



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.

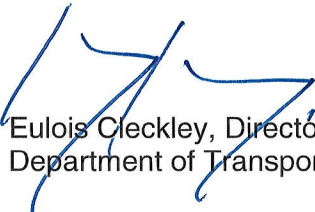
Both alternatives address DTPW's primary safety objective of limiting general traffic along the Ocean Ct. alleyway. Under these scenarios, A1A would serve as the alternate route for vehicular traffic. T-turnarounds would be required at the 13th and 14th Street alleyway intersections. As a result, traffic 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

NO
OUTLET

NO
OUTLET

15th St

15th St

A1A

A1A

A1A

Controlled Service
Vehicle Access Only

Gate Arm

Gate Arm

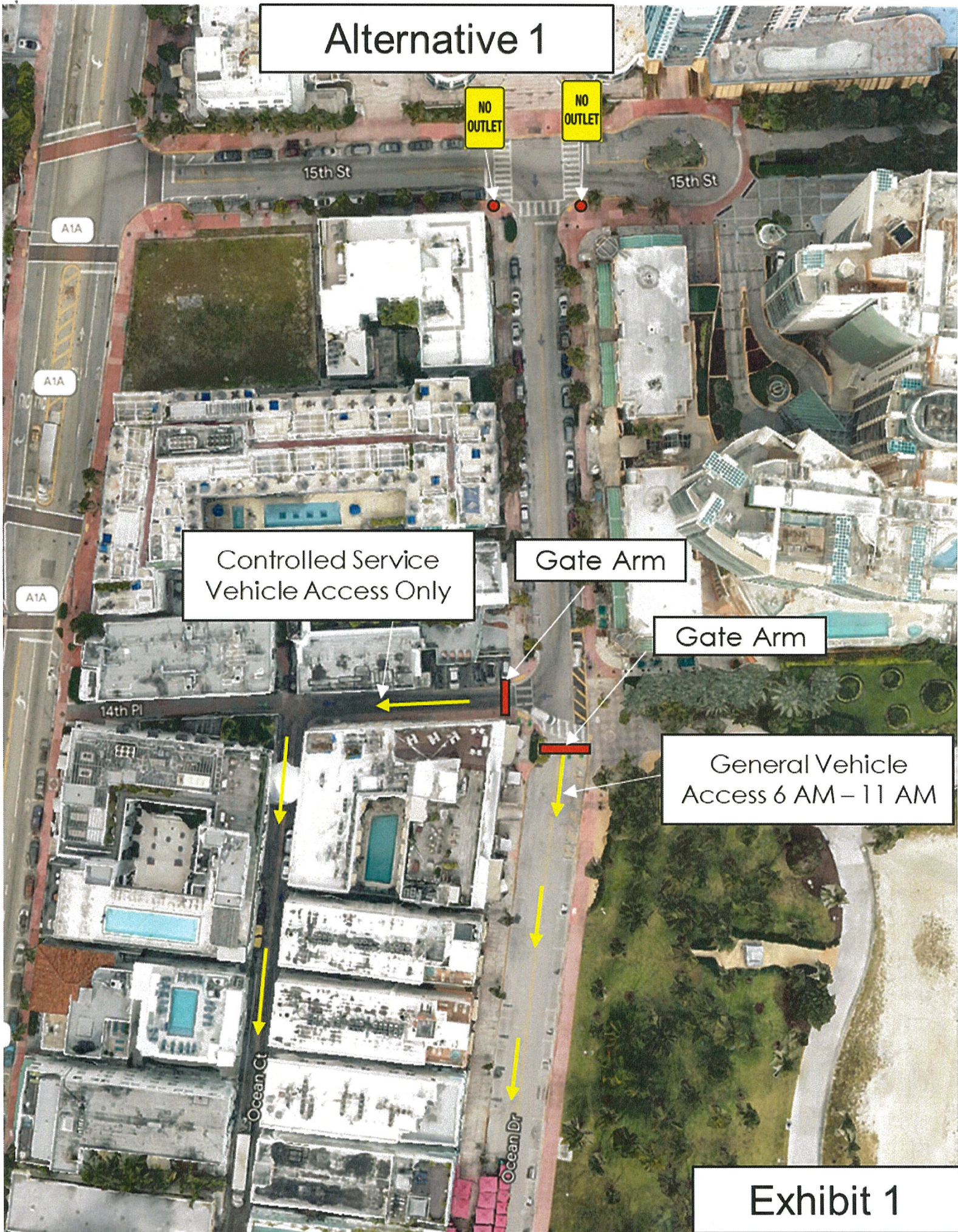
14th Pl

General Vehicle
Access 6 AM – 11 AM

Ocean Ct

Ocean Dr

Exhibit 1



Alternative 2

NO
OUTLET

NO
OUTLET

15th St

15th St

A1A

A1A

Northbound Only
Service Vehicle Traffic



Gate Arm

General Vehicle
Access 6 AM - 11 AM

14th Pl

Ocean Ct

Ocean Dr

Exhibit 2



MIAMI BEACH

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.

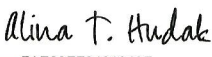
Pursuant to our meeting on December 21, 2022 wherein DTPW staff expressed their concerns with the current promenade, City staff has been working to develop a modified operational plan that balances the needs and desires of the affected businesses, stakeholder groups, city emergency services, residents 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:



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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