



# METROMOVER - BAYSIDE PEDESTRIAN PROMENADE CONCEPT MASTER PLAN





# **METROMOVER-BAYSIDE PEDESTRIAN PROMENADE CONCEPT MASTER PLAN**

Prepared for:

**DADE COUNTY METROPOLITAN PLANNING ORGANIZATION (MPO)  
CENTER FOR URBAN TRANSPORTATION RESEARCH (CUTR)  
U. S. DEPARTMENT OF TRANSPORTATION**

Submitted by:

**THE DISTRICT BOARD OF TRUSTEES  
MIAMI-DADE COMMUNITY COLLEGE**

Prepared by:

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January 18, 1994

Dr. Eduardo Padron, Campus President  
Miami-Dade Community College  
Wolfson Campus  
300 N.E. 2nd Avenue  
Miami, FL 33132-2297

Dear Dr. Padron:

We are pleased to submit the Metro-Mover Bayside Pedestrian Promenade Concept Master Plan Report. This report documents our work as part of a six month study to analyze existing and future conditions along N.E. 4th Street between 2nd Avenue and Bayside, with the aim of developing design alternatives for enhancing pedestrian mobility and linkage between the Metromover College/Bayside and College North Stations, Miami-Dade's Wolfson Campus and Bayside Marketplace. This study led to the development of a conceptual master plan for the creation of a pedestrian promenade along N.E. 4th Street.

While the report analyzes the different right-of-way issues identified in the study area, there is no doubt that the public interest would be best served by limiting vehicular traffic on N.E. 4th Street to emergency vehicles.

We are confident that the various technical and legal challenges could be successfully addressed in the very near future, thus allowing the transformation of N.E. 4th Street into a pedestrian promenade east of N.E. 2nd Avenue. Notwithstanding our long-range objectives, we have also proposed an interim or short-range strategy that will beautify and pedestrianize the street until such time that all vehicular traffic can be rerouted from N.E. 4th Street. We look forward to reviewing the report with you and your staff at your earliest convenience.

Sincerely,

A handwritten signature in black ink that reads "Willy A. Bermello". The signature is fluid and cursive, with the first name "Willy" being the most prominent.

Willy A. Bermello, AIA  
President

# ACKNOWLEDGMENTS

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The Consultant wishes to gratefully acknowledge the members of the Steering Committee whose participation and cooperation contributed substantially to the outcome of this study:

## STEERING COMMITTEE MEMBERS:

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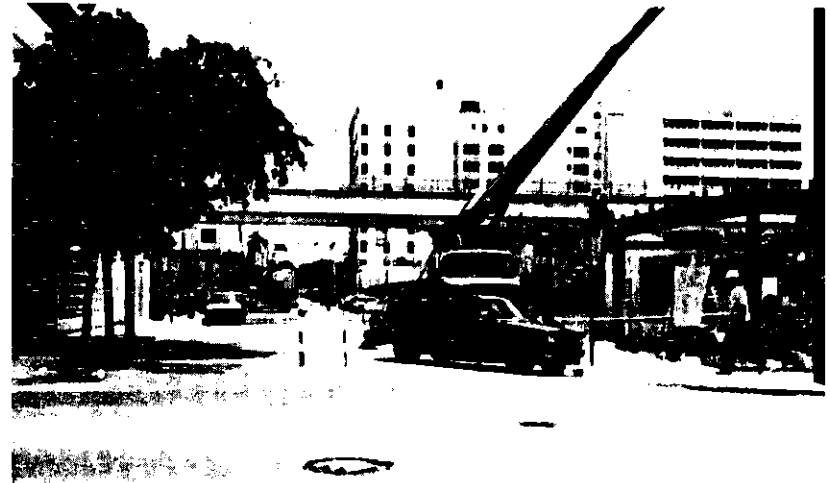
## INTRODUCTION

The purpose of the Metromover-Bayside Pedestrian Promenade study is to explore the most cost effective pedestrian improvements to N.E. 4th Street from Biscayne Boulevard to N.E. 2nd Avenue, which will assist not only in the pedestrianization of the street, but also in linking public transit with nearby activity generators while improving air quality standards for the vicinity.

Fourth Street is envisioned as forming part of a continuous pedestrian mall extending from the downtown Government Center on the west, to Bayside Marketplace at the water's edge on the east. The Metromover system forms a vital link in the movement of people through the downtown area forming a light rail connection between the Metrorail Mass-Transit Station at Government Center, various downtown points and, in the near future, the Brickell Financial Center to the south and the Omni Hotel retail/residential complex to the north.



*N.E. 4th Street - View west from corner of Biscayne Boulevard*



*View east of N.E. 4th Street from N.E. 2nd Avenue*

The College-Bayside and College North Stations are the main public transit access points to the Miami Dade Community College's Wolfson Campus. College Bayside Station is the public transit connection to the Bayside Marketplace and this section of the downtown waterfront.

On the north side of this section of N.E. 4th Street, the Miami Dade Community College Wolfson Campus Phase III building is under construction. This facility is expected to be completed by fall of 1994. Adjacent to this new facility and facing Biscayne Boulevard is the First United Methodist Church.

## STUDY GOALS AND OBJECTIVES

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The study goals and objectives, as discussed and accepted by the Steering Committee, are as follows:

- Promote increased use of public transportation in downtown Miami;
- Enhance pedestrian mobility and linkage between the Metromover College/Bayside and College North Station, Miami Dade Community College's Wolfson Campus, and Bayside Marketplace through the creation of a pedestrian promenade using N.E. 4th Street;
- Assist in achieving urban air quality goals.



