Biscayne Boulevard
Grand Pedestrian Promenade Design Amenities

MIAMIDDA
DOWNTOWN DEVELOPMENT AUTHORITY

Community Image Advisory Board

May 28, 2014

Project Study Area

Grand Pedestrian Promenades

Rose Kennedy Parkway, Boston

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Embarcadero, San Francisco

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Grand Pedestrian Promenades

Cesar Chavez Plaza, San Jose

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Cesar Chavez Plaza, San Jose

Grand Pedestrian Promenades

The Park, Dallas

Grand Pedestrian Promenades

Paseo de Prado, Madrid

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Paseo de Prado, Madrid

Grand Pedestrian Promenades

Las Ramblas, Barcelona

Grand Pedestrian Promenades

Las Ramblas, Barcelona

Promenade Design Amenities – Lighted Fountains

Promenade Design Amenities - Temporary Outdoor Cinema

Promenade Design Amenities - Children’s Carousel

Promenade Design Amenities - Gateway Structures

Promenade Design Amenities

Existing Conditions

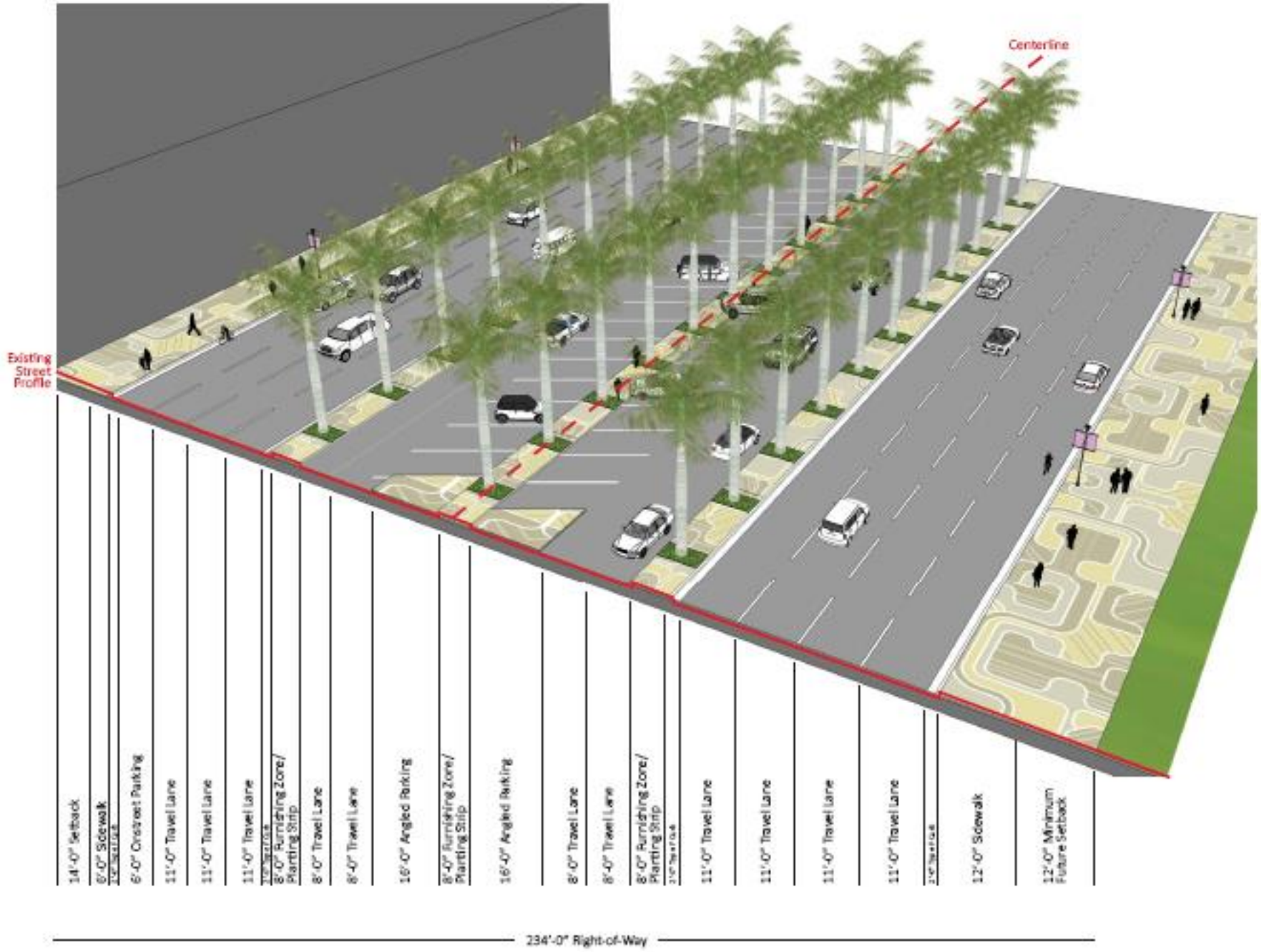
Vehicular Lanes: 8 (narrows to 6 at AAA north of proposed project)

