

CITY OF MIAMI BAYWALK MOBILITY PLAN



MAY 2013

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MIAMI BAYWALK MOBILITY PLAN

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MIAMI BAYWALK MOBILITY PLAN : PROJECT OVERVIEW

The Mobility Plan for the Miami Baywalk is a vision for the future based on attainable goals. The development of this vision began by looking at past studies and reports on the Miami Baywalk, assessing its current status of existing built segments to determine their strengths and weaknesses and identifying the potential to link all segments together to form a continuous Baywalk that will become a world class public waterfront space.

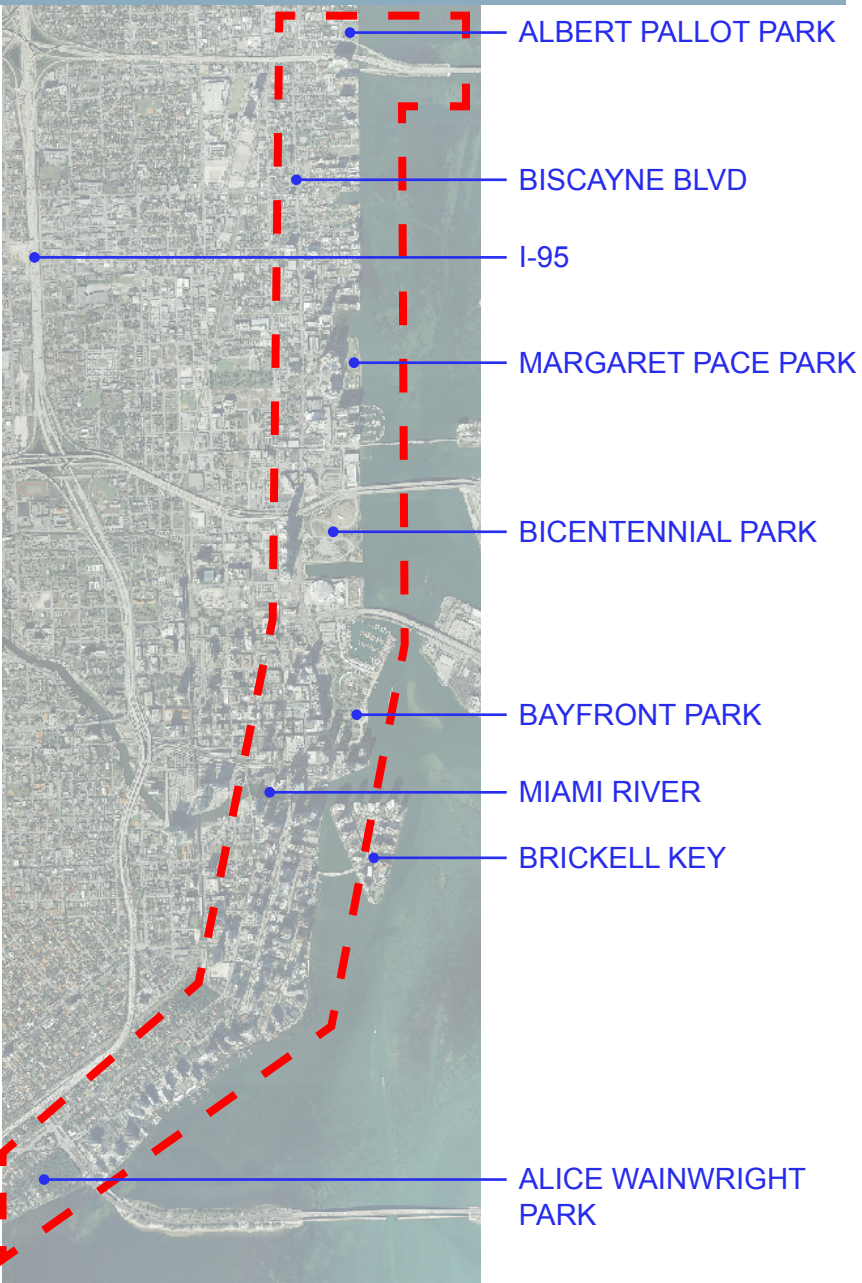
The area of study for the Miami Baywalk runs approximately 7 miles along Biscayne Bay from Alice Wainwright Park at the southernmost point to Albert Pallot Park to the north. Along this route there are currently several segments that have been developed. Many of these segments are on public property or within existing municipal parks. There are also segments on private property that have been completed based on the 1979 City of Miami Comprehensive Zoning Ordinance Article XXI-1, that requires that private bayfront property dedicate a 50' easement for public access that has a paved path and landscaping. However, there are many properties on Biscayne Bay that were developed prior to the adoption of the City ordinance requiring public access to the bay. These properties do not have to provide public access to the bay until they are redeveloped, which may be many years away. Therein lies the biggest challenge for the Miami Baywalk – providing permanent connectivity between the existing completed segments and providing public access to Biscayne Bay to the greatest extent possible.

Along the length of the Baywalk are many distinct cultural and business districts and neighborhoods, including Brickell, Downtown and Edgewater – each with their own unique character. A secondary challenge for creating the Baywalk will be to link all these districts together through an easily recognizable Baywalk Brand or identity, while at the same time allowing each district to keep its own individuality. Establishing a project identity has been an important element for other successful waterfront projects, such as those in Barcelona Spain, New York City, and Sydney Australia.

This document is the result of a collaborative planning process that involved data collection, background research, evaluation and feasibility analyses, public involvement and agency coordination. Along the way there were meetings with many different stakeholders, including neighborhood associations, user groups, adjacent property owners, regulatory agencies as well as City and County staff to gain input into the planning of the Miami Baywalk. The feedback gained from these meetings has been incorporated into the recommendations section of this document.

The City of Miami has made a firm commitment to provide public access to the Biscayne Bay for all. The creation of a permanent continuous Baywalk will be an important step toward fulfilling this commitment and a great benefit to residents, visitors, and businesses. The City understands that this will be a long range project. This document is intended to serve as a road map for making public access to Biscayne Bay a reality.

The first step in achieving this vision involves public education and promotion of the mobility plan. Developing and maintaining advocates for the mobility plan and asserting the need for the planned improvements will validate the Miami Baywalk as a priority when decisions on funding are being made. As public awareness and political environments change the mobility plan should be kept on the fore front of the collective consciousness.



Area of study

MIAMI BAYWALK MOBILITY PLAN : GOALS

CONNECTIVITY

Physical and Visual access to Baywalk:

- Create public access to the waterfront
- Determine optimal entry points and potential gateway for connecting to residential, cultural and business districts
- Create a hierarchy of entries, informed by the relative scale and importance of the entry location
- Determine locations for overlooks and views over Biscayne Bay

Opportunity to connect the gaps between existing portions of Baywalk:

- Determine areas along the waterfront that are relatively unobstructed and prime for future construction of the Baywalk
- Prioritize these areas in terms of segments that will be developed by the city and those that will be developed by private landowners

Connection to adjacent neighborhoods:

- Identify adjacent neighborhoods and key stakeholders within a quarter mile or five minute walk of the promenade
- Determine the unique cultures and histories of the surrounding neighborhoods and stakeholders, as well as the recreational needs and inclinations (e.g. passive, active, programmed, meeting space) of the groups

Connection to existing parks and trails:

- Create multi-modal connections to existing parks, recreational areas, trails and public transportation including the Miami River Greenway

Connection to existing businesses:

- Determine which businesses can easily be connected to or accessed via Baywalk

Connection to cultural Points of Interest:

- Determine cultural districts adjacent to the Baywalk and use them to inform design motifs along the promenade
- Determine cultural institutions and points of interest along the Baywalk and emphasize these areas as key nodes



Entry Signage
Imperial Beach, California



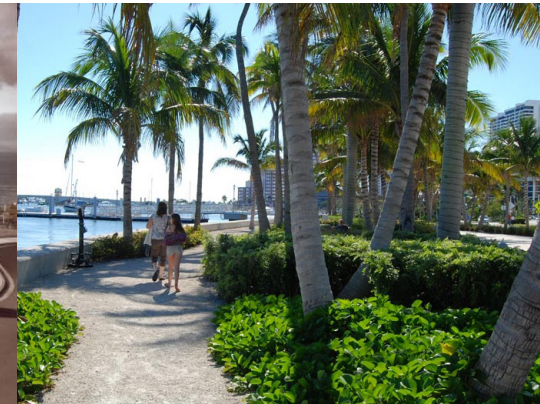
Pedestrian Bridge
San Francisco Bay Trail, California



Urban Bike Path - Interior Connector
Vancouver, British Columbia



Pacific Overlook
San Pedro, California



Palm Trees and Gravel Walk
West Palm Beach, Florida



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MIAMI BAYWALK MOBILITY PLAN : GOALS

IDENTITY

Branding:

- Establish a “Baywalk Brand” that is easily recognizable at any point throughout the project
- Determine strategies for marketing “Baywalk Brand” to attract a diverse range of users

Signage and wayfinding:

- Establish graphic design standards, logos, fonts, colors and materials to use for signage throughout the project, while allowing for various cultural districts to maintain their individual character

Cohesive use of materials:

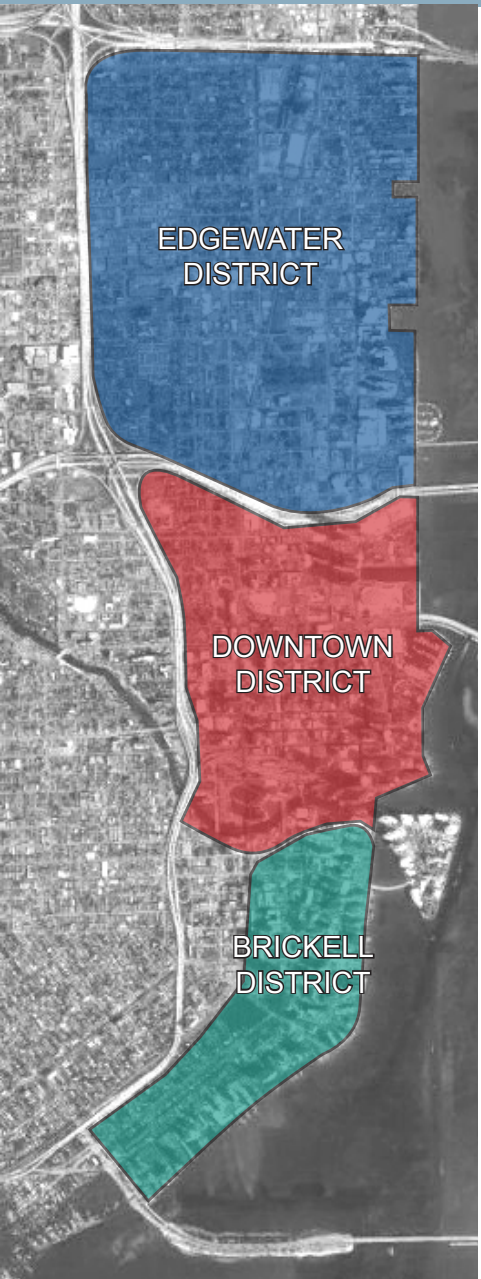
- Create cohesion throughout the Baywalk with a consistent use of site materials, furnishings and lighting
- Determine a tropical plant palette to use throughout the project, with landscape guidelines for sizing, layout and implementation

Color coding:

- Use colors or inground stamping in paving and site materials (including furnishings and lighting) to emphasize key nodes and transitions between districts
- Determine a color scheme to represent the entire Baywalk and incorporate into signage, logos and branding throughout the promenade

Public art and recurring motifs:

- Determine a motif for the Baywalk (e.g. marine life/maritime) that will tie together signage, public art, logos, cultural, recreational and educational components
- Create opportunities for local artists to add to the character and identity of the project through sculptures, installations, inlays in walkways, light fixtures, seating, as well as interactive exhibits focused on educating the general public on the history of the area and environment



Cultural districts adjacent to the Baywalk.



Colored Walkways
Barcelona, Spain



Site Furnishings and Vegetation
West Palm Beach, Florida



Maps and Signage - Cayuga Trail
Ithaca, New York



Gehry Sculpture - Recurring Fish Motif
Barcelona, Spain



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MIAMI BAYWALK MOBILITY PLAN : GOALS

SAFETY AND COMFORT

Crime prevention through environmental design (CPTED):

- Utilize CPTED principles in the design and alignment of Baywalk
- Encourage users and adjacent businesses and residents to provide some level of surveillance and keep “Eyes on the Baywalk”

Seating and Shade:

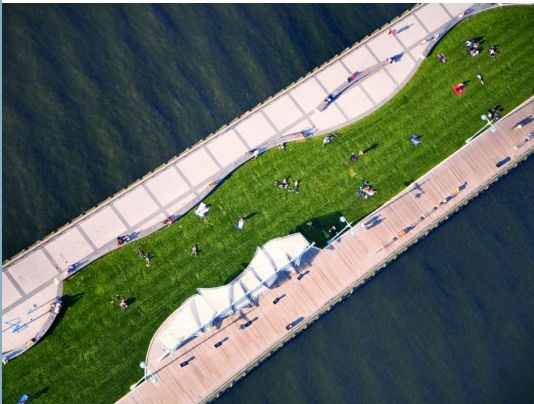
- Provide various types of seating options for a wide range of users
- Create cool microclimates through the use of shade structures and strategically placed landscaping

Separation of modal types:

- Delineate different modes of travel with easily identifiable striping and signage
- Designate clearly where the shared path becomes a pedestrian only path and provide clear direction to bikes on their appropriate route

Security:

- Provide lighting that gives users a sense of nighttime comfort but is also compatible with the “Baywalk Brand”
- Initiate a bike patrol system to give users a better sense of security



Separation of Modal Types
New York, New York



Various Seating Types
West Palm Beach, Florida



Multi-use Path Along Water
St Petersburg, Florida



Pedestrian Level Lighting
Santa Cruz, California



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MIAMI BAYWALK MOBILITY PLAN : GOALS

RECREATION

Passive and Active Recreation:

- Create a multi-faceted trail with designated areas for passive and active recreation, as well as programmed and non-programmed play

Connection to existing trails, parks and recreational sites:

- Determine which nearby parks and trails can connect to the proposed Baywalk and determine appropriate methods and routes of connectivity

Multi-modal Trails:

- Utilize different textures, materials and grade changes to separate different modes of recreation and transportation, including, running, walking, cycling, rollerblading and other leisure activities
- Design so that users are able to easily identify the intended use of a space

Separation of trail from disparate land uses:

