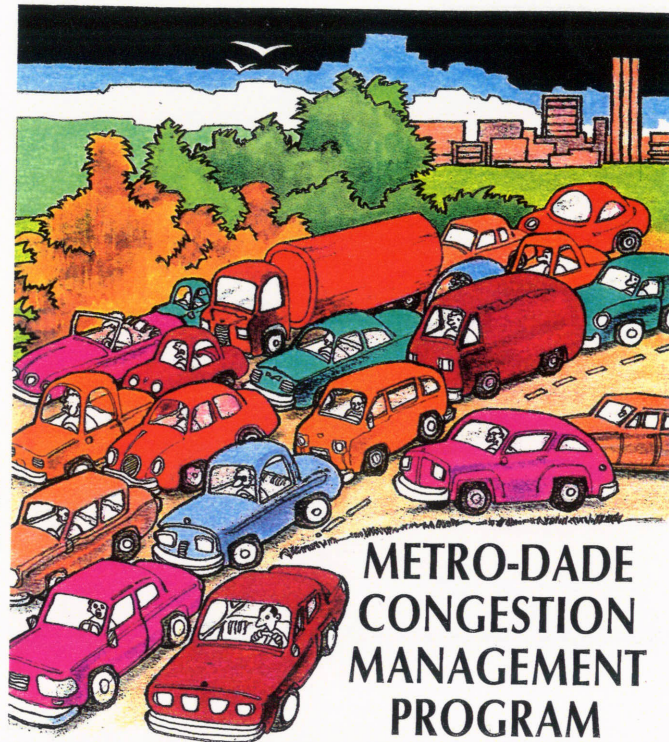

DADE COUNTY
CONTINUING DEVELOPMENT OF TMA_s

**CIVIC CENTER
PEDESTRIAN AMENITIES AND SAFETY STUDY
*EXECUTIVE SUMMARY***



Prepared by:
Barton-Aschman Associates, Inc.

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Study Objectives

To aid in the implementation of TDM Strategies in Dade County, in 1991, the Metro-Dade Metropolitan Planning Organization with the aid of Barton-Aschman Associates, Inc. developed the *Transportation Demand Management and Congestion Mitigation Study*. The purpose of this study was to investigate a wide range of TDM alternatives available to the County, and to develop the best way in which the County could implement state-of-the-art TDM techniques. This study which was adopted by the MPO governing board identified specific actions for adoption and implementation by the Metropolitan Dade County. The Plan provided a program of short-range and long-range measures to reduce the need for single occupant vehicles on Dade County's roadways. The focus of this *Civic Center Pedestrian Amenities and Safety Study* is to inventory and identify low cost measures to improve the pedestrian facilities by which the transit usage can be encouraged in the Civic Center in Dade County.

Study Location

The Dade County MPO, in cooperation with other Dade County Agencies and the Regional Commuter Assistance Program of the Florida Department of Transportation, facilitated the creation of the Civic Center Transportation Management Organization (CCTMO). The CCTMO boundaries are defined by the Dolphin Expressway to the south, N.W. 20th Street to the north, N.W. 7th Avenue to the east and N.W. 17th Avenue to the west. Within this area, there are almost 35,000 employees, the CCTMO incorporated hospitals, colleges, and judicial facilities clustered around N.W. 12th Avenue and N.W. 16th Street in the City of Miami. Because of the high levels of transit usage generated by these institutions, improvements to the pedestrian facilities should increase transit usage.

Major Pedestrian Corridors

Through an initial field reconnaissance and data collection activity, sixteen major pedestrian corridors were identified within the Civic Center Study area. They are:

- 1) Fred Cowell Mall Corridor
- 2) N.W. 17th Street Corridor
- 3) N.W. 14th Terrace/NW 11th Avenue Corridor
- 4) N.W. 18th Street/N.W. 8th Avenue/N.W. 19th Street Corridor
- 5) N.W. 15th Street (U of M Hospital and Clinics) Corridor
- 6) N.W. 15th Street (JMH Towers) Corridor
- 7) N.W. 16th Street (JMH/U of M) Corridor
- 8) N.W. 16th Street (VA Hospital) Corridor
- 9) N.W. 14th Street Corridor
- 10) N.W. 13th Avenue Corridor
- 11) N.W. 13th Court Corridor
- 12) N.W. 13th Street Corridor
- 13) N.W. 12th Street Corridor
- 14) Bob Hope Road Corridor
- 15) N.W. 20th Street Corridor
- 16) N.W. 12th Avenue Corridor

