

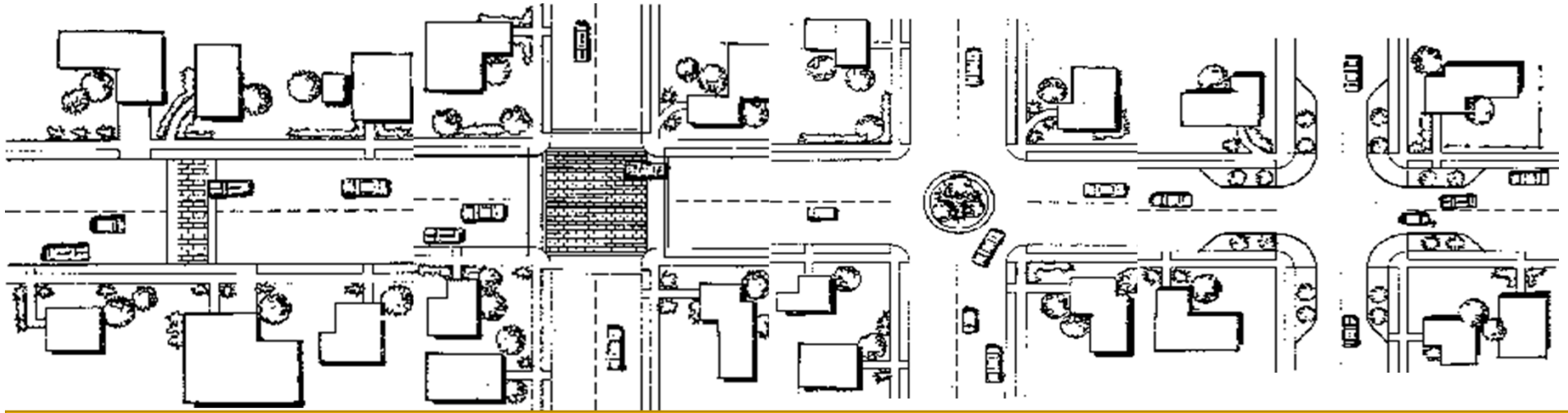


VANDERBILT TRAFFIC CALMING STUDY SECOND WORKSHOP

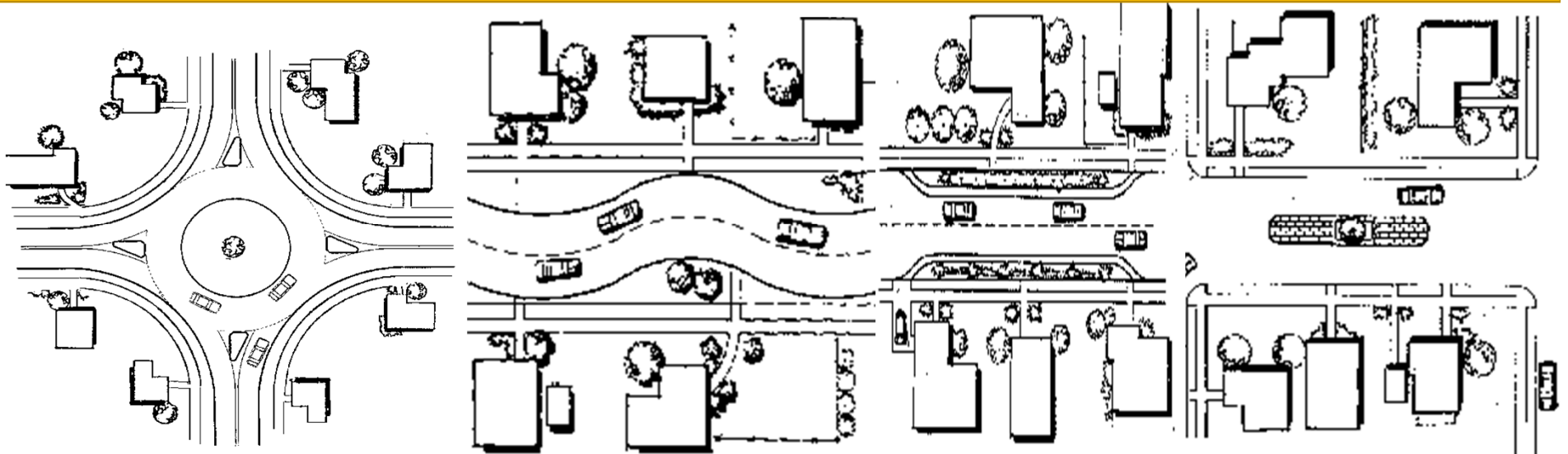
April 9, 2015



Joseph M. Corradino, AICP
Salman Rathore, P.E.



TRAFFIC CALMING



TODAY

- Introduction
 - Define
 - Good Planning
- Purpose and Need for Study
 - Discussion
- Data Collection Analysis
 - The Results
- Traffic Improvement Plan
- Next Steps



DEFINITION

Traffic Calming

Changes in the street, through physical or psychological means to reduce traffic speeds or cut-through volumes in order to achieve a higher quality of life for the residents and community as a whole.

