DOWNTOWN MIAMI
PEDESTRIAN PRIORITY ZONE

MIAMIDDA
DOWNTOWN DEVELOPMENT AUTHORITY

DOWNTOWN MIAMI
BY THE NUMBERS

- more than **220,000** people live, work, study, and play here **every day**
- home to more than **1,000 events** each year
- hosts more than **2 million visitors** each year
- residential population **doubled** in the last decade

DOWNTOWN MIAMI
BY THE NUMBERS

- employs **60% of the City's workforce**
- taxable property values were **$12.5 billion** in 2013 (up 140% since 2000)
- generates nearly **40% of Miami's total tax base**
- parking spaces redistributing throughout the Downtown core as development occurs creating "park once" and walk or take public transportation between destinations

DANGEROUS BY DESIGN

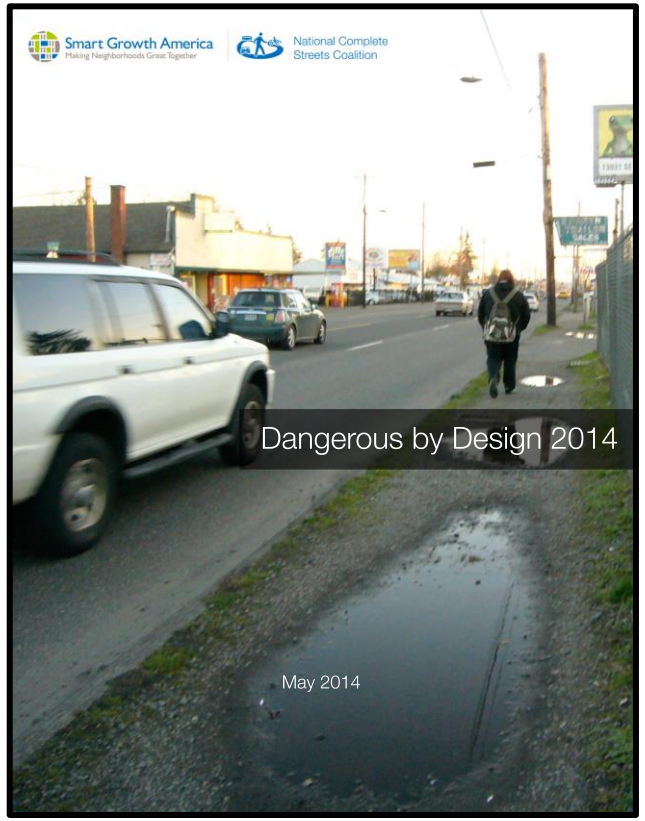
- The 4 most **dangerous** in the U.S. for pedestrians are in Florida - Orlando, Tampa/St. Pete, Jacksonville, and South Florida, the **4th most dangerous metro area** with an average of 155 pedestrian deaths per year from 2000-2009

- Likelihood of pedestrian fatality in crash at:

  40 MPH – 83%

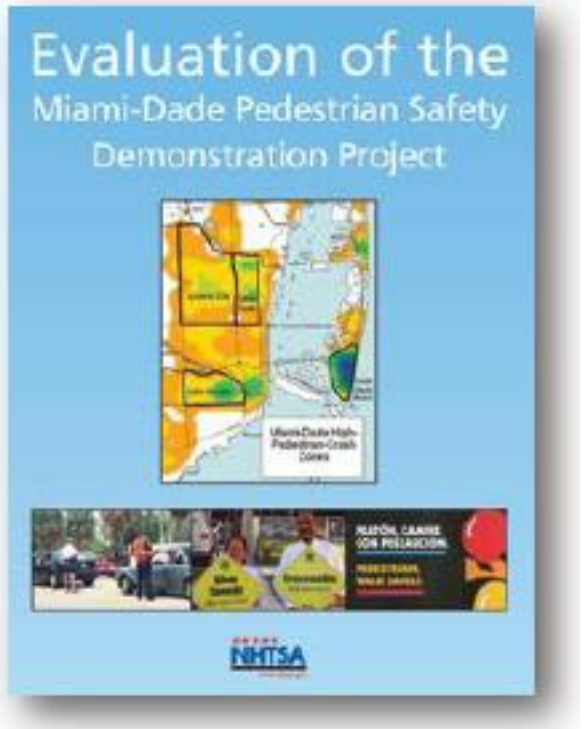
  30 MPH – 37%

  20 MPH – 5%



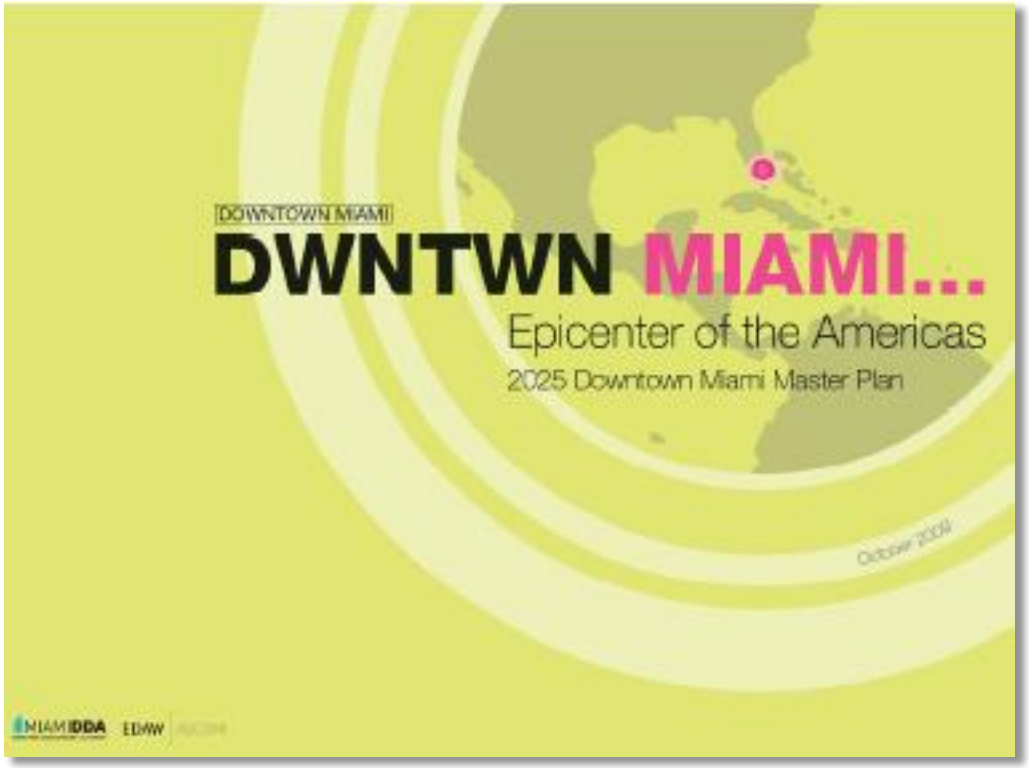
DANGEROUS BY DESIGN

- According to the Miami-Dade Health Department, in 2009 there were **69 pedestrian crashes** resulting in fatalities in Miami-Dade County
- **Most affected** communities were Overtown, Allapattah, **Downtown**, Little Havana and Little Haiti
- **Miami-Dade is the #1 county** in Florida **for hit and run crashes**, with nearly 13,000 incidents in 2012.
- **168** of Florida's hit and run crashes in 2012 resulted in **fatalities**, of which three in five involved pedestrians



2025 DOWNTOWN MASTERPLAN
GOALS

- Create Great Streets and Community Spaces
- Design roadways to **calm** automobile traffic and **improve** bicycle and pedestrian **safety**
- Enhance Downtown Corridors through the Development and Implementation of **Streetscape Guidelines**