Median Use: Parking

Parking Count: 388 spaces [$2.4 million revenue annually ($6,185/stall)]

Bicycle Lanes: Shared

Sidewalk: Existing



Existing Conditions

Vehicular Lanes: 8

Median Use: Parking

Parking Count: 388

Bicycle Lanes: Shared

Sidewalk: Existing

Traffic Impact: N/A

Alternative No.1

Vehicular Lanes: 6 (-2)

Median Use: Open Space/Park

Parking Count: 148 (-240)

Bicycle Lanes: On-Street Striped

Sidewalk: Existing

Traffic Impact: Minor

Estimated Cost Medians = $14.4 M
Parking Revenue Reduction = $1.5M

Alternative No.2

Vehicular Lanes: 6 (-2)

Median Use: Landscape/Parking

Parking Count: 287 (-101)

Bicycle Lanes: On-Street Striped

Sidewalk: Existing

Traffic Impact: Minor

Estimated Cost Medians = $12.0 M
Parking Revenue Reduction = $625 K

Alternative No. 3

Vehicular Lanes: 4-6 shared Parking/Travel (No parking peak travel times)

Median Use: Park/Pedestrian Promenade

Parking Count: 187 (-201)

Bicycle Lanes: Dedicated

Sidewalk: Expanded

Traffic Impact: Moderate

Estimated Cost Medians = $24.0 M
Parking Revenue Reduction = $1.2M

Approved Design

Vehicular Lanes: 4-6 shared Parking/Travel (No parking during peak travel times)

Median Use: Park/Pedestrian Promenade

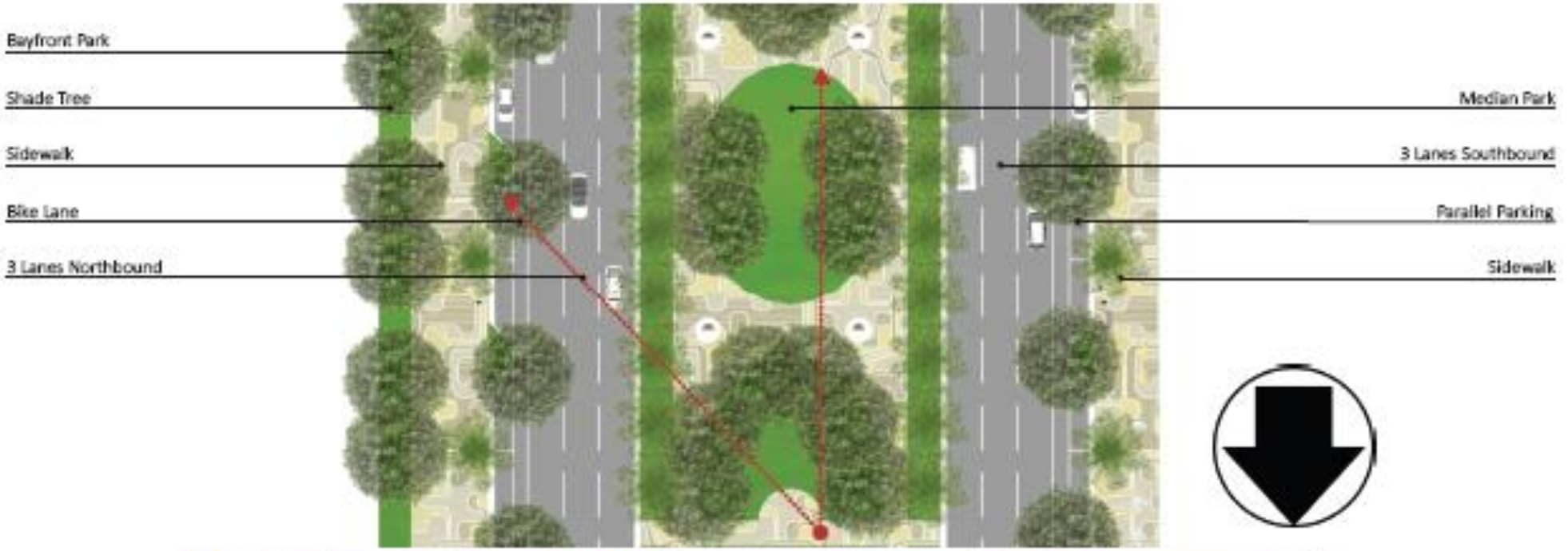
Parking Count: 187 (-201) ($1.24 M annual revenue loss*)

Bicycle Lanes: Dedicated
Sidewalk: Expanded

Traffic Impact: Moderate

- Estimated Cost Per Median Block = $4.0 Mil
- Total Cost from NE 8th St. to Biscayne Blvd Way = $24.0 Mil

*Estimated loss in City of Miami revenue



Approved Design