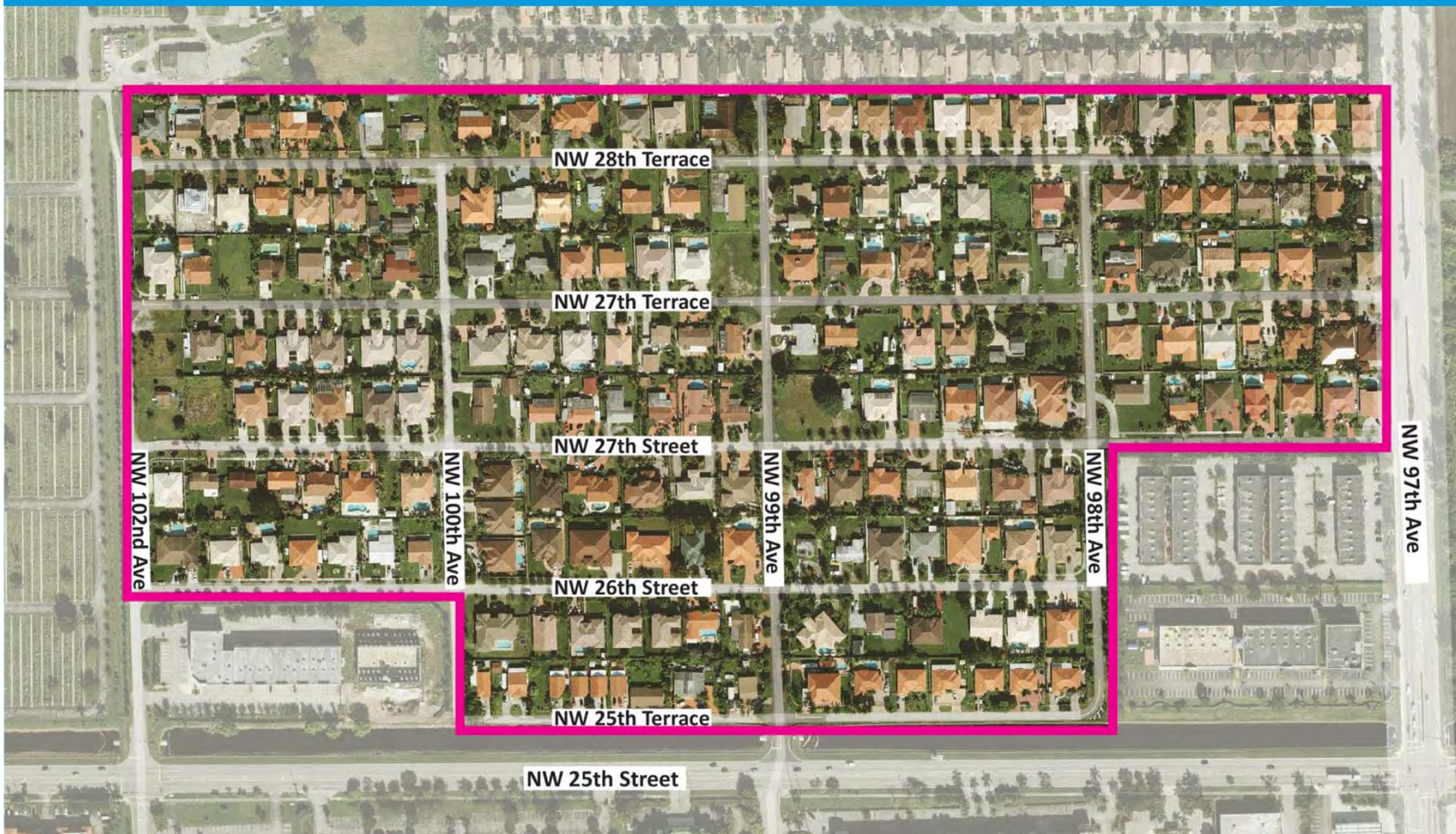


GOOD PLANNING

- Understand the neighborhood
 - the issues
 - the problem
- Educate, Engineer, Enforce
- Identifying the nature and extent of traffic related problems on a given street or in given area
- Selecting and implementing measures for solving identified problems
- Moving gradually to more intensive measures (Least intrusive to most intrusive)
- SOLVE the Problem, Not MOVE the Problem



PURPOSE AND NEED FOR STUDY



DATA COLLECTION ANALYSIS

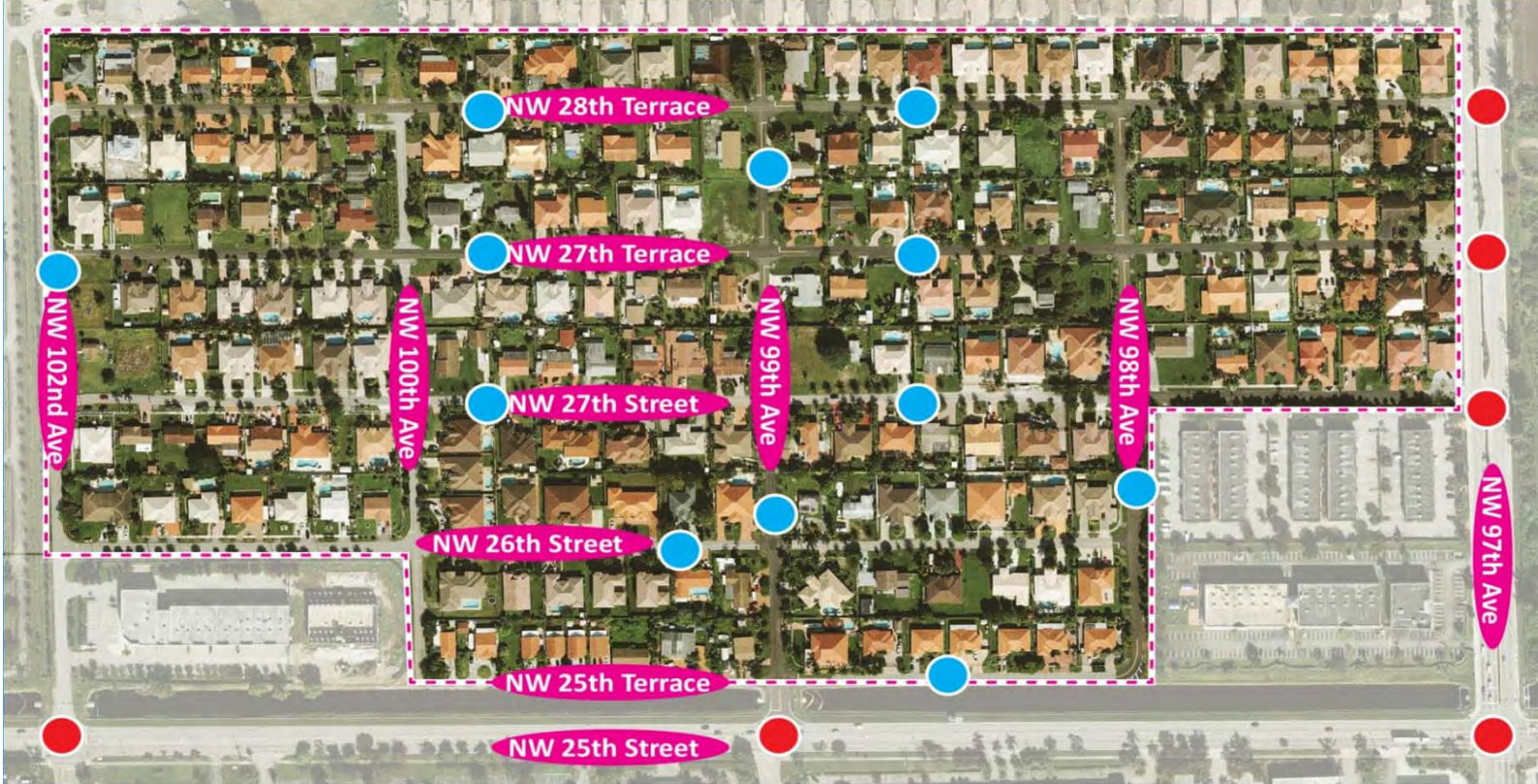
The objective of the data analysis was to identify the need and locations for traffic calming improvements within the study area.