2010 BICYCLE/PEDESTRIAN MOBILITY PLAN

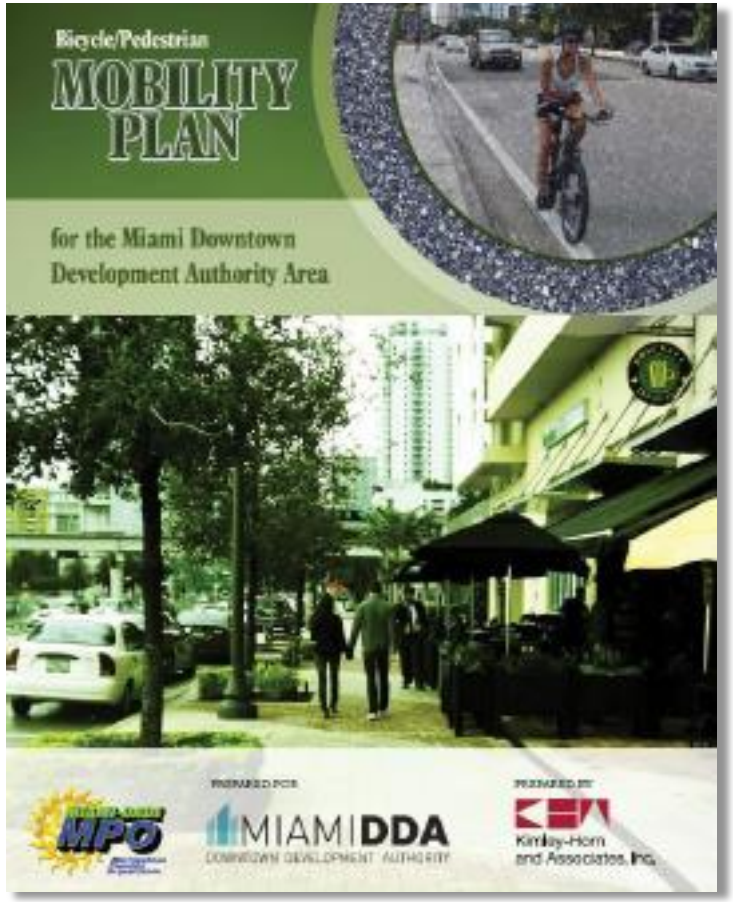
- Steering Committee composed of downtown stakeholders

- Recommended a **Modal Priority Zone** a.k.a. **Pedestrian Priority Zone**

2013 Survey Update:

- Frequent walkers have increased by 30% and frequent bicyclists have increased by 60% in three years

- Pedestrian activity at lunch time has increased by 34% at Flagler Street and by 300% at the Mary Brickell Village area since 2010



2010 BICYCLE/PEDESTRIAN MOBILITY PLAN
BARRIERS TO WALKERS AND CYCLISTS

Figure 22: Utility poles along NE 2nd Avenue


Figure 31: Sign obstruction in the middle of Bike Route 1

Figure 32: Conflicts around street furniture advertisement


Figure 36: Proposed sidewalk widening along 14th St

DOWNTOWN MIAMI PEDESTRIAN PRIORITY ZONE
ESTABLISHED JANUARY 2014
BY MIAMI CITY COMMISSION

1. Create a Clear Pedestrian Path
2. Align Curb Ramps with Sidewalks
3. Require Crosswalks at all Intersections
4. Provide Automatic Countdown Timers with More Crossing Time
5. Reduce Drive Lane Widths
6. Extend the Sidewalk at all Intersections
7. Enhance Mid-block Lighting
8. Provide Shade at Sidewalks
9. Designate 25 MPH Speed Limit
10. Prohibit Right Turns On Red

1 CREATE A CLEAR PEDESTRIAN PATH

Every sidewalk should have a minimum 6 ft. unobstructed pedestrian path

- safer and more convenient for pedestrians
- enhances the retail experience
- increases commercial viability
- encourages wider sidewalks for other urban elements

EXISTING CODE:
City: Sec. 54-227 Sidewalk Café Ordinance, 6 ft. clear path
County, **FDOT:** 3 ft. clear path
ADA: 5 ft. clear area (if path is greater than 200 ft.)

OTHER CITIES:
Boston, NYC: 8 ft. clear path or one–half the sidewalk width (whichever is greater)
San Diego, Seattle, LA County, Washington DC: 14 ft. sidewalk, 6 ft. clear path or 10 ft. clear path with Sidewalk Café
Philadelphia, Chicago: 6, 8 or 10 ft. clear path based on street classification

2 ALIGN CURB RAMPS WITH SIDEWALKS

Evyer intersection should have curb ramps perpendicular to the path of travel

- keeps pedestrians out of the intersection
- more accommodating for persons with disabilities
- more natural/comfortable path of travel

EXISTING CODE:
City, County and FDOT: Diagonal ramps: 48 in. landing (ADA)

OTHER CITIES:
California and Virginia DOT: Perpendicular ramps are “preferred” for new sidewalk construction, and where feasible, for upgrades to existing sidewalks.
Downtown San Diego and Portland: Perpendicular curb ramps for all new construction.