*Existing pedestrian pathway, N.E. 4th Street*



*Entrance to College Bayside Metromover Station*

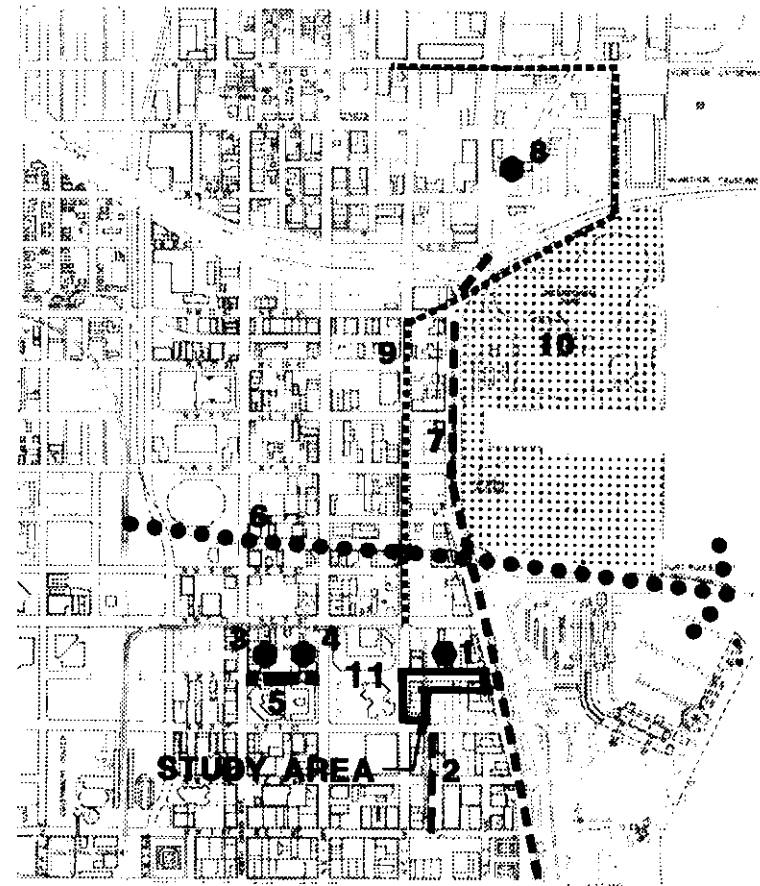


## PROPOSED PROJECTS AND PUBLIC IMPROVEMENTS

Presently N.E. 4th Street from N.E. 2nd Avenue west to N.E. First Avenue is a pedestrian-oriented street. The Miami Dade Community College Wolfson Campus Phase I and II fronts on N.E. 4th Street from N.E. 1st Avenue to N.E. 2nd Avenue. The new Federal Justice Building, the Metropolitan Detention Center, the U.S. Courthouse and the U.S. Post Office will create a hub of Federal Government activities in the section of N.E. 4th Street directly west of the MDCC Campus. Plans are now underway so that the right-of-way of this portion of N.E. 4th Street will also become a pedestrian street with limited vehicular access to the U.S. Courthouse and other Federal facilities.

Planning documents such as the Downtown Miami Master Plan and College Park Study establish N.E. 4th Street as an important east-west pedestrian connection in the overall pedestrian circulation system of Downtown Miami. Maintaining pedestrian circulation on the ground plane and strictly limiting the use of pedestrian overpasses is emphasized. A series of proposed new projects along the Biscayne Bay waterfront; such as the Maritime Park, which will include cruise ship dockage, a museum and other amenities will bring added activities to this area with a subsequent increase in pedestrian circulation.

Improvements to the regional transportation system, the Airport / Seaport Connection, with a proposed stop at Maritime Park/Bayside, and the expansion of more localized systems such as the Metromover extension to Brickell and the Omni Center, will bring areas of the City and the region, not previously served, in direct contact with the Bayfront and its activities, thereby increasing pedestrian circulation between public transit station and the waterfront.



LEGEND

- |   |   |
|---|---|
| 1. MDCC Phase III Wolfson Campus                    | 6. Airport/Seaport Rail Connection                                    |
| 2. College Park Pedestrian Circulation improvements | 7. Biscayne Boulevard Improvements (Roberto Burle Marx Paving Design) |
| 3. Metropolitan Detention Center                    | 8. Performing Arts Center   |
| 4. Federal Justice Building                         | 9. Metromover Omni Extension  |
| 5. N.E. 4th Street Pedestrian Improvements          | 10. Maritime Port in the Park Project                                 |
|   | 11. Existing MDCC Pedestrian Mall                                     |

*Proposed and On-Going Projects*

- N.E. 3rd Street (one-way westbound) between Biscayne Boulevard & N.E. 2nd Avenue
- Eastbound N.E. 4th Street between N.E. 2nd Avenue & Biscayne Boulevard
- Westbound N.E. 4th Street between Biscayne Boulevard & N.E. 2nd Avenue
- N.E. 5th Street (one-way eastbound) between Biscayne Boulevard & N.E. 2nd Avenue

Table 1 below, summarizes the the traffic count data obtained as part of this study.

**TABLE 1  
SUMMARY OF EXISTING TRAFFIC COUNT DATA**

ROADWAY	ADT (Vpd)	AM (Vpd)	PEAK HOUR Time Period	PM (Vph)	PEAK HOUR Time Period
SB Biscayne Blvd.	17,257	1,442	8:15 - 9:15	1,192	12:45 - 1:45
NB Biscayne Blvd.	17,805	1,121	11:00 - 12:00	1,751	5:00 - 6:00
N.E. 2nd Ave (SB)	8,761	1,078	8:15 - 9:15	658	4:45 - 5:45
N.E. 3rd St. (WB)	3,556	354	8:15 - 9:15	382	4:30 - 5:30
WB N.E. 4th St.	741	54	10:45 - 11:45	63	4:30 - 5:30
EB N.E. 4th St.	695	96	11:00 - 12:00	54	5:45 - 6:45
N.E. 5th St. (EB)	7,677	971	8:15 - 9:15	555	12:00 - 1:00

Based on 1991 data obtained from the Florida Department of Transportation (FDOT), the average peak season traffic was approximately 9% above Average Annual Daily Traffic (AADT). Thus, it should be noted that while the traffic count data obtained on April 21st probably does not represent peak season traffic conditions in the area, the average daily traffic (ADT) volumes obtained from the counts are likely to reflect a condition 5% over AADT and probably reasonably represents typical weekday activity.

The information on Table 1 shows that the volume of average daily traffic on N.E. 4th Street westbound is 741 vehicles per day, and 695 vehicles per day eastbound. This volume of traffic can be easily assimilated by N.E. 3rd Street and N.E. 5th Street as shown on Table 2. The reserve capacity of N.E. 3rd Street westbound is of 14,744 vehicles per day, 1,598 vehicles per hour at peak hour, well in excess of the 63 VPH at N.E. 4th Street at peak hour.

