

C7 I A RESOLUTION OF THE MAYOR AND CITY COMMISSION OF THE CITY OF MIAMI BEACH, FLORIDA, ACCEPTING THE RECOMMENDATION OF THE LAND USE AND SUSTAINABILITY COMMITTEE, AT ITS NOVEMBER 25, 2024 MEETING, DIRECTING THE ADMINISTRATION TO EXPLORE FUNDING FOR ENHANCEMENTS IN THE ALTON COURT ALLEY, FROM 8TH STREET TO 17TH STREET, INCLUDING MILLING, RESURFACING, STRIPING, SIDEWALK REPAIRS AND ADVISORY SIGNS IN THE NOT TO EXCEED AMOUNT OF \$400,000.

Applicable Area:

MIAMI BEACH

COMMISSION MEMORANDUM

TO: Honorable Mayor and Members of the City Commission

FROM: Eric Carpenter, City Manager

DATE: February 3, 2025

TITLE: A RESOLUTION OF THE MAYOR AND CITY COMMISSION OF THE CITY OF MIAMI BEACH, FLORIDA, ACCEPTING THE RECOMMENDATION OF THE LAND USE AND SUSTAINABILITY COMMITTEE, AT ITS NOVEMBER 25, 2024 MEETING, DIRECTING THE ADMINISTRATION TO EXPLORE FUNDING FOR ENHANCEMENTS IN THE ALTON COURT ALLEY, FROM 8TH STREET TO 17TH STREET, INCLUDING MILLING, RESURFACING, STRIPING, SIDEWALK REPAIRS AND ADVISORY SIGNS IN THE NOT TO EXCEED AMOUNT OF \$400,000.

RECOMMENDATION

The Administration recommends accepting the recommendation of the Land Use and Sustainability Committee, at its November 25, 2024 meeting, directing the Administration to explore funding for enhancements in the Alton Court Alley, from 8th Street to 17th Street, including milling, resurfacing, striping, sidewalk repairs and advisory signs in the not to exceed amount of \$400,000 as part of the FY26 Capital Budget.

BACKGROUND/HISTORY

On the September 11, 2024, at the request of Vice-Mayor Alex Fernandez, co-sponsored by Commissioner Joseph Magazine, the Mayor and City Commission (City Commission) approved a referral to the Land Use and Sustainability Committee (LUSC), to discuss potential upgrades for the alley on Alton Court, from 8th to 17th Street (this will not conflict with the West Avenue Phase 3 Project, which has very small scope in the Alton Court Alley), including adding routes for pedestrian/cyclist to use during the West Avenue Phase 2 renovations, enhancing regulations for businesses to maintain cleaner back door alleys, and upgrading the pavement to enhance the overall safety and aesthetic of the alley.

This topic is the continuation of Resolution No. 2022-32079 (Attachment A), approved on March 9, 2022, directing the City Administration (Administration) to study and identify the costs and methods to transform Alton Court and Meridian Court alleys into safe alternative mobility routes for pedestrians, bicycles, and micromobility devices.

Pursuant to the Resolution, the Transportation and Mobility Department and the Public Works Department jointly conducted walk-throughs, observations, and prepared a preliminary feasibility analysis of both alleys. City staff's findings and recommendations were presented via Letter to Commission (LTC) 427-2022 (Attachment B), on October 10, 2022.

The preliminary cost estimate in 2022 were as follows: milling, resurfacing, and sidewalk repairs of the Alton Court alleyway: \$250,000, signage: \$50,000; all of which had not been funded.

The design of the mobility corridor for temporary pavement striping and advisory signage along the alleyway, as well as different access points on side streets to advise motorists of the potential presence of pedestrians, bicyclists, and micromobility devices traveling in both directions along

the alleyway and crossing side streets will be included. Wayfinding signs will also be installed to help guide bicyclists to the alleyway. The cost for these improvements is approximately \$50,000 exclusive of the pavement striping which will be dependent on the completion of the corridor design.

On November 25, 2024, LUSC members discussed these enhancements needed ahead of the West Avenue Phase 2 Project, concluding with the motion to move the item to the City Commission with a favorable recommendation to explore funding for enhancements in the Alton Court alley, from 8th street to 17th street, including milling, resurfacing, striping, sidewalk repairs and advisory signs in the not to exceed amount of \$400,000.

Upon the City Commission's approval the Administration will prepare the budget request process. The estimated construction timeframe of the project is three months upon completion of the pavement marking plan.