3 REQUIRE CROSSWALKS AT ALL INTERSECTIONS

Minimum 10 ft. width marked crosswalks at every intersection

- allows for higher pedestrian visibility
- creates a larger pedestrian safety zone
- accommodates more pedestrians

EXISTING CODE:
City, County and FDOT: 6 ft. min. crosswalk width (MUTCD)

OTHER CITIES:
San Diego, Seattle: 10 ft. min., ladder-style design
Boston, NYC, Chicago, Portland, DC: 10 ft. local, 15 ft. collector, 20 ft. major

Mid-Block Crossings: DC: blocks greater that 600 ft. Most cities: mid-block crossings are based on demand

4 PROVIDE AUTOMATIC COUNTDOWN TIMERS WITH MORE CROSSING TIME

All signalized intersections should have button-free countdown timers and provide a walk cycle of at least 1 sec. for every 2.8 ft. of street crossing width

- places pedestrian mobility on par with vehicles
- creates predictability in the minds of drivers
- safer crossing conditions for seniors, children and persons with disabilities

EXISTING CODE:
City, County and FDOT: 3.5 ft./sec. (MUTCD)

OTHER CITIES:
San Francisco: 2.8 ft./.sec.

5 REDUCE DRIVE LANE WIDTHS

Driving lanes should be no more than 10 ft. wide (or up to 11 ft. wide at bus or other service vehicle lanes)

- creates a safer pedestrian and driving environment by reducing the speed of vehicles
- allows more right-of-way for pedestrians, bicycles and uses

EXISTING CODE:
City, **County:** N/A
FDOT: Florida Greenbook: Minimum lane widths per roadway classifications: local: 10 ft. lane, collector: 11 ft. lane, arterial: 12 ft. lane
AASHTO Standards: 10/11 ft. lanes

OTHER CITIES:
Portland: 10 ft. drive lanes, 11 ft. turn lanes
LA County: 10 ft. drive lanes, 11 ft. heavy service or bus lanes and sharrows are 12 ft.
2012 NACTO Urban Design Guidelines: 10 and 11 ft. lanes

6 EXTEND THE SIDEWALK AT ALL INTERSECTIONS

Sidewalk area should be extended to minimize the pedestrian crossing distance at all street intersections

- reduces the crossing distance and overall time pedestrians are in the travel lanes
- slows and calms traffic
- creates the opportunity for more pedestrian space at sidewalks

EXISTING CODE:
City: 25 ft. typical curb radius
County: No parking within 20 ft. of the intersection
FDOT: N/A

OTHER CITIES:
Philadelphia, LA County Model Street Manual: 15 ft. curb radius per residential street classification
Seattle City Code: No obstructions within 20 ft. of the legal crosswalk

7 ENHANCE MID-BLOCK LIGHTING

Mid-block lighting levels should be equal to intersection lighting levels to provide for pedestrian safety and comfort

- eliminates “dark areas” along the sidewalks and helps increase the perception of safety
- allows for a more pleasant nighttime walking experience
- enhances opportunities and commercial viability for retailers

EXISTING CODE:
City, County, FDOT: N/A
American National Standard Practice for Roadway Lighting (RP-8), IESNA: Signalized intersection lighting

OTHER CITIES:
San Francisco, San Diego, Portland, Seattle and San Jose: LED Mid-Block Lighting

8 PROVIDE SHADE AT SIDEWALKS

Shade trees, canopies, overhangs and/or arcades should be consistently spaced to provide shade and comfort to pedestrians

- allows for a more pleasant daytime walking experience
- enhances opportunities and commercial viability for retailers