**TABLE 2  
EXISTING ROADWAY CAPACITIES**

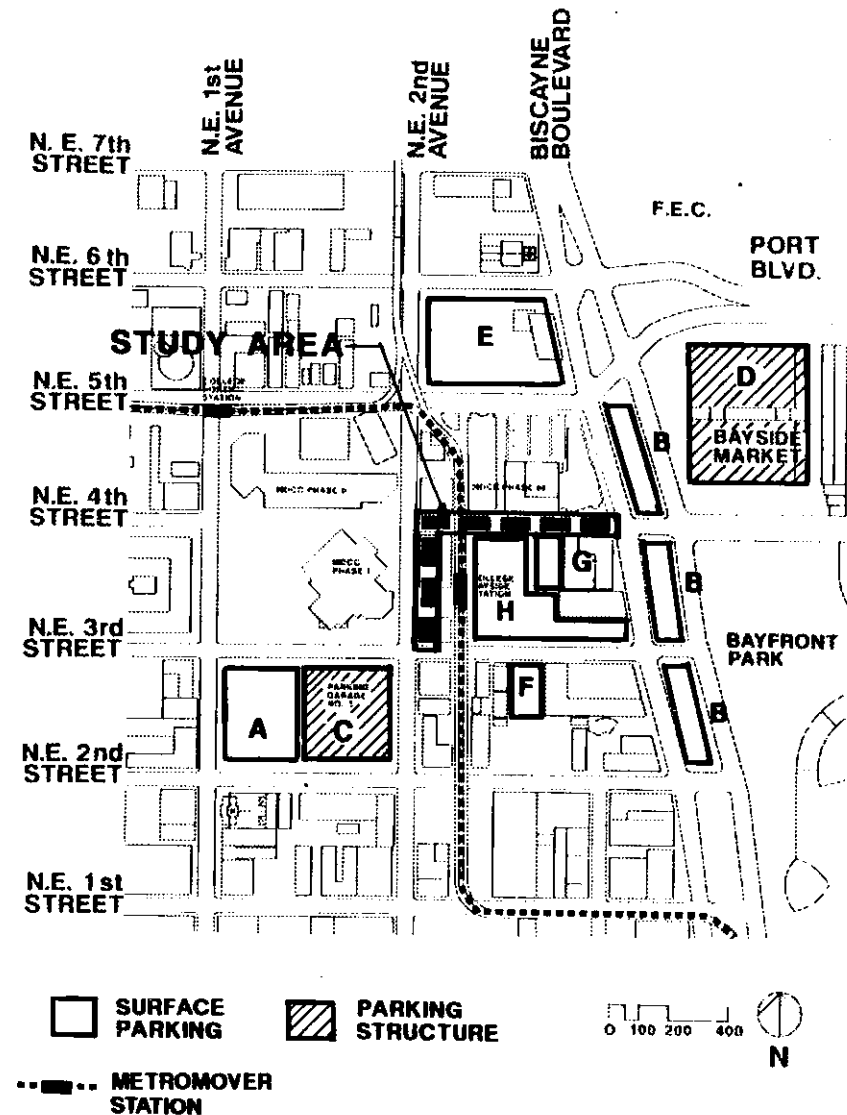
ROADWAY	TOTAL CAPACITY		RESERVE CAPACITY	
	ADT (Vpd)	PEAK HOUR (Vph)	ADT (Vpd)	PEAK HOUR (Vph)
SB Biscayne Blvd.	37,100	4,000	19,843	2,558
NB Biscayne Blvd.	37,100	4,000	19,295	2,249
N.E. 2nd Ave (SB)	27,700	2,990	18,939	1,912
N.E. 3rd St. (WB)	18,300	1,980	14,744	1,598
WB N.E. 4th St.	7,290	1,250	6,549	1,187
EB N.E. 4th St.	7,290	1,250	6,595	1,154
N.E. 5th St. (EB)	27,700	2,990	20,023	2,010

Eastbound N.E. 5th Street has an excess capacity of 20,023 vehicles per day and a peak hour, excess capacity of 2,010 vehicles per hour, once again well in excess of the 695 VPD and 54 VPH at peak time in the eastbound direction on N.E. 4th Street.

In conclusion, given that there is excess capacity on N.E. 5th & 3rd Street, traffic from N.E. 4th Street can be rerouted to these other roadways without creating any adverse impacts.

increases the inventory of the on-street parking spaces to 87. A number of points can be made about these inventories and observations, as follows:

- On-street parking does not appear to play a significant role in the area's parking inventory, approximately 2.5% of the inventoried potential parking supply.
- Although the on-street parking spaces on the section of N.E. 4th Street, between N.E. 2nd Street and Biscayne Boulevard, represents approximately 20% of the on-street parking supply in the area, it is less than 1% of the parking supply adjacent to the study area.
- In areas with adequate off-street parking, on-street parking should be considered a luxury providing convenient short-term, high turnover parking in support of abutting retail development. However, in the case of the section of N.E. 4th Street between N.E. 2nd Avenue and Biscayne Boulevard, there is no such retail development which would benefit from on-street parking.
- Finally, it appears that there is sufficient economic incentives for persons parking on the section of N.E. 4th Street between N.E. 2nd Avenue and Biscayne Boulevard to accept the alternative to park elsewhere. As noted in Technical Memorandum 3, the meters on that section of N.E. 4th Street allow up to 5 hours of parking with an associate charge of \$5.00. However, the previously identified, privately owned lots on N.E. 3rd Street and between N.E. 5th and 6th Streets charge \$3.00/day. In fact, the lot between N.E. 5th and 6th Streets advertises a special rate of \$1.50 between 7 AM and 5 PM, and \$1.00 between 5 PM and 10 PM for MDCC. Thus, while the attractiveness of the on-street parking on N.E. 4th Street might appear to be the longer period of allowed parking (5 hours maximum versus 2 hours maximum), it cannot be overlooked that by utilizing existing off-street parking lots, it is possible to obtain similarly convenient parking at a significantly lower cost.



*Off-Street Parking Facilities*

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#### DISADVANTAGES

- Interrupted pedestrian access across Biscayne Boulevard.
- Possibility of pedestrian/vehicular conflicts.
- No protection to pedestrian from inclement weather.

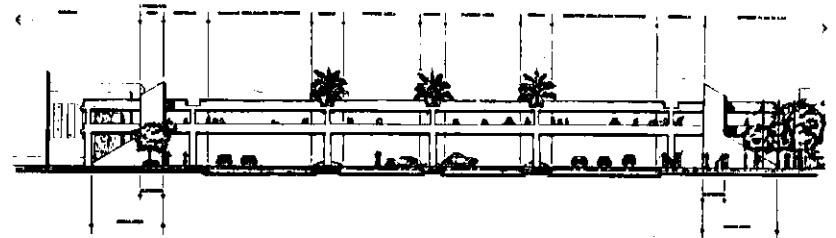


AT GRADE CROSSING

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#### DISADVANTAGES

- \$1.5 to \$2 Million
- De-emphasizes street level activity and therefore conflicts with policies of the Miami Downtown Master Plan, which emphasizes on-street level activities.
- Height clearances @ 16 feet would block the floats of the Orange Bowl Parade.
- Reduces pedestrian space at N.E. 4th Street to accommodate stairs and elevator access to pedestrian bridge.
- Bridge does not connect to the 2nd level of Bayside because of excessive distance.
- Represents a long term visual impact to Biscayne Boulevard, already impacted by the Metromover guideway crossing.

