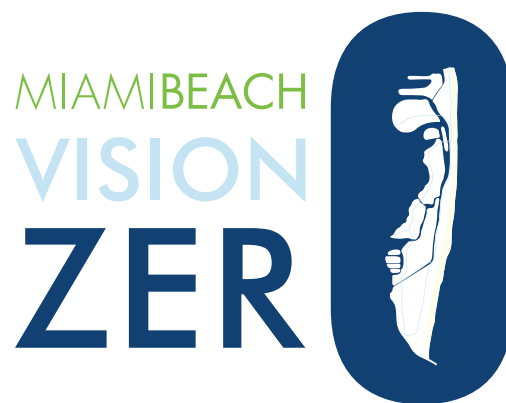


The City of Miami Beach was awarded the Safe Streets and Roads for All (SS4A) \$400,000 Grant by the Federal Highway Administration (FHWA) in July 2023 for the development of a citywide Vision Zero Action Plan (VZAP).



WHAT IS VISION ZERO?

Vision Zero is a safety initiative with a goal to eliminate all traffic fatalities and severe injuries while increasing the safety, mobility, and health of all residents of the City of Miami Beach. We are focused on system-level changes at how we plan, design, and build our transportation network.

On average, **Miami Beach experiences approximately 64 life-altering and fatal crashes annually.**

It is the City's goal to ensure all residents are safe when on the streets. Instituting a Vision Zero policy provides an avenue for the City to address safety concerns. The Miami Beach Vision Zero Action Plan is an extensive safety initiative in collaboration with various City departments and partner agencies that promotes coordinated solutions in engineering, education, encouragement, evaluation, equity, and enforcement.

MIAMI BEACH VISION ZERO GOALS

The City's commitment to zero traffic deaths means addressing all aspects of safety through five overarching program focus areas. Our focus areas are based on FHWA's Safe Systems approach that, together, creates a holistic approach with layers of protection for all road users. Our focus areas are: **Promote a Culture of Safety, Enhance Process and Collaboration, Build Safe Streets for Everyone, Create Safe Speeds, and Make Data-Driven Decisions.** The City has set 3 ambitious, but essential goals for reshaping our perspective on streets and guiding future decisions towards creating inviting, safe environments for all.



Achieve zero traffic-related deaths or injuries by 2040



Create and promote safe and comfortable streets with balanced mode shares



Prioritize equitable and context-sensitive investments

BETWEEN 2017 AND 2023 IN MIAMI BEACH...

33,550 reported crashes

48 people died

67,831 people involved

7 lives lost per year



DEVELOPING THE ACTION PLAN



The City’s action plan was guided by an evaluation of crashes in Miami Beach between 2017 and 2023. Through data analysis, crashes were identified by mode, location, behavior, and environmental elements influencing them and their severity. Knowing where and why deadly and life-altering crashes are occurring sheds light on resulting patterns and contributing systemic factors and informs targeted strategies and actions for effective intervention.

To inform the recommendations outlined in the action plan, the evaluation of data also included evaluating trends in relation to reoccurring crash types, crash locations by roadway jurisdiction, vulnerable road users including disadvantaged communities, aging drivers, youth drivers, traffic control measures, synagogues and Jewish centers, transit, and schools and learning centers.

A High Injury Network (HIN), defined as a collection of roads where the highest rates of severe injuries and fatalities are occurring, was developed for this action plan to help prioritize the locations where the recommended safety efforts are urgently required by addressing root causes in the community’s most vulnerable areas and maximizing the impact of limited resources and funding.

| Task Force Meetings & Community Outreach | |
|--|------------------------------|
| April 4, 2024 | VZAP Task Force Meeting #1 |
| June 10, 2024 | VZAP Task Force Meeting #2 |
| June 25, 2024 | VZAP Task Force Meeting #3 |
| June 25, 2024 | Community Outreach Bike Ride |
| July 11, 2024 | VZAP Task Force Meeting #4 |



ACTION PLAN RECOMMENDATIONS

Reaching zero deaths relies on a Safe Systems approach recognizing that humans make mistakes and their bodies have limited ability to withstand crash impacts. This approach designs roads to minimize risks and ensures that when mistakes happen, they don’t result in fatalities or serious injuries.

The final report for the Miami Beach Vision Zero Action Plan details Action Items, related implementation partners, suggested timeframe, and a pertinent performance metric divided into 5 categories that will play a role in achieving the ultimate goal of eliminating fatal and serious injuries from our roadways.



Safe Road Users
7 Action Items



Safe Vehicles
5 Action Items



Safe Speeds
5 Action Items



Safe Roads
6 Action Items



Post-Crash Care
5 Action Items

MOTOR VEHICLE HIGH INJURY NETWORK (2017 - 2023)

This map illustrates the Motor Vehicle High Injury Network, which is comprised of all roadways where there was a motor vehicle-involved traffic crash that resulted in someone being Killed or Seriously Injured.

3 corridor segments within the City of Miami Beach were part of the Top 40 HIN Segments identified in the Miami-Dade County 2024 Vision Zero Action Plan:

West Avenue
from 5 Street to 17 Street

Dade Boulevard
from Venetian Way to 23 Street

Pine Tree Drive
from 23 Street to 63 Street



0 0.25 0.5 1 Miles

LEGEND

- Motor Vehicle HIN
- Miami-Dade County HIN Overlap

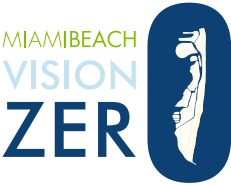
Source: Signal4 Data Analytics



▶▶▶▶
2024



CITY OF MIAMI BEACH
VISION ZERO ACTION PLAN





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Community Outreach Survey Results
Strategies from Other Cities

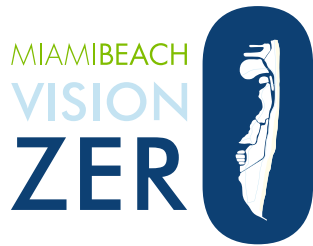




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A MESSAGE FROM OUR CITY MANAGER

Dear Miami Beach neighbors and visitors,

I am reaching out to talk about something that touches all of us: the safety of our streets. Our Vision Zero initiative is a heartfelt commitment to ensure that no one else in Miami Beach loses their life or suffers serious injury in a traffic incident. We believe that everyone should feel safe walking, biking, or driving in our beautiful city. Any life lost on our roads is one too many, and it's time for us to rewrite the story of our streets.

Imagine a city where children can walk to school free of worry, families can bike together safely, and drivers can travel without the fear of crashes. Sadly, traffic incidents have taken a toll on our community, and it's time for us to come together and make a change.

Vision Zero is more than just a policy; it is a promise to protect you, your family, and your neighbors. It's about saying that no loss of life on our streets is acceptable. In the past 7 years, 48 lives have been taken on the streets of Miami Beach. 48 families that are forever changed for the worse. Approximately 1 in every 10 serious injury crashes resulted in a fatality. By using data to guide our actions, we will create safer roads, educate everyone on safe practices, and enforce traffic laws effectively. But to make this vision a reality, we need your help.

We ask that you join us on this journey — a journey toward safer, more vibrant streets where families can stroll without fear, cyclists can pedal with confidence, and drivers can navigate without anxiety. This is not just about policy — it is about people. It is about protecting our loved ones, our neighbors, and our community as a whole.

Together we will foster a culture of responsibility — a culture where each of us understands the impact of our actions behind the wheel, on bike paths, and as pedestrians. It's about looking out for one another, practicing patience and empathy, and making the conscious choice to prioritize safety above all else.

Let us build a future where zero is not just a number, but a promise — a promise of safety, of prosperity, and of hope for generations to come.

Eric T. Carpenter





**WHAT IS
VISION ZERO?**

**GOALS &
PRINCIPLES**

WHAT IS VISION ZERO?

For Miami Beach, Vision Zero means shifting our focus from prioritizing vehicular movement to ensuring the safe mobility of all road users, particularly pedestrians and bicyclists who contribute to the city's vibrant street life and community. Embracing the Safe System Approach, endorsed by the Federal Highway Administration, we are committed to not only averting crashes but also minimizing their impact when they do occur. Rooted in the belief that traffic deaths are not inevitable but preventable, this approach recognizes that decisions regarding street design, community planning, and individual behavior significantly influence road safety.

Our Vision Zero Action Plan draws from diverse perspectives, incorporating feedback from stakeholders and building upon existing plans and policies, such as the Complete Streets initiative. It's a citywide collaboration aimed at proactively investing in safe infrastructure, especially in communities disproportionately affected by traffic incidents.

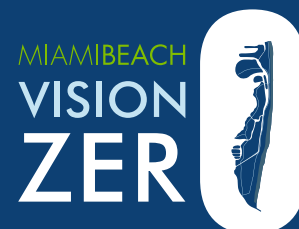
To achieve Vision Zero, Miami Beach will implement both immediate actions and long-term strategies. The goal is ambitious: to eliminate traffic deaths and serious injuries by 2040. Key actions, identified through collaboration with the community and partners, will be identified for implementation and can be found in Section 6 of this Action Plan. The Action Plan focuses on near-term improvements while recognizing the need for sustained commitment to long-term cultural and policy changes, thus it will remain adaptable, with updates scheduled to reflect evolving needs and circumstances.

Vision Zero is not just a goal but a commitment to prioritize human life and health in transportation planning and design. It's a shared responsibility across agencies and communities to create a safer, more equitable city for all residents and visitors. Through collaborative efforts and data-driven strategic investments, Miami Beach aims to proactively address road safety challenges and prevent tragedies before they occur to create a city where every journey is safe for all.

Vision Zero is a strategy aiming to eradicate all traffic fatalities and severe injuries while promoting safe and equitable mobility for all road users. It centers on the principle that human life and health should not be compromised for vehicular movement and seeks to achieve this goal through a holistic approach that includes safe road design, education, enforcement, and technology. It is a shared responsibility across multiple agencies, partners, and the community requiring cooperation, commitment, urgency, and action to forge a safe roadway system for everyone.



- ▲ What has been done.
- ▼ What we plan to do.



MIAMI BEACH VISION ZERO GOALS

While we acknowledge the ambitious nature of our goals, they are essential for reshaping our perspective on streets and guiding future decisions towards creating inviting, safe environments for all. Streets are not just for cars; they are vibrant public spaces, fostering social interaction and shared experiences. Prioritizing people in our transportation system means that human errors do not lead to tragic consequences like death or serious injury.



Achieve zero traffic-related deaths or injuries by 2040

Implement comprehensive strategies focused on safe streets, safe speeds, safe behavior, and thorough post-crash investigation to eliminate all traffic-related injuries and fatalities in Miami Beach by 2040.



Create and promote safe and comfortable streets with balanced mode shares

Develop and implement street designs and policies aimed at maximizing safety for all road users, with particular emphasis on protecting vulnerable groups such as pedestrians and bicyclists. Adopt a cultural shift towards responsible driving behavior through changes in policy, infrastructure, and community engagement efforts.



Prioritize equitable and context-sensitive investments

Employ data-driven approaches to allocate traffic safety investments effectively, directing resources to communities in Miami Beach where they are most needed. Engage residents actively in the Vision Zero initiative, building support and empowering them to play an active role in shaping and implementing strategies for safer streets. Promote educational campaigns to increase public awareness and in turn reduce traffic-related incidents.

MIAMI BEACH VISION ZERO PRINCIPLES

The Vision Zero principles set here will steer the actions, partnerships, and execution of our Action Plan. It is incumbent upon each of us to prioritize safety, whether in the roles of designing, enforcing, or simply using the streets of Miami Beach. Our individual decisions regarding Miami Beach's roadway network should align with these principles to enhance our collective safety.



Comprehensive Leadership and Dedication

Elected officials and agency leaders are committed to eliminating traffic fatalities and severe injuries by setting a clear, measurable goal within a specific time frame. This pledge reflects a unified effort across multiple sectors, including transportation, public health, law enforcement, and urban planning, to address the root causes of traffic-related harm. By prioritizing human life and health in every policy decision, they aim to foster a safer environment for all road users, from pedestrians and bicyclists to motorists. This commitment underscores the belief that every fatality and serious injury is preventable through strategic, data-driven actions and collaboration.



Promoting Safe Roads and Controlled Speeds

Decision-makers employ a variety of strategies, including road design enhancements, enforcement measures, educational initiatives, and policy adjustments, to reduce severe and fatal traffic injuries for all road users, with a particular focus on protecting vulnerable pedestrians and bicyclists. Speed is acknowledged as a fundamental factor in crash severity and thus should be proactively managed through measures such as implementing road design improvements, enforcing speed limits, educating the public, and adjusting policies to reduce crash severity.





Inclusive Outreach and Community Engagement

Leaders actively engage with communities, especially those disproportionately affected by traffic crashes and typically overlooked by safety initiatives, fostering equity-based education and participation. Empower residents, businesses, and visitors with the knowledge and skills necessary to navigate Miami Beach streets safely. This could include outreach events, workshops, and campaigns that promote safe driving, walking, and cycling behaviors.



Transparent Accountability through Data-Driven Methods

Planners and Engineers utilize data analysis to comprehensively understand the patterns and causes of serious crashes, enabling the identification and mitigation of underlying risk factors while ensuring transparency and accountability throughout the process. By leveraging traffic crash data, pedestrian counts, and other relevant metrics, the city can target resources where they are most needed, ensuring that interventions have the greatest impact on reducing traffic fatalities and injuries.

Communicate progress annually via easily accessible means, fostering ongoing engagement with communities.

Collaborate actively with agency partners, with a commitment to adapting the approach as needed in the future. Success will be measured not only by safety metrics but also by the level of investment in communities of concern and the achievement of equitable outcomes.



EVALUATING CRASH DATA AND TRENDS

2

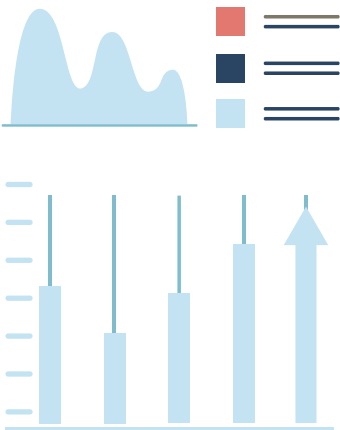
EVALUATING CRASH DATA AND TRENDS

Our action plan is guided by an evaluation of crashes in Miami Beach between 2017 and 2023. Through data analysis, we identified crashes by mode, location, behavior, and environmental elements influencing them and their severity. Knowing where and why deadly and life-altering crashes are occurring sheds light on resulting patterns and contributing systemic factors and informs targeted strategies and actions for effective intervention. This section presents key findings derived from our crash analysis.

By understanding the locations and reasons behind deadly and life-altering injury crashes, stakeholders such as planners, engineers, and policymakers gain valuable insights into the complex mix of environmental, behavioral, and systemic factors contributing to these incidents. This deeper understanding enables the development of targeted strategies to address these factors effectively.

To inform the recommendations outlined in the action plan, an evaluation of seven years of the most recent crash data from the Signal4 database specific to Miami Beach (2017–2023) was conducted. The data not only validates the concerns expressed by residents and visitors of Miami Beach, but also highlights the alarming safety risks faced by road users across various modes of transportation. The data shows that the highest number of crashes during this time period occurred in 2018, with a total of over 5,600 traffic related crashes.

By using insights gained from crash data and trends, Miami Beach can focus on implementing interventions that reduce risks, improve road safety, and move closer to achieving the Vision Zero goal of eliminating traffic-related fatalities and severe injuries.



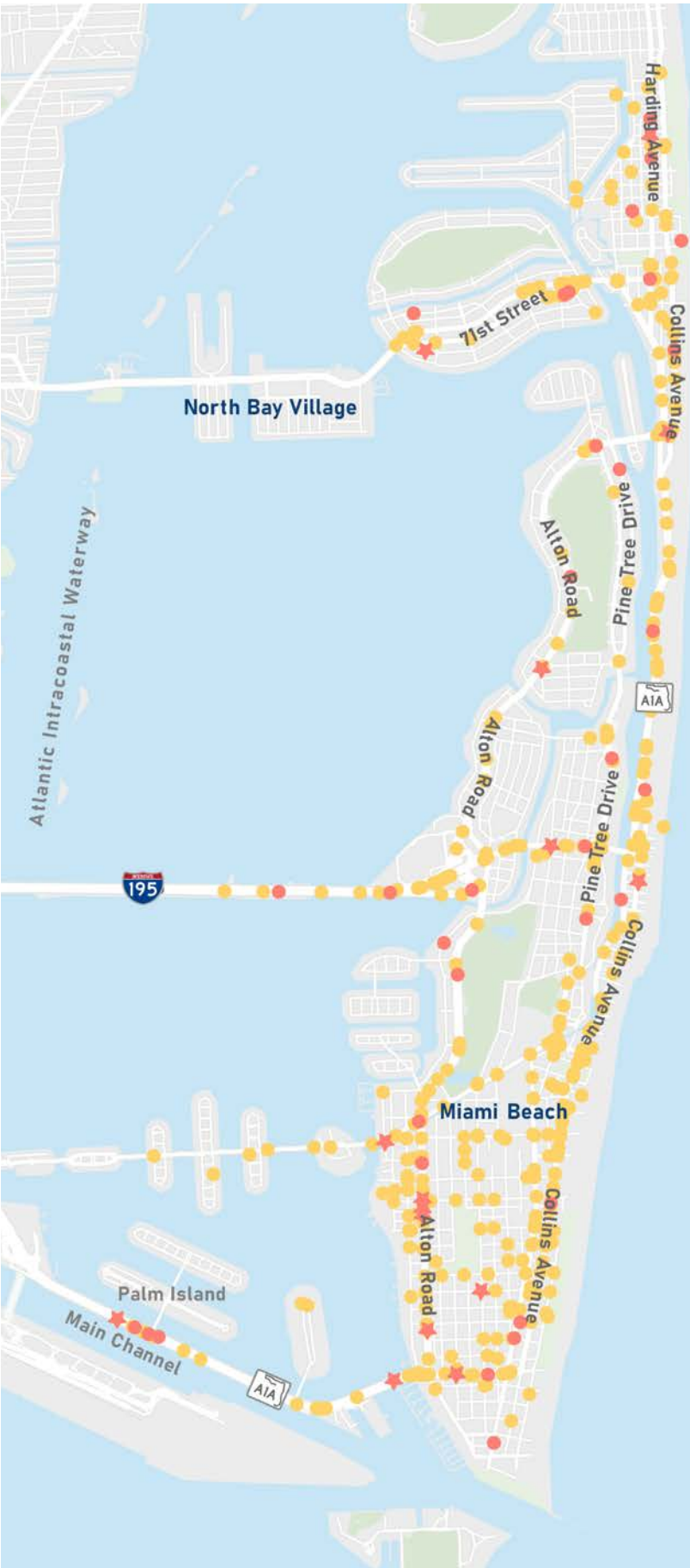
2017 - 2023

33,550 TOTAL VEHICLE-RELATED CRASHES

| | |
|-----|-------------------------------|
| 48 | Deaths |
| 682 | Crashes Involving Bicyclists |
| 2 | Bicyclists Killed |
| 44 | Bicyclists Seriously Injured |
| 780 | Crashes Involving Pedestrians |
| 121 | Pedestrians Seriously Injured |
| 18 | Pedestrians Killed |

Source: Signal4 Data Analytics





► **Figure 01**
**TOTAL
KILLED OR
SERIOUSLY
INJURED
CRASHES**
(2017 - 2023)

This map illustrates all Killed and Seriously Injured (KSI) crashes that occurred on the streets of Miami Beach between 2017 and 2023.