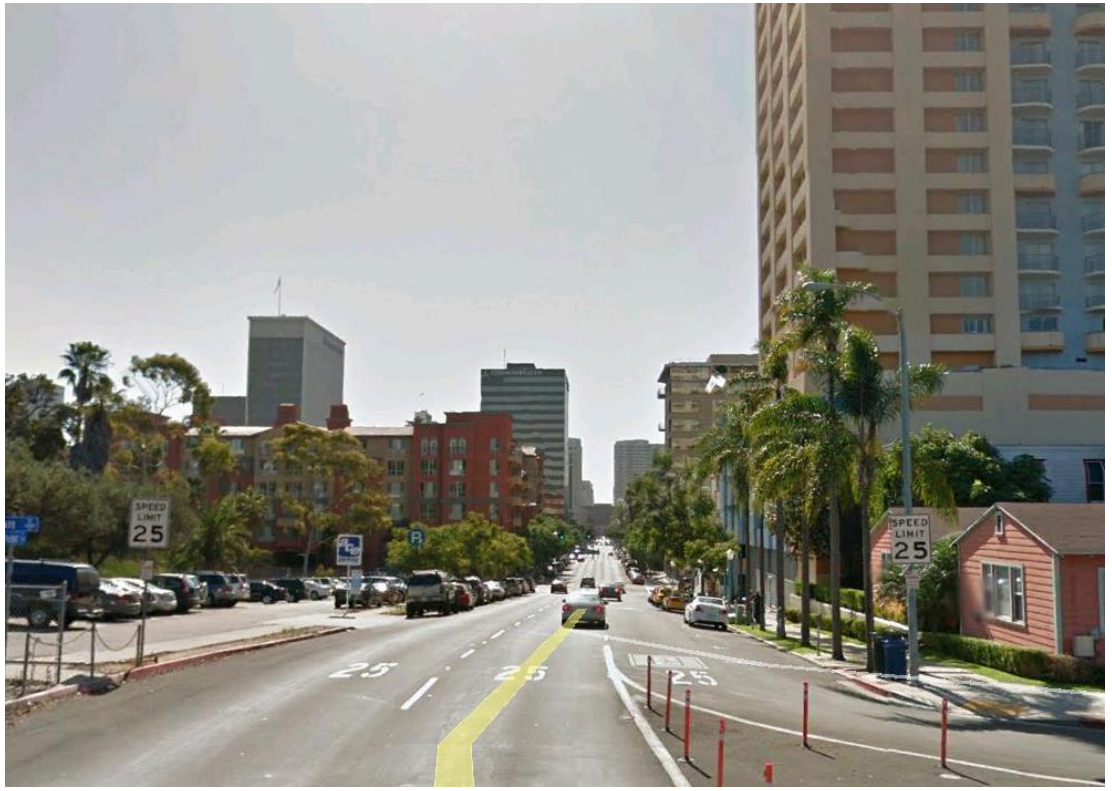
EXISTING CODE:
City: Tree spacing per Miami-21 Article 9 Landscape Requirements. Minimum tree spacing: 25 ft.
County, FDOT: N/A

OTHER CITIES:
Boston, San Francisco, San Diego, Portland, Seattle, San Jose and Madison: Urban Forestry Plans

9 DESIGNATE 25 MPH SPEED LIMIT

The speed limit should be no more than 25 MPH throughout Downtown

- reduces the potential for pedestrian fatalities
- reduces the severity of injury in the case of a vehicle-pedestrian or vehicle-cyclist accident



EXISTING CODE:
City: N/A
County: N/A
FDOT: Florida Greenbook: Maximum operating speed based on land use, frequency of traffic signals, topography and roadway geometry: Urban Local: 20 MPH<30MPH, Collector:30-35 MPH and Arterial 35-40 MPH. School: 15 MPH

OTHER CITIES:
Portland: 20 MPH (Residential) and 25 MPH (Commercial)
Boston, San Diego, San Jose, Sacramento, Salt Lake City: 25 MPH
Madison, Seattle, San Francisco: 25 MPH (majority of streets), 30-35 MPH (Arterials)
Chicago Pedestrian Plan: 20 MPH on Residential and Neighborhood Streets