FISCAL IMPACT STATEMENT

The current estimated cost for milling, resurfacing, striping, and sidewalk repairs to address potholes and cracks that could affect safety and ride-ability is \$300,000, signage \$50,000, and an additional cost for striping yet to be determined (the total requested appropriation is not estimated to exceed \$400,000). Should the LUSC recommendation be accepted by the City Commission, the Administration will proceed with the budget request process, contingent City Commission approval.

CONCLUSION

The Administration recommends accepting the recommendation of the Land Use and Sustainability Committee, at its November 25, 2024 meeting, directing the Administration to explore funding for enhancements in the Alton Court Alley, from 8th Street to 17th Street, including milling, resurfacing, striping, sidewalk repairs and advisory signs in the not to exceed amount of \$400,000 as part of the FY26 Capital Budget.

Applicable Area

South Beach

Is this a "Residents Right to Know" item, pursuant to City Code Section 2-17?

Yes

Is this item related to a G.O. Bond Project?

No

Department

Public Works

Sponsor(s)

Commissioner Alex Fernandez

Co-sponsor(s)

Commissioner Joseph Magazine
Commissioner Laura Dominguez

Condensed Title

Accept Rec/Upgrade Alton Court Alley (8-17 St)/Add Pedestrian/Cyclist Routes for W. Ave Ph. II
Reno. (AF/JM/LD) PW

RESOLUTION NO. 2022-32079

A RESOLUTION OF THE MAYOR AND CITY COMMISSION OF THE CITY OF MIAMI BEACH, FLORIDA, DIRECTING THE CITY ADMINISTRATION TO STUDY AND IDENTIFY THE COSTS AND METHODS TO TRANSFORM THE ALTON COURT ALLEY, LOCATED BETWEEN 8TH STREET TO NORTH OF 17TH STREET, AND THE ALLEY BETWEEN EUCLID AVENUE AND MERIDIAN AVENUE INTO SAFE ALTERNATIVE BICYCLE ROUTES, INCLUDING IDENTIFYING THE COST OF CLEANING AND RESURFACING THE AFOREMENTIONED ALLEYS WITH A BLACKTOP, AND PAINTING GREEN LANES AT EACH SIDE STREET INTERSECTION OF THE ALLEYS, AND FURTHER, DIRECTING THE CITY ADMINISTRATION TO REPORT ITS FINDINGS TO THE MAYOR AND CITY COMMISSION VIA LETTER TO THE COMMISSION ("LTC") NO LATER THAN APRIL 29, 2022.

WHEREAS, the City declares that it is in the interest of the public health, safety, and welfare of its residents and visitors to reduce pollutants in the air, on the lands, and in the waters of the City; and

WHEREAS, greenhouse gas ("GHG") emissions from gasoline and diesel-powered vehicles trap heat in the atmosphere and contribute to the warming of the Earth; and

WHEREAS, GHG emissions also contribute to sea level rise, which is a growing and imminent threat to the health, safety, and welfare of residents, visitors, and businesses in Miami Beach; and

WHEREAS, the City has endorsed the pledge in the Global Covenant of Mayors for Climate & Energy to reduce GHG emissions at the City-level, track progress, and enhance resilience to climate change, in a manner that is consistent with and complimentary to national level climate protection efforts; and

WHEREAS, in an effort to reduce their carbon footprint, many residents and visitors choose bicycles to travel throughout the City, which generate reduced GHG emissions as compared to gasoline and diesel-powered vehicles; and

WHEREAS, benefits to the City from increased bicycle use may also include improved air quality, quieter and more livable streets, and decreased dependency on fossil fuels; and

WHEREAS, the City declares that it is also in the interest of the public health, safety, and welfare of its residents and visitors to promote the use of bicycles throughout the City for transportation and recreational purposes; and

WHEREAS, according to the City of Miami Beach Police Department records, there were a total of 76 pedestrian and bicycle related accidents between Alton Road and West Avenue from January 2019 to December 2021; and

WHEREAS, improving the safety of bicycle routes in this area is of paramount importance to supporting the previously stated goals throughout the City as a whole; and

WHEREAS, City Administration has begun to study the feasibility of making certain improvements to the to transform the Alton Court Alley, located between 8th Street to north of 17th Street, and the alley between Euclid Avenue and Meridian Avenue into safe alternative bicycle routes.