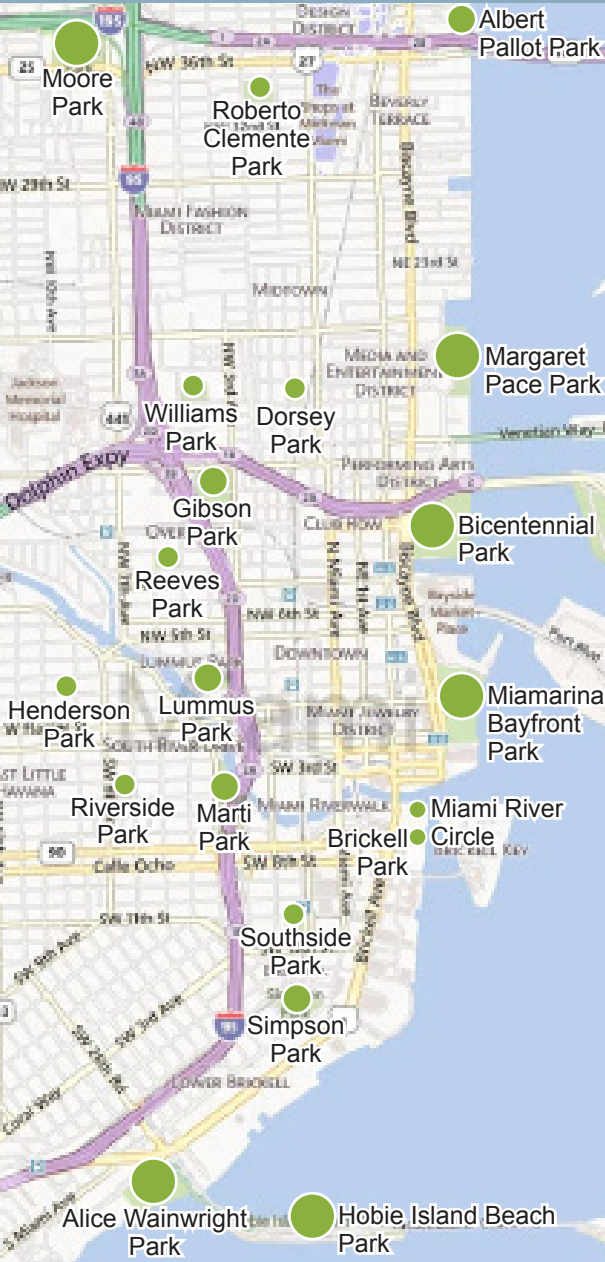
- Utilize sound barrier walls and vegetation to separate the Baywalk from conflicting land uses, such as residential and industrial areas

Health Benefits:

- Create a multi-use path that can be used for exercise and fitness

Trail Heads:

- Identify appropriate locations for trail heads and provide clear signage for wayfinding



Existing parks near the Baywalk.



Barrier Wall along Trail
San Jose, California



Passive Civic Space
Tampa, Florida



Programmed Play
Pasadena, California



Striped Multi-Use Trail
New York, New York



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MIAMI BAYWALK MOBILITY PLAN : EVALUATION

BRICKELL DISTRICT EXISTING CONDITIONS



Existing bridge underpass at Rickenbacker Causeway. Width (7'-10") and height (8'-10") makes the space very tight and uninviting.



Existing marina North of Rickenbacker Causeway. There are 10 private waterfront properties with marinas in this district making the implementation of a public shared path very difficult.



Existing 8 foot wide concrete sidewalk along Brickell Ave. City planned improvements make this route a possible Baywalk connector from Rickenbacker to SW 15th Rd.



Existing 5 foot wide concrete sidewalk along Brickell Bay Drive. City planned improvements will make this section of the Baywalk more pedestrian and bike friendly.



Existing public access at the Brickell Bay Office Tower (SE 10th Street). Existing wood fence and concrete low wall at North end of path.



Existing unobstructed / unpaved section (approximately 230 feet long) at SE 6th Street, East of the First Presbyterian Church of Miami parking area.



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MIAMI BAYWALK MOBILITY PLAN : EVALUATION

BRICKELL DISTRICT ANALYSIS



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MIAMI BAYWALK MOBILITY PLAN : EVALUATION

DOWNTOWN DISTRICT EXISTING CONDITIONS



Existing Baywalk in Bayfront Park. Bikers could be directed to use Biscayne Boulevard to avoid conflict with Bayside Marketplace traffic.



Pedestrian path users could continue past the Bayfront Amphitheater to Bayside Marketplace.



Miami Baywalk signage could be added at Bayside Marketplace to help users find their way back to the path.



A chain link fence and concrete barriers block the access at the Northeast corner of the American Airlines Arena. (End of NE 8th Street)



View looking Southwest at MacArthur Bridge (I-395). Existing bulkhead needs to be extended under bridge to create space for Baywalk.



Existing bulkhead behind the Miami Herald building



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MIAMI BAYWALK MOBILITY PLAN : EVALUATION

DOWNTOWN DISTRICT ANALYSIS



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MIAMI BAYWALK MOBILITY PLAN : EVALUATION

EDGEWATER DISTRICT EXISTING CONDITIONS



View of Venetian Causeway looking South. Low clearance will make it impossible to go under bridge.



Implementation of a shared path is difficult in this segment (near NE 20th Terrace), as sidewalk is only 5 feet wide, and the presence of white mangrove complicates the permitting process.



Completed bay side segment North of NE 25th Street. Segment is 6 feet wide, require widening to 8 feet.



Implementation of public shared path is difficult in this private segment North on NE 29th St. Opportunity for pocket park at end of street.



View looking East at Julia Tuttle Causeway (I-195). Low clearance will make it impossible to go under bridge. Opportunity to connect causeway via pedestrian bridge



Julia Tuttle Causeway bridge abutment. Will need to remove sloped pavement to create a level access for shared path.



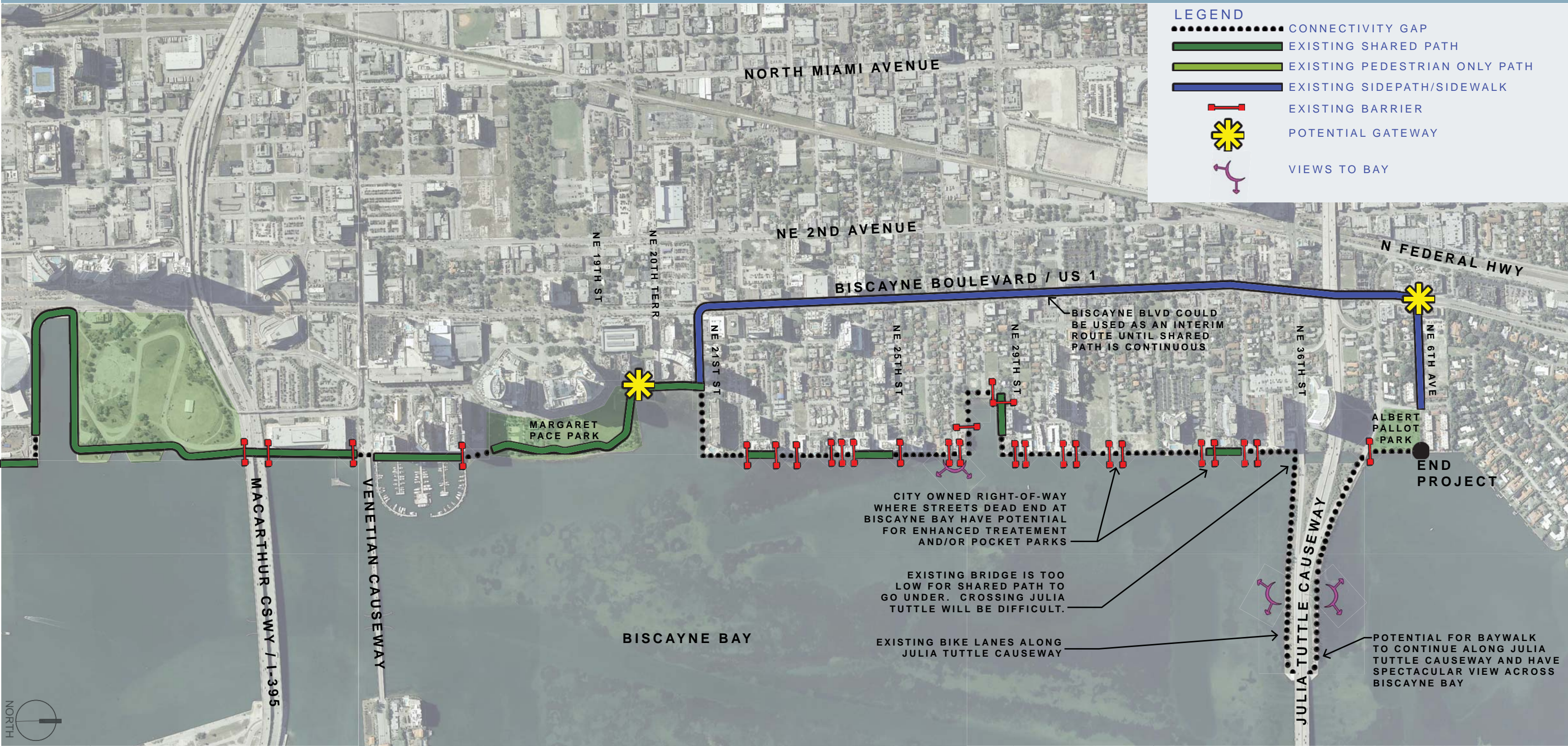
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MIAMI BAYWALK MOBILITY PLAN : EVALUATION

EDGEWATER DISTRICT ANALYSIS



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MIAMI BAYWALK MOBILITY PLAN : PUBLIC INVOLVEMENT

Participation by the general public, neighborhood groups, and stakeholders was facilitated by numerous meetings held at strategic points throughout the planning process. Individual stakeholder meetings were held for input in the initial information gathering and analysis stage. Meetings were held to present conceptual plans to neighborhood groups and stakeholders. Input from these meetings was incorporated into the proposed Baywalk alignment and associated details on how the promenade could be developed.

Participants in these meetings included the general public and representatives or members of the following groups/agencies:

- City of Miami
- Miami Dade County DERM
- Miami Dade County Parks, Recreation and Open Spaces
- Florida Department of Transportation
- South Florida Water Management District
- Brickell Homeowners Association
- Venetian Homeowners Association
- Edgewater Homeowners Association
- Brickell Presbyterian Church
- Miami Women's Club

Meeting minutes and a list of participants can be found in the appendix section of this document.



Photos from public involvement sessions



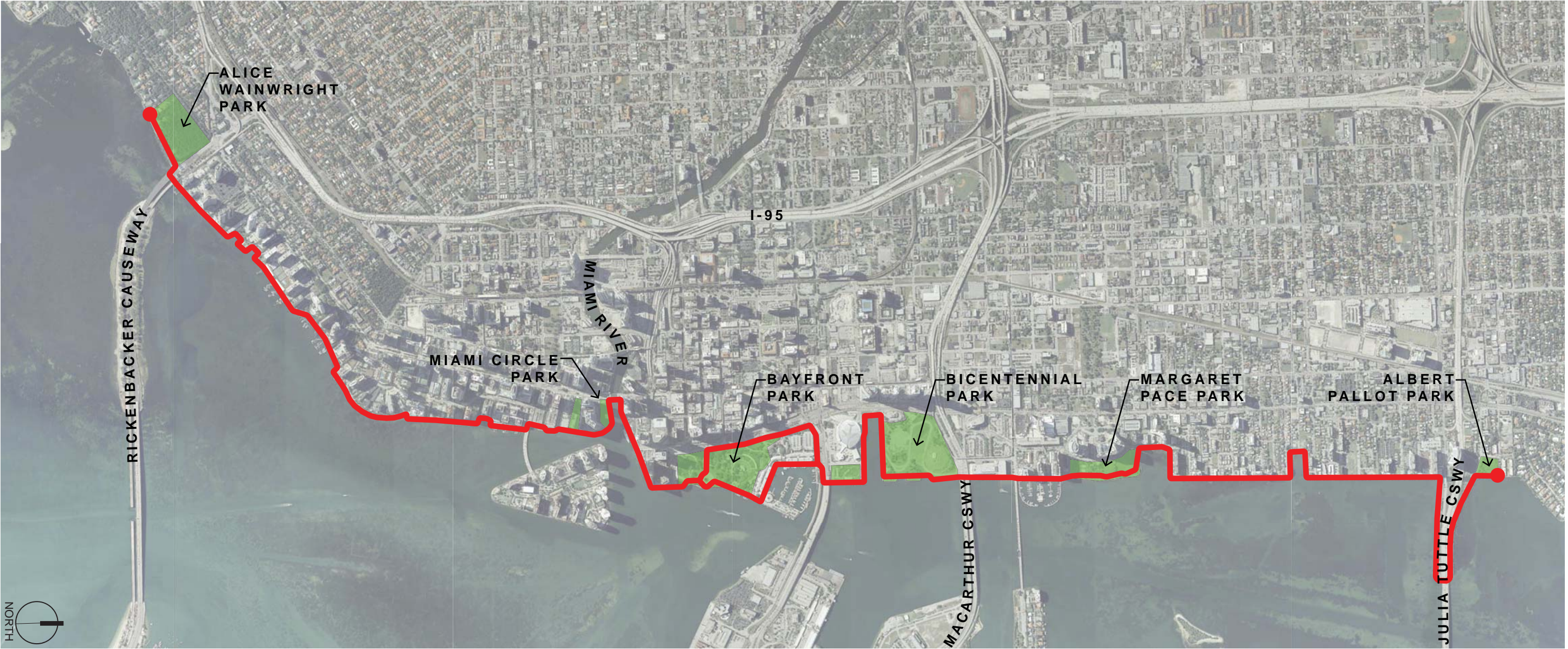
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MIAMI BAYWALK ACTION PLAN : RECOMMENDATIONS

OVERALL ULTIMATE ALIGNMENT



MIAMI BAYWALK MOBILITY PLAN : RECOMMENDATIONS

DETAILED ALIGNMENT: BRICKELL DISTRICT



- Provide multiple connections to Alice Wainwright Park for both pedestrians and cyclists
- Provide enhanced street end treatments or pocket parks at the end of all public streets, such as SE 25th Road
- Coordinate with upcoming developments (Villa Magna, etc.) on how to integrate proposed Baywalk design to ensure compatibility with overall Brickell District theme
- Remove all barriers (fences, walls, and gates) shown in the analysis that prohibit connectivity of the Baywalk
- Utilize the proposed 10' wide shared path along the east side of Brickell Avenue as an interim route until additional properties are redeveloped on Biscayne Bay
- Create a signage and wayfinding system that is unique to the Brickell District
- Establish a palette of paving materials, lighting, site furnishings, and landscaping to be utilized when properties are redeveloped which are compatible with the materials in the existing sections of the Baywalk in this area, but are unique to the Brickell District



LOCATOR MAP

LEGEND

EXISTING PARK	EXISTING PEDESTRIAN ONLY PATH	PROPOSED ON ROW/CITY PROPERTY	PROPOSED WHEN DEVELOPED	INTERIM ROUTE
UPCOMING DEVELOPMENT	EXISTING SHARED PATH	PROPOSED WHEN REDEVELOPED	PROPOSED OVER-WATER ALTERNATIVE	POTENTIAL POCKET PARK