10 PROHIBIT RIGHT TURNS ON RED

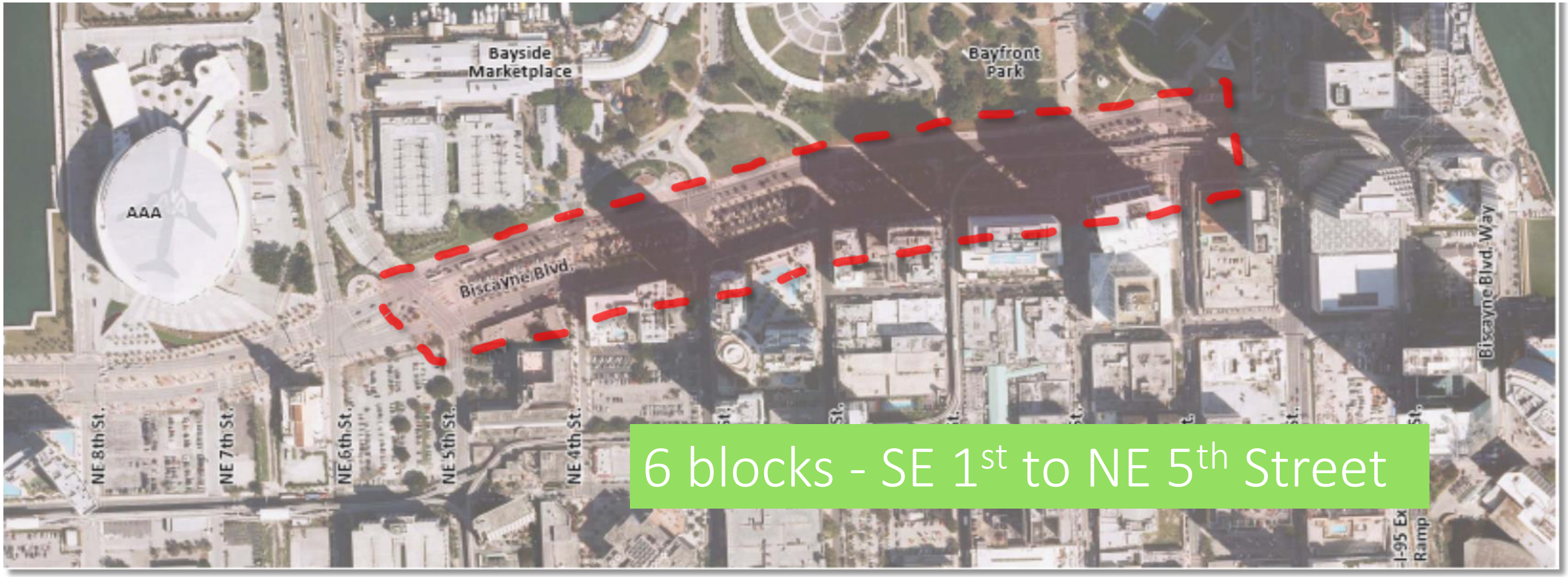
Right turns should be allowed only with a green signal

- places pedestrian mobility on par with vehicles
- creates predictability in the minds of drivers
- safer crossing conditions for seniors, children and persons with disabilities

EXISTING CODE:
City: Decision per the discretion of the City Traffic Engineer based on volume and safety of pedestrians at congested street intersections
County, FDOT: N/A

OTHER CITIES:
New York City: No-turn on Red Policy with some exceptions
Chicago Pedestrian Plan: proposes No-turn on Red Policy in downtown

BISCAYNE GREEN



VISION
CONNECT THE WATERFRONT TO THE HEART OF DOWNTOWN MIAMI

- Make it easier and safer for people to cross Biscayne Boulevard
- Repurpose the space
- Create a people spot/plaza
- Remove concrete and create a green lane
- Activities for all age cohorts
- Create age diversification uses
- Shared “human” space – “cities are for people”
- Neighborhood commercial opportunities

