

The background of the slide is a photograph of a paved path, likely a bike lane or pedestrian walkway, lined with palm trees. Several people are seen riding bicycles along the path, which stretches into the distance under a clear sky.

MICROMOBILITY SAFETY

Public Safety and Neighborhood Quality of Life Committee

July 10, 2024

MIAMI BEACH

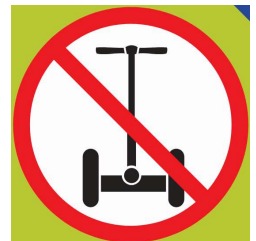
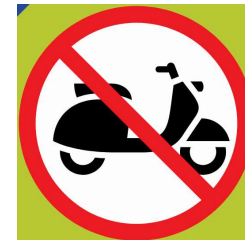
Background – Beachwalk

Sec. 70-67(c) of the City Code

- It is unlawful to operate any motorized means of transportation at any time:
 - The Beachwalk
 - The Lummus Park Promenade (Serpentine Walkway between 5 Street and 15 Street)
 - The South Pointe Park Cutwalk (adjacent and parallel to Government Cut)
 - The Marina Baywalk (adjacent and parallel to Biscayne Bay and south of 5 Street)
 - The interior pathways within South Pointe Park and Collins Park
 - The South Pointe Park Pier

Sec. 70-67(d) of the City Code

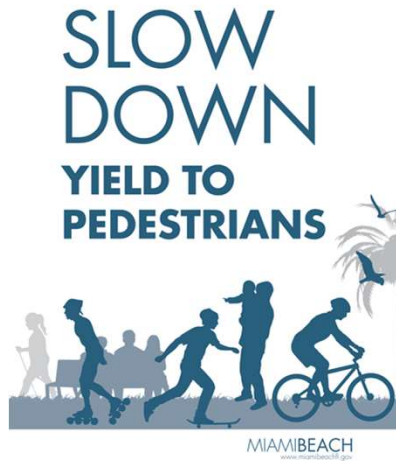
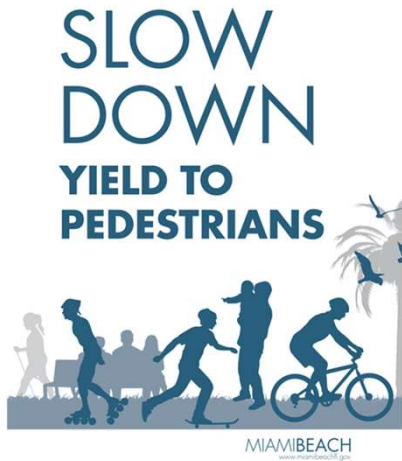
- It is unlawful to operate any motorized means of transportation on any sidewalk in the City.



Signage – Beachwalk

Concern

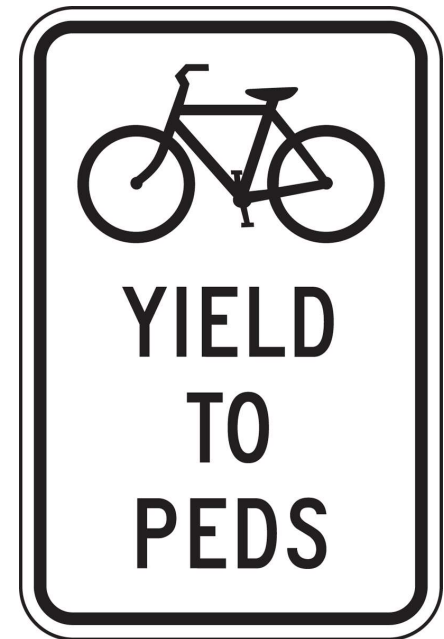
- Existing advisory and regulatory signs along the Beachwalk detract from the experience and are not easy to understand.



Signage – Beachwalk

Recommendation

- Removing all existing advisory and regulatory signs along the Beachwalk and install standard black and white regulatory-type signs.



Signage – Beachwalk

Concern

- Conflicts between bicyclists and pedestrians traveling along the Beachwalk.

