

An aerial photograph of Miami Beach, Florida, showing the coastline, ocean, and city skyline. A semi-transparent blue overlay covers the left and center portions of the image, containing text. The sky is bright blue with scattered white clouds. The water transitions from a deep blue to a lighter turquoise near the shore. The city buildings are visible in the lower right, with a prominent tall, modern skyscraper with a red and blue facade.

MIAMIBEACH

**South of Fifth (SoFi)
Neighborhood Traffic
Calming Study**

MARLIN

June 28, 2022

Agenda

01 Introduction

05 Data Collection

02 Project Scope

06 Recommendations

03 Schedule

07 Next Steps

04 Miami-Dade County
Guidelines

08 Open Discussion



Project Scope



Objectives

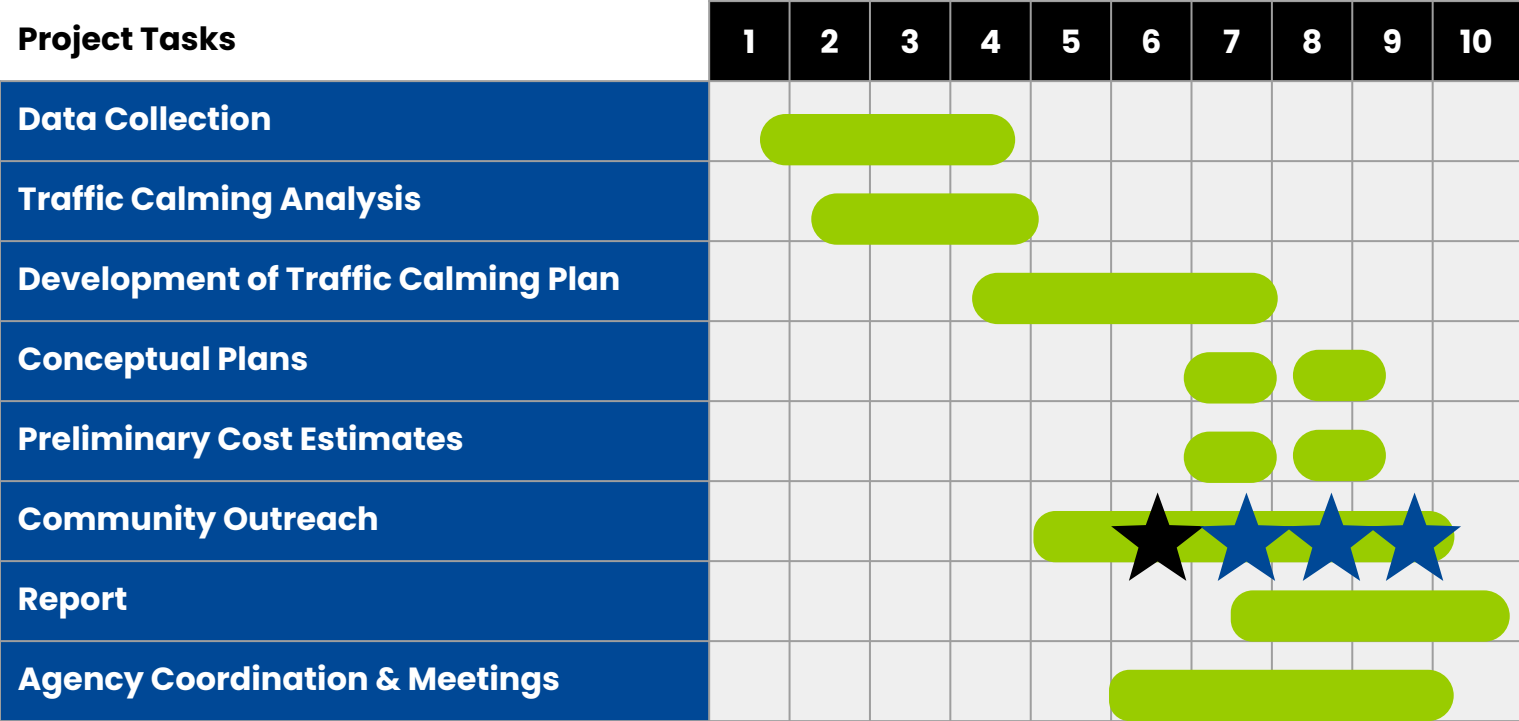
- Develop list of critical locations for Traffic Calming in SoFi Neighborhood
- Collect data
- Conduct traffic calming analysis
- Develop phased recommendations