NOW, THEREFORE, BE IT DULY RESOLVED BY THE MAYOR AND CITY COMMISSION OF THE CITY OF MIAMI BEACH, FLORIDA, that the Mayor and City Commission hereby directs the City Administration to study and identify the costs and methods to transform the Alton Court Alley, located between 8th Street to north of 17th Street, and the alley between Euclid Avenue and Meridian Avenue into safe alternative bicycle routes, including identifying the cost of cleaning and resurfacing the aforementioned alleys with a blacktop, and painting green lanes at each side street intersection of the alleys, and further, directing the City Administration to report its findings to the Mayor and City Commission via Letter to the Commission ("LTC") no later than April 29, 2022.

PASSED and ADOPTED this 9 day of March, 2022.

ATTEST:



Rafael E. Granado, City Clerk

MAR 14 2022



Dan Gelber, Mayor



(Sponsored by Commissioner Alex J. Fernandez)

APPROVED AS TO
FORM & LANGUAGE
& FOR EXECUTION



City Attorney

3-2-22
Date

MIAMI BEACH

COMMISSION MEMORANDUM

TO: Honorable Mayor and Members of the City Commission
FROM: Rafael A. Paz, City Attorney
DATE: March 9, 2022

SUBJECT: A RESOLUTION OF THE MAYOR AND CITY COMMISSION OF THE CITY OF MIAMI BEACH, FLORIDA, DIRECTING THE CITY ADMINISTRATION TO STUDY AND IDENTIFY THE COSTS AND METHODS TO TRANSFORM THE ALTON COURT ALLEY, LOCATED BETWEEN 8TH STREET TO NORTH OF 17TH STREET, AND THE ALLEY BETWEEN EUCLID AVENUE AND MERIDIAN AVENUE INTO SAFE ALTERNATIVE BICYCLE ROUTES, INCLUDING IDENTIFYING THE COST OF CLEANING AND RESURFACING THE AFOREMENTIONED ALLEYS WITH A BLACKTOP, AND PAINTING GREEN LANES AT EACH SIDE STREET INTERSECTION OF THE ALLEYS, AND FURTHER, DIRECTING THE CITY ADMINISTRATION TO REPORT ITS FINDINGS TO THE MAYOR AND CITY COMMISSION VIA LETTER TO THE COMMISSION ("LTC") NO LATER THAN APRIL 29, 2022.

RECOMMENDATION

Pursuant to the request of Commissioner Alex Fernandez the above-referenced Resolution is submitted for consideration by the Mayor and City Commission at the March 9, 2022 City Commission meeting.

SUPPORTING SURVEY DATA

N/A

FINANCIAL INFORMATION

N/A

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

Legislative Tracking

Office of the City Attorney

Sponsor

Commissioner Alex Fernandez

ATTACHMENTS:

Description

- Resolution

MIAMI BEACH

LTC# 427-2022

LETTER TO COMMISSION

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

FROM: Alina T. Hudak, City Manager

DATE: October 10, 2022

SUBJECT: **POTENTIAL USE OF ALTON COURT ALLEYWAY AS AN ALTERNATIVE PATH FOR PEDESTRIANS, BICYCLES, AND MICROMOBILITY DEVICES**

The purpose of this Letter to Commission is to provide an update regarding the potential use of the Alton Court alleyway as an alternative mobility corridor for pedestrians, bicycles, and micromobility devices (i.e. stand-up scooters) in lieu of Alton Road and West Avenue, and in light of the upcoming reconstruction of the West Avenue corridor.

At the March 9, 2022 City Commission meeting, Vice-Mayor Alex Fernandez sponsored a resolution directing the Administration to study and identify the costs and methods to transform the Alton Court and Meridian Court alleyways into safe alternative mobility routes for pedestrians, bicycles, and micromobility devices. Pursuant to this resolution, the Transportation and Mobility Department and the Public Works Department jointly conducted walk-throughs, observations, and prepared a preliminary feasibility analysis of both alleyways. The attached presentation includes staff's findings and recommendations. This item will be discussed at the upcoming October 19 Public Safety and Neighborhood Quality of Life Committee meeting.

Alton Court is a service alley located between Alton Road to the east and West Avenue to the west and operates one-way northbound. The alleyway extends between 8 Street and 17 Street and serves primarily for "back of the house operations" for businesses and also provides access to private parking for residential and commercial buildings. The alleyway connects to both Alton Road and West Avenue at each east-west cross street and to the existing green bike lanes on 16 Street. Alton Court ranges between 16 feet and 18 feet in width, has no sidewalks, and experiences a high level of truck activity often blocking safe passage and limiting visibility. Staff's assessment identified several existing pavement, pavement markings, and signage deficiencies that would need to be addressed in order to provide a safe and comfortable walking, cycling, and riding environment for users. The preliminary estimated cost of the recommended improvements on Alton Court is approximately \$300,000 and does not include any street lighting (if needed). Funding for the implementation of these improvements would need to be identified.

