

MIAMI BEACH

COMMISSION MEMORANDUM

TO: Mayor Dan Gelber and Members of the City Commission

FROM: Alina T. Hudak, City Manager

DATE: September 13, 2023

SUBJECT: **DISCUSS AND TAKE ACTION REGARDING THE MOTION OF THE PUBLIC SAFETY AND NEIGHBORHOOD QUALITY OF LIFE COMMITTEE, AT ITS MAY 23, 2023 MEETING, RECOMMENDING THAT THE CITY COMMISSION ADOPT A RESOLUTION STRONGLY URGING THE MIAMI-DADE COUNTY COMMISSION TO MAINTAIN THE CURRENT TEMPORARY OCEAN DRIVE PROMENADE AND TO ALLOW THE CITY TO PILOT AN EXTENSION OF THE CURRENT PROMENADE DURING CERTAIN HOURS.**

RECOMMENDATION

The Administration recommends that the Mayor and City Commission ("City Commission") discuss and take action regarding the motion of the Public Safety and Neighborhood Quality of Life Committee ("PSNQLC"), at its May 23, 2023 meeting, recommending that the City Commission adopt a resolution strongly urging the Miami-Dade County Commission to maintain the current temporary Ocean Drive promenade and to allow the City to pilot an extension of the current promenade during certain hours.

BACKGROUND

The Miami-Dade County Department of Transportation and Public Works (DTPW) has jurisdiction and purview over traffic control on local roadways and alleyways, including within incorporated municipalities. This authority includes Ocean Drive as a local roadway as well as the 14 Place and Ocean Court alleyways. In addition, any pilot projects that modify traffic flow on local roadways must be approved by DTPW.

Furthermore, per City Commission Resolution No. 2020-31313 adopted on July 17, 2020, any potential new pilot programs on Ocean Drive, or other major streets in the City, must be fully vetted by all stakeholders, including residents and discussion by the City Commission, prior to taking any action.

Pursuant to City Commission direction at the October 27, 2021 Commission meeting, the City reopened Ocean Drive to vehicular traffic, from 5 Street to 13 Street, in January 2022. The introduction of vehicular traffic on Ocean Drive included a single southbound vehicular travel lane and protected bi-directional green bike lanes on the east side of the road. Additionally, the City Commission directed the Administration to create a temporary pedestrian promenade on Ocean Drive between 13 Street and 14 Place as a pilot program. As part of the implementation of the temporary promenade, the City reversed the flow of the 14 Place and Ocean Court alleyways between 14 Place and 13 Street to a southbound direction given this would be the only egress

route available for vehicles entering Ocean Drive through 15 Street to by-pass the promenade.

DTPW has denied the City a permit for the temporary promenade as a result of the alleyway presenting several safety and operational constraints. Thus, the existing promenade, as currently configured, is not permitted by DTPW, primarily because an alleyway is designed for service functions and not to serve as a street for general through-vehicle traffic.

Since its implementation, the temporary Ocean Drive promenade (“temporary promenade” or “promenade”) has created dedicated space in the public right-of-way for active mobility, including pedestrians, bicycles, and scooters, to enjoy the historic and iconic street. In addition, the temporary promenade has provided unique opportunities for community-friendly activations, including the Ocean Drive Promenade Music Series presented by the Ocean Drive Association with financial support from the City. However, some retail businesses and hotels within and adjacent to the promenade have expressed concerns with operational challenges, including customer accessibility and freight delivery due to the current pedestrianized configuration of the promenade. In addition, DTPW has expressed safety concerns with the use of the alleyway as a detour route for general vehicular traffic.

On December 21, 2022, the City Administration and DTPW staff met to discuss DTPW’s concerns with the current configuration of the promenade, particularly the use of the 14 Place and Ocean Court alleyways for general vehicular traffic, and the associated safety and operational challenges. During the meeting, DTPW staff expressed that a permit for the promenade as currently configured would not be approved and required that the City submit a modified plan to address the safety and operational challenges as well as a methodology to evaluate the effectiveness of the modified plan for DTPW’s review and approval. The continuation of the promenade on a pilot basis would be contingent upon the County’s approval of a modified plan.

Over the past few months, City staff from various departments, including Police, Fire, Transportation and Mobility, Parking, Public Works, and Facilities and Fleet Management have worked together to develop a modified operational plan for the promenade that balances the needs and desires of the affected residents, property owners, businesses, stakeholder groups, City emergency services, and visitors, and which addresses the safety and operational concerns expressed by DTPW. The proposed modified operational plan included allowing vehicular traffic to access Ocean Drive via arm gates at 14 Place from 6 a.m. to 11 a.m., Monday – Saturday, to relieve some pressure from the alleyway and allow for curbside freight deliveries. It is worth noting that this time period aligns with most freight loading zone times in the area. The proposed modified operational plan was transmitted to DTPW for its review and consideration on March 3, 2023. Attachment A includes Letter to Commission (“LTC”) #107-2023 dated March 4, 2023 which described the City’s recommended modified operational plan at that time.

DTPW responded via a letter dated March 28, 2023 (Attachment B), reaffirming its concerns with the continued use of the alleyway as a detour route for southbound vehicular traffic as a result of limited vehicular access within the promenade. DTPW also identified two (2) alternatives (DTPW Alternative 1 and DTPW Alternative 2 as described further below) that would be acceptable to limit vehicular traffic along the 14 Place/Ocean Court alleyways. In addition, DTPW recommended a 90-day pilot project implementation of the City’s preferred alternative, once selected. Both alternatives proffered by DTPW would allow general vehicular traffic to access the promenade from 6 a.m. to 11 a.m., as incorporated in the proposed modified operational plan, thus facilitating curbside deliveries for businesses within the promenade during these times.

Following receipt of DTPW’s March 28, 2023 response letter, the City’s internal working group

met to discuss both DTPW alternatives and evaluate the advantages and disadvantages of each from various perspectives. Subsequently, City staff met with DTPW staff to discuss both alternatives in further detail and provide feedback.

At the May 23, 2023 PSNQLC meeting, the PSNQLC discussed the following item sponsored by Commissioner Fernandez: "Discussion Regarding Directing The City Administration To Hold Community Meetings With Ocean Drive Stakeholders On The Feasibility Of Pedestrianizing Ocean Drive During Certain Hours Of The Day Only, While Reopening Ocean Drive To Vehicular Traffic." During the discussion on this item, the PSNQLC passed a motion by acclamation requesting that the City Commission adopt a resolution strongly urging the Miami-Dade County Commission to maintain the current temporary Ocean Drive Promenade and to allow the City to pilot an extension of the current promenade during certain hours.

The City, in coordination with DTPW, conducted a public meeting on June 1, 2023 at 6 p.m. to present both alternatives developed by DTPW and obtain community input prior to making a final recommendation to the City Commission on the preferred alternative. Attachment C includes the presentation shown at the June 1, 2023 public meeting. It is important to note that DTPW is requesting concurrence from the City's emergency services departments (i.e. Police and Fire) with the City's preferred alternative, once selected. In addition, once a preferred alternative is selected, the City will need to submit a permit application and methodology for DTPW consideration prior to implementation and evaluation of a 90-day pilot project.

At the June 28, 2023 City Commission meeting, during discussion on this item, the City Administration presented various operational challenges associated with the temporary Ocean Drive promenade as currently configured, DTPW's outstanding safety concern with the use of the 14 Place/Ocean Court alleyway as a detour route for general vehicular traffic, and an overview of DTPW alternatives 1 and 2. Following City staff's presentation, the City Commission expressed a desire to have more information prior to making a decision on the configuration of the temporary Ocean Drive promenade and provided direction to the City Administration to take the following actions and provide an update at the July 26, 2023 City Commission meeting: 1) conduct an analysis to assess the economic impact of the temporary promenade on the adjacent businesses; and 2) conduct a survey of users, including businesses, property owners/residents, employees, and visitors, to gauge general community feedback regarding the temporary Ocean Drive promenade. In addition, City staff committed to reach out to and consult with DTPW to ascertain if opening the temporary promenade during certain hours of the day is a requirement for a permit or if DTPW would allow the City to maintain the current closure of the temporary promenade to vehicular traffic provided that an additional gate is installed at the 14 Place entrance to the alleyway to restrict access to service vehicles only (as depicted in DTPW Alternative 1).

ANALYSIS

The Administration believes that it is important to provide an analysis of the two (2) alternatives developed by DTPW for the temporary Ocean Drive promenade which the County would be amenable to permit on a pilot basis. As stated above, DTPW is opposed to the current unpermitted configuration of the temporary promenade.

DTPW ALTERNATIVE 1

DTPW Alternative 1 (depicted on page 6 of Attachment C) consists of allowing southbound vehicular traffic to access Ocean Drive via arm gates at 14 Place, from 6 a.m. to 11 a.m., Monday – Saturday, which aligns with the time periods when most deliveries and services for the affected businesses occur. Furthermore, an additional arm gate on Ocean Drive at the entrance to the 14 Place alleyway

would be required to restrict ingress to service vehicles only. This modified operational plan is expected to drastically reduce the number of vehicles in the alleyway, particularly delivery trucks and service vehicles which currently cannot access Ocean Drive within the promenade portion and must therefore perform services from the alleyway. As such, by reducing the number of trucks and service vehicles during the early morning hours when the bulk of this activity typically occurs, the City Administration believes this operational change will address DTPW's concern regarding the volume of vehicles using and potentially blocking the alleyway and the challenges associated with that operation. This alternative requires that Ocean Drive be converted to two-way traffic from the 14 Place alleyway to 15 Street to allow for southbound vehicles to be able to perform 3-point turns and head back north to 15 Street to access Collins Avenue. No Outlet signs would be installed at Ocean Drive and 15 Street to deter vehicles from entering Ocean Drive via 15 Street unless absolutely necessary.

During the 90-day pilot period required by DTPW, the City Administration recommends keeping the two (2) existing crash-rated manual arm gates at the north and south ends of the Ocean Drive promenade and adding/installing one (1) new automatic (not-crash-rated) arm gate at the 14 Place alleyway entrance to restrict access to service vehicles as required by DTPW. The existing green crash barriers at the east end of 14 Street across Ocean Drive would remain.

The cost to purchase and install one (1) new automatic (not-crash-rated) gate at the alleyway entrance would be approximately \$5,000 plus the cost of providing an electrical connection, which is not yet determined. If the City Commission determines to move forward with DTPW Alternative 1 and the 90-day pilot is successful and DTPW permits the continuation of the Ocean Drive promenade beyond the pilot period, the City proposes to replace the three (3) gates with three (3) fully automatic, crash-rated gates to meet the needs of both emergency services departments while ensuring public safety on the promenade. The estimated cost of purchasing and installing three (3) fully automatic, crash-rated gates is approximately \$360,000 (based on an initial quote), plus the cost of providing electrical connections for the gates, which is not yet determined. The cost of installing the required signage and pavement markings would be nominal.

DTPW ALTERNATIVE 2

DTPW Alternative 2 (depicted on page 7 of Attachment C) is similar to Alternative 1 as it allows vehicular traffic to access Ocean Drive via arm gates at 14 Place, from 6 a.m. to 11 a.m., Monday – Saturday, and also restricts the alleyway to service vehicles only. However, Alternative 2 proposes to change the directionality of the alleyway to northbound only (as it used to operate prior to the implementation of the temporary promenade); therefore, avoiding the need for a gate at the 14 Place entrance to the alleyway. Similar to Alternative 1, Alternative 2 also requires that Ocean Drive be converted to two-way traffic from the 14 Place alleyway to 15 Street to allow for southbound vehicles to be able to perform 3-point turns and head back north to 15 Street to access Collins Avenue as well as to allow egress from the 14 Place alleyway. No Outlet signs would be installed at Ocean Drive and 15 Street to deter vehicles from entering Ocean Drive via 15 Street unless absolutely necessary; and Do Not Enter signs would be installed at Ocean Drive and 14 Place to deter vehicles from entering the alleyway and traveling westbound (i.e. in the wrong direction).

Similar to DTPW Alternative 1, during the 90-day pilot, Alternative 2 would require keeping the two (2) existing crash-rated manual arm gates at the north and south ends of the Ocean Drive promenade as well as the existing green crash barriers at the east end of 14 Street across Ocean Drive. If the City Commission determines to move forward with DTPW Alternative 2, and the 90-day pilot is successful and DTPW permits the continuation of the Ocean Drive promenade beyond the pilot period, the City proposes to replace the two (2) manual gates with two (2) fully automatic,

crash-rated arm gates to meet the needs of both emergency services departments while ensuring public safety on the promenade. The estimated cost of purchasing and installing two (2) fully automatic, crash-rated gates is approximately \$240,000 (based on an initial quote) plus the cost of providing electrical connections for the gates, which is not yet determined. The cost of installing the required signage and pavement markings would be nominal.

STAKEHOLDER OUTREACH AND INPUT

There were approximately 110 attendees at the virtual public meeting on June 1, 2023. During the meeting, participants spoke both in favor of keeping the temporary promenade and against maintaining the promenade in its entirety. While most participants either expressed a preference for or against the temporary promenade, only a few identified a preferred alternative, with only one participant expressing a preference for Alternative 1, and one participant who favored Alternative 2.

Based on the feedback from the City's internal working group and the input received at the June 1, 2023 public meeting regarding the two alternatives identified by DTPW, the Administration is recommending Alternative 1 as the preferable option (pending further consultation with DTPW on whether opening the Ocean Drive promenade to general vehicular traffic for a defined time period is required for permit).

While the Administration has received positive stakeholder feedback about the current unpermitted configuration of the temporary promenade, the City has also received negative feedback including the threat of litigation from impacted stakeholders. It is also important to note that the City's pending tactical urbanism improvements on Española Way East (from Washington Avenue to Collins Avenue and along the 14 Place alleyway) are currently on hold as DTPW has rejected the permit until such time as a permit for the temporary Ocean Drive promenade is obtained.

UPDATE

1. Survey

The Administration conducted a citywide online Ocean Drive Pedestrian Promenade Survey from August 21 through September 1, 2023. The purpose of the survey was to obtain feedback from the residents, businesses (retail, restaurants, hotels, etc.), and employees along the Ocean Drive corridor (South Pointe Drive to 15 Street), on the current configuration and potential operational modifications to the temporary Ocean Drive promenade. The online survey was emailed to over 20,000 recipients (based on the City's citywide email database). A total of 1,619 survey responses were received. Below is a table summarizing the survey results. Attachment D includes the complete survey results.

Question	Answer	Resident	Business	Employees
Have you been positively impacted by the opening of the Ocean Drive Promenade?	Yes	76.67%	58.06%	N/A
	No	23.33%	41.94%	N/A
Do you support the Ocean Drive Promenade remaining in its current configuration?	Yes	74.50%	73.02%	63.28%
	No	25.50%	26.98%	36.72%
Do you support opening Ocean Drive Promenade to general vehicular traffic during certain hours of the day?	Yes	27.83%	28.89%	46.27%
	No	72.17%	71.11%	53.73%

Based on the general community feedback regarding the temporary promenade, 76.67% of resident respondents and 58.06% of business respondents expressed to have been positively impacted by the temporary promenade, and 74.50% of resident respondents and 73.02% of

business respondents support the temporary promenade remaining in its current configuration.

