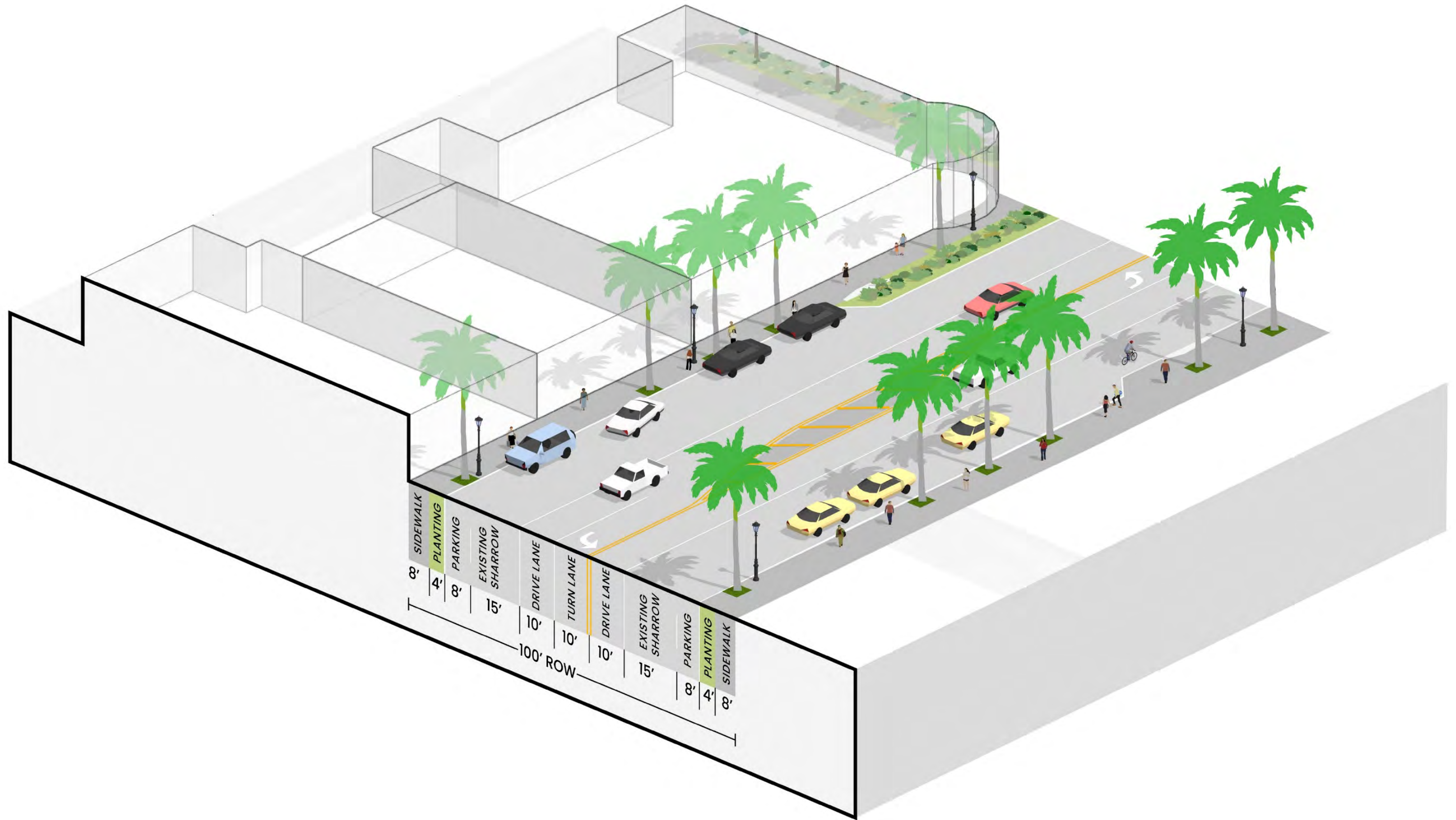
INTEGRATED WALLS



SOFTSCAPE

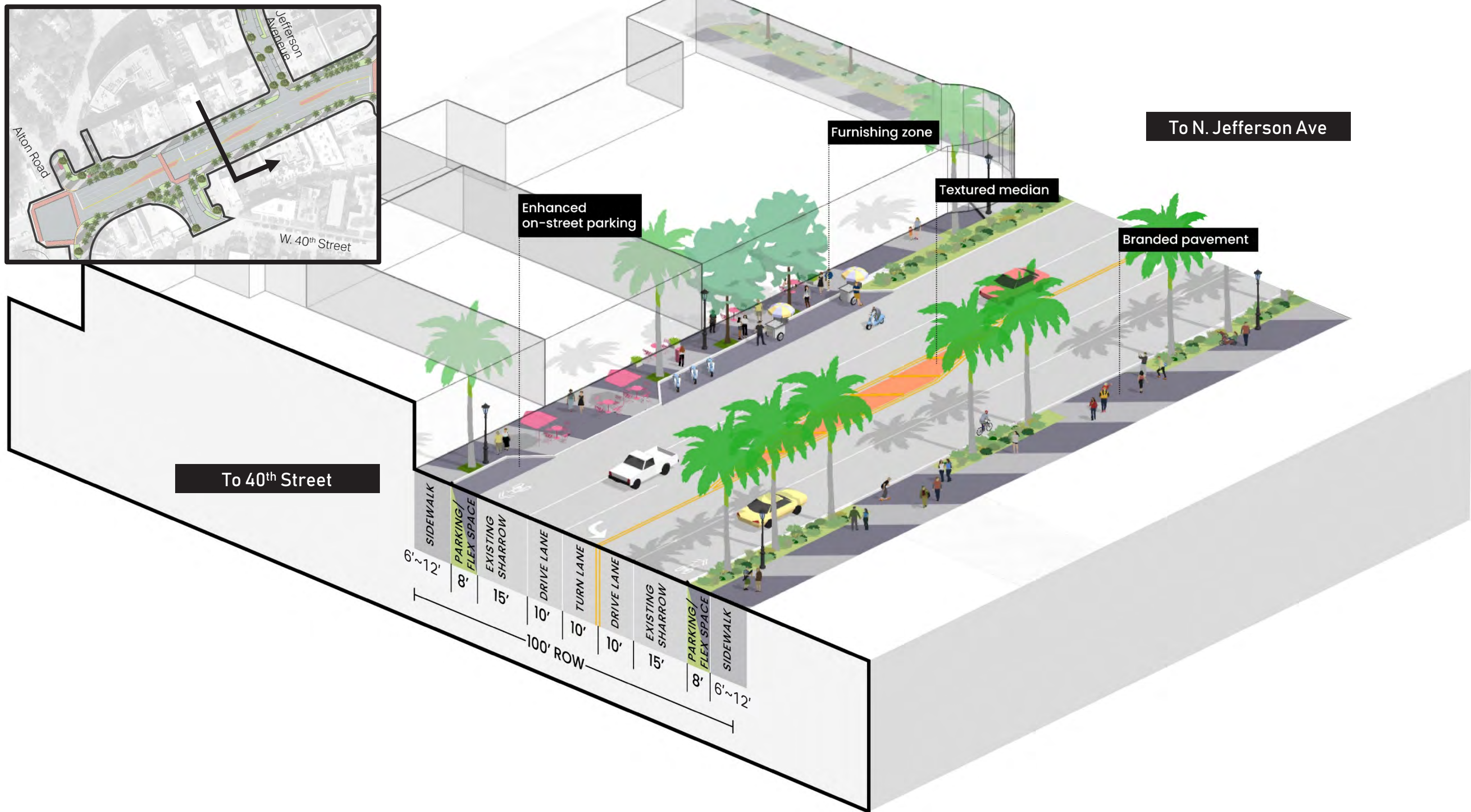