Should the City Commission wish to pursue the use of Alton Court as an alternative mobility path for pedestrians, bicycles, and micromobility devices, the Administration would recommend moving forward with a pilot program to evaluate the effectiveness of the alleyway as a mobility corridor and garner community and user feedback. The pilot would commence only after securing funding and completing the necessary infrastructure and signage, including wayfinding, improvements along the alleyway.

Please feel free to contact me if you have any questions.

Attachment: Feasibility Analysis for Alton Court and Meridian Court Alleyways

MT/JRG/MM/DF



Pedestrian-Bicycle- Micromobility Alleyways

Feasibility Analysis For:
Alton Court
Meridian Court

Alton Court Alleyway



- Service alley located between West Avenue and Alton Road
- It operates one-way northbound and primarily serves "back of house" functions for businesses and provides access to private parking for businesses and residential properties
- There are various utilities along the alley
- Some bicyclists use Alton Ct as an alternate to Alton Road or West Avenue; however, the primary use of the alley is currently vehicular
- There are no sidewalks along the alley





Existing Conditions – Alton Ct

- Alley ranges between 16' to 18' in effective width
- Utility poles, manholes, grates, and other public utilities are serviced from the alley
- There are various pavement deficiencies in the alleyway and sidewalk approaches which create hazards for users
- Lighting appears adequate on most blocks with 2-3 LED FPL fixtures per block and City maintained-LED fixtures at most alley entrances