This map includes motor vehicle crashes, bicyclist crashes, and pedestrian crashes as well as all other reported traffic crashes during this time.

10% of all serious injury crashes resulted in death.

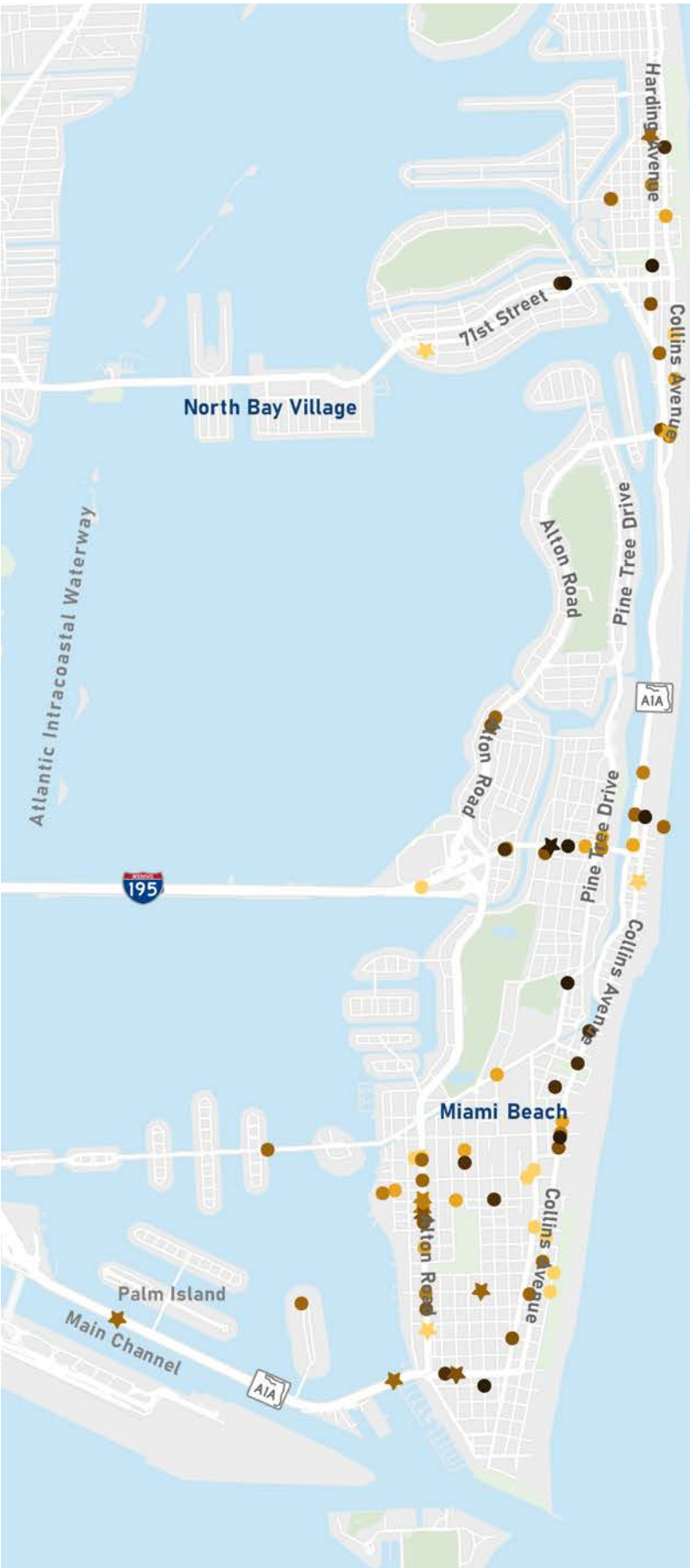


0 0.25 0.5 1 Miles

LEGEND

- Fatal Crash
- ★ Fatal Bike/Ped Crash
- Severe Injury Crash

Source: Signal4 Data Analytics



► **Figure 02**
**PEDESTRIAN
 KILLED OR
 SERIOUSLY
 INJURED
 CRASHES**
 (2017 - 2023)



This map illustrates all pedestrian-related Killed and Seriously Injured (KSI) crashes that occurred on the streets of Miami Beach between 2017 and 2023.

20% of all pedestrian-related crashes resulted in a pedestrian being killed or seriously injured.

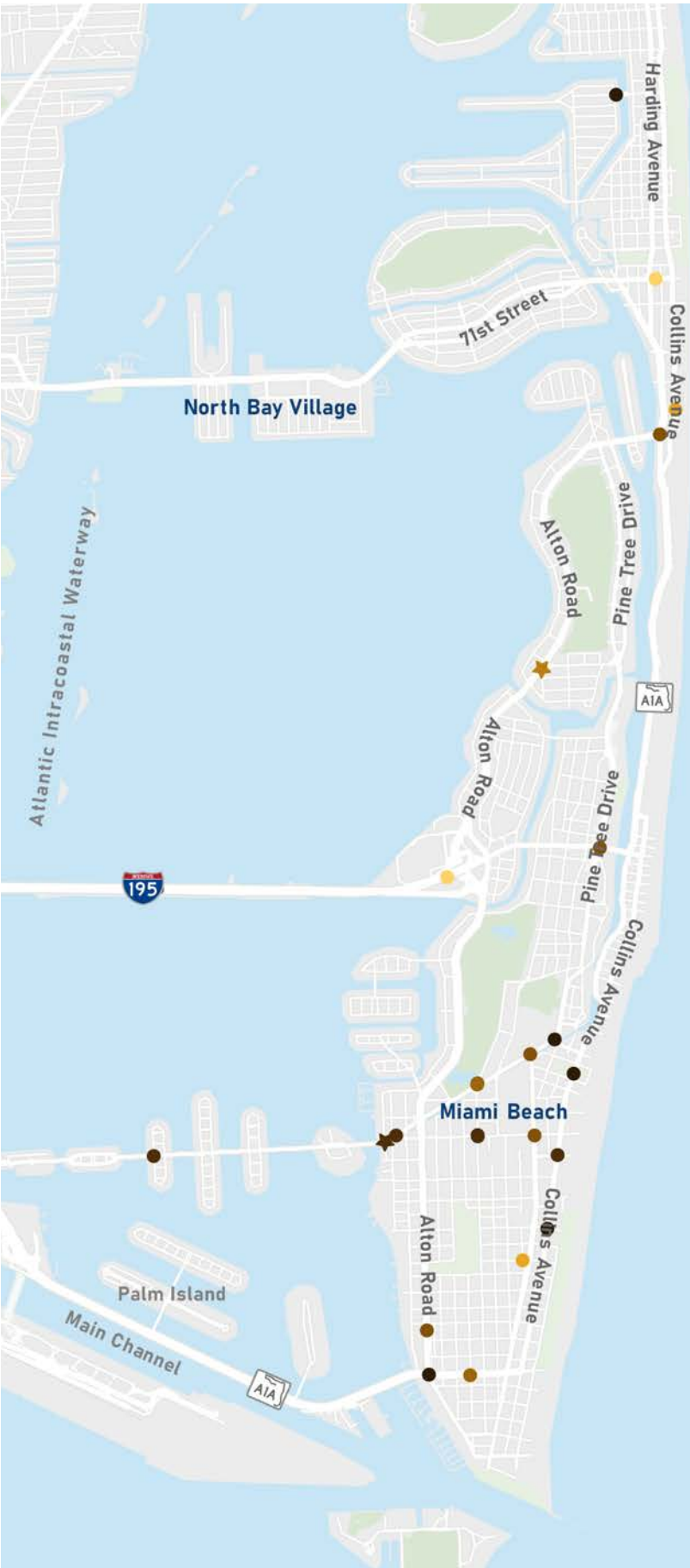


0 0.25 0.5 1 Miles

LEGEND

- SERIOUSLY INJ. ★ FATAL
- /★ 2017 ●/★ 2021
- /★ 2018 ●/★ 2022
- /★ 2019 ●/★ 2023
- /★ 2020

Source: Signal4 Data Analytics



► **Figure 03**
BICYCLIST
KILLED OR
SERIOUSLY
INJURED
CRASHES
(2017 - 2023)



This map illustrates all bicyclist-related Killed and Seriously Injured (KSI) crashes that occurred on the streets of Miami Beach between 2017 and 2023.

10% of all bicyclist-related crashes resulted in a bicyclist being killed or seriously injured.



0 0.25 0.5 1 Miles

LEGEND

- SERIOUSLY INJ. ★ FATAL
- /★ 2017 ●/★ 2021
- /★ 2018 ●/★ 2022
- /★ 2019 ●/★ 2023
- /★ 2020

Source: Signal4 Data Analytics

WHAT THE NUMBERS TELL US

On average, **Miami Beach experiences approximately 64 life-altering and fatal crashes annually**, presenting a sobering statistic that highlights the ongoing challenges in ensuring road safety within the city. Figure 4 depicts the total number of Killed or Seriously Injured crashes that occurred between 2017 and 2023 divided by road jurisdiction.

While the year 2020 witnessed a notable decrease in overall crashes attributed to the impact of COVID-19, the number of incidents resulting in incapacitating injuries or fatalities has persisted at a steady rate. This consistency suggests that despite external factors such as reduced traffic volume during the pandemic, there remains a critical need for comprehensive efforts to address the root causes of these severe crashes and work towards the ultimate goal of reducing them to zero.

For comparative purposes, the numbers below show the yearly average regional, state, national, and global KSI numbers:

| | | |
|--------------------|---|-------------------|
| Miami-Dade County* | = | 1,485 KSI/yr. |
| Florida* | = | 16,932 KSI/yr. |
| USA** | = | 47,800 killed/yr. |
| The World** | = | 1.19 M killed/yr. |

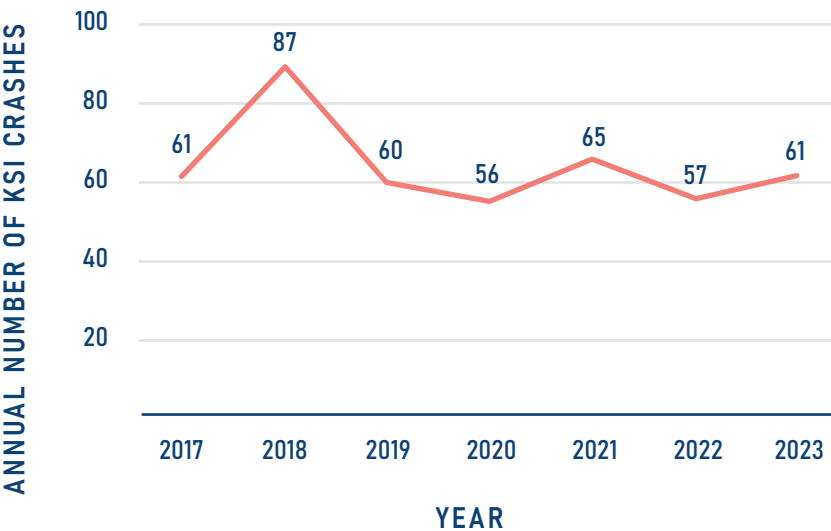
► Figure 04 Total KSI Crashes by Jurisdiction

| ROAD JURISDICTION | Total (KSI) Crashes | Percent |
|------------------------------------|---------------------|-------------|
| City MIAMI BEACH | 155 | 35% |
| County (DTPW) MIAMI-DADE COUNTY | 8 | 2% |
| State (FDOT) FDOT | 272 | 61% |
| Other* | 12 | 3% |
| TOTAL | 447 | 100% |

* <https://signal4analytics.com/>

** <https://www.nhtsa.gov/press-releases/traffic-crash-death-estimates-2022#:~:text=The%20National%20Highway%20Traffic%20Safety,42%2C939%20fatalities%20reported%20for%202021.>

► Figure 05 Annual Number of Serious Injury and Fatal Crashes (2017-2023)



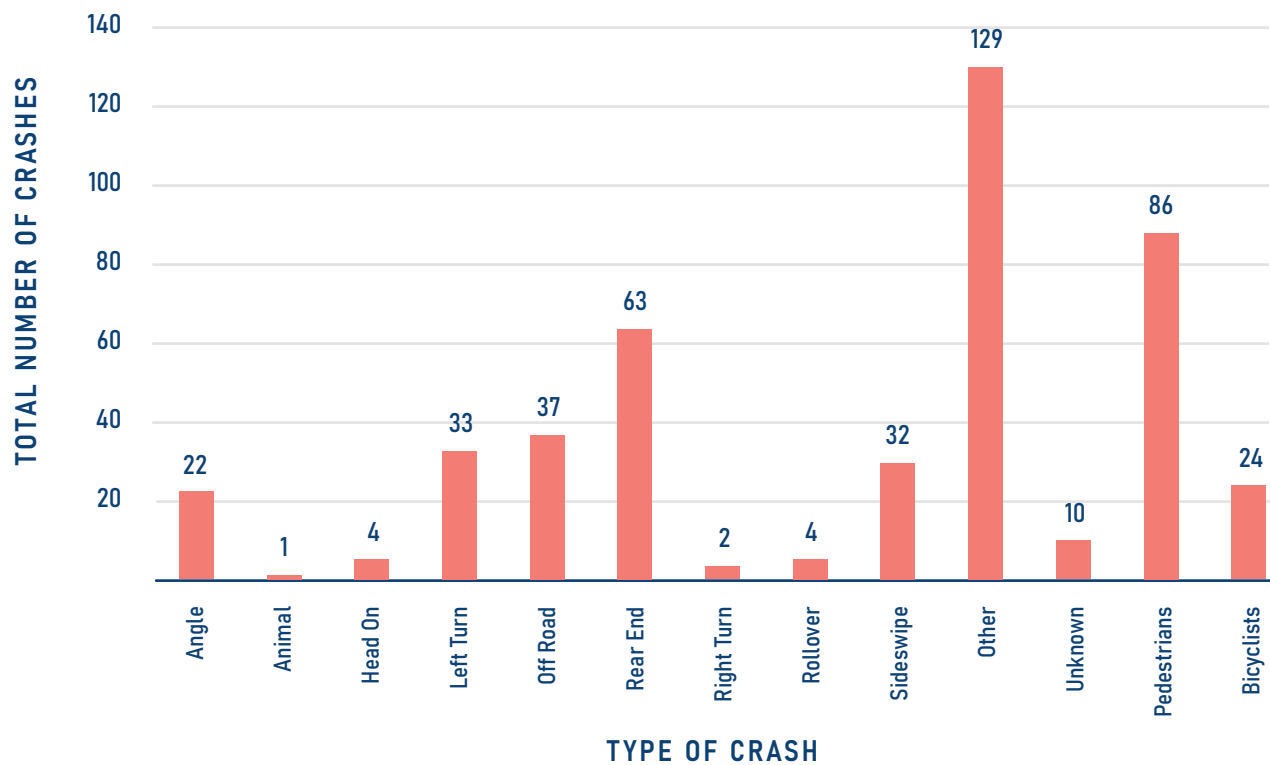
REOCCURRING CRASH TYPES

In Miami Beach, common crash types of fatal and serious injury crashes include rear-end crashes, incidents involving pedestrians, and other types of crashes which include single vehicle collisions and those involving parked vehicles. Rear-end crashes, in particular, often result from factors such as tailgating, sudden braking, or distracted driving, highlighting the importance of maintaining safe following distances and remaining attentive while behind the wheel.

Additionally, crashes involving pedestrians pose a serious concern, emphasizing the need for enhanced pedestrian safety measures, improved crosswalk visibility, and increased public awareness campaigns to mitigate risks for vulnerable road users. Similarly, the occurrence of other types of crashes underscores the diverse range of factors contributing to road safety challenges in Miami Beach, necessitating multifaceted approaches to address these issues comprehensively and effectively.



► Figure 06 Fatal and Severe Injury Crashes by Type (2017-2023)



Note: Data in this figure reflects number of crashes not number of people involved. On average more than one person was involved in a crash.

VULNERABLE ROAD USERS -
DISADVANTAGED COMMUNITIES

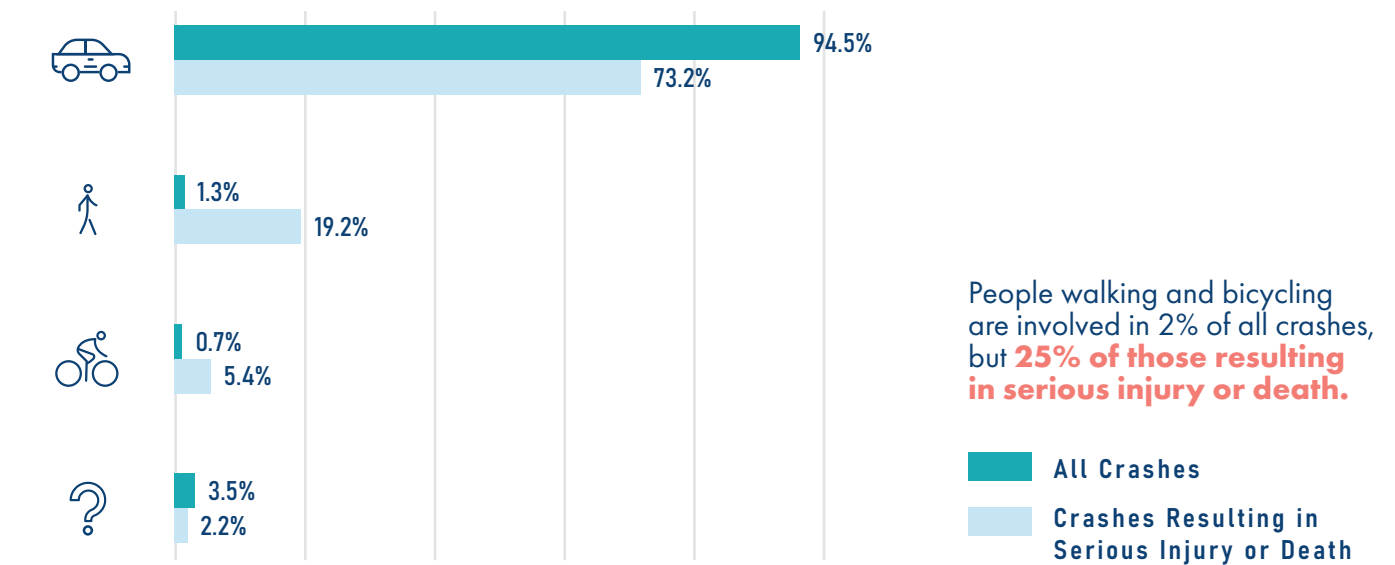
Roadway safety affects the entire community of Miami Beach, but specific demographics face greater risks of enduring life-changing accidents. Vulnerable road users include pedestrians and bicyclists, young individuals and seniors, individuals with physical disabilities, and motorcyclists. Enhancements in safety measures must prioritize the protection of all individuals, regardless of their mode of transportation or age.