Approach

- Received public input on issues and areas of concern
- Reviewed and consolidated concerns
- Developed preliminary recommendations for City review
- June Public Meeting
- Recommendations to City Commission
- Present study results to Miami-Dade County for approval

Schedule



TODAY ▲

★ Public Input

Miami-Dade County Guidelines



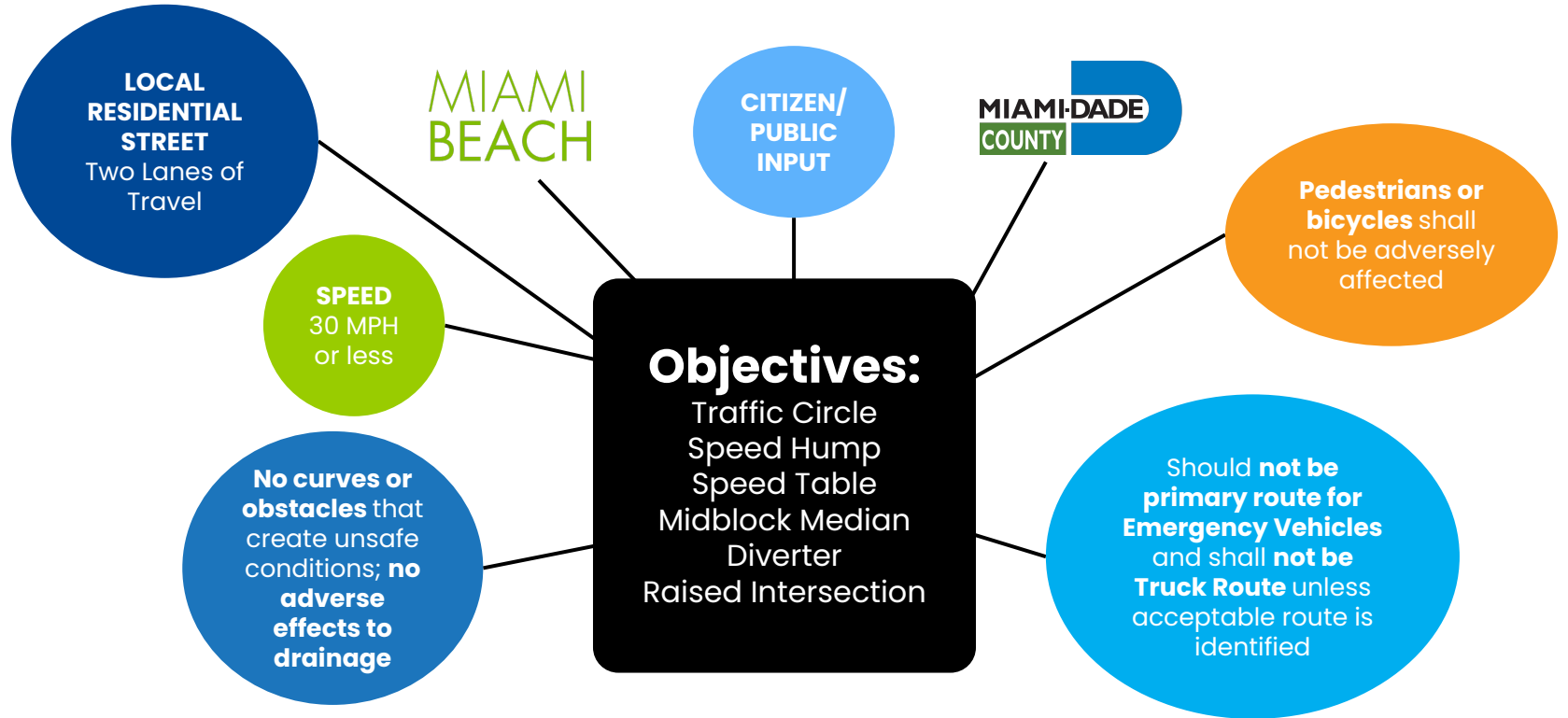
Meet the following threshold values:

- Speed and traffic volumes
- Number of accidents per year
- 2/3 voter approval from residents of block or City Commission resolution
- 100% approval from property owners adjacent to proposed site of traffic calming devices