2. Coordination with DTWP and Business Outreach

On July 12, 2023, the City's internal working group met to discuss the opening of the temporary promenade during certain hours of the day in an effort to balance the needs and desires of the affected residents, property owners, businesses, and stakeholder groups. Subsequently, on August 9, 2023, City staff met with DTPW staff to discuss the potential of keeping the temporary promenade closed 24 hours a day/7 days a week or whether it would be a permit requirement for the temporary promenade to be opened to vehicular traffic during certain hours of the day. DTPW recommends opening the temporary promenade to vehicular traffic during certain hours of the day to allow for curbside freight deliveries that otherwise may not be feasible or impractical through the alleyway. Per DTPW, the opening of the temporary promenade during certain hours of the day would alleviate the impacts to some businesses affected by the closure and ensure adequate servicing. However, based on the latest email correspondence from DTPW dated September 4, 2023, DTPW stated that if the City can confirm and demonstrate that all businesses located within the temporary promenade can be serviced via the alleyway, it would be amenable to discussing the possibility of full pedestrianization of the temporary promenade. At this time, City staff has reached out to the 25 businesses within the temporary promenade, with an active Business Tax Receipt (BTR) as of September 7, 2023, to obtain their feedback based on DTPW's request. **As of September 11, 2023 at 12 noon, the City has received feedback from three (3) businesses, of which two (2) have expressed to have no issues or concerns with continuing to be serviced via the alleyway, and one (1) business expressed concerns with deliveries using large vehicles in the alleyway. City staff continue to solicit feedback by conducting outreach via phone call to business establishments that have yet to reply.**

3. Economic Analysis

Economic impact may be defined based on several factors (local employment/job creation, business activity, earnings/income, etc.) and may be direct and indirect. The economic impact of the temporary promenade is challenging to determine as the entirety of this data is not available to the City. However, Resort Tax collections may be a fiscal impact indicator. The temporary promenade was configured in January 2022, the same time the remainder of Ocean Drive (5th Street to 13th Street) was reopened to the vehicular traffic. Resort Tax collections for January 2019 - April 2019 (prior to the COVID-19 related closure of Ocean Drive), and January 2023 – April 2023 (post Ocean Drive temporary promenade) were compared.

For the Ocean Drive temporary promenade area, Resort Tax collections increased by 33.3%. For non-promenade areas of Ocean Drive from 5 Street to 15 Street, there was an increase of 19.5%. There was an overall increase of 23% for Ocean Drive from 5 Street to 15 Street including the temporary promenade area. While general increases in Resort Tax collections may be attributed to inflation, tourism trends, and other economic factors, it is difficult to attribute the increases solely to the temporary promenade configuration. Additionally, the number and types of businesses within and beyond the temporary promenade area may also influence Resort Tax collections.

4. Additional Consideration

On August 29, 2023, City staff met with the management of Marriott Vacation Club ("MVC") located at 1410 Ocean Drive to provide an update on the temporary promenade, at MVC's request. During the discussion, MVC requested if the City would consider allowing golf cart type vehicles in the promenade to provide access to and from 14 Street, since curbside pick-up and drop-off is not possible. Although the Administration is not opposed to this request, if the City chooses to allow

MVC to provide this service, the service should be made available to all hotels within the temporary promenade. There are currently seven (7) hotels located within the temporary promenade. It has not yet been determined if utilization of a golf cart type service within the temporary promenade would require approval by DTPW. **Additionally, if multiple hotels within the temporary promenade wish to provide this type of service to their customers, it is recommended that the service be consolidated and provided by a single vendor. Funding for this service has not been identified, and the Administration preliminarily recommends it be 100% privatized.**

NEXT STEPS

Should the City Commission wish to select DTPW Alternative 1 (or a modification thereof as may be acceptable to DTPW) or Alternative 2 as the preferred alternative for the temporary pedestrian promenade, City staff will submit a permit application to DTPW based on the selected alternative, including a methodology for analysis of a 90-day pilot. The pilot will include traffic data collection and periodic surveys and meetings with Ocean Drive stakeholders to gauge the community's feedback. The Transportation and Mobility Department is in the process of engaging Calvin, Giordano & Associates, Inc. ("CGA"), one of the City's rotational transportation consultants, to conduct the traffic analysis required by DTPW for a modified configuration of the promenade on a pilot basis. Upon completion of the 90-day pilot, the City must submit a signed and sealed report documenting the results. The findings will be utilized to determine whether the pilot is effective or further adjustments are required.

In lieu of selecting one of the two alternatives developed by DTPW, should the City Commission desire to accept the motion of the PSNQLC, at its May 23, 2023 meeting, and adopt a resolution strongly urging the Miami-Dade County Commission to maintain the current temporary Ocean Drive promenade and allow the City to pilot an extension of the current promenade during certain hours, the Administration will craft said resolution and transmit it to the Miami-Dade County Board of County Commissioners for consideration.

Tangentially, the City has engaged CGA for the design of Ocean Drive from 5 Street to 15 Street as part of General Obligation ("G.O.") Bond Project #31 to reconfigure Ocean Drive on a long-term basis pursuant to Request for Qualifications No. 2022-436-ND and the Art Deco Cultural District ("ADCD") vision plan. The consultant's scope of work includes analyzing the feasibility of configuring Ocean Drive with two travel lanes, one travel lane, or fully pedestrianized. During the design phase, the consultant will hold community meetings to obtain input and provide feedback.

SUPPORTING SURVEY DATA

N/A

FISCAL IMPACT STATEMENT

The Administration recently received initial quotes related to the goods and services relevant to the Ocean Drive promenade discussion. If the City Commission approves DTPW Alternative 1 (or a modification thereof as may be acceptable to DTPW) as the preferred alternative, the estimated cost of the 90-day pilot would be approximately \$5,000 for the purchase and installation of one (1) automatic, (not-crash-rated) arm gate, plus the cost of providing an electrical connection, which has not yet been determined. Should the 90-day pilot be successful and DTPW approve the continuation of the temporary promenade, the cost associated with the purchase and installation of three (3) new automatic, crash-rated gates is anticipated to be approximately \$360,000 (based on an initial quote) plus the cost of providing electrical connections for each gate, which has not yet been determined. The cost of installing the required signage and pavement markings would be nominal.

If the City Commission determines to move forward with Alternative 2, the cost of the 90-day pilot would be nominal. If the 90-day pilot is successful, the City would replace the two (2) manual arm gates with two (2) fully automatic, crash-rated gates. The estimated cost of purchasing and installing two (2) fully automatic, crash-rated gates is anticipated to be approximately \$240,000 (based on an initial quote) plus the cost of providing electrical connections for the gates, which is not yet determined. The cost of installing the required signage and pavement markings for Alternative 2 would also be nominal.

The Administration is working with CGA to develop a methodology for analysis of a pilot for approval by DTPW. As described in DTPW's letter dated March 28, 2023 (Attachment B), the methodology must include data collection, documentation of loading conditions, access management, passenger drop-off, public input, education, and compliance. The estimated cost of the analysis of the 90-day pilot is approximately \$200,000, however, negotiations with the consultant are pending further discussion with DTPW.

Funding for these improvements has not been identified, budgeted or appropriated.

FINANCIAL INFORMATION

N/A

CONCLUSION

Should the City Commission wish to adopt a resolution accepting the motion of the PSNQLC, at its May 23, 2023 meeting, strongly urging the Miami-Dade County Commission to maintain the current temporary Ocean Drive promenade and allow the City to pilot an extension of the current promenade during certain hours, the Administration will craft said resolution and transmit it to the Board of County Commissioners for consideration.

Although there is broad support for the temporary promenade as currently configured, based on the initial feedback from businesses located within the temporary promenade, staff cannot confirm or demonstrate that ALL businesses located within the temporary promenade can be serviced via the alleyway. Therefore, the Administration is recommending DTPW Alternative 1, with a modification consisting of opening the temporary promenade to vehicular traffic from 10a.m. to 4p.m., which aligns with the time periods of check-in and check-out of hotels located within the promenade.

Should the City Commission endorse either DTPW Alternative 1 or DTPW Alternative 2, or a modification thereof as may be acceptable to DTPW, City staff will continue to work with DTPW on an acceptable methodology for a 90-day pilot, including data collection and stakeholder feedback, in order to obtain a permit for the temporary Ocean Drive promenade.

Applicable Area

South Beach

Is this a "Residents Right to Know" item pursuant to City Code Section 2-14?

Yes

Does this item utilize G.O. Bond Funds?

No

Strategic Connection

N/A

Sponsored (if applicable)

N/A

ATTACHMENTS:

Description

Attachment A - LTC Ocean Drive Pedestrian Plaza Pilot - Update #2

Attachment B – Response Letter from Miami-Dade County dated March 28, 2023

Attachment C – Temporary Ocean Drive Pedestrian Promenade Presentation –
June 1, 2023, Public Meeting

Attachment D – Ocean Drive Pedestrian Promenade Survey

Type

Memo

Memo

Memo

Memo



NO. LTC # 107-2023

LETTER TO COMMISSION

TO: Honorable Mayor Dan Gelber and Members of the City Commission

FROM: Alina T. Hudak, City Manager

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DATE: March 4, 2023

SUBJECT: **Ocean Drive Pedestrian Plaza Pilot - Update #2**

The purpose of this Letter to Commission ("LTC") is to provide an update on the permitting status of the Ocean Drive pedestrian promenade located between 13 Street and 14 Place and to provide information on a potential modified operational plan and methodology for the temporary promenade as required by Miami-Dade County Department of Transportation and Public Works ("DTPW"). LTC # 518-2022 dated December 13, 2022 is attached herein for background and reference (Attachment A).

On December 21, 2022, the City Administration and DTPW staff met to discuss DTPW's concerns with the current configuration of the promenade and associated operational challenges. During the meeting, DTPW staff expressed that a permit for the promenade as currently configured would not be approved and required that the City submit a modified plan to address the operational challenges as well as a traffic methodology to evaluate the effectiveness of the modified plan for DTPW's review and approval. The continuation of the promenade on a pilot basis would be contingent upon the County's approval of the modified plan. **In more recent communications, DTPW requested that the City submit a modified plan and methodology with the deadline of March 3, 2023.** Included herein is a letter to DTPW dated March 3, 2023 outlining a modified operational plan and methodology for the temporary promenade as required by DTPW (Attachment B).

The Administration acknowledges that there are operational challenges associated with the use of the alleyway as a detour route for Ocean Drive traffic, albeit as a temporary condition, given the essential and frequent back-of-house services for the businesses and hotels in the area; services that cannot currently occur in this section of Ocean Drive due to the pedestrian plaza. It is also important to note that at least one hotel within the pedestrian-only area has threatened litigation related to the as yet unapproved road closure.

Over the past few months, City staff from various departments, including Police, Fire, Transportation and Mobility, Parking, Public Works, and Facilities and Fleet Management have worked together to develop a modified operational plan for the promenade that balances the needs and desires of the affected residents, property owners, businesses, stakeholder groups, City emergency services, and visitors, and which addresses the concerns expressed by DTPW staff both verbally and via letter dated October 25, 2022.

The modified operational plan consists of allowing vehicular traffic to access Ocean Drive via arm gates at 14 Place from 6 a.m. to 11 a.m., Monday – Saturday, which aligns with the time periods when most deliveries and services for the affected businesses occur. Smaller size trucks (no more than 33' long) would be allowed to access the alleyway at Ocean Drive and 14 Place only if required for "back-of-house" services. This operational plan is expected to drastically reduce the volume of delivery trucks and service vehicles which currently cannot access Ocean Drive within the promenade portion and must therefore perform their services from the alleyway. As such, by reducing the number of trucks and service vehicles during the early morning hours

when the bulk of this activity typically occurs, we believe this operational change will address DTPW's concern regarding the volume of vehicles using and potentially blocking the alleyway and the challenges associated with that operation.

With respect to a methodology to evaluate the effectiveness of a modified operational plan for the temporary promenade, the City proposes to collect traffic data at 13 Street, 14 Place, and 15 Street along Ocean Drive to document the existing conditions with respect to traffic volumes. If the modified operational plan is approved by DTPW for implementation on a pilot basis, City staff is prepared to collect and analyze post-traffic data and provide to DTPW for use in determining the effectiveness of the modified pilot. In addition, City staff will conduct observations and garner feedback from affected residents, property owners, businesses, patrons, visitors, and workforce with regard to the modified pilot. As contemplated, the City, in collaboration with DTPW, will use this data and feedback to evaluate the pilot and determine if any additional changes to the pilot are warranted to address the County's concerns.

City staff has met with Ocean Drive stakeholders to share the details of the modified operational plan and methodology for the temporary promenade prior to submitting to DTPW for review and approval. As some stakeholders have expressed concerns with allowing vehicles in the promenade, albeit in the early morning hours, and would prefer to maintain the integrity of the current pedestrianized environment, implementation and evaluation of the modified operational plan will require continued community dialogue. While the City has demonstrated a commitment to pedestrianize a portion of Ocean Drive through the implementation of a temporary pedestrian promenade, ultimately the City and Miami-Dade County will need to determine an operational plan that is mutually agreeable.

The Administration will continue to provide updates on the County's response and permitting status of the Ocean Drive temporary pedestrian promenade via LTC.

Please feel free to reach out to me if you have any questions.

Attachments

A: LTC # 518-2022 dated December 13, 2022

B: Letter to Miami-Dade County DTPW dated March 3, 2023

DS DS
RW JRG

ATH/RW/JRG

MIAMI BEACH

NO. LTC# **518-2022**

LETTER TO COMMISSION

TO: Honorable Mayor Dan Gelber and Members of the City Commission

FROM: Alina T. Hudak, City Manager 

DATE: December 13, 2022

SUBJECT: **Update - Ocean Drive Pedestrian Plaza Pilot**

The purpose of this Letter to Commission (LTC) is to provide an update on the permitting status of the Ocean Drive pedestrian plaza located between 13 Street and 14 Place.

Pursuant to the Miami-Dade County (the "County") Home Rule Charter and Code, the County's Department of Transportation and Public Works has jurisdiction over traffic control on all local (non-federal or state) public roads and alleyways, including within incorporated municipalities. As such, the closure or reconfiguration of a portion of Ocean Drive for a pedestrian plaza and the use of the 14 Place/Ocean Court alleyway as a detour route requires Miami-Dade County approval.

At the October 27, 2021 City Commission meeting, as part of a discussion item on the reconfiguration of Ocean Drive, the Commission supported the Administration's recommended option to introduce a southbound vehicular travel lane with on-street parking on the west side of the street and two-way protected green bike lanes on the east side of the street. Furthermore, the City Commission requested that the Administration explore the implementation of a pedestrian plaza in the vicinity of the 1400 Block of Ocean Drive.

At the December 8, 2021 City Commission meeting, the Commission directed the Administration to proceed with the implementation of a temporary pedestrian plaza pilot on Ocean Drive from 13 Street to 14 Place. Pursuant to Commission direction, the City's Transportation and Mobility Department developed the corresponding pavement marking, striping, and signage plans in December 2021 and submitted the draft plans to the County for review and approval. The Administration's stated commitment to the City Commission and residents was to implement the desired reconfiguration of Ocean Drive on an expedited basis in January 2022.

In January 2022, the Administration completed implementation of the interim reconfiguration of Ocean Drive, including the temporary pedestrian plaza. At that time, the County had approved the new southbound lane configuration and protected bike lanes; however, the design plans for the pedestrian plaza had not yet been approved as City staff was working to address various technical comments and concerns from the County on the plaza design. In particular, the design of the plaza necessitated reversing the flow of traffic along the Ocean Court alleyway between 13 Street and 14 Place to utilize the alleyway as a detour route for traffic entering Ocean Drive from 15 Street to travel southbound and exit Ocean Drive through the alleyway. The City worked closely with the Ocean Drive Association and installed regulatory and wayfinding signage at strategic locations on the affected streets to deter unnecessary vehicular traffic from entering

Ocean Drive via 15 Street and to inform drivers of the new southbound traffic pattern and the pedestrian plaza.