Notably, pedestrians emerge as the most vulnerable demographic, representing the highest percentage of deadly crashes on our roads. In the United States in 2021, 7,388 pedestrians were killed – a 13% increase from 2020 – and more than 60,000 pedestrians were injured nationwide. (Source: NHTSA) **On average, 2 pedestrians die on the streets of Miami Beach each year due to traffic related incidents.**

This action plan reaffirms the City’s dedication to prioritizing safety investments in marginalized and vulnerable communities. Such communities may experience reduced transportation access, increased exposure to pollution, and higher poverty rates, among various other factors, compared to other areas.



► **Figure 07** Crash Severity by Mode (2017-2023)





► Figure 08

DISADVANTAGED COMMUNITIES

Defined areas of land known as tracts or parcels are considered disadvantaged because they meet more than one burden threshold (climate change, energy, health, housing, legacy pollution, transportation, water and wastewater, and/or workforce development) **AND** the associated socioeconomic threshold.

A tract is considered transportation disadvantaged if it meets the Low Income Threshold **AND** at least one of the following:

- Diesel particulate matter exposure (amount of diesel exhaust in the air)
- Transportation barriers (average cost of relative cost and time spent on transportation)
- Traffic proximity and volume (count of vehicles at major roads within 500 meters)



0 0.25 0.5 1 Miles

LEGEND

- Identified as Disadvantaged
- Identified as Transportation Disadvantaged

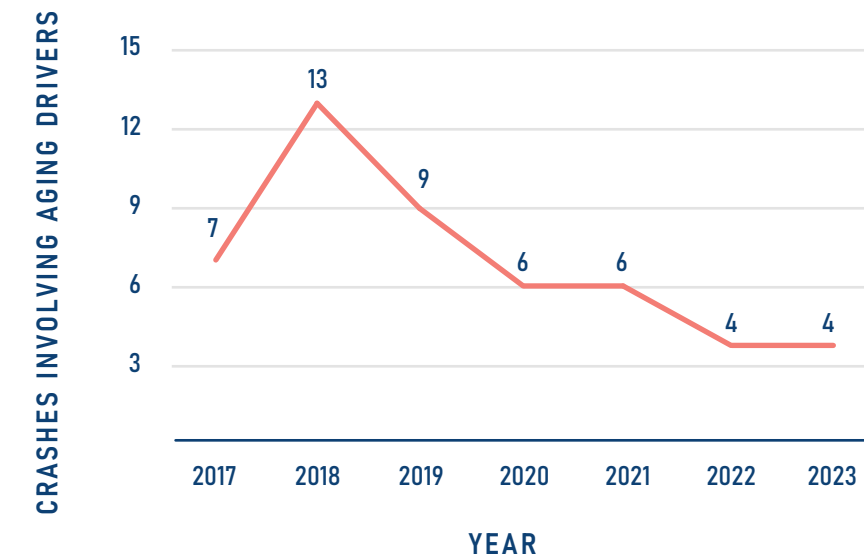
Source:
The Climate and Economic Justice Screening Tool

VULNERABLE ROAD USERS - AGING DRIVERS (65 YEARS OR OLDER)

The elderly population (65 years or older) in Miami Beach represents a significant and vulnerable group within the context of Vision Zero. As both drivers and pedestrians, elderly residents face unique challenges that increase their risk of involvement in traffic incidents. Reduced mobility, slower reaction times, and declining vision and hearing capabilities make navigating busy streets more hazardous for older adults.

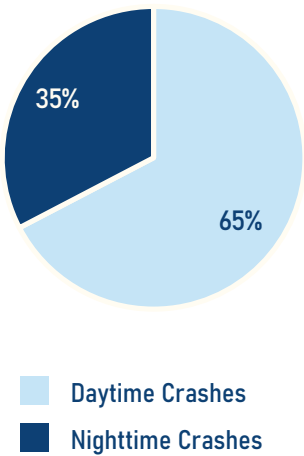
As pedestrians, they are more susceptible to severe injuries in the event of a collision, and as drivers, they may struggle with the complexities of modern traffic environments. Addressing these challenges through targeted safety measures, such as improved pedestrian crossings, enhanced driver education programs, and infrastructure designed to accommodate their needs, is crucial to ensuring their safety and achieving the goals of Vision Zero.

► **Figure 10** Annual Number of Serious Injury and Fatal Crashes Involving Aging Drivers (2017-2023)

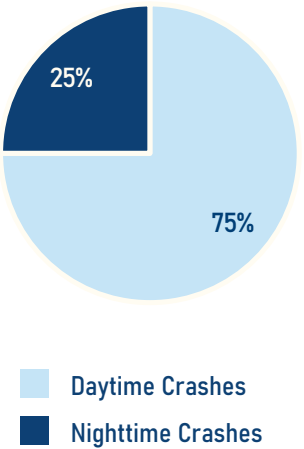


Since the Senior Freebee Service was implemented in 2022, crashes involving seniors has been **TRENDING DOWNWARD.**

► **Figure 09** Total KSI Crashes (Aging Drivers)



► **Figure 11** Total Pedestrian KSI Crashes (Aging Drivers)



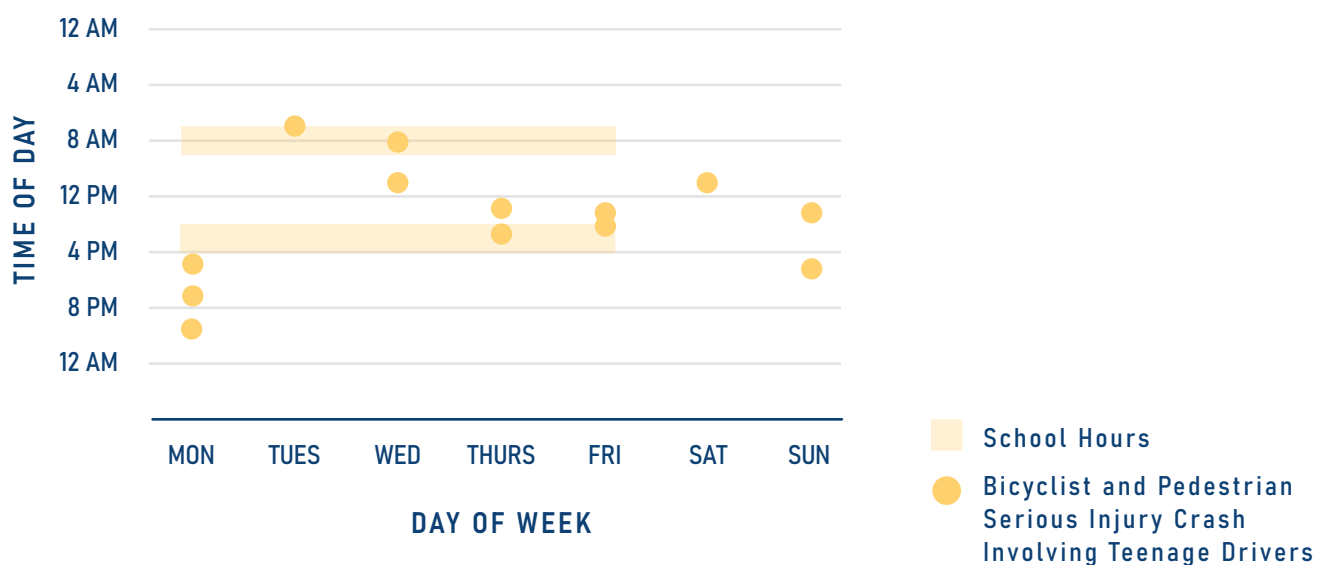
VULNERABLE ROAD USERS - YOUTH DRIVERS (15-19 YEARS OLD)

The teenage and youth population in Miami Beach is a critical focus within the Vision Zero initiative due to their heightened vulnerability as both drivers and pedestrians. As new and inexperienced drivers, teenagers are more prone to accidents caused by inexperience, risk-taking behaviors, and distractions such as mobile devices.

As pedestrians, youth are often less aware of traffic dangers and may engage in risky crossing behaviors. Additionally, their frequent use of bicycles and skateboards increases their exposure to traffic hazards. To address these risks, Vision Zero aims to implement targeted educational programs, enforce stricter traffic laws, and design safer infrastructure, such as well-marked crosswalks and dedicated bike lanes, to protect and educate young road users, ultimately reducing traffic-related injuries and fatalities among this vulnerable group.



► **Figure 12** Serious Injury Crashes Involving Teenage Drivers (15 - 19 Years Old) (2017-2023)



After analyzing origin/location of crashes/crash report findings, it can be assumed that **NONE** of the KSI crashes that occurred during weekday school times involving a teenage driver occurred leaving to and/or from school.

TRAFFIC CONTROL MEASURES

An analysis conducted as part of the City of Miami Beach Vision Zero Action Plan highlighted the critical role of signalized intersections, school signals, and flashing beacons in enhancing the safety of bicyclists and pedestrians. **Figure 13** illustrates the Killed or Seriously Injured crashes that involved bicyclists and pedestrians in relation to the traffic control measures.

Traffic Signals

Desktop and field reviews found that intersections equipped with traffic signals significantly improve safety for pedestrians and bicyclists. Regulated crossing times and clear traffic management help reduce the potential for conflicts between vehicles and vulnerable road users. Visual observations confirmed that features such as pedestrian countdown timers and audible signals enhance the safety of crossing streets, contributing to a safer environment overall.

School Signs

Enhanced signaling in school zones, including flashing lights and reduced speed limits, was shown to be highly effective in protecting children during peak school hours. Both the desktop and field reviews confirmed that these measures make drivers more cautious and attentive in school zones, creating a safer environment for young pedestrians commuting to and from school.

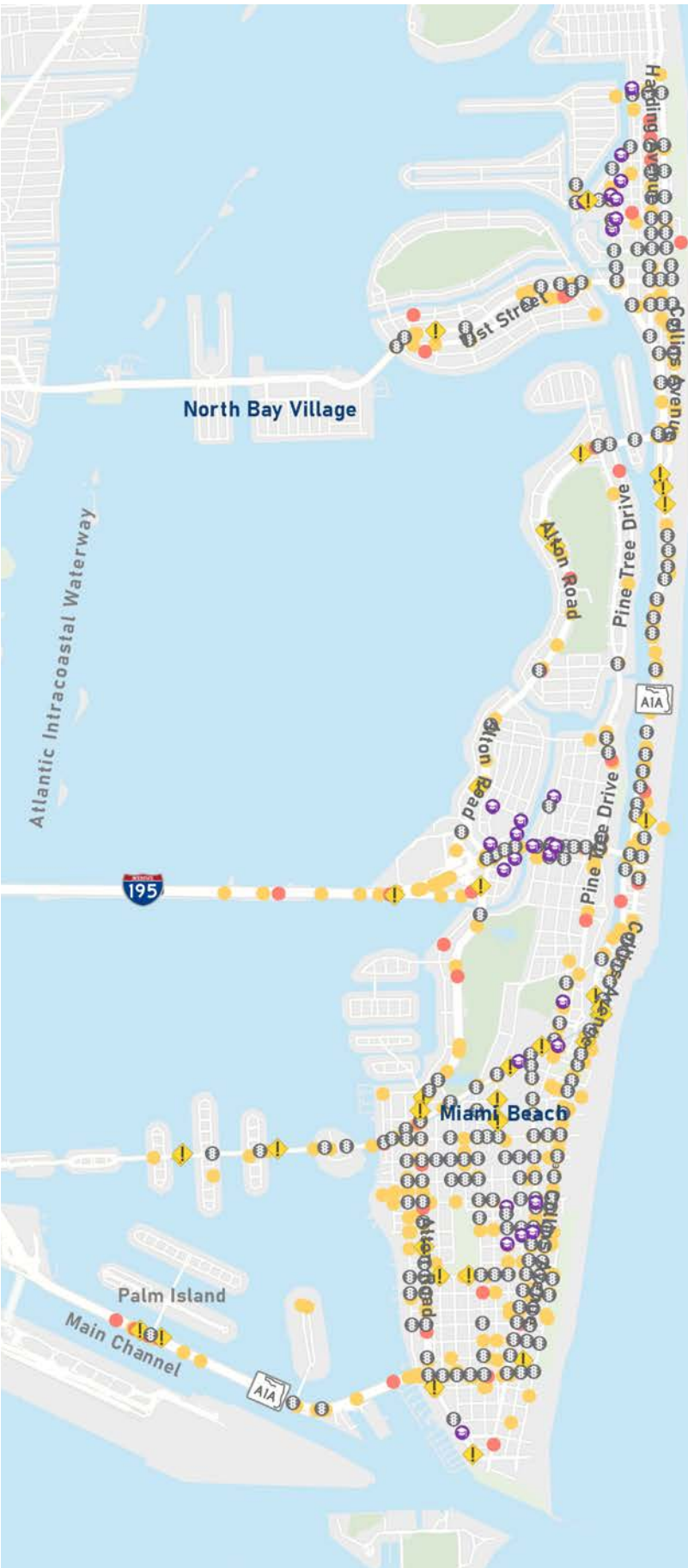
Flashing Beacons

The installation of flashing beacons at high-risk crosswalks and pedestrian-heavy areas was highlighted as a key factor in improving pedestrian and bicyclist safety. These beacons serve as highly visible warnings to drivers, prompting them to slow down and yield. Flashing beacons were particularly effective in areas with high pedestrian traffic, significantly enhancing driver compliance with yielding requirements and overall pedestrian safety.

The positive outcomes of the analysis highlight the effectiveness of these measures in reducing severe traffic incidents and underscore the need for ongoing maintenance and periodic assessments to address emerging safety concerns and adapt to changing traffic patterns.

ZERO pedestrian and/or bicyclist-related crashes occurred at areas where there was a pedestrian flashing beacon.





► **Figure 13**
KSIs NEAR
TRAFFIC
CONTROL
MEASURES
(2017 - 2023)



This map visualizes all of the mapped traffic signals, school signs, and flashing beacons throughout the City in comparison to the bicyclist and pedestrian Killed or Seriously Injured (KSI) crashes.



LEGEND

- Fatal Crash
- Severe Injury Crash
- Traffic Signal
- School Signal
- Flashing Beacon

Note: Crashes are only Bike/Ped-Related

Source: Signal4 Data Analytics

SYNAGOGUES AND JEWISH CENTERS

As requested by members in the Miami Beach Vision Zero Action Plan Taskforce, an analysis was conducted to examine if there exists a correlation between pedestrian and/or bicyclist-related crashes and the large Jewish community within the City including areas surrounding synagogues and within the boundaries of the eruv, a symbolic boundary used by observant Jews.

This review focused on understanding the patterns of pedestrian and bicyclist traffic in these areas, particularly during the Sabbath and religious holidays when there is increased foot traffic. By analyzing traffic crash data and conducting field observations, we aimed to identify any trends or risks associated with these movements and to ensure that our safety measures are inclusive and considerate of all community members.

After examining all police reports and crash data, while direct correlations between origin and destination of where the victims were going and/or coming from were not available, it can be noted that there were a total of 5 fatalities within a 1-2 block radius of a synagogue.

35 Synagogues and/or Jewish Centers identified within the limits of Miami Beach *(based on available GIS data)*

5 fatalities within a 1-2 block radius of a synagogue

86% of all synagogues in Miami Beach are within a 1-2 block radius of the Bicyclist and Pedestrian High Injury Network





► **Figure 14**
KSIs NEAR
SYNAGOGUES
AND
JEWISH
CENTERS
(2017 - 2023)



This map illustrates all of the synagogues and Jewish centers in Miami Beach as well as the Miami Beach Eruv in comparison with the Killed or Seriously Injured (KSI) crashes involving pedestrians and bicyclists.



0 0.25 0.5 1 Miles

LEGEND

- Fatal Crash
- Severe Injury Crash
- Synagogues
- Miami Beach Eruv

Note: Crashes are only Bike/Ped-Related

Source: Signal4 Data Analytics

TRANSIT (MIAMI-DADE COUNTY PUBLIC BUS & CITY OF MIAMI BEACH TROLLEY)

A comprehensive review of Miami Beach's transit system, including the county public bus network and the city's trolley service, was conducted to better understand its relationship to pedestrian and bicyclist safety. This analysis involved comparing transit routes and stops with data on pedestrian and bike-related crashes, particularly focusing on those incidents resulting in killed or seriously injured (KSI) individuals.