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MIAMI BAYWALK MOBILITY PLAN : RECOMMENDATIONS

DETAILED ALIGNMENT: BRICKELL DISTRICT



- Provide enhanced views to Biscayne Bay along Brickell Bay Drive through the proposed improvements along this section of roadway.
- Remove all barriers (fences, walls, and gates) shown in the analysis that prohibit connectivity of the Baywalk
- Utilize the proposed 10' wide shared path along the east side of Brickell Avenue as an interim route until additional properties are redeveloped on Biscayne Bay
- Create a signage and wayfinding system that is unique to the Brickell District
- Establish a palette of paving materials, lighting, site furnishings, and landscaping to be utilized when properties are redeveloped which are compatible with the materials in the existing sections of the Baywalk in this area, but are unique to the Brickell District



LOCATOR MAP

LEGEND

EXISTING PARK	EXISTING PEDESTRIAN ONLY PATH	PROPOSED ON ROW/CITY PROPERTY	PROPOSED WHEN DEVELOPED	INTERIM ROUTE
UPCOMING DEVELOPMENT	EXISTING SHARED PATH	PROPOSED WHEN REDEVELOPED	PROPOSED OVER-WATER ALTERNATIVE	POTENTIAL POCKET PARK

MIAMI BAYWALK MOBILITY PLAN : RECOMMENDATIONS

DETAILED ALIGNMENT: BRICKELL DISTRICT



- Coordinate and assist the Brickell Presbyterian Church in creating a shared use path along Biscayne Bay that will provide connectivity in this section
- Remove all barriers (fences, walls, and gates) shown in the analysis that prohibit connectivity of the Baywalk
- Provide appropriate signage that tells bicyclists that the shared use path does not continue on the Brickell Avenue bridge that crosses the Miami River, as the sidewalk is too narrow to accommodate a shared path
- Create a signage and wayfinding system that is unique to the Brickell District
- Establish a palette of paving materials, lighting, site furnishings, and landscaping to be utilized when properties are redeveloped which are compatible with the materials in the existing sections of the Baywalk in this area, but are unique to the Brickell District



LOCATOR MAP

LEGEND					
EXISTING PARK	EXISTING PEDESTRIAN ONLY PATH	PROPOSED ON ROW/CITY PROPERTY	PROPOSED WHEN DEVELOPED	INTERIM ROUTE	
UPCOMING DEVELOPMENT	EXISTING SHARED PATH	PROPOSED WHEN REDEVELOPED	PROPOSED OVER-WATER ALTERNATIVE	POTENTIAL POCKET PARK	

MIAMI BAYWALK MOBILITY PLAN : RECOMMENDATIONS

DETAILED ALIGNMENT: DOWNTOWN DISTRICT



- Provide connectivity from the Baywalk to Parcel B
- Develop Parcel B in a manner that complements the Baywalk, as this site has the incredible potential to be another great public space in the Downtown District
- Remove all barriers (fences, walls, and gates) shown in the analysis that prohibit connectivity of the Baywalk
- Provide appropriate signage that directs bicyclists to utilize the existing shared path along Biscayne Boulevard, as the shared use path does not continue through the Bayside Marketplace
- Create a signage and wayfinding system that is unique to the Downtown District
- Establish a palette of paving materials, lighting, site furnishings, and landscaping to be utilized when properties are redeveloped which are compatible with the materials in the existing sections of the Baywalk in this area, but are unique to the Downtown District



LOCATOR MAP

LEGEND

EXISTING PARK	EXISTING PEDESTRIAN ONLY PATH	PROPOSED ON ROW/CITY PROPERTY	PROPOSED WHEN DEVELOPED	INTERIM ROUTE
UPCOMING DEVELOPMENT	EXISTING SHARED PATH	PROPOSED WHEN REDEVELOPED	PROPOSED OVER-WATER ALTERNATIVE	POTENTIAL POCKET PARK



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MIAMI BAYWALK MOBILITY PLAN : RECOMMENDATIONS

DETAILED ALIGNMENT: DOWNTOWN DISTRICT



- Provide new shared path on structure over Biscayne Bay that will be used to route users under the Macarthur Causeway
- Provide appropriate traffic calming measures to allow users to cross Venetian Causeway at grade
- Coordinate and assist the Women's Club in creating a shared use path along Biscayne Bay that will provide connectivity in this section
- Remove all barriers (fences, walls, and gates) shown in the analysis that prohibit connectivity of the Baywalk
- Create a signage and wayfinding system that is unique to the Downtown District
- Establish a palette of paving materials, lighting, site furnishings, and landscaping to be utilized when properties are redeveloped which are compatible with the materials in the existing sections of the Baywalk in this area, but are unique to the Downtown District



LOCATOR MAP

LEGEND					
EXISTING PARK	EXISTING PEDESTRIAN ONLY PATH	PROPOSED ON ROW/CITY PROPERTY	PROPOSED WHEN DEVELOPED	INTERIM ROUTE	
UPCOMING DEVELOPMENT	EXISTING SHARED PATH	PROPOSED WHEN REDEVELOPED	PROPOSED OVER-WATER ALTERNATIVE	POTENTIAL POCKET PARK	

MIAMI BAYWALK MOBILITY PLAN : RECOMMENDATIONS

DETAILED ALIGNMENT: EDGEWATER DISTRICT



- Provide enhanced street end treatments or pocket parks at the end of all public streets, such as NE 22nd Street and NE 23rd Street
- Eliminate the off-street parking on the NE 19th Street to NE 20th Terrace block of North Bayshore Drive, move traffic lanes west
- Remove all barriers (fences, walls, and gates) shown in the analysis that prohibit connectivity of the Baywalk
- Utilize the existing wide sidewalk along the east side of Biscayne Avenue as an interim route until additional properties are redeveloped on Biscayne Bay
- Coordinate with upcoming developments (Crimson Tower, etc.) on how to integrate proposed Baywalk design to ensure compatibility with overall Biscayne District theme
- Remove all barriers (fences, walls, and gates) shown in the analysis that prohibit connectivity of the Baywalk
- Create a unique signage and wayfinding system that
- Establish a palette of paving materials, lighting, site furnishings, and landscaping to be utilized when properties are redeveloped which are compatible with the materials in the existing sections of the Baywalk in this area, but are unique to the Biscayne District



LOCATOR MAP

LEGEND

EXISTING PARK	EXISTING PEDESTRIAN ONLY PATH	PROPOSED ON ROW/CITY PROPERTY	PROPOSED WHEN DEVELOPED	INTERIM ROUTE
UPCOMING DEVELOPMENT	EXISTING SHARED PATH	PROPOSED WHEN REDEVELOPED	PROPOSED OVER-WATER ALTERNATIVE	POTENTIAL POCKET PARK



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MIAMI BAYWALK MOBILITY PLAN : RECOMMENDATIONS

DETAILED ALIGNMENT: EDGEWATER DISTRICT



- Provide enhanced street end treatments or pocket parks at the end of all public streets, such as NE 34th & NE 35th Streets
- Remove all barriers (fences, walls, and gates) shown in the analysis that prohibit connectivity of the Baywalk
- Utilize the existing wide sidewalk along the east side of Biscayne Avenue as an interim route until additional properties are redeveloped on the bay
- Provide shared use path bridges that connect to the Julia Tuttle Causeway Island. This will allow users some of the best unobstructed views of Biscayne Bay
- Coordinate with upcoming developments (Crimson Tower, etc.) on how to integrate proposed Baywalk design to ensure compatibility with overall Biscayne District theme
- Remove all barriers (fences, walls, and gates) shown in the analysis that prohibit connectivity of the Baywalk
- Create a unique signage and wayfinding system
- Establish a palette of paving materials, lighting, site furnishings, and landscaping to be utilized when properties are redeveloped which are compatible with the materials in the existing sections of the Baywalk in this area, but are unique to the Biscayne District



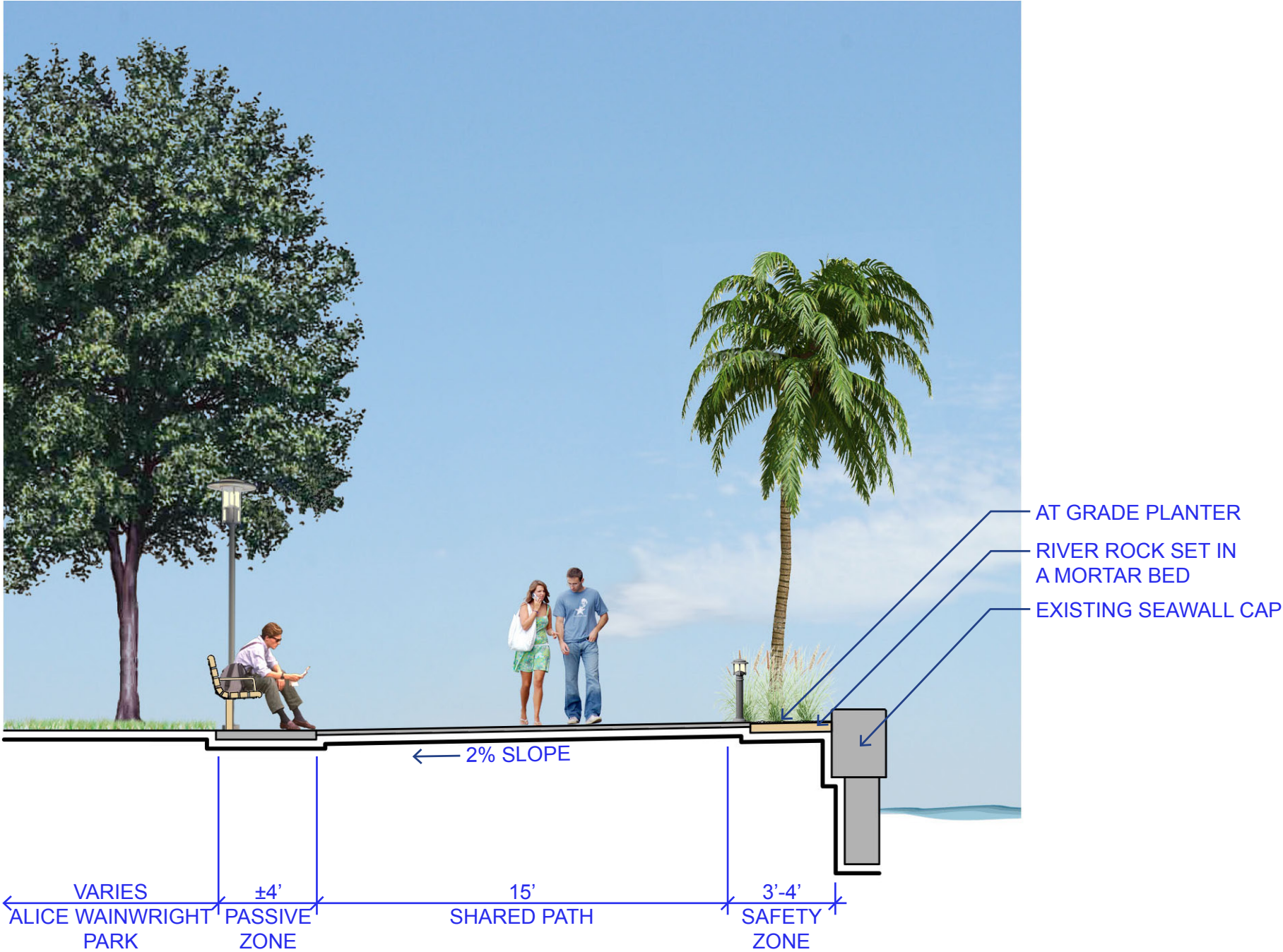
LOCATOR MAP

LEGEND

EXISTING PARK	EXISTING PEDESTRIAN ONLY PATH	PROPOSED ON ROW/CITY PROPERTY	PROPOSED WHEN DEVELOPED	INTERIM ROUTE
UPCOMING DEVELOPMENT	EXISTING SHARED PATH	PROPOSED WHEN REDEVELOPED	PROPOSED OVER-WATER ALTERNATIVE	POTENTIAL POCKET PARK

