

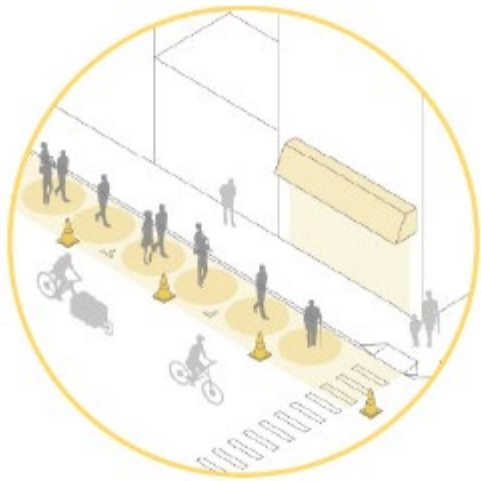


STREETPLANS
MIAMI NEW YORK

MIAMI BEACH

Expansion of Slow Streets 2.0 in Middle Beach

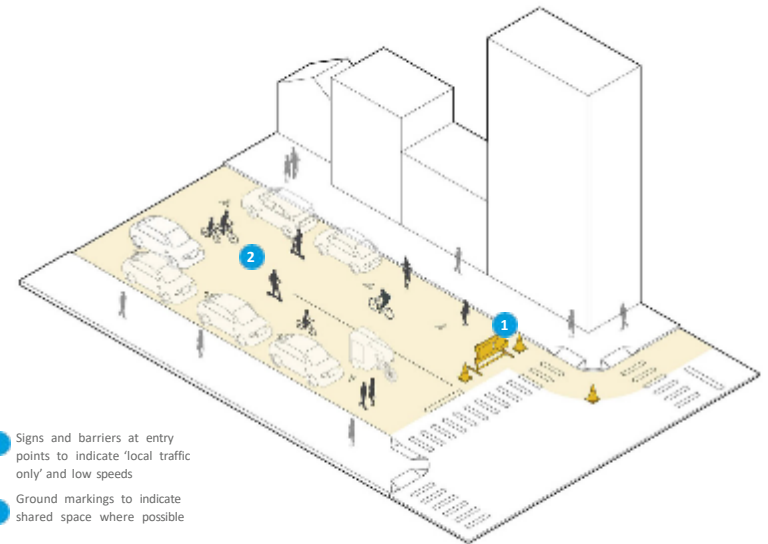
Moving From Temporary to Permanent



Streets for Pandemic Response & Recovery



SLOW STREETS



- 1 Signs and barriers at entry points to indicate 'local traffic only' and low speeds
- 2 Ground markings to indicate shared space where possible

Reduce traffic volume and speed to a minimum so that people can walk, bike, and run safely.

CONTEXT

- Streets with low vehicle volume and low to moderate speeds, where vehicle volumes have dropped, or serve redundant through-traffic role during COVID disruptions.

KEY STEPS

- Install temporary traffic barriers and "Local Traffic Only", Slow/Shared, or branded signs (e.g. "Stay Healthy Streets") at main vehicle entry points.
- For neighborhoods, establish a grid of entry points into the local street network where barricades should be installed.
- Identify stewards to take care of and monitor barricades.
- Allow local access, deliveries, and emergency vehicles.

TIMELINE: One week.

DURATION: Days to months.



Credit: European Cyclist's Federation

Brussels, Belgium

Brussels created a 20 km/h (12 mph) zone in the downtown core, allowing pedestrians to walk more safely in the roadbed.



Slow Streets Is Temporary Traffic Calming

DEMONSTRATION



1day - 1month
\$

PILOT



1month - 1year
\$\$

INTERIM DESIGN



1year - 5 years
\$\$\$

PERMANANT



5 years - 50 years
\$\$\$\$

Slow Streets = low cost, temporary traffic calming

Traffic Calming

What are we trying to accomplish?

To create **low-stress** streets for walking and biking through low-cost traffic calming and street design.

How do we do that?

ROUTE PLANNING



**Signal transition into
safe streets zone**

VOLUME MANAGEMENT



**Reduce cut-through
traffic**

SPEED MANAGEMENT



**Bring car speeds closer
to bike speeds**

Slow Streets 2.0 Toolkit



SIGNAGE & MARKINGS



DIVERTERS



CURB EXTENSIONS



MEDIANS + CHICANES



CIRCLES + SPEED HUMPS



PINCH POINTS

Existing Traffic Calming

Major Areas of Focus

- Augment upcoming / recent traffic calming efforts
- Where are there still gaps in the traffic calming network?
- Focus on Nautilus, Bayshore, Orchard Park
 - Nautilus was completed early this year (2 traffic circles and some speed tables).
 - Bayshore is in balloting.
 - Orchard Park is a future project
- La Gorce already has permanent projects ongoing
- Avoid State Roads



Mid-Beach Slow Streets

- Slow Streets elements
 - Intersections / Curb extensions
 - Mid-block islands / mini-circles
 - Speed humps +Diverters
 - Pavement markings /signage throughout
- Analysis will look at locations not implemented as part of existing traffic calming efforts.
- Next Steps:
 - Initiate Mid-Beach Slow Streets Study (12 mo)
 - Identify Permit Process with County DTPW
- **Design: FY 2022/23 - \$250,000***
- **Construction: FY2023/24 - \$1,750,000***

*Preliminary cost estimate



Potential locations for further study

Project Process - approx. 12 Months



WINTER 2022/23

- Consultant procurement
- Initial Outreach
- Initial Conceptual Design
- Initial County review



SPRING 2023

- Ongoing Outreach
- Design Development
- Ongoing County review



SUMMER / FALL 2023

- Material procurement
- Implementation

DESIGN

COUNTY REVIEW + PERMITTING

- County currently has no permit process in place for Slow Streets
- County Permitting Process likely to be longest / most complex step
- Actual execution takes 3-4 days per location

EXECUTION

THANKS!



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