MIAMI BEACH



Eligibility Requirements



General Requirements & Restraints Local Roads

1st Criteria Threshold: **Speed & Traffic Volume**

Total Points	Eligibility for Calming Devices
Greater or 2.5	<ul style="list-style-type: none"> • 2/3 approval from residents • 100% approval of adjacent neighbors for speed humps
2.0	Further study to choose appropriate device <ul style="list-style-type: none"> • Location of school, pedestrian, facility • Driveway Density • Sidewalks
Less than 2.0	<ul style="list-style-type: none"> • Not an appropriate location for calming, not eligible for re-evaluation for 12 months • If tested and not qualified, the location is not eligible for 24 months

Points	85th Speed is... above posted speed limits
0.5	Less than 4.6 mph
1.0	4.6 to 7.5 mph
1.5	7.5 to 10.5 mph
2	10.6 to 13.5 mph
2.5	13.6 to 16.5 mph
3	More than 16.5 mph

Points	Volume 24 hr.
0.5	500 - 750 veh.
1.0	751 - 1100 veh.
1.5	1101 - 1700 veh.
2.0	1701 - 2300 veh.
2.5	More than 2300 veh

2nd criteria-thresholds: **Number of accidents**

Points	No. of Accidents
0.5	1-2
1.0	3
1.5	4 or more

Advantages of Calming Devices



Speed Humps

- Inexpensive
- Easy for bicycles to cross if design correctly
- effective at slowing traffic speeds



Raised Crosswalk

- Improve safety for pedestrians & bicycles



Raised Intersections

- Improve safety for pedestrians & bicycles at intersections



Traffic Circles

- Effective at moderating speeds & improving safety

Data Collection & Recommendations

MIAMIBEACH



Data Collection

A total of **37 locations** were collected & analyzed for this study during peak season

Based on the objective of this study, a comprehensive range of data has been collected and include the following data:

- **Traffic Volume**
- **Speeds**
- **Crashes**

MIAMI BEACH



Daily Traffic Volume

- **24-hour vehicle counts** collected at the study locations
- Majority of the locations have **high volume**
- **Residential areas** typically had **lower volumes**



Speed Data

Speeding was not the major issue in most of the segments in this study:

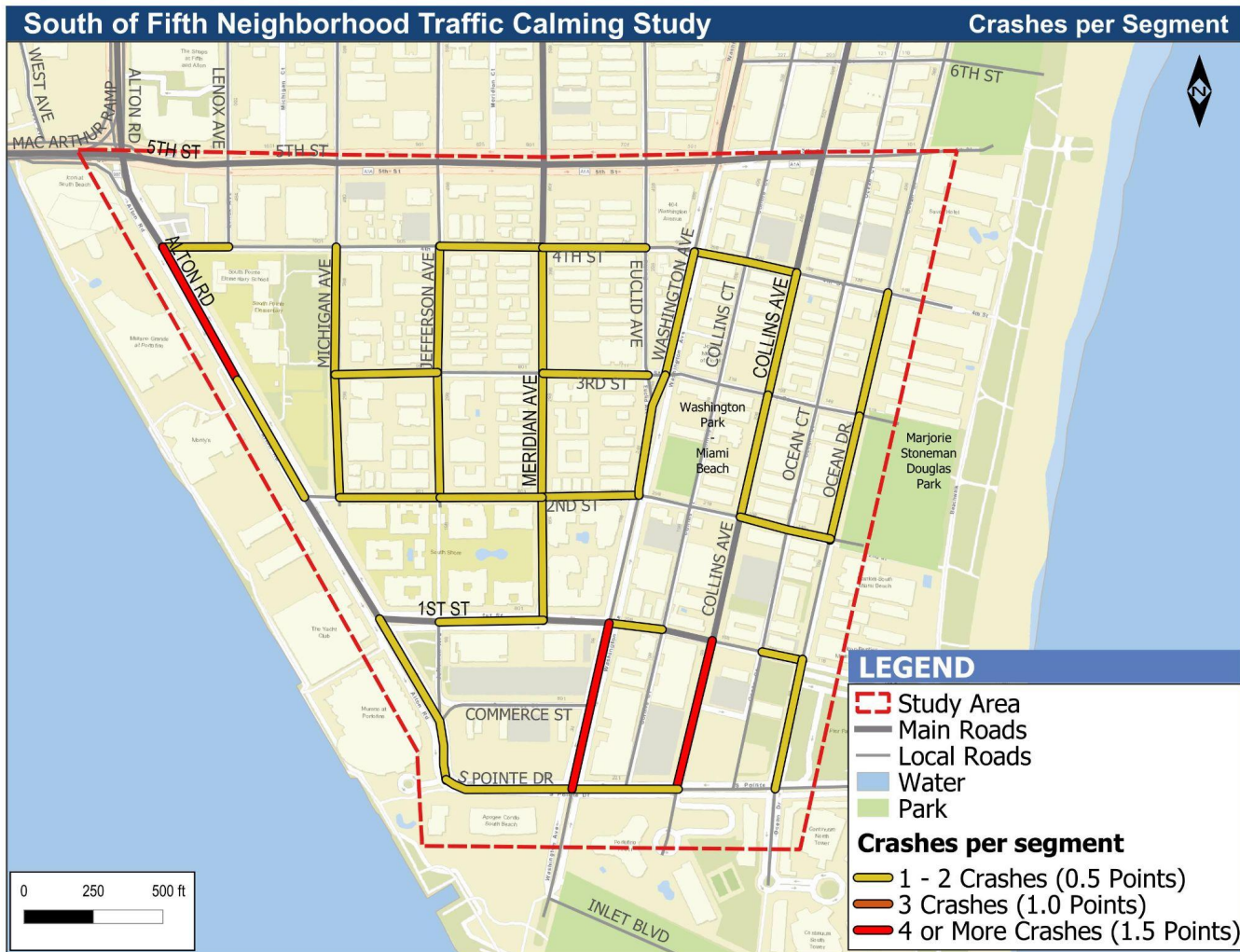
- Most of the segments are **within or below the posted speed limit**
- A **few segments** had speeds from **0 to 7.4 mph over** the speed limit