As of today, the County has denied the approval of the pedestrian plaza citing the use of the 14 Place/Ocean Court alleyway as a vehicular detour route for the pedestrianized portion of Ocean Drive as the basis for the denial. Via a letter to the County dated June 21, 2022 (Attachment A), the City emphasized that the 14 Place/Ocean Court alleyway is the only viable alternative route for Ocean Drive traffic entering through 15 Street to by-pass the plaza given u-turns are not feasible once a southbound vehicle reaches the existing access gate at 14 Place. The County responded via a letter dated October 25, 2022 (Attachment B) reaffirming its concerns with the use of the alleyway as a detour route for general traffic and welcoming further discussion with the City on this matter.

The Administration acknowledges that there are operational challenges associated with the use of the alleyway as a detour route for Ocean Drive traffic, albeit as a temporary condition, given the essential and frequent back-of-house services for the businesses and hotels in the area; services that cannot currently occur in this section of Ocean Drive due to the pedestrian plaza. We also note that at least one hotel within the pedestrian-only area has threatened litigation related to the as yet unapproved road closure.

Pursuant to the County's recent letter, the Administration has scheduled a meeting with Miami-Dade County Transportation and Public Works staff to occur on December 21, 2022 to discuss this outstanding issue in further detail and hopefully reach consensus on a path to secure County approval. The Administration will provide an update on the outcome of the meeting via LTC.

Please feel free to reach out to me if you have any questions.

Attachments

A: Letter to Miami-Dade County

B: Response Letter from Miami-Dade County


ATH/RW/JRG

MIAMI BEACH

Attachment A

City of Miami Beach, 1700 Convention Center Drive, Miami Beach, Florida 33139, www.miamibeachfl.gov
OFFICE OF THE CITY MANAGER
Tel: 305.673.7010

June 21, 2022

Eulois Cleckley
Chief Executive Officer and Director
Miami-Dade County Department of Transportation and Public Works
701 NW 1st Court
Miami, FL 33128

RE: Ocean Drive Pedestrian Plaza (Application No. 2022001803)

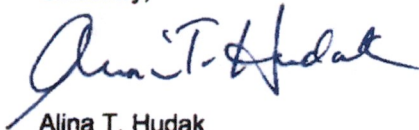
Dear Mr. Cleckley:

I am writing to formally request the Department of Transportation and Public Works' (DTPW) approval for the Ocean Drive pedestrian plaza which extends between 14 Place and 13 Street on Ocean Drive in the City of Miami Beach. As you may be aware, based on discussions with your staff, the City submitted traffic control plans for the pedestrian plaza in the DTPW system in December 2021. Since that time, we have been working with your DTPW staff to secure approval of the plans. At this time, the only outstanding comment from DTPW pertains to the use of a portion of the Ocean Court alleyway as a vehicular detour for the pedestrian plaza.

Given the location of the pedestrian plaza, vehicles entering Ocean Drive from 15 Street to travel southbound along Ocean Drive are being diverted at 14th Place through the Ocean Court alleyway to 13 Street where vehicular traffic can access Ocean Drive and continue to travel southbound. The re-routing of vehicles through the Ocean Court alleyway is the only option available to deter vehicles from entering the pedestrian plaza, thereby ensuring the safety and integrity of the plaza and the pedestrians therein. It is important to note that the volume of vehicles being re-routed through the alleyway at this time is relatively minor as we have strategically placed digital message signs along northbound and southbound Collins Avenue to discourage drivers from using 15 Street to enter Ocean Drive due to the presence of the pedestrian plaza.

By way of this letter, we are seeking DTPW's approval and final determination as to the pedestrian plaza as currently configured. Please feel free to contact me if you have any questions or concerns regarding this matter. Thank you in advance for your assistance and consideration of this issue.

Sincerely,



Alina T. Hudak
City Manager

cc: Eric T. Carpenter, P.E., Deputy City Manager
Lester Sola, Assistant City Manager
Rafael Paz, City Attorney
José R. González, P.E., Transportation and Mobility Director

Attachment B



Transportation and Public Works
Office of the Director
701 NW 1st Court • 17th Floor
Miami, Florida 33136

October 25, 2022

Alina Hudak, City Manager
City of Miami Beach
1700 Convention Center Drive
Miami Beach, FL 33139

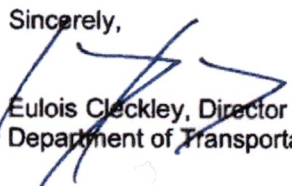
Dear Ms. Hudak

This letter is in response to your June 21, 2022 request for authorization from the Miami-Dade Department of Transportation and Public Works (DTPW) to convert a portion of Ocean Drive into a pedestrian plaza. The City submitted DR 2022001903 on December 20, 2021, for "Implementation of a plaza on Ocean Drive between 13th Street and 14th Place". The proposed project included diverting southbound traffic on Ocean Drive from 15th Street to Ocean Court (alleyway) between 14th Place and 13th Street. DTPW denied this permit application as well as subsequent resubmittals as a result of the alleyway presenting several geometric and safety constraints such as impacts to lateral offsets, vertical clearance, sight distance, and substandard turning radii. In addition, our review identified hazardous conditions which include utility conflicts, pedestrian connectivity and lack of emergency vehicles access. The alleyway is not adequately designed to support the vehicular traffic which the closure would generate.

Miami Dade County Department of Transportation and Public Works understands your position and desire to reconfigure the public right-of-way in this portion of the City of Miami Beach to encourage pedestrian accessibility and enhance safety. We are eager to engage you and your team in the context of a larger plan to effectuate such an improvement in manner consistent with Miami-Dade County Code and traffic standards. We will make ourselves available to meet and discuss this initiative at your convenience.

Should you require additional information, please contact myself, or Mr. Josenrique Cueto, P.E., Deputy Director

Sincerely,


Eulois Cleckley, Director
Department of Transportation and Public Works

c: Josenrique Cueto, P.E., Deputy Director & Chief Project Delivery Officer, DTPW
Miguel Soria, P.E., Assistant Director, Highways, DTPW
Yamilet Senespleda, P.E., Chief, Traffic Engineering Division, DTPW



City of Miami Beach, 1700 Convention Center Drive, Miami Beach, Florida 33139, www.miamibeachfl.gov
OFFICE OF THE CITY MANAGER
Tel: 305-673-7010

March 3, 2023

Eulois Cleckley
Chief Executive Officer and Director
Miami-Dade County Department of Transportation and Public Works
701 NW 1st Court
Miami, FL 33128

RE: Ocean Drive Temporary Pedestrian Plaza (Application No. 2022001803)

Dear Mr. Cleckley:

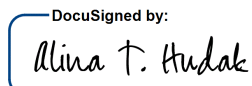
Thanks for your continued support and collaboration on various Miami Beach related traffic efforts. As you are aware, the City of Miami Beach ("City") has demonstrated a commitment to pedestrianize a portion of Ocean Drive through the implementation of a temporary pedestrian promenade from 13 Street to 14 Place. However, we understand the concerns expressed by Miami-Dade County Department of Transportation and Public Works ("DTPW") staff with regard to the current operational challenges associated with the current promenade configuration and, in particular, the required use of the 14 Place/Ocean Court alleyway by general use vehicular traffic to by-pass the promenade. Please accept this letter as a step forward in our continued dialogue on this matter subject to further discussions with and approval by our City Commission.

Pursuant to our meeting on December 21, 2022 wherein DTPW staff expressed their concerns with the current promenade, City staff has been working to develop a modified operational plan that balances the needs and desires of the affected businesses, stakeholder groups, city emergency services, residents and visitors, and which addresses the concerns expressed by DTPW staff both verbally and in the letter dated October 25, 2022. The modified plan consists of allowing vehicular traffic to access Ocean Drive via arm gates at 14 Place from 6 a.m. to 11 a.m., Monday – Saturday, which aligns with the time periods when most deliveries and services for the affected businesses occur. Smaller size trucks (no more than 33' long) would be allowed to access the alleyway at Ocean Drive and 14 Place only if required for "back-of-house" services. This operational plan is expected to drastically reduce the volume of delivery trucks and service vehicles which currently cannot access Ocean Drive within the promenade portion and must therefore perform their services from the alleyway. As such, by reducing the number of trucks and service vehicles during the early morning hours when the bulk of this activity typically occurs, we believe this operational change will address DTPW's concern regarding the volume of vehicles using and potentially blocking the alleyway and the concerns associated with that operation.

With respect to a methodology to evaluate the effectiveness of a modified operational plan for the temporary promenade, the City proposes to collect traffic data at 13 Street, 14 Place, and 15 Street along Ocean Drive to document the existing conditions with respect to traffic volumes; and we welcome DTPW's input in this regard. If the modified operational plan is approved by DTPW for implementation on a pilot basis, City staff is prepared to collect and analyze post-traffic data and provide to DTPW for use in determining the effectiveness of the modified pilot. In addition, City staff will conduct observations and garner feedback from affected residents, businesses, customers, and workforce with regard to the modified pilot. The City, in collaboration with DTPW, will use this data and feedback to evaluate the pilot and determine if any additional changes to the pilot are warranted to address the County's concerns.

We look forward to continued dialogue with DTPW on ways to ensure the success of this key pilot initiative along our City's most iconic street. Please feel free to contact me if you have any questions or concerns. Thank you for your consideration of this request.

Sincerely,

DocuSigned by:

7AE29EF3401349E...
Alina T. Hudak
City Manager

cc: Eric T. Carpenter, P.E., Deputy City Manager, City of Miami Beach
Rickelle Williams, Assistant City Manager, City of Miami Beach
José R. González, P.E., Transportation and Mobility Director, City of Miami Beach
Jimmy L. Morales, Chief Operations Officer, Miami-Dade County Office of the Mayor



Department of Transportation and Public Works
Office of the Director
701 NW 1st Court • 17th Floor
Miami, Florida 33136

March 28, 2023

Alina Hudak, City Manager
City of Miami Beach
1700 Convention Center Drive
Miami Beach, FL 33139

RE: Ocean Drive Temporary Pedestrian Plaza (Application No. 2022001803)

Dear Mrs. Hudak

The Miami-Dade Department of Transportation and Public Works (DTPW) is in receipt of your letter dated March 3, 2023 requesting authorization for a pilot study to evaluate proposed traffic flow modifications along Ocean Drive and the Ocean Ct. alleyway. We understand that the modifications proposed by the City of Miami Beach ("City") are intended to prioritize pedestrian access to Ocean Drive from 13th Street to 14th Place. DTPW appreciates the City's commitment to advancing pedestrian improvements while ensuring public safety, and has undertaken a thorough review of the updated proposed plan.

In previous correspondence to the City, our Department highlighted several geometric and safety constraints associated with the use of the Ocean Ct. alleyway for re-routing of significant volumes of general traffic. These safety concerns include impacts to lateral offsets, vertical clearance, sight distance, and substandard turning radii. Additionally, our review determined that such re-routing would generate various hazardous conditions including limiting access by emergency vehicles and the creation of several conflict points for pedestrians and motorists.

As a result of DTPW's feedback, the City most recently proposed a configuration by which general vehicular traffic would only be allowed to access Ocean Drive, via gate arms, at 14th place from 6 am to 11 am, Monday through Saturday. Furthermore, the City proposed allowing trucks smaller than 33 feet long to access the alleyway at Ocean Ct. for "back of house services". The City's letter, however, does not speak to any limitations on routing of general traffic from Ocean Drive onto the Ocean Ct. alleyway.

Since the receipt of your letter, DTPW staff has performed field reviews and conducted working sessions to understand the technical and safety implications of your proposal. Upon review we remain concerned that the proposed solution fails to address safety issues associated with high south-bound traffic volumes along the Ocean Ct. alleyway as a result of limited vehicular access to Ocean Drive.

Our team has identified two alternatives that would be acceptable and should be considered by the City as viable solutions. These alternatives are as follows:

- Alternative 1: Gate closure at 14th Place and Ocean Drive with controlled access for service vehicles. See Exhibit 1.
- Alternative 2: Reconfiguration of the alleyway for northbound service vehicles traffic only. See attached Exhibit 2.

Both alternatives address DTPW's primary safety objective of limiting general traffic along the Ocean Ct. alleyway. Under these scenarios, A1A would serve as the alternate route for vehicular traffic. T-turnarounds would be required at the 13th and 14th Street alleyway intersections. As a result, traffic entering the intersecting streets will have an adequate method of egress and the Ocean Ct. alleyway would revert to its originally intended use for service vehicles only.

Miami Dade County considers both alternatives viable and would recommend a 90-day pilot project implementation. Prior to commencement of the pilot, the City of Miami Beach must schedule a meeting with members of DTPW to jointly develop a methodology for analysis of the pilot. The methodology must include but is not limited to data collection strategy, documenting loading conditions, access management, passenger drop-off, public input, education, and compliance. The methodology must also identify the intended outcome and measures of success. The pilot project would require monthly reviews of impacts to traffic, safety concerns, and unforeseen conflicts. A detailed daily log shall be required and should be maintained by the City throughout the pilot project implementation, the log will provide specific traffic monitoring measures which will be identified and accepted by both the City and the County traffic engineering teams in advance of implementation. City staff will conduct observations and obtain feedback from affected residents, businesses, customers, and workforce with regard to the pilot. Upon completion of the pilot, the City must submit a signed and sealed report documenting the results, determining success, and providing recommendation for next steps. The outcomes of the pilot will be utilized to determine whether the permanent implementation of traffic modifications is feasible or if further adjustments are required.

I have directed my team to support this effort and work with your staff to arrive at a final pilot plan for implementation. We look forward to assisting the City in achieving its pedestrian connectivity objectives while maintaining public safety at all times.