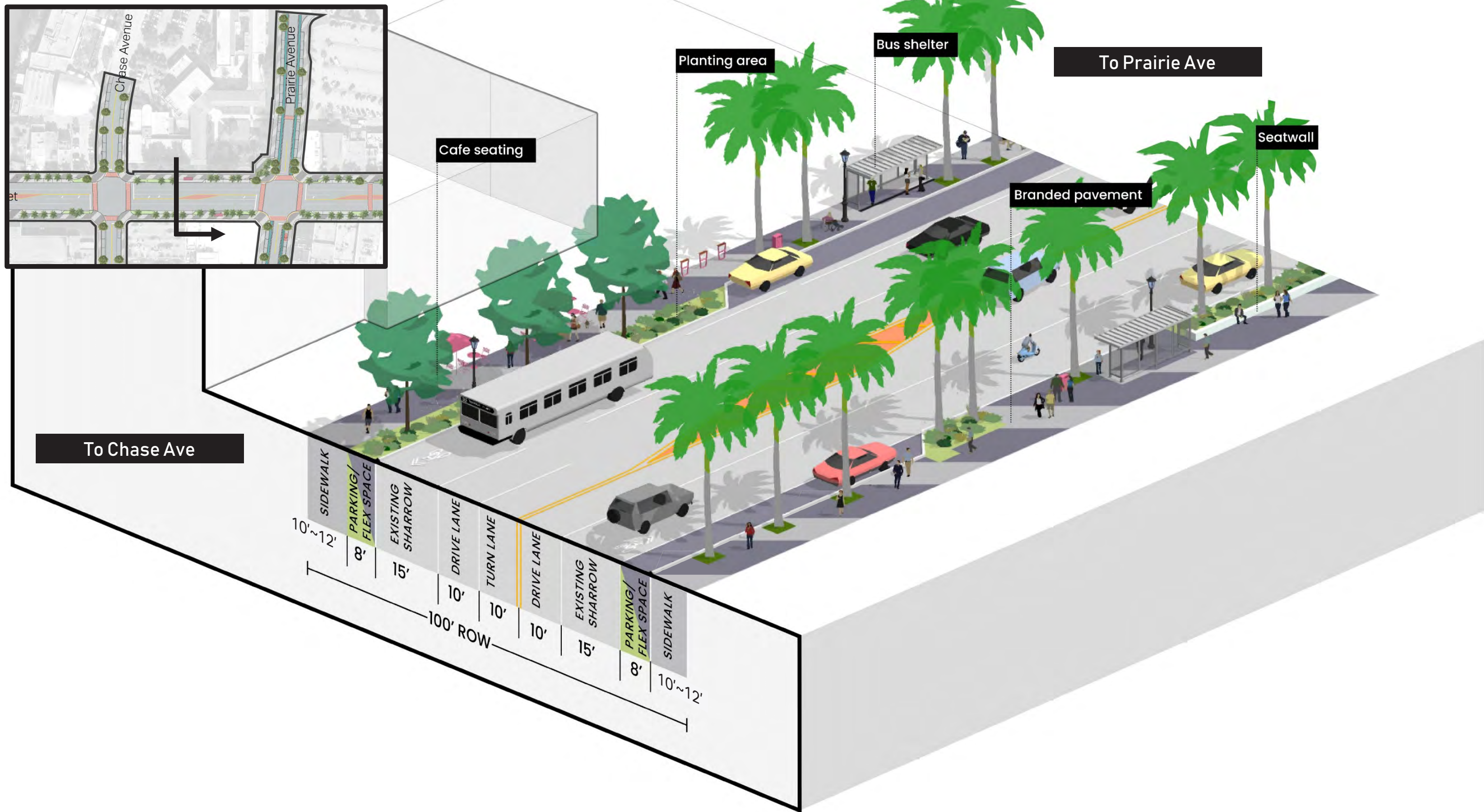
Existing Typical Section: 41st Street





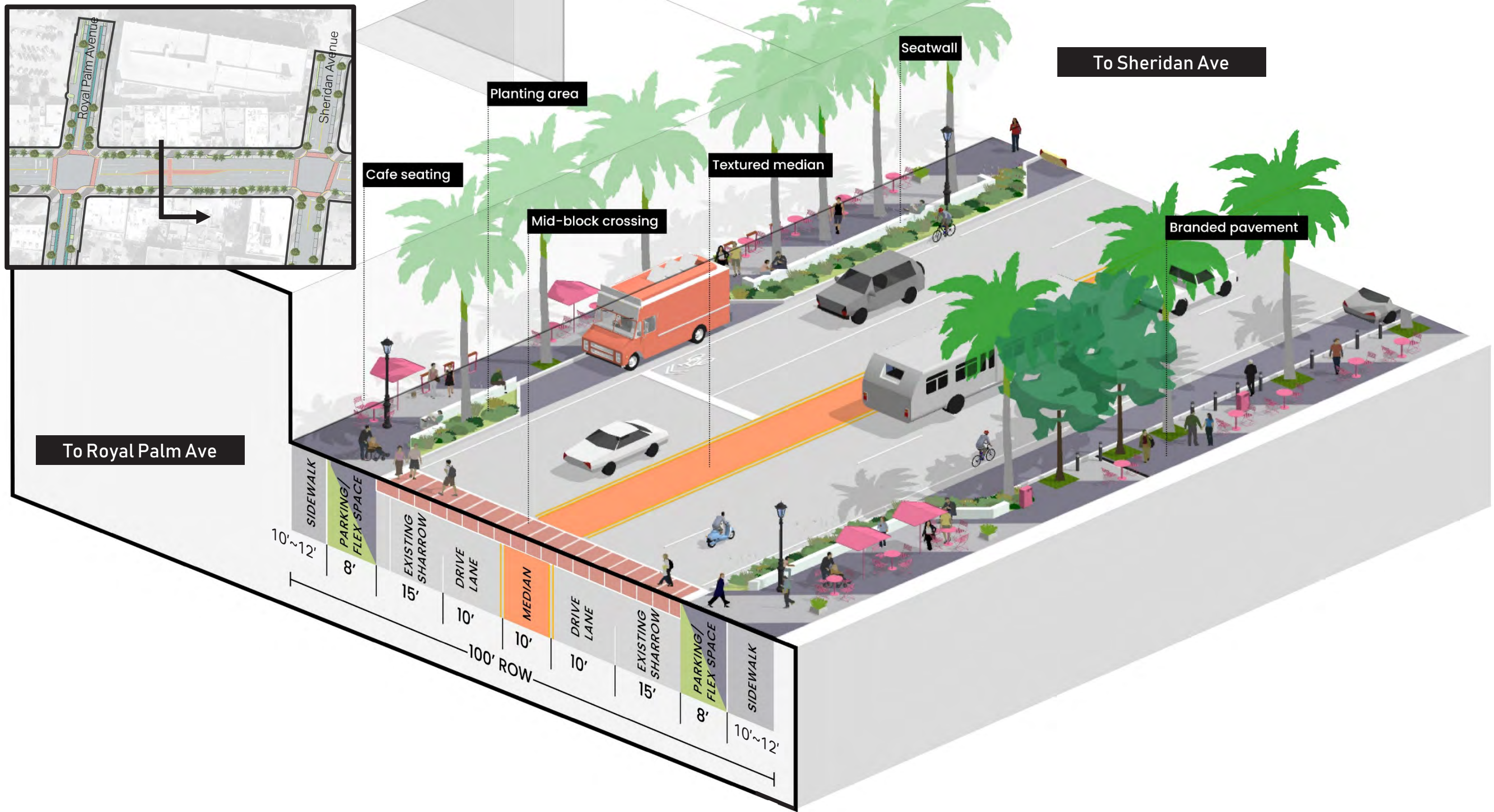