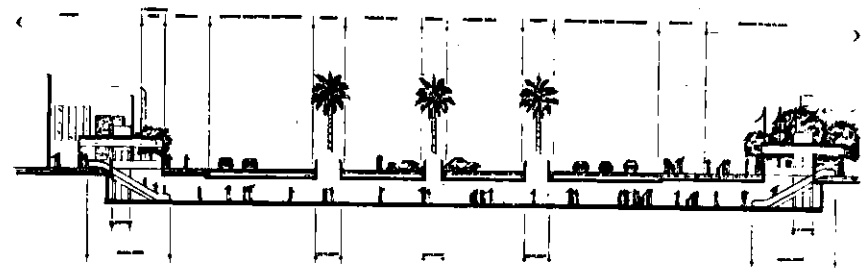


PEDESTRIAN OVERPASS

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#### DISADVANTAGES

- \$4 to \$5 Million
- Requires closing Biscayne Boulevard during construction for an extended period of time, from 12 to 18 months, and in addition will require that existing underground utility lines be either relocated or modified. These items are accounted for in the estimate of costs.
- Pedestrian tunnel could be perceived by the general public as a dangerous and potential crime area, difficult to monitor and police.
- Pedestrian crossing is not easily identifiable.
- De-emphasizes street level activity and therefore conflicts with policies of the Miami Downtown Master Plan which places emphasis on street level activities.
- Reduces pedestrian space at N.E. 4th Street to accommodate stairs and elevator access to tunnel.



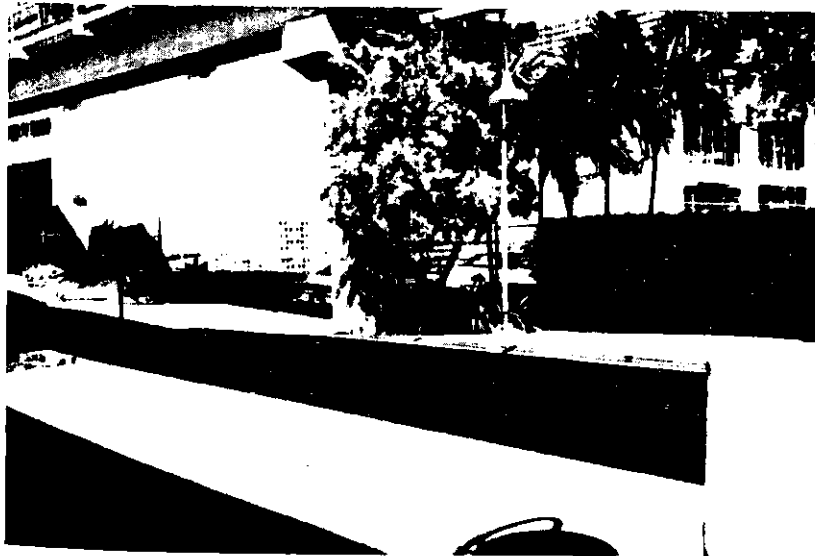
PEDESTRIAN TUNNEL

*Biscayne Boulevard Pedestrian Crossing Alternatives*



open the station to N.E. 2nd Avenue and the MDCC Wolfson Campus Phase I and II. This increased visibility from N.E. 2nd Avenue will improve access to the Metromover Station and connect the pedestrian path under the guideway more directly with N.E. 2nd Avenue. The access plaza can also have the added public benefit of eliminating the existing unsightly structures that are present on this side of N.E. 2nd Avenue. This idea is further explored in the section "Proposed Transit Mall/Urban Park Concept".

The creation of an open space in the parcel at the east corner of the intersection of the guideway right-of-way and N.E. 4th Street would result in a more direct pedestrian access to the College/Bayside Station. This would also provide a dramatic entrance for future development on this parcel. In addition, it would expand the pedestrian open space within the block and improve access to the station.



*View of existing access area to College/Bayside Metromover Station*



*View of proposed 'Sculpture Plaza' site - N.E. 2nd Avenue*

In conclusion, station modifications to enhance the possibility of joint development, given the existing elevation of the guideway and the high cost of these modifications is not recommended. A better alternative is to design a pedestrian plaza at ground level creating an entrance feature between the station and any future development thus strengthening the pedestrian link between the station and the proposed N.E. 4th Street Promenade.

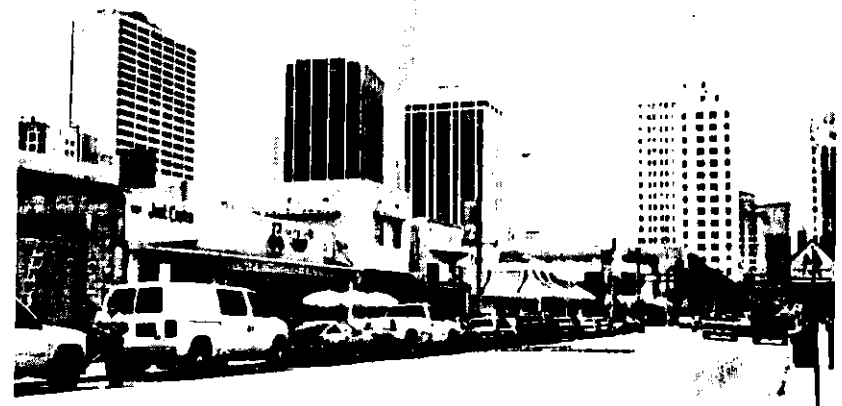


View south of N.E. 2nd Avenue at N.E. 4th Street

Acquisition of the property to the east of the College Bayside Station would allow for the creation of an active streetscape and urban park Transit Mall/Urban Park Concept that would complement the new MDCC Wolfson Phase III building. This pedestrian open space could provide cultural amenities such as art exhibits and sculpture courts while allowing the use of air rights above the property. This concept would permit capturing the full development potential of the site, improving cultural amenities in the Downtown area, enhancing the pedestrian environment and providing unimpeded access to the Metromover College Bayside Station. With the potential for student housing/dormitories to the east and cultural amenities and future expansion of MDCC's Wolfson College Campus on the west, the College Bayside Station would be located in the center of an activity complex that together with Bayside Market Place and the MDCC Wolfson Campus would become an important destination in the Downtown Metromover system. This future center of activity could serve as a catalyst for the development of areas north of N.E. 5th Street, particularly in the vicinity of the Freedom Tower.

Pedestrian circulation improvements would also form part of this proposal. The paving patterns and landscaping treatment proposed for N. E. 4th Street would be continued into N. E. 2nd Avenue from N.E. 3rd Street to N.E. 4th Street and into the proposed transit mall/urban park concept. Through sensitive design and continuous treatment of paving patterns, landscaping elements, street furniture and pedestrian circulation paths, the proposed projects could be visually tied together as one single entity thus eliminating at grade level, the distinction between vehicular right of way, transit mall and urban park.