These improvements are determined:

- to assess the existing traffic conditions in the study area
- to determine if livability thresholds for residential neighborhood streets are being exceeded, and
- to determine if speed thresholds for residential neighborhood streets are being exceeded



DATA COLLECTION LOCATIONS



-  Study Area
-  Roadways
-  AM/PM Peak Hour Turning Movement Counts
-  48 Hours Volume and Speed Counts



LIVABILITY THRESHOLD

Livability Threshold

- The Miami-Dade County Traffic Flow Modification(s)/Street Closure(s) Procedure (Revised January 2009) provides guidelines for when the livability of residential streets is compromised.
 - For residential local streets, traffic volumes should not exceed 1,050 vehicles per day or 105 vehicles in the peak hour.



LIVABILITY THRESHOLD MAP



-  Study Area
-  Roadways
-  Roadway Segments Exceeding Livability Thresholds



SPEED THRESHOLD

Speed Threshold

- The purpose of collecting speed measurements was to determine the magnitude of vehicle speeds within the neighborhood.
 - For municipalities with traffic calming funding, 85th percentile speeds exceeding the posted speed limit by 5 mph or more are considered to have an excessive speeding issue.

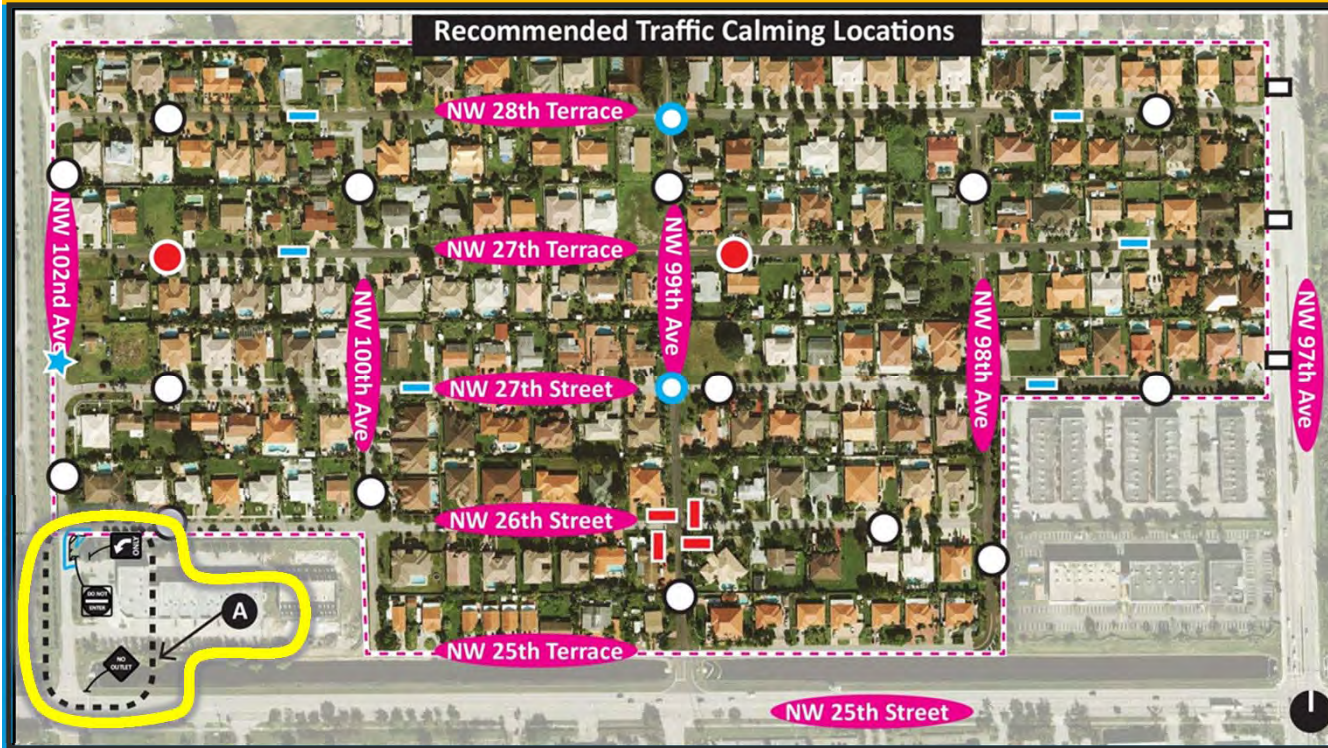


SPEED THRESHOLD MAP



-  Study Area
-  Roadways
-  Roadway Segments Exceeding 85th Percentile Speed Thresholds