GRAND PROMENADES

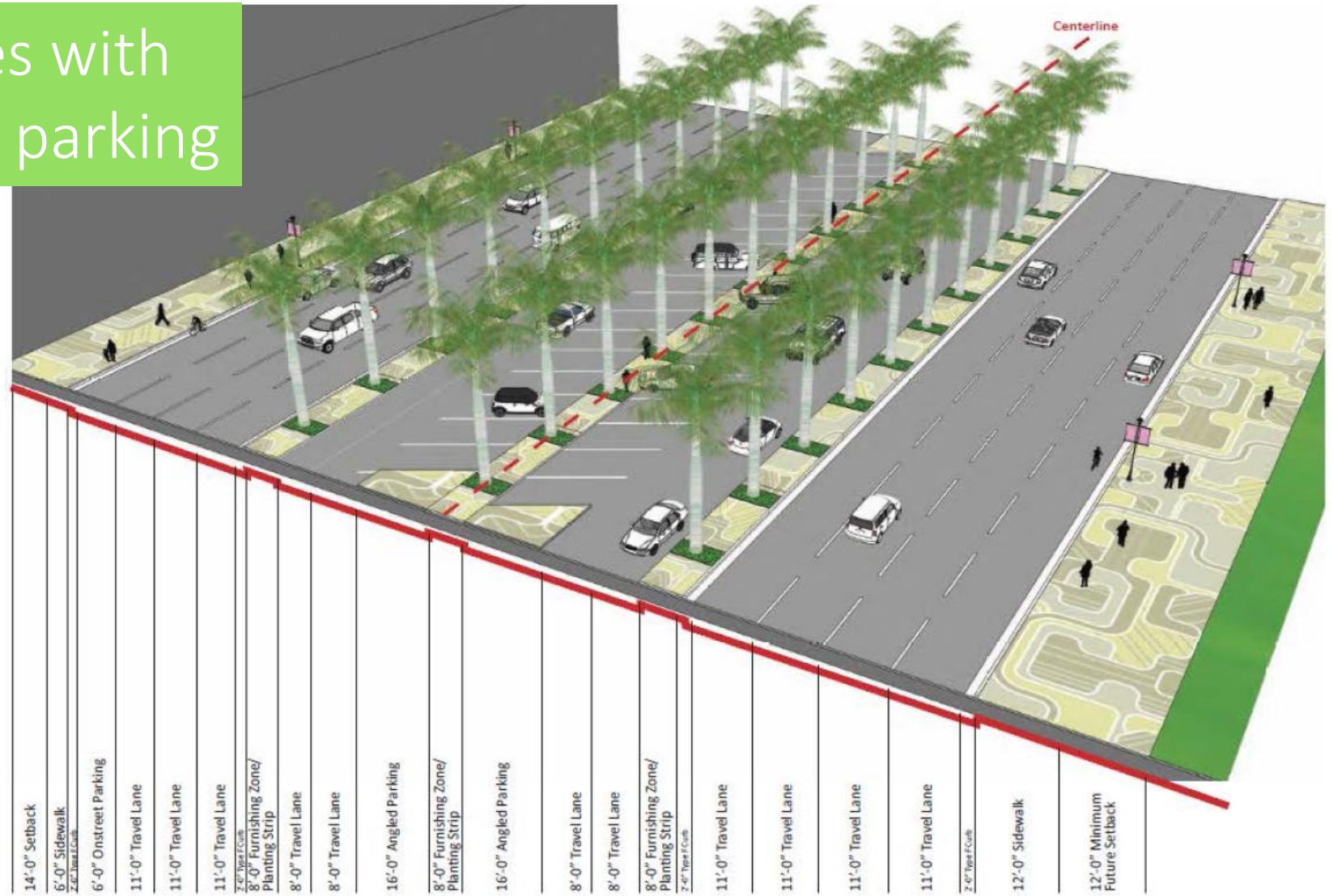
PASEO DE PRADO, MADRID

LAS RAMBLAS, BARCELONA

ROSE KENNEDY PARKWAY, BOSTON

EXISTING BISCAYNE BOULEVARD

8 lanes with median parking



DESIGN ALTERNATIVE PROCESS

- Community supported a repurpose of Biscayne Blvd. from an autocentric to pedestrian use
- After community forums, DDA in consultation with the community created 10 alternatives to repurpose the space
- Included a traffic study which determined – *"Sufficient traffic capacity exists to allow for the proposed land reductions and any impacts are minimal."*