MIAMI BAYWALK ACTION PLAN : RECOMMENDATIONS

TYPICAL SECTION A : ALICE WAINRIGHT PARK



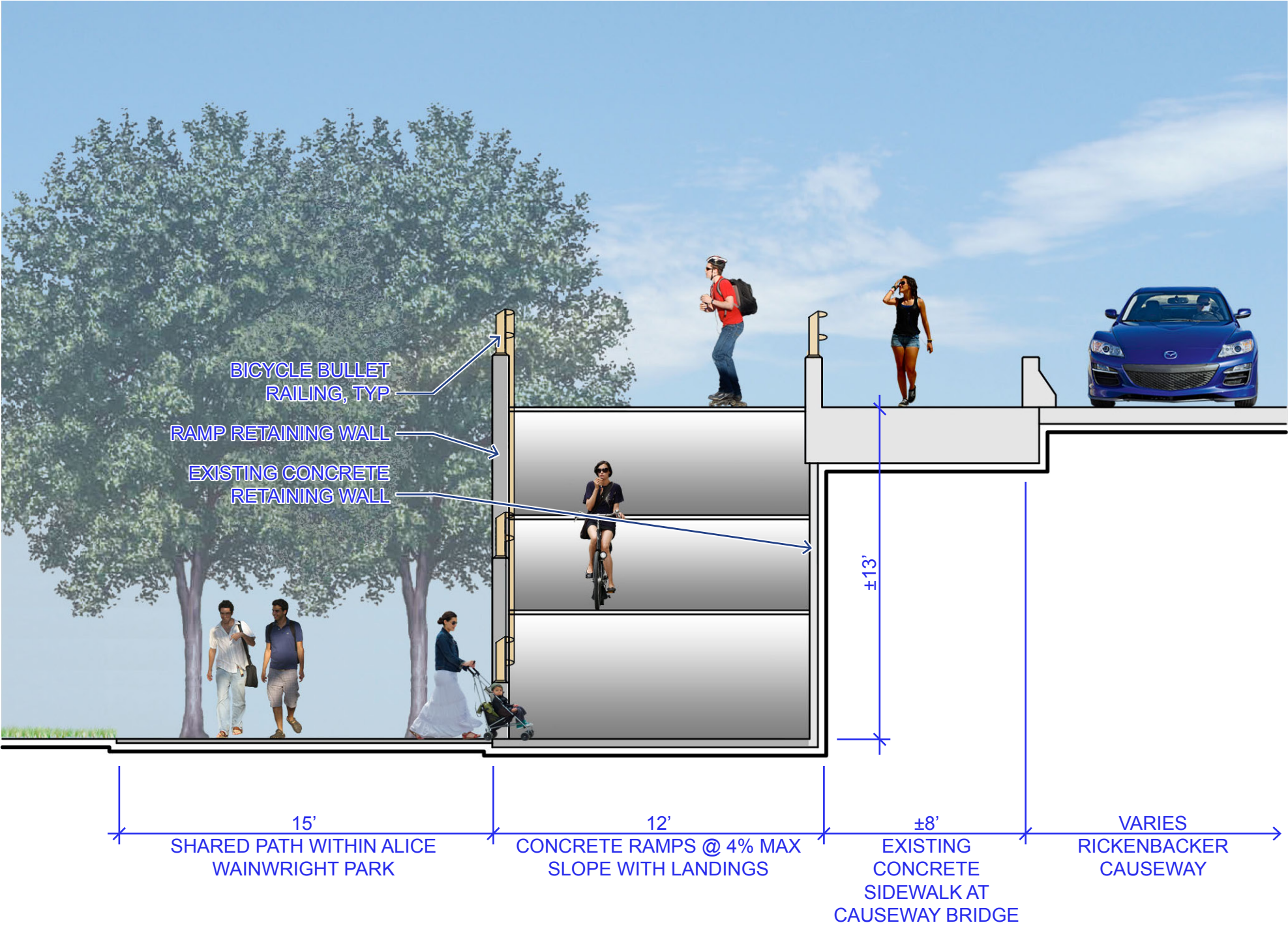
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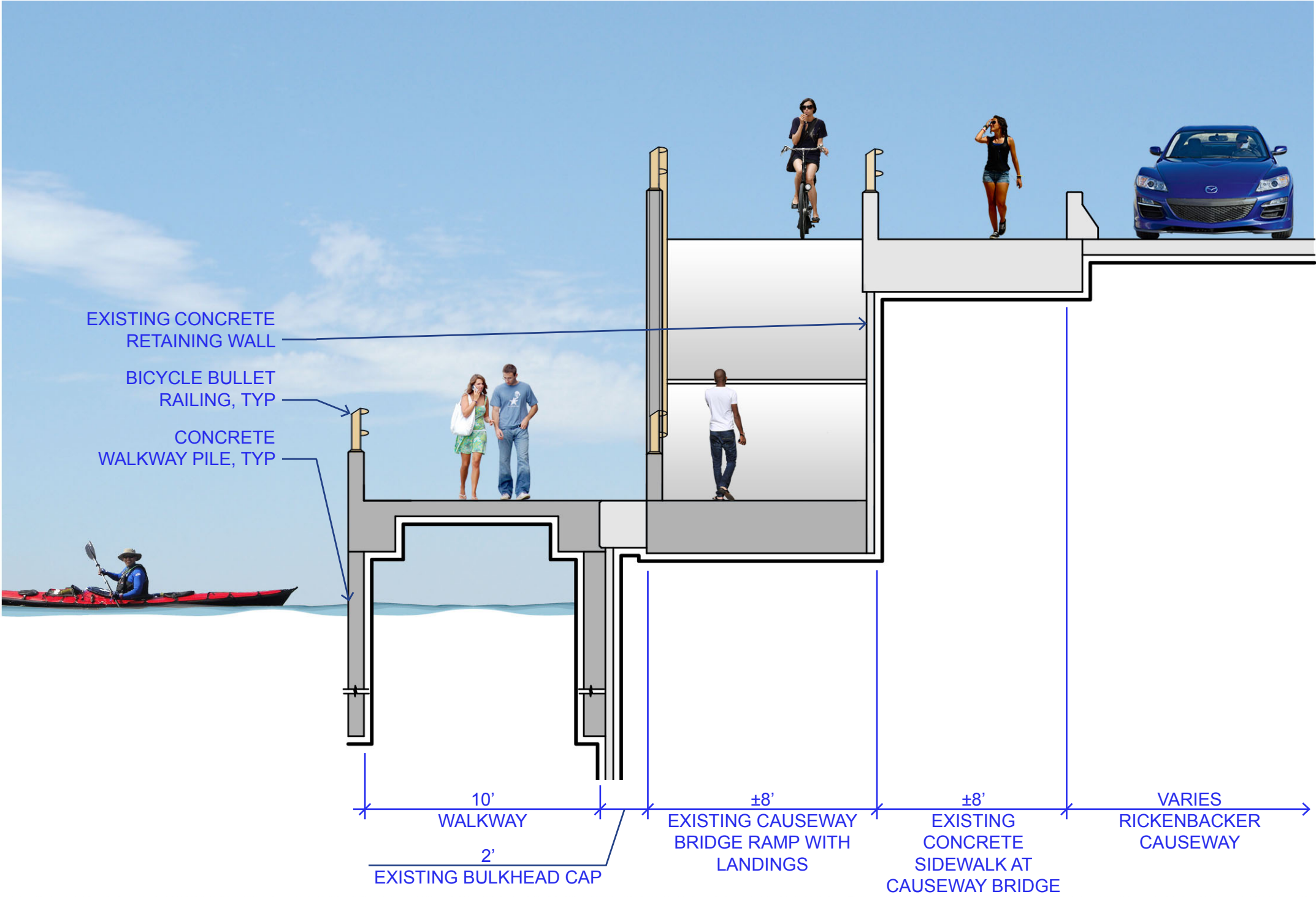
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TYPICAL SECTION B : ALICE WAINRIGHT PARK TYPICAL PEDESTRIAN RAMP (ALT 1)



MIAMI BAYWALK ACTION PLAN : RECOMMENDATIONS

TYPICAL SECTION C : ALICE WAINRIGHT PARK TYPICAL ELEVATED WALKWAY (ALT 2)



MIAMI BAYWALK ACTION PLAN : RECOMMENDATIONS

TYPICAL SECTION **D** : BRICKELL AVE



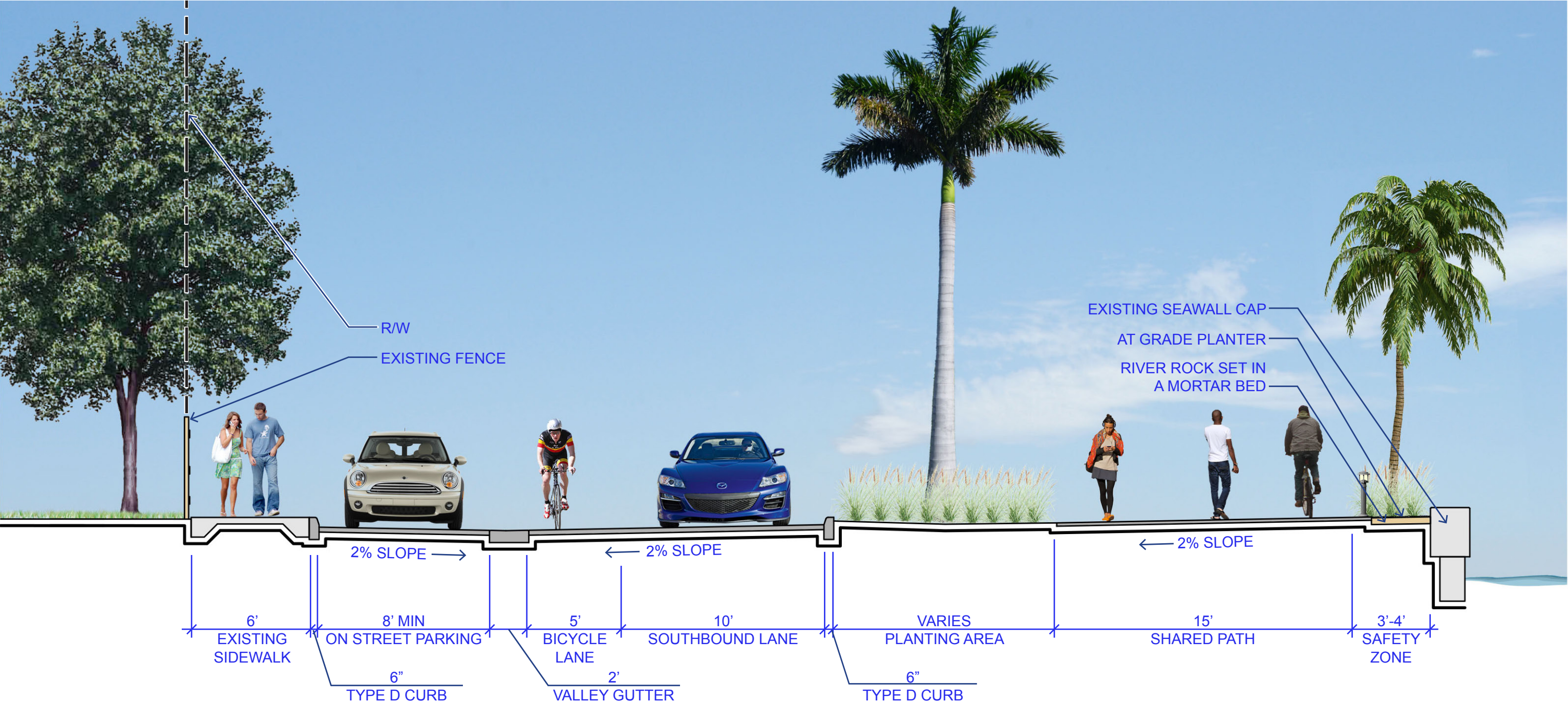
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TYPICAL SECTION E : BRICKELL BAY DRIVE



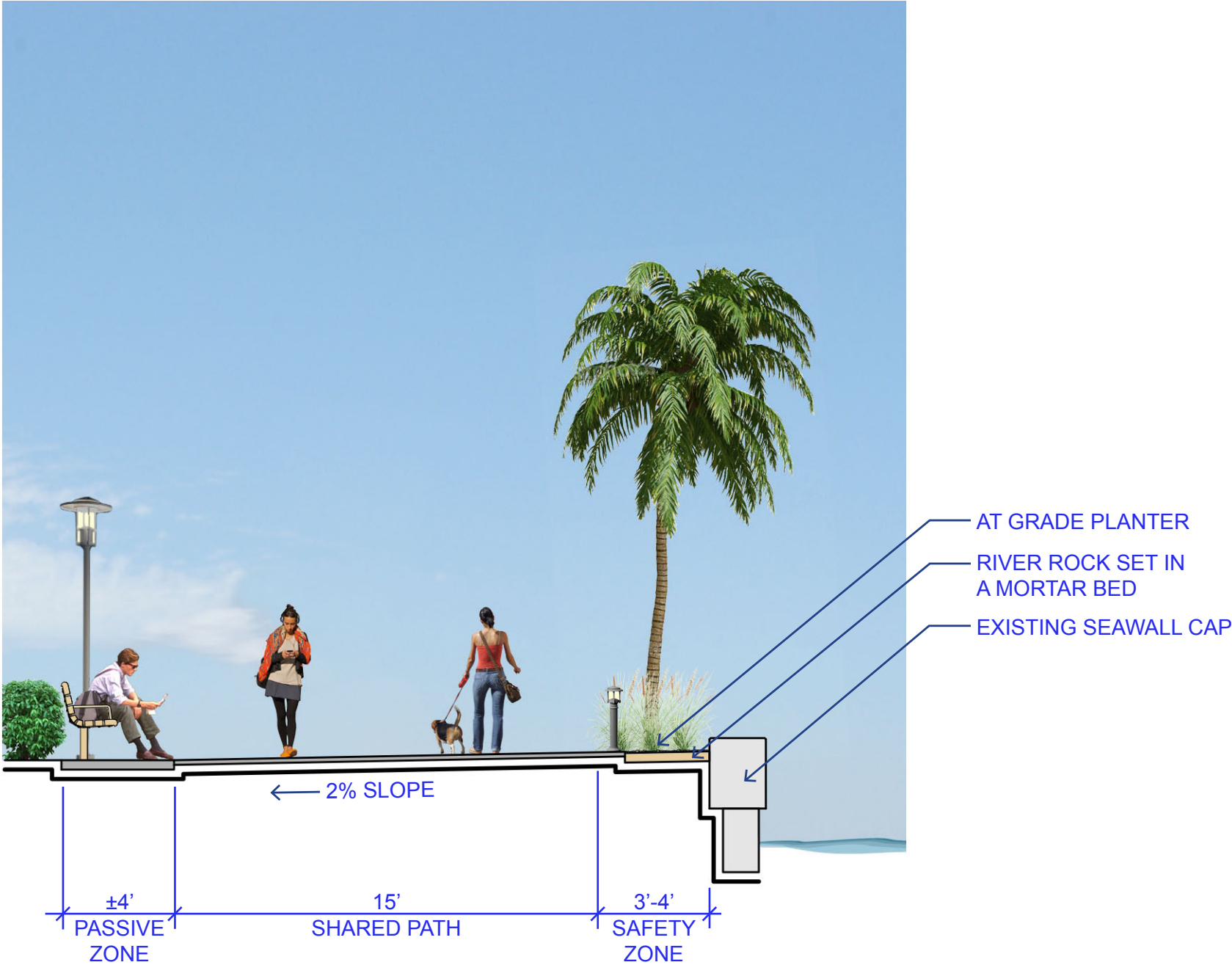
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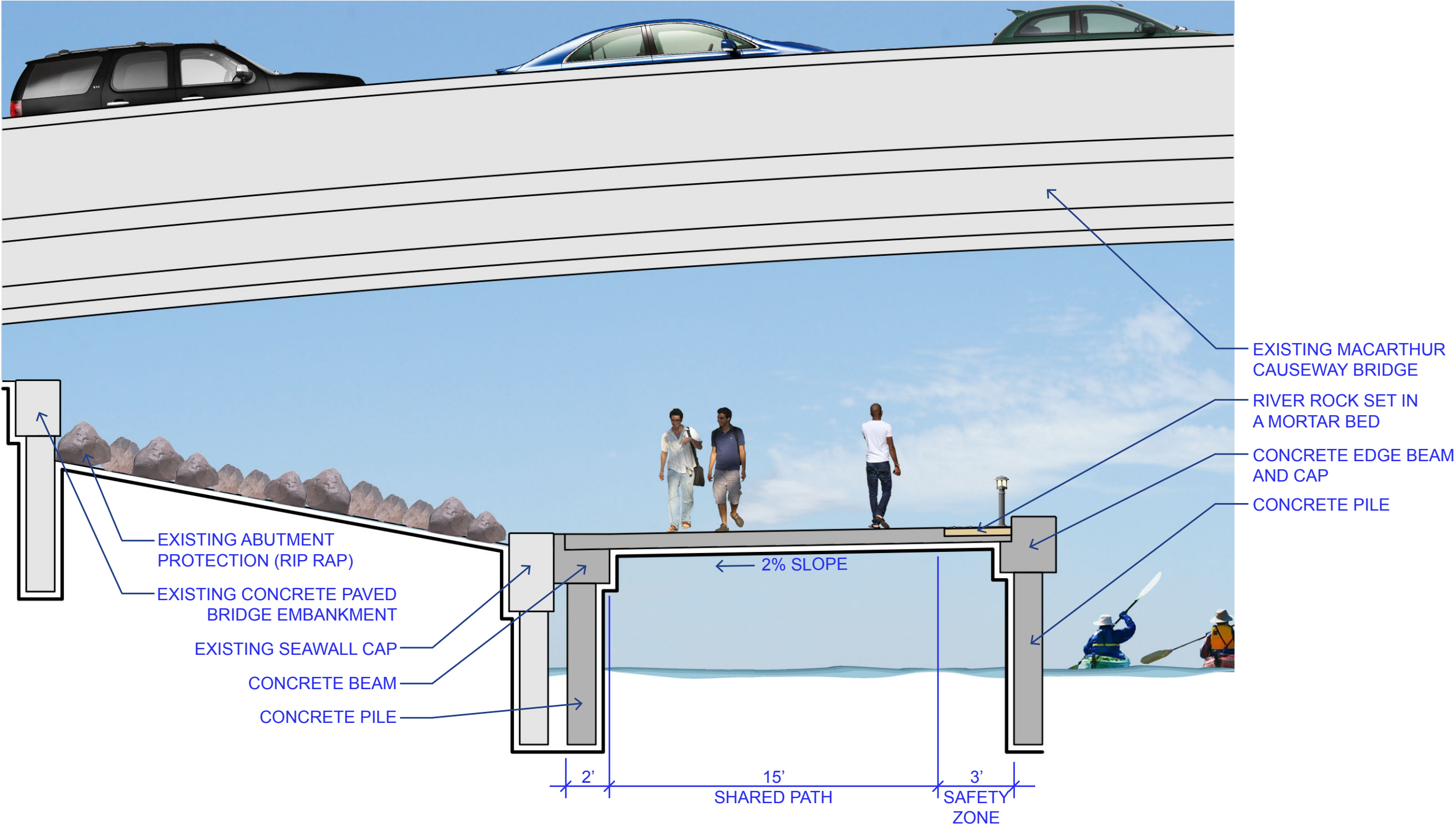
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TYPICAL SECTION **F** : PROMENADE