TRAFFIC IMPROVEMENT PLAN (PHASE 1)



Phase 1

- A** See details - Chevron Pavement Marking, No Outlet/Do Not Enter/Left Only Signs
-  Ground mounted sign
-  25 mph Speed Limit Sign
-  Existing Speed Limit Sign to be replaced with 25 mph Sign

Phase 2

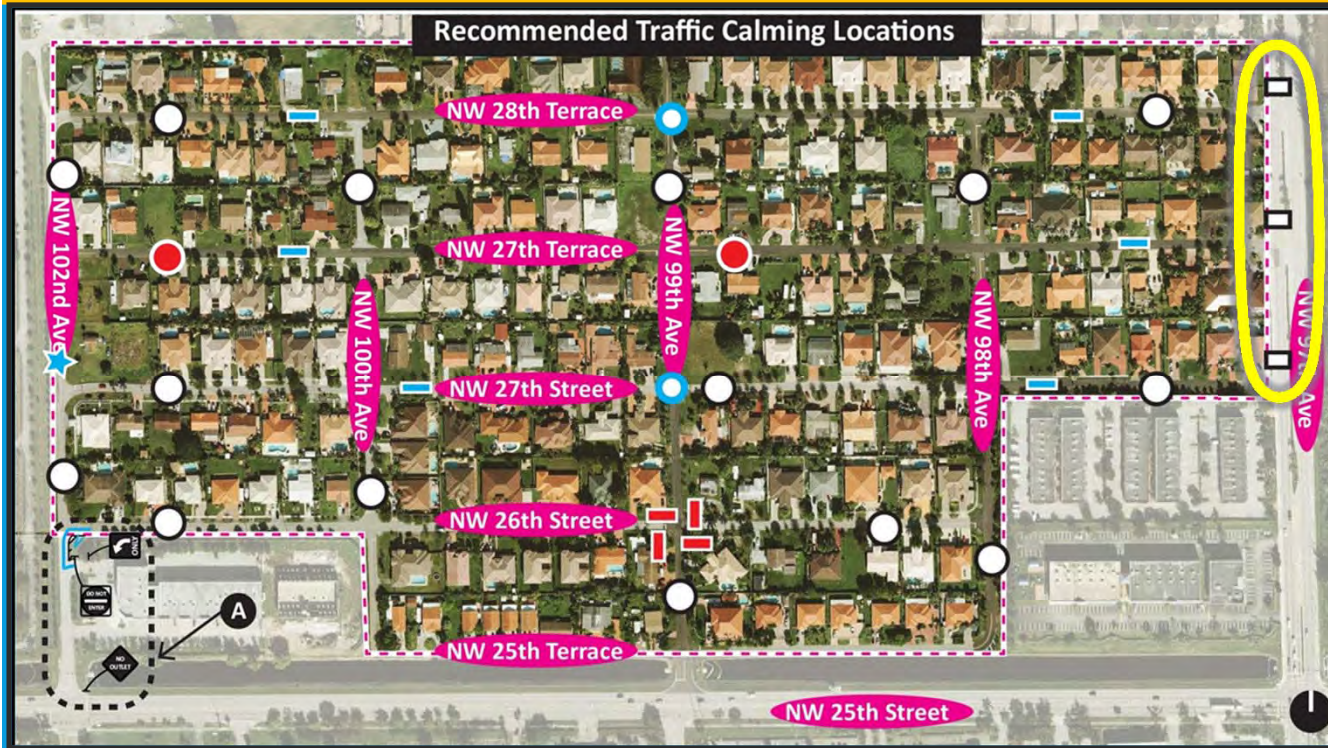
-  Speed Table
-  Traffic Circle
-  Raised Island
-  Splitter Island
-  All way stop control

PHASE 1

NW 102nd Avenue (See detail A) – Chevron pavement marking, “Do Not Enter Sign,” “No Outlet Sign” and “Left Only Sign” to be placed to restrict NB traffic from the intersection of NW 25th St and NW 102nd Ave to enter residential streets without compromising connectivity of commercial businesses at intersection of NW 97th Ave/NW 25th St.



TRAFFIC IMPROVEMENT PLAN (PHASE 1)



Phase 1

- A** See details - Chevron Pavement Marking, No Outlet/Do Not Enter/Left Only Signs
- Right turn restriction sign (4:00 - 7:00 PM)
- 25 mph Speed Limit Sign
- Ground mounted sign
- Existing Speed Limit Sign to be replaced with 25 mph Sign

