


MIAMIBEACH
RISING
ABOVE

West Avenue Neighborhood Improvement Project Phase II- North of 14 Street

Monday July 10, 2023



MIAMIBEACH
RISING
ABOVE

Presented by:

Mina Samadi, P.E.

City of Miami Beach
Sr. Project Manager
Office of Capital Improvement Projects (CIP)

Sergio Williams

CES Consultants
Project Manager

Linda Bell, P.E.

Civil Work, Inc.
Sr. Transportation Engineer

Derek Northenscold

Ric-Man Construction Florida, Inc.
Project Manager

Project Overview



Regulations and Standards

List of State, County and City Regulations and Standards

- Florida Department of Transportation
- Florida Highway Safety and Motor Vehicles
- Federal Highway Administrations Manual on Uniform Traffic Control Devices
- City of Miami Beach
- Miami-Dade County

Regulations and Standards

Impactful Criteria

- Distance of parking spaces from intersections, crosswalks, and driveways
- Inclusion of required fire hydrants
- City Master planning
 - Bike lanes and pedestrian safety
 - street design guideline

Pedestrian safety near intersections, Crosswalks, and Driveways

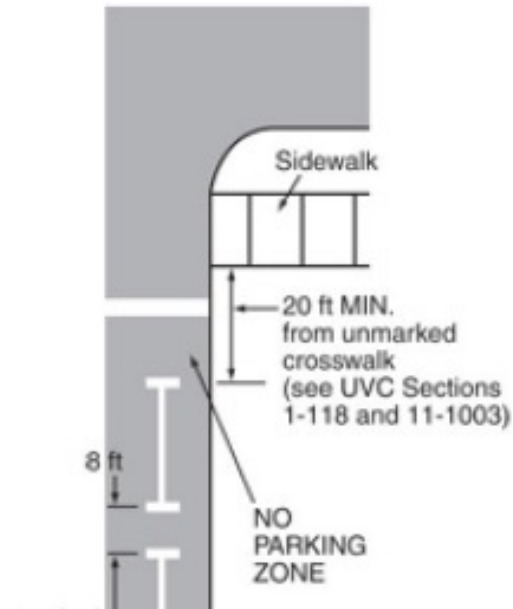
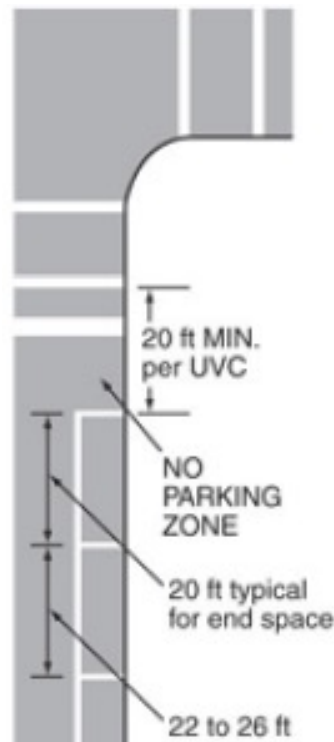
FLHSMV

Florida Statute 316.1945: Prohibits standing or parking a vehicle, whether occupied or not, except momentarily to pick up or discharge a passenger or passengers:

- In front of a public or private driveway.
- Within **20** feet of a crosswalk at an intersection.
- Within **30** feet upon the approach to any flashing signal, stop sign, or traffic control signal located at the side of a roadway.

FHWA MUTCD

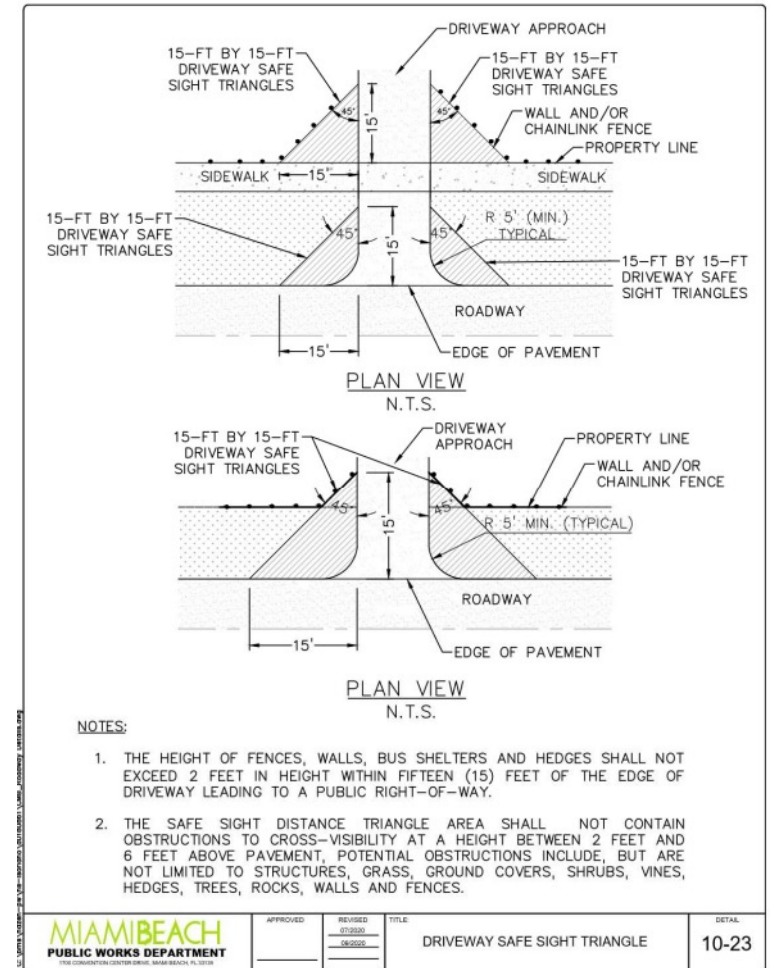
Requires that parking not be any closer than **20'** from crosswalks.