Should you require additional information, please contact myself, or Mr. Josenrique Cueto, P.E., Deputy Director

Sincerely,



Eulois Cleckley, Director & CEO
Department of Transportation and Public Works

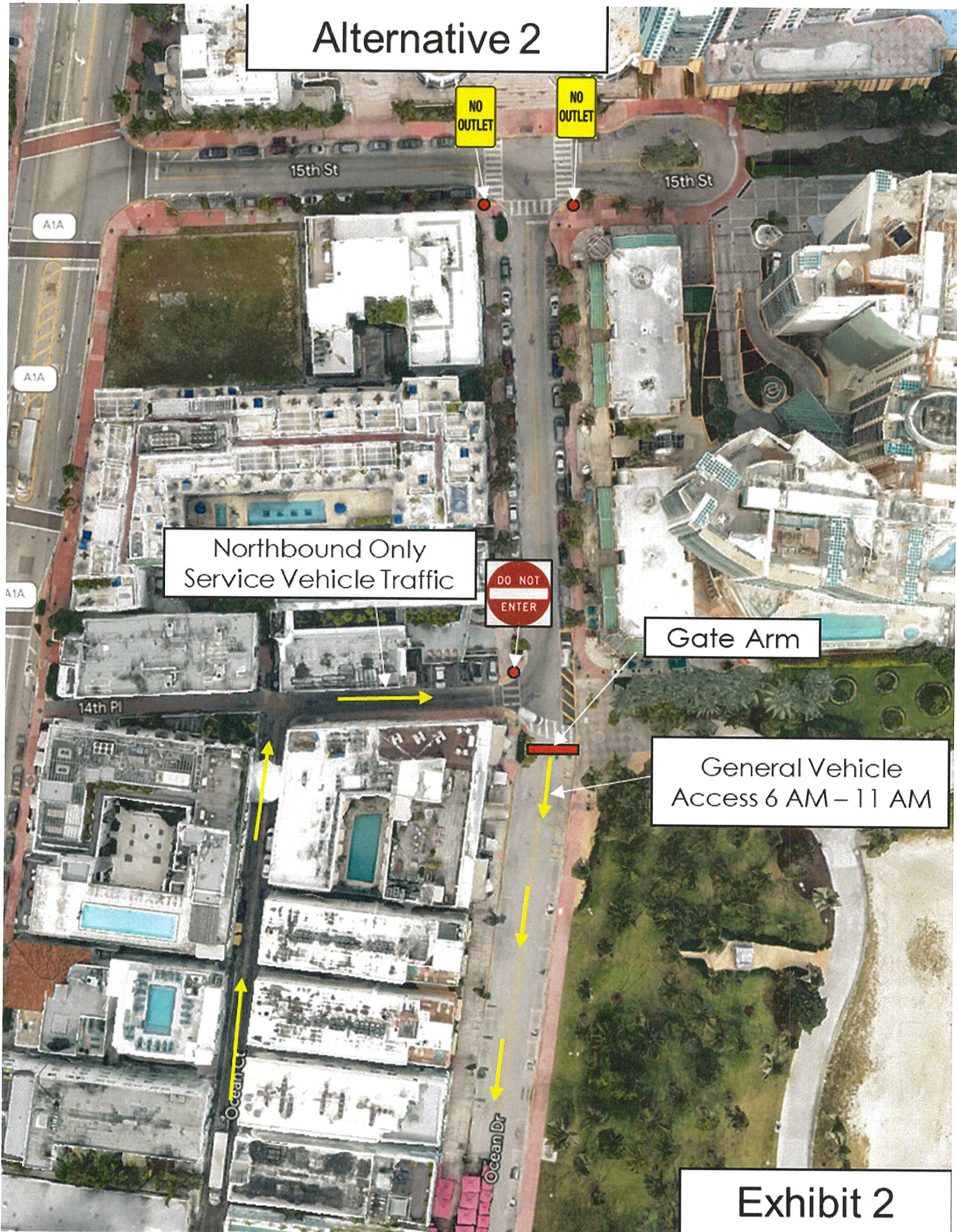
c: Josenrique Cueto, P.E., Deputy Director
Miguel Soria, P.E., Assistant Director
Yamilet Senespleda, P.E., Chief Traffic Engineering Division

Alternative 1



Exhibit 1

Alternative 2





City of Miami Beach, 1700 Convention Center Drive, Miami Beach, Florida 33139, www.miamibeachfl.gov
OFFICE OF THE CITY MANAGER
Tel: 305-673-7010

March 3, 2023

Eulois Cleckley
Chief Executive Officer and Director
Miami-Dade County Department of Transportation and Public Works
701 NW 1st Court
Miami, FL 33128

RE: Ocean Drive Temporary Pedestrian Plaza (Application No. 2022001803)

Dear Mr. Cleckley:

Thanks for your continued support and collaboration on various Miami Beach related traffic efforts. As you are aware, the City of Miami Beach ("City") has demonstrated a commitment to pedestrianize a portion of Ocean Drive through the implementation of a temporary pedestrian promenade from 13 Street to 14 Place. However, we understand the concerns expressed by Miami-Dade County Department of Transportation and Public Works ("DTPW") staff with regard to the current operational challenges associated with the current promenade configuration and, in particular, the required use of the 14 Place/Ocean Court alleyway by general use vehicular traffic to by-pass the promenade. Please accept this letter as a step forward in our continued dialogue on this matter subject to further discussions with and approval by our City Commission.

Pursuant to our meeting on December 21, 2022 wherein DTPW staff expressed their concerns with the current promenade, City staff has been working to develop a modified operational plan that balances the needs and desires of the affected businesses, stakeholder groups, city emergency services, residents and visitors, and which addresses the concerns expressed by DTPW staff both verbally and in the letter dated October 25, 2022. The modified plan consists of allowing vehicular traffic to access Ocean Drive via arm gates at 14 Place from 6 a.m. to 11 a.m., Monday – Saturday, which aligns with the time periods when most deliveries and services for the affected businesses occur. Smaller size trucks (no more than 33' long) would be allowed to access the alleyway at Ocean Drive and 14 Place only if required for "back-of-house" services. This operational plan is expected to drastically reduce the volume of delivery trucks and service vehicles which currently cannot access Ocean Drive within the promenade portion and must therefore perform their services from the alleyway. As such, by reducing the number of trucks and service vehicles during the early morning hours when the bulk of this activity typically occurs, we believe this operational change will address DTPW's concern regarding the volume of vehicles using and potentially blocking the alleyway and the concerns associated with that operation.

With respect to a methodology to evaluate the effectiveness of a modified operational plan for the temporary promenade, the City proposes to collect traffic data at 13 Street, 14 Place, and 15 Street along Ocean Drive to document the existing conditions with respect to traffic volumes; and we welcome DTPW's input in this regard. If the modified operational plan is approved by DTPW for implementation on a pilot basis, City staff is prepared to collect and analyze post-traffic data and provide to DTPW for use in determining the effectiveness of the modified pilot. In addition, City staff will conduct observations and garner feedback from affected residents, businesses, customers, and workforce with regard to the modified pilot. The City, in collaboration with DTPW, will use this data and feedback to evaluate the pilot and determine if any additional changes to the pilot are warranted to address the County's concerns.

We look forward to continued dialogue with DTPW on ways to ensure the success of this key pilot initiative along our City's most iconic street. Please feel free to contact me if you have any questions or concerns. Thank you for your consideration of this request.

Sincerely,

DocuSigned by:


7AE29EF3401349E
Alina T. Hudak
City Manager

cc: Eric T. Carpenter, P.E., Deputy City Manager, City of Miami Beach
Rickelle Williams, Assistant City Manager, City of Miami Beach
José R. González, P.E., Transportation and Mobility Director, City of Miami Beach
Jimmy L. Morales, Chief Operations Officer, Miami-Dade County Office of the Mayor

Ocean Drive Temporary Promenade Virtual Public Meeting



June 1, 2023

MIAMIBEACH

Temporary Promenade History

- ❑ DTPW has jurisdiction over traffic control on local roadways and alleyways, including Ocean Drive and the permitting of pilot programs
- ❑ Ocean Drive pilot programs require community input and City Commission approval
- ❑ Per Commission direction the City re-opened southbound traffic on Ocean Drive in January 2022
 - Protected 2-way green bike path on the east side of the road
 - Pedestrian promenade pilot between 13 Street and 14 Place
- ❑ DTPW disapproved (rejected) the current pedestrian promenade due to safety and operational concerns with the alleyway
 - Ocean Court is a service alleyway that provides secondary means of vehicular service, with a focus on delivery and loading/unloading of goods.
- ❑ Currently the City does not have DTPW approval for the promenade

Ocean Drive Temporary Promenade Opportunities

- ❑ Encourages the use of alternative transportation such as bicycles, scooters, and others
- ❑ Provides an unobstructed environment for pedestrians
- ❑ Provides opportunities for positive community-friendly activations



Ocean Drive Temporary Promenade Challenges

Alleyway Safety and Operational Constraints

- Limited horizontal/vertical clearances
- Limited sight distance
- Substandard turning radii
- Pedestrian traffic
- Lighting/visibility issues
- Service vehicles obstructing vehicular traffic flow

Ocean Drive Safety and Operational Constraints

- Fire safety accessibility
- Customer accessibility in front of businesses

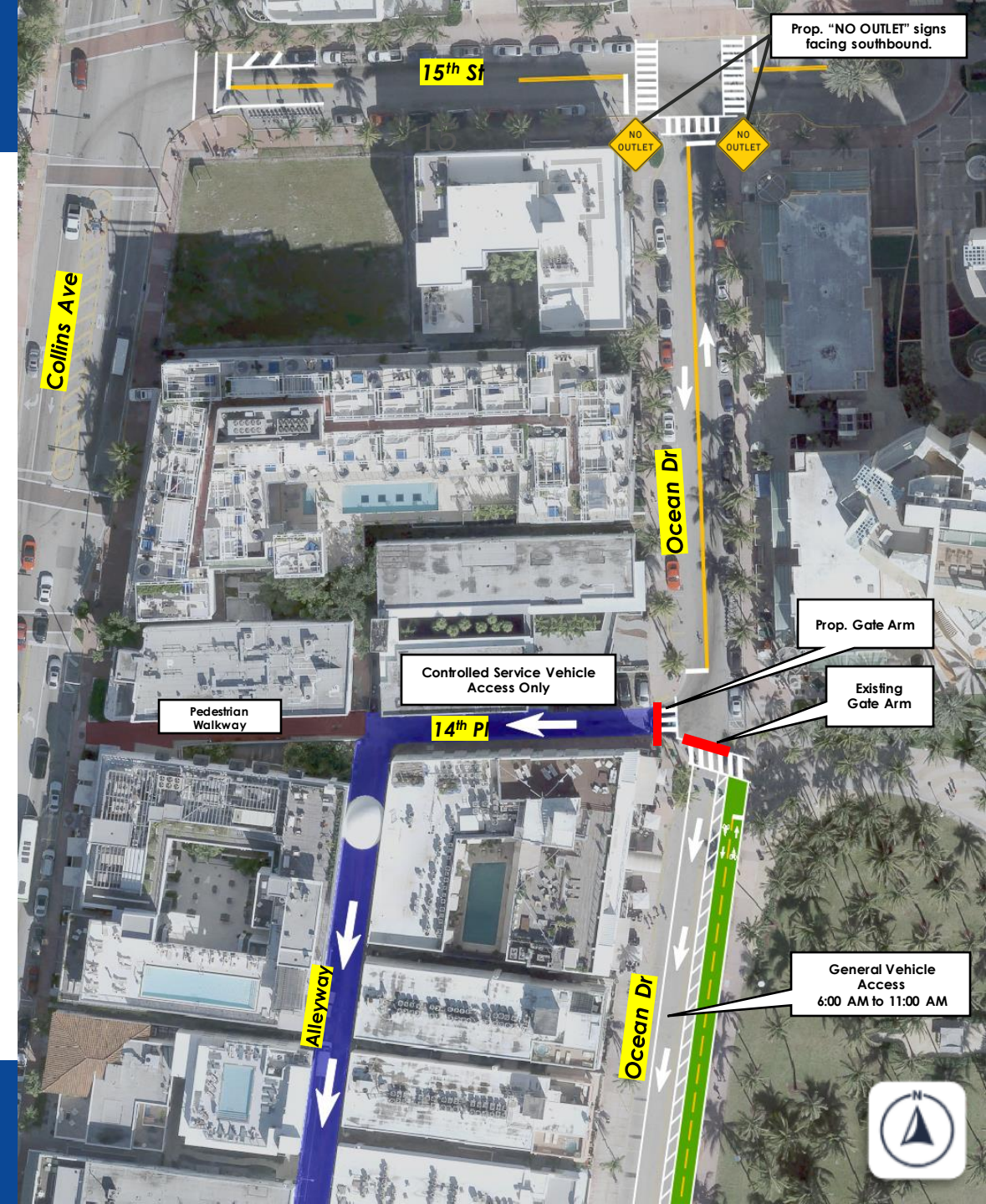


Current Status

- ❑ The City and DTPW have been in discussions to address the safety and operational concerns with the alleyway
- ❑ City proposed a modified operational plan on March 3, 2023 including:
 - Allowing vehicular traffic to access promenade via arm gates at 14 Place from 6:00 AM to 11:00 AM (Mon. – Sat.)
 - Aligns with times that most freight deliveries occur on Ocean Dr
 - Aligns with hotel check-in times to facilitate front door curb service
 - Collecting traffic data to assess traffic volumes
- ❑ On March 28, 2023 DTPW reaffirmed its concerns with general vehicular traffic using the alleyway
 - DTPW identified **2 acceptable alternatives**
 - Both alternatives allow vehicles to access the promenade from 6:00 AM to 11:00 AM, (Mon. – Sat.)
 - City must submit a methodology for DTPW consideration for a permitted 90-day pilot

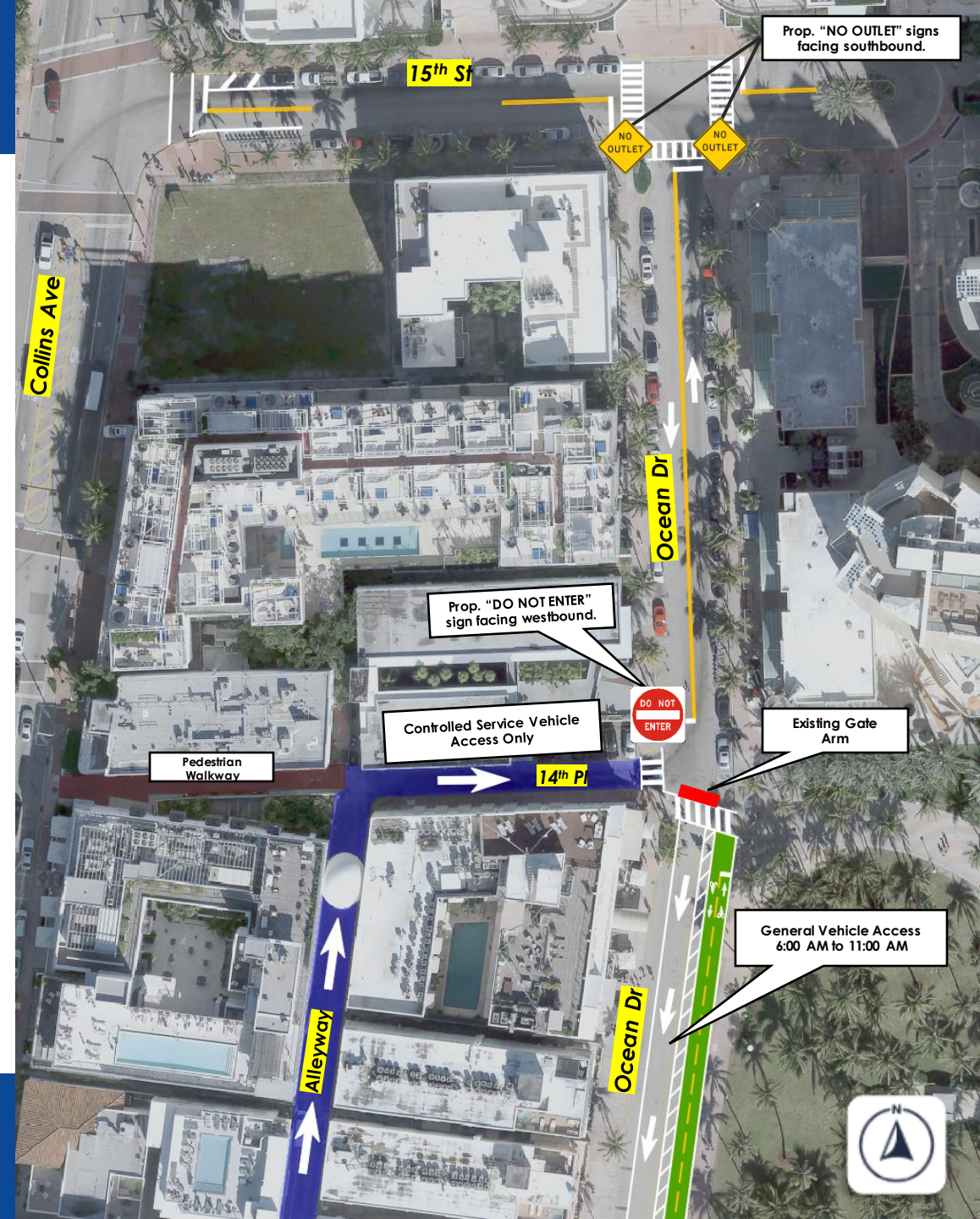
DTPW Alternative 1

- Install “NO OUTLET” signs at 15 St/Ocean Dr
- Additional arm gate at 14 Pl/Ocean Ct to limit vehicular access onto the alleyway
- General vehicular access in the promenade from 6 AM to 11 AM (Mon. – Sat.)
- Alleyway from 14 Pl to 13 St remains southbound
- Ocean Dr from 14 Pl to 15 St becomes two-way
- 3-point turns at Ocean Dr and 14 Pl when the promenade is closed to vehicular traffic