Recommendation

- Painting a continuous white line along the center of the 7-mile Beachwalk with directional arrows on either side.
- Signage advising users to “KEEP RIGHT” will supplement the new striping and pavement markings.



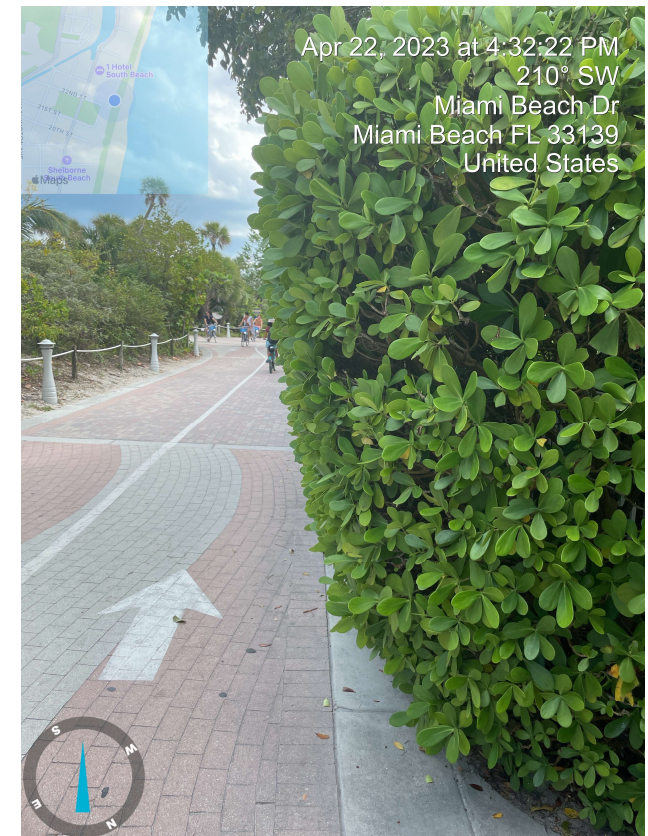
Signage – Beachwalk

Concern

- Overgrown vegetation on private property encroaching onto the Beachwalk results in reduced effective width for Beachwalk users.

Recommendation

- Explore new legislation requiring a private property setback from the Beachwalk and developing regulations governing the type of vegetation permitted for planting within the setback area.



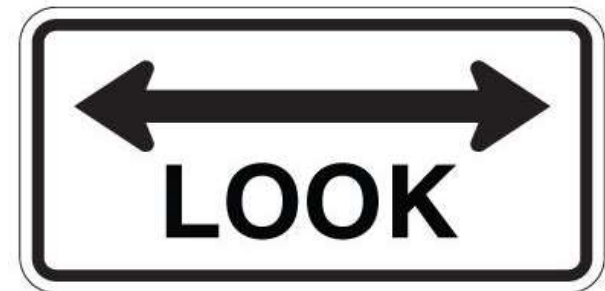
Signage – Beachwalk

Concern

- User conflicts due to limited sight visibility where private property egress and/or beach egress intersects the Beachwalk.

Recommendation

- Install signage and/or advance warning pavement markings (e.g. “LOOK”) on the Beachwalk to alert users of approaching conflict zones.
- Proposed Ordinance sponsored by Commissioner Bhatt on July 9, 2024 LUSC meeting to limit allowable height of fencing, walls, gates, shrubbery, hedges, and trees of properties fronting the Beachwalk.



Signage – Beachwalk

Concern

- Lack of street number signs at intersecting streets along the Beachwalk.