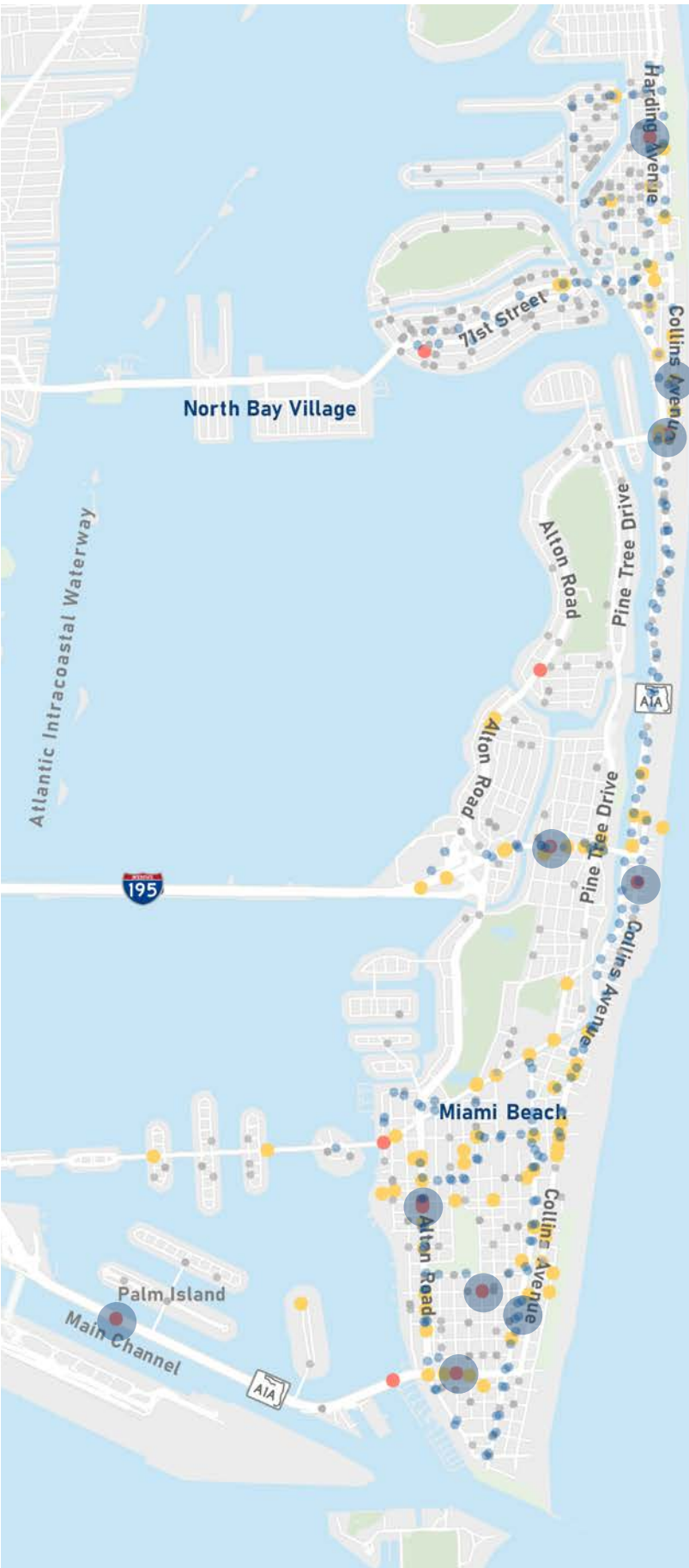
The review revealed a significant overlap between transit-heavy areas and higher incidences of pedestrian and bicycle crashes, specifically at midblock locations and crosswalks. Many of these KSI crashes occurred near bus and trolley stops, where pedestrians often cross streets to catch transit or exit and navigate their next destination.

This finding highlights the need for targeted safety improvements at and around these transit-related locations. The intersection of public transportation and pedestrian safety will be a priority as we move forward with Vision Zero initiatives, aiming to reduce risks and ensure that all transit users can travel safely throughout Miami Beach.

90% of Crashes involving a pedestrian crossing the road occurred within 1 (one) block of a Miami-Dade County Bus Stop or City of Miami Beach Trolley Stop

10 fatal crashes involving a pedestrian or bicyclist occurred at a midblock crossing or crosswalk

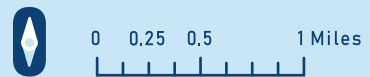




► **Figure 15**
KSIs NEAR
TRANSIT
STOPS
COUNTY
& CITY
(2017 - 2023)



This map illustrates all of the Transit stops in the city including Miami-Dade County bus stops and City trolley stops in comparison with the Killed or Seriously Injured (KSI) crashes involving pedestrians and bicyclists.



LEGEND

- Fatal Crash
- Severe Injury Crash
- City Trolley Stop
- County Bus Stop
- Crosswalk/Midblock Crash

Note: Crashes are only Bike/Ped-Related

Source: Signal4 Data Analytics

SCHOOLS AND LEARNING CENTERS

As part of the Miami Beach Vision Zero Action Plan, an in-depth review was conducted regarding traffic safety around local schools and learning centers, focusing on teenage drivers and potential traffic crashes involving this group. The analysis included a thorough examination of crash reports for incidents involving teenage drivers.

Notably, the review concluded that none of these crashes involving teenage drivers occurred either leaving from or going to school. However, it remains critical to continue enhancing road safety measures around educational institutions, including improved signage, speed limits, and pedestrian crossings, to protect all road users, particularly pedestrians and bicyclists, and ensure a safe environment for students and the broader community.

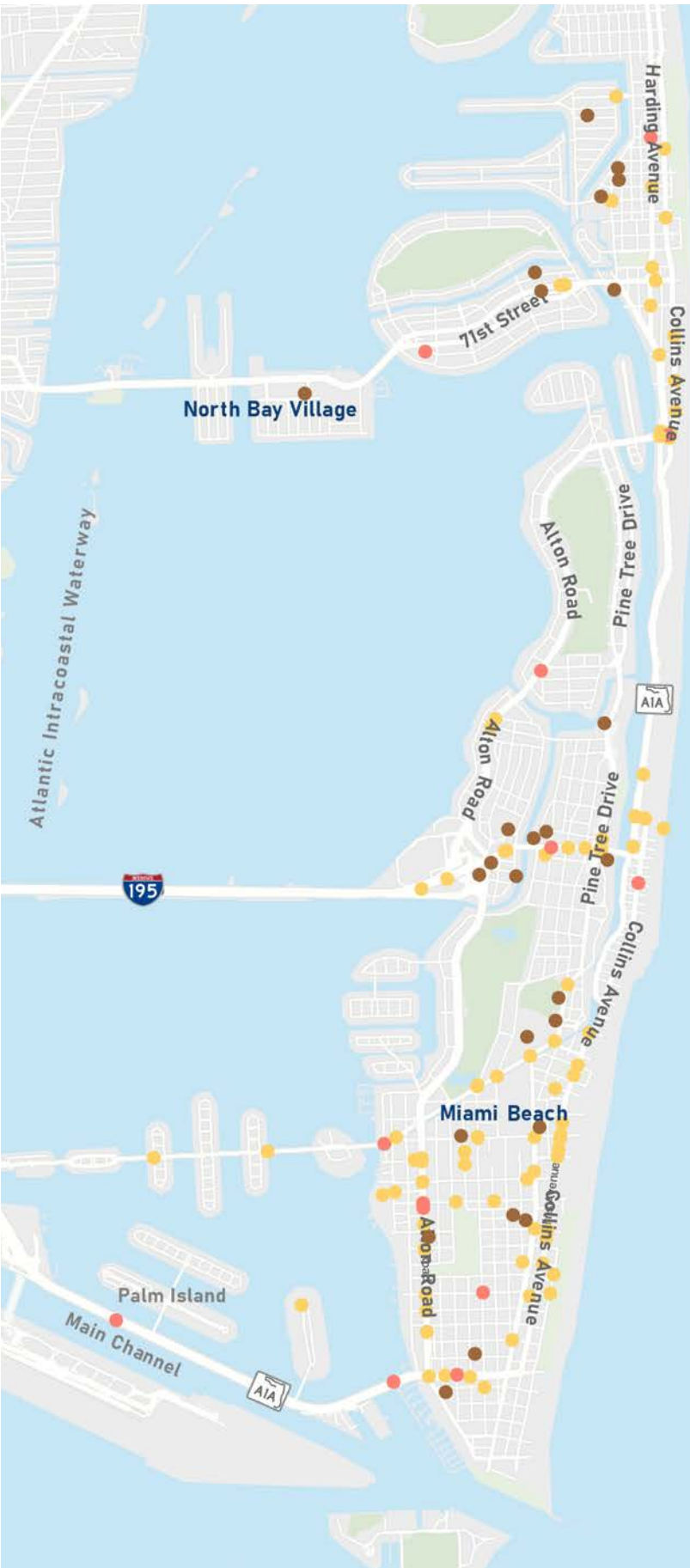
As was suggested by a member of the Miami Beach Vision Zero Action Plan Taskforce, it is important to target students, especially of driving age, with educational campaigns that they will benefit from. The youth population is extremely susceptible to falling victim of an accident whether that be as a pedestrian, bicyclist, and/or driver and it is critical that efforts be made in order to reduce these risks before it is too late.

Warranted by a traffic study that was conducted, the City of Miami Beach will be installing speed detection enforcement cameras in some school zones throughout the City.

26 Schools and/or learning centers were identified within the limits of the City of Miami Beach (based on available GIS data)

Most schools/learning centers in Miami Beach are located within a 1-2 block radius of the Bicyclist and Pedestrian High Injury Network





► **Figure 16**
KSIs NEAR
SCHOOLS
AND
LEARNING
CENTERS
(2017 - 2023)



This map illustrates all of the schools and learning centers within the City of Miami Beach in comparison with the Killed or Seriously Injured (KSI) crashes involving pedestrians and bicyclists.



LEGEND

- Fatal Crash
- Severe Injury Crash
- Schools and Learning Centers

Note: Crashes are only Bike/Ped-Related

Source: Signal4 Data Analytics

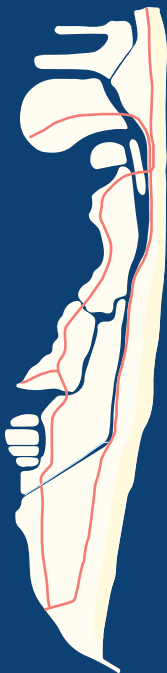
BETWEEN 2017 AND 2023 IN MIAMI BEACH...

33,550 reported crashes

67,831 people involved

48 people died

7 lives lost per year



49%
of all crashes occurred on
state roads.

50%
of the most severe crashes in
Miami Beach occurred on a
state roadway, resulting in 29
deaths during the evaluation
period. While the City of
Miami Beach does not have
control over these corridors,
continued coordination, and
collaboration among the City
and FDOT will be necessary to
advance the City's Vision Zero
commitment.

High injury crashes are those in which a person, or persons, were killed or seriously injured. The severity of "seriously injured" is indicated by a person involved in a traffic related injury that resulted in incapacitating.

KSI = Killed or Seriously Injured

447 total KSI crashes

10% of all KSI crashes
resulted in death





434 pedestrian related crashes

86 KSI pedestrian crashes

18 pedestrians killed

2 pedestrians die on the streets of Miami Beach each year due to traffic related incidents.

20% of all pedestrian-related crashes resulted in a pedestrian being killed or seriously injured.

Pedestrians are the most vulnerable group.

10% of all bicyclist-related crashes resulted in a pedestrian being killed or seriously injured.

246 bicyclist related crashes

24 KSI bicyclist crashes

2 bicyclists killed



The crash data reported in this document comes from the Florida Department of Transportation's Signal4 database, which is derived from the Police Department's Record Management System. The information contained in these databases is updated periodically and may change over time.

Note: All numbers that were listed in this report and used for evaluation purposes are Vehicle-Related Incidents ONLY.

WHAT THE NUMBERS TELL US...

► **Table 01** KSI Crashes Time of Day / Time of Week

| Killed or Seriously Injured (KSI) Crashes | Weekday | | | Weekend | | |
|---|---------|---------------|-----------------|---------|---------------|-----------------|
| | Total | Daytime Total | Nighttime Total | Total | Daytime Total | Nighttime Total |
| Total KSI Crashes | 288 | 188 | 100 | 159 | 57 | 102 |
| Total Fatal Crashes* | 30 | 17 | 13 | 16 | 4 | 12 |
| Total Pedestrian KSI Crashes | 57 | 34 | 23 | 29 | 10 | 19 |
| Total Pedestrian Fatal Crashes | 8 | 4 | 4 | 6 | 2 | 4 |
| Total Bicycle KSI Crashes | 17 | 15 | 2 | 7 | 3 | 4 |
| Total Bicycle Fatal Crashes | 1 | 1 | 0 | 1 | 0 | 1 |

Note: Weekend crashes include crashes that occurred on Friday nighttime.

* There were 46 crashes involving fatalities, but 48 total deaths.

► **Table 02** KSI Crashes Caused by Speeding & Impairment (Drinking and/or Alcohol)

| Killed or Seriously Injured (KSI) Crashes | Daytime | | | Nighttime | | |
|---|---------|----------|----------|-----------|----------|----------|
| | Total | Speeding | Impaired | Total | Speeding | Impaired |
| KSI Crashes | 14 | 6 | 8 | 41 | 17 | 24 |
| Fatal Crashes | - | - | - | 14 | 5 | 9 |
| Pedestrian KSI Crashes | 1 | 1 | - | 4 | - | 4 |
| Pedestrian Fatal Crashes | - | - | - | 2 | - | - |
| Bicycle KSI Crashes | - | - | - | - | - | - |
| Bicycle Fatal Crashes | - | - | - | - | - | - |

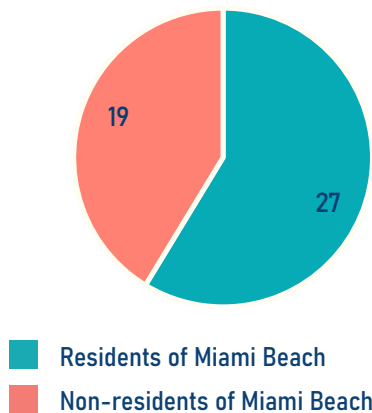
75%

of KSI crashes involving speeding and/or impairment occurred during nighttime.

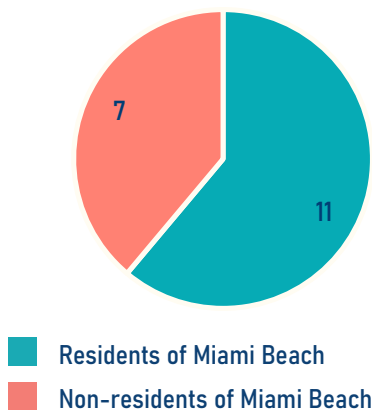
30%

of all total **FATAL** crashes involved speeding and/or impairment.

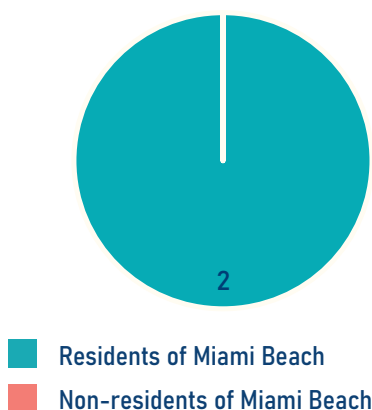
► **Figure 17** Fatal Crashes
(Driver Origins)



► **Figure 18** Pedestrian Fatal Crashes
(Driver Origins)



► **Figure 19** Bicyclist Fatal Crashes
(Driver Origins)



DRIVER ORIGINS FOR FATAL CRASHES

All police crash reports for all fatal crashes were analyzed and reviewed to determine the origins of the drivers (whether or not they were Miami Beach residents). While doing so it was discovered that over half of the people that lost their lives in a traffic crash from 2017-2023 were residents of the City.

Results show that 11 of the 18 pedestrians that were killed were residents of Miami Beach. It should also be noted that both bicyclists that were killed were Miami Beach residents and both were riding on a designated bicycle lane at the time of the crash. This is important to highlight because it shows a need for physical separation between bicycle lanes and travel lanes.

Targeting both Miami Beach residents and tourists with traffic safety campaigns and information about local traffic laws is crucial for the success of our Vision Zero efforts. Residents benefit from ongoing education and reminders about safe driving, cycling, and walking practices, fostering a culture of safety within the community. Simultaneously, tourists and visitors, who may be unfamiliar with local traffic patterns and regulations, require clear, accessible information to navigate the city safely.

By addressing both groups, we can ensure a comprehensive approach to road safety, reducing the risk of accidents and enhancing the overall safety and experience for everyone in Miami Beach.



THE HIGH INJURY NETWORK

3

THE HIGH INJURY NETWORK

The High Injury Network (HIN) is defined as a collection of roads where the high rates of severe injuries and fatalities from traffic incidents are occurring. By concentrating resources and interventions on these critical areas, the HIN enables focused efforts to improve safety measures where they are most urgently required by addressing root causes in the community's most vulnerable areas and maximizing the impact of limited resources.

A key component to prioritizing efforts and creating an effective action plan with meaningful recommendations is to identify the High Injury Network (HIN). The High Injury Network in Miami Beach was created using data obtained from FDOT's Signal4 Database from the 2017 to 2023 and is comprised of all roads where the deadliest and most serious crashes have occurred.

HINs represent a small portion of the total roadway network, but they account for a large percentage of the serious crashes. As a result, these roads represent opportunities where resources may have the greatest impact. To gain a better understanding on how people travel, two different HIN's were identified – one relating to motor vehicles and the second relating to bicyclists and pedestrians.

The purpose of the High Injury Network is as follows:

- 1 Identify the most dangerous roadways belonging to all jurisdictions within city limits.
- 2 Identify roadway characteristics that contribute to serious injuries and deaths among modes.
- 3 Prioritize efforts and investments on the most dangerous roads in the transportation network.

For the purposes of this action plan, high injury crashes are those in which a person, or persons, were killed or seriously injured. The severity of "seriously injured" is indicated by a person involved in a traffic related injury that resulted in an incapacitating injury.

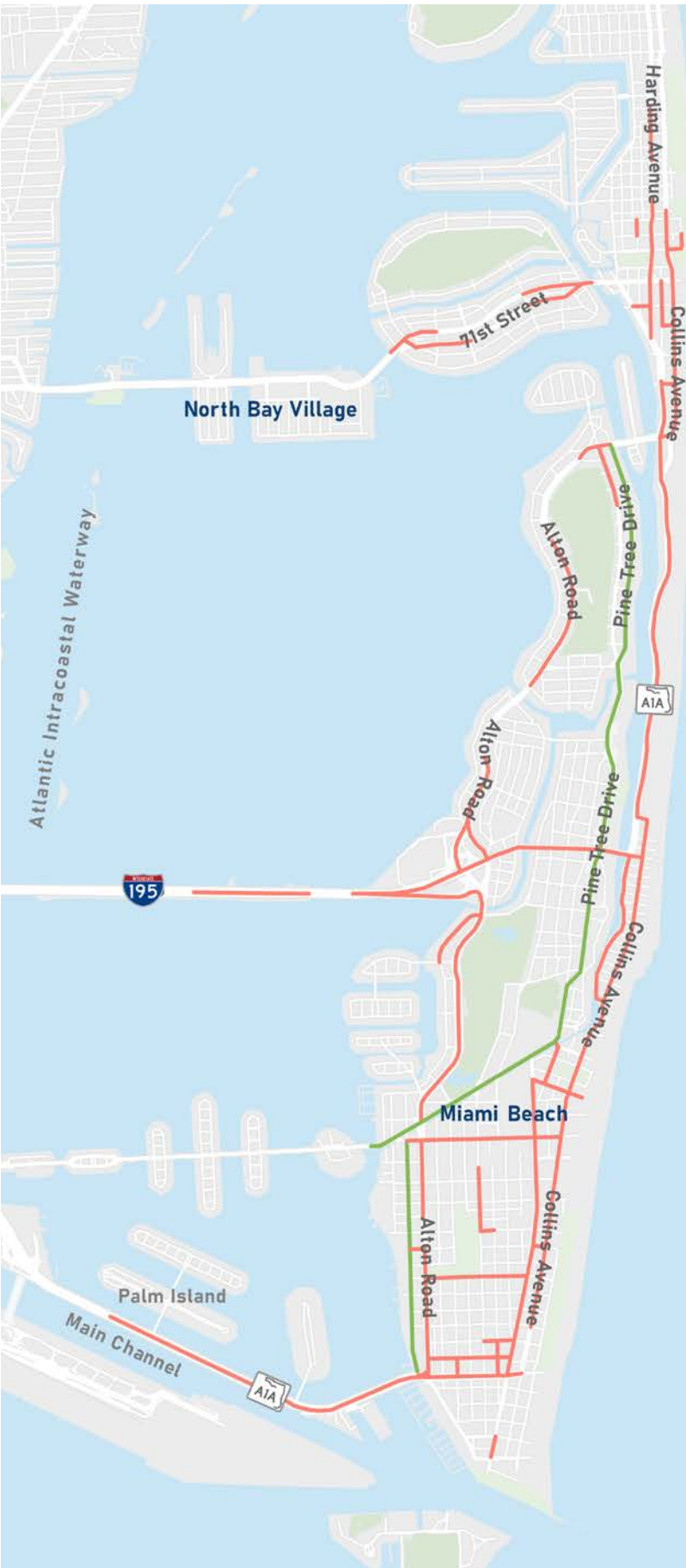
1 : 10

Approximately
1 in every 10
serious crash
resulted
in a FATALITY.