DTPW Alternative 2

- Install “NO OUTLET” signs at 15 St/Ocean Dr
- Install “DO NOT ENTER” signs at 14th Pl to prevent general vehicular traffic entering the alleyway from the north
- Alleyway from 14 Pl to 13 St will be reversed to northbound
- General vehicular access in the promenade from 6 AM to 11 AM (Mon. – Sat.)
- Ocean Dr from 14 Pl to 15 St becomes two-way
- 3-point turns at Ocean Dr and 14 Pl when the promenade is closed to vehicular traffic



13 St and 14 St Operations

13 St and 14 St
remain 2-way

DTPW Alternative 1: Exit alley
DTPW Alternative 2: Enter alley

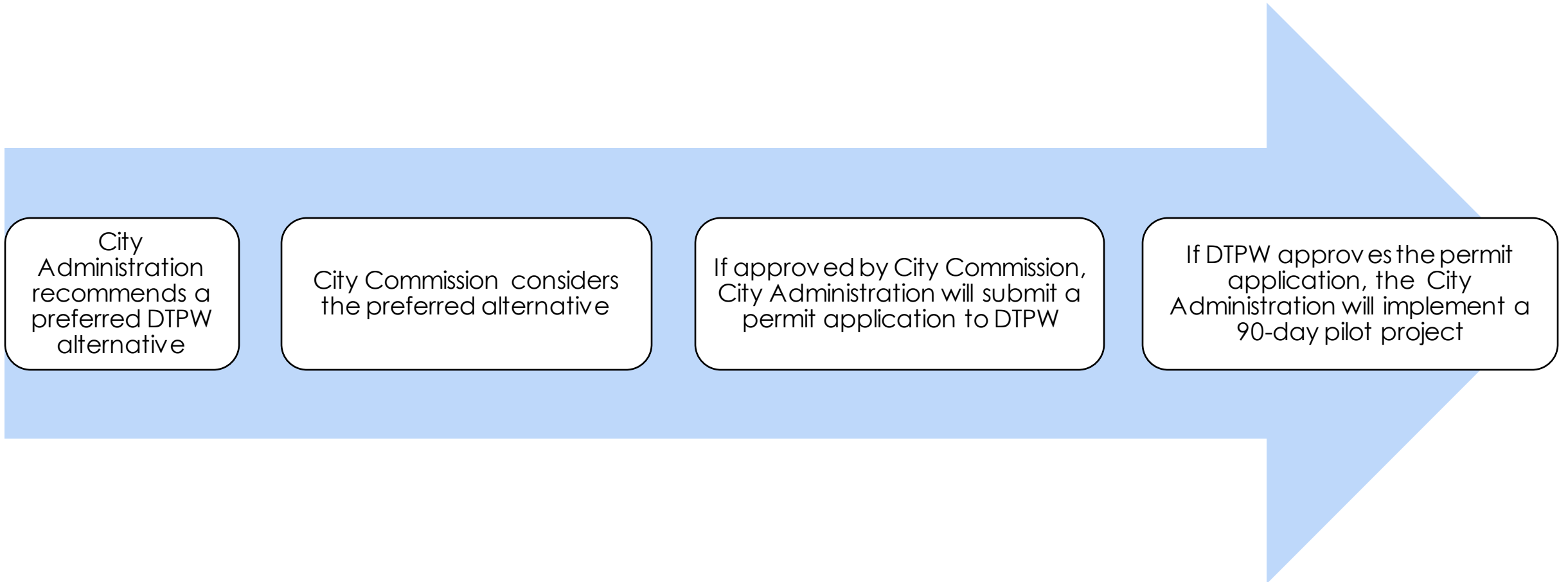
14 St provides
valet
operations



Potential Recommendation

- ❑ Given the two alternatives proposed by DTPW, based on internal staff discussions, and looking at various parameters and considerations, the City staff's recommendation is leaning toward Alternative 1, with the potential for slight modifications if warranted.

Next Steps



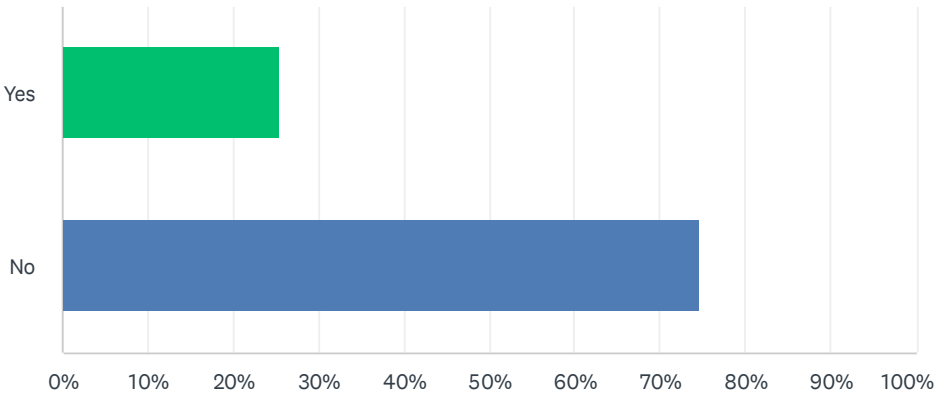
MIAMIBEACH

An aerial photograph of Miami Beach, showing the ocean, a wide sandy beach, a green park area with many palm trees, a red-paved promenade, and a green-paved bicycle lane. Buildings are visible on the right side of the image.

For more information, please
contact
Kevin Pulido, Neighborhood Affairs
Division Director at
KevinPulido@miamibeachfl.gov

Q1 Are you an Ocean Drive resident?

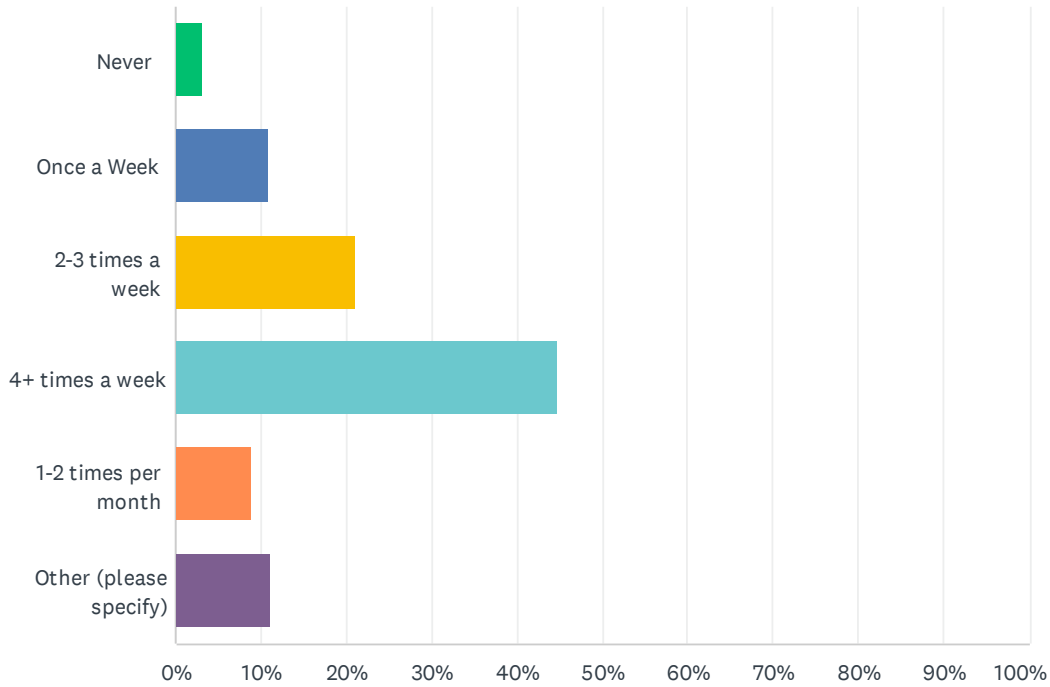
Answered: 1,619 Skipped: 5



ANSWER CHOICES	RESPONSES	
Yes	25.39%	411
No	74.61%	1,208
TOTAL		1,619

Q2 How often do you visit the Ocean Drive Promenade (between 13th Street – 14th Place)?

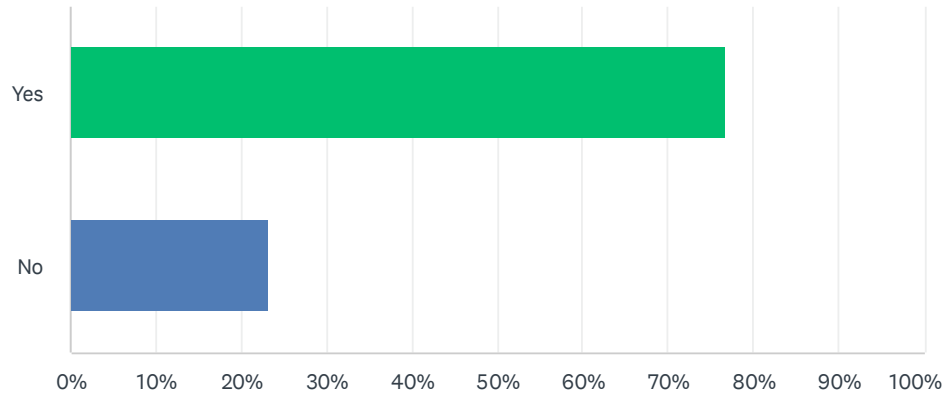
Answered: 304 Skipped: 1,320



ANSWER CHOICES	RESPONSES	
Never	3.29%	10
Once a Week	10.86%	33
2-3 times a week	21.05%	64
4+ times a week	44.74%	136
1-2 times per month	8.88%	27
Other (please specify)	11.18%	34
TOTAL		304

Q3 Have you been positively impacted by the opening of the Ocean Drive Promenade?

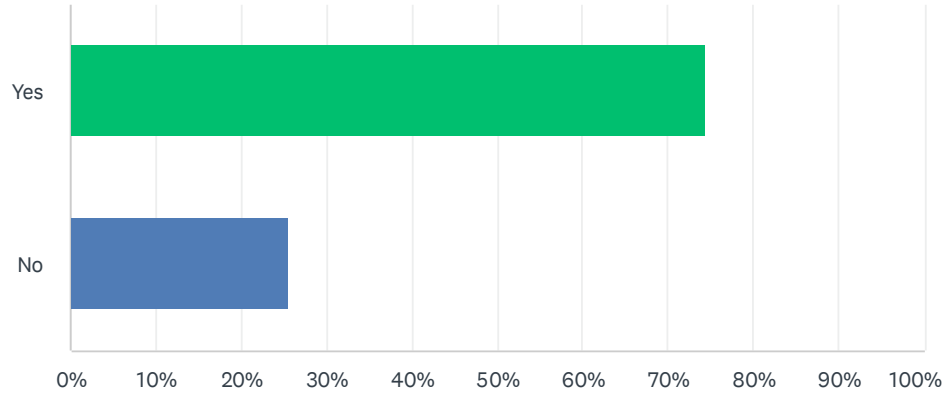
Answered: 300 Skipped: 1,324



ANSWER CHOICES	RESPONSES	
Yes	76.67%	230
No	23.33%	70
TOTAL		300

Q4 Do you support the Ocean Drive Promenade remaining in its current configuration?

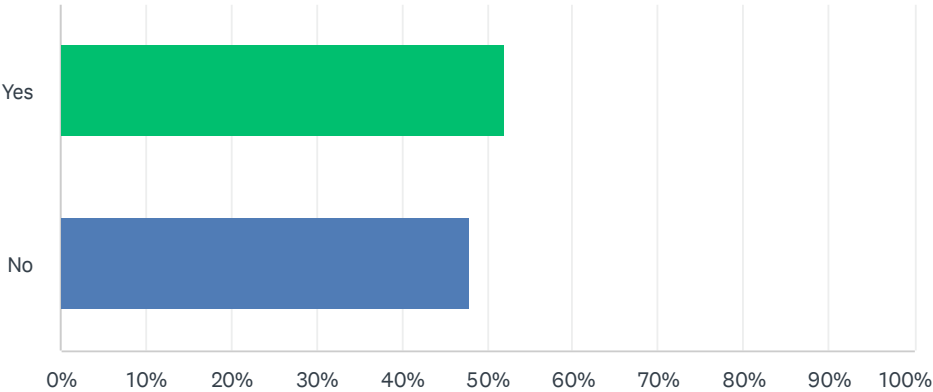
Answered: 298 Skipped: 1,326



ANSWER CHOICES	RESPONSES	
Yes	74.50%	222
No	25.50%	76
TOTAL		298

Q5 Do you support mobility options to facilitate accessibility on the Ocean Drive Promenade?

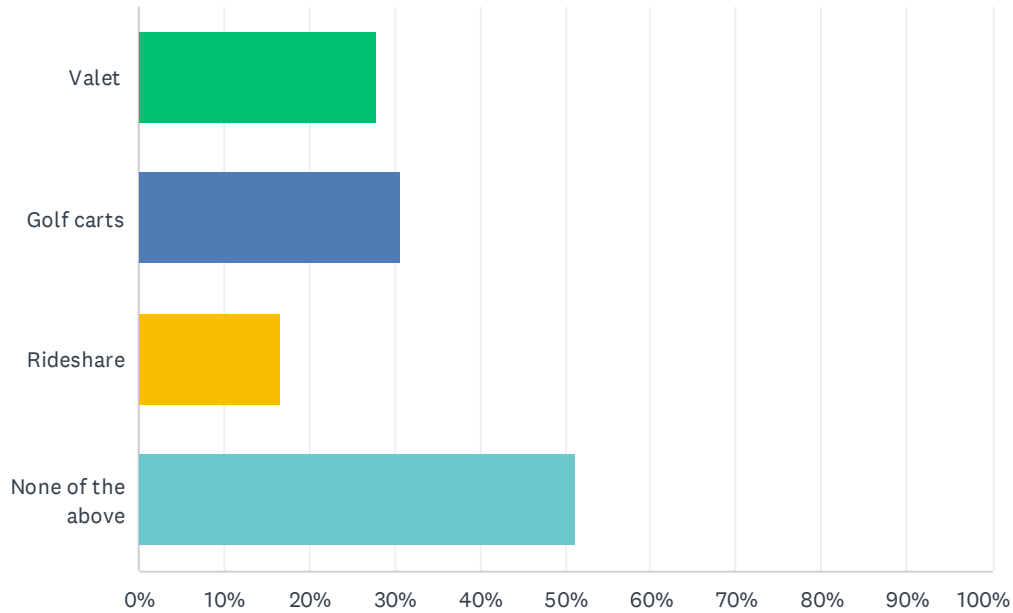
Answered: 296 Skipped: 1,328



ANSWER CHOICES	RESPONSES	
Yes	52.03%	154
No	47.97%	142
TOTAL		296

Q6 If Yes, which of the following mobility services do you support (check all that apply)

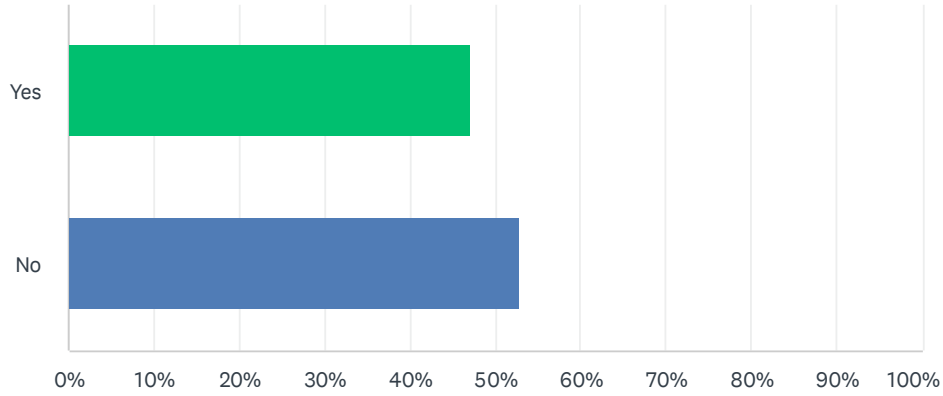
Answered: 254 Skipped: 1,370



ANSWER CHOICES	RESPONSES	
Valet	27.95%	71
Golf carts	30.71%	78
Rideshare	16.54%	42
None of the above	51.18%	130
Total Respondents: 254		

Q7 Would like to continue the promenade but with a modified configuration?

