Traffic Calming for Pedestrians
Miami Dade College Wolfson Campus
Project Overview
Study Purpose

- Develop recommendations for traffic calming measures
  - Reduce negative impacts of motor vehicle use on pedestrians
  - Improve pedestrian connections and safety at key locations at the campus
Study Area & Focus Areas

LEGEND:
- Study Area
- Non-Study Area
- Focus Area
- MDC Wolfson Building Number
Literature Review

- Research pedestrian and traffic calming issues and recommended treatments
  - At colleges/universities
  - In Downtown areas
- Most prevalent issues:
  - Pedestrian safety
  - Non-compliance by peds at existing crosswalks or signals
Literature Review

- Most common recommendations:
  - Crosswalk enhancements
  - New/improved signals
  - Enhanced signage
  - Curb extensions
  - Pedestrian refuge islands
Tiered Recommendations

- Intended to give the College options

- Tier 1: Lowest Cost & Easiest Implementation
- Tier 2: Fewer Ped Safety and Operational Enhancements
- Tier 3: More Ped Safety and Operational Enhancements
- Tier 4: Highest Cost, More Complex Implementation
Recommended Treatments & Symbols

Signage & Striping

1. Pedestrian Crossing Warning Sign (W11-2, W16-7)
2. "Turning Traffic Must Yield to Pedestrians" Sign (R10-15)
3. "Walk Between Posts To Activate Flashing Crosswalk - Watch For Class II Alternating Beacon Sign"
4. "Watch Turning Vehicles" (Pavement Legend)
5. "Yield Here to Pedestrians" Sign (R1-5 or R1-5a)
6. "Use Crosswalk" Sign (R9-36a)
7. "Pedestrian in Crosswalk" lighted sign – fed to automatic detectors in beacons

LEGEND:
- Improvements from previous tier (or existing conditions)
- Lanes for "Through Traffic"
- Roundabout
- Slow Curve
- Accelerate Yield Sign
- Accelerate Stop Line
- Crosswalk
- Crosswalk Warning
- Minimum with Dedicated Pedestrian Signal
- Minimum with Overhead Pedestrian Warning Sign & Flashing Warning
- Pedestrian Bridge
- "Pedestrian Crossing Warning" Intersection
- Pedestrian "Crosswalk" Warning - Pedestrian Warning
- Pedestrian "Crosswalk" Warning - Pedestrian Crossing & Warning
- Unsupervised Crosswalk Sign
- Unsupervised Crosswalk Sign - Unsupervised Crosswalk Sign
- Unsupervised Crosswalk Sign - Unsupervised Crosswalk Sign
- Unsupervised Crosswalk Sign - Unsupervised Crosswalk Sign
- Unsupervised Crosswalk Sign - Unsupervised Crosswalk Sign

HDR
Focus Area A Issues:

- Heavy ped volume midblock (500-600 per hour during peak hours)
- Significant truck traffic
- 5th Street is primary route into Port
- Potential for multiple threat crashes with 3-lane roadway section
NE 5th Street at Wolfson Garage

- Advance Yield Line
- “Yield Here to Pedestrians” Signs
- Pedestrian Crossing Warning Sign

$900 - $1,400
NE 5th Street at Wolfson Garage

Tier 1 Improvements

- Overhead Sign with Flashing Beacons
- Bollards with Automatic Detection
- "Walk Between Posts to Activate Flashing Crosswalk" Signs for Peds

$17,100 - $51,700
**NE 5th Street at Wolfson Garage**

- **$50,000 - $75,000**
- Exclusive Pedestrian Signal
NE 5th Street at Wolfson Garage

$500,000 - $3,000,000

Pedestrian Bridge
NE 5th Street/NE 2nd Avenue

Focus Area B Issues:

- Significant ped activity (450 per hour in west crosswalk during peak hours)
- Vehicle view of pedestrians can be obstructed by Metromover column
- 3 ped crashes (1996-2003), with 1 fatality
- Lighting is very poor
NE 5th Street/NE 2nd Avenue

$16,500 - $25,000

“Watch Turning Vehicles” Pavement Legend for Peds

“Turning Traffic Must Yield To Peds” Sign

Ped-Oriented Street Lighting
NE 5th Street/NE 2nd Avenue

Tier 1 Improvements
Countdown Ped Signal Indicators
Curb Extension (SE Corner)
“Pedestrian in Crosswalk” Internally Illuminated “Smart Sign”
Bollards with Automatic Detection

$31,500 - $71,400
NE 2\textsuperscript{nd} Avenue/NE 4\textsuperscript{th} Street

Focus Area C Issues:

- Very heavy ped traffic (650–1,000 cross 2\textsuperscript{nd} Avenue per hour during peak hours)
- Conflicts between WB left turning vehicles & peds crossing in southern crosswalk
- Low volume of vehicles using 4\textsuperscript{th} Street
Curb Extensions (NE/SE Corners, W side)
Zebra Crosswalk Striping

$16,500 - $63,000
NE 2nd Avenue/NE 4th Street

Tier 1 Improvements
Countdown Ped Signal Indicators
Leading Pedestrian Signal Interval

$20,500 - $70,300
NE 2nd Avenue/NE 4th Street

$1,467,000 - $1,669,000

Pedestrian Promenade Extension
Textured Pavement (2nd Ave/4th St intersection)
Countdown Ped Signal Indicators
Wolfson Campus Gateway Feature
Focus Area D Issues:

- Heavy pedestrian activity crossing 3rd Street midblock (300 per hour during peak hour)
- Wolfson Building 1 steps are angled - peds tend to cross 3rd Street at this same angle
NE 3rd Street

Advance Yield Line
“Yield Here to Pedestrians” Signs
Landscape Planter at Building 1 Steps
Pedestrian Railing on Building 1 Steps
“Use Crosswalk” Signs for Peds

$4,600 - $13,100
NE 3rd Street

Tier 1 Improvements

- Shift MDC Parking Lot Driveway to the West
- Shift Crosswalk (South Curb Ramp & Zebra Striping)
- Ped-Oriented Lighting on Walkway E. of MDC Parking Lot

$19,900 - $36,600
NE 3rd Street

Tier 2 Improvements
Raised Crosswalk

$29,900 - $56,600
NE 1st Avenue

Focus Area E Issues:

- Heavy pedestrian activity crossing 1st Avenue midblock (400 per hour during peak hour)
- Midblock pedestrian crossings occur over the whole block (between 2nd & 3rd Streets), not at 1 location
- Many peds cut-through the MDC Parking Lot
Pedestrian Railing on East Sidewalk along 1st Ave

$6,250 - $8,750
NE 1st Avenue

Tier 1 Improvements
Fencing & Landscaping along Borders of MDC Parking Lot
Countdown Ped Signal Indicators (at 1st Ave/2nd St & 1st Ave/3rd St)
Zebra Crosswalk Striping (1st Ave/3rd St)

$35,690 - $83,250
Funding Options

- City of Miami or Miami-Dade County CIP
- People’s Transportation Plan (from the City of Miami allocation)
- Coordination with other projects (i.e., City of Miami Streetcar)
- Coordination with new large-scale development
- TEA-21 (or its successor)
Recommended First Step

- MDC Representatives Meet with:
  - City of Miami Staff
  - Miami-Dade County Staff
- Determine how to incorporate recommended projects as a component of other projects or programs
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