MIAMI BAYWALK ACTION PLAN : RECOMMENDATIONS

TYPICAL SECTION G : MACARTHUR CAUSEWAY UNDERPASS



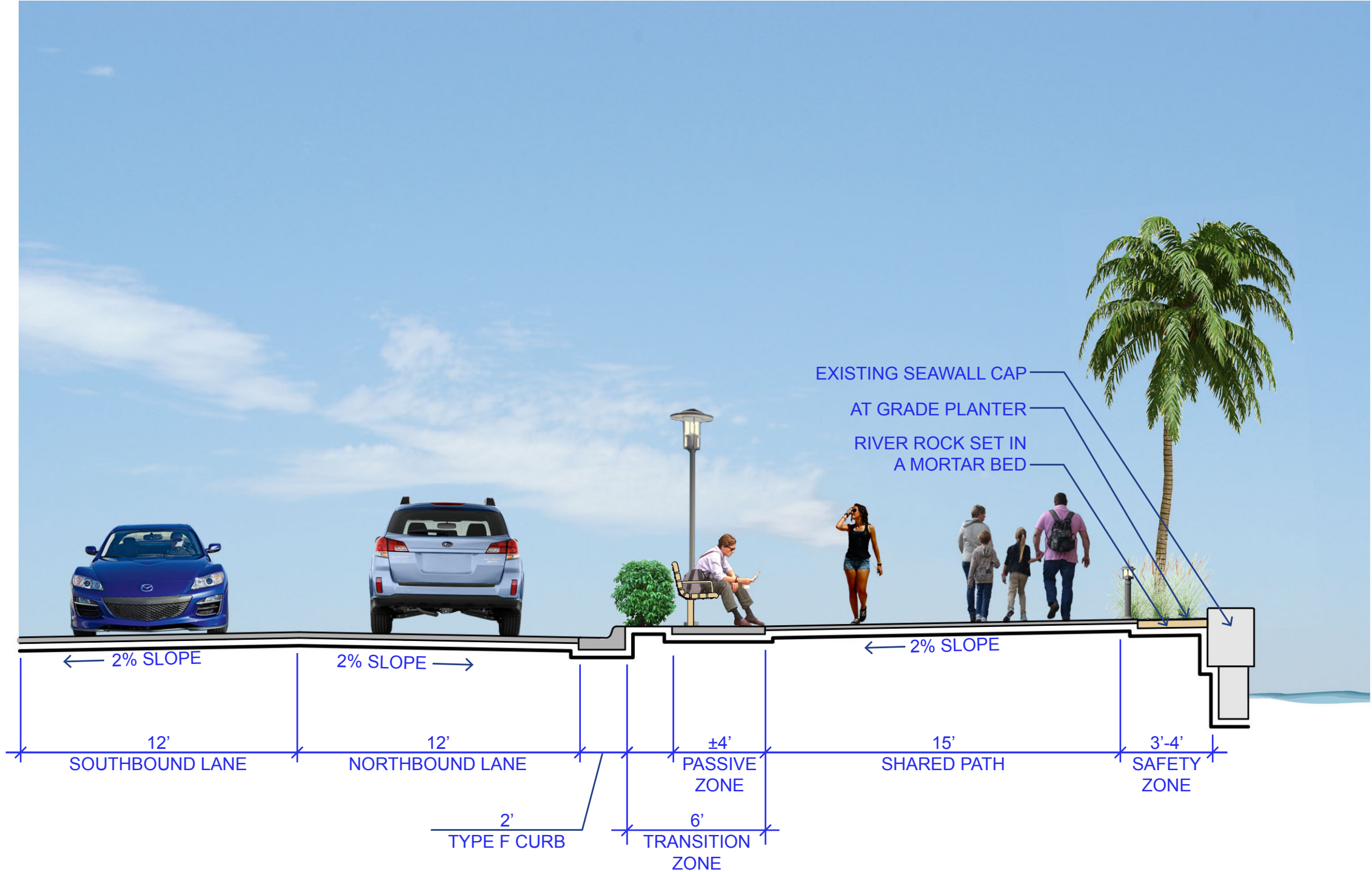
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MIAMI BAYWALK ACTION PLAN : RECOMMENDATIONS

TYPICAL SECTION **H** : NORTH BAYSHORE DRIVE



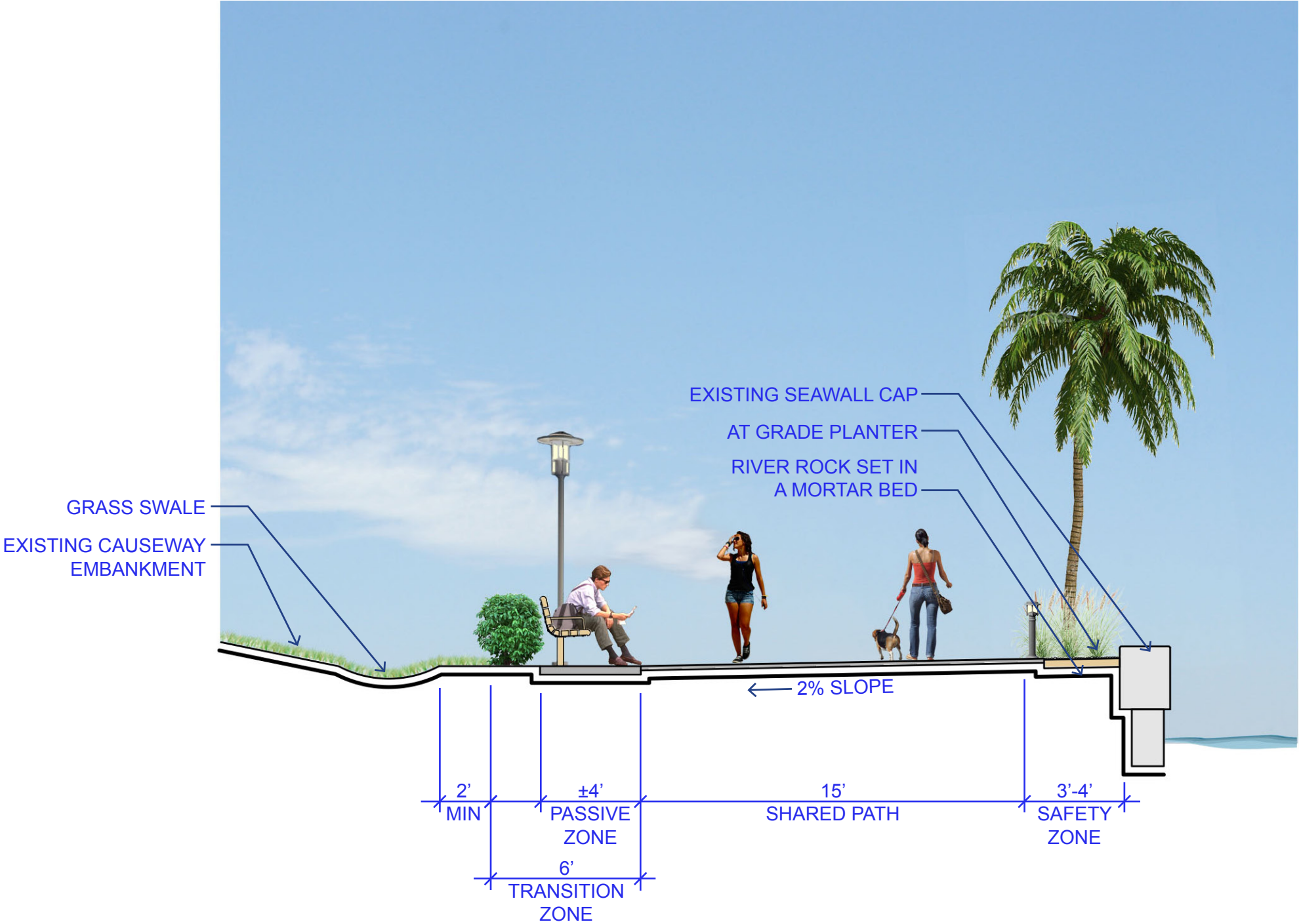
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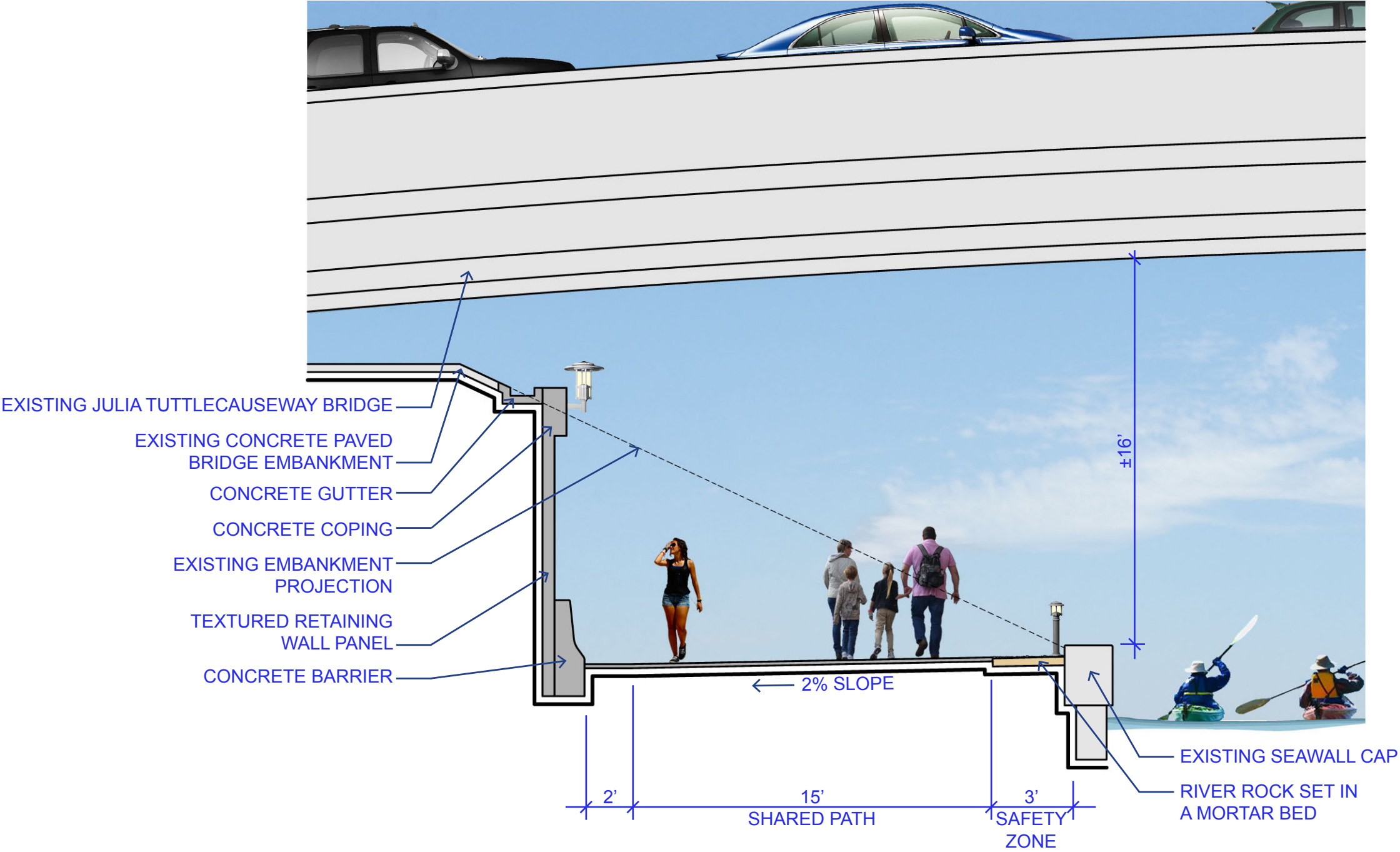
MIAMI BAYWALK ACTION PLAN : RECOMMENDATIONS

TYPICAL SECTION I : JULIA TUTTLE CAUSEWAY



MIAMI BAYWALK ACTION PLAN : RECOMMENDATIONS

TYPICAL SECTION J : JULIA TUTTLE CAUSEWAY



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MIAMI BAYWALK MOBILITY PLAN : RECOMMENDATIONS

SIGNAGE/WAYFINDING

The development of a signage and wayfinding system for the Baywalk should be developed after the establishment of the “Baywalk Brand.” This new brand will give the project a unique identity and will be the basis for a Baywalk signage and wayfinding program. The program should establish be a set of design guidelines that are utilized and implemented on all future Baywalk sections. The guidelines should cover at a minimum the following items:

- Graphic design standards for logos, fonts, colors and materials
- Range of signs to be utilized within the Baywalk – such as directional signage, historical markers/signage, informational signage, kiosks, and mile markers
- District specific signage – allow Brickell, Downtown and Edgewater to have their own unique character, but still be in the same Baywalk family of signage
- Placement of signage in relation to Baywalk as to be visible, but not conflict with safety



Signage and Wayfinding Precedent Images



MIAMI BAYWALK MOBILITY PLAN : SUMMARY

The Miami water front is alive with exciting opportunities - social, recreational, economic, ecological, and historical just to name a few. In complement to nearby parks such as the Bicentennial Park and Bay Front Park, the Miami Baywalk holds the unique potential to serve as a catalyst for the future of Miami development. The linking of all the various segments together to form a continuous Baywalk would certainly put this space in the category of world class public water front along with those in New York, Chicago, Barcelona and Sydney.