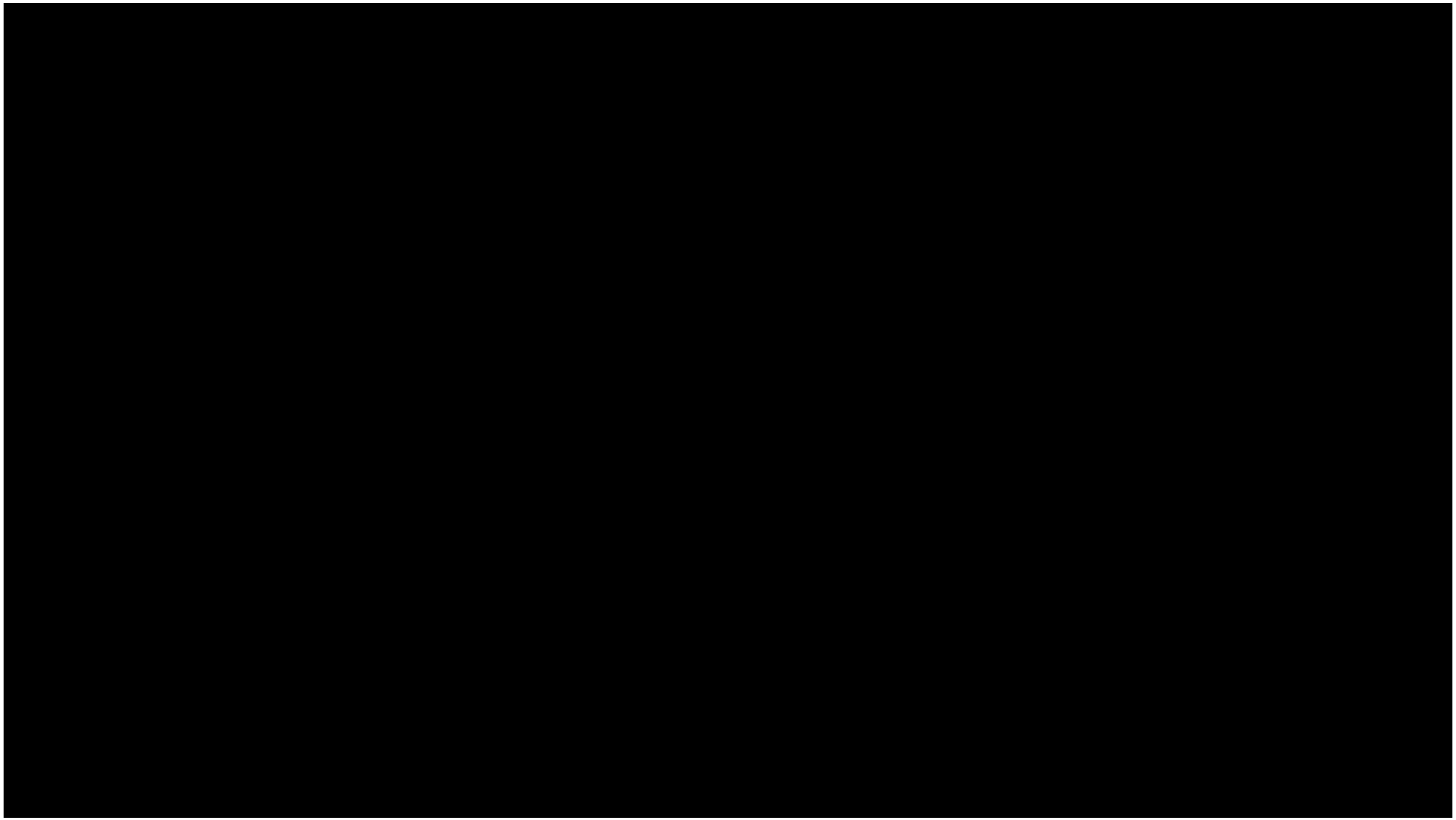
Summary of Alternatives

TYPE	CONCEPTUAL ALTERNATIVE TITLE	3D ILLUSTRATIVE	VEHICULAR LANES	MEDIAN	PARKING	BICYCLES	SIDEWALKS	COST	TRAFFIC STUDY	STORMWATER	CONNECTING STREETS IMPACT
EXISTING	EXISTING		8		388	SHARED OFF STREET	EXISTING		MINOR	MINOR	MINOR
ROAD DIET	ROAD DIET 1		6		+ 22%	ON-STREET LANES	EXISTING	$	MINOR	MINOR	MINOR
	ROAD DIET 2		6	+	- 26%	ON-STREET LANES	EXISTING	$	MINOR	MINOR	MINOR
	ROAD DIET 3		6		- 62%	ON-STREET LANES	EXISTING	$	MINOR	MINOR	MINOR
GREEN DESIGN	GREEN DESIGN 1		4		- 16%	ON-STREET LANES	EXISTING	$$	MODERATE	MINOR	MODERATE
	GREEN DESIGN 2		4 + TURN LANE		- 16%	ON-STREET LANES	EXISTING	$$	MODERATE	MINOR	MODERATE
	GREEN DESIGN 3		6		- 16%	ON-STREET LANES	EXISTING	$$$	MINOR	MINOR	MODERATE
RE-DESIGN	RE-DESIGN 1		4		- 62%	OFF-STREET CORRIDOR	WIDENED	$$$	MAJOR	MODERATE	MODERATE
	RE-DESIGN 2		4 - 6 + SHARED TRAVEL / PARKING		- 52%	OFF-STREET CORRIDOR	WIDENED	$$$	MAJOR	MODERATE	MODERATE
RE-INVENT	RE-INVENT 1		4	GRASS	- 62%	ON-STREET LANES	WIDENED	$$$	MAJOR	MAJOR	MODERATE
	RE-INVENT 2		2	NONE	- 62%	ON-STREET LANES	WIDENED	$$$$	MAJOR	MAJOR	MAJOR

PRELIMINARY CONCEPT

- Give Biscayne a “road diet” from 8 to 6 lanes (4 lanes off-peak) similar to the configuration at American Airlines Arena where Biscayne narrows to 6 lanes making Biscayne Boulevard more crossable
- Relocate median parking to street edge, create a new green space and amenities, enhance street crossings, and create dedicated bike lanes to increase pedestrian and cyclist safety

press play



THANK YOU

MIAMIDDA
DOWNTOWN DEVELOPMENT AUTHORITY