The removal of on-street parking spaces in this section of N. E. 2nd Avenue would allow for the widening of the existing sidewalk to approximately 15 feet in width. In addition, existing pedestrian circulation obstacles such as parking meters and concrete light poles would be removed. As previously mentioned in the Existing Parking Facilities section of this report, the availability of off-street parking in the immediate area is such that the removal of an additional twelve (12) on-street parking spaces from N. E. 2nd Avenue can be easily accommodated in existing off-street parking facilities and would therefore not cause major shifts in parking demand throughout the area.



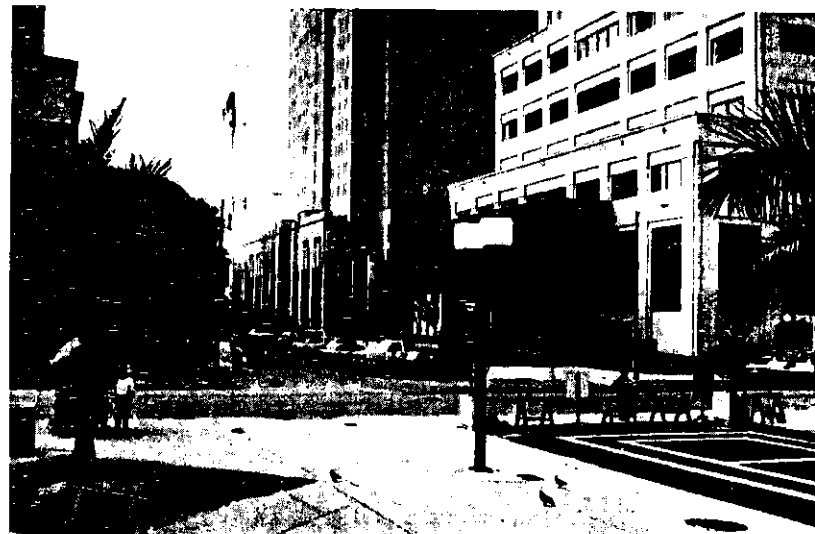
View of east sidewalk, N.E. 2nd Avenue, looking south from N.E. 4th Street

## 2. Limited Vehicular Traffic

Another alternative would be to provide for limited vehicular traffic along N.E. 4th Street. This would entail removing the existing parking spaces while relocating curbs and expanding the sidewalks on both sides of the street. This alternative would not achieve as strong of a pedestrian environment because it maintains the distinction between the street and the sidewalks by the grade separation of the curb and asphalt paving. In this alternative, the sidewalks are simply made wider through the removal of "on-street metered parking." In addition, it would be difficult for people driving through the street to perceive that this street is intended to be a pedestrian-oriented space, other than through landscaping, decorative street lighting and decorative roadway pavement.



*View of parking lot entrance at Marina Park Hotel, N.E. 4th Street*



*View west from N.E. 4th Street and N.E. 1st Avenue - New Federal Justice Building and Metropolitan Detention Center.*

## 3. Pedestrian Roadway and Expanded Pedestrian Paths

A third alternative consists of creating a pedestrian roadway integrating expanded pedestrian sidewalks where curbing and asphalt pavement are eliminated. This would allow vehicular traffic to access land parcels on the south side of N.E. 4th Street.

Pedestrian path improvements would be achieved by eliminating asphalt roadways, curbs and gutters and using instead brick pavers and decorative bollards with integral light fixtures to distinguish between vehicular access and pedestrian walkways.

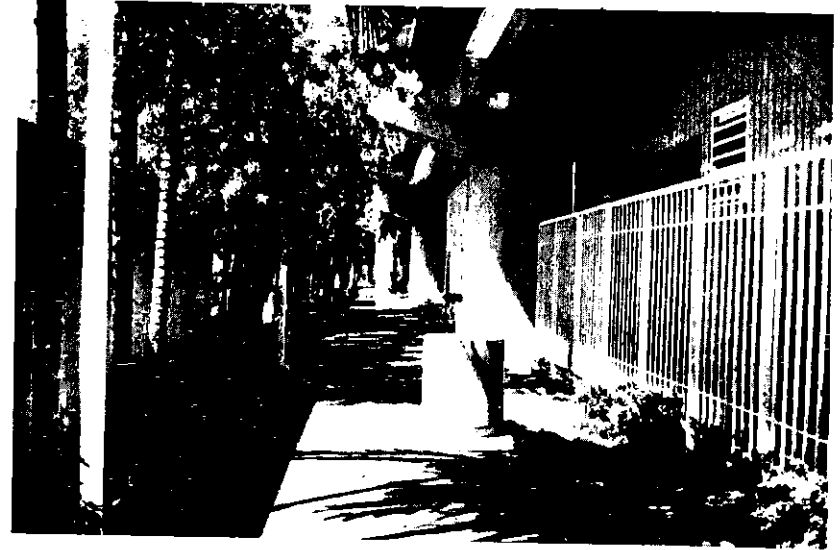
This alternative could allow for the future design of a completely pedestrianized environment with minor additional investment to close the street with the installation of the bollards located at the N.E. 2nd Avenue and Biscayne Boulevard intersections.

Biscayne Boulevard to N.E. 2nd Avenue allows for the widening of the pedestrian circulation paths along this portion of N.E. 4th Street, permitting a number of design options which will at least, as an interim condition, enhance pedestrian access to and from Bayside Marketplace and the College Bayside Metromover Station.

As part of this interim concept, existing curbs and gutters would also be removed to provide a continuous paving surface and pattern so as to highlight the pedestrian paths, with lesser emphasis on vehicular circulation. The design intent is to provide a continuous surface so as to visually and physically integrate, within the constraints of limited vehicular access, the streetscape activities and pedestrian flows within the existing right-of-way. At the same time, a distinction between pedestrian and vehicular circulation paths is established for purposes of pedestrian safety, given that the paving surface for vehicular access