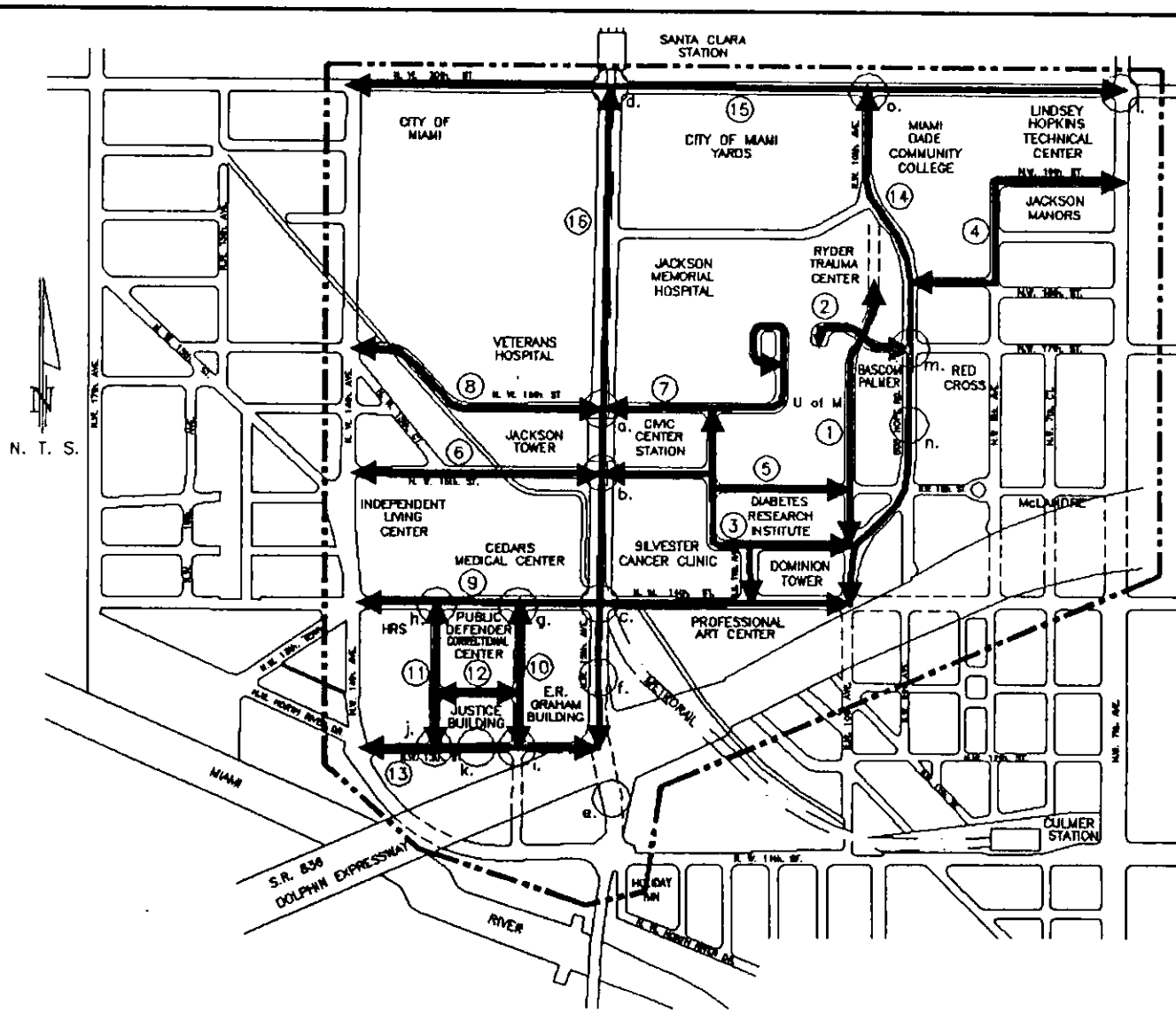
Recommendations

a. Low Cost Short Term Improvements

Each of these sixteen pedestrian corridors were further evaluated in the field and pedestrian counts were taken at strategic locations to identify deficiencies that could be improved to encourage pedestrian usage. The deficiencies ranged from improper pavement markings to inadequate street lighting and lack of sidewalk space. The majority of the improvements could be implemented by local maintaining agencies. In addition to a detail corridor by corridor evaluation of deficiencies and possible solutions, a list of the deficiencies was prepared identifying the local agency responsible for correcting the deficiency and where the deficiency exists.

Example: N.W. 16th Street (JMH/U of M) Corridor

This is a major pedestrian corridor in the Civic Center area. The existing pedestrian amenities, such as covered walkways, benches, and open walkways, are conducive to pedestrian circulation. There are a few deficiencies. In order of importance and ease of implementation, they are:



PEDESTRIAN CORRIDORS

- ① FRED COWEL MALL
- ② NW 17th ST. (LOUIS McCULLER WAY)
- ③ NW 14th TER./NW 11th AVE.
- ④ NW 18th ST./NW 8th AVE./NW 19th ST.