Over 50% of the most severe crashes in Miami Beach occurred on a state roadway, resulting in 29 deaths during the evaluation period.

While the City of Miami Beach does not have control over these corridors, continued coordination and collaboration among the City and FDOT will be necessary to advance the City's Vision Zero commitment.





► Figure 20

MOTOR VEHICLE HIGH INJURY NETWORK (2017 - 2023)

This map illustrates the Motor Vehicle High Injury Network, which is comprised of all roadways where there was a motor vehicle-involved traffic crash that resulted in someone being Killed or Seriously Injured.

3 corridor segments within the City of Miami Beach were part of the Top 40 HIN Segments identified in the Miami-Dade County 2024 Vision Zero Action Plan:

West Avenue
from 5 Street to 17 Street

Dade Boulevard
from Venetian Way to 23 Street

Pine Tree Drive
from 23 Street to 63 Street

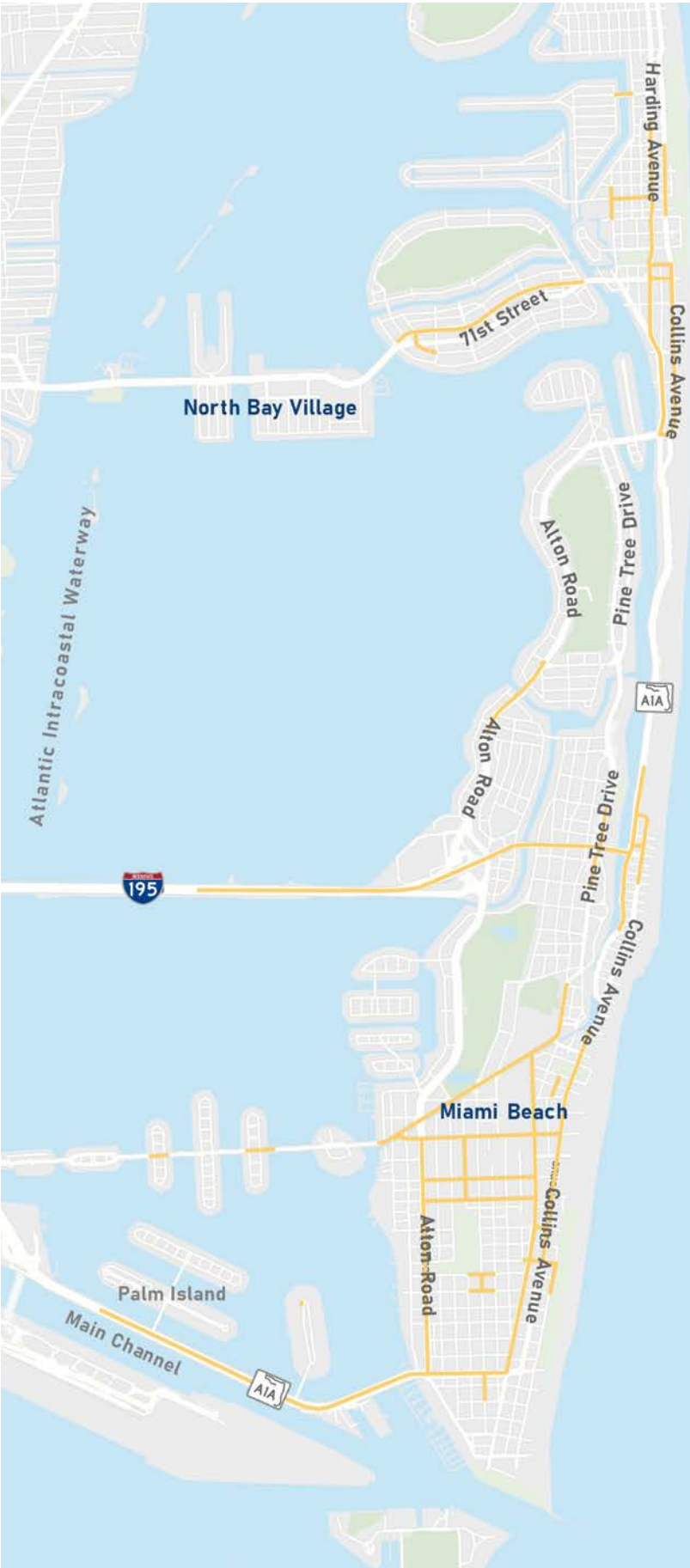


0 0.25 0.5 1 Miles

LEGEND

- Motor Vehicle HIN
- Miami-Dade County HIN Overlap

Source: Signal4 Data Analytics



► **Figure 21**
BICYCLE & PEDESTRIAN
HIGH INJURY
NETWORK
(2017 - 2023)



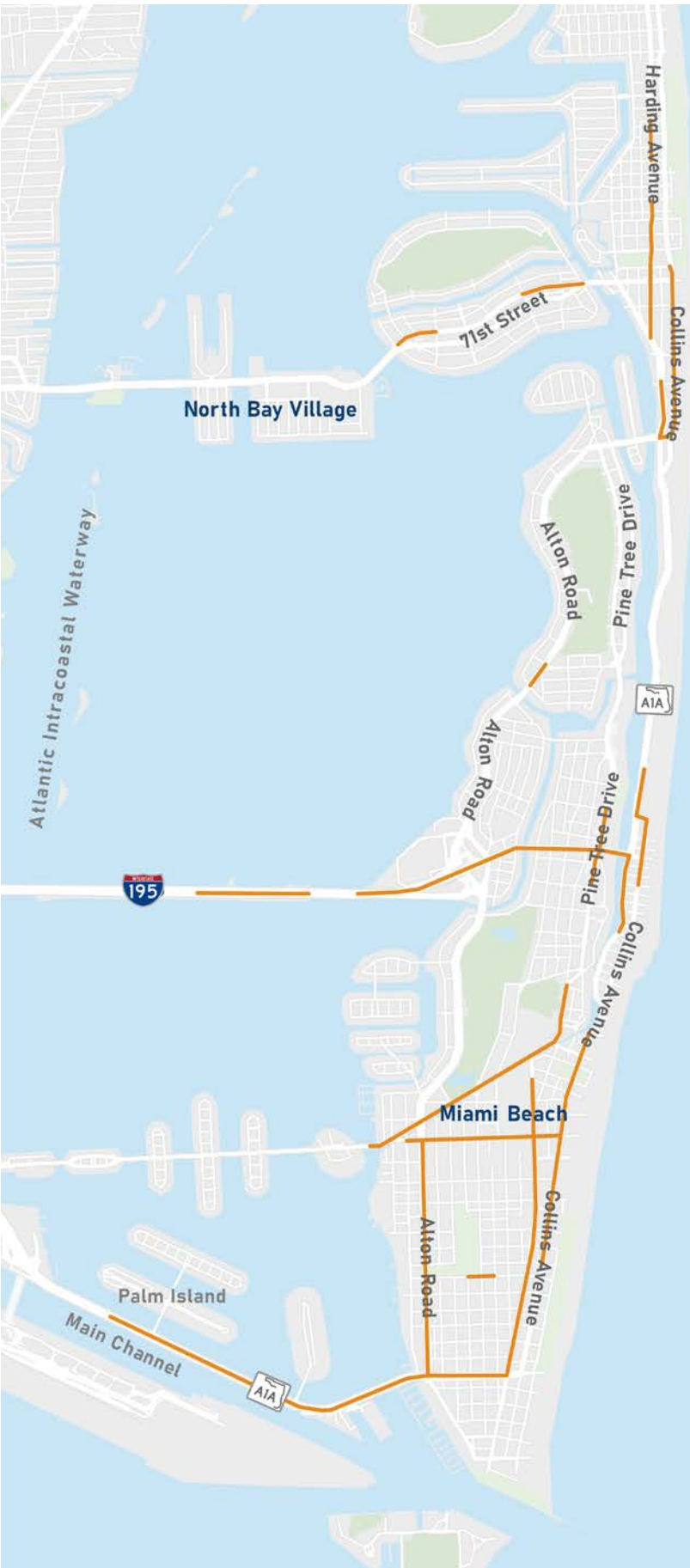
This map illustrates the Bicycle and Pedestrian High Injury Network, which is comprised of all roadways where there was a bicycle and pedestrian-involved traffic crash that resulted in someone being Killed or Seriously Injured.



LEGEND

— Bicycle and Pedestrian
 HIN

Source: Signal4 Data Analytics



► **Figure 22**
**VEHICLE &
 BIKE/PED
 HIGH INJURY
 NETWORK
 OVERLAP**
 (2017 - 2023)



This map illustrates the Motor Vehicle and Bicycle/Pedestrian High Injury Network overlap, which is comprised of all roadways where the Motor Vehicle High Injury Network overlaps with the Bicycle and Pedestrian High Injury Network.



0 0.25 0.5 1 Miles

LEGEND

- Motor Vehicle and Bicycle/Pedestrian HIN Overlap

Source: Signal4 Data Analytics



4



**PUBLIC
OUTREACH**

LISTENING TO OUR COMMUNITY

Community engagement is paramount for ensuring our Vision Zero Action Plan reflects the diverse perspectives, needs, and experiences of our local population. By involving residents, businesses, advocacy groups, and other stakeholders in the process, the Action Plan can garner widespread support, foster a sense of ownership, and increase the likelihood of successful implementation. It also promotes transparency, builds trust, and encourages collaboration, enhancing the plan's effectiveness in creating safer streets and reducing traffic-related fatalities and injuries.

In our commitment to Vision Zero, we utilize data to understand, address, and monitor the situation. While crash reports and statistical measures are crucial, we also value the insights and discussions within our community. Miami Beach residents have actively contributed by providing important feedback and participating in conversations about Vision Zero.





COMMUNITY OUTREACH BICYCLE RIDE

On June 25, 2024 the City of Miami Beach hosted a Bicycle Ride as part of the Vision Zero Community Outreach efforts. Participating partners included the Miami Beach Transportation Parking and Bicycle Pedestrian Facilities Committee, Miami Beach Police Officers, the Florida Department of Transportation (FDOT), Miami-Dade County Department of Transportation and Public Works (DTPW), the Miami-Dade Transportation Planning Organization (TPO), and the Underline. There were 22 riders including residents and members of the public.

While on the bicycle ride, the group stopped various times to discuss roadway improvement projects along the route that have made bicycling and walking in the City safer and more convenient.

► **Figure 23** Participating Partners



► **Figure 24** Community Outreach Bicycle Ride Route



Bicycle/Pedestrian projects discussed were the following:

Ocean Drive Promenade

After being closed to vehicles following COVID-19 protocols, Ocean Drive was permanently closed to vehicle traffic and turned into a promenade spanning two blocks from 13th Street to 14th Place.

This pilot program gives more safe space to pedestrians, bicyclists, and has expanded outdoor restaurant seating.

Flamingo Park Slow Streets 2.0

In coordination with Miami-Dade County and the Flamingo Park neighborhood, the City of Miami Beach is implementing the slow streets 2.0 plan to build on the plans that were started in 2020.

The effort focuses on creating low-stress streets for people walking and biking through low-cost traffic calming measures.

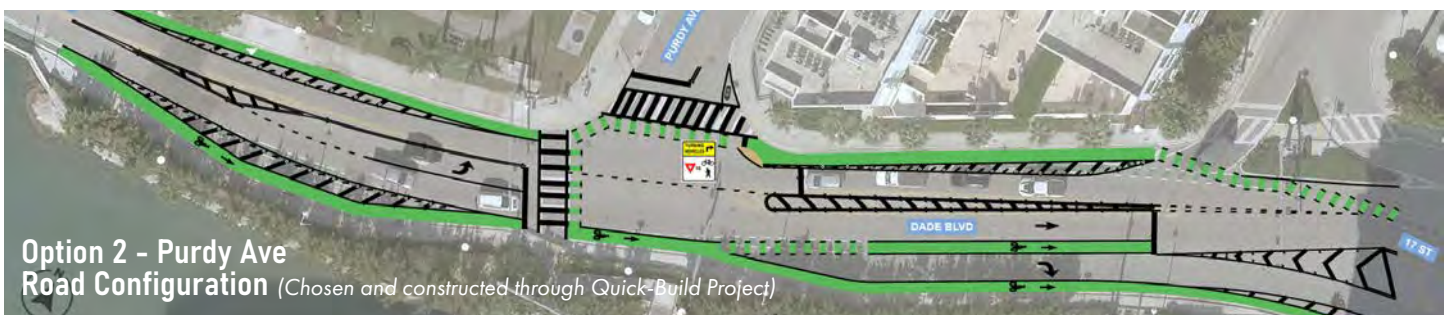
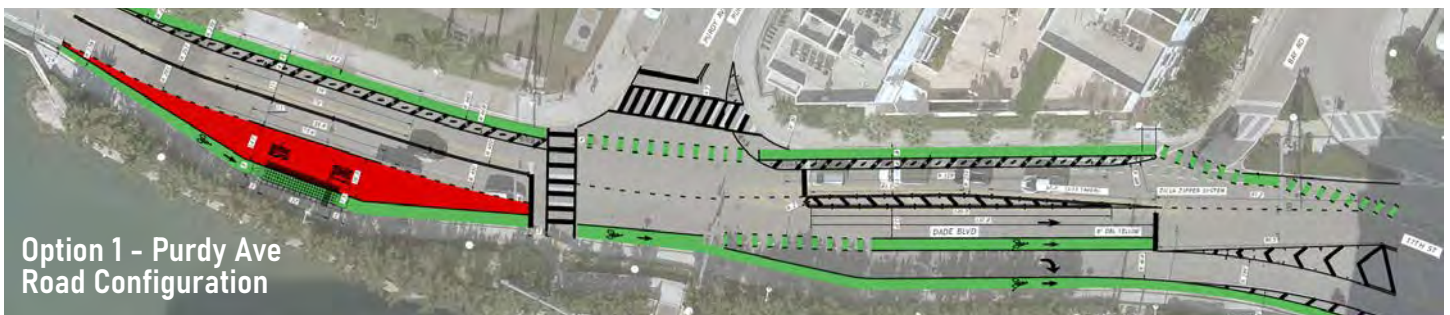


Dade Boulevard and Purdy Avenue Project

The intersection of Dade Boulevard and Purdy Avenue serves as a critical link in the bicycle/pedestrian network connecting Miami Beach to Downtown Miami via the Venetian Causeway. Safety counter-measures have been prioritized in this area and installed in May 2024 including upgraded existing bike facility to be a protected bike lane, green bike conflict markings, removal of bus stop as it is no longer in service, high visibility crosswalks, curb bulbouts, and extra bike lane buffer with the removal of the bus stop.

For more information on the Miami-Dade County DTPW Dade Boulevard and Purdy Avenue project including the original configuration and the other roadway configuration that was considered as well as other Vision Zero efforts, please visit their website:

miamidade.gov/visionzero.



COMMUNITY OUTREACH SURVEYS

As part of Miami Beach and Miami-Dade County's Vision Zero efforts to hear directly from the residents, two surveys were conducted at the Community Outreach Bicycle Ride. Participants were asked to respond to the City of Miami Beach's survey using a QR code provided on the event invitation that was linked to an ArcGIS Survey 123 questionnaire.

Additionally, Miami-Dade County Department of Transportation and Public Works (DTPW) had a table set up in front of Miami Beach City Hall, which was the meeting point for the bicycle ride participants, where they collected written surveys.

There was a consensus among survey participants regarding the importance of stricter enforcement of traffic laws, particularly speeding and distracted driving.

The surveys yielded insightful results, providing valuable perspectives on road safety within the City. Among key findings, a majority of respondents expressed concerns about pedestrian safety, particularly at intersections and crosswalks.

Overall, the survey results underscore the significance of prioritizing Vision Zero initiatives in Miami Beach to create safer streets for all residents and visitors. The results of both surveys can be found in **Appendix A**.



VISION ZERO
Miami-Dade County DTPW Vision Zero Community Safety Survey

4. Desired Safety Goals: What safety goals would you like to see in your neighborhood? (Select all that apply)

5. Street Safety: What do you think contributes to traffic crashes in your area? (Select all that apply)

6. Safety Perception: How safe do you feel driving the following in your neighborhood? (Select all that apply)

7. Desired Safety Goals: What safety goals would you like to see in your neighborhood? (Select all that apply)

VISION ZERO
Miami-Dade County DTPW Vision Zero Community Safety Survey

4. Desired Safety Goals: What safety goals would you like to see in your neighborhood? (Select all that apply)

5. Personal Impact: How safe do you feel driving the following in your neighborhood? (Select all that apply)

6. Personal Impact: How safe do you feel driving the following in your neighborhood? (Select all that apply)

7. Personal Impact: How safe do you feel driving the following in your neighborhood? (Select all that apply)

WHAT WE ASKED THE PUBLIC

Below are some questions that we asked residents to better understand their thoughts and concerns regarding road safety in Miami Beach:

- 1 Have you personally been involved in a traffic incident or near-miss while walking, biking, or driving in Miami Beach?
- 2 Do you believe there are specific areas or intersections in Miami Beach that pose higher risks for road safety?
- 3 In your opinion, what additional measures or strategies could be implemented to reduce the number of traffic-related accidents and fatalities in Miami Beach?
- 4 In your opinion, what role can local authorities, residents, and businesses play in promoting road safety and supporting the Vision Zero initiative?

There were a total of 18 responses collected from the survey. All survey responses can be found in **Appendix A**.