Answered: 286 Skipped: 1,338



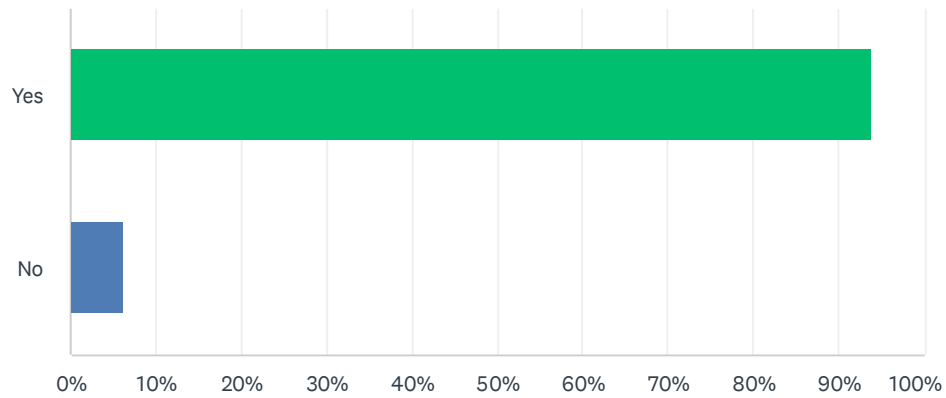
ANSWER CHOICES	RESPONSES	
Yes	47.20%	135
No	52.80%	151
TOTAL		286

Q8 Do you support opening Ocean Drive Promenade to general vehicular traffic during certain hours of the day/days of the week? If so, please specify

Answered: 230 Skipped: 1,394

Q9 Have you visited the promenade in the last 12-months?

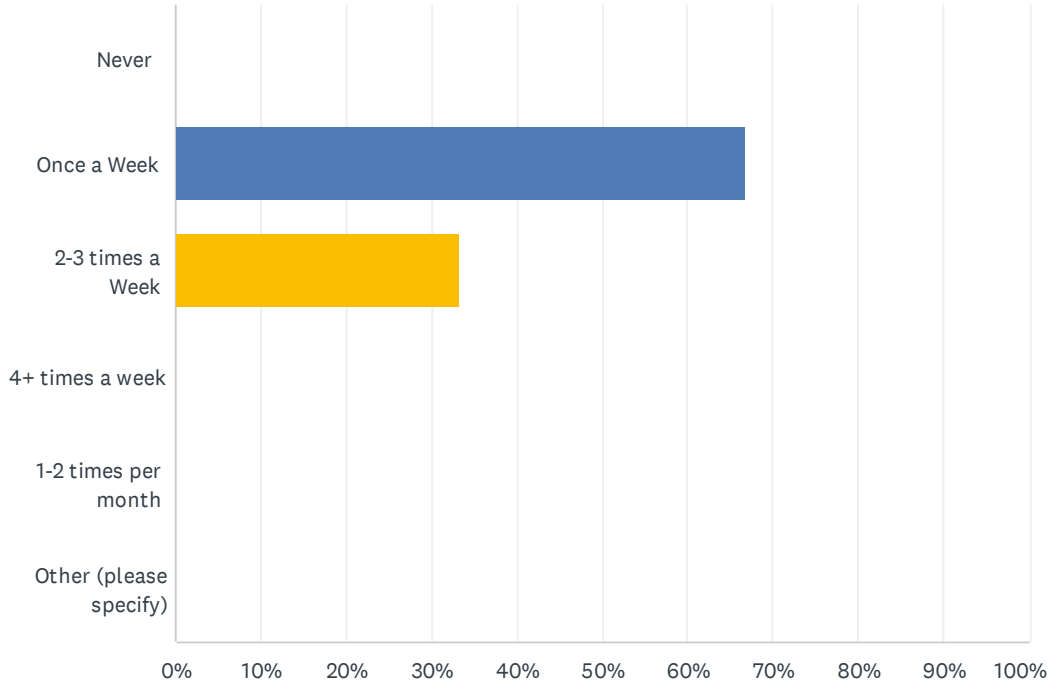
Answered: 1,280 Skipped: 344



ANSWER CHOICES	RESPONSES	
Yes	93.91%	1,202
No	6.09%	78
TOTAL		1,280

Q10 How often do you visit the Ocean Drive Promenade (between 13th Street – 14th Place)?

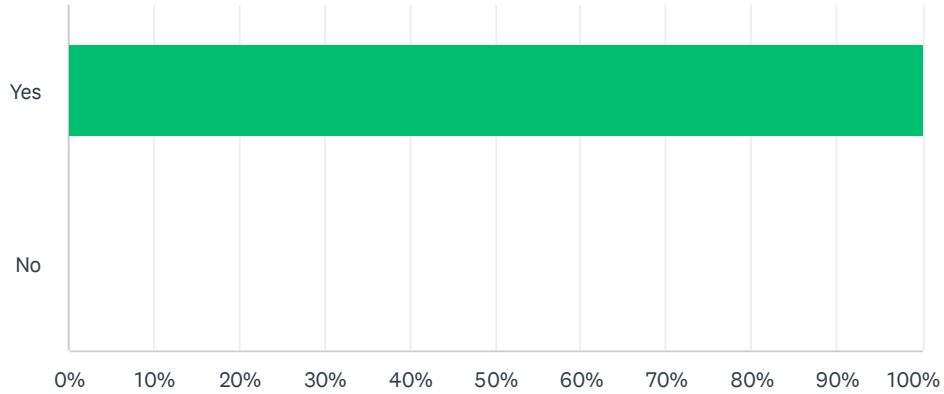
Answered: 3 Skipped: 1,621



ANSWER CHOICES	RESPONSES	
Never	0.00%	0
Once a Week	66.67%	2
2-3 times a Week	33.33%	1
4+ times a week	0.00%	0
1-2 times per month	0.00%	0
Other (please specify)	0.00%	0
TOTAL		3

Q11 Have you been positively impacted by the opening of the Ocean Drive Promenade?

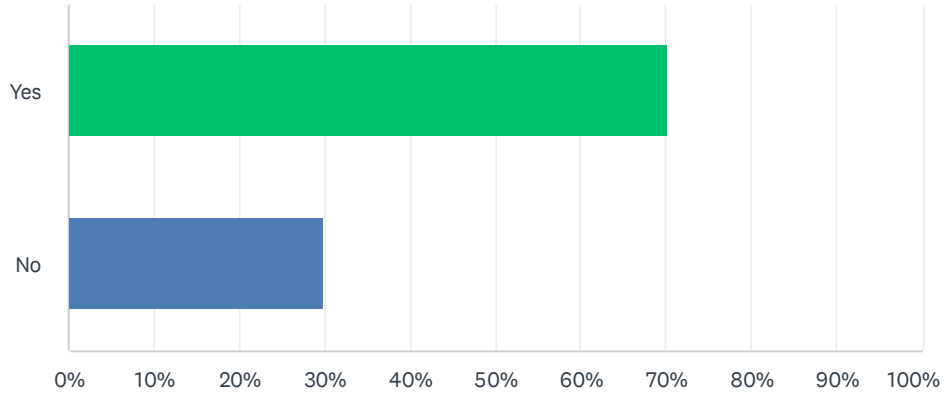
Answered: 3 Skipped: 1,621



ANSWER CHOICES	RESPONSES	
Yes	100.00%	3
No	0.00%	0
TOTAL		3

Q12 Do you support the Ocean Drive Promenade remaining in its current state configuration?

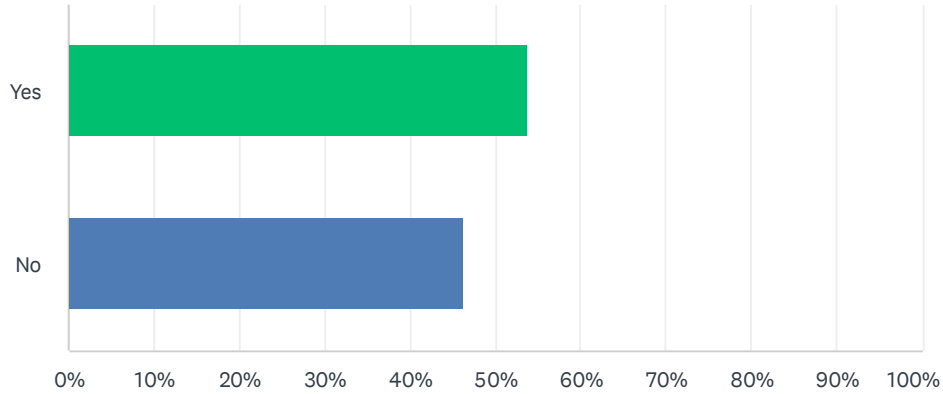
Answered: 918 Skipped: 706



ANSWER CHOICES	RESPONSES	
Yes	70.04%	643
No	29.96%	275
TOTAL		918

Q13 Do you support mobility options to facilitate accessibility on the Ocean Drive Promenade?

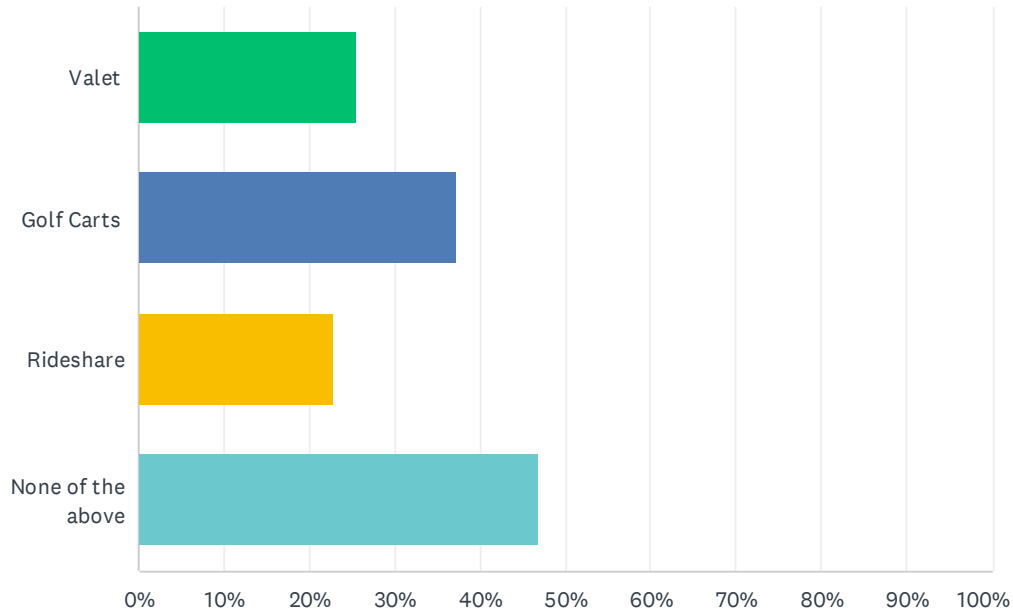
Answered: 916 Skipped: 708



ANSWER CHOICES	RESPONSES	
Yes	53.82%	493
No	46.18%	423
TOTAL		916

Q14 If Yes, which of the following mobility services do you support (check all that apply)

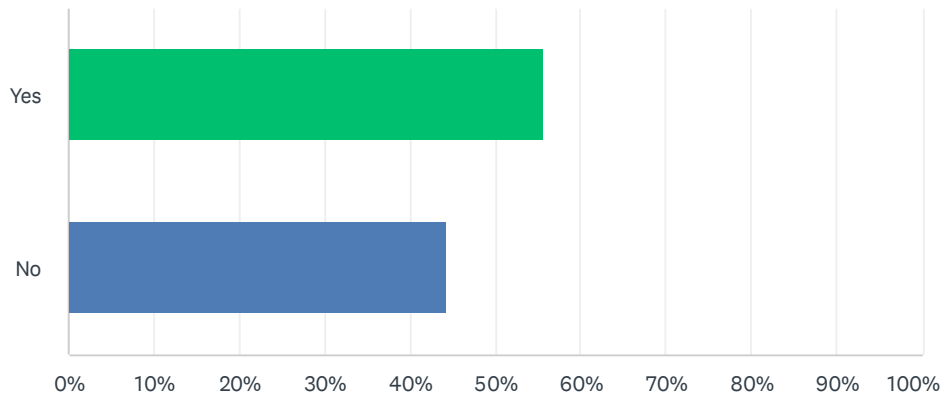
Answered: 770 Skipped: 854



ANSWER CHOICES	RESPONSES	
Valet	25.58%	197
Golf Carts	37.27%	287
Rideshare	22.73%	175
None of the above	46.88%	361
Total Respondents: 770		

Q15 Would like to continue the promenade but with a modified configuration?

Answered: 882 Skipped: 742



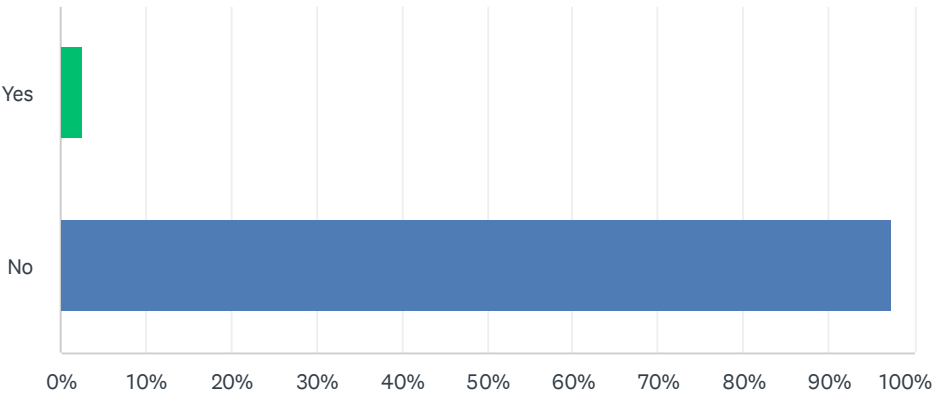
ANSWER CHOICES	RESPONSES	
Yes	55.67%	491
No	44.33%	391
TOTAL		882

Q16 Do you support opening Ocean Drive Promenade to general vehicular traffic during certain hours of the day/days of the week? If so, please specify

Answered: 649 Skipped: 975

Q17 Are you an Ocean Drive retail business owner?