Crashes per Segment

Crashes seem to be a major issue in majority of the segments:

- A majority of the segments see **1-2 crashes per year on average**
- **A few locations see around 3 crashes per year on average**



Criteria Compliance

- 12 segments fulfill the criteria
- 6 segments to be considered
- 11 additional non-local road segments to be considered based on county coordination



Phasing Plan

01

Immediate
Within a Year

Temporary speed humps & roadway maintenance

02

Short Term
1 – 2 Years

Permanent speed humps & temporary raised intersections

03

Long Term
3 – 5 Years

Permanent raised intersections, & traffic circles



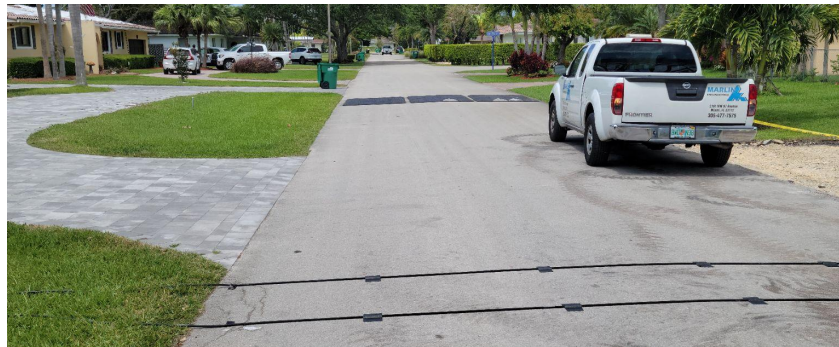
Phase One - Immediate



Maintain Pavement Markings



Temporary Speed Tables



Traffic Monitoring

02

Phase Two - Short Term



Permanent Speed Table



Temporary Traffic Circle



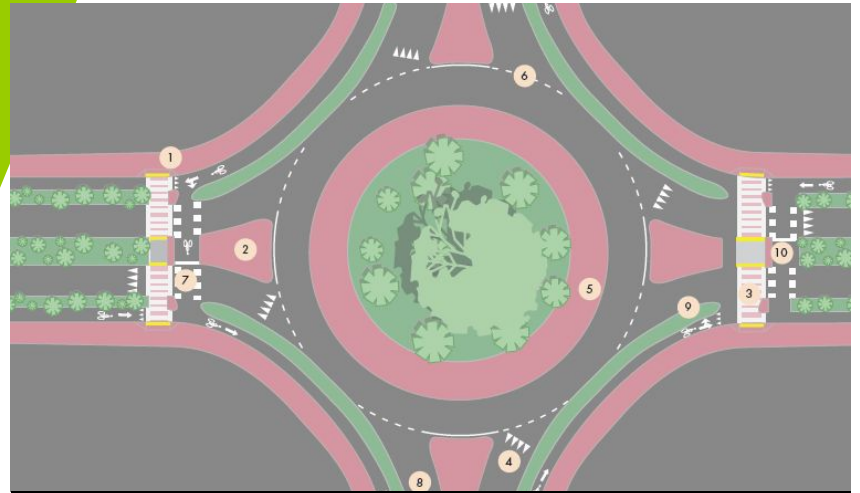
Temporary Raised Crosswalk/Intersection

03

Phase Three - Long Term




Permanent Raised intersections



Permanent Traffic Circle

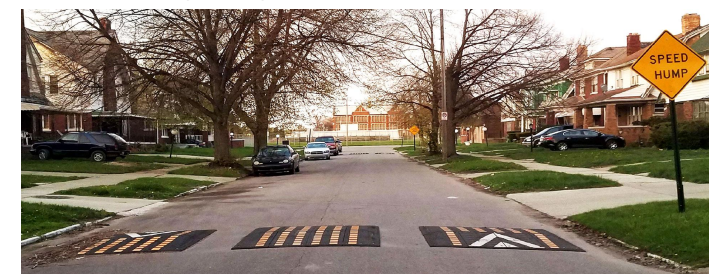
Immediate Implementation Locations



 Roadway Maintenance



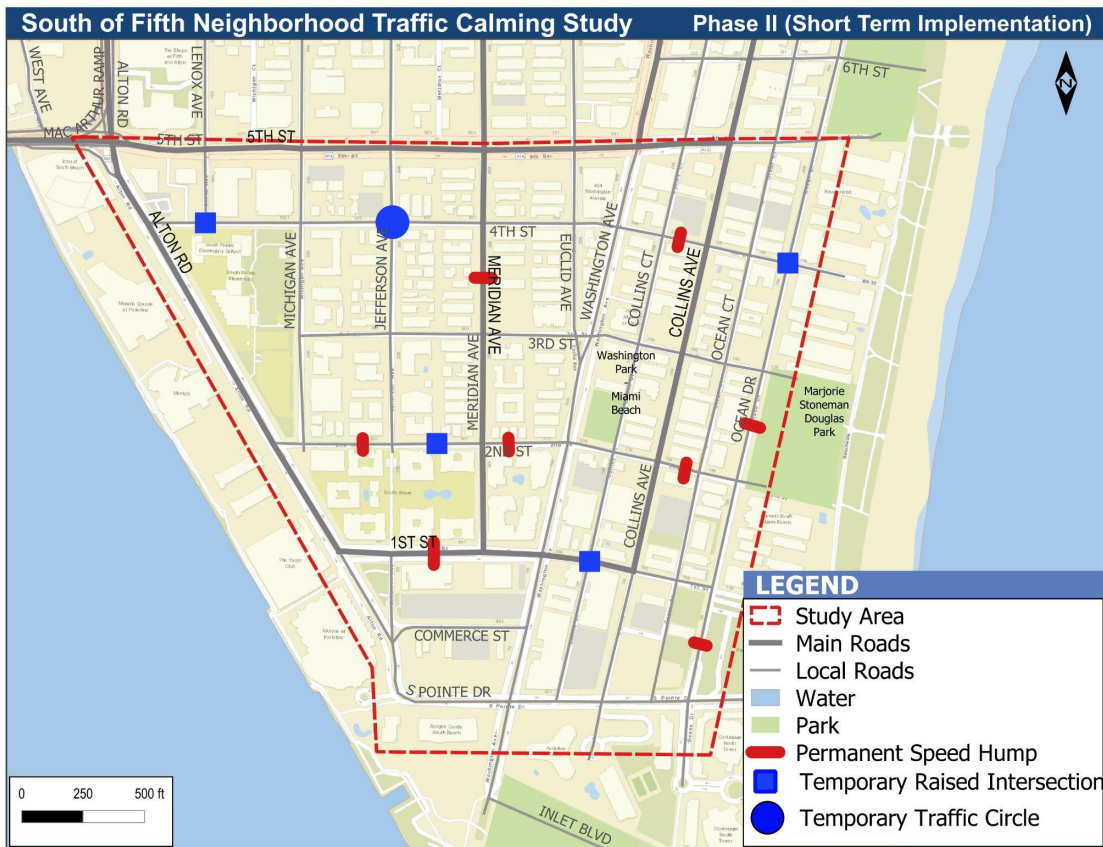
 Signage Improvement




 Temporary Speed Humps