Figure 26 Primary Reason for Transportation

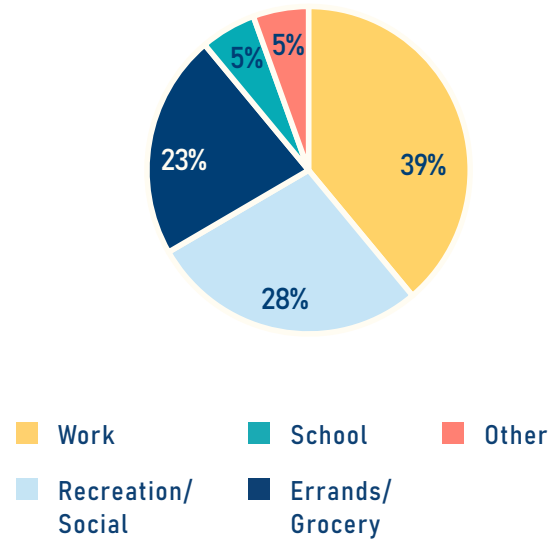


Figure 25 Primary Mode of Transportation

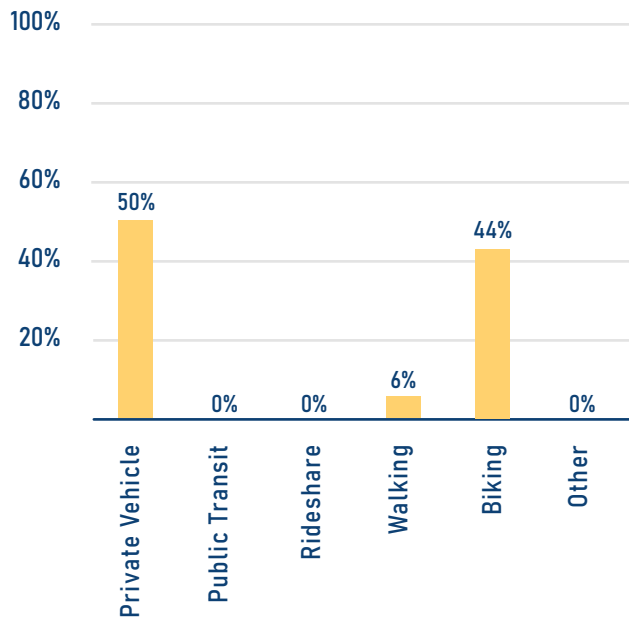
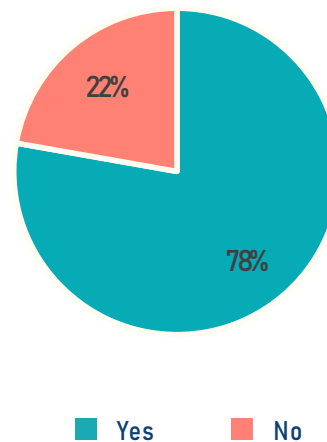


Figure 27 Are you a Resident of Miami Beach?



NOTABLE RESPONSES

When asked 'In your opinion, what role can local authorities, residents, and businesses play in promoting road safety and supporting the Vision Zero Initiative?' the community answered:

"Outreach events, reasons to get together and promote awareness as well as partnering with agencies and sponsoring events."

"Increased traffic enforcement in school zones."

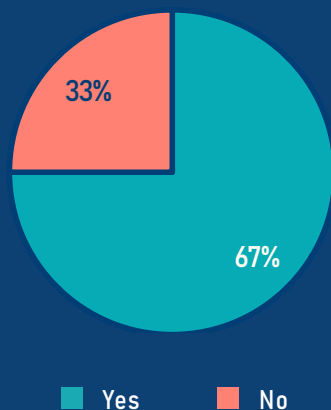
"Promoting and ensuring proper licensing of moped riders, electric bicycles, and electric scooters."

"More bike racks throughout the City. There are not enough places to park bikes once you reach your final destination, which discourages residents from using bicycles as their form of transportation."

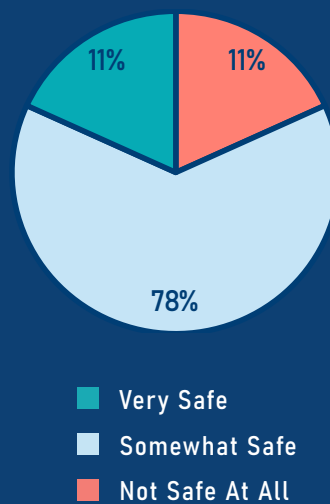
"Encourage alternate transit by making it an easier and safer option. Provide incentives for businesses to have their employees use public transit. There is a need for faster transportation to and from the mainland."



► **Figure 28** Personally Involved in a Traffic Incident or Near-miss While Walking, Biking, or Driving in Miami Beach



► **Figure 29** Feeling of Safety While Walking, Biking, or Driving on the Streets of Miami Beach



Source: ArcGIS Survey123 Results

CONCERNS OF THE COMMUNITY

MAIN CHALLENGES

Residents and visitors of Miami Beach had a lot to say about the concerns and issues that they face on a day-to-day basis as a pedestrian or bicyclist in the City. The community voiced frustrations with reckless drivers, and worries about intersections prone to accidents.

The majority of the respondents that answered 'Yes' when asked if they have personally been involved in a traffic accident or near-miss shared that the circumstances involved distracted drivers (ie. texting while driving and/or ignoring signals and stop signs) and motorists not yielding to pedestrians in crosswalks.

TOP PRIORITIES

The top safety priorities emphasized by the survey participants include:

- Addressing speeding concerns
- Enforcement of existing Florida laws and statutes
- Concerns for visibility at intersections, and
- More defined and protected (green lanes with buffers) throughout the City to provide a more connected network.

Many residents called out for education and awareness campaigns as, from their perspective, they experience many tourists and visitors in the City that are unfamiliar with the roadways.

Understanding and addressing these top priorities are essential for aligning efforts and resources to effectively enhance road safety and advance the Vision Zero goals in Miami Beach.

All written responses, comments, and suggestions collected by the community can be found in **Appendix A.**



ADDITIONAL STAKEHOLDER OUTREACH

On July 9, 2024, the City of Miami Beach presented to the Miami-Dade TPO Bicycle and Pedestrian Advisory Committee (BPAC) the Vision Zero effort. The City introduced to the BPAC the Action Plan's background and its purpose and goals.

The BPAC members provided insightful feedback through a question and answer session. Below are some questions arising from the presentation to BPAC and the corresponding responses provided by the City.

Question:

P17/5 – Background - FHWA SS4A \$400K Grant, Miami Beach 20% match \$80K.

Response:

The Miami Beach Vision Zero Action Plan is being developed via the Federal Highway Administration (FHWA) Safe Streets and Roads for All (SS4A) Grant for which the City of Miami Beach applied in 2022. The grant was awarded in 2023 for the total amount of \$400,000 with a local match of 20%. Thus, out of total grant amount FHWA is providing \$320,000 and the City of Miami Beach \$80,000.

Question:

P19/7 – Miami Beach – 80.7K residents, 7.7 sq. mi., 225K AADT across 4 causeways. What is the AADT on both parts of A1A at Surfside? Is there significant traffic on Byron Av.?

Response:

The cumulative AADT on the 4 causeways was obtained from the FDOT maintained Florida Traffic Online (2023) website (<https://tdaappsprod.dot.state.fl.us/fto/>), the AADTs on both parts of A1A at Surfside and at Byron Ave are shown below:
Collins Ave: 20,500
Harding Ave: 24,000
Byron Ave: 5,500

Question:

P20/8 – The 45% share of Miami Beach residents, commuters & tourists that walk, bike or use transit is impressive.

Does MB allow electric scooters on Bike Lanes? Sidewalks? Travel Lanes? Paths?

Consider the Beach Path (Bike Route A) a safe refuge for timid bicyclists. Be sure they yield to peds.

Response:

The City of Miami Beach does not allow the use of electric scooters within the Beachwalk. Elsewhere, the City enforces applicable Florida Statutes for electric scooters and motorized bicycles. As part of the Vision Zero Taskforce, the Miami Beach Police Department has explained that they currently treat motorized bicycles and electric scooters the same as standard motorized vehicles and thus provide citations when infractions are committed the same way they would for motorized vehicle.

Question:

P22/10 – 64 people are killed or seriously injured in MB / yr. How does that compare per capita for MDC?, FL?, USA?

Response:

Below are the yearly averages for killed or seriously injured roadway crashes. The average for Miami-Dade and Florida was obtained from Signal 4. The numbers available for the USA and the World are only Fatal crashes and the sources are below.

Miami Beach = 64 KSI/yr.

Population = 80,017 Per capita = 0.0008

Miami-Dade County = 1485 KSI/yr.

Population = 2,674,000 Per capita = 0.0006

Florida = 16,932 KSI/yr.

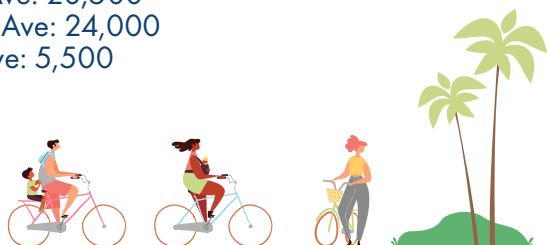
Population = 22,240,000 Per capita = 0.0008

USA = 47,800 people killed/yr.

Population = 333,300,000 Per capita = 0.00014

The World = 1.19 M people killed/yr.

Population = 7,951,000,000 Per capita = 0.00015 road-traffic-injuries





**VISION ZERO
TASK FORCE**

5

VISION ZERO TASKFORCE

Establishing a Vision Zero Task Force is critical for guiding the development and future implementation of our Action Plan. This specialized group brings together city departments, agencies, and organizations with diverse expertise, perspectives, and lived experiences to ensure comprehensive planning and effective execution. By coordinating efforts, the Task Force can facilitate collaboration, streamline decision-making, and allocate resources strategically, and should be maintained moving forward to track progress and advise on actions to ensure the plan remains on course and adaptable.

In our efforts to improve safety in Miami Beach, we are counting on the active involvement, open communication, and collaborative spirit of our community members.

CITY DEPARTMENTS

Transportation and Mobility Department
Economic Development Department
Department of Education
Fire Department
Marketing and Communications Department
Department of Public Works
Department of Planning and Zoning
Police Department
Tourism and Culture Department

COUNTY DEPARTMENTS

Transportation Planning Organization (TPO)
Bicycle Pedestrian Advisory Committee (BPAC)
Department of Transportation and Public Works (DTPW)
Parks and Recreation (PROS)

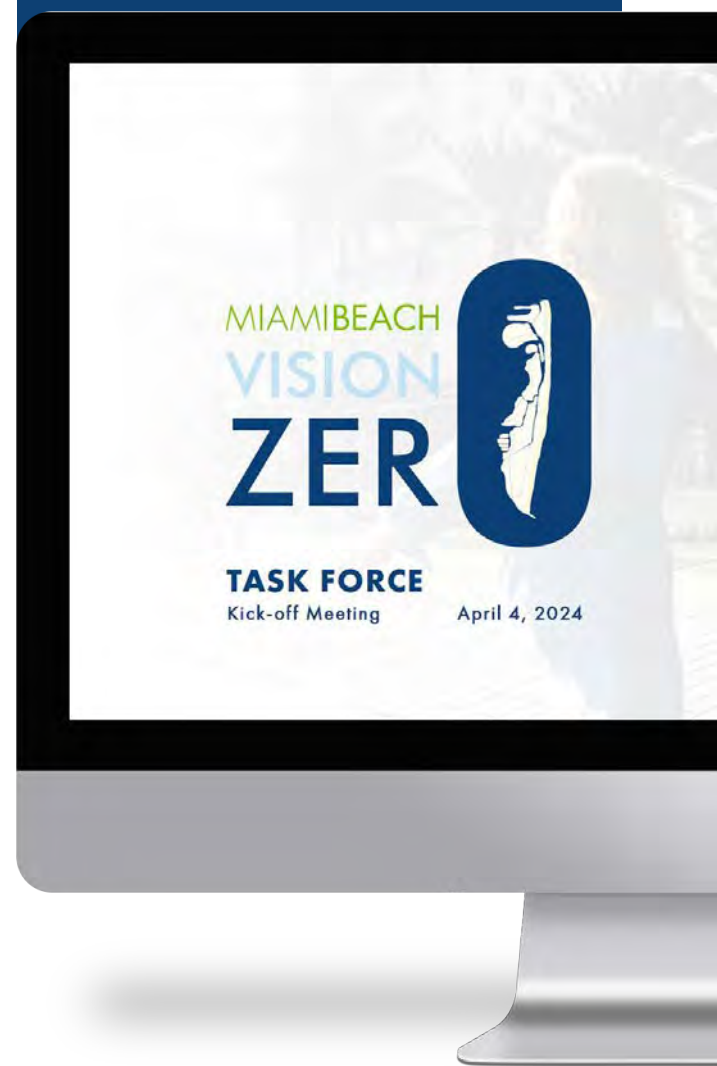
PARTNER CITIES

Town of Surfside
City of Miami

PARTNER AGENCIES

South Florida Commuter Services
Citizens Transportation Advisory Committee
South Florida Regional Planning Council
Broward Metropolitan Organization
DecoBike

To ensure that we truly understand the needs and concerns of our neighborhoods, the City brought together the Miami Beach Vision Zero Task Force made up of individuals who have worked closely together throughout the planning process to create a thoughtful action plan that reflects the unique character and challenges of our city.



VISION ZERO TASKFORCE GOALS

COLLABORATIVE POLICY DEVELOPMENT

The Miami Beach Vision Zero Task Force, composed of elected officials and stakeholders, prioritizes the development of collaborative policies aimed at reducing traffic-related fatalities and injuries. This goal involves fostering dialogue between policymakers, community leaders, transportation experts, and other stakeholders to formulate effective strategies that address the diverse needs and concerns of Miami Beach residents and visitors.

ENHANCING PEDESTRIAN SAFETY

The Miami Beach Vision Zero Task Force aims to implement measures to significantly reduce pedestrian accidents and fatalities within the city such as traffic calming, educational awareness campaigns, school zone safety enforcements, etc. More detail on these measures can be found in Section 6 of this report. This goal includes improving crosswalk visibility, optimizing traffic signal timing to prioritize pedestrian crossings, and implementing educational campaigns to raise awareness about pedestrian safety among residents and visitors.

EQUITY AND ACCESSIBILITY IN TRANSPORTATION

The task force is dedicated to promoting equity and accessibility in transportation by ensuring that Vision Zero initiatives benefit all members of the community, regardless of socioeconomic status or mobility limitations. This goal encompasses the implementation of infrastructure improvements, such as accessible sidewalks and transit options, in underserved neighborhoods, as well as outreach efforts to engage marginalized communities in the decision-making process.



VISION ZERO TASKFORCE

KICK-OFF MEETING

The first Vision Zero Task Force meeting was held virtually on April 4, 2024. This meeting's purpose was to kick-off the interagency collaboration and introduce the City's Vision Zero efforts to our partners and stakeholders. There were over 30 participants representing most partner agencies and City staff and the overall discussion was very insightful. Below are the main takeaways from the Vision Zero Task Force Kick-Off meeting.

- 1 Breaking down the number of Killed or Seriously Injured crashes to have a better understanding of the demographics (i.e., breakdown by age, time of day, day of the week, who is this happening to?). Distinguish between Miami Beach residents and visitors.
- 2 Finding ways to engage the youth community by utilizing social media tactics that appeal to them. Reaching out to the Miami Beach Youth commission to partake in some of their organized events/activities.
- 3 Targeting students via geofencing during specific times to effectively gain their attention. Considering the Jewish community by partnering with the different synagogues in the City to better understand typical routes during religious observations.
- 4 Coordinating the City's effort with Miami-Dade DTPW's recently released 2024 Vision Zero Action Plan Update that defines high injury network for the county.
- 5 Coordinating with Miami-Dade DTPW for an upcoming demo/quick-build project within the City.
- 6 Collaborating with Miami-Dade DTPW to obtain City-related data for their recently funded school safety analysis and railroad assessment.
- 7 Developing specific recommendations following the Safe Systems Approach to better position the City for future federal implementation funding.
- 8 Seeking opportunities to join efforts with FDOT District 6 on safety projects and campaigns in Miami Beach. FDOT District 6 is currently working on a campaign for high schools to educate on scooters consisting of a variety of safety messages on their usage.



VISION ZERO TASKFORCE

SECOND MEETING

The second Vision Zero Task Force meeting was held virtually on June 10, 2024. This meeting's purpose was to present the progress of the High Injury Network (HIN) and present additional crash data requested by the task force members at the first meeting including analysis by time of day, speeding and impairment contributors, and vulnerable age groups (teenage and aging drivers). Below are the main takeaways from the second Vision Zero Task Force meeting.

- 1 Analyzing what percentage of crashes are concentrated near signalized intersections versus mid-block crossings to see if there exists a correlation between location and crashes.
- 2 Identifying times of day where youth-involved Killed or Seriously Injured (KSI) crashes occurred compared to location to see if there exists a correlation between crashes and travel to and from schools.
- 3 Considering the Miami-Dade County Public Schools (MDCPS) time change beginning August 2025 in the Miami Beach Vision Zero Action Plan recommendations as it may affect implementation of certain action items.
- 4 Updating the schools and learning centers maps to reflect all public, charter, private, and early education centers.
- 5 Analyzing transit ridership (Miami-Dade County and Freebee Routes) compared to bicyclist and pedestrian Killed or Seriously Injured (KSI) crashes to identify and correlations between transit and traffic accidents.
- 6 Identifying local roads that are not necessarily part of the High Injury Network (HIN) or have many Killed or Seriously Injured (KSI) crashes, where issues can be addressed.
- 7 Analyzing the data of the past several years as compared with the elderly freebee service to see if there was a positive trend in aging driver-related crashes over the past 2 years since its implementation.
- 8 Identifying Killed or Seriously Injured (KSI) involved driver origin (where they came from) to have a better approach as to campaigning and recommendations.



VISION ZERO TASKFORCE

THIRD MEETING

The third Vision Zero Task Force meeting was held in person at Miami Beach City Hall on June 25, 2024 just before the Community Outreach Bicycle Ride. Task force members gathered to discuss plan progress and updates including an analysis of signalized intersections throughout the City in comparison with the Killed or Seriously Injured (KSI) crashes. City police officers were present and provided insight into the law enforcement aspect of implementation for Vision Zero strategies. Below are the main takeaways from the third meeting.

- 1 Educating the public (specifically bicyclists) on road laws and statutes so that there will not be as many avoidable crashes stemming from bicyclists not following the law.
- 2 Considering launching a targeted campaign for bicyclists and pedestrians seeing as Miami Beach police is low-staffed and unfortunately they do not rank high priority. According to the police officers present at the meeting, people are daily ignoring bicycle laws and motorized bicycles and scooters have become a critical issue.
- 3 Updating the school hours analysis to reflect only weekday traffic crashes between the hours of 7:00 AM to 9:00 AM and 2:00 PM to 4:00 PM to check for a correlation between school hours and traffic crashes/teenage drivers.
- 4 Consider previous years safe routes to schools candidates to determine if further outreach is needed specific to these zones emphasizing pedestrians and bicyclists.