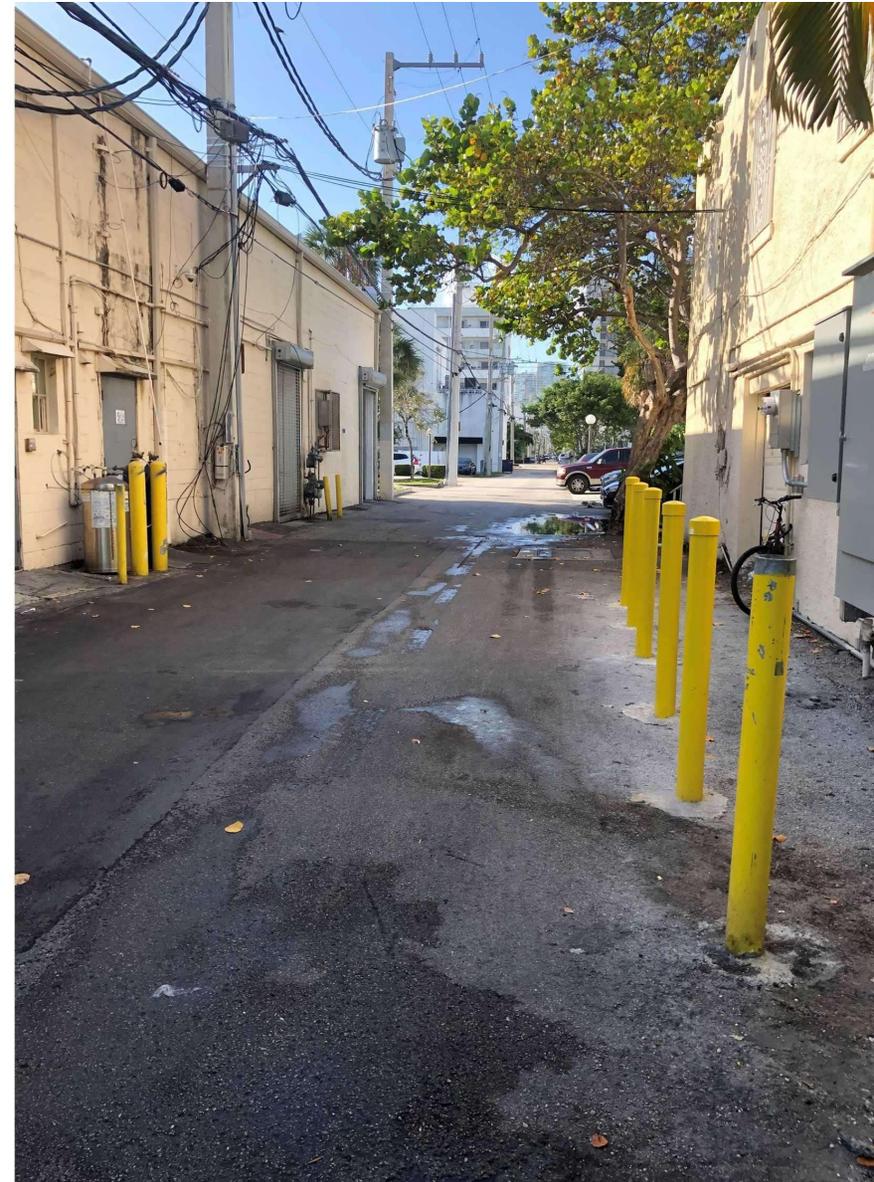
Observations and Findings – Alton Ct

- Deliveries often block the alley which may result in inadequate clear space for bicycles to pass
- Whole Foods (10th Street) has significantly high truck and vehicular activity which frequently blocks alleyway
- Trash collection occurs from the alley
- Most businesses do not have customer back door entrances and will require alleyway users to use cross streets or the main road to access businesses



Observations and Findings – Alton Ct (cont.)

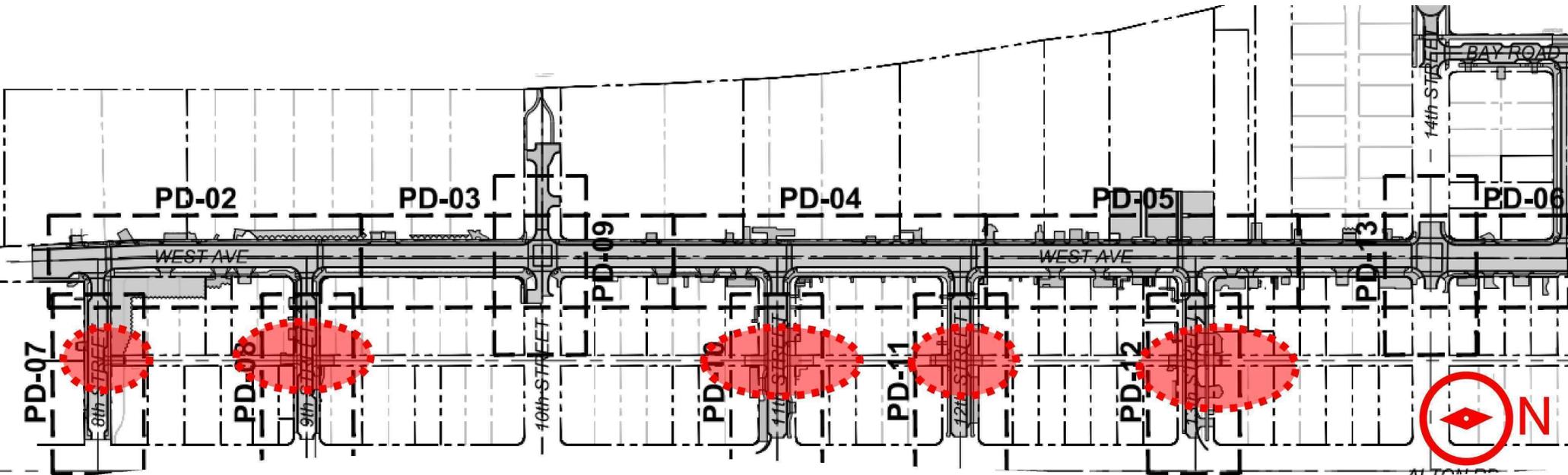
- Alley has high truck activity including trash collection which makes it inconvenient for cyclists
- Some private parking areas will require modifications to ensure sight visibility is adequate
- Given alley functions as a controlled side-street, as well as the limited sight visibility at intersections, cyclists and micromobility devices will need to frequently slow down or stop to cross a street



Observations and Findings – Alton Ct (cont.)

- Milling, resurfacing, and sidewalk repairs must be performed to address potholes and cracks that could affect safety and ride-ability
 - Cost - \$250,000
- Striping and signage must be installed to advise motorists of the potential presence of pedestrians, cyclists, and micromobility devices traveling in both directions along a one-way alley and across the street
 - Cost - \$50,000
- Wayfinding signage would help guide cyclists to/from the alley





Alton Court Construction

- There will be construction at all alley approaches as part of the West Avenue Neighborhood Improvement Project
- Connectivity and final elevation of the alley should be considered to ensure cyclist comfort