MIAMIBEACH

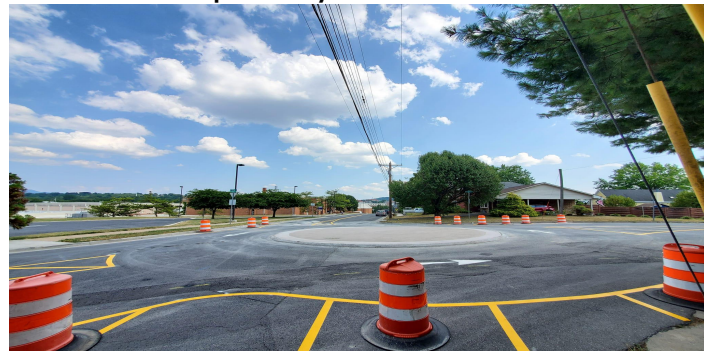
Short Term Implementation Locations



 Pavement Speed Hump



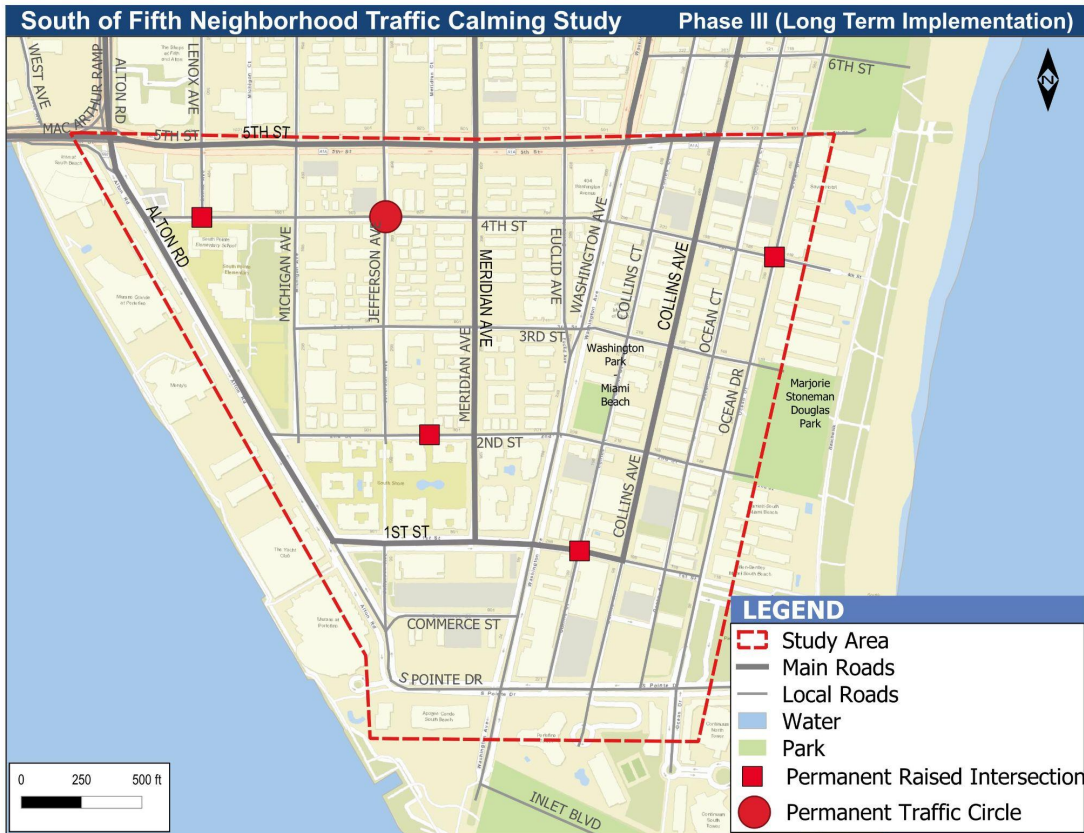
 Temporary Raised Intersection



 Temporary Traffic Circle

MIAMI BEACH

Long Term Implementation Locations



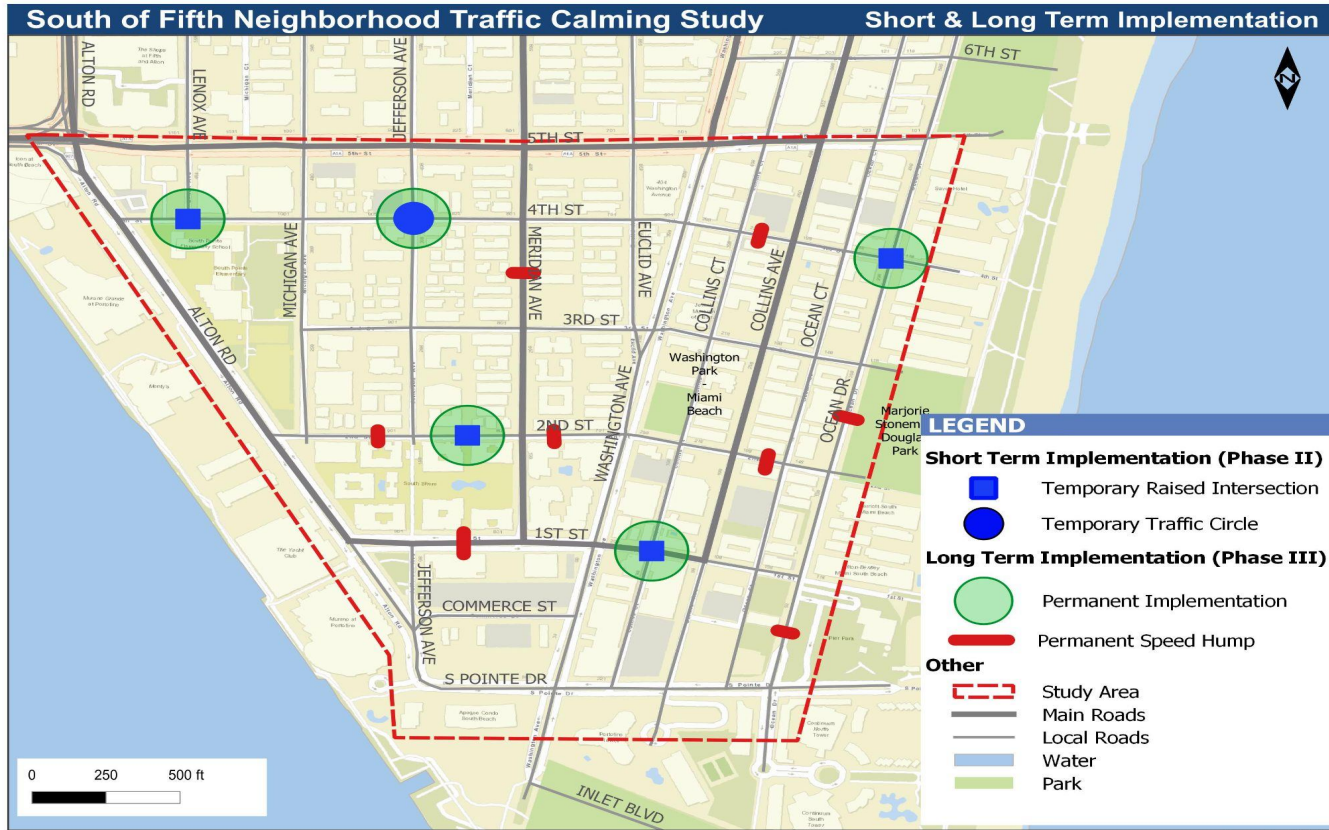
■ Permanent Raised Intersection




● Permanent Traffic Circle

MIAMI BEACH


Master Plan



Segments for Further Consideration



3rd Street - 2.0 Points

- A speed table should be considered as traffic will be diverted to this roadway based on recommendations provided
-  **@Jefferson Ave (All way stop)** Does not meet the volume warrants



Euclid Ave & 4th Street (All way stop)

- County is moving forward with a study once school starts (August)



Michigan Avenue - 1.5 points

- Have multiple crosswalks
- Are eligible for raised crosswalks, propose a raised intersection at 3rd Street



1st Street Ped Crossing at Alton Rd, Ocean Ave, Washington Ave & Collins Ave

- Implement Raised Crosswalks (Check with county)
- In coordination with 1st St and South Pointe Dr. Storm Water Project
- Consider to raise bulb-out at West leg of Washington Ave/1st St

Other Recommendations

Alton Road



South Pointe Dr.