The development of public water fronts in the United States has a rich and productive history in conceiving public space and private investment in mutually beneficial ways. In addition to increasing property values and expanding a tax base for cities, public water fronts also promote urban living. This brings into focus issues such as public transportation, walkable cities, local food initiatives, and fosters a more diverse civic-minded community. The combination of the Bicentennial Park redevelopment and Miami 21 presents a unique opportunity to reconnect neighborhoods to Biscayne Bay through physical design of the waterfront, improving the overall livability of the city and would potentially spur new waves of private investment into the downtown core of Miami.

The Miami Baywalk will be not only a destination, but re-imagined as a main conduit and thoroughfare for people wishing to safely and comfortably continue along the River as part of a larger city-wide network of interconnected greenways and trails. As Miami's businesses compete for professionals, an improved transit system, an enhanced livable and beautiful downtown core, and a continually upward-growing environmentally and civic-minded community will attract the best and brightest minds to Miami both short and long-term.

Properly distributed programmatic range and landscape types including those such as shaded and sun areas, civic plazas, shaded grove terraces, natural playgrounds, water features, open flexible multi-use space, neighborhood street gateways, lush native gardens, and waterfront accessibility can significantly enhance the usability and beauty of this great public space. This would allow the Baywalk to accommodate a greater diversity of users simultaneously such as children, senior citizens, teenagers, disabled citizens, and young professionals for generations to come in order to maximize the connection to Biscayne Bay.

The task of connecting the entire Baywalk is certainly daunting, but this document is intended as a first step in this long range process. The next step will be continuing to engage the public and stakeholders so that they fully embrace this vision for making the Miami Baywalk a world class public water front space.

MIAMI BAYWALK MOBILITY PLAN : REFERENCES

- On the Waterfront: Miami’s Seven Mile Promenade
- Miami Bay Walk: Reconnecting Miami to its Bayfront
- Miami Parks and Public Spaces Master Plan
- Miami 21 Appendix B: Waterfront Design Guidelines
- Miami Dade County Sign Implementation Plan
- Miami River Greenway Regulatory Design Standards



CITY OF MIAMI
BAYWALK MOBILITY PLAN

MAY 2013

URS

- Meeting Minutes
- Photo Log





MEETING SUMMARY

City of Miami Baywalk Mobility Plan

Prepared by:
Jeannette Lazo, Public Information Specialist, URS

Date/Time

Tuesday, October 2, 2012
9 a.m.

Location

City of Miami, 10th Floor Conference Room

Attendees (See sign-in sheet)

Purpose

This meeting occurred in order to provide local agencies with an overview of the Baywalk Mobility Plan.

Summary

During this meeting, Mr. Santiago Jimenez provided a project overview including project limits and project scope.

The following comments were stated by those in attendance:

FDOT Input

- There is money available for “wayfinding signage” for the project, but it must follow the criteria set forth in the Florida Administrative Code Chapter 14-51.
- The planning, design, installation, and maintenance of all community wayfinding guide signs and their assemblies are the responsibility of the local municipality (City of Miami in this case)
- Providing pedestrian facilities in the limited access R/W is typically not permitted, however there is a pilot project further east along the Julia Tuttle Causeway that will allow pedestrian facilities in the limited access R/W. Suggested meeting with FWHA to discuss feasibility.

Miami-Dade County Input

- Standards for the “Green Book” and the MUTCD code were changing, but that 15’ was the preferred width for a shared path.

- Miami-Dade County Public Works has precedence over the City of Miami on signage issues.
- Noted that County Bike Route #1 runs along part of the proposed Baywalk.

DERM Input

- Noted that they did not prefer the Baywalk to be over the water. Projects such as the Baywalk have not been typically classified as a water dependent use and permitting may be difficult.
- Noted that private landowners must be co-applicants for the permits if the Baywalk will be over the water. This have proved especially difficult in other situations such as the Miami River Greenway.

SFWMD Input

- Noted that sovereign/submerged lands would be an issue.
- Suggested routing the Baywalk in uplands where possible.
- Also noted that private landowners must be co-applicants for the permits if the Baywalk will be over the water.
- Noted that the City of Jupiter had a similar project and that the original intent was to obtain a conceptual permit, but the permits ended up being done piecemeal.

City of Miami Input

- Made clear that the City was not planning to develop the Baywalk within private lands, rather they plan to wait until those properties get developed or redeveloped and the Baywalk must be constructed per City Code.
- Suggested that the Baywalk not be above the water.



Project Meeting Sign In

Date: October 2, 2012
 Time: 9:00 a.m.
 Location: City of Miami, CIP, 10th floor
 From: Santiago Jimenez, AIA
 Subject: Stakeholders meeting 10-02-12

Client: **City of Miami**

Project Name: Miami Baywalk Action Plan

Location: Miami, Florida
 Project No.:

Name	Office	Phone #	Fax #	E-Mail
Santiago Jimenez	URS	305-5142471	305-884-2665	santiago_jimenez@urscorp.com
Jeanette Lazo	URS	305-514-2434	" "	jeanette.lazo@urscorp.com
Chip Day	URS	305-884-8900	" "	Chip.Day@urscorp.com
PAUL KURTZ	URS	813-636-2413		PAUL.KURTZ@URS.COM
Vicki GATANS	FDOT	305-470-5485		vickigatans@dot.state.fl.us
Ken Jeffries	FDOT	305-470-5445		ken.jeffries@dot.state.fl.us
Collin Worth	COM	305-416-1022		CWORTH@miamigov.com
Ron Papier	MPD	305-316-1979		ronald.papier@miami-police.org
JEFF COHEN	MD PWW	305-375-2030		jcope@miamidade.gov
Jean Shen	PWW	305-375-2030		joans@miamidade.gov
MARK HEINICKE	PROS	305-355-7811		mheinicke@miamidade.gov
Pamela Weller	BAYSIDE	305-577-3344		pamela.weller@ggp.com
DAVID SOLER	URS	305-514-2480		david.soler@urs.com
Paul Conmy	SFWMD	561-682-6937		pconmy@sfwmd.gov
Daryl Stoddard	SEWMD	561-682-2919		dstoddard@sewmd.gov
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Lisa Spadafina	MDC DERM	305-372-6841		spadaf@miamidade.gov
Raj Shanmugam	URS	954-739-1881		raj.shanmugam@URS.com

MARIA M PEREZ CITY/PARKS 305-416-1314

mmperez@miamigov.com

URS Corporation
 7650 Corporate Center Drive
 Suite 401, Miami, FL 33126-1220
 T: 305-884-8900,
 F: 305-884-2665
www.urscorp.com



Project Meeting Sign In

Date: October 3, 2012
 Time: 9:00 a.m.
 Location: City of Miami, CIP, 10th floor
 From: Santiago Jimenez, AIA
 Subject: Stakeholders meeting 10-03-12

Client: **City of Miami**

Project Name: Miami Baywalk Action Plan

Location: Miami, Florida
 Project No.:

Name	Office	Phone #	Fax #	E-Mail
Santiago Jimenez	URS	305-5142471	305-884-2665	santiago_jimenez@urscorp.com
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David Soler	URS	305-514-2480	305-514-2480	david.soler@urs.com
Timothy Schumacher	BPMIT	305-358-7570	305-358-1211	Tschumacher@miamigov.com
Raj Shanmugam	URS	954-739-1881	954-739-1769	raj.shanmugam@URS.com
Josie Gulliksen	BHA	305-205-4653		jgulliksen@bellsouth.net
Collin Worth	COM	305-416-1022		CWORTH@miamigov.com
Noreen Timoney	MWC	305-401-0101		timoneynms@aol.com

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 F: 305-884-2665
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MEETING SUMMARY

City of Miami Baywalk Mobility Plan

Prepared by:
Jeannette Lazo, Public Information Specialist, URS

Date/Time

Wednesday, October 3, 2012
9 a.m.

Location

City of Miami, 10th Floor Conference Room

Attendees (See sign-in sheet)

Purpose

This meeting occurred in order to provide local stakeholders with an overview of the Baywalk Mobility Plan.

Summary

During this meeting, Mr. Santiago Jimenez provided a project overview including project limits and project scope.

The following was discussed during the meeting:

- Mr. Jimenez stated that this project would connect existing portions of baywalk along Biscayne Bay.
- This study is estimated to be completed by December 2012.
- Mr. Jimenez stated that there are areas along the project limits that will be redeveloped or developed by private property owners. The City would then link to what is existing.
- The typical section being used is per the Miami 21 code.
- Currently, the sidewalk along Brickell Avenue is 8 ft. The City of Miami is looking at the possibility of widening that sidewalk and making it 10 ft. This would occur along Brickell Avenue from 26th Road to 15th Road.

Mr. Collin Worth noted that this work would not impact the current trees.

- The sidewalk along Brickell Bay Avenue would also be widened, which would make this a one way road (southbound). Plans for this have not been finalized and are still under review and discussion.

Mr. Tomothy Scmand from Bayfront Park suggested removing the existing parking lanes and using it as a bike lane.

- Ms. Noreen Timoney from the Woman's Club stated that the baywalk portion behind the Woman's Club needs to be constructed.

It was mentioned that instead of building the baywalk along water, it would be useful to create the baywalk within their property.



Project Meeting Sign In

Date: October 3, 2012
Time: 9:00 a.m.
Location: City of Miami, CIP, 10th floor
From: Santiago Jimenez, AIA
Subject: Stakeholders meeting 10-03-12

Client: City of Miami

Project Name: Miami Baywalk Action Plan

Location: Miami, Florida
Project No.:

Name	Office	Phone #	Fax #	E-Mail
Santiago Jimenez	URS	305-5142471	305-884-2665	santiago_jimenez@urscorp.com
Jeannette Lazo	URS	305-514-2434	" "	jeannette.lazo@urs.com
David Soler	URS	305-514-2400	305-51	david.soler@urs.com
Timothy Schward	BPMI	305-358-7570	305-358-1211	Tschward@miamicgov.com
Raj Shanmugam	URS	954-739-1769	954-739-1769	raj.shanmugam@urs.com
Josie Gulliksen	BHA	305-205-4653		jgulliksen@bellsouth.net
Collin Worth	COM	305-416-1022		CWORTH@miamigov.com
Noreen Timoney	MWC	305-401-0101		timoneynms@aol.com



MEETING SUMMARY

City of Miami
Baywalk Mobility Plan

Prepared by:
Jeannette Lazo, Public Information Specialist, URS

Date/Time

Wednesday, October 9, 2012
2 p.m.

Location

City of Miami, 8th Floor Conference Room

Attendees (See sign-in sheet)

Purpose

This meeting occurred in order to provide local HOA's with an overview of the Baywalk Mobility Plan.

Summary

During this meeting, Mr. Santiago Jimenez provided a project overview including project limits and project scope.

The following was discussed during the meeting:

- Mr. Jimenez stated that this project would connect existing portions of baywalk along Biscayne Bay.
- This study is estimated to be completed by December 2012.
- Mr. Jimenez stated that there are areas along the project limits that will be redeveloped or developed by private property owners. The City would then link to what is existing.
- The typical section being used is per the Miami 21 code.
- Mr. Richard Strell asked how funding would become available for this project.

Mr. Jimenez stated that it would be privately funded by individual property owners

Mr. Strell suggested using this method between the Venetian Causeway and the Julia Tuttle Causeway.

- Mr. Strell stated that the area at Biscayne Blvd and NE 36 Street is a dangerous portion due to cars not abiding by the posted speed limit. He also stated that the sidewalk in this area is narrow.

Mr. Strell stated that using the backstreets as an alternate route would be beneficial here.

- Ms. Leila Knight from the Venetian HOA stated that a HOA meeting is not scheduled for the near future, however she can certainly schedule one so that the project team can introduce this project to other members of the community.

It was suggested that possibly the first or second week of November 2012 would be a good time to meet with other members of the Venetian HOA and the Edgewater HOA.



Project Meeting Sign In

Date:	October 9, 2012	Client:	City of Miami
Time:	2:00 p.m.		
Location:	City of Miami, CIP, 10 th floor	Project Name:	Miami Baywalk Action Plan
From:	Santiago Jimenez, AIA		
Subject:	Stakeholders meeting 10-09-12	Location:	Miami, Florida
		Project No.:	

[illegible]



MEETING SUMMARY

City of Miami Baywalk Mobility Plan

Prepared by:
Jeannette Lazo, Public Information Specialist, URS

Date/Time

Tuesday, October 30, 2012
9 a.m.

Location

Brickell Presbyterian Church

Attendees (See sign-in sheet)

Purpose

This meeting occurred in order to provide church staff and officials with an overview of the Baywalk Mobility Plan.

Summary

During this meeting, Mr. Jimenez provided a project overview including project limits and project scope.

The following was discussed during the meeting:

- Mr. Jimenez stated that this project would connect existing portions of baywalk along Biscayne Bay.
- This study is estimated to be completed by December 2012.
- Mr. Jimenez stated that there are areas along the project limits that will be redeveloped or developed by private property owners. The City would then link to what is existing.
- The typical section being used is per the Miami 21 code.
- Mr. Worth mentioned that the City of Miami was looking into finding funding in order to construct the baywalk behind the church.

Mr. Hooper stated that currently bicyclists can use the sidewalk located in front of the church as a designated area to bike ride.

- Mr. Hooper stated that a few years ago, Commissioner Sarnoff's office approached him and church staff about the possibility of extending the baywalk behind the property. Mr. Hooper mentioned that the Commissioner's office had offered to pay for the baywalk construction in full. However, there are a few things the church is worried about prior to agreeing with the construction of the baywalk. They are as follows:

1. Liability/Insurance
2. Maintenance
3. Loss of current parking space
4. Security

Mr. Hooper stated that the church does not want to be responsible for maintaining the baywalk or being liable if someone hurts themselves. Also, if the baywalk is constructed, current parking space in the property can not be impacted. Mr. Hooper stated that currently, there are a lot of car break-ins, and he is afraid that by constructing the baywalk people looking to cause trouble may impact the church's security.

- Mr. Worth stated that he would look into possibly "dedicating" 20 feet of the baywalk behind the church so that the City can become liable for the property and be responsible for its' maintenance.
- Mr. Hooper stated that homeless can become a problem, and suggested building some sort of security system so that people walking along the baywalk have no access to the church property.

He mentioned that there is a school on site, and the safety of the children comes first.