**Conceptual Section 1: 41st Street between 40th + N. Jefferson**





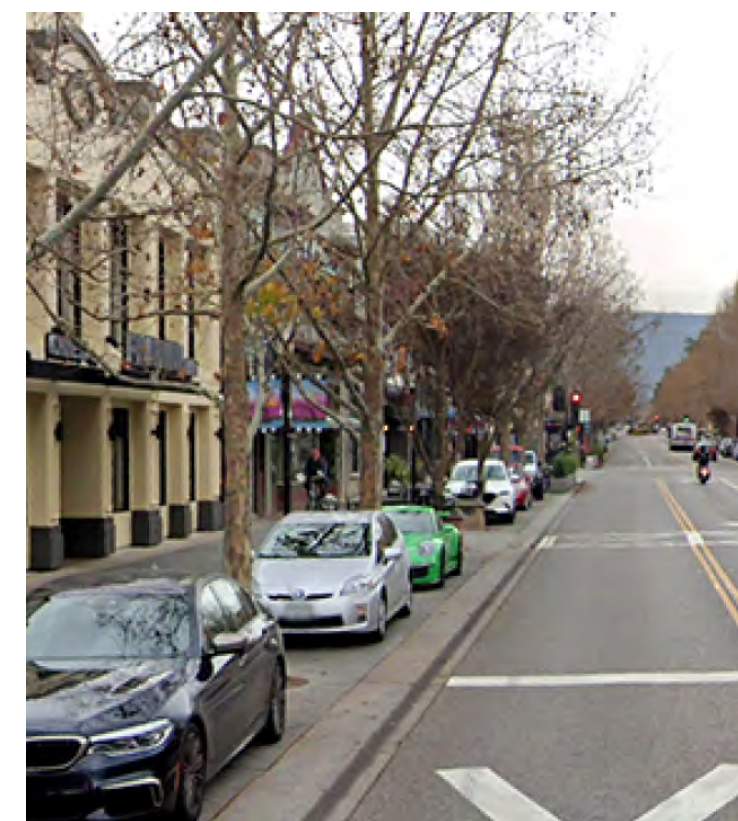