SUMMARY – ALTON COURT

- Pros:
 - Alternative pedestrian, bike, and micro-mobility facility during years-long construction of West Avenue project and for future
 - Connectivity to existing 16 Street bike lanes, Lincoln Road, and future 17 Street bike lanes
 - Potential to serve as catalyst for future alleyway revitalization and activation
- Cons:
 - High truck activity, often blocking safe passage for all modes
 - Limited visibility due to private parking spaces
 - Lack of direct access to businesses (few back door entrances)
 - Does not extend south of 8 Street, thus no direct connectivity to park at 600 Alton or existing 5th Street bike lanes
 - Once West Avenue project is completed, utility of alleyway as an alternative transportation facility is expected to decrease
- Preliminary Cost: \$300,000 for resurfacing, sidewalk repairs, restriping, and signage (excludes lighting if needed)
- Recommendation: Potentially pursue a pilot contingent upon funding



- Meridian Court is the service alley located between Meridian Avenue and Jefferson Avenue
- Operates one-way northbound
- Lies within the Flamingo Park Slow Streets Pilot network and the South Beach Pedestrian Priority Zone
- Alley has significantly less commercial activity than Alton Court
- There are no sidewalks along the alley





Existing Conditions – Meridian Ct

- Entrance is from Meridian Avenue through the South Shore Community Center parking lot which is the future site for Fire Station # 1
- Alley effective width is 12' so there is little to no room for a pedestrian or bicyclist to navigate around any large truck servicing the alley, including garbage trucks
- Little to no commercial activity which significantly reduces heavy vehicle traffic; however, many of the multi-family buildings have parking accessible only through the alley



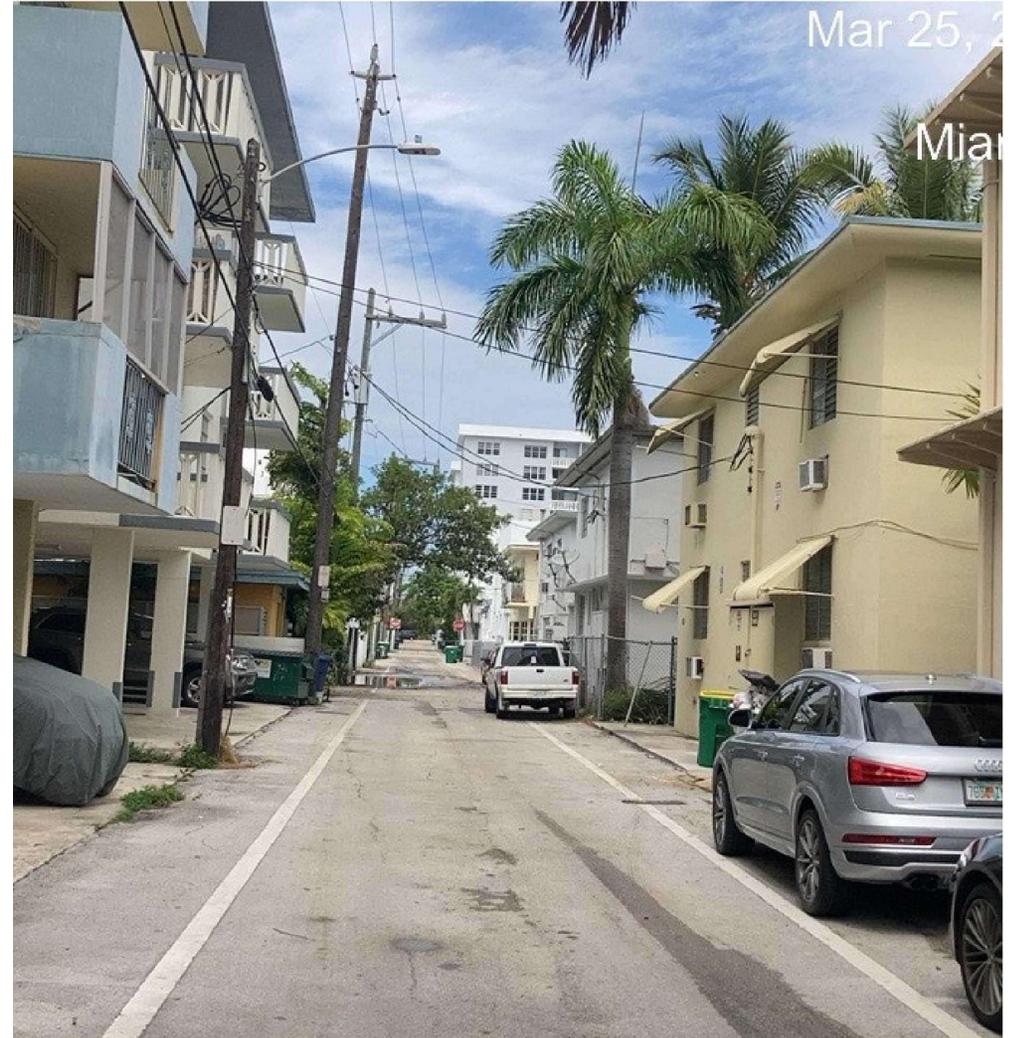
Existing Conditions – Meridian Ct (cont.)

- Pavement is poor and there is spot flooding which typically affects bicyclists' comfort
- Most private parking is only accessible through the alley and most exits from parking facilities have limited sight visibility
- Lighting appears adequate on most blocks with 2-3 FPL-maintained LED fixtures per block and City-maintained LED fixtures at most alley entrances



Findings and Observations – Meridian Ct

- Trash collection vehicles completely block the alley which can be a safety issue for alleyway users
- Wayfinding signage is needed to guide alleyway users to/from the alley and across the streets
- The cost of upgrading this alleyway with new pavement, signage, and pavement markings would cost \$113,000
- Located within Flamingo Park Slow Streets 2.0 and South Beach Pedestrian Priority Zone (funded capital project)
- City is pursuing buffered bike lanes on Jefferson Avenue



SUMMARY – MERIDIAN COURT

- **Pros:**
 - Primarily residential with low vehicle/truck activity, other than trash collection
 - Low stress facility for pedestrians, bicyclists, and micromobility
- **Cons:**
 - This neighborhood is already very walkable and bikeable; thus, the investment is not expected to result in significant benefits to mobility
- **Preliminary Cost:**
 - \$113,000 for repaving, sidewalk repairs, signage, and striping (excludes lighting improvements if needed)
- **Recommendation: Not recommended**

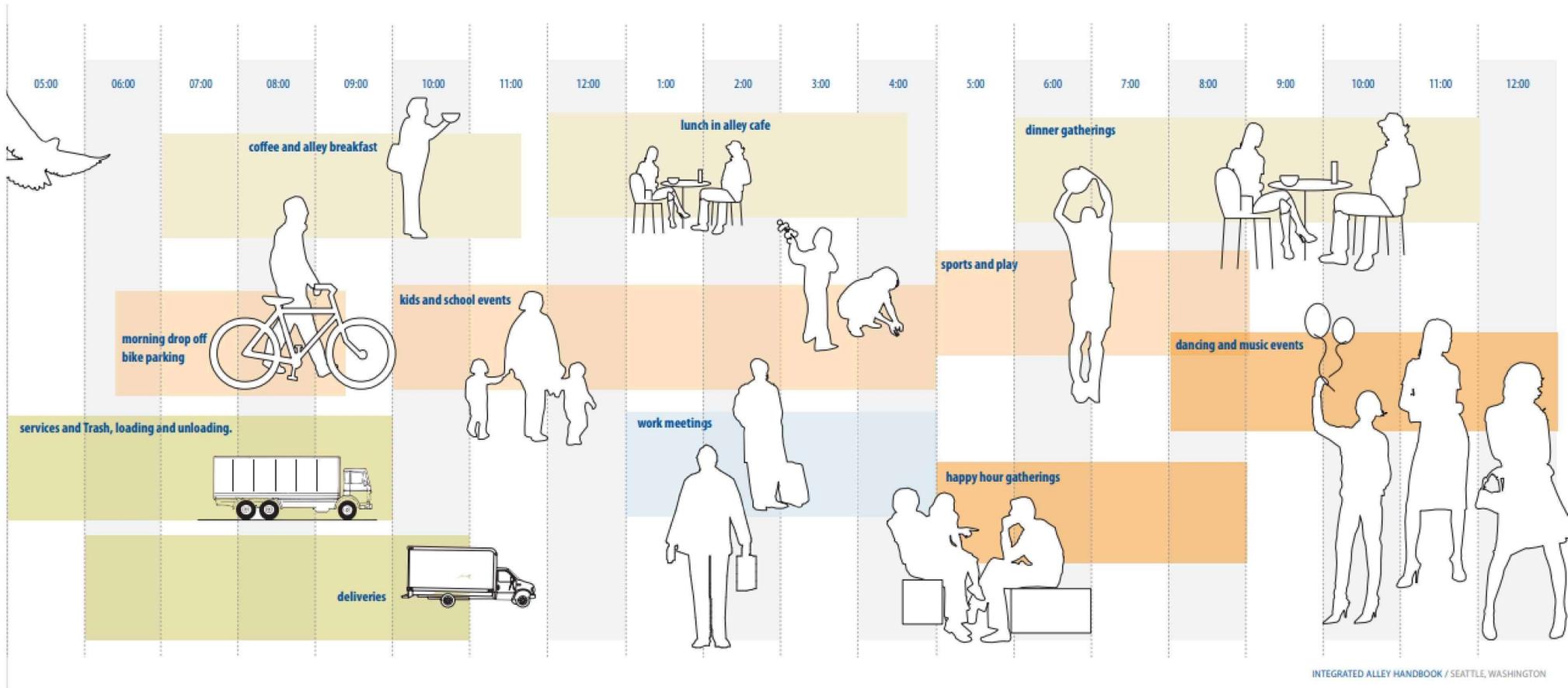
Alleyway Handbook/Seattle



Livable Alleys Best Practices

- Several national and international cities have recognized alleys as quality underutilized space that could promote:
 - Walkability
 - Bikeability
 - Places for green infrastructure
 - Additional store frontage for greater economic impact to businesses
- Most cities are considering livable alley policies concentrated on:
 - Establishing hours for delivery/service operations
 - Modifying the type of delivery vehicles
 - Developing building policy which promotes alley livability depending on surrounding land-use
 - Creating a sense of place, including branding, murals, entrance features, and community events





Day in the Life of a Livable Alley

City of Miami District 5 Alleyway Improvements

- City of Miami has explored the implementation of traffic calming and shared-lane markings on City alleys to promote bicycling and provide connectivity to parks
- Many of the improved alleys were unpaved alleys and lighting is still a concern for some users (based on feedback on social media)



RESOLUTION NO. _____

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WHEREAS, this topic is the continuation of Resolution No. 2022-32079, approved on March 9, 2022, directing the City Administration (Administration) to study and identify the costs and methods to transform Alton Court and Meridian Court alleys into safe alternative mobility routes for pedestrians, bicycles, and micromobility devices; and

WHEREAS, pursuant to the Resolution, the Transportation and Mobility Department and the Public Works Department jointly conducted walk-throughs, observations, and prepared a preliminary feasibility analysis of both alleys. City staff's findings and recommendations were presented via Letter to Commission (LTC) 427-2022, on October 10, 2022; and

WHEREAS, the preliminary cost estimate in 2022 were as follows: milling, resurfacing, and sidewalk repairs of the Alton Court alleyway: \$250,000, signage: \$50,000; all of which had not been funded; and

WHEREAS, the design of the mobility corridor for temporary pavement striping and advisory signage along the alleyway, as well as different access points on side streets to advise motorists of the potential presence of pedestrians, bicyclists, and micromobility devices traveling in both directions along the alleyway and crossing side streets, will be included; and

WHEREAS, wayfinding signs will also be installed to help guide bicyclists to the alleyway, with the cost for these improvements to be approximately \$50,000 exclusive of the pavement striping which will be dependent on the completion of the corridor design; and

WHEREAS, on November 25, 2024, LUSC members discussed these enhancements needed ahead of the West Avenue Phase 2 Project, concluding with the motion to move the item to the City Commission with a favorable recommendation to explore funding for enhancements in the Alton Court alley, from 8th street to 17th street, including milling, resurfacing, striping, sidewalk repairs and advisory signs in the not to exceed amount of \$400,000; and

WHEREAS, upon the City Commission's approval the Administration will prepare the budget request process; and

WHEREAS, the estimated construction timeframe of the project is three months upon completion of the pavement marking plan.

NOW, THEREFORE, BE IT DULY RESOLVED BY THE MAYOR AND CITY COMMISSION OF THE CITY OF MIAMI BEACH, FLORIDA, that the Mayor and City Commission hereby, accept the recommendation of the Land Use and Sustainability Committee, at its November 25, 2024 meeting, directing the Administration to explore funding for enhancements in the Alton Court alley, from 8th Street to 17th Street, including milling, resurfacing, striping, sidewalk repairs and advisory signs in the not to exceed amount of \$400,000.

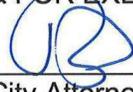
PASSED AND ADOPTED this _____ day of _____ 2025.

Steven Meiner, Mayor

ATTEST:

Rafael E. Granado, City Clerk

APPROVED AS TO
FORM & LANGUAGE
& FOR EXECUTION



City Attorney *DH* 1/24/2025
Date