- The Pastor and Mr. Hooper both said that they are open to the possibility of constructing a baywalk, however their needs need to be met.

Mr. Worth stated that we would look into their concerns as well as the kind of agreement that can be created between the church and the city.



Job Baywalk Project No. 10/30/12 Page ____ of ____
Description Mtg w/ Brickell Pres. Church Computed by ____ Sheet ____ of ____
Checked by ____ Date ____
Reference

<u>Name</u>	<u>Organization</u>	<u>Phone</u>
Jeannette Lazo	URS	305) 514-2434
Jeffrey Hooper	FPC - Miami	(305) 962-6232
Martin Mola	FPC	305 305 8893
CHRIS ATWOOD	FPC/M	(305) 371-3439
JOHAN ASKOWITZ	FPC	305 256-0084
Collin Worth	City of Miami	305-416-1022
Santiago Jimenez	URS Corp.	305-884 8900
Brett Bibeau	MRC/SPAC	305 644 0544



MEETING SUMMARY

City of Miami
Baywalk Mobility Plan

Prepared by:
Jeannette Lazo, Public Information Specialist, URS

Date/Time

Wednesday, November 7, 2012
7 p.m.

Location

Brickell Place Phase II

Attendees (See sign-in sheet)

Purpose

This meeting occurred in order to provide the Brickell Homeowners Association (BHA) with an overview of the Baywalk Mobility Plan.

Summary

During this meeting, Mr. Jimenez provided a project overview including project limits and project scope.

The following was discussed during the meeting:

- Mr. Jimenez stated that this project would connect existing portions of baywalk along Biscayne Bay.
- This study is estimated to be completed by December 2012.
- Mr. Jimenez stated that there are areas along the project limits that will be redeveloped or developed by private property owners. The City would then link to what is existing.
- The typical section being used is per the Miami 21 code.
- The BHA board members asked if lighting would be a part of this project.

Mr. Worth stated that lighting along with landscape and benches will be installed along the baywalk.

- Mr. Jimenez described how the baywalk would be installed along Brickell Bay Drive. Which would be by removing the existing northbound lane and turning that road into a one way (southbound) roadway.

The BHA members did not approve the potential removal of the northbound lane. It was stated that traffic in the area is heavy, and turning Brickell Bay Drive into a one way roadway would cause heavy traffic in the community.

- Mr. Jimenez stated that the exhibits shown during the meeting will be uploaded to a website for all to view.



Public Information Meeting Summary **Baywalk Project along Biscayne Bay from** **Alice Wainwright Park to the Julia Tuttle Causeway**

Prepared by:
Jeannette Lazo, PIO, Infinite Source Communications

Meeting Date:

Tuesday, April 23, 2013 at 6 p.m.

Attendees (Please see sign-in sheet for additional attendees)

- Collin Worth, City of Miami
- Santiago Jimenez, URS
- David Soler, URS
- Jeannette Lazo, Infinite Source Communications
- Melissa Rodriguez, Infinite Source Communications

Summary:

This meeting was coordinated in order to introduce the proposed City of Miami Baywalk Project currently in its planning phase to the Edgewater community.

Key Items:

- Mr. Jimenez stated that this project was currently in its planning phase. The purpose for this meeting was to get feedback from local residents and business owners about the project so that URS may add it to the report being submitted to the City of Miami.
- Mr. Jimenez stated that there are areas along the project limits that have baywalks, but they are not connected. The main purpose of this project is to provide connectivity for a potential baywalk needed behind private properties.

It was stated that this project is a total of seven miles.

Currently, there are areas being evaluated, such as the McArthur Causeway. This is because there is not enough head room for someone to access the baywalk underneath the bridge. Mr. Jimenez stated that a unique design will be used for this section.

- Mr. Jimenez stated that the City of Miami is working with private property owners, such as the Woman's Club to come provide the access needed behind their property for the construction of a baywalk.

For properties in the area being developed, per the City of Miami, the developer is responsible for constructing a baywalk behind the property. Older buildings may need to wait until they are re-developed in order to connect the baywalk with existing segments.

- A way finding system will be proposed to provide consistency throughout the baywalk project limits. Light fixtures, benches and signage will be used to provide a safe and welcoming atmosphere for all who enjoy the facility.

Comments

- A resident asked who would be responsible for maintaining the baywalk.

Mr. Jimenez stated that each private property owner would be responsible for their section of baywalk.

- Mrs. Timoney from the Women's Club stated that this plan needs to be reviewed by her and her board prior to construction of the project. She requested to see the full design so that she may provide her feedback.
- A resident stated that he was upset a developer needed to redevelop certain lots in order for the entire limits of the baywalk to connect. He stated that the City of Miami should communicate the need of a baywalk to all property owners in order to see if something can be negotiated now rather than later.
- A resident questioned why the City of Miami does not just construct the baywalk on the bay instead of in private property.

Mr. Jimenez stated that there are many permitting issues with that, and it would not work.

- A resident stated that many of private developers do not allow pedestrians to use the baywalk behind their buildings. He wanted to know if the City of Miami would talk to all of these private developers so that they may allow everyone to use the baywalk from dusk to dawn.
- Dr. Rodriguez, Edgewater HOA President stated that the City of Miami should team up with Miami-Dade County so that additional funds can be used for the construction of this baywalk.

Dr. Rodriguez believes that the baywalk concept is great, but does not agree with the fact that the City is relying on new developers to re-develop a piece of property and add the section of baywalk as part of their plan. He stated that the City should meet with current property owners to try to strike a deal to use a portion of their property for the creation of the baywalk.

Dr. Rodriguez also stated that for future meetings, the City of Miami NET office should distribute public meeting information to the community in order to advise more people of these meetings.

City of Miami
Baywalk Public Information Meeting
Sign-in Sheet
Tuesday, April 23, 2013 6 p.m.



Name	Representing (Name of business or group)	Address	Phone Number	E-mail address
Daniel Alzuri	Arsh Center	1300 Biscayne	786-468-2302	dalzuri@arshcenter.org
Alberto Lazo	Onyx on the Bay	665 NE 25 ST	786-6872	alazo4onyx1@gmail.com
Jean-Francois Prost	Metropolis Project	2001 Biscayne		info@adaptiveactions.net
Louis McMillan	Concerned Citizens of Edgewater	235 NE 25 ST		
Billy MacIntyre	Miami Women's Club	4090 Biscayne Ave Coral Gables 33134	305-460-0157	macbirch@aol.com
David Aaron	Hyperion Group	888 Biscayne Blvd # Suite 101 Miami 33122	305-416-7484	DAVID@HYPERION.COM
Ferry Paredes		427 N.E 26 ST Miami - FL 33137	3/7947318 CELL	
BENITO DIAZ	ACU HOLDINGS, INC.	2655 S. LE JEU NE RD # 1107 CORAL GABLES, FL	3/525-9810	B.DIAZ@BDIAZLAW.COM

City of Miami
Baywalk Public Information Meeting
Sign-in Sheet
Tuesday, April 23, 2013 6 p.m.



Name	Representing (Name of business or group)	Address	Phone Number	E-mail address
Jeannette Law	ISC		786-264-4146	jeannette@iscgroup.com
Melissa Rodriguez	ISC			Melissa@iscgroup.com
PATRICIA KAWAJA		THE GRAND CONDO 1717 N. BAYSHORE	305-371-9340	britishflorida@aol.com
Zach Joslin		665 NE 25th St #1001 Miami 33137	561-222-5240	zajoslin@gmail.com
David Soler	URS Corp		305 514 2400	david.soler@urs.com
Collin Worth	City of Miami	444 SW 2nd Ave	305-46-1022	CWORTH@mianningov.com
Matthew Barnes	Akerman Senterfitt Alpine Estates LLC	1 SE 3rd Ave, 25 Floor Miami, FL 33131	305-755-5825	matthew.barnes@akerman.com
JOE WEBB	MIAMI-DADE PARTS	275 NW 2ND ST.	305 755 7831	JWEBB@MIAMI-DADE.GOV.

City of Miami
Baywalk Public Information Meeting
Sign-in Sheet
Tuesday, April 23, 2013 6 p.m.



Name	Representing (Name of business or group)	Address	Phone Number	E-mail address
Paola Vreux	ONYX RESIDENT & HOMEOWNER FORTUNE TELLER	665 NE 25 ST #401	786 376 7142	paovr@shotman.com
Frank Roussan	HOMEOWNER	686 NE 74 ST	305-299-7300	FRANK@COMCAST.NET
Monica Soderman	Homeowner		305.244.4671	monica.soderman@yahoo.com
NORMAN WARTMAN	HOMEOWNER & PRES. ONYX CONDO	665 NE 25 ST #803 MIAMI, FL 33137	(305) 469-3660	NORMANWARTMAN@GMAIL.COM
Joel Rodriguez	Global Insurance Agency	235 NE 25 ST MIAMI, FL 33137	305-635-3005	JoelR@globalinsurancerealty.com
Norcen Timoney	Miami Women's Club	1737 N Bayshore Dr	305 401 0101	timoneynms@aol.com
Shirley Parker				
CHRISTIAN CIPRIANI	SELF	455 NE 25 ST.	786 316 9166	christian.cipriani@gmail.com

Name	Representing (Name of business or group)	Address	Phone Number	E-mail address
MOCK HERNANDEZ	MPCROS	275 NW 2nd ST	305 755-7811	mheinic@miamiherald.com
DANY MARTINEZ		720 NE. 27 ST	305 910 6711	mstind@miamidade.gov
Armando Rodriguez			305 910 6711	BRARODRIG@aol.com
Carlos Rendon		665 NE 25 ST #150	305-542 2668	FND53@AOL.com
MARITA BRANNIGH	MIAMI Herald	One Herald Plaza	305-376-3527	mbrannigh@miamiherald.com
Santiago Jimenez	URS Corp.	7650 Corp. Center Drive Suite 400	305-9848900	santiago.jimenez@urs.com

[illegible]



		PHOTOGRAPHIC LOG	
Client: City of Miami		Site Location:	Project: Miami Baywalk
Photo No. 1	Date: 07/31/12		
Direction Photo Taken: SE			
Description: Existing bridge underpass ramp at SR 913 (Rickenbacker Causeway), Southeast of Alice Wainwright Park.			

Photo No. 2	Date: 07/31/12	
Direction Photo Taken: E		
Description: Existing bridge underpass ramp and bulkhead.		



		PHOTOGRAPHIC LOG	
Client: City of Miami		Site Location:	Project: Miami Baywalk
Photo No. 3	Date: 07/31/12		
Direction Photo Taken: NE			
Description: Existing bridge underpass ramp at SR 913 (Rickenbacker Causeway). Bike route North No. 1 to Brickell Avenue. Underpass dimensions at this location: 7'-10" wide by 8'-10" in height.			

Photo No. 4	Date: 07/31/12	
Direction Photo Taken: SW		
Description: Alice Wainwright Park seawall, seen from the underpass ramp landing level.		

URS		PHOTOGRAPHIC LOG	
Client: City of Miami		Site Location:	Project: Miami Baywalk
Photo No. 5	Date: 07/31/12		
Direction Photo Taken: NE			
Description: Existing marina North of Rickenbacker underpass. There are ten additional private waterfront properties with marinas from SW 15 th Rd. to SW 25 th Rd.			



URS		PHOTOGRAPHIC LOG	
Client: City of Miami		Site Location:	Project: Miami Baywalk
Photo No. 7	Date: 07/31/12		
Direction Photo Taken: N			
Description: Existing 8 feet wide concrete sidewalk along Brickell Avenue from SW 15 th Rd. to SW 25 th Rd.			

Photo No. 6	Date: 07/31/12	
Direction Photo Taken: SW		
Description: Existing marina seen from SW 25 th Rd. Implementation of a public shared path along these areas is very difficult.		

Photo No. 8	Date: 07/31/12	
Direction Photo Taken: N		
Description: Existing 5 feet wide concrete sidewalk along Brickell Bay Drive.		

URS		PHOTOGRAPHIC LOG	
Client: City of Miami		Site Location:	Project: Miami Baywalk
Photo No. 9	Date: 07/31/12		
Direction Photo Taken: S			
Description: Existing unobstructed / unpaved section (approximately 320 feet long) from SE Coral Way to SE 12 th Street.			



URS		PHOTOGRAPHIC LOG	
Client: City of Miami		Site Location:	Project: Miami Baywalk
Photo No. 11	Date: 07/31/12		
Direction Photo Taken: N			
Description: Existing public access at the Brickell Bay Office Tower (SE 10 th Street). Existing wood fence and concrete low wall at North end of path.			

Photo No. 10	Date: 07/31/12	
Direction Photo Taken: N		
Description: Existing public access near SE 10 th Street. The area connects to the Four Ambassadors Hotel to the North (shown), but the access is blocked with a wood fence and a low wall at the end.		

Photo No. 12	Date: 07/31/12	
Direction Photo Taken: NE		
Description: Existing public access continues to the Four Ambassadors marina and ends at SE 8 th Street (Brickell Key Drive).		

URS		PHOTOGRAPHIC LOG	
Client: City of Miami		Site Location:	Project: Miami Baywalk
Photo No. 13	Date: 07/31/12		
Direction Photo Taken: S			
Description: Existing public access, seen from SE 8 th Street (Brickell Key Drive bridge).			


URS		PHOTOGRAPHIC LOG	
Client: City of Miami		Site Location:	Project: Miami Baywalk
Photo No. 15	Date: 07/31/12		
Direction Photo Taken: N			
Description: Existing unobstructed / unpaved section (approximately 230 feet long) at SE 6 th Street, East of the First Presbyterian Church of Miami parking area.			

Photo No. 14	Date: 07/31/12	
Direction Photo Taken: SW		
Description: Access to the marina is controlled with a gate.		

Photo No. 16	Date: 07/31/12	
Direction Photo Taken: W		
Description: Existing Miami Circle park connection to a future underpass across Brickell Avenue bridge.		



PHOTOGRAPHIC LOG


Client: City of Miami		Site Location:	Project: Miami Baywalk
Photo No. 17	Date: 07/31/12		
Direction Photo Taken:			
N			
Description:			
A six feet wide paved path connects the Epic Marina to Biscayne Boulevard Way. This path could be widened to continue the public shared path.			


Photo No. 18	Date: 07/31/12	
Direction Photo Taken:		
E		
Description:		
Existing concrete sidewalk at Biscayne Boulevard.		



PHOTOGRAPHIC LOG

Client: City of Miami		Site Location:	Project: Miami Baywalk
Photo No. 19	Date: 07/31/12		
Direction Photo Taken:			
N			
Description: Bicycle users should be directed to return to Biscayne Boulevard at Bayfront Park.			

Photo No. 20	Date: 07/31/12	
Direction Photo Taken:		
N		
Description:		
Pedestrian path users could continue past the Bayfront Amphitheater to Bayside Marketplace.		

