

MIAMI BEACH

WATERBORNE TRANSPORTATION PILOT PROJECT

2023 / 2024

Operated by:



PROPOSED ROUTE

Total distance: 2.45 mi (3.94 km)

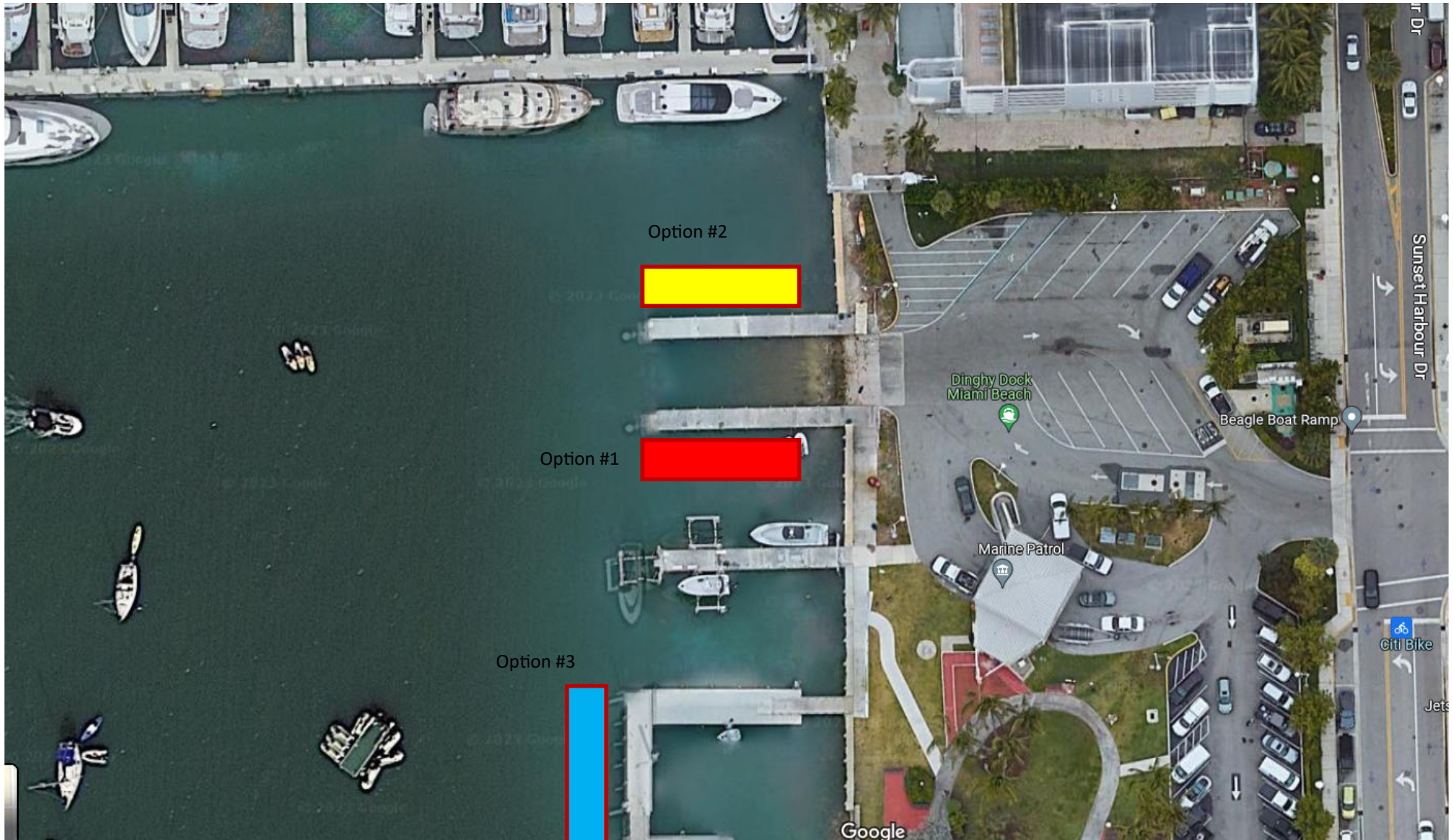
This route has been selected for the following reasons:

- * The proximity to multi-modal connectivity and parking on both the Miami Beach and Downtown Miami sides
- * This route will not require any bridge openings
- * The service will be able to utilize the City of Miami Beach dock located at Purdy Avenue
- * The route will not be in competition with other Water Taxi service providers in the area



Purdy Avenue Proposed Docking Locations

Purdy Avenue was selected because it is one of the few locations in Miami Beach that is City Owned and already allows Commercial Use.