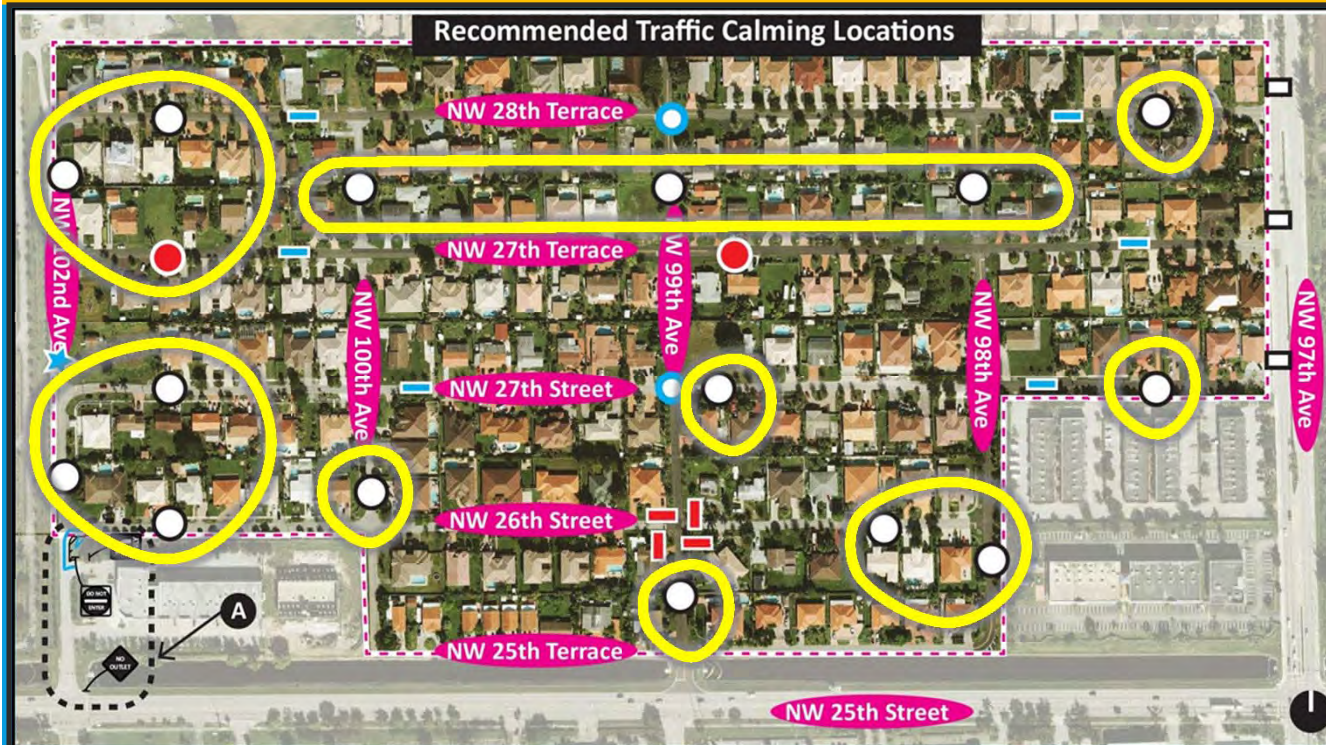
Phase 2

- Speed Table
- Traffic Circle
- Raised Island
- Splitter Island
- All way stop control

PHASE 1

Right turn restriction signs at NW 97th Avenue for NW 28th Terrace, NW 27th Terrace & NW 27th Street.

TRAFFIC IMPROVEMENT PLAN (PHASE 1)



Phase 1

- A** See details - Chevron Pavement Marking, No Outlet/Do Not Enter/Left Only Signs
- Ground mounted sign
- 25 mph Speed Limit Sign
- Existing Speed Limit Sign to be replaced with 25 mph Sign

Phase 2

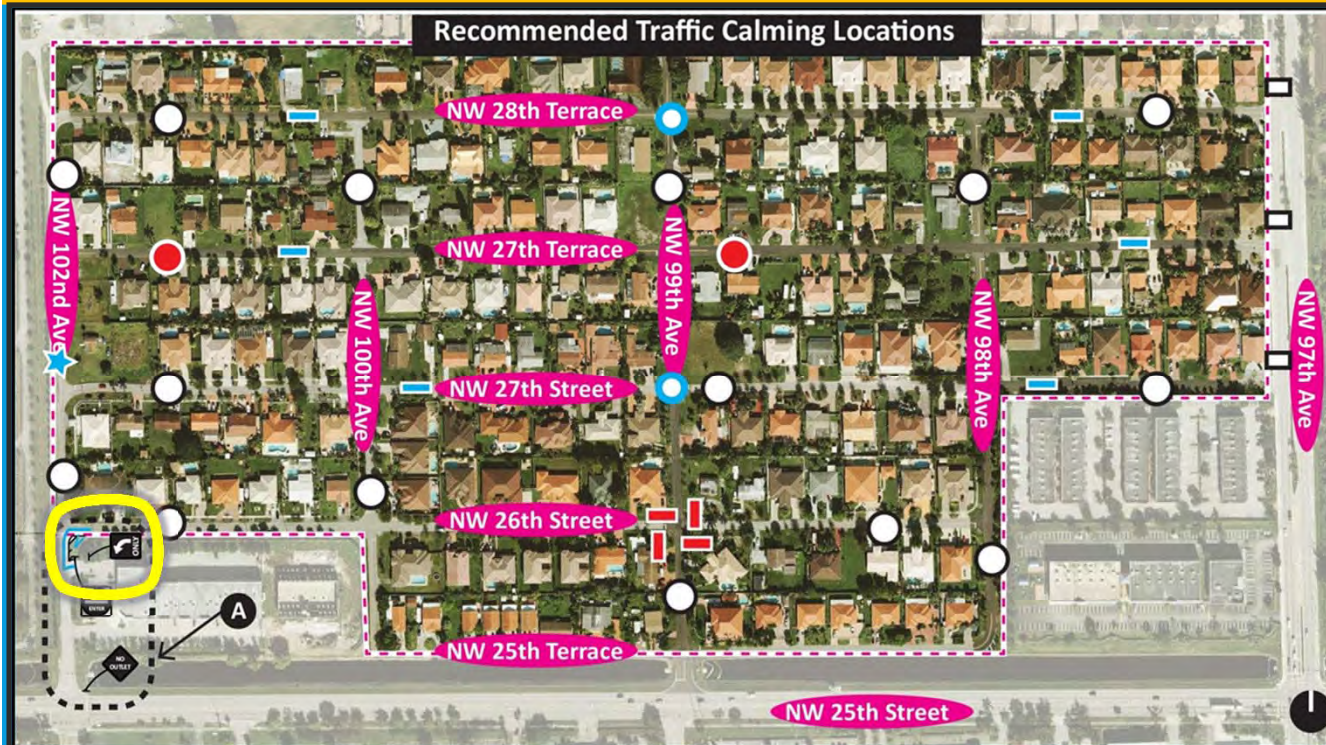
- Speed Table
- Traffic Circle
- Raised Island
- Splitter Island
- All way stop control

PHASE 1

Replace the posted speed limit from 30 mph to 25 mph on NW 27th Terrace. Place 25 mph speed limit signs at multiple locations as indicated in the Traffic Improvement Plan Figure.