*View of N.E. 4th Street west from Biscayne Boulevard*

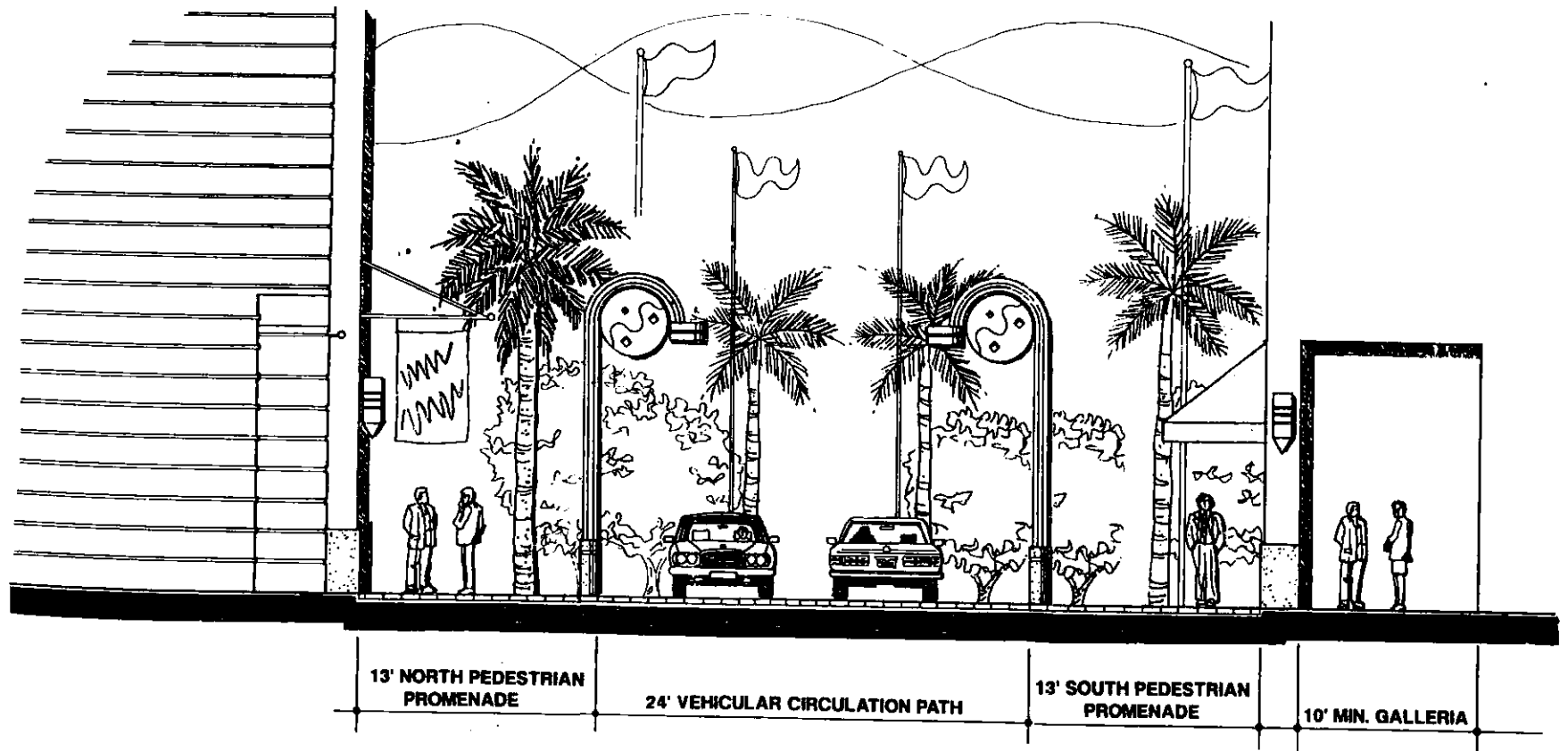


*View of existing pedestrian circulation path under Metromover Guideway, N.E. 4th Street to N.E. 3rd Street.*

and pedestrian ways would not have a curb separation. This separation between pedestrian and vehicular circulation paths is established through the use of vertical elements such as bollards, lighting fixtures, flag poles and other elements along the pedestrian area. Storm water run off would be handled by "V" shaped gutters integrated into the proposed paving pattern.

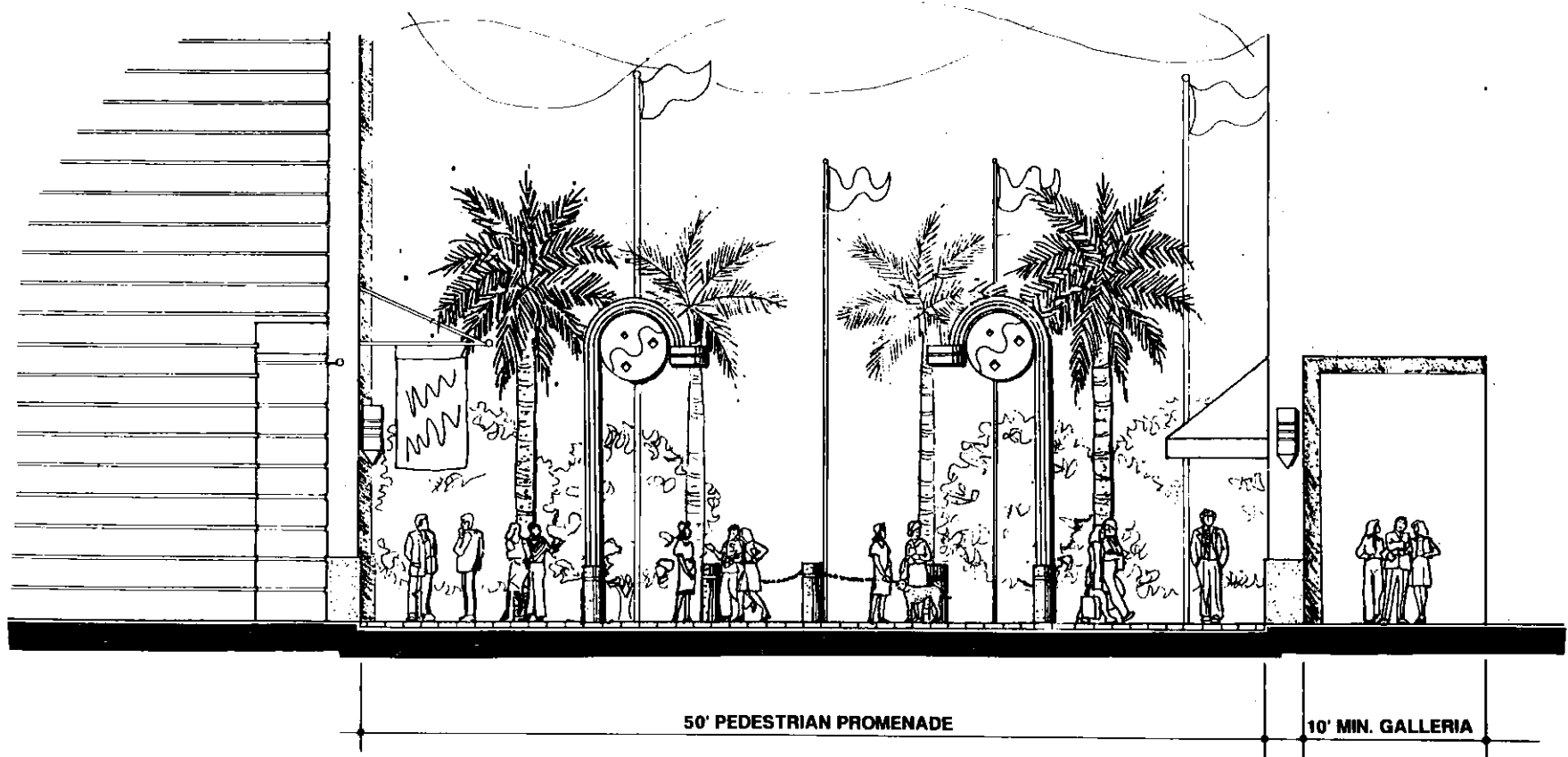
Boundaries between pedestrian and vehicular circulation should blend so as to create a sense of unity between the pedestrian and vehicular paths within the right-of-way, particularly since it is envisioned that eventually vehicles will be relocated from the street, thus not necessitating different pavement treatments along the promenade. In the future, should conditions allow, with minimum changes, the street could be easily converted into a pedestrian mall thus eliminating vehicular traffic circulation on N.E. 4th Street with minor investment in both time and money.