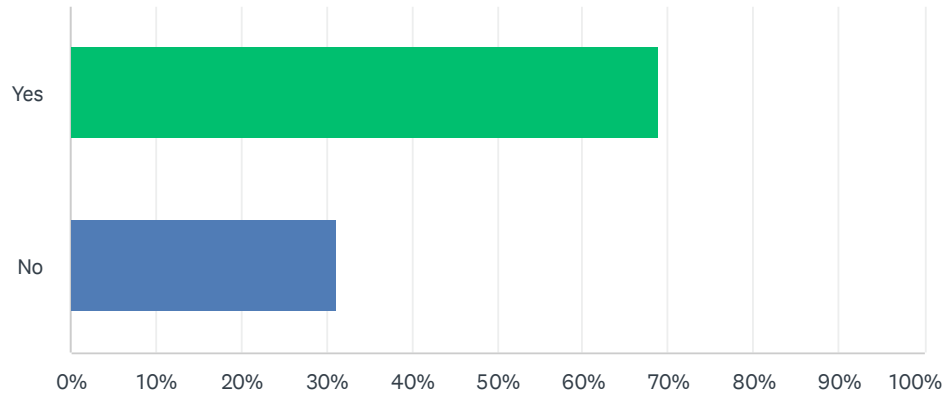
Answered: 1,198 Skipped: 426



ANSWER CHOICES	RESPONSES	
Yes	2.59%	31
No	97.41%	1,167
TOTAL		1,198

Q18 Has your business been positively impacted by the opening of the Ocean Drive Promenade?

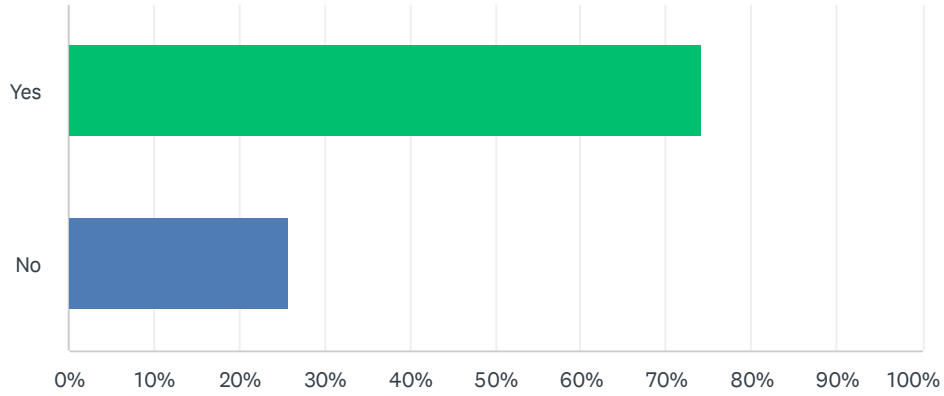
Answered: 29 Skipped: 1,595



ANSWER CHOICES	RESPONSES	
Yes	68.97%	20
No	31.03%	9
TOTAL		29

Q19 Do you support the Ocean Drive Promenade remaining in its current configuration?

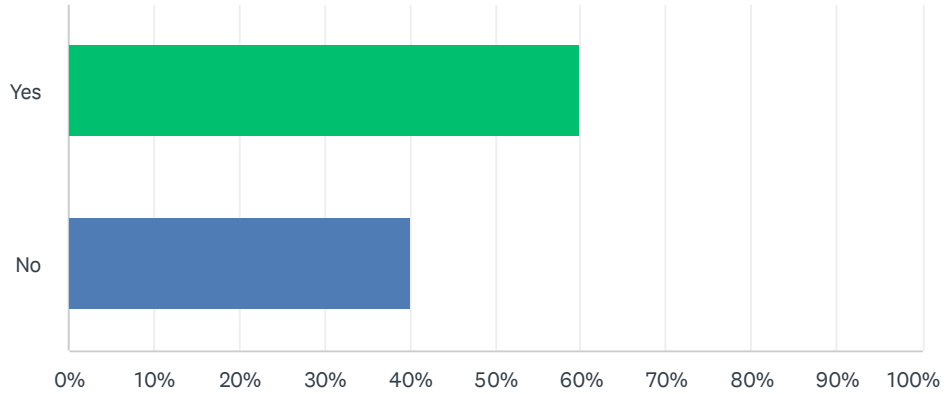
Answered: 31 Skipped: 1,593



ANSWER CHOICES	RESPONSES	
Yes	74.19%	23
No	25.81%	8
TOTAL		31

Q20 Do you support mobility options to facilitate accessibility on the Ocean Drive Promenade?

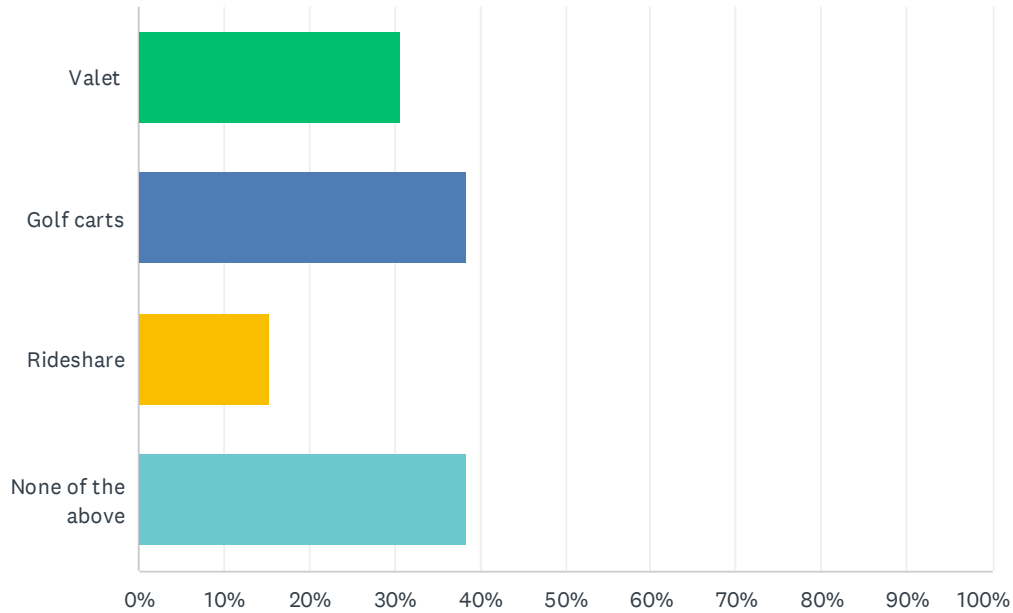
Answered: 30 Skipped: 1,594



ANSWER CHOICES	RESPONSES	
Yes	60.00%	18
No	40.00%	12
TOTAL		30

Q21 If Yes, which of the following mobility services do you support (check all that apply)

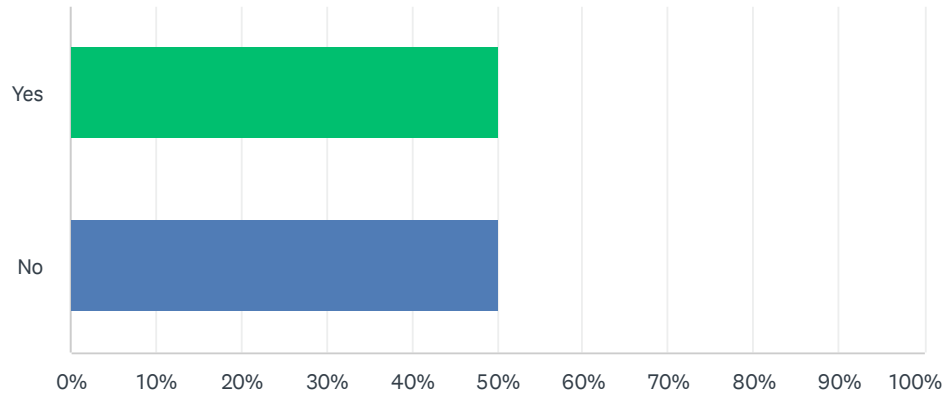
Answered: 26 Skipped: 1,598



ANSWER CHOICES	RESPONSES	
Valet	30.77%	8
Golf carts	38.46%	10
Rideshare	15.38%	4
None of the above	38.46%	10
Total Respondents: 26		

Q22 Would like to continue the promenade but with a modified configuration?

Answered: 26 Skipped: 1,598



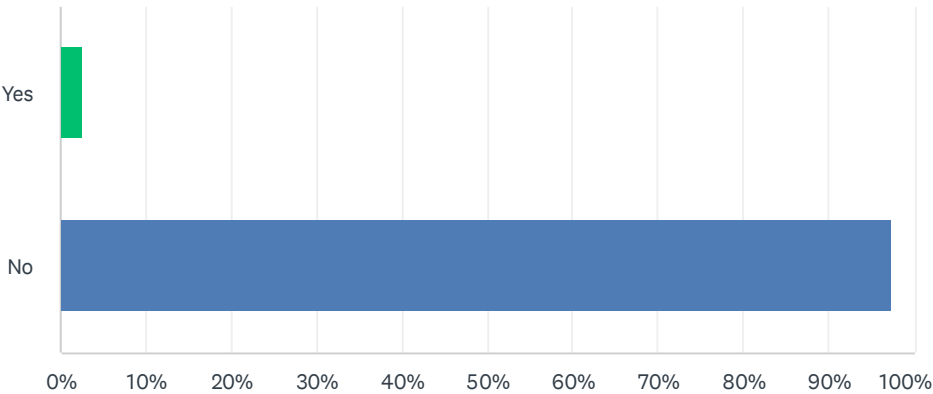
ANSWER CHOICES	RESPONSES	
Yes	50.00%	13
No	50.00%	13
TOTAL		26

Q23 Do you support opening Ocean Drive Promenade to general vehicular traffic during certain hours of the day/days of the week? If so, please specify

Answered: 25 Skipped: 1,599

Q24 Are you an Ocean Drive hotel operator?

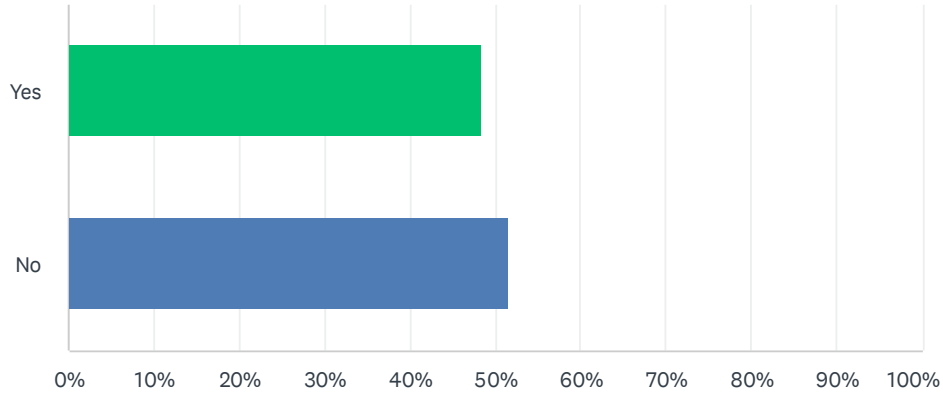
Answered: 1,178 Skipped: 446



ANSWER CHOICES	RESPONSES	
Yes	2.55%	30
No	97.45%	1,148
TOTAL		1,178

Q25 Has your business been positively impacted by the opening of the Ocean Drive Promenade?

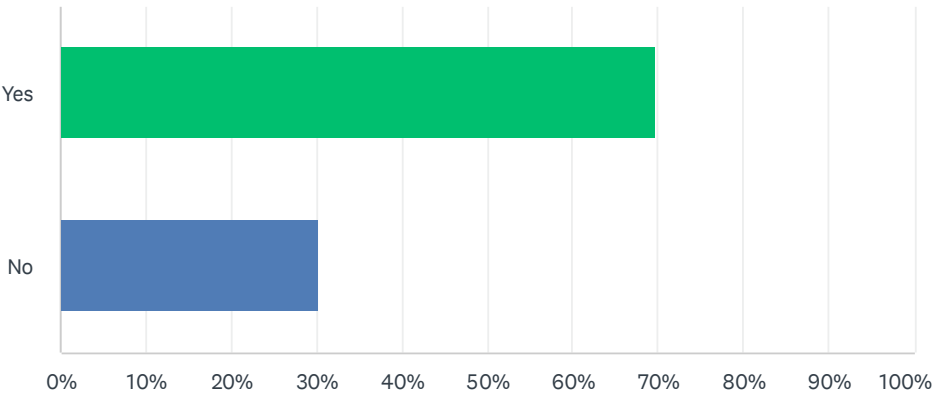
Answered: 33 Skipped: 1,591



ANSWER CHOICES	RESPONSES	
Yes	48.48%	16
No	51.52%	17
TOTAL		33

Q26 Do you have valet services

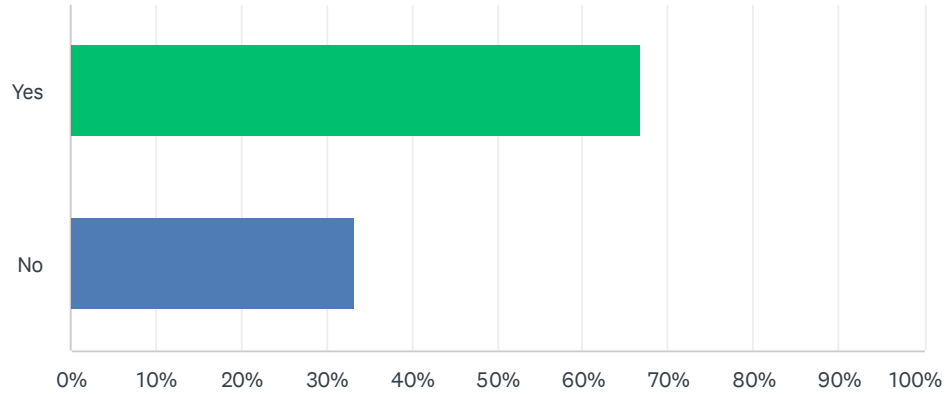
Answered: 33 Skipped: 1,591



ANSWER CHOICES	RESPONSES	
Yes	69.70%	23
No	30.30%	10
TOTAL		33

Q27 Do you support mobility options to facilitate accessibility on the Ocean Drive Promenade?