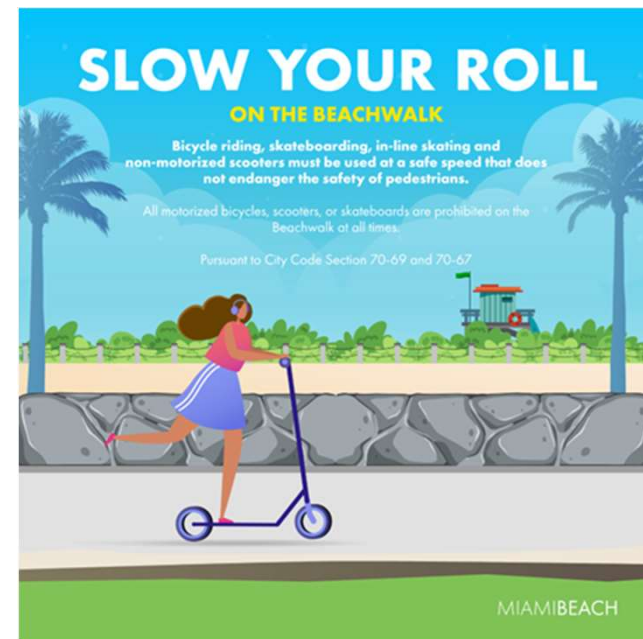
Recommendation

- Install street number signs along the Beachwalk at each intersecting street and beach access.



Digital Campaign – Beachwalk

- Launching an organic, digital campaign to advise Beachwalk users to “SLOW YOUR ROLL.”
- Temporary decals on the pavement will reinforce that all motorized means of transportation are prohibited on the Beachwalk.



Background – Lincoln Road

Sec. 70-67(a) of the City Code

- It is unlawful to:
 - Engage in skateboarding, roller skating, and in-line skating on Lincoln Road at any time
 - Operate any motorized means of transportation on Lincoln Road at any time
 - Engage in bicycling between 9 a.m. and 2 a.m. on Lincoln Road



Signage – Lincoln Road

Concern

- Existing regulatory signs along Lincoln Road detract from the experience and are not providing much direction or warning.

Recommendation

- Removing all existing regulatory signs along Lincoln Road and install standard black and white regulatory-type signs



Existing Regulatory Signs on Lincoln Road



Proposed Regulatory Sign for Lincoln Road

Digital Campaign – Lincoln Road

- A similar campaign targeted to the Lincoln Road pedestrian mall will include the installation of temporary decals on the pavement advising patrons to “WALK YOUR WHEELS.”



Enforcement Data and Statistics – Beachwalk

Concern

- Inability to capture specific crash data as it relates to micromobility devices since the Beachwalk is classified as a recreational shared-use facility and not a vehicular roadway.

Recommendation

- Exploring the possibility of capturing these incident types in-house through digital changes to its departmentwide Offense Incident Report through which to better gauge and document reported bicycle, pedestrian, and micromobility crashes throughout the City.

Enforcement Related to Section 70-67 (Prohibition of motorized means of transportation)												
	2021 <i>(October - December)</i>			2022			2023			2024 <i>(January - June)</i>		
	Park Rangers	Police Officers	RDA	Park Rangers	Police Officers	RDA	Park Rangers	Police Officers	RDA	Park Rangers	Police Officers	RDA
Uniform Traffic Citations	N/A	37	127	N/A	54	2	N/A	74	1	N/A	170	1
Written Warnings	3686	259	123	18	356	31	106	4	28	156	59	2
Verbal Warnings	(not tracked separately)	188	321	8966	1139	676	13652	919	308	1992	313	147

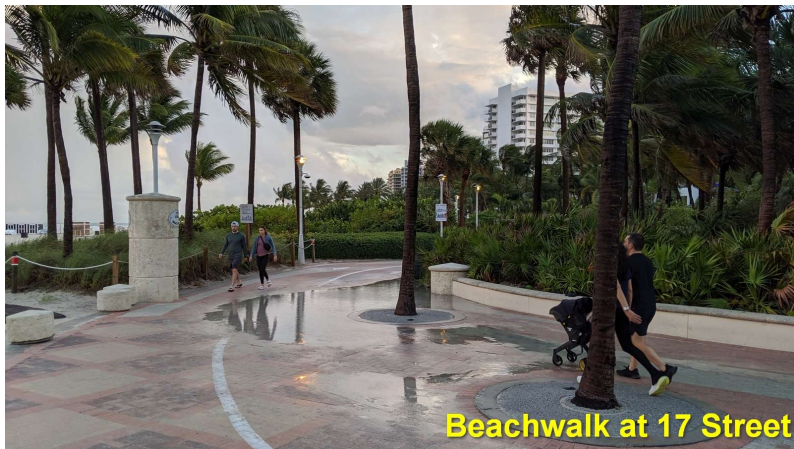
Facilities and Infrastructure – Beachwalk

Concern

- Ponding at various locations along the Beachwalk affects safety and mobility.