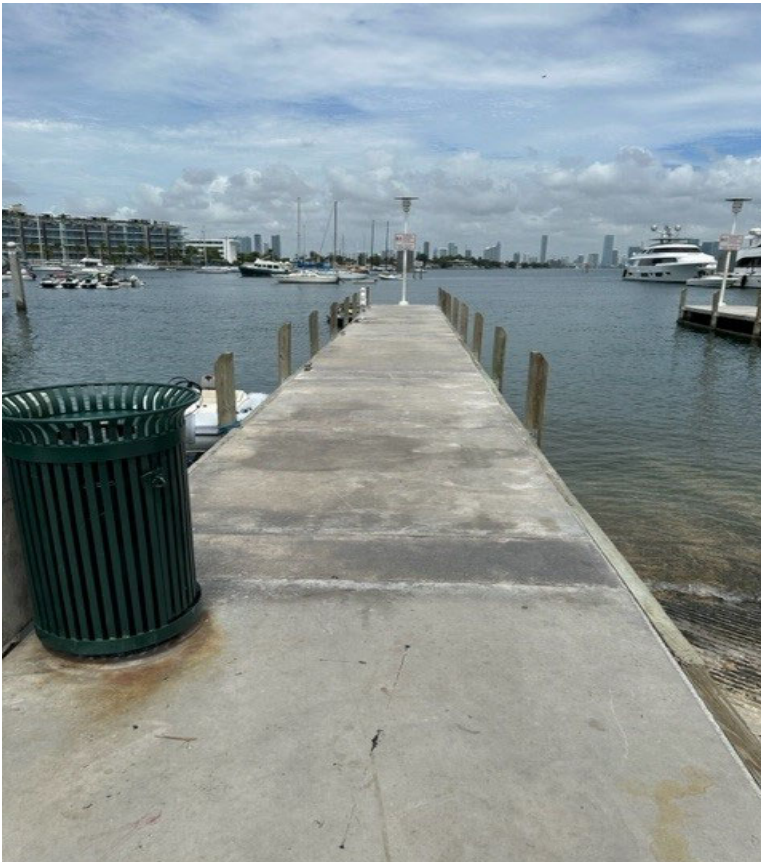


Option 1:

This docking location is on the South Side of the boat launch. This location would be ideal as it is easiest for the vessel to maneuver in and out of. The dock already has docking cleats, shore power and the vessel deck and dock would line up perfectly and passengers would be able to board and disembark from the bow of the vessel. This location has enough water depth for the vessel.

Location Follow Up Items:

* Check with Miami Beach Marine Patrol to ensure there would be enough clearance to maneuver their vessels around the ferry should the need arise for them to depart at the same time the ferry is at the dock.



Option 2:

This docking location is on the North side of the boat launch. This location would be less ideal than option 1 as it does not have docking cleats. Also, the vessel would need to load and off-load on the stern of the vessel.

Location Follow Up Items:

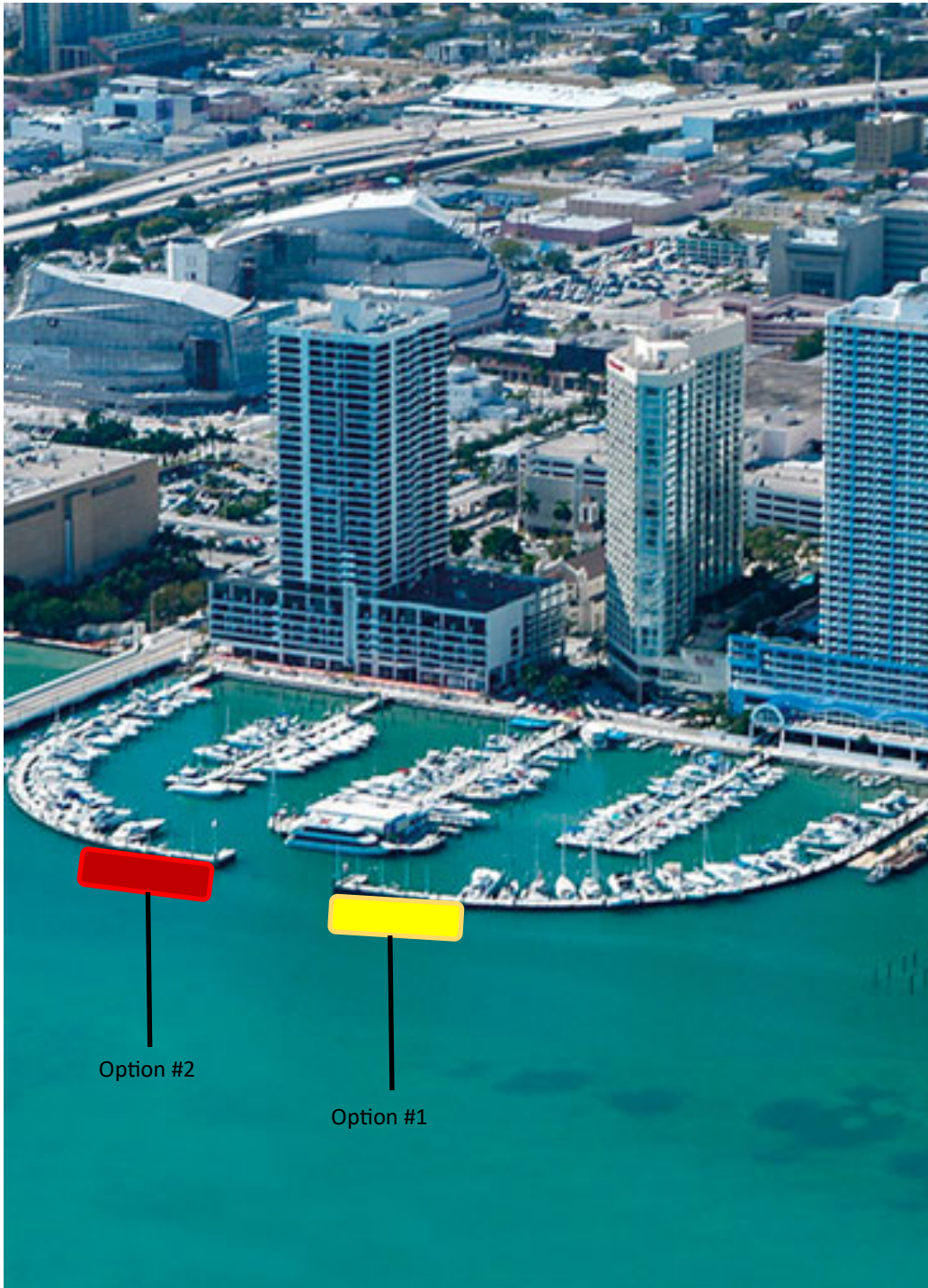
- * Install Cleats on the dock in order to secure the vessel
- * Confirm with FDEP with regards to this slip being permitted to the marina. For loading and off loading only.



Option 3:

This docking location is on the complete South Side of the Marina at the floating docks. This site is less favorable out of all the options because it will not accommodate ADA passengers with wheel chairs, its proximity to other vessels and jet skis that are moored close by, and the challenges the vessel will face to be able to quickly turn around and depart with the non-commercial marine traffic (jet ski's, kayaks etc.). This location also does not have cleats to secure the vessel, however there are pilings that the vessel can secure too.





Sea Isle Marina Proposed Options

Option #1

From an operational standpoint, this location is selected as the most desirable because the bulkhead on the north side does not have a concrete lip and the passenger gangway would line up better with the marina which would allow for easier access for ADA passengers.

From a passenger standpoint, this location is less desirable as it would create a longer walk to get to multi-modal connectivity.

Option #2

From an operational standpoint this location is selected as the less desirable because the bulkhead on the north side has a concrete lip that prevents the passenger gangway from going flush with the marina. When the gangway is attached to the marina there would be an awkward step down.

From a passenger standpoint, this location is less desirable as it would create a longer walk to get to multi-modal connectivity.

Recommendations:

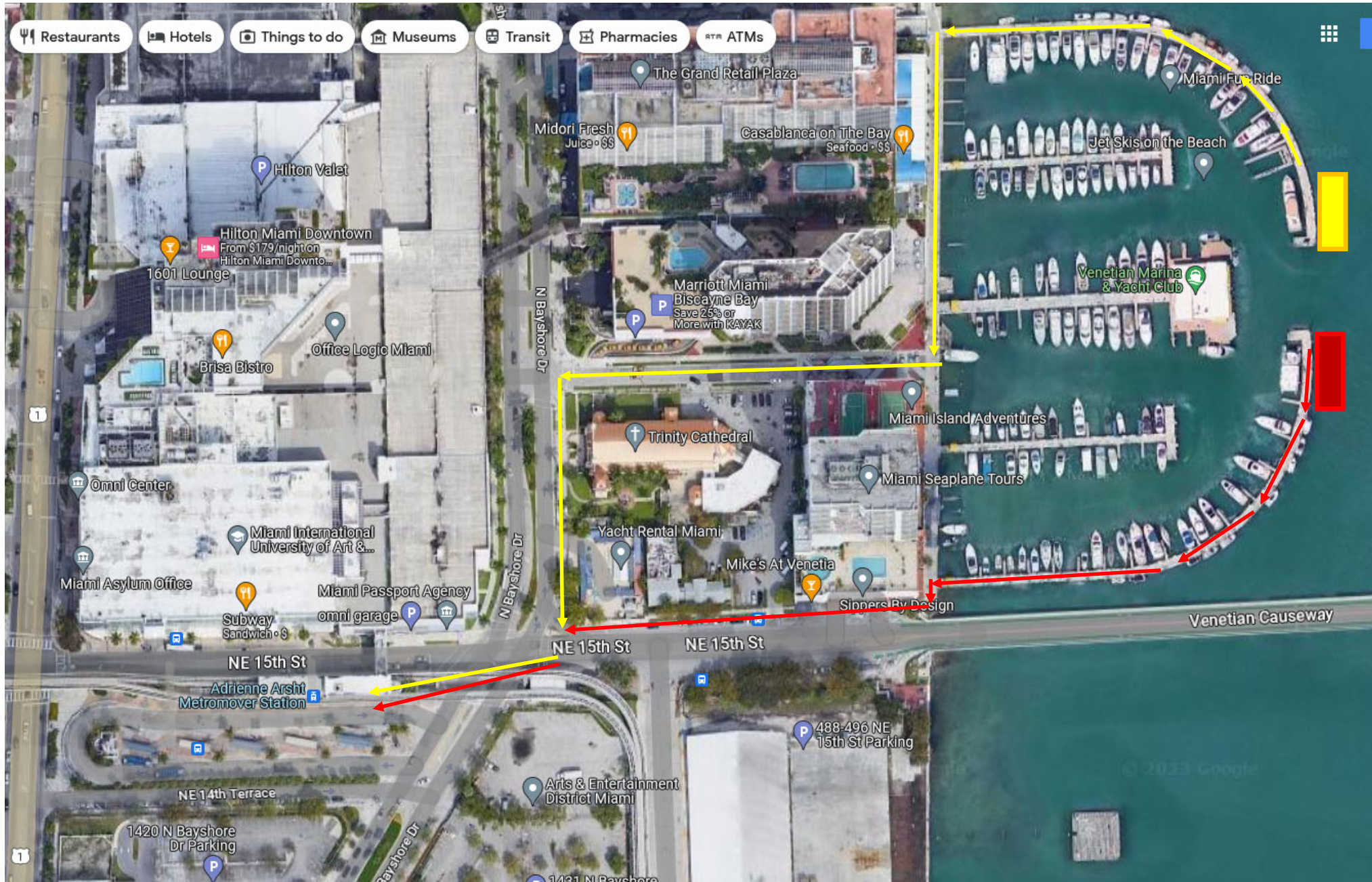
- * The lip does not appear to be structural, maybe the City's Public Works Department can cut out a piece of the cement on the lip that would allow the gangway to be flush with the marina.

- * Another option would be to place a second ramp on the dock that would elevate from the marina floor to the top of the lip.

Foot Traffic Pattern to reach Multi-Modal Connectivity from both docking Options

Option #1 (yellow)

Option #2 (red)



Daily Schedule (Monday - Sunday)			
Depart	Arrive	Depart	Arrive
Downtown	MB	MB	Downtown
-	-	7:30am	7:55am
8:00am	8:25am	8:30am	8:55am
9:00am	9:25am	9:30am	9:55am
10:00am	10:25am	10:30am	10:55am
11:00am	11:25am	11:30am	11:55am
12:00pm	12:25pm	12:30pm	12:55pm
1:00pm	1:25pm	1:30pm	1:55pm
-	-	-	-
-	-	3:00pm	3:25pm
4:00pm	4:25pm	4:30pm	4:55pm
5:00pm	5:25pm	5:30pm	5:55pm
6:00pm	6:25pm	6:30pm	6:55pm
7:00pm	7:25pm	-	-

Pilot Project Proposed Operation Schedule

Weekly Departures:	130		
Passenger Capacity Ability p/week:	19370		
Monthly Departures:	536		
Passenger Capacity Ability p/month:	79864		
Annual Departures:	6760		
Passenger Capacity Ability p/year:	1007240		