**EXTENDED NORTH/SOUTH SIDEWALK/STREET SECTION**

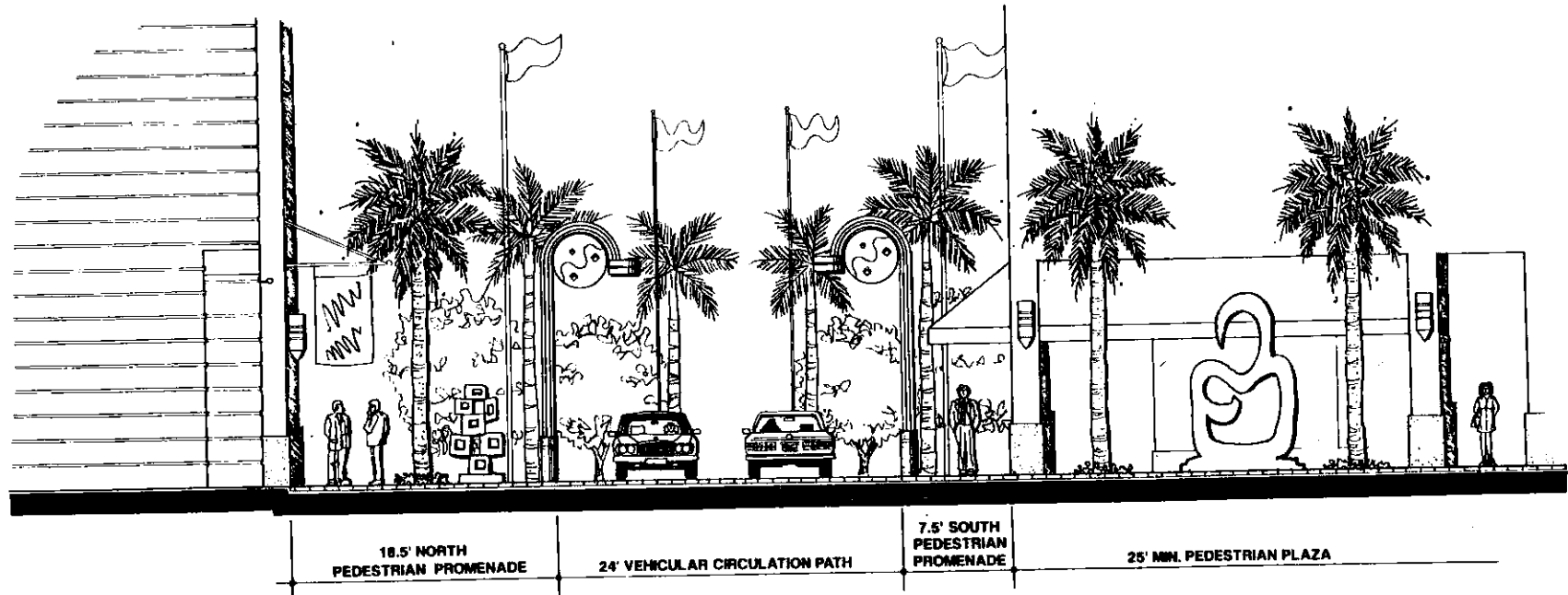
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## PEDESTRIAN WALK SECTION

The section drawing entitled Sculpture Plaza at College Bayside Metromover Station, illustrates an artistic impression of what these design controls will generate. The architectural rendering of the proposed improvements along N.E. 4th Street also illustrates how these controls will guide the development along both sides of the existing right-of-way.

The area dedicated to public use in the galleria and sculpture plaza could be compensated through the generation of development bonuses that will induce the property owner to provide these amenities. A plan of these design guidelines is shown on the drawing "Proposed Design Guidelines." This aspect of street-edge improvement should be further examined with the City of Miami Planning and Zoning officials.



**SCULPTURE PLAZA AT COLLEGE/BAYSIDE METROMOVER STATION**

0 10 20 FEET

## SUMMARY OF COST ESTIMATES

A preliminary cost estimate for the proposed Metromover Bayside Pedestrian promenade improvements was developed for both the Recommended Plan, Short-Range and Long-Range Goals. Both have the same amount of costs for improvements for such items as demolition, regrading, storm drainage, utility modifications, maintenance of traffic and signal modifications. However, the long-range plan, if it were to be implemented as the initial scheme for improvements to N.E. 4th Street, would require the installation of fewer street bollards. Vehicular and pedestrian traffic separation through the use of bollards would not be required in this scheme since this section of N.E. 4th Street would be a completely pedestrian environment.

The Short-Range Plan, similar in design to the Long-Range Plan except for the location of street bollards, would require additional bollards at the intersection of N.E. 2nd Avenue and Biscayne Boulevard to reach the recommended long-range goal of pedestrianizing this section of N.E. 4th Street. The cost for each alternative is as follows:

### COST SUMMARY:

#### **Recommended Plan/Short-Range Goal: North/South Pedestrian Sidewalk/Street**

- 4th St. Improvements ..... \$1,414,163
- Land Acquisition and Demolition  
for Transit Mall and Urban Park Concept ..... \$5,337,000

**TOTAL PROJECT COSTS ..... \$6,751,163**

### COST SUMMARY:

#### **Recommended Plan/Long-Range Goal: Pedestrian Walk**

- 4th St. Improvements ..... \$1,330,330
- Land Acquisition and Demolition  
for Transit Mall and Urban Park Concept ..... \$5,337,000

**TOTAL PROJECT COSTS ..... \$6,667,330**

### TRANSIT MALL URBAN PARK COSTS (LAND ACQUISITION & DEMOLITION)

#### N.E. 2ND AVENUE TRANSIT MALL & URBAN PARK

Lot	Owner	S.F.	Land Acquisition Costs @\$100/S.F.	Demolition Costs @\$10 S.F.
9 E10 (S25' of N25')	MDCC	4,500		\$ 45,000
9 E10 (N25' of S25')	MDCC	2,250		\$ 45,000
9 & 10 (S25')	Agnostis	2,250	\$225,000	\$ 22,000
	TOTAL		\$225,000	\$112,000