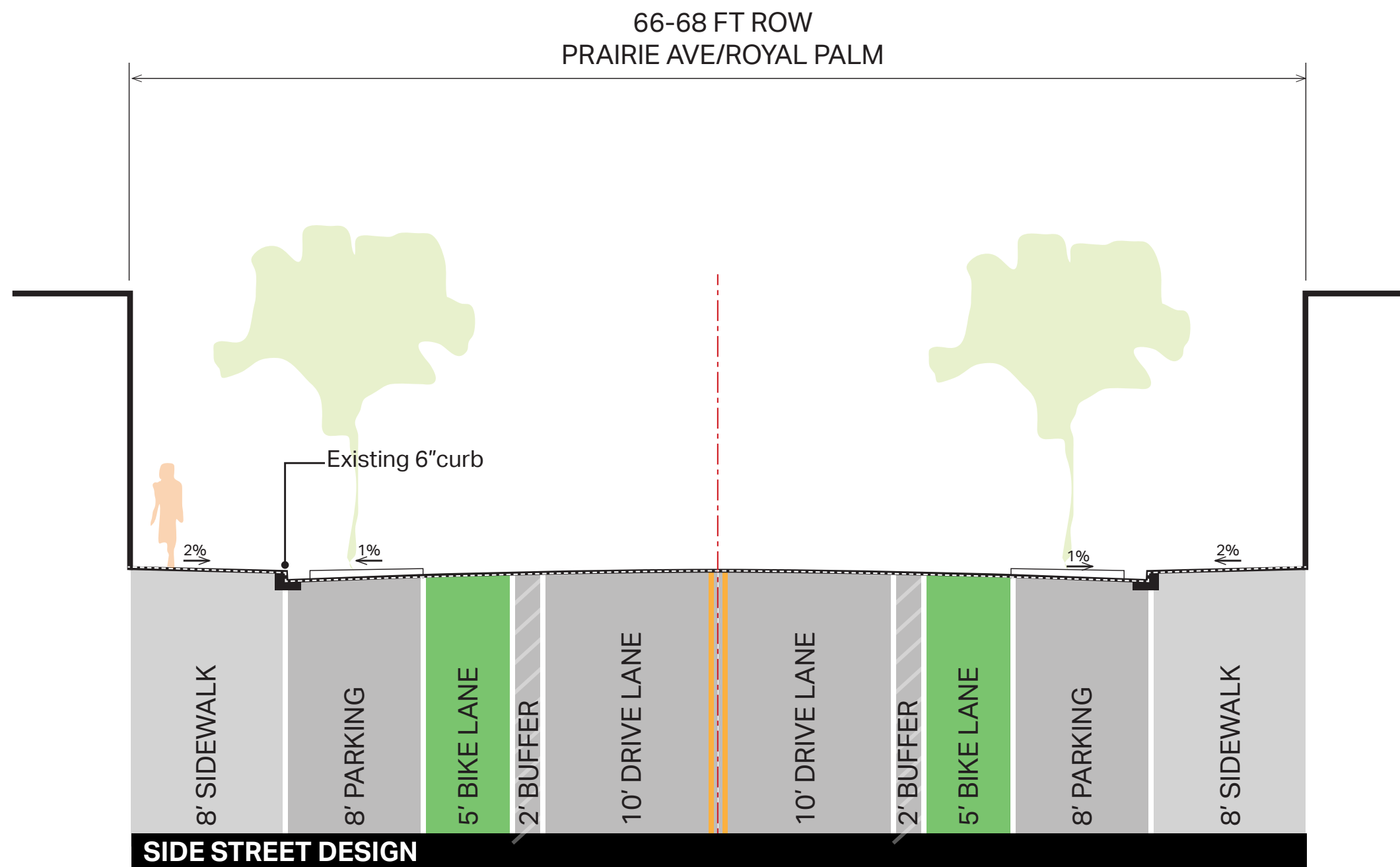
**Conceptual Section 2: 41st Street between Chase + Prairie Ave**





**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

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