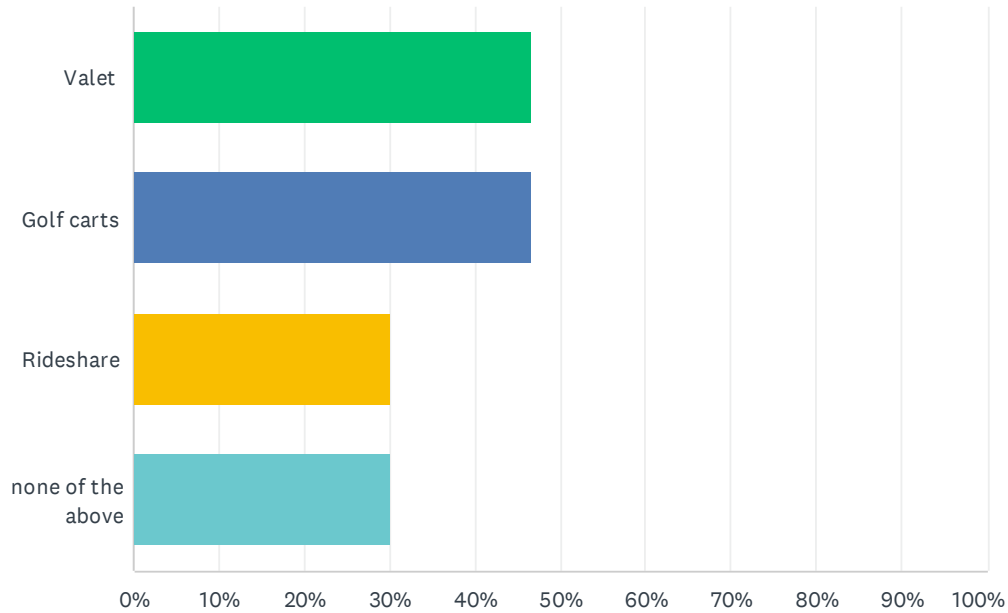
Answered: 30 Skipped: 1,594



ANSWER CHOICES	RESPONSES	
Yes	66.67%	20
No	33.33%	10
TOTAL		30

Q28 If Yes, which of the following mobility services do you support (check all that apply)

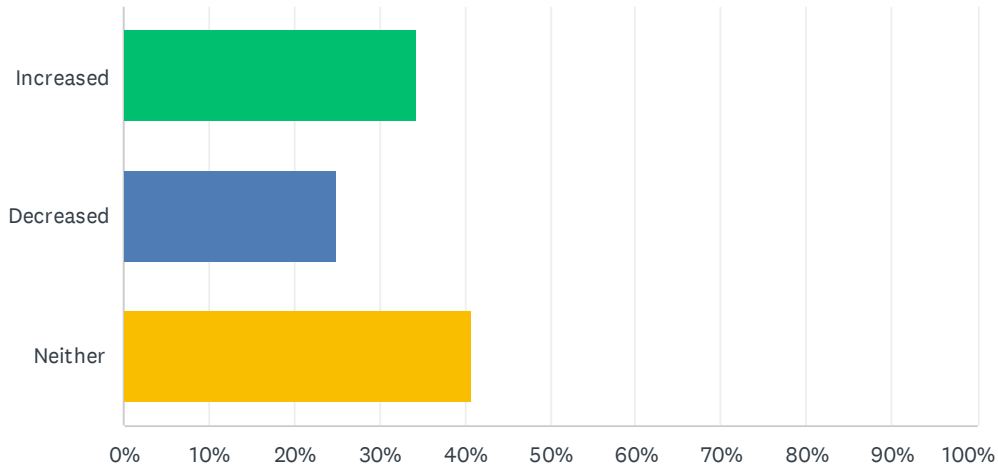
Answered: 30 Skipped: 1,594



ANSWER CHOICES	RESPONSES	
Valet	46.67%	14
Golf carts	46.67%	14
Rideshare	30.00%	9
none of the above	30.00%	9
Total Respondents: 30		

Q29 Has your customer/guest satisfaction score/rating increased or decreased with the opening of Ocean Drive Promenade?

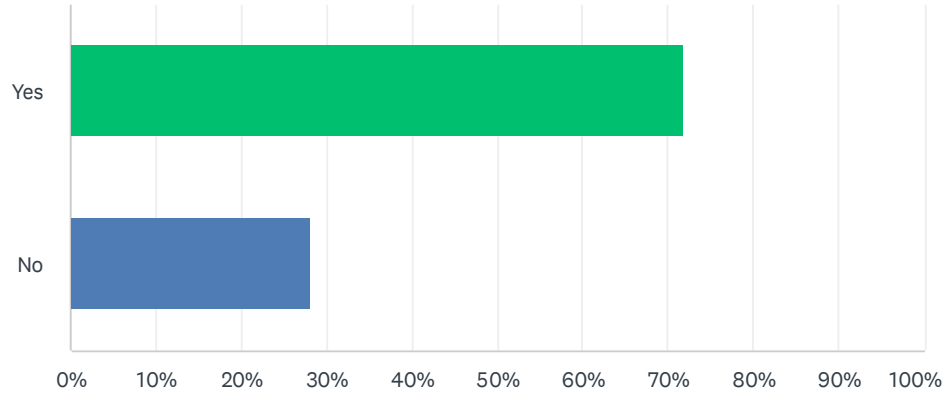
Answered: 32 Skipped: 1,592



ANSWER CHOICES		RESPONSES
Increased		34.38% 11
Decreased		25.00% 8
Neither		40.63% 13
TOTAL		32

Q30 Do you support Ocean Drive Promenade remaining in its current configuration?

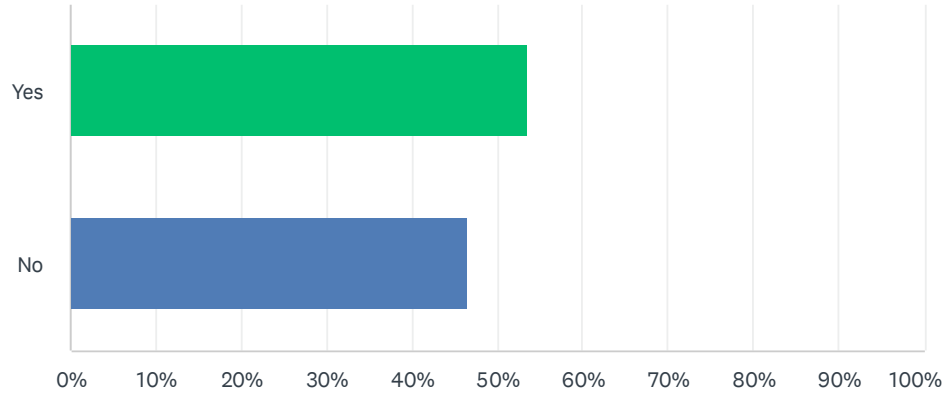
Answered: 32 Skipped: 1,592



ANSWER CHOICES	RESPONSES	
Yes	71.88%	23
No	28.13%	9
TOTAL		32

Q31 Would like to continue the promenade but with a modified configuration?

Answered: 28 Skipped: 1,596



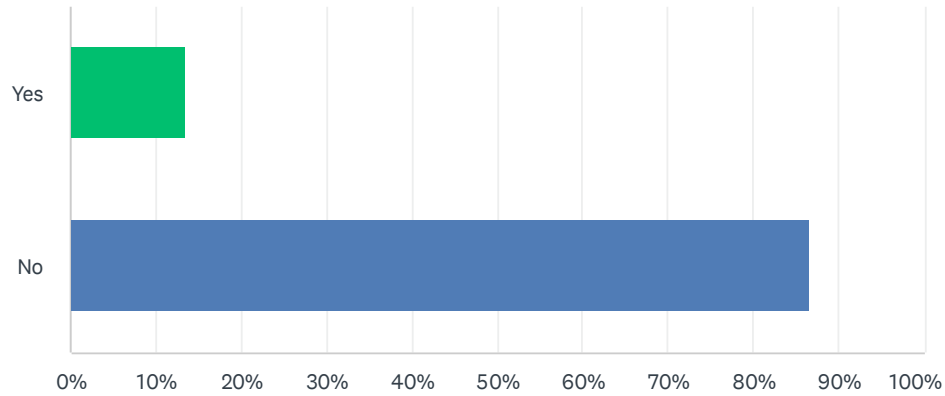
ANSWER CHOICES	RESPONSES	
Yes	53.57%	15
No	46.43%	13
TOTAL		28

Q32 Do you support opening Ocean Drive Promenade to general vehicular traffic during certain hours of the day/days of the week? If so, please specify

Answered: 20 Skipped: 1,604

Q33 Do you work/employee on Ocean Drive and are neither an Ocean Drive resident nor business owner?

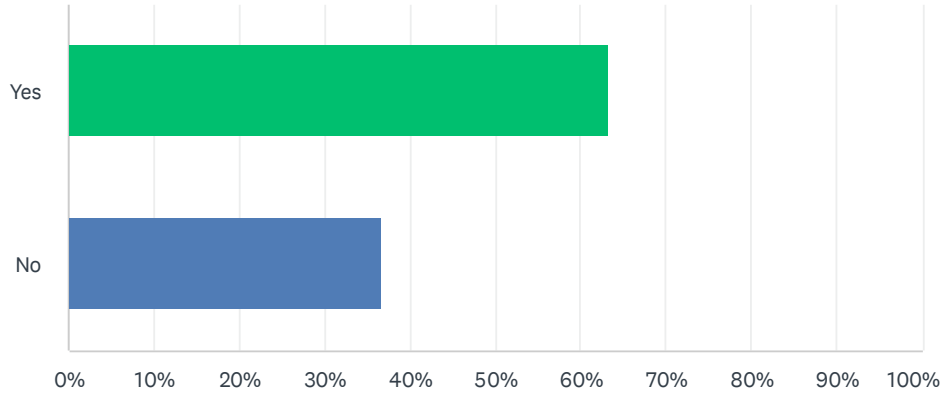
Answered: 1,165 Skipped: 459



ANSWER CHOICES	RESPONSES	
Yes	13.39%	156
No	86.61%	1,009
TOTAL		1,165

Q34 Do you support the Ocean Drive Promenade remaining in its current configuration?

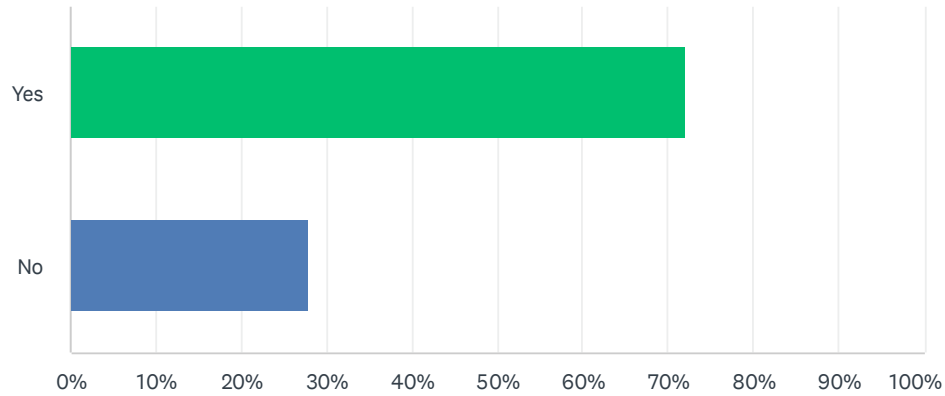
Answered: 128 Skipped: 1,496



ANSWER CHOICES	RESPONSES	
Yes	63.28%	81
No	36.72%	47
TOTAL		128

Q35 Do you support mobility options to facilitate accessibility on the Ocean Drive Promenade?

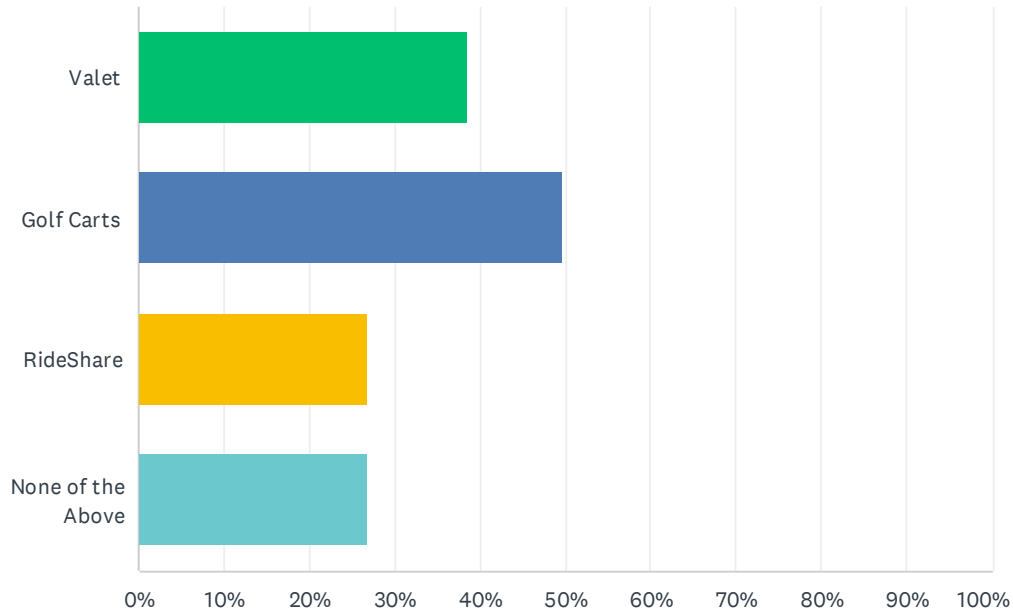
Answered: 125 Skipped: 1,499



ANSWER CHOICES	RESPONSES	
Yes	72.00%	90
No	28.00%	35
TOTAL		125

Q36 If Yes, which of the following mobility services do you support (check all that apply)

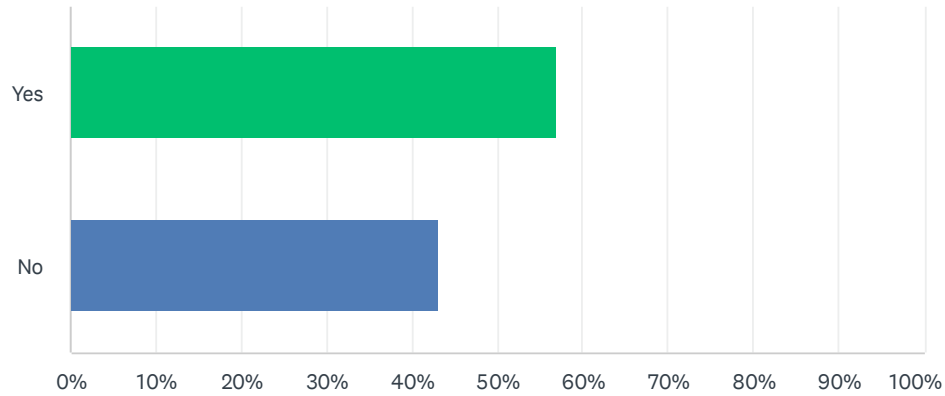
Answered: 119 Skipped: 1,505



ANSWER CHOICES	RESPONSES	
Valet	38.66%	46
Golf Carts	49.58%	59
RideShare	26.89%	32
None of the Above	26.89%	32
Total Respondents: 119		

Q37 Would like to continue the promenade but with a modified configuration?

Answered: 121 Skipped: 1,503



ANSWER CHOICES	RESPONSES	
Yes	57.02%	69
No	42.98%	52
TOTAL		121

Q38 Do you support opening Ocean Drive Promenade to general vehicular traffic during certain hours of the day/days of the week? If so, please specify.

Answered: 67 Skipped: 1,557

Q39 Name

Answered: 689 Skipped: 935

ANSWER CHOICES	RESPONSES	
First name	100.00%	689
Last name	100.00%	689
	0.00%	0
	0.00%	0
	0.00%	0

Q40 Email

Answered: 689 Skipped: 935

ANSWER CHOICES	RESPONSES	
Email Address	100.00%	689

Q41 Address

Answered: 689 Skipped: 935

ANSWER CHOICES	RESPONSES	
Street Address	100.00%	689
	0.00%	0
City	100.00%	689
State	100.00%	689
Zip Code	100.00%	689
Country	100.00%	689