TRAFFIC IMPROVEMENT PLAN (PHASE 2)



Phase 1

- A** See details - Chevron Pavement Marking, No Outlet/Do Not Enter/Left Only Signs
- Ground mounted sign
- 25 mph Speed Limit Sign
- Existing Speed Limit Sign to be replaced with 25 mph Sign

Phase 2

- Speed Table
- Traffic Circle
- Raised Island
- Splitter Island
- All way stop control

PHASE 2

NW 102nd Avenue (See detail A) – Raised Island to be constructed to restrict NB traffic from the intersection of NW 25th Street and NW 102nd Avenue from entering the residential streets.



TRAFFIC IMPROVEMENT PLAN (PHASE 2)



Phase 1

- A See details - Chevron Pavement Marking, No Outlet/Do Not Enter/Left Only Signs
- Ground mounted sign
- 25 mph Speed Limit Sign
- Existing Speed Limit Sign to be replaced with 25 mph Sign

Phase 2

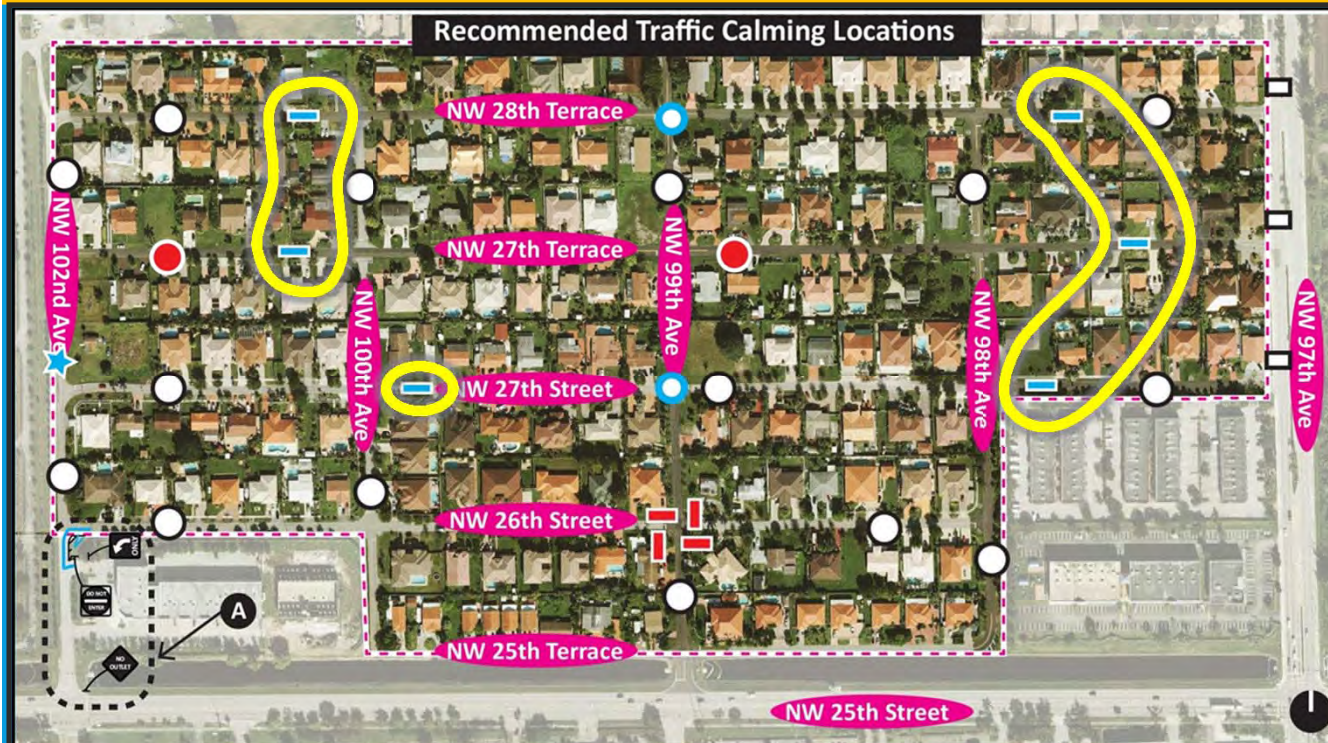
- Speed Table
- Traffic Circle
- Raised Island
- Splitter Island
- All way stop control

PHASE 2

Traffic circles to be constructed at the intersections of NW 28th Terrace and NW 99th Avenue and NW 27th Street and NW 99th Avenue.



TRAFFIC IMPROVEMENT PLAN (PHASE 2)



Phase 1

- A** See details - Chevron Pavement Marking, No Outlet/Do Not Enter/Left Only Signs
- Ground mounted sign
- 25 mph Speed Limit Sign
- Existing Speed Limit Sign to be replaced with 25 mph Sign