VISION ZERO TASKFORCE

FOURTH MEETING

The fourth and final Vision Zero Task Force meeting was held virtually on July 11 2024. In this meeting members discussed updates to the crash analysis including transit information, projected timeline, and a recap of the Community Outreach Bicycle Ride.

- 1 Summarizing concerns related to pedestrian and bicyclist safety, particularly around schools, synagogues, and high-traffic areas.
- 2 Examining Safe Systems Approach areas to see which where recommendations can be made for Safe Road Users, Safe Vehicles, Safe Speeds, Safe Roads, and Post-Crash Care.



VISION ZERO TASKFORCE

LESSONS LEARNED AND TAKEAWAYS

The collaborative efforts of the task force have set a solid foundation for actionable steps toward achieving the city's Vision Zero goals, aiming for zero traffic-related fatalities and serious injuries. The following are the main takeaways and lessons learned from all of the meetings.

Need to Dive Deeper Into the Data

Analyze what percentage or crashes are concentrated near signalized intersections versus mid-block crossings to see if there exists a correlation between location and crashes.

Identify Killed or Seriously Injured (KSI) involved driver origins (where they are from) to have a better approach as to campaigning and recommendations.

Need to Understand Law Enforcement

Educate the public (specifically bicylists) on road laws and statutes so that there will not be as many avoidable crashes stemming from bicyclists not following the law.

Targeted campaign for bicyclists and pedestrians is needed because Miami Beach police is low-staffed and this is unfortunately not top priority.

Electric bicycles and scooters are motorized vehicles and Miami Beach police issues citations to their users the same as they would regular vehicles.

Need to be Sensitive to Communities

Finding ways to engage the youth community by utilizing social media tactics that appeal to them. Reaching out to the Miami Beach Youth commission to contribute in some of their organized events/activities.

Targeting students via geofencing during specific times to effectively gain their attention.

Considering religious communities by partnering with religious centers in the City to better understand typical behavior during religious observations.





THE ACTION PLAN:

**STRATEGIES &
IMPLEMENTATION**

RECOMMENDATIONS

ACTIONS & STRATEGIES

The Vision Zero Action Plan for Miami Beach represents a dedicated commitment and a foundational framework of initial actions designed to address the city's most pressing traffic safety concerns. Organized within a Safe Systems approach, these actions aim to systematically eliminate both injury and fatal crashes. Central to this approach is the recognition that while road users may make mistakes leading to accidents, the ultimate goal is to ensure that no individual loses their life or sustains serious injury as a result. This principle underscores the collective responsibility shared among those involved in the design, construction, operation, and use of our streets.

As the Vision Zero Action Plan progresses, the proposed actions will evolve to become more specific and measurable. This adaptability is essential to ensure the plan remains responsive to changing circumstances and effectively addresses community needs. Regular revisions will be made based on the effectiveness of implemented actions and feedback from the community.

To uphold transparency and accountability, the Vision Zero Action Plan includes mechanisms for regular data updates and safety performance reporting. Annually, staff will update and report on safety performance data, while every two years a comprehensive review, including an equity analysis, will be conducted and shared with the Miami Beach City Commission and the public. This ensures that progress towards Vision Zero goals is transparent and accessible to all stakeholders.

Overseeing the implementation of the action plan is the Vision Zero Task Force, which will convene quarterly to review progress, provide guidance on implementation strategies, monitor equity impacts, and oversee the reporting of annual performance measures. Through this collaborative and structured approach, Miami Beach aims to not only enhance road safety but also foster community engagement and accountability in achieving Vision Zero objectives.

Embracing a Safe Systems approach, our plan highlights strategies prioritizing regular updates, comprehensive reviews, and equity analyses, to ensure future decisions remain data-driven and responsive to the needs of our residents. Although positive outcomes from our plan may take time, we are committed to learning and adjusting as needed.



Streets are not just for vehicles. Streets are shared social places, for people. And while people make mistakes, in a safe transportation system that prioritizes human life, those mistakes do not result in death or serious injury. By strengthening all parts of the road system, if one part fails and a crash occurs, others will provide a safety net of protection. The layers of protection that need to be reinforced to prevent people from death or injury are organized under the five categories of a Safe System Approach:

SAFE ROAD USERS

SAFE VEHICLES

SAFE SPEEDS

SAFE ROADS

POST-CRASH CARE



For each Safe System area, a set of strategies with supporting action items is identified. Recommendations are not exclusive to one category; however, each topic contributes to the overall goal of reducing deaths and serious injuries across Miami Beach's transportation system. The following pages provide a high-level overview of these strategies and action items that departments within the city will utilize to achieve Vision Zero in partnership with other public agencies, community-based partners, and advocates. The actions identified include those that are anticipated to have high impact, their time frame for delivery, the anticipated party responsible to lead and support the action's completion, and its associated performance metric. Securing resources will be a necessary step to initiate work on actions that are currently unfunded.



SAFE SYSTEMS APPROACH

Reaching zero deaths relies on a Safe System approach, recognizing that humans make mistakes and their bodies have limited ability to withstand crash impacts. This approach designs roads to minimize risks and ensures that when mistakes happen, they don't result in fatalities or serious injuries. The Safe Systems Approach to road safety encompasses a framework that addresses the five key categories. Each category plays a role in achieving the ultimate goal of eliminating fatal and serious injuries on our roadways. The following are priority action items for implementation that are anticipated to have high impact towards the completion of the action items outlined later in this chapter. It is important to note that securing funding and resources is necessary to begin action items that are currently unfunded.

SAFE ROAD USERS

Education and Training Programs: Develop and implement comprehensive educational campaigns targeting all road users, emphasizing safe behaviors, traffic rules, and mutual respect on the roads.

Behavioral Enforcement: Increase enforcement efforts to deter risky behaviors such as speeding, distracted driving, and driving under the influence, utilizing both traditional policing methods and technological solutions.

SAFE VEHICLES

Mandate Safety Standards: Advocate for and enforce stringent safety regulations for all vehicles, including mandatory installation of advanced safety features such as automatic emergency braking, lane departure warning systems, and electronic stability control.

Consumer Education: Empower consumers with information about vehicle safety ratings and encourage the adoption of safer vehicles through public awareness campaigns highlighting the benefits of modern safety technologies.





Source: Federal Highway Administration (FHWA)
<https://highways.dot.gov/safety/zero-deaths>

SAFE SPEEDS

Speed Limit Assessments: Conduct thorough assessments of speed limits on roadways based on factors such as road design, traffic patterns, and crash data, adjusting limits as necessary to ensure they are appropriate and conducive to safe driving.

Engineering Interventions: Implement engineering measures such as traffic calming techniques, speed humps, and road design modifications to encourage compliance with speed limits and reduce the likelihood and severity of crashes caused by excessive speed.

SAFE ROADS

Road Safety Audits: Conduct regular audits of roadways to identify hazards, prioritize safety improvements, and ensure that infrastructure meets established safety standards and guidelines.

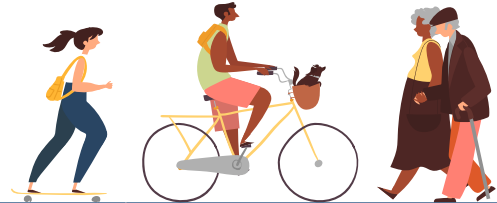
Vulnerable Road User Protection: Implement measures such as traffic calming measures and separation devices to enhance the safety of vulnerable road users, particularly pedestrians and bicyclists, in high-risk areas.

POST-CRASH CARE

Emergency Response Training: Provide comprehensive training to emergency responders, medical personnel, and law enforcement officers to improve their ability to provide timely and effective care to crash victims, including advanced trauma care and rapid transport to medical facilities.

Victim Support Services: Ensure the availability of comprehensive victim support services, including legal assistance, counseling, and rehabilitation programs, to help crash victims and their families cope with the physical, emotional, and financial impacts of road traffic injuries.

SAFE ROAD USERS



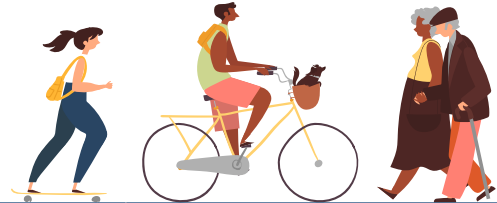
► Table 03 Safe Road Users Recommended Action Items

| ACTION ITEM NO. | ACTION ITEM | IMPLEMENTATION PARTNERS | TIMEFRAME (MONTHS) | PERFORMANCE METRIC |
|----------------------------------|---|---|--------------------|--|
| 1 | Implement Pedestrian Safety Campaigns | Miami Beach Transportation Department, local schools, Community Organizations | 12 | Reduction in pedestrian- related traffic incidents by 25% within the first year. |
| Action Item Detailed Description | <p>The City of Miami Beach Transportation and Mobility Department could work alongside local schools and community organizations to implement the following pedestrian safety campaigns:</p> <p>Campaign 1: “Safe Steps to School” Program</p> <p><i>Objective:</i> Promote pedestrian safety among young students through educational events and practical exercises, encouraging safer walking habits to and from school.</p> <p>1. Partners:</p> <p>Schools: Partner with North Beach Elementary School and Fienberg-Fisher K-8 Center, two schools with high volumes of young pedestrians.</p> <p>Community Organizations: Work with organizations like the Miami Beach PTA, the Boys & Girls Clubs of Miami-Dade, and Miami Beach Police Department’s Community Affairs team.</p> <p>2. Activities:</p> <p><i>Pedestrian Safety Workshops:</i> Host workshops during morning drop-offs (7:30-8:30 AM) once a month. These can include demonstrations on safe street-crossing techniques, identifying crosswalks, and recognizing traffic signals.</p> <p><i>Walking School Bus:</i> Volunteers from the PTA and the Boys & Girls Club can lead groups of children walking to school on safe, supervised routes. This event could happen during National Walk to School Month in October and again in May (National Bike Month), helping kids practice safety tips in real time.</p> <p>3. Promotional Efforts:</p> <p>Distribute educational materials like reflective backpacks and safety pamphlets.</p> <p>Coordinate with schools to promote the program through newsletters and social media.</p> <p>Encourage parents to volunteer and support safe, active commuting.</p> | | | |

SAFE ROAD USERS

| Action Item No. | Action Item | Implementation Partners | Timeframe (Months) | Performance Metric |
|----------------------------------|--|---|--------------------|--|
| 1 | Implement Pedestrian Safety Campaigns | Miami Beach Transportation Department, local schools, Community Organizations | 12 | Reduction in pedestrian- related traffic incidents by 25% within the first year. |
| Action Item Detailed Description | <p>Campaign 2: “Crosswalk Heroes” Awareness Campaign</p> <p><i>Objective:</i> Raise awareness around crosswalk safety for all age groups by promoting visibility, mindfulness, and mutual respect among pedestrians and drivers.</p> <p>1. Partners:</p> <p><i>Schools:</i> Collaborate with Miami Beach Senior High School and Nautilus Middle School to reach a diverse age range, including teens who might be more vulnerable to distracted walking.</p> <p><i>Community Organizations:</i> Work with Miami Beach Chamber of Commerce, the Miami Beach Hispanic Community Center, and local fitness clubs like Barry’s Bootcamp, to increase community buy-in and broader awareness.</p> <p>2. Activities:</p> <p><i>Crosswalk Awareness Stations:</i> Set up interactive “safety stations” near high-traffic crosswalks around schools and popular intersections during peak hours—like 7-9 AM and 2-4 PM—where volunteers guide pedestrians on how to safely cross the road and promote vigilance.</p> <p><i>Pedestrian Visibility Challenge:</i> During darker months, such as November through January, hold a “Crosswalk Heroes” contest encouraging participants to wear bright clothing, use reflective gear, or carry safety lights. Participants could post their gear on social media using a campaign hashtag to raise awareness.</p> <p>3. Promotional Efforts:</p> <p>Hand out free reflective armbands or lights to students and community members at each station.</p> <p>Engage local businesses through the Chamber of Commerce to sponsor or participate in the campaign.</p> <p>Coordinate with the City’s social media platforms to share tips and highlight “Crosswalk Heroes” within the community.</p> <p>By integrating schools, community organizations, and local businesses, these campaigns can effectively reach a wide audience, promoting long-lasting habits of safe pedestrian behavior in Miami Beach.</p> | | | |

SAFE ROAD USERS

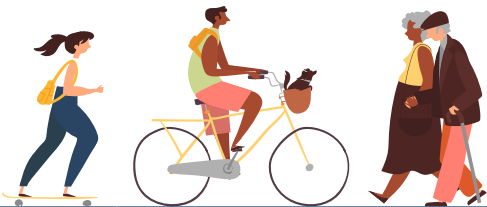


| ACTION ITEM NO. | ACTION ITEM | IMPLEMENTATION PARTNERS | TIMEFRAME (MONTHS) | PERFORMANCE METRIC |
|----------------------------------|--|--|--------------------|--|
| 2 | Develop and Promote Bicycle Safety Education Programs | Miami Beach Transportation Department, local cycling groups, Miami Beach Parks and Recreation, Miami Beach Police Department | 18 | Increase in the number of bicyclists wearing helmets and following traffic rules measured by pre- and post- program surveys and observational studies. |
| Action Item Detailed Description | <p>The City of Miami Beach Transportation and Mobility Department can collaborate with local cycling groups, Miami Beach Parks and Recreation, and the Miami Beach Police Department to develop effective bicycle safety education programs that promote safe cycling habits for both youth and adults. Below are two program ideas the city can work on.</p> <p>Program 1: “Bike Smart Miami Beach” Youth Bicycle Safety Workshops</p> <p><i>Objective:</i> Educate young riders on safe cycling practices, including helmet use, hand signals, and understanding traffic rules, through hands-on workshops and interactive activities.</p> <p>1. Partners:</p> <p>Local cycling groups like Bike305 and South Florida Bike Coalition</p> <p>Miami Beach Parks and Recreation</p> <p>Miami Beach Police Department’s Community Affairs team</p> <p>2. Details:</p> <p><i>Event Format:</i> Host monthly bicycle safety workshops for youth at various parks. Each workshop includes a “Rules of the Road” session, where officers teach safe riding practices, and a practical session where kids can ride along supervised obstacle courses that mimic real-life traffic scenarios.</p> <p><i>Helmet Fitting and Giveaway:</i> At each workshop, offer free helmet fittings and helmet giveaways for youth participants to encourage safe practices from the start.</p> <p>3. Locations:</p> <p>North Shore Park, Flamingo Park, and South Pointe Park—parks with high youth traffic and ample space for riding activities.</p> <p>4. Times:</p> <p>Saturday mornings, 9:00-11:00 AM, during the fall and spring seasons when weather conditions are optimal for outdoor activities (September to November and March to May).</p> | | | |

SAFE ROAD USERS

| Action Item No. | Action Item | Implementation Partners | Timeframe (Months) | Performance Metric |
|----------------------------------|---|--|--------------------|--|
| 2 | Develop and Promote Bicycle Safety Education Programs | Miami Beach Transportation Department, local cycling groups, Miami Beach Parks and Recreation, Miami Beach Police Department | 18 | Increase in the number of bicyclists wearing helmets and following traffic rules measured by pre- and post- program surveys and observational studies. |
| Action Item Detailed Description | <p>Program 2: “Cycle Safe Miami Beach” Adult and Family Safety Rides</p> <p><i>Objective:</i> Promote safe cycling practices and reinforce traffic laws for adult bicyclists and families through guided safety rides, helping build community and increase rider awareness on city streets.</p> <p>1. Partners:</p> <p>Local cycling groups such as Miami Beach Bicycle Center and Magic City Bicycle Collective</p> <p>Miami Beach Parks and Recreation</p> <p>Miami Beach Police Department’s Traffic Enforcement Unit</p> <p>2. Details:</p> <p><i>Event Format:</i> Organize monthly guided group rides for adults and families, where certified instructors and police officers lead participants on designated routes through city streets and bike lanes, demonstrating safe riding techniques, such as navigating intersections and proper signaling.</p> <p>Safety Stops: During each ride, scheduled stops allow officers to review essential traffic rules for bicyclists and discuss local cycling infrastructure. At the end of the ride, bicyclists receive reflective gear and bike lights.</p> <p>3. Locations:</p> <p>Routes can start and end at Lummus Park and include popular cycling paths such as the Venetian Causeway, Collins Avenue, and the South Beach Loop.</p> <p>4. Times:</p> <p>Friday evenings from 6:00-8:00 PM to accommodate after-work participants, with increased visibility due to twilight hours. Programs can run during National Bike Month (May) and continue monthly through October.</p> <p>These programs provide hands-on cycling education tailored to different age groups, helping to improve cycling safety and compliance with traffic laws while fostering a stronger, safety-conscious cycling community in Miami Beach.</p> | | | |

SAFE ROAD USERS



| Action Item No. | Action Item | Implementation Partners | Timeframe (Months) | Performance Metric |
|----------------------------------|---|--|--------------------|---|
| 3 | Enhance Enforcement of Traffic Laws | Miami Beach Police Department, local judiciary, Miami-Dade County Sheriff's Office | Ongoing | Increase in the number of traffic citations issued for speeding, distracted driving, and failure to yield by 30% within the first year. |
| Action Item Detailed Description | <p>The City of Miami Beach Transportation and Mobility Department could collaborate with the Miami Beach Police Department in the following ways to enhance traffic law enforcement and improve safety for pedestrians, bicyclists, and drivers alike. These enforcement campaigns would apply to all motorized vehicles including scooters.</p> <p>Initiative 1: Targeted Speed Enforcement and Red-Light Running Operations</p> <p><i>Objective:</i> Reduce speeding and red-light violations in high-traffic and high-risk areas through coordinated law enforcement presence and advanced technology.</p> <p>1. Details:</p> <p><i>Speed Traps and Red-Light Cameras:</i> Set up speed enforcement zones and red-light cameras on targeted roadway segments where speeding and red-light running are common. Police can monitor these areas and issue citations for violations.</p> <p><i>Real-Time Data Sharing:</i> Use the City's traffic monitoring systems to share real-time data with Miami Beach Police, helping to quickly identify peak times for violations and place officers at strategic locations for maximum impact.</p> <p>2. Specific Roadway Segments:</p> <p>Collins Ave (from 5 St to 23rd St)</p> <p>Alton Rd (from 5 St to Dade Blvd)</p> <p>17 St (from Dade Blvd to Collins Ave)</p> <p>41 St (from Collins Ave to Pine Tree Dr)</p> <p>71 St and Normandy Dr (from Biarritz Dr to Bay Dr)</p> <p>Collins Ave (from 63 St to 77 St)</p> | | | |