URS		PHOTOGRAPHIC LOG	
Client: City of Miami		Site Location:	Project: Miami Baywalk
Photo No. 21	Date: 07/31/12		
Direction Photo Taken: N			
Description: Miami Baywalk signage could be added at Bayside Marketplace to help users find their way back to the path.			





URS		PHOTOGRAPHIC LOG	
Client: City of Miami		Site Location:	Project: Miami Baywalk
Photo No. 23	Date: 07/31/12		
Direction Photo Taken: NW			
Description: A chain link fence blocks the access at the Northeast corner of the American Airlines Arena. (End of NE 8 th Street)			

Photo No. 22	Date: 07/31/12	
Direction Photo Taken: NE		
Description: Existing railroad crossing at Marina Parkway Dr. (NE 5 th Street).		

Photo No. 24	Date: 07/31/12	
Direction Photo Taken: W		
Description: Unobstructed / unpaved section (approximately 160 feet) required to tie-in to existing path.		

		PHOTOGRAPHIC LOG	
Client: City of Miami		Site Location:	Project: Miami Baywalk
Photo No. 25	Date: 07/31/12		
Direction Photo Taken: NW			
Description: Existing bulkhead behind the Miami Herald building.			





		PHOTOGRAPHIC LOG	
Client: City of Miami		Site Location:	Project: Miami Baywalk
Photo No. 27	Date: 07/31/12		
Direction Photo Taken: SW			
Description: Existing bulkhead needs to be continued under MacArthur bridge.			

Photo No. 26	Date: 07/31/12	
Direction Photo Taken: S		
Description: US 395 (MacArthur Causeway) bridge area, seen from the North.		

Photo No. 28	Date: 07/31/12	
Direction Photo Taken: N		
Description: US 395 (MacArthur Causeway) bridge abutment, seen from the South.		

URS		PHOTOGRAPHIC LOG	
Client: City of Miami		Site Location:	Project: Miami Baywalk
Photo No. 29	Date: 07/31/12		
Direction Photo Taken: SE			
Description: Miami Herald Plaza paved path section at the intersection with Venetian Causeway.			



URS		PHOTOGRAPHIC LOG	
Client: City of Miami		Site Location:	Project: Miami Baywalk
Photo No. 31	Date: 07/31/12		
Direction Photo Taken: E			
Description: Existing access bay shore is only 5 feet wide.			

Photo No. 30	Date: 07/31/12	
Direction Photo Taken: N		
Description: Intersection at Venetian Cause will require traffic calming measures, such as pedestrian control signal and pavement markings.		

Photo No. 32	Date: 07/31/12	
Direction Photo Taken: S		
Description: Existing 90 degree turn North of the Venetian Causeway, into the marina walkway.		

URS		PHOTOGRAPHIC LOG	
Client: City of Miami		Site Location:	Project: Miami Baywalk
Photo No. 33	Date: 07/31/12		
Direction Photo Taken: N			
Description: Existing 800 feet long marina walkway.			



URS		PHOTOGRAPHIC LOG	
Client: City of Miami		Site Location:	Project: Miami Baywalk
Photo No. 35	Date: 07/31/12		
Direction Photo Taken: N			
Description: Existing seawall and shoreline.			

Photo No. 34	Date: 07/31/12	
Direction Photo Taken: N		
Description: Existing metal fence at the North end of Marriot Biscayne Bay marina. Proposed shared path can continue North cutting through adjacent private property parking area.		

Photo No. 36	Date: 07/31/12	
Direction Photo Taken: S		
Description: Biscayne Bay shoreline and seawall at the Women's Club.		

URS		PHOTOGRAPHIC LOG	
Client: City of Miami		Site Location:	Project: Miami Baywalk
Photo No. 37	Date: 07/31/12		
Direction Photo Taken: N			
Description: Existing concrete path at Pace Park.			




URS		PHOTOGRAPHIC LOG	
Client: City of Miami		Site Location:	Project: Miami Baywalk
Photo No. 39	Date: 07/31/12		
Direction Photo Taken: S			
Description: White mangrove trees and concrete bollards at NE 20 th Terrace.			

Photo No. 38	Date: 07/31/12	
Direction Photo Taken: N		
Description: Implementation of a shared path is difficult in this segment (near NE 20 th Terrace), as sidewalk is only 5 feet wide, and the presence of white mangrove complicates the permitting process. Alternative: Eliminate off-street parking in this street segment; switch road lanes to the West.		

Photo No. 40	Date: 07/31/12	
Direction Photo Taken: S		
Description: Existing guy wires and utility pole at NE 21 st Street. Concrete sidewalk is 5 feet wide.		

URS		PHOTOGRAPHIC LOG	
Client: City of Miami		Site Location:	Project: Miami Baywalk
Photo No. 41	Date: 07/31/12		
Direction Photo Taken: N			
Description: Completed bay front segment at the end of NE 22 nd Street. The path is 6 feet wide, needs to be widened to at least 8 feet.			



URS		PHOTOGRAPHIC LOG	
Client: City of Miami		Site Location:	Project: Miami Baywalk
Photo No. 43	Date: 07/31/12		
Direction Photo Taken: N			
Description: Completed 6 feet wide path segment at NE 22 nd Street.			

Photo No. 42	Date: 07/31/12	
Direction Photo Taken: S		
Description: Existing unobstructed private segment at the end of NE 22 nd Street.		

Photo No. 44	Date: 07/31/12	
Direction Photo Taken: N		
Description: Implementation of a public access is difficult in this segment at the end of NE 22 nd Terrace.		

URS		PHOTOGRAPHIC LOG	
Client: City of Miami		Site Location:	Project: Miami Baywalk
Photo No. 45	Date: 07/31/12		
Direction Photo Taken: S			
Description: Existing guardrail and bulkhead at the end of NE 23 rd Terrace.			



URS		PHOTOGRAPHIC LOG	
Client: City of Miami		Site Location:	Project: Miami Baywalk
Photo No. 47	Date: 07/31/12		
Direction Photo Taken: S			
Description: Implementation of a public shared path is difficult in this private segment South of NE 24 th Street.			

Photo No. 46	Date: 07/31/12	
Direction Photo Taken: N		
Description: Implementation of a public access is difficult in this private segment North of NE 23 rd Terrace.		

Photo No. 48	Date: 07/31/12	
Direction Photo Taken: N		
Description: Implementation of a public shared path is difficult in this private segment North of NE 24 th Street.		

URS		PHOTOGRAPHIC LOG	
Client: City of Miami		Site Location:	Project: Miami Baywalk
Photo No. 49	Date: 07/31/12		
Direction Photo Taken: S			
Description: Completed bay side segment South of NE 25 th Street. The access is blocked at the South end by a gate.			



URS		PHOTOGRAPHIC LOG	
Client: City of Miami		Site Location:	Project: Miami Baywalk
Photo No. 51	Date: 07/31/12		
Direction Photo Taken: S			
Description: Completed bay side segment continues to NE 26 th Street.			

Photo No. 50	Date: 07/31/12	
Direction Photo Taken: N		
Description: Completed bay side segment North of NE 25 th Street. Segment is 6 feet wide, require widening to 8 feet.		

Photo No. 52	Date: 07/31/12	
Direction Photo Taken: N		
Description: Existing guardrail and seawall at the end of NE 26 th Street. Access to the North private property is blocked by a metal fence.		

URS		PHOTOGRAPHIC LOG	
Client: City of Miami		Site Location:	Project: Miami Baywalk
Photo No. 53	Date: 07/31/12		
Direction Photo Taken: S			
Description: Existing seawall and shoreline, South of NE 27 th Street.			



URS		PHOTOGRAPHIC LOG	
Client: City of Miami		Site Location:	Project: Miami Baywalk
Photo No. 55	Date: 07/31/12		
Direction Photo Taken: SE			
Description: Existing seawall condition at NE 28 th Street.			

Photo No. 54	Date: 07/31/12	
Direction Photo Taken: N		
Description: Implementation of a public shared path is difficult in this private segment North of NE 27 th Street. Shared path can continue to the West along the North sidewalk. Widening of sidewalks is required and off street parking spaces will be lost.		

Photo No. 56	Date: 07/31/12	
Direction Photo Taken: NE		
Description: Existing completed private segment at NE 29 th Street. Implementation of shared path is difficult.		

URS		PHOTOGRAPHIC LOG	
Client: City of Miami		Site Location:	Project: Miami Baywalk
Photo No. 57	Date: 07/31/12		
Direction Photo Taken: S			
Description: Implementation of a public shared path is difficult in this private segment South of NE 29 th Street.			



URS		PHOTOGRAPHIC LOG	
Client: City of Miami		Site Location:	Project: Miami Baywalk
Photo No. 59	Date: 07/31/12		
Direction Photo Taken: S			
Description: Implementation of a public shared path is difficult in this private segment South of NE 29 th Street.			

Photo No. 58	Date: 07/31/12	
Direction Photo Taken: N		
Description: Implementation of a public shared path is difficult in this private segment North of NE 29 th Street.		

Photo No. 60	Date: 07/31/12	
Direction Photo Taken: N		
Description: Implementation of a public shared path is difficult in this private segment South of NE 29 th Street.		

URS		PHOTOGRAPHIC LOG	
Client: City of Miami		Site Location:	Project: Miami Baywalk
Photo No. 61	Date: 07/31/12		
Direction Photo Taken: S			
Description: Existing unobstructed / unpaved section from Recovery Way to NE 32 nd Street.			




URS		PHOTOGRAPHIC LOG	
Client: City of Miami		Site Location:	Project: Miami Baywalk
Photo No. 63	Date: 07/31/12		
Direction Photo Taken: S			
Description: Existing unobstructed / unpaved section south NE 34 th Street. There's a tennis court and a private pool that might make the implementation of shared path difficult.			

Photo No. 62	Date: 07/31/12	
Direction Photo Taken: N		
Description: Implementation of a public shared path is difficult in this private segment North of NE 32 nd Street.		

Photo No. 64	Date: 07/31/12	
Direction Photo Taken: N		
Description: Implementation of a public shared path is difficult in this private segment North of NE 34 th Street. A chin link fence blocks the access to the North at NE 34 th Street.		

		PHOTOGRAPHIC LOG	
Client: City of Miami		Site Location:	Project: Miami Baywalk
Photo No. 65	Date: 07/31/12		
Direction Photo Taken: S			
Description: Chain link fence gate blocking ace to the south of NE 35 th Street.			



		PHOTOGRAPHIC LOG	
Client: City of Miami		Site Location:	Project: Miami Baywalk
Photo No. 67	Date: 07/31/12		
Direction Photo Taken: S			
Description: Existing chain link fence at NE 36 th Street (Julia Tuttle Causeway Ramp).			

Photo No. 66	Date: 07/31/12	
Direction Photo Taken: N		
Description: Existing chain link fence blocking access North of 35 th Street.		

Photo No. 68	Date: 07/31/12	
Direction Photo Taken: N		
Description: An overpass is required to clear NE 36 th Street to NE 38 Street. The connection ramp to the Julia Tuttle Cause way (US 195) is at grade.		


URS		PHOTOGRAPHIC LOG	
Client: City of Miami		Site Location:	Project: Miami Baywalk
Photo No. 69	Date: 07/31/12		
Direction Photo Taken: E			
Description: Eastbound Julia Tuttle Causeway bridge (from NE 38 th Street to NE 35 th Street).			

Photo No. 70	Date: 04/12/13	
Direction Photo Taken: E		
Description: Recently added bike lanes on the Julia Tuttle Causeway (from NE 38 th Street to NE 35 th Street). Road sign allow bikers on the causeway shoulder, but exclude pedestrians and motor vehicles with an engine less than 5 BHP (5 horsepower).		


URS		PHOTOGRAPHIC LOG	
Client: City of Miami		Site Location:	Project: Miami Baywalk
Photo No. 71	Date: 04/12/13		
Direction Photo Taken: E			
Description: Existing bike lane symbol on Julia Tuttle Causeway shoulder.			

Photo No. 72	Date: 04/12/13	
Direction Photo Taken: E		
Description: Julia Tuttle Causeway shoulder is designated as a bike lane (eastbound shoulder shown).		



<div>URS</div>			PHOTOGRAPHIC LOG		
Client: City of Miami		Site Location:		Project: Miami Baywalk	
Photo No. 73	Date: 07/31/12				
Direction Photo Taken: E					
Description: Eastbound Julia Tuttle Causeway.					

Photo No. 74	Date: 07/31/12	
Direction Photo Taken: W		
Description: Eastbound Julia Tittle Causeway.		

<div>URS</div>			PHOTOGRAPHIC LOG		
Client: City of Miami		Site Location:		Project: Miami Baywalk	
Photo No. 75	Date: 07/31/12				
Direction Photo Taken: NE					
Description: Julia Tuttle Causeway bridge abutment.					

Photo No. 76	Date: 07/31/12	
Direction Photo Taken: N		
Description: Julia Tuttle Causeway bridge abutment.		

URS		PHOTOGRAPHIC LOG	
Client: City of Miami		Site Location:	Project: Miami Baywalk
Photo No. 77	Date: 07/31/12		
Direction Photo Taken: SW			
Description: Panoramic view from Julia Tuttle Causeway.			




URS		PHOTOGRAPHIC LOG	
Client: City of Miami		Site Location:	Project: Miami Baywalk
Photo No. 79	Date: 04/12/13		
Direction Photo Taken: W			
Description: Westbound Julia Tuttle Causeway off-ramp shoulder with bikeway symbol.			

Photo No. 78	Date: 07/31/12	
Direction Photo Taken: S		
Description: Panoramic view from Julia Tuttle Causeway.		

Photo No. 80	Date: 04/12/13	
Direction Photo Taken: W		
Description: Westbound Julia Tuttle Causeway bike lane ends at Albert Pallot Park.		

		PHOTOGRAPHIC LOG	
Client: City of Miami		Site Location:	Project: Miami Baywalk
Photo No. 81	Date: 04/12/13		
Direction Photo Taken: W			
Description: Westbound Julia Tuttle Causeway.			



		PHOTOGRAPHIC LOG	
Client: City of Miami		Site Location:	Project: Miami Baywalk
Photo No. 83	Date: 07/31/12		
Direction Photo Taken: W			
Description: Westbound Julia Tuttle Causeway off ramp bridge.			

Photo No. 82	Date: 07/31/12	
Direction Photo Taken: E		
Description: Westbound Julia Tuttle Causeway.		

Photo No. 84	Date: 07/31/12	
Direction Photo Taken: E		
Description: Westbound Julia Tuttle Causeway off ramp bridge.		



		PHOTOGRAPHIC LOG	
Client: City of Miami		Site Location:	Project: Miami Baywalk
Photo No. 85	Date: 07/31/12		
Direction Photo Taken: S			
Description: Existing Albert Pallot Park shoreline.			

Photo No. 86	Date: 07/31/12	
Direction Photo Taken: N		
Description: Existing Albert Pallot Park shoreline.		