Phase 2

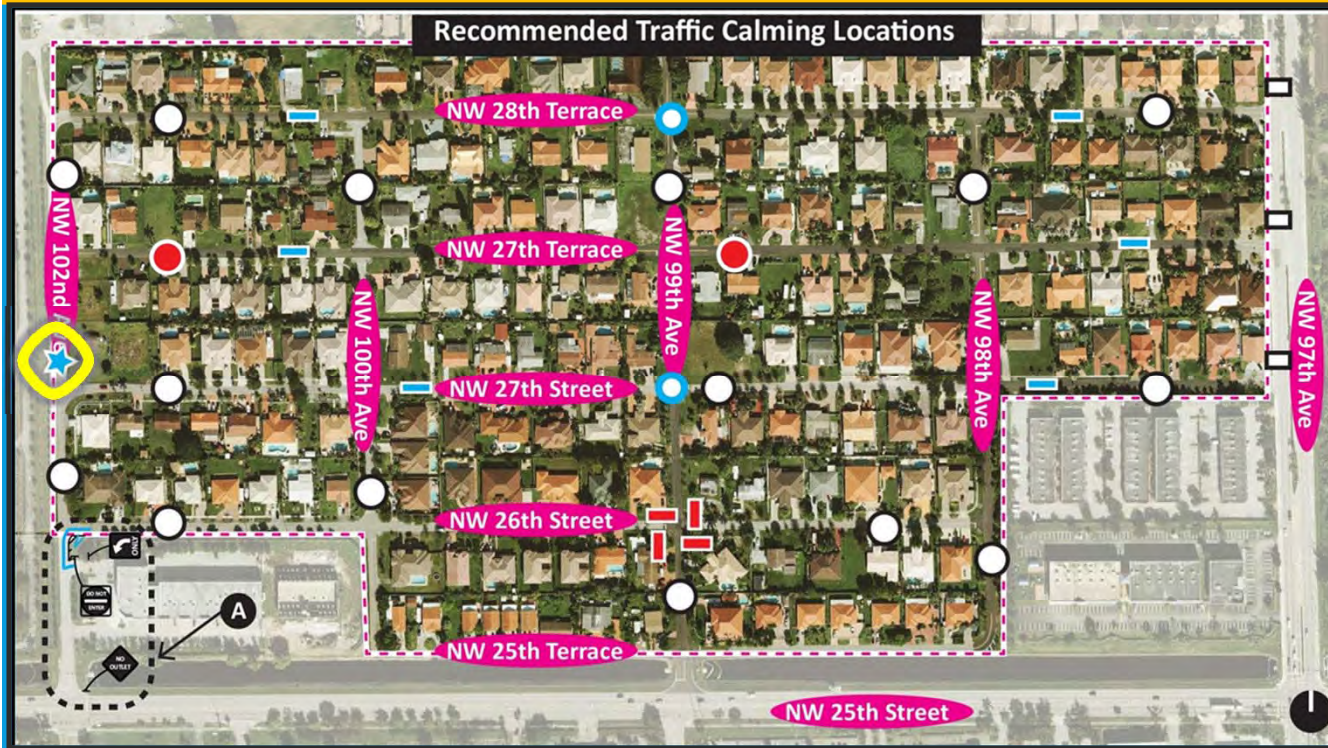
- Speed Table
- Traffic Circle
- Raised Island
- Splitter Island
- All way stop control

PHASE 2

Speed tables to be provided at multiple locations as indicated in the Traffic Improvement Plan Figure.



TRAFFIC IMPROVEMENT PLAN (PHASE 2)



Phase 1

- A** See details - Chevron Pavement Marking, No Outlet/Do Not Enter/Left Only Signs
- Ground mounted sign
- 25 mph Speed Limit Sign
- Existing Speed Limit Sign to be replaced with 25 mph Sign

Phase 2

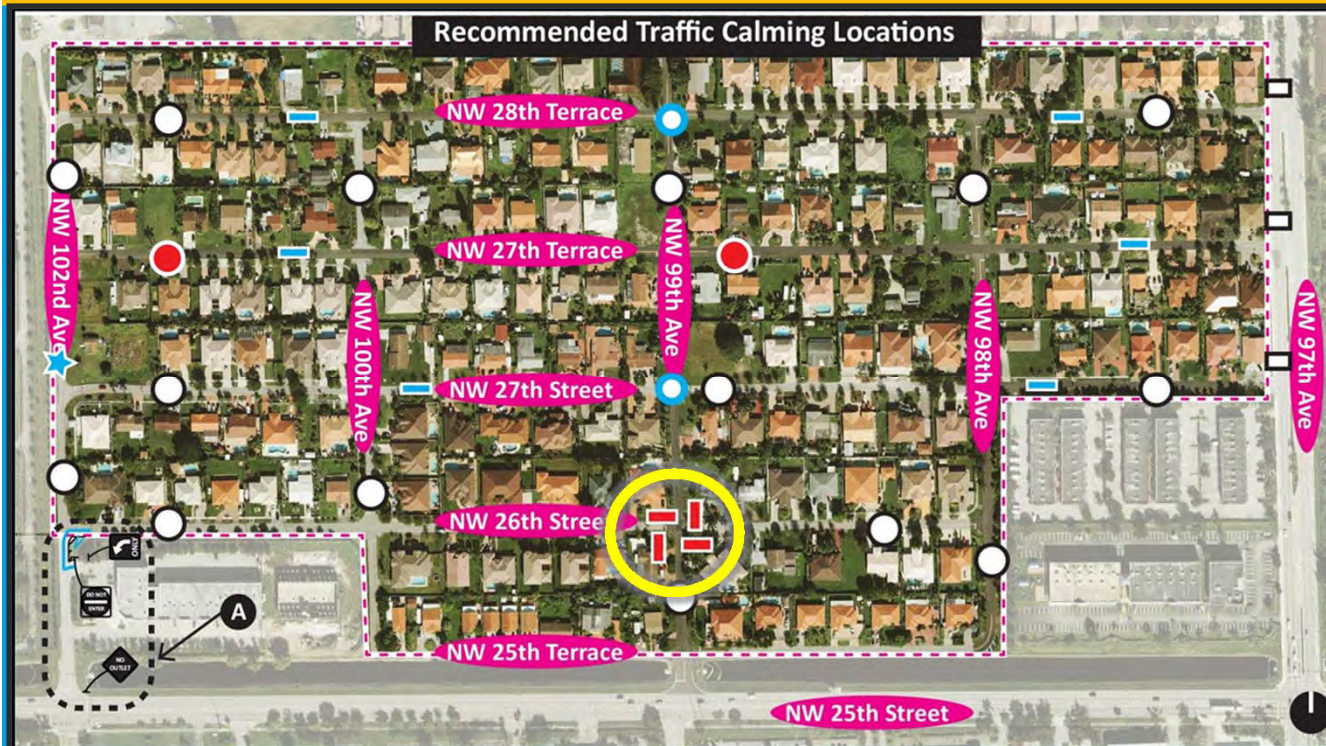
- Speed Table
- Traffic Circle
- Raised Island
- Splitter Island
- All way stop control

PHASE 2

Splitter Island to be constructed at 102nd Avenue between NW 27th Street and NW 27th Terrace.