Pedestrian safety near intersections, Crosswalks, and Driveways

CMB

- A minimum of **20** feet unobstructed line of sight is typically required for stop-controlled or uncontrolled intersections.
- A minimum of **30** feet (from where and for what?) is required for an approach road to a signalized intersection.
- Sight distance triangle is **15'x15'** as measured from edge of pavement to edge of pavement. (CMB PW Detail 10-23)



Vehicle safety near intersections, Crosswalks, and Driveways

MDC

Per Miami-Dade County traffic operations manual, sight line is required 40' to the right and 70' to the left

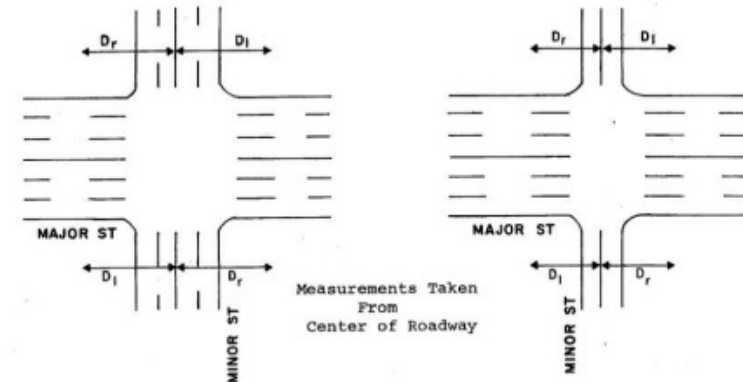
3.3. Parking Restrictions At Intersections

In order to aid in the removal of possible hazards due to sight restrictions at intersections, it becomes necessary at times to remove parking a distance from radii of that intersection.

The following table is the established criteria for parking removal at various speeds for sight distance improvement:

SPEED LIMIT (MPH)	D _l (FT)		D _r (FT)	
	MINIMUM	DESIRABLE	MINIMUM	DESIRABLE
30	35	70	20	40
35	50	95	30	50
40	70	130	40	70
45	95	160	50	85
50	125	400	70	215