Land Acquisition (as per real estate appraisal) ..... \$5,000,000

**TOTAL LAND ACQUISITION/DEMOLITION  
COSTS FOR TRANSIT MALL, URBAN  
PARK CONCEPT ..... \$5,337,000**



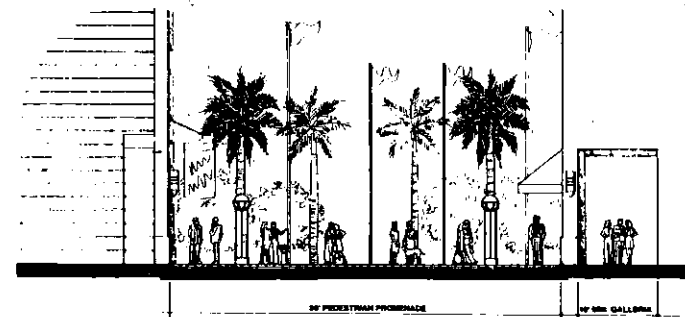
# PRELIMINARY COST ESTIMATE - RECOMMENDED PLAN:

## LONG RANGE GOAL

### Bayside Metromover Pedestrian Promenade Project Preliminary Cost Estimate Pedestrian Walk

April 22, 1993

<u>Item</u>	<u>Quantity / Cost per Unit</u>	<u>Total Cost</u>
<b>PAVERS</b>		
a) Concrete Pavers (to match paver at MDCC Phase III Bldg. 31,000 S.F. @ \$11 S.F.		\$ 341,000
b) Chipped mosaic tiles 1,000 S.F. @ \$.80 S.F. ....		8,800
Royal Palms (34) @ \$3,300 .....		112,200
Tree/Palm Grates (34) @ \$1,650 .....		56,100
Uplighting for Palms (34) @ \$1,550 .....		18,700
Bollards (12) @ \$1,100 .....		13,200
Seating Benches (54) @ \$1,100 .....		59,400
Trash Receptacles (9) @ \$1,100 .....		9,900
Custom Pedestrian Lights(37) @ \$6,600 .....		244,200
Demolition & Removal of Street and Sidewalk 3,444 S.Y. @ \$6.60/S.Y. ....		22,730
Regrading of Street 3,444 S.Y. @ \$2.15/S.Y. ....		7,400
Storm Drainage Lump Sum .....		52,800
Utility Modifications Lump Sum .....		32,000
Maintenance of Traffic Lump Sum .....		\$ 55,000
Signal Modifications Lump Sum .....		\$ 66,000
SUBTOTAL .....		\$1,099,430
+ 10% Contingency .....		109,943
+ 10% Design Fee .....		120,937
<b>TOTAL .....</b>		<b>\$1,330,330</b>



PEDESTRIAN WALK SECTION

11-17

# CREDITS

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## **MDCC BOARD OF TRUSTEES**

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Mr. Gerry Guarch

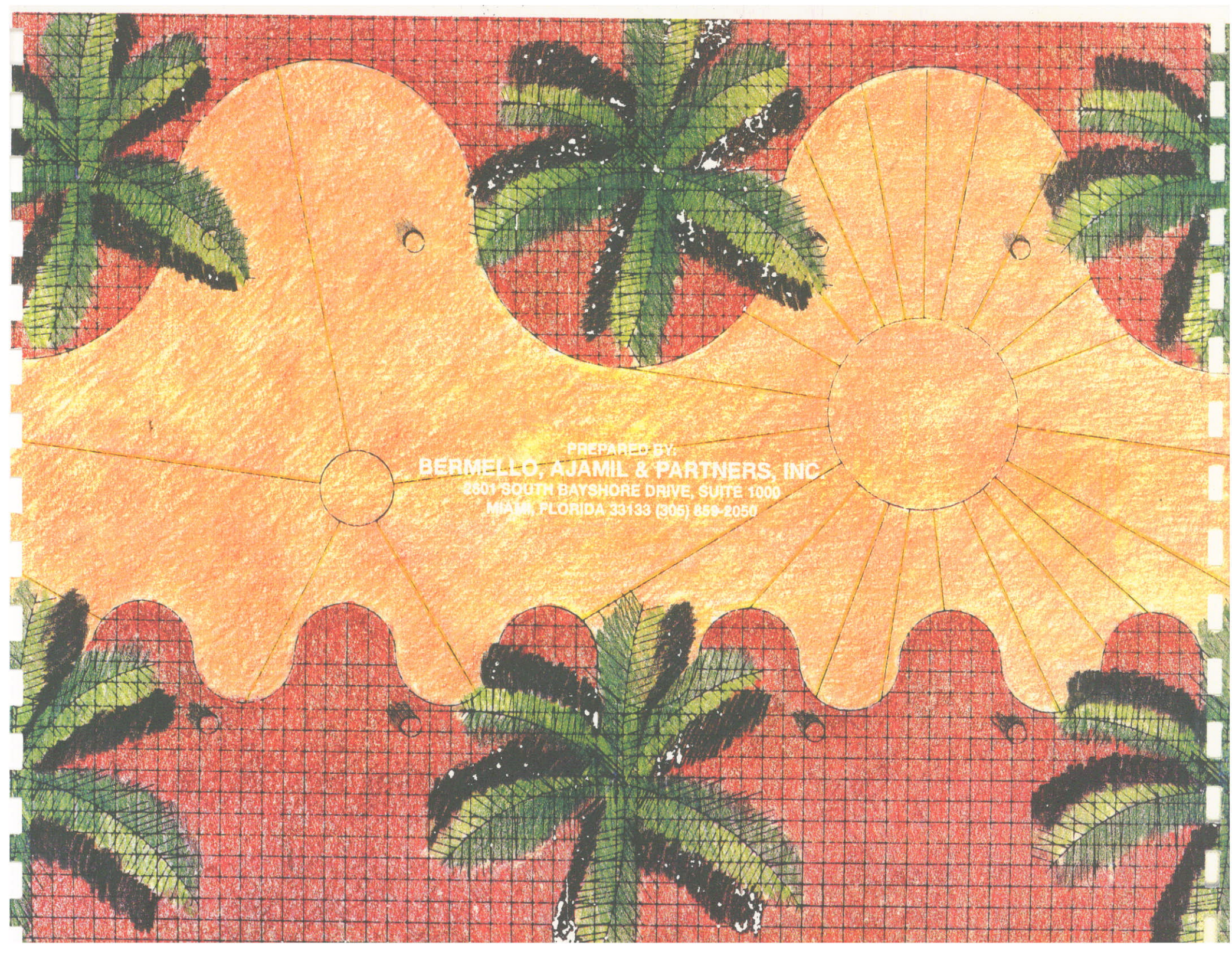
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