- ⑤ NW 15th ST. (U.M. HOSPITAL AND CLINICS)
- ⑥ NW 15th ST. (JACKSON MEDICAL TOWER)
- ⑦ NW 16th ST. (U.M./J.M.H.)
- ⑧ NW 16th ST. (VETERANS HOSPITAL)
- ⑨ NW 14th ST.
- ⑩ NW 13th AVE.
- ⑪ NW 13th CT.
- ⑫ NW 13th ST.
- ⑬ NW 12th ST.
- ⑭ BOB HOPE RD.
- ⑮ NW 20th ST.
- ⑯ NW 12th AVE.

PEDESTRIAN COUNT LOCATIONS

- a. NW 12th AVE. ● NW 16th ST.
- b. NW 12th AVE. ● NW 15th ST.
- c. NW 12th AVE. ● NW 14th ST.
- d. NW 12th AVE. ● NW 20th ST.
- e. NW 12th AVE. ● S of S.R. 836
- f. NW 12th AVE. ● N of S.R. 836
- g. NW 14th ST. ● NW 13th AVE.
- h. NW 14th ST. ● NW 13th CT.
- i. NW 12th ST. ● NW 13th AVE.
- j. NW 12th ST. ● NW 13th CT.
- k. NW 12th ST. ● COURT HOUSE MAIN ENTRANCE
- l. NW 20th ST. ● NW 7th AVE.
- m. BOB HOPE RD. ● NW 17th AVE.
- n. BOB HOPE RD. ● CROSSWALK BETWEEN 15 & 17th ST.
- o. BOB HOPE RD. ● NW 20th ST.

LEGEND:

- STUDY BOUNDARY
- ① MAJOR PEDESTRIAN CORRIDOR
- a. PEDESTRIAN COUNT LOCATIONS

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 CMC CENTER PEDESTRIAN AMENITIES AND SAFETY STUDY**

**CIVIC CENTER MAJOR
 PEDESTRIAN CORRIDORS
 AND COUNT LOCATIONS**

DEFICIENCIES

1. RAMP DOES NOT MATCH CROSSWALK.
2. VEHICULAR/PEDESTRIAN CONFLICTS AT PARKING GARAGE ACCESS.
3. VEHICLES PARKED IN FRONT OF TOW-AWAY SIGN.
4. SPEED BUMPS TO SLOW VEHICLES.