TRAFFIC IMPROVEMENT PLAN (PHASE 2)



Phase 1

- A See details - Chevron Pavement Marking, No Outlet/Do Not Enter/Left Only Signs
- Ground mounted sign
- 25 mph Speed Limit Sign
- Existing Speed Limit Sign to be replaced with 25 mph Sign

Phase 2

- Speed Table
- Traffic Circle
- Raised Island
- Splitter Island
- All way stop control

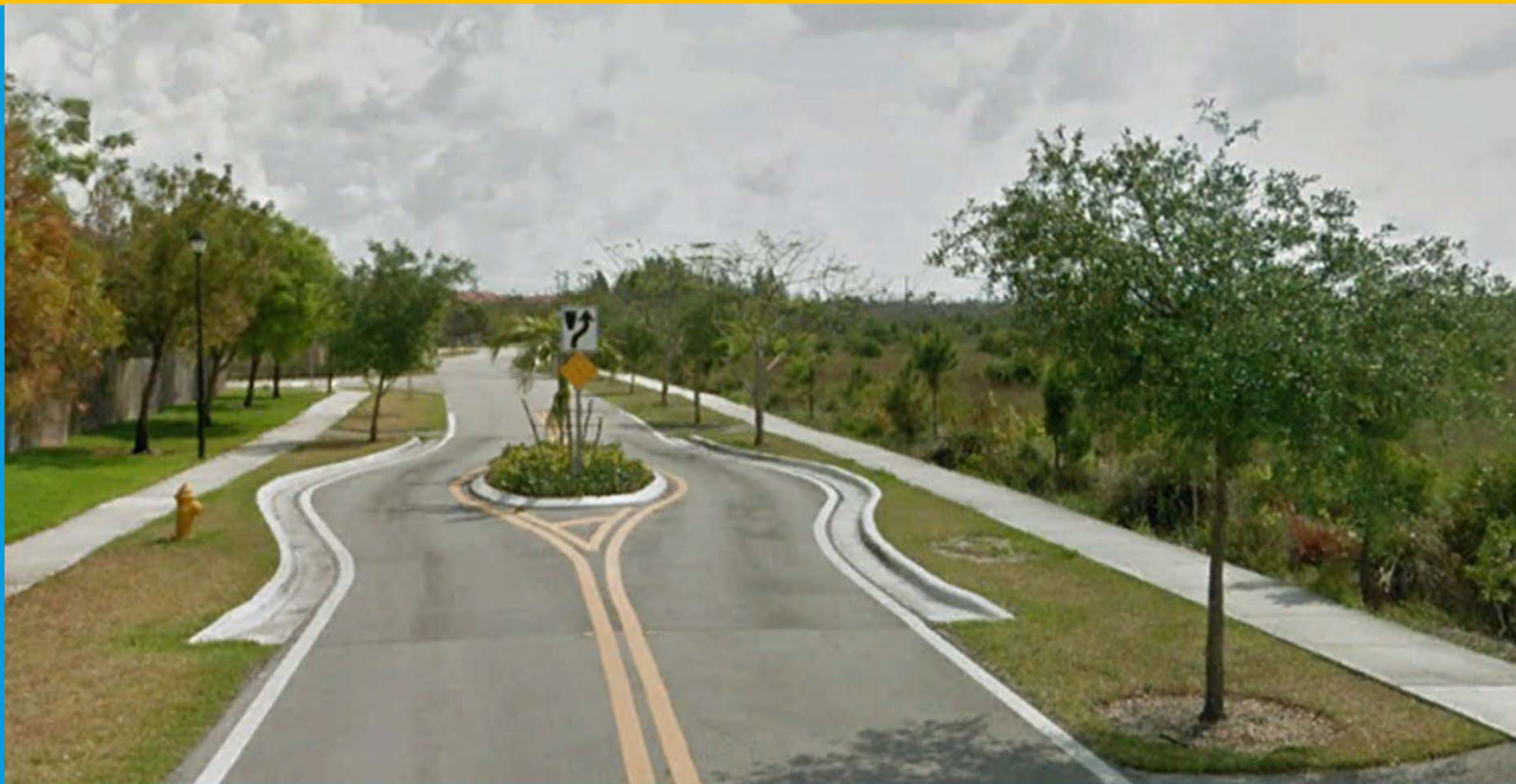
PHASE 2

A study is recommended to determine if all way stop signs is warranted at the intersection of NW 26th Street and NW 99th Avenue. Based on the warrant analysis results, 4-way stops may be recommended at this location.

SPEED TABLES



SPLITTER ISLAND



TRAFFIC CIRCLES



NEXT STEPS

Phase I

- Plans will be provided to Police, Fire Department and Solid Waste for review and approval
- City will mail out ballots to the entire Vanderbilt Community
- City will need 2/3 of the ballots agreeing with the implementation of recommendations
- 100% consensus from adjacent property owners is required prior to implementation of traffic circles, speed tables and splitter island
- City will post results on the City's website and mail the community the results
- If votes are in favor, Phase I improvements will be implemented

Phase II

- If votes are in favor, Phase II improvements will be designed, permitted and constructed



QUESTIONS / COMMENTS?

For further information or comments contact:

City of Doral Public Works Department

8401 NW 53rd Terrace, 2nd Floor

Doral, FL 33166

(305) 593-6740

Publicworks@cityofdoral.com

Thank You!!