Recommendation

- Identify locations where ponding occurs and develop a work plan with estimated costs and timelines to implement spot-drainage improvements.
 - Should the fiscal impact require action by the City Commission, the Administration will request funding.



Facilities and Infrastructure – Beachwalk

Concern

- Critical chokepoints along the Beachwalk result in conflicts and safety concerns among users.

Recommendation

- Identify all critical chokepoint locations as well as opportunities for potential minor widening of the Beachwalk as feasible.

Concern

- Bicycle facilities requiring restriping and/or repainting as a result of peeling, fading, and poor restoration following of underground utility work.

Recommendation

- Identify all locations that require restriping and/or repainting as well as cost estimates.
- Explore ways of ensuring that proper bicycle facility restoration by contractors is completed.

Facilities and Infrastructure – Beachwalk

Solar-Powered Electronic Speed Feedback Devices

Concern

- Bicyclist speeding on the Beachwalk.

Recommendation

- Pilot Program to test the effectiveness of solar-powered electronic speed feedback devices.
 - The devices will serve to alert bicyclists to “SLOW DOWN” and raise awareness while cycling on the Beachwalk.

Speed, Volume and Modal Data Collection Sensors

- Install electronic sensors to collect speed and volume data in real-time of pedestrians, bicycles, and micromobility devices.



Facilities and Infrastructure – Citywide

Proposed Bicycle Lane Improvements

- Transportation and Mobility Department staff identified various pending BPMP projects:
 - Closing the bike lane gap on northbound Ocean Drive at 5 Street (traffic analysis in progress pursuant to City Commission direction, however, construction is unfunded).
 - BPMP Category 1 - Project No.30: Bicycle lane on 5 Street between Collins Avenue and Atlantic Way (construction is unfunded).
 - BPMP Category 3 - Project No. 6: Greenway on Michigan Avenue between 2 Street to 11 Street (construction is unfunded).
 - BPMP Category 3 - Project No.15: Greenway on Prairie Avenue between 44 Street to 47 Street (construction is unfunded).
 - BPMP Category 3 - Project No. 21: Greenway on 69 Street between Indian Creek Drive to Atlantic Way (construction is unfunded).
 - BPMP Category 3 - Project No. 25: Greenway on Royal Palm Avenue between 26 Street and 41 Street (construction is unfunded).
- Greenways are defined in the BPMP as low-volume, low-speed, and thus, low-stress streets that are designed for safe bicycle travel (and do not include dedicated bicycle lanes)

Next Steps

- Explore new legislation requiring a private property setback from the Beachwalk and developing regulations governing the type of vegetation permitted for planting within the setback area.
- Exploring the possibility of capturing bicycle, pedestrian, and micromobility crashes throughout the City through digital changes to its departmentwide Offense Incident Report.
- Identify locations where ponding occurs and develop a work plan with estimated costs and timelines to implement spot-drainage improvements.
- Identify all critical chokepoint locations along the Beachwalk as well as opportunities for potential minor widening as feasible.
- Identify all locations that require restriping and/or repainting as well as cost estimates.
- Explore ways of ensuring that proper bicycle facility restoration by contractors is completed.
- Refine low-hanging BPMP projects.

An aerial photograph of a coastal area. A red and white paved path runs along the left side, with palm trees and greenery to its left. To the right of the path is a grassy dune area, followed by a sandy beach and the ocean. The text "Thank You" is centered in the middle of the image.

Thank You