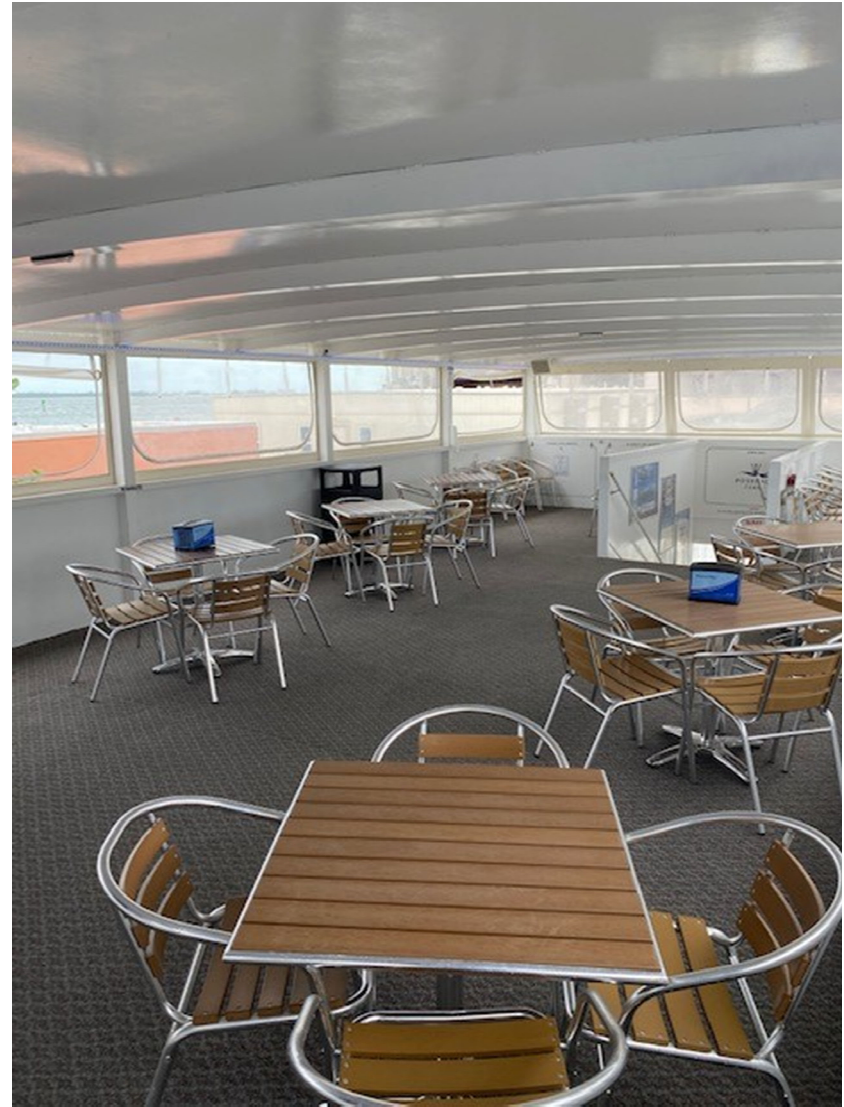
This schedule was selected for the following reasons:

- * It will have the ability to accommodate commuters
- * It will provide a transportation alternative during peak traffic times.
- * For Miami Beach events taking place, "alternative schedules" can be incorporated in order to accommodate those events and times.
- * The last arrival of 7:25pm was chosen so that the ferry does not interfere with quality of life for Miami Beach residents and neighbors of the Purdy Avenue facility.







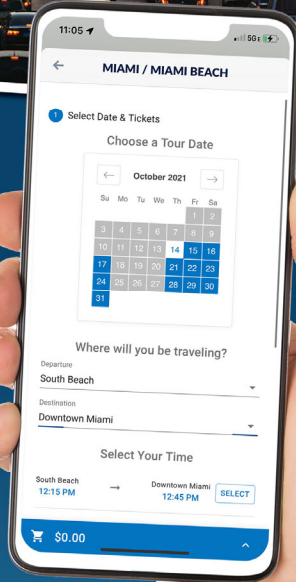




Sailing on Poseidon Ferry just got easier!

Poseidon Ferry App Features:

- View schedules
- Purchase tickets
- Purchase and replenish digital commuter cards
- Order snacks and drinks from the galley, and more!



TICKETING

Ticket Sales will be conducted through the following media:

- * In person onboard the ferry
- * Over the phone with a ticket agent
- * On the web at POSEIDONFERRY.COM
- * On the Poseidon Ferry Mobile App

FARE STRUCTURE

<i>Fare Type</i>	<i>One Way</i>	<i>Round Trip</i>
Commuter	\$3	\$6
Resident	\$5	\$10
Senior	\$6	\$12
Disabled	\$6	\$12
Non-Resident	\$12	\$24

Poseidon Ferry App available
December 1st in the Apple App
Store and Google Play



**** The resident fare will be available to Miami Beach residents with a valid I.D. ****