NOTES

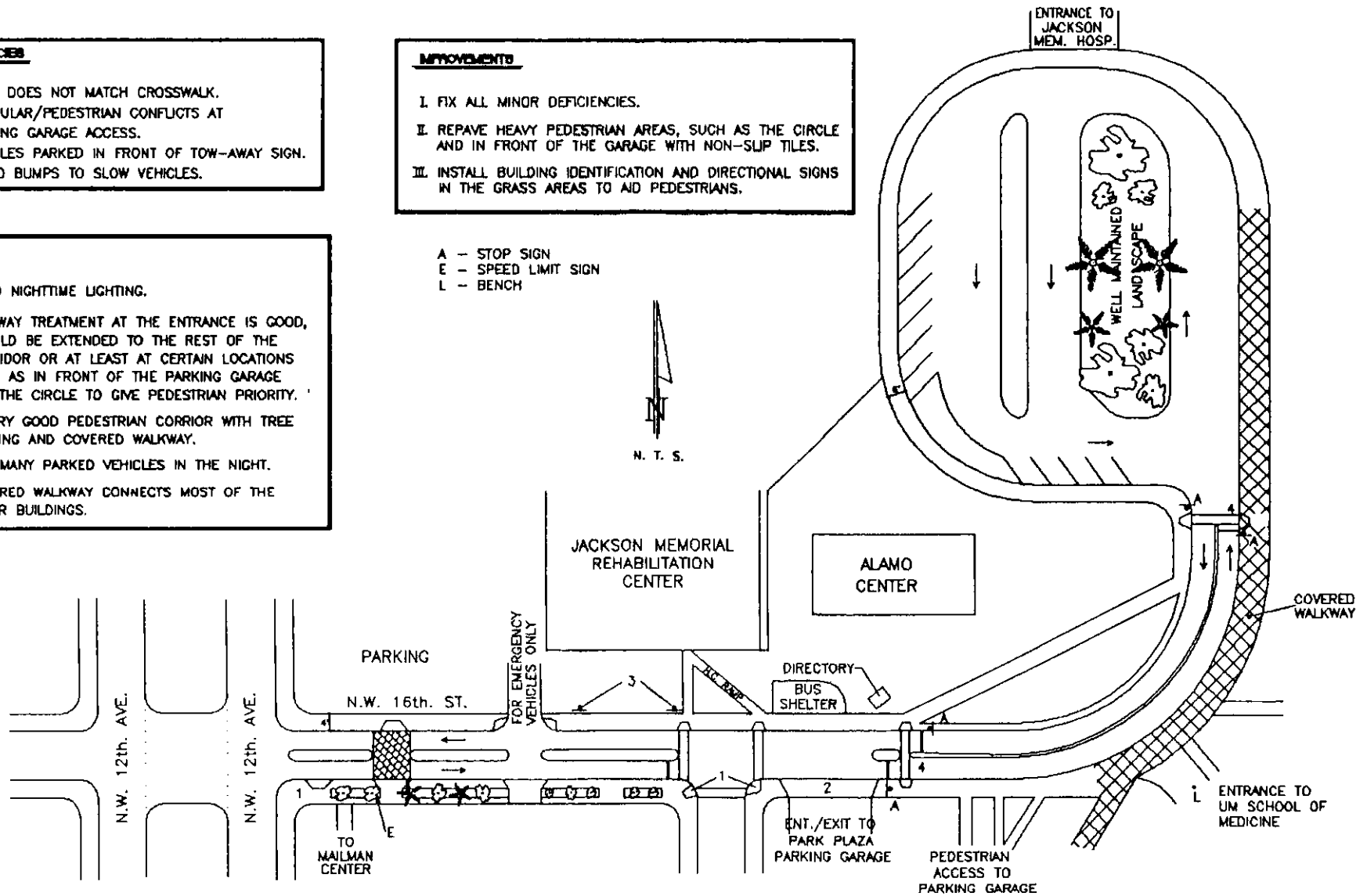
- a). GOOD NIGHTTIME LIGHTING.
- b). GATEWAY TREATMENT AT THE ENTRANCE IS GOOD, SHOULD BE EXTENDED TO THE REST OF THE CORRIDOR OR AT LEAST AT CERTAIN LOCATIONS SUCH AS IN FRONT OF THE PARKING GARAGE AND THE CIRCLE TO GIVE PEDESTRIAN PRIORITY.
- c). A VERY GOOD PEDESTRIAN CORRIDOR WITH TREE SHADING AND COVERED WALKWAY.
- d). TOO MANY PARKED VEHICLES IN THE NIGHT.
- e). COVERED WALKWAY CONNECTS MOST OF THE MAJOR BUILDINGS.

IMPROVEMENTS

- I. FIX ALL MINOR DEFICIENCIES.
- II. REPAVE HEAVY PEDESTRIAN AREAS, SUCH AS THE CIRCLE AND IN FRONT OF THE GARAGE WITH NON-SLIP TILES.
- III. INSTALL BUILDING IDENTIFICATION AND DIRECTIONAL SIGNS IN THE GRASS AREAS TO AID PEDESTRIANS.

- A - STOP SIGN
 E - SPEED LIMIT SIGN
 L - BENCH

N. T. S.



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7. NW 16th ST. (U.M. / J.M.H.)
 CORRIDOR

- (i) Pedestrian/vehicular conflict at the parking garage entrance/exit:
 - Install yield and stop signs to regulate vehicular movement.
- (ii) Vehicles parked in front of tow-away signs:
 - Enforce curb-side parking control.
- (iii) Ramp not matching the crosswalk:
 - Restripe the crosswalk.
- (iv) Speeding vehicles:
 - Currently controlled by speed bumps. An alternative would be to install pedestrian priority treatment, such as non-slip tiles at heavy pedestrian activity areas.

b. High Cost Long-Term Improvements

There are a number of high-cost, long-term improvements which should be implemented in the Civic Center Study area to make it more attractive to pedestrian usage. Following is a summary both general as well as specific improvements and the future needs for the Civic Center Study Area.

Pedestrian Amenities

- Covered walkways provide protection against inclement weather. From the limited data collected, following is a list of corridors identified as candidate for covered walkways:
 - a. N.W. 12th Avenue corridors (east and west sides) from N.W. 16th Street to N.W. 14th Street
 - b. N.W. 16th Street corridors (east and west) on the north side
 - c. Pedestrian corridors around the judicial facilities.

Priorities for covering these walkways should be based on actual pedestrian counts.

DEFICIENCY LIST BY ATTRIBUTES, CORRIDORS AND RESPONSIBLE ENTITY

Attribute	Deficiency	PEDESTRIAN CORRIDOR NO. & RESPONSIBLE ENTITY															
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
		TMO	CITY	TMO	CITY	TMO	CITY	TMO	CTY	CTY	CITY	CITY	CITY	CTY	CTY	CTY	FDOT
Safety	• Vehicle/Pedestrian Conflict		X			X	X	X	X		X						X
	• Inadequate Sight Distance						X										
	• Wide open driveways														X		
	• Poles hit by vehicles															X	
Security	• Inadequate Lighting	X		X		X				X				X	X		
Traffic	• Disregard Traffic Signs		X					X						X			X
	• Conflicting Traffic Signs			X	X								X				
	• Improper/lack of pavement markings			X	X					X				X	X	X	
	• Abandoned driveway/ramp				X					X		X					
	• Unmaintained traffic signs				X				X	X							X
	• Drop-curb at signalized intersection																X
Transit	• Inadequate Transit stop facilities						X								X		X
	• Bus Shelter Vandalized																X
Amenities	• Ped. features not functioning/missing		X		X					X				X	X	X	
	• Fixed objects within sidewalk			X	X	X					X	X			X	X	X
	• Undulating/Unmaintained sidewalk			X								X			X	X	X
	• Crosswalk not aligned with ramp			X				X	X	X	X	X	X	X		X	
	• Parked vehicles conflicting with peds.					X	X							X	X		
	• Inadequate sidewalk space						X										
	• Non-continuous sidewalk						X		X								
Other	• Tree/Bush Trimming			X	X	X					X				X	X	
	• Cleanliness				X					X				X	X	X	X
	• Landscaping						X							X	X	X	
	• Vendors Blocking sidewalk										X	X		X		X	

- Due to the high volume of pedestrians certain corridors must provide priority treatment to pedestrians. Some of the locations and pedestrian corridors that are candidates for priority treatment are:
 - a. N.W. 12th Avenue at N.W. 16th Street
 - b. N.W. 12th Avenue at N.W. 15th Street
 - c. N.W. 16th Street corridors - east and west
 - d. N.W. 15th Street (West corridor)

- Due to the large number of buildings within the Civic Center Study Area, it is easy to become disoriented. Building directional signs to orient pedestrians should be located at strategic locations. These signs should be mounted at pedestrian eye-level, near the pedestrian corridors but clear from the walking areas.

- The CCTMO could undertake many activities to promote pedestrian and transit usage in the Civic Center Area. Public participation is one such activity. Visitors and employees to the Civic Center Area could be encouraged to fill out suggestion cards and deposit them at properly-located suggestion boxes. Also, the CCTMO members could be influenced to encourage their employees to carpool, vanpool, and use flextime to reduce the single occupant vehicle trips in the Civic Center Area. The CCTMO could also discourage the construction of new and expansion of existing parking garages to discourage motor vehicle usage. They could also increase parking fees and provide subsidies to employees for using the transit.

- Pedestrian corridors will be utilized more frequently if they have meaningful beginning and ending points as well as traverses pedestrian origins and sinks. The Northwest 15th Street (west corridor) is a good candidate for such improvements. It should be further extended towards the west to connect to N.W. 14th Avenue where an additional pedestrian crossover corridor could be established between N.W. 12th Avenue and N.W. 14th Avenue. This corridor should be supplemented by pedestrian priority treatments.

- Improving pedestrian corridor attractiveness is a way to create the proper environment to encourage pedestrian usage. Soothing and non-threatening colors along pedestrian corridors is one way to achieve this. The area near the Civic Center Metrorail Station should be landscaped and maintained regularly to create an attractive and safe environment. The corridor attractiveness can be improved by painting. Many walls (the Metrorail structure, for example) could be painted with colors that are attractive and which create a sense of a secure environment.

Pedestrian Safety

Pedestrian safety begins with facilitating motor vehicle traffic while integrating pedestrians and pedestrian facilities into the system. It is apparent from the crash data review that roadway improvements are needed at selected locations along N.W. 12th Avenue and N.W. 7th Avenue to improve motor vehicle access and to improve pedestrian safety. The following intersections should be further studied for engineering improvements as well as to improve safety and accessibility:

- a. N.W. 12th Avenue @ N.W. 20th Street
- b. N.W. 12th Avenue @ N.W. 16th Street
- c. N.W. 12th Avenue @ N.W. 15th Street
- d. N.W. 12th Avenue @ N.W. 14th Street
- e. N.W. 7th Avenue @ N.W. 20th Street
- f. N.W. 7th Avenue @ N.W. 17th Street

Pedestrian Security

In a pedestrian's mind, the perception of security plays a more decisive role in utilizing the facility than does the reality of security. The presence of security personal and ample lighting gives a pedestrian sense of security. The three Metrorail stations are prime targets for such improvements. The Culmer Station should be given special attention. In addition to improving security and lighting around the Culmer Station, proper maintenance of vegetation, cleanliness, and code enforcement could further improve the usage of this

Metrorail station. Near the bus stops, there should always be street lighting. The bus stops should be free of any overgrown vegetation that could heighten the sense of insecurity among transit users.

Transit Usage

In addition to improving pedestrian amenities and safety, steps should be taken to encourage transit usage. Specifically, the non standard peak times caused by the unique Civic Center shift times among the institutions should be taken into consideration for providing transit service to the Civic Center area. Metrobus and Metrorail peak time headways should be sensitive to these unique shift times. At locations where there is only bus stop, signs, bus shelters and benches should be added. All transit stops must be well lit and portray a sense of security to the users. All transit stops must be routinely maintained for cleanliness. The Metrorail stations must always have security personnel present visible to the public.

Bicycle Facilities

The Civic Center Area has little or no bicycle facilities. In addition to providing bike ways and paths, secure bicycle lockers, stands and showering facilities should be provided to encourage bicycle usage. The N.W. 12th Avenue/N.W. 16th Street intersection as well as the three educational establishments in the Civic Center areas are ideal locations for providing bicycle facilities. Further studies are needed to identify a network of bikeways and paths within the Civic Center Area.

ADA Compliance

The ADA does not require existing facilities to meet the standards set forth to accommodate handicapped users. The number of institutions in the Civic Center area shows the need to improve the existing conditions to accommodate handicapped users. The CCTMO should set up a systematic and prioritized program to upgrade the existing conditions to meet such needs.



Metropolitan Dade County

**Metropolitan Planning
Organization**