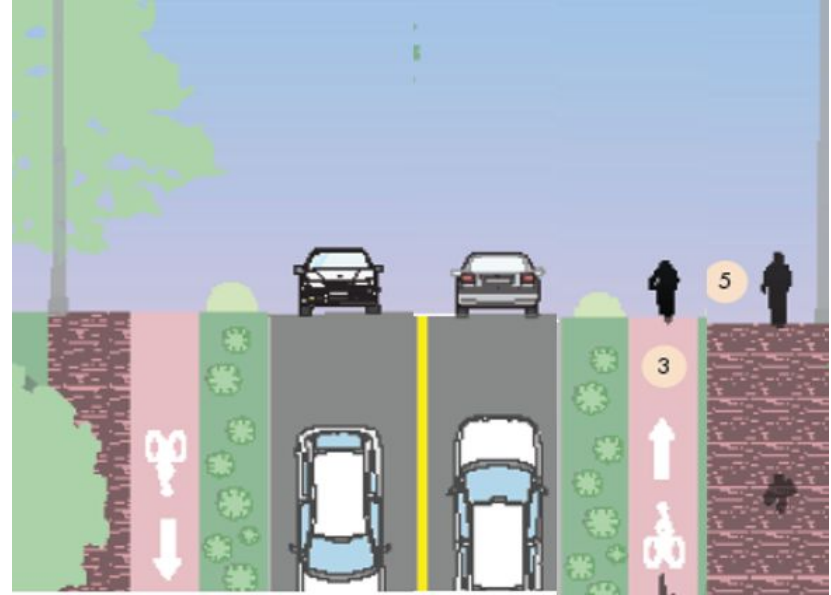
MIAMIBEACH

Temporary Lane Repurposing (Pending Review)

Temporary buffer with Two-way bike lane



Reduced Lanes with buffer & Bike Lane



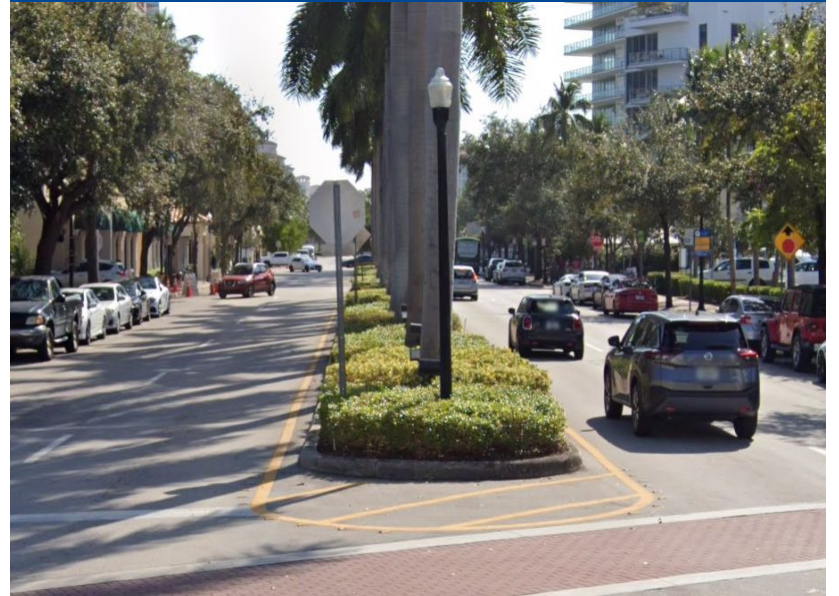
MIAMIBEACH

Other Opportunities More Raised Intersections

Collins Ave



Washington Ave



Next Steps

- Public input today
- Conceptual Design
- Cost Estimates
- Community Outreach
 - City Commission
 - Final concepts meeting
 - City Commission
- Final Traffic Calming Plan

MIAMIBEACH



Open Discussion

MIAMIBEACH



THANK YOU

Q&A

Contact info:

Dani Fawaz – DaniFawaz@miamibeachfl.gov

MARLIN

www.marlinengineering.com