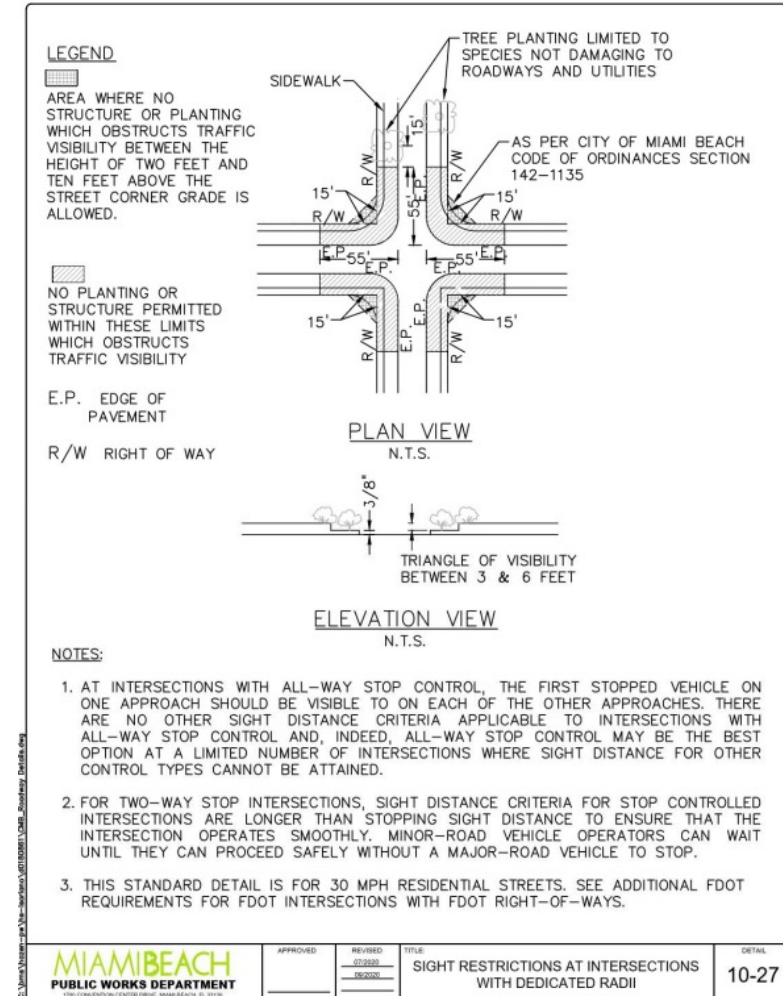
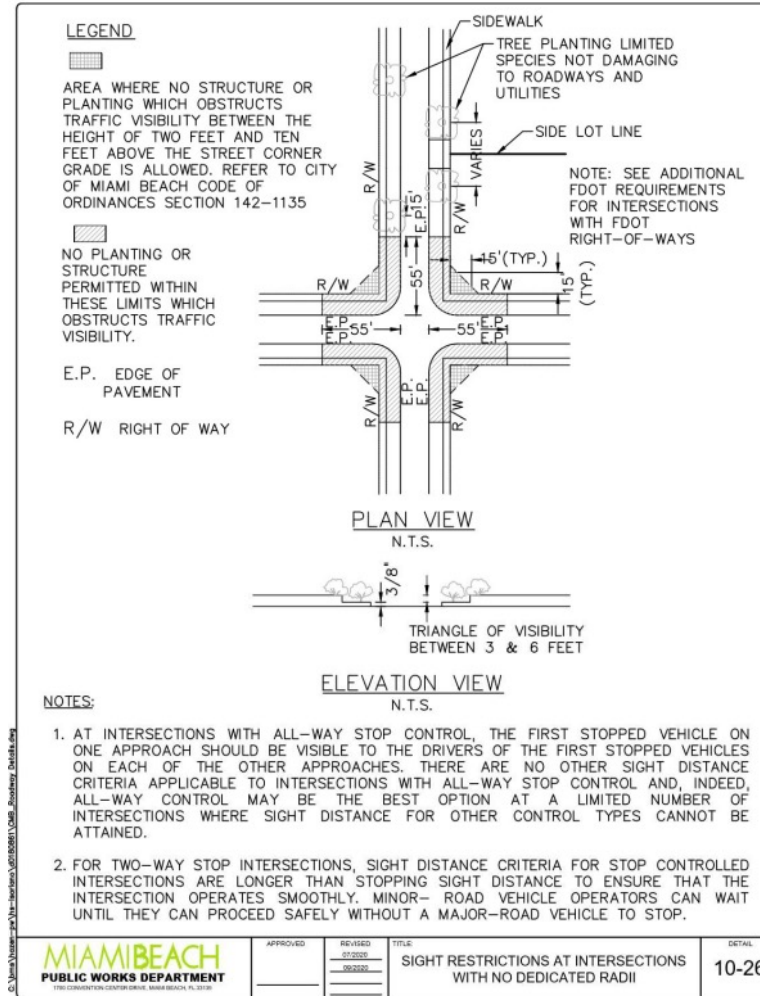
MEASUREMENTS TAKEN FROM CENTER OF ROADWAY



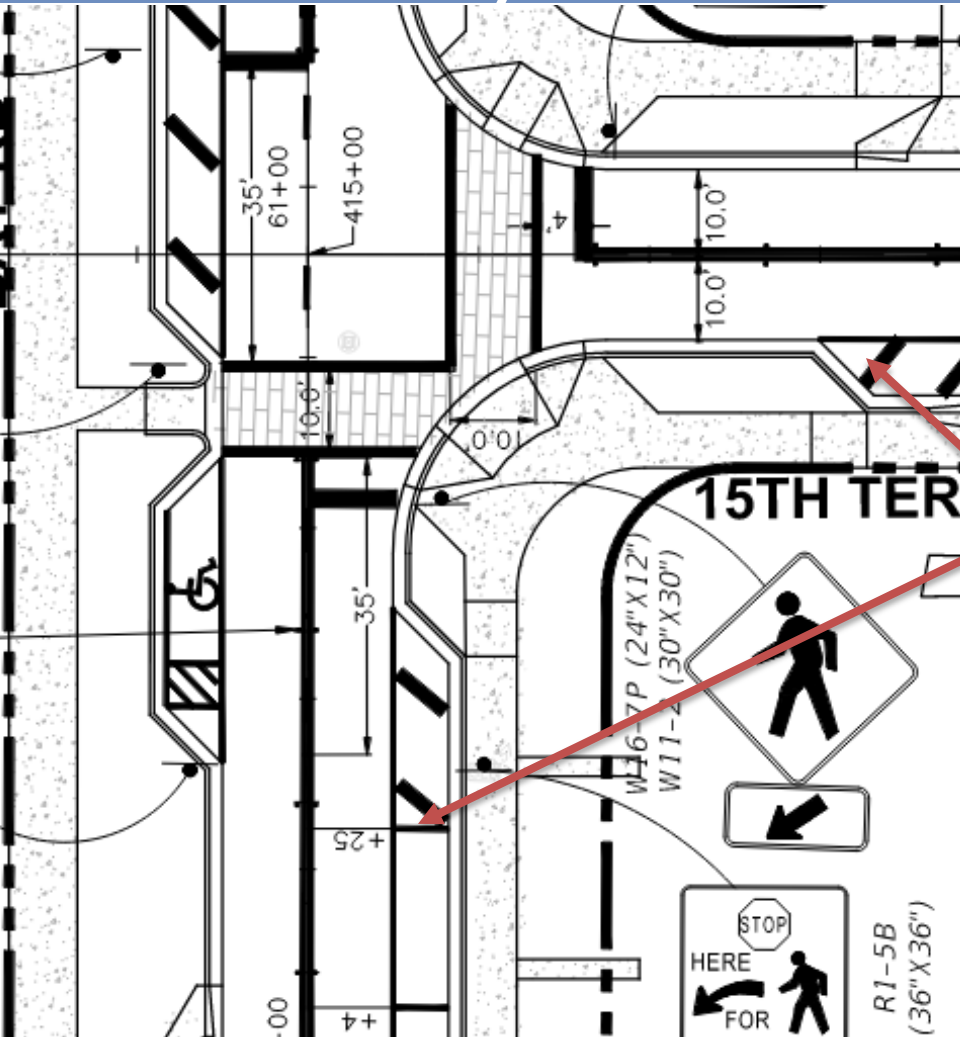
Vehicle safety near intersections, Crosswalks, and Driveways

CMB

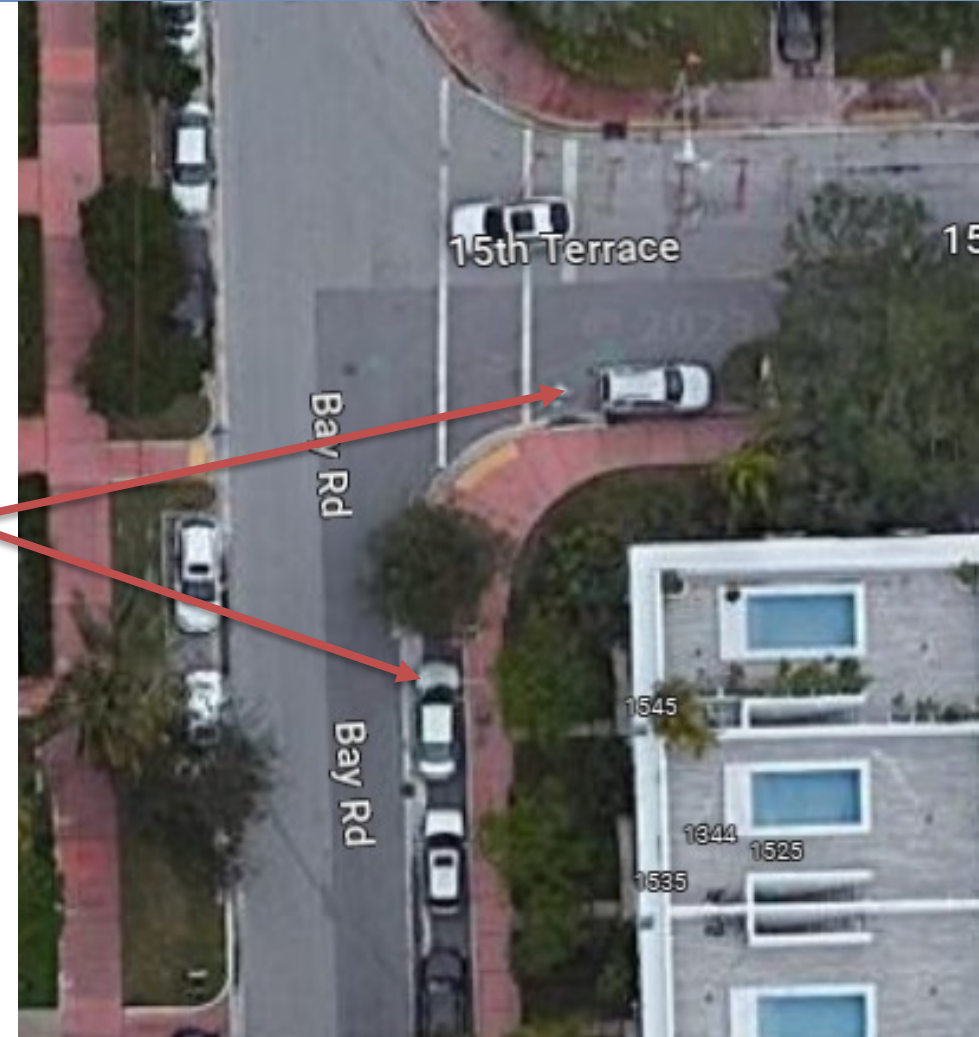
No planting or structure within **55'** of edge of pavement. (CMB PW Detail 10-26 and 10-27)



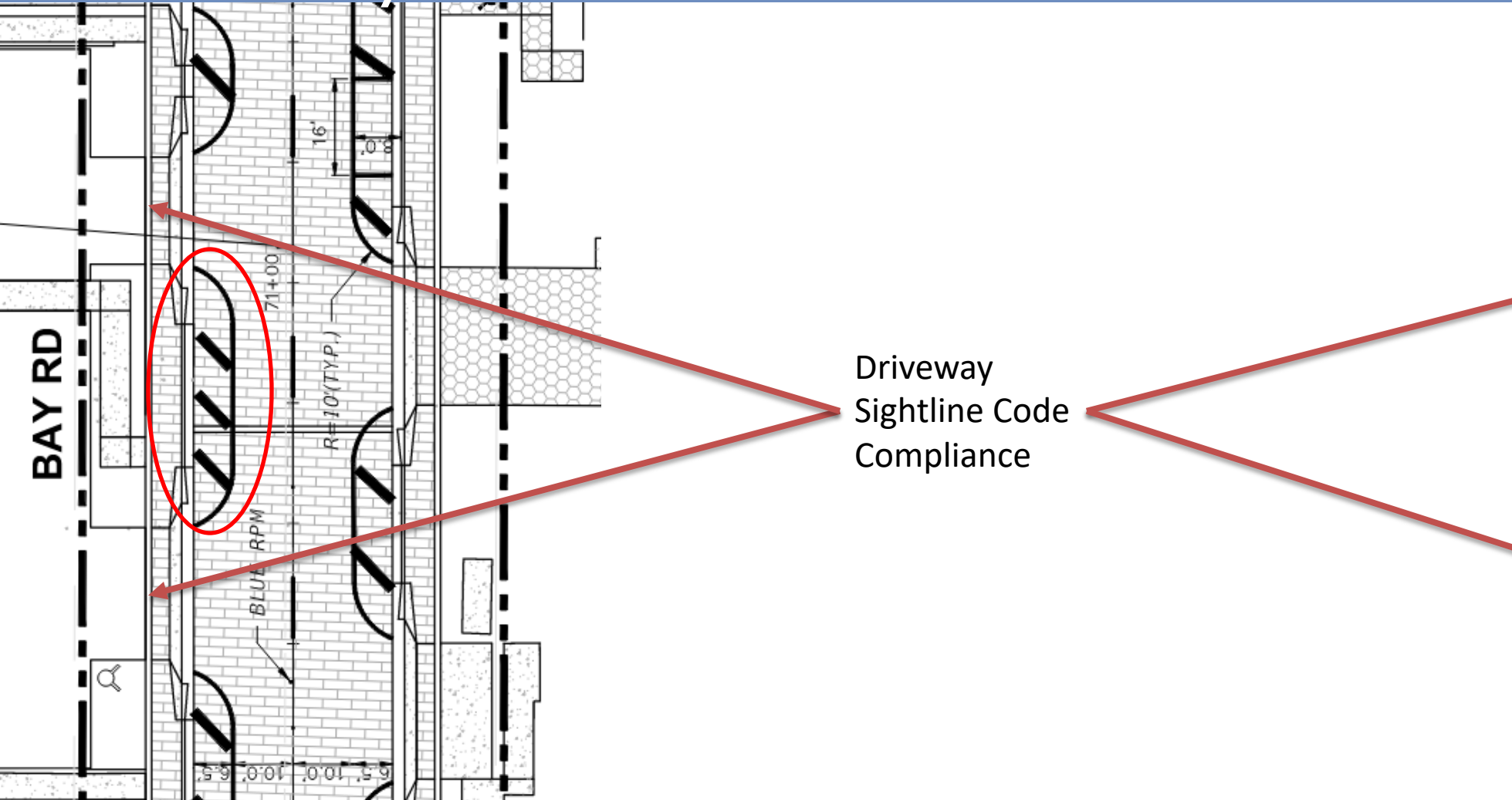
Parking Spaces near intersections, Crosswalks, and Driveways



Crosswalk/Intersection
Sightline regulation
Compliance



Parking Spaces near intersections, Crosswalks, and Driveways



Driveway
Sightline Code
Compliance



Parking Spaces near Fire Hydrants

FLHSMV

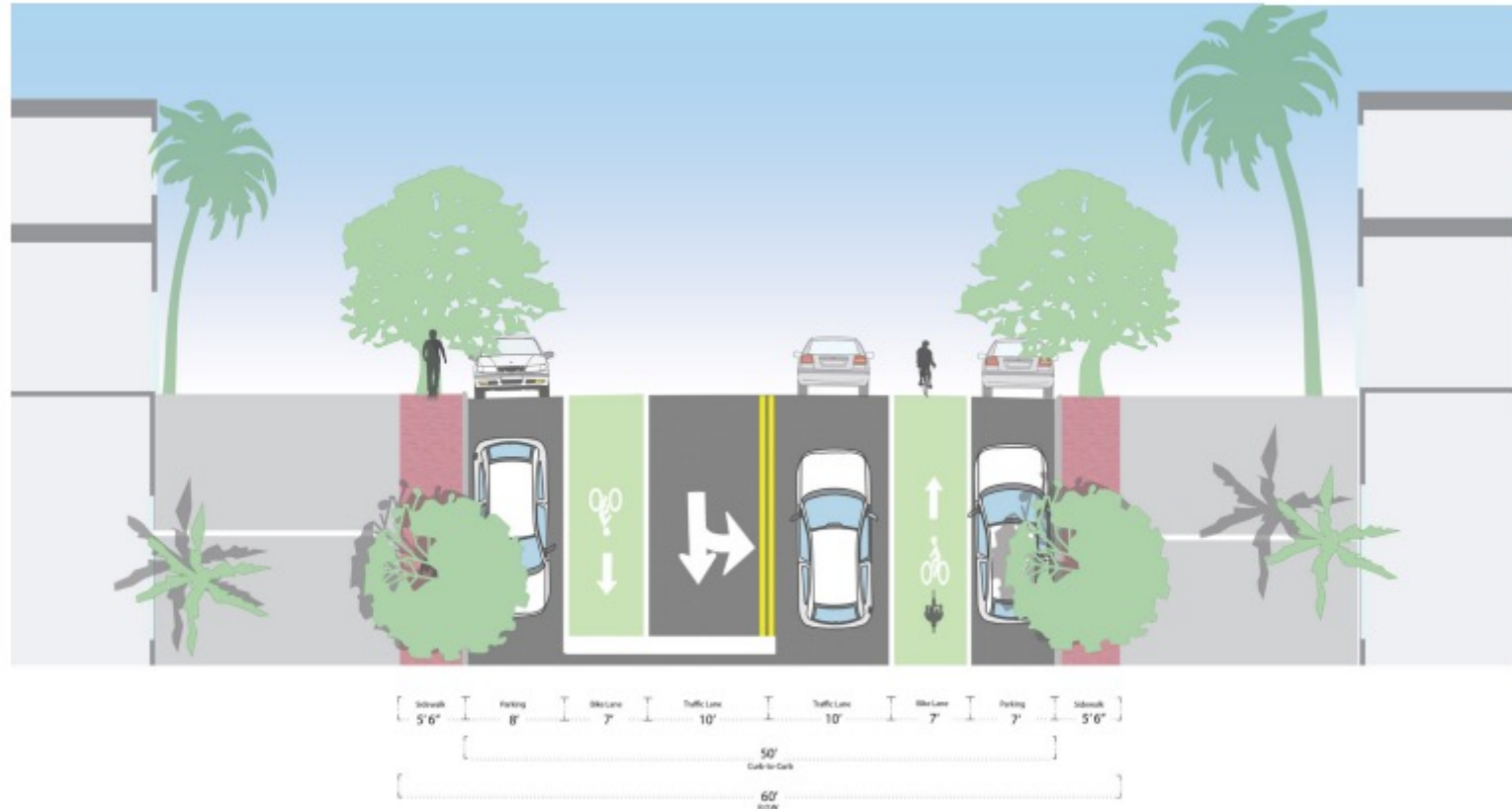
Florida Statute 316.1945: Prohibits standing or parking a vehicle, whether occupied or not, except momentarily to pick up or discharge a passenger or passengers:

- 15 feet on either side of a fire hydrant.

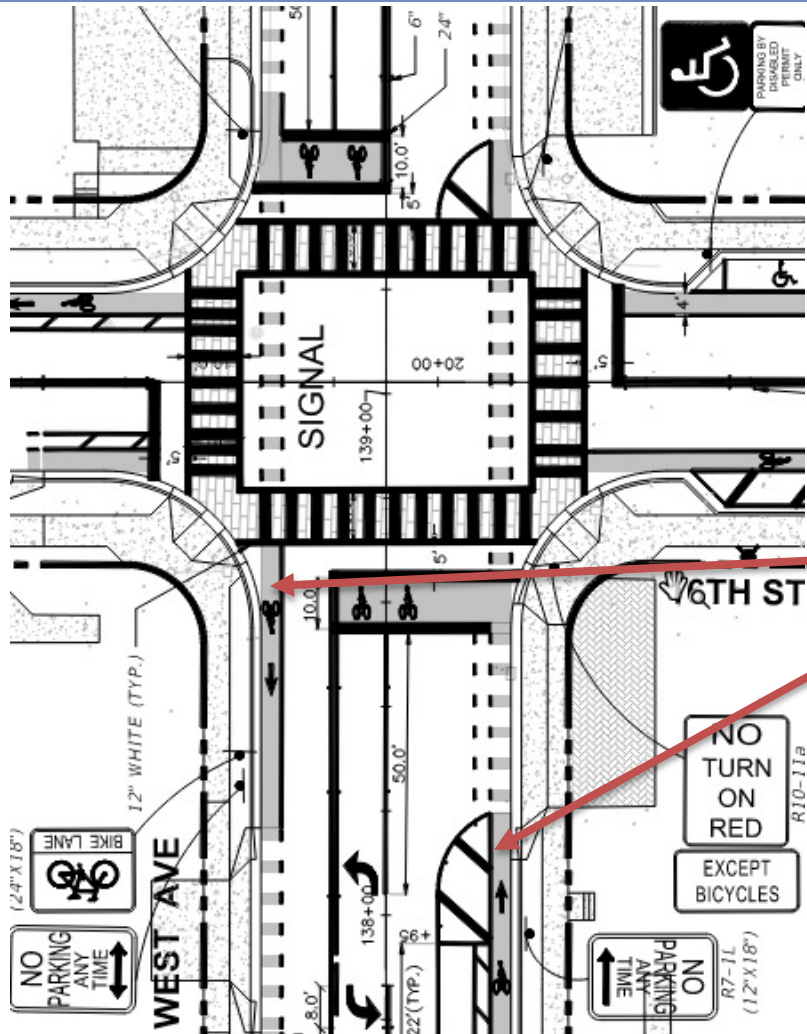
Bike Lanes

Bike Lanes

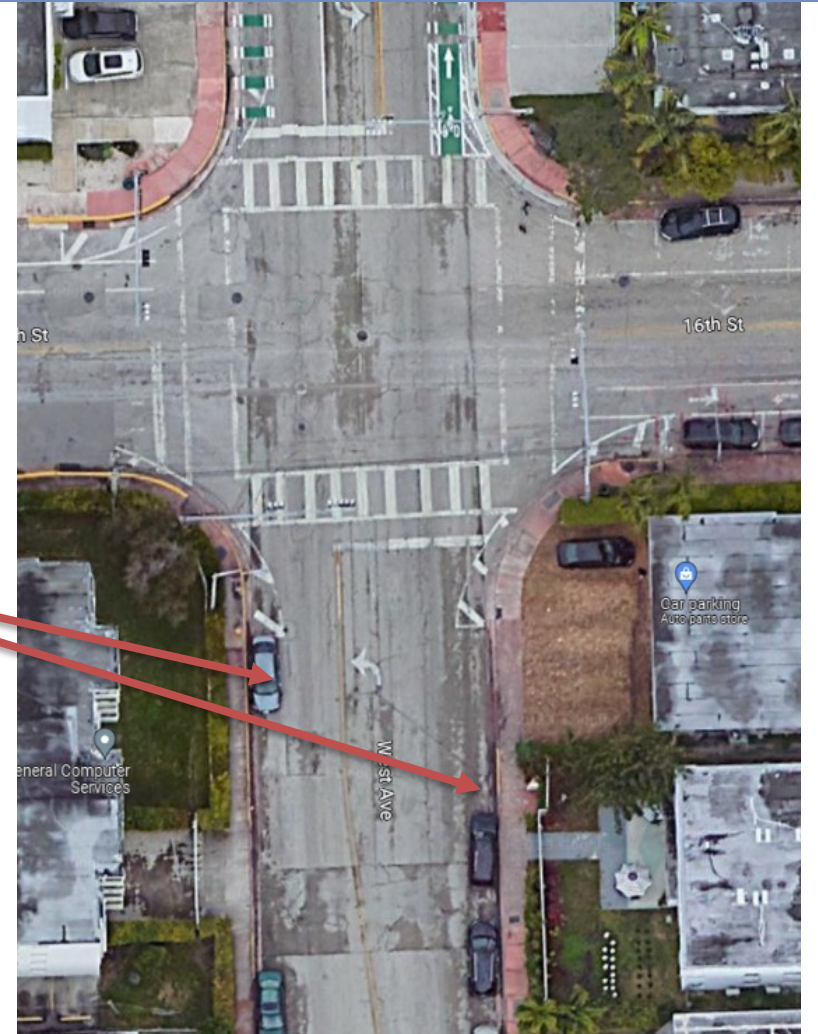
- Bike lanes were added on West Ave. south of 16th street per City of Miami Beach Bicycle and Pedestrian Master Plan prepared by Street Plans Collaborative 2015.
- Bike lanes limit the space available for parking spaces



Bike Lanes



Addition of
Bike Lanes



Pedestrian Safety – Street Design Guideline

Split ped ramps

Pedestrian ramps separated at intersections increases the size of the intersection and reduces parking spaces

PEDESTRIAN PRIORITY ZONES (PPZ)

Pedestrian Priority Zones are those locations in the city where a district-wide approach to pedestrian safety is desired, both because of existing and future demand. Although a complete Pedestrian Priority Zone is made up of a variety of elements, PPZs are defined as a continuum of approaches ranging from a complete sidewalk network in residential neighborhoods to robust intersections that enhance the safety of pedestrian crossings.

Those areas in Miami Beach where the combined pedestrian and transit mode share is higher than 40% shall be considered Pedestrian Priority Zones, and follow the following more stringent requirements to facilitate safe pedestrian street and intersection design.

- Provide continuous, unobstructed sidewalks with a clear width of 6 feet minimum (1)
- Curbs aligned with ramps and sidewalks. (2)
- All intersections have visible crosswalks of 10 feet in width.
- Longer crossing signals times in consideration of elderly and handicap users. The average estimated crossing time for the elderly men being 3ft per second, and elderly women 2.5 feet per second.
- Travel lanes have a reduced width of 10 feet. (3)
- Provide curb extensions (bulb-outs) at intersections on all arterials.
- Provide crossings at intervals not to exceed 350'
- Provide regularly spaced, pedestrian scale lighting.
- Require Shade trees on all sidewalks. (4)
- Provide shade structures on sidewalk and in building frontage.
- Prohibit right turns on red. Provide green signal turn.
- Provide exclusive pedestrian phase at intersections where the volume of pedestrian crossings is greater than X pedestrians per minute.
- Limit speed limits to 25 mph max, preferably 20mph; ensure consistent design speed for streets. (5)

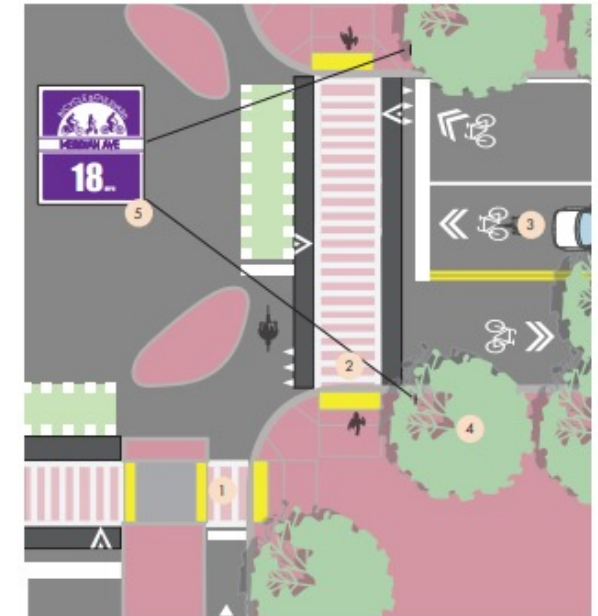


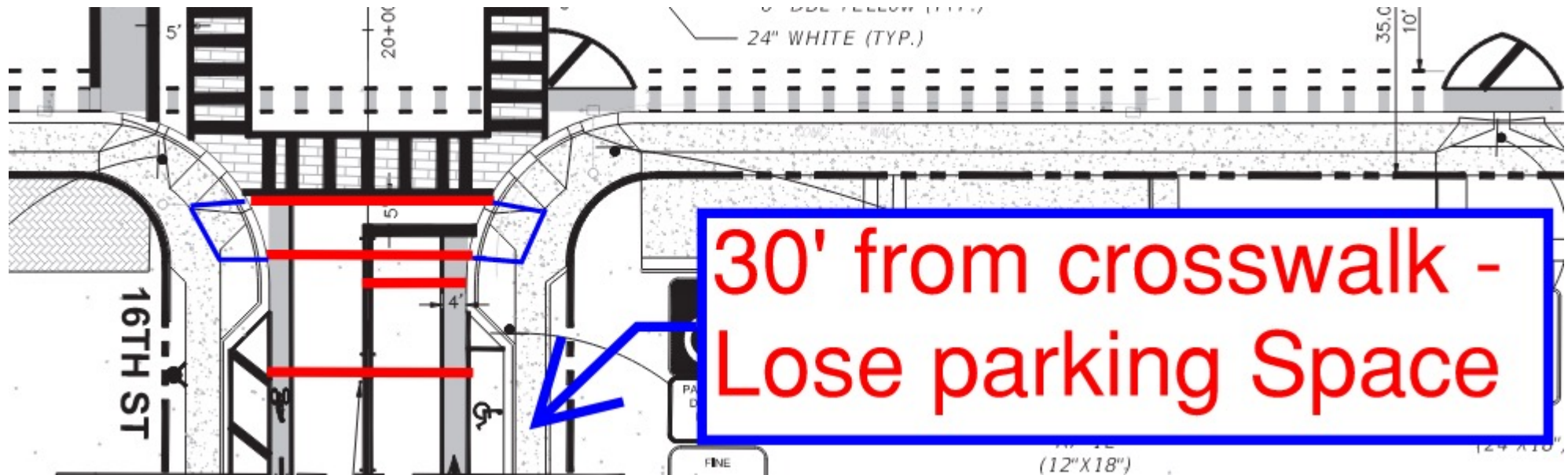
Fig. 1.5 Example of elements of a pedestrian priority zone.

DESIRE LINES/ DESIRE PATH

Pedestrians and bicyclists will always find ways that increase efficiency of travel. Desire lines are those unprescribed paths taken by users of the public realm. These paths shall be analyzed and implemented where possible in order to enrich the pedestrian experience through observation of users.

Pedestrian Safety – Street Design Guideline

Split ped ramps



Questions/Comments