SAFE ROAD USERS

| Action Item No. | Action Item | Implementation Partners | Timeframe (Months) | Performance Metric |
|----------------------------------|--|--|--------------------|---|
| 3 | Enhance Enforcement of Traffic Laws | Miami Beach Police Department, local judiciary, Miami-Dade County Sheriff's Office | Ongoing | Increase in the number of traffic citations issued for speeding, distracted driving, and failure to yield by 30% within the first year. |
| Action Item Detailed Description | <p>Initiative 2: High-Visibility “Pedestrian Right-of-Way” Enforcement</p> <p><i>Objective:</i> Increase compliance with pedestrian right-of-way laws to reduce accidents and make streets safer for pedestrians and bicyclists.</p> <p>1. Details:</p> <p><i>Pedestrian Crosswalk Stings:</i> Deploy officers in plain clothes at crosswalks to monitor and ticket drivers who fail to yield to pedestrians. Marked patrol units nearby can then pull over violators.</p> <p><i>Education and Warnings:</i> During the initial weeks, officers could issue warnings and distribute educational materials on pedestrian right-of-way laws. Later, these could transition to citations for repeated violations.</p> <p>2. Specific Roadway Segments:</p> <p>Washington Ave (from 5 St to 17 St)</p> <p>Ocean Drive (from 5 St to 15 St)</p> <p>Indian Creek Dr (from 41 St to 63rd St)</p> <p>West Ave (from 5 St to Dade Blvd)</p> <p>Dade Blvd (from Venetian Way to 23 St)</p> <p>Through these targeted enforcement strategies, the City of Miami Beach and the Miami Beach Police Department can address traffic law compliance and enhance safety across key high-traffic areas, benefiting both residents and visitors.</p> | | | |

SAFE ROAD USERS

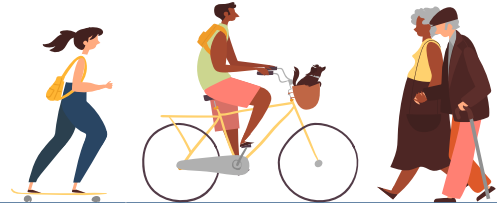


| ACTION ITEM NO. | ACTION ITEM | IMPLEMENTATION PARTNERS | TIMEFRAME (MONTHS) | PERFORMANCE METRIC |
|----------------------------------|--|--|--------------------|---|
| 4 | Launch Safe Driving Awareness Campaigns | Miami Beach Transportation Department, local media, insurance companies, driving schools | 6 | Increase in public awareness and knowledge of safe driving practices, measured by surveys and focus groups. |
| Action Item Detailed Description | <p>Two specific campaigns the City of Miami Beach Transportation and Mobility Department can focus on and see to partner with local media, insurance companies, and/or driving schools are the following:</p> <p>“Stay Alert, Stay Alive: The Distracted Driving Awareness Campaign”</p> <p>This campaign would focus on raising awareness of the dangers of distracted driving, particularly around the high pedestrian areas in Miami Beach. Collaborating with local media, insurance companies, and driving schools, the campaign could include:</p> <p>Social Media and TV Ads: Featuring local stories or testimonials to make the message personal and relatable. Highlight specific intersections or high-traffic areas in Miami Beach where accidents have happened due to distracted driving.</p> <p>Interactive Workshops: Organized by driving schools with support from the transportation department, these could simulate distracted driving scenarios, showing the impact of using a phone, eating, or other distractions while driving.</p> <p>Discount Incentives from Insurance Companies: Local insurance companies could provide discounts for drivers who complete a distracted driving awareness course or pledge to use devices like hands-free car kits.</p> <p>Through these combined efforts, this campaign would emphasize the consequences of distracted driving and promote safer habits in areas with heavy pedestrian traffic.</p> | | | |

SAFE ROAD USERS

| Action Item No. | Action Item | Implementation Partners | Timeframe (Months) | Performance Metric |
|----------------------------------|--|--|--------------------|---|
| 4 | Launch Safe Driving Awareness Campaigns | Miami Beach Transportation Department, local media, insurance companies, driving schools | 6 | Increase in public awareness and knowledge of safe driving practices, measured by surveys and focus groups. |
| Action Item Detailed Description | <p>“Drive Calm: Speed Awareness in Pedestrian Zones”</p> <p>This campaign would address speeding in designated pedestrian areas such as South Beach and North Beach. The campaign could include:</p> <p>“Calm Zone” Speed Limit Signage: In collaboration with local media, the transportation department can launch visible, branded signage in high-pedestrian areas, paired with media coverage to bring attention to these designated “Calm Zones” with reduced speed limits.</p> <p>Educational Videos by Driving Schools: Local driving schools could create brief educational videos demonstrating the risks of speeding near pedestrian zones. These videos could feature tips on speed management and defensive driving techniques for Miami Beach roads.</p> <p>Insurance Company “Safe Driver” Discounts: Drivers who complete an online safe driving quiz or pledge to obey lower speed limits in designated pedestrian areas could receive insurance discounts, encouraging more compliance with the campaign’s message.</p> <p>These collaborative efforts would help promote a culture of mindful driving, particularly in high-pedestrian areas, contributing to safer streets in Miami Beach.</p> | | | |

SAFE ROAD USERS

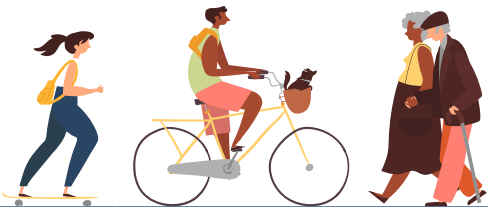


| ACTION ITEM NO. | ACTION ITEM | IMPLEMENTATION PARTNERS | TIMEFRAME (MONTHS) | PERFORMANCE METRIC |
|--|---|---|-----------------------|--|
| 5 | Implement School Zone Safety Enforcements | Miami-Dade County Public Schools, Miami Beach Police Department, Parent- Teacher Associations (PTAs), local traffic engineers | 12 | Reduction in the number of traffic inci- dents in school zones by 40% within the first year. |
| Action Item Detailed Description | “Zero Tolerance Speed Enforcement in School Zones” This strategy focuses on strict enforcement of speed limits during peak school drop-off and pick-up times, ensuring drivers comply with reduced speed limits in school zones to protect children. Key elements include: | | | |
| | Increased Police Presence: Miami Beach Police Department can set up checkpoints at key school zones, such as around North Beach Elementary and Miami Beach Senior High School, from 7:30 AM - 9:00 AM and 2:00 PM - 4:00 PM on weekdays. | | | |
| | Automated Speed Cameras: Partner with local traffic engineers to install automated speed cameras at targeted school zones with high foot traffic. PTAs can help advocate for these installations to increase parent and community awareness. These cameras would activate during the school year, with extra emphasis at the beginning and end of each semester (August, January, and May) when traffic can be heaviest. | | | |
| | Real-Time Reporting and Penalties: Speeding violations captured by cameras would automatically generate fines, creating a deterrent. Data can be shared with PTAs, providing insights on compliance and empowering PTAs to work with schools to improve community understanding of safe driving practices. | | | |
| | This strategy would demonstrate a clear, zero-tolerance approach to speeding in school zones, ultimately encouraging drivers to take school zone speed limits seriously. | | | |

SAFE ROAD USERS

| Action Item No. | Action Item | Implementation Partners | Timeframe (Months) | Performance Metric |
|----------------------------------|---|---|--------------------|--|
| 5 | Implement School Zone Safety Enforcements | Miami-Dade County Public Schools, Miami Beach Police Department, Parent- Teacher Associations (PTAs), local traffic engineers | 12 | Reduction in the number of traffic incidents in school zones by 40% within the first year. |
| Action Item Detailed Description | <p>“Slow Down, Save Lives” Awareness Campaign</p> <p>This campaign emphasizes safety through community engagement and education, focusing on crosswalk safety and speed control.</p> <p>Crosswalk Safety Enhancements: Collaborate with traffic engineers to add flashing beacons at crosswalks in front of South Pointe Elementary and Nautilus Middle School, alerting drivers to school zone crossings. Enhanced markings and bright colors would make these crosswalks more visible. Police could enforce crosswalk safety during school hours, particularly at high-traffic times like 7:30 AM - 8:30 AM and 3:00 PM - 4:00 PM.</p> <p>PTA-Led Educational Events and Workshops: The city can work with PTAs to hold seasonal workshops in September and January that bring in police officers and traffic engineers to speak on school zone safety. These workshops could include tips on pedestrian awareness, explaining the role of crosswalks, and highlighting the impact of speeding in school zones.</p> <p>School Year Kickoff and Spring Safety Weeks: In August and April, the city can run media campaigns, distribute safety pamphlets, and set up booths at school events to reinforce school zone safety. PTAs could help engage students in creating school zone safety posters, fostering a community-wide commitment to safe practices.</p> <p>This partnership-driven, multi-faceted approach would enhance safety by raising community awareness and making school zones more visible and respected throughout the year.</p> | | | |

SAFE ROAD USERS

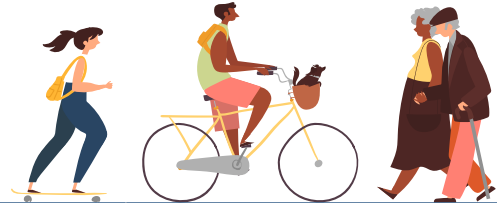


| Action Item No. | Action Item | Implementation Partners | Timeframe (Months) | Performance Metric |
|----------------------------------|--|--|--------------------|---|
| 6 | Organize Regular Road Safety Workshops and Training Sessions for Residents | Miami Beach Transportation Department, local community centers, neighborhood associations, Miami Beach Police Department | Ongoing | Conduct 10 workshops and training sessions annually, with a 40% increase in participants’ knowledge of road safety practices, measured through pre- and post-session surveys. |
| Action Item Detailed Description | <p>The following are two road safety workshops and training sessions that the City of Miami Beach Transportation and Mobility Department could offer for residents. These sessions would focus on building awareness, reinforcing safe practices, and addressing issues related to road safety for pedestrians, bicyclists, and drivers.</p> <p>Workshop 1: “Street Smart Miami Beach” Road Safety Basics</p> <p><i>Objective:</i> Educate residents on general road safety rules, including pedestrian safety, bike lane etiquette, and defensive driving skills.</p> <p>1. Details:</p> <p><i>Content:</i> The workshop would cover topics like understanding pedestrian right-of-way, tips for bicyclists on shared roads, safe crossing techniques, and basic defensive driving skills. Sessions would also address recent local accident data to illustrate key safety issues and provide practical advice on how to avoid common mistakes.</p> <p><i>Guest Speakers:</i> Invite members of the Miami Beach Police Department’s Traffic Enforcement Unit and transportation safety experts to discuss and demonstrate safety tips.</p> <p>2. Location:</p> <p>Miami Beach Community Center or North Shore Park and Youth Center—venues with accessible indoor spaces that can accommodate small to medium-sized groups.</p> <p>3. Times:</p> <p>Held quarterly on weekday evenings (6:00 PM - 7:30 PM) to make it accessible for working residents.</p> <p>4. Times of Year:</p> <p>January, April, July, and October to encourage year-round safety awareness and address any seasonal issues, such as the increase in tourists during spring and winter.</p> | | | |

SAFE ROAD USERS

| Action Item No. | Action Item | Implementation Partners | Timeframe (Months) | Performance Metric |
|----------------------------------|---|--|--------------------|---|
| 6 | Organize Regular Road Safety Workshops and Training Sessions for Residents | Miami Beach Transportation Department, local community centers, neighborhood associations, Miami Beach Police Department | Ongoing | Conduct 10 workshops and training sessions annually, with a 40% increase in participants’ knowledge of road safety practices, measured through pre- and post-session surveys. |
| Action Item Detailed Description | <p>Workshop 2: “Safe Cycling and Walking in Miami Beach” Skills Training</p> <p><i>Objective:</i> Provide hands-on skills training for pedestrians and bicyclists to navigate Miami Beach’s streets safely, with a focus on practical exercises for real-life situations.</p> <p>1. Details:</p> <p><i>Format:</i> This workshop would include both an indoor educational session and an outdoor training component. The indoor portion covers topics such as understanding traffic signals, positioning in bike lanes, and identifying high-risk areas for pedestrians. The outdoor session offers supervised practice crossing intersections and biking along city streets, with trainers guiding participants on defensive techniques.</p> <p><i>Interactive Elements:</i> Role-playing exercises and interactive discussions allow residents to experience common scenarios and practice effective responses.</p> <p>2. Location:</p> <p>Flamingo Park—a central park with a nearby bike path, sidewalks, and crosswalks, allowing for both classroom-style instruction in the community room and hands-on training in a realistic setting.</p> <p>3. Times:</p> <p>Held monthly on Saturday mornings (9:00 AM to 11:00 AM) to allow ample daylight for outdoor activities and to fit within residents’ weekend schedules.</p> <p>4. Times of Year:</p> <p>March through November to align with peak pedestrian and cycling months, particularly when outdoor activity increases during warmer months.</p> <p>By regularly offering these workshops, the City of Miami Beach can create a stronger culture of road safety and equip residents with the skills needed to navigate city streets safely, benefiting all road users.</p> | | | |

SAFE ROAD USERS



| ACTION ITEM NO. | ACTION ITEM | IMPLEMENTATION PARTNERS | TIMEFRAME (MONTHS) | PERFORMANCE METRIC |
|----------------------------------|---|---|--------------------|--|
| 7 | Develop a Comprehensive Driver Re-Education Program for Traffic Offenders | Miami Beach Transportation Department, local driving schools, Miami Beach Police Department, Miami-Dade County Court System | 12 | Enrollment of 500 traffic offenders in the re-education program within one year, with a 25% reduction in repeat offenses among participants. |
| Action Item Detailed Description | <p>The City of Miami Beach Transportation and Mobility Department could develop a “Drive Right Miami Beach” Comprehensive Driver Re-Education Program specifically tailored for traffic offenders. This program would emphasize behavioral change, safe driving skills, and increased awareness of Miami Beach’s unique road challenges. By partnering with local driving schools, the Miami Beach Police Department, and the Miami-Dade County Court System, the program could offer an alternative for traffic offenders to reduce fines or points, contingent upon successful completion.</p> <p>Program Overview: “Drive Right Miami Beach”</p> <p><i>Objective:</i> Educate traffic offenders on safe driving practices, encourage behavior change, and reduce repeat violations through classroom instruction and hands-on training. The program would aim to increase driver accountability and road safety across Miami Beach.</p> <p>1. Program Components:</p> <p><i>Classroom Instruction:</i> Offenders attend sessions that cover Miami Beach’s specific traffic laws, accident data, and safe driving techniques, with a focus on understanding the consequences of impaired, distracted, and aggressive driving.</p> <p><i>Hands-On Training:</i> Partner with local driving schools, such as Aventura Traffic School, to provide a practical component, where offenders receive real-time feedback from instructors while navigating controlled driving courses that simulate common traffic challenges in Miami Beach.</p> <p><i>Behavioral Counseling:</i> Integrate a counseling session with a licensed specialist to address underlying behavioral causes, such as road rage, distraction, or risky driving habits.</p> <p>2. Guest Speakers and Expert Sessions: Miami Beach Police Department officers can lead sessions on law enforcement perspectives, providing insight into how violations impact the community. Guest speakers could include individuals affected by traffic accidents, to emphasize the real-life impacts of unsafe driving.</p> <p>3. Evaluation and Certification: Offenders must pass a written exam and a practical driving assessment to receive certification of completion, which they can present to the court for possible reduction of penalties.</p> | | | |

SAFE ROAD USERS

| Action Item No. | Action Item | Implementation Partners | Timeframe (Months) | Performance Metric |
|----------------------------------|--|--|--------------------|--|
| 7 | Develop a Comprehensive Driver Re-Education Program for Traffic Offenders | Miami Beach Transportation Department, local driving schools, Miami Beach Police Department, Miami- Dade County Court System | 12 | Enrollment of 500 traffic offenders in the re-education program within one year, with a 25% reduction in repeat offenses among participants. |
| Action Item Detailed Description | <p>Program Logistics</p> <p>1. Locations:</p> <p>Miami Beach Community Center for classroom instruction, as it is centrally located and accessible. Hands-on training sessions can be held at a local driving school facility with a controlled course area or a designated section of the Miami Beach Convention Center parking lot.</p> <p>2. Times of Day:</p> <p>Classroom Sessions: Evening classes (6:00 PM to 8:30 PM) during weekdays to accommodate work schedules.</p> <p>Hands-On Training Sessions: Saturdays (9:00 AM to 12:00 PM) for practical training, allowing drivers to practice during the day under direct supervision.</p> <p>3. Times of Year:</p> <p>Program can be offered year-round, with new sessions starting bi-monthly (January, March, May, July, September, November) to accommodate ongoing referrals from the court system. Special sessions could be added before high-traffic seasons, like spring break or holiday months.</p> <p>Program Benefits</p> <p>By offering the “Drive Right Miami Beach” program, the City can work to reduce repeat offenses, promote safer driving habits, and help traffic offenders reintegrate as responsible drivers. This proactive approach addresses safety and compliance while contributing to a safer Miami Beach for all road users.</p> | | | |

SAFE VEHICLES



► Table 04 Safe Vehicles Recommended Action Items

| ACTION ITEM NO. | ACTION ITEM | IMPLEMENTATION PARTNERS | TIMEFRAME (MONTHS) | PERFORMANCE METRIC |
|----------------------------------|--|---|--------------------|--|
| 1 | Promote Fleet Safety Programs for Commercial Vehicles | Miami Beach Chamber of Commerce, local delivery and logistics companies, Miami Beach Transportation Department, Miami Beach Police Department | 18 | Enrollment of 75% of local commercial fleets in safety programs within 18 months, with a goal of reducing commercial vehicle-related accidents by 30%. |
| Action Item Detailed Description | <p>The City of Miami Beach Transportation and Mobility Department could implement two fleet safety programs in partnership with the Miami Beach Chamber of Commerce, local delivery and logistics companies, and the Miami Beach Police Department. These programs would promote safe driving habits among commercial vehicle operators, helping to reduce accidents, improve traffic flow, and enhance pedestrian safety.</p> | | | |
| | <p>Program 1: “Safe Streets Fleet Training” for Commercial Drivers</p> <p><i>Objective:</i> Reduce collisions and promote safer driving habits among commercial drivers through structured training sessions focused on defensive driving, route planning, and hazard awareness specific to Miami Beach’s busy and narrow streets.</p> <p>1. Details:</p> <p><i>Defensive Driving Workshops:</i> Led by certified defensive driving instructors and the Miami Beach Police Department, these workshops educate drivers on anticipating hazards, safely navigating congested roads, using proper signaling, and managing blind spots. Local accident data will be used to illustrate high-risk areas and common accident scenarios.</p> <p><i>Route Planning and Parking Safety:</i> Address the challenges of parking, loading, and unloading on busy Miami Beach streets. Emphasