

R9 W PRESENTATION AND UPDATE ON THE OCEAN DRIVE CORRIDOR IMPROVEMENTS AND LUMMUS PARK ENHANCEMENT GENERAL OBLIGATION BOND (GOB) PROJECT, INCLUDING AN UPDATE ON THE TRAFFIC STUDY PROCESS, ANALYSIS AND PRELIMINARY FINDINGS FOR THE THREE OPTIONS PROPOSED IN THE ART DECO CULTURAL DISTRICT PLAN, DESIGN CONSIDERATIONS AND IMPACTS, AND NEXT STEPS.

Applicable Area:



COMMISSION MEMORANDUM

TO: Honorable Mayor and Members of the City Commission

FROM: Eric Carpenter, City Manager

DATE: April 23, 2025

TITLE: PRESENTATION AND UPDATE ON THE OCEAN DRIVE CORRIDOR IMPROVEMENTS AND LUMMUS PARK ENHANCEMENT GENERAL OBLIGATION BOND (GOB) PROJECT, INCLUDING AN UPDATE ON THE TRAFFIC STUDY PROCESS, ANALYSIS AND PRELIMINARY FINDINGS FOR THE THREE OPTIONS PROPOSED IN THE ART DECO CULTURAL DISTRICT PLAN, DESIGN CONSIDERATIONS AND IMPACTS, AND NEXT STEPS.

RECOMMENDATION

This information is provided to update the Mayor and City Commission (City Commission) on the preliminary findings of the traffic study and modeling of the Ocean Drive Corridor Improvements and Lummus Park Enhancement Project (Project).

BACKGROUND/HISTORY

On February 23, 2022, the City Commission approved the Art Deco Cultural District (ADCD) Vision Plan, in concept and authorized the Administration to issue RFQ No. 2022-436-ND for Architectural and Design Services for the Project. The ADCD Vision Plan is a study covering properties and roadways adjacent to commercial corridors, including Washington Avenue, Collins Avenue, Ocean Drive, and Lummus Park and includes proposed conceptual plans, recommendations for implementation, a rough order of magnitude cost estimate, and a phasing plan.

On October 26, 2022, the City Commission adopted Resolution 2022-32340 authorizing the City Manager to negotiate with the top ranked proposer, Calvin, Giordano & Associates, Inc. (CGA). On June 6, 2023, the City executed an Agreement, with CGA, for Architectural Design Services for the Project, in the total amount of \$2,720,049.70.

The Agreement with CGA includes a feasibility study to evaluate the three (3) configuration options for Ocean Drive between 5th and 15th Street, proposed in the ADCD Vision Plan. Option one (1) two-way vehicular access to Ocean Drive (Exhibit A), option two (2) one-way vehicular access to Ocean Drive (Exhibit B), and option three (3) full pedestrianization of Ocean Drive (Exhibit C). The scope of work also includes the development of a Master Plan for Lummus Park, obtaining Historic Preservation Board (HPB) approvals for both Ocean Drive and Lummus Park, development of the 30% design document for Lummus Park and the 100% construction documents for Ocean Drive between 5th and 15th Street, intersecting roads, and the transitional area connecting Ocean Drive with Lummus Park. Additionally, CGA is to prepare and conduct a thorough process of public outreach.

CGA's Notice to Proceed was issued on June 9, 2023, and subsequently, CGA commenced meeting with the regulatory agencies. Prior to commencing the data collection, traffic analysis and modeling, it was necessary to obtain concurrence from both regulatory agencies, Miami-Dade County Department of Transportation and Public Works (DTPW) and the Florida Department of Transportation (FDOT). Following numerous meetings, submittals by CGA and reviews by the regulatory agencies, the necessary approval of the traffic study methodology was obtained from

the DTPW in April 2024 and the FDOT in May 2024.

ANALYSIS

In July 2024, CGA commenced collecting the traffic data at more than 65 different intersections and in October 2024 commenced performing the traffic modeling studies for the three (3) ADCD Vision Plan configuration options.

The traffic study and modeling (Study) evaluates the viability of the three (3) configuration options for the Project. Each configuration attempts to widen pedestrian sidewalks, to the greatest extent possible, on the west side of Ocean Drive by eliminating all curbside parking and shifting the roadway eastward.

The Study is complicated by the need to (a) forecast localized impacts to the levels-of-service on Collins Avenue and Washington Avenue as a result of the diversion of traffic under each of the options, and (b) the regional traffic impacts to the area, factoring in all other planned or in-process traffic modifications from surrounding projects.

When approaching the development of the methodology, each regulatory agency initially requested two (2) completely different approaches to the Study. In addition, the DTPW requested the inclusion of several additional baseline scenarios to be included in the analysis, and the FDOT requested for a Dynamic Traffic Assignment (DTA) study to be conducted for over 20 traffic scenarios. A hybrid approach for the Study methodology was eventually agreed upon by both regulatory agencies.

The Study encompasses six (6) different steps; (1) data collection; (2) the data collected generate traffic operation models to evaluate displaced traffic volume impacts on Collins Avenue and Washington Avenue and level-of-service evaluation models of all the impacted intersections for operational efficiencies impacted by delays, queuing, and potential congestion patterns; (3) perform evaluations of each configuration option for all scenarios to determine any fatal flaws in the resultant and forecasted traffic operations; (4) presentation of all traffic study findings to the agencies with a focus on requesting a determination or approval for a preferred configuration option; (5) the agencies will conduct a preliminary evaluation of the findings in the Study and determine the viability of the chosen scenario to be permitted and, (6) DTA evaluation studies will be conducted for the configuration.

Currently, as it stands in the ongoing Study, CGA's unvetted observations of the traffic data's preliminary evaluations do not seem to indicate any fatal flaws in traffic operations resulting from any of the options being contemplated for Ocean Drive. This may change as the models continue their calibration process, but currently, all three ADCD options seem viable. The viability is solely based on evaluations of vehicle operations, which are quantitative, and data driven. There are other qualitative considerations that CGA has been concurrently evaluating in preparation for the Administration's and CGA's recommendation to the City Commission in July 2025.

The qualitative design considerations for the Ocean Drive Corridor include:

- Ensuring emergency access and safety considerations are not compromised
- Impacts to current business operations for properties along Ocean Drive
- Adhere to the County charter where no roadway infrastructure shall be allowed within park land
- Balancing the re-alignment eastward of any vehicular travel lanes and their encroachment or impact to the frontage of the Art Deco Welcome Center and the historic Miami Beach clock
- Accommodating vehicular circulation and turn-around opportunities to attempt to reduce dependence on Ocean Court for general traffic movement (most critical to the full-pedestrianization option)

- Ensuring the continuity of the bi-directional bike lanes
- Maintaining vehicular access to service Ocean Rescue, the Art Deco Welcome Center, beach maintenance and management access, beach rental concession equipment access for contracted services and parking access for Ocean Rescue staff
- Balancing the redesign of Ocean Drive to increase the corridor's utilization for social and commercial uses with the need to remain flexible and adaptable for future cultural events that may include parades and festivals
- Developing design approaches that are mindful of the historic sensitivity of Ocean Drive

Once the Study is completed and has been vetted by the DTPW and FDOT, the final recommendations will be presented to the City Commission in July 2025.

The timeline for the Project, anticipates receipt of direction from the City Commission on the preferred configuration option for Ocean Drive in July 2025. CGA will proceed with finalizing the Study with the regulatory agencies, commence the 30% plans and obtain HPB approval in spring 2026. It is anticipated that an Invitation to Bid could be issued at the end of 2026 with commencement of construction in spring 2027.

FISCAL IMPACT STATEMENT

The Ocean Drive Corridor Improvements is funded by the 2018 GOB in the amount of \$20 million.

Does this Ordinance require a Business Impact Estimate? (FOR ORDINANCES ONLY)

If applicable, the Business Impact Estimate (BIE) was published on:

See BIE at: <https://www.miamibeachfl.gov/city-hall/city-clerk/meeting-notice/>

FINANCIAL INFORMATION

CONCLUSION

This information is provided to update the City Commission on the preliminary findings of the traffic study and modeling of the Project.

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?

Yes

Was this Agenda Item initially requested by a lobbyist which, as defined in Code Sec. 2-481, includes a principal engaged in lobbying? No

If so, specify the name of lobbyist(s) and principal(s):

Department

Capital Improvement Projects

Sponsor(s)

Co-sponsor(s)

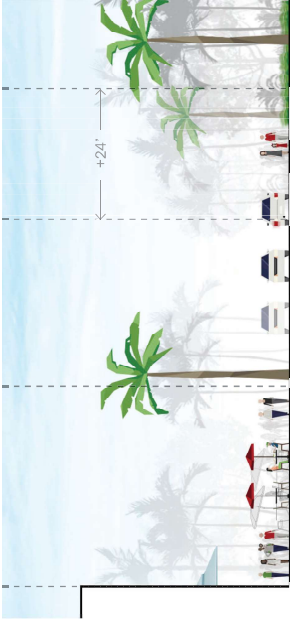
Condensed Title

Presentation on Ocean Drive Corridor GOB Project Traffic Study Preliminary Findings. CIP

Previous Action (For City Clerk Use Only)

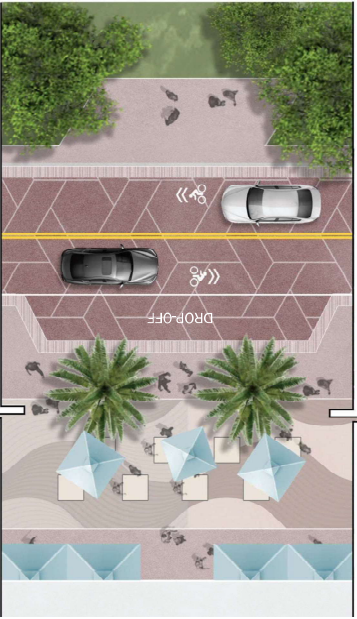
| OCEAN DRIVE CONCEPTS - OPTION 1

3.5.2 PROPOSED PARK + TWO-WAY LIMITED ACCESS STREET

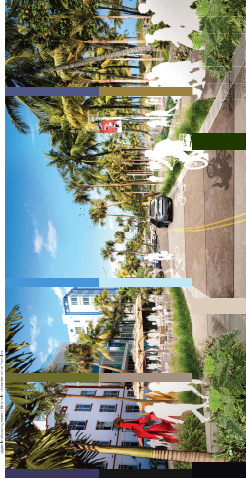


WALK	SEATING	PLANT	CURB-SIDE	AUTO	WALK	LUMMUS PARK
10'	22'	8'	8'	10'	15'	

86' ROW +/-



The Avenue, Washington D.C.

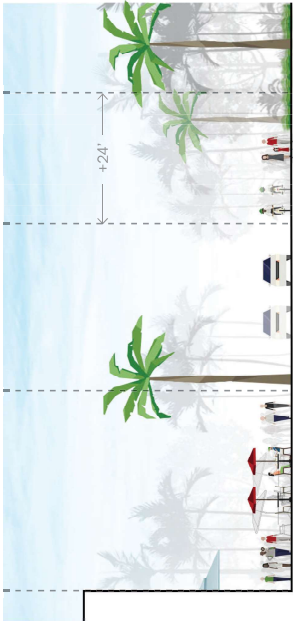


RENDERING OF THE PROPOSED DEVELOPMENT. THE DEVELOPMENT IS SUBJECT TO APPROVAL BY THE LOCAL GOVERNMENT AND THE STATE DEPARTMENT OF TRANSPORTATION. THE DEVELOPMENT IS NOT A GUARANTEE OF THE FUTURE. THE DEVELOPMENT IS NOT A GUARANTEE OF THE FUTURE. THE DEVELOPMENT IS NOT A GUARANTEE OF THE FUTURE.

Exhibit A

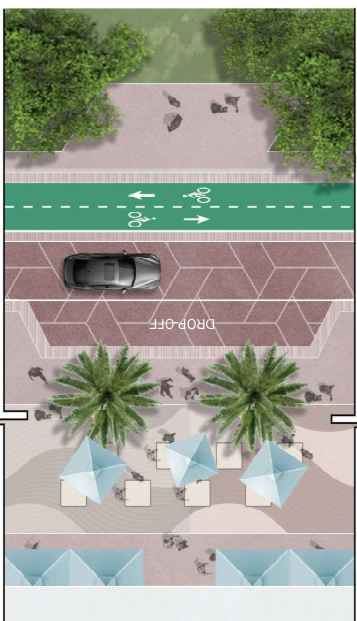
| OCEAN DRIVE CONCEPTS - OPTION 2

3.5.3 PROPOSED PARK + ONE WAY LIMITED ACCESS STREET



WALK	10'	SEATING	22'	PLANT	8'	CURB-SIDE	8'	AUTO	10'	BIKE	10'	WALK	15'	LUNNUS PARK
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86' ROW +/-



1 travel way southbound street	15%	85%	76%
Curbside on west side	15%	85%	76%
Two-way bikeway	15%	85%	76%



This option is similar in character to option 1, but it proposes the narrow design shape for the pedestrian and bicycle paths. It also includes a dedicated space for the bicycle path. This street should be designed as an adjacent vehicle, emergency, emergency and emergency road. It is designed to be a dedicated space for the bicycle path. It is designed to be a dedicated space for the bicycle path. It is designed to be a dedicated space for the bicycle path.

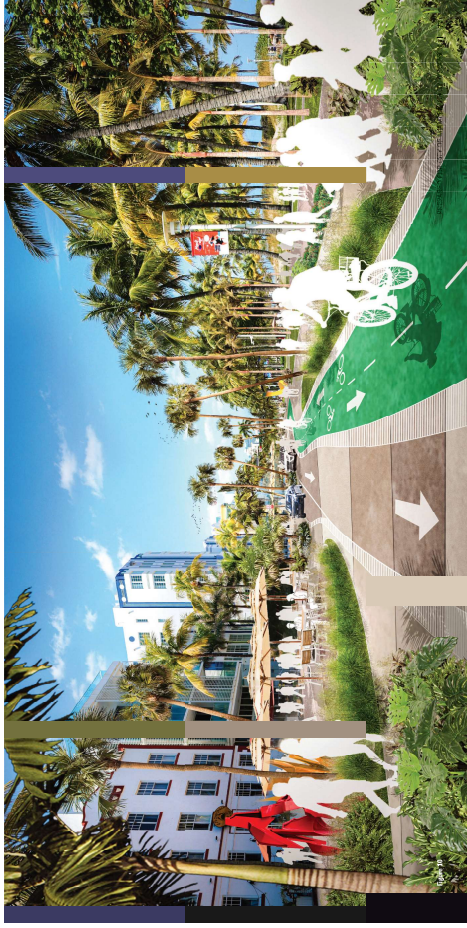


Exhibit B

| OCEAN DRIVE CONCEPTS - OPTION 3 3.5.4 PROPOSED PARK + PEDESTRIAN ONLY STREET

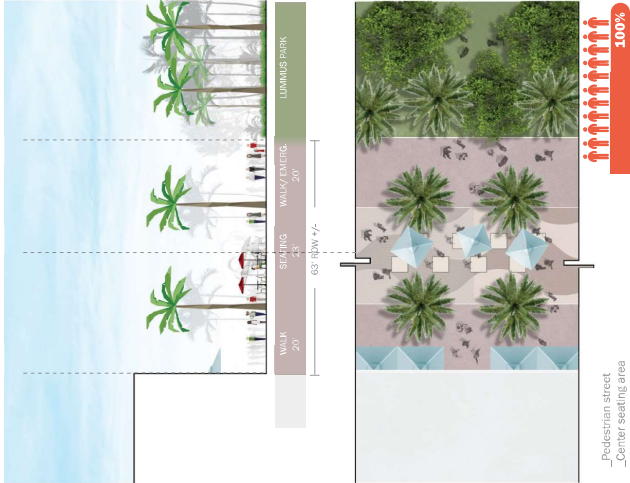


Exhibit C

This path is located on Ocean Drive, on a sidewalk on the west side of the road. City staff have recommended for the near future. As seen in Figure 1.8, it is proposed to be an organic path with a twenty (20) foot zone which is cleared of any obstructive elements on the eastern edge of the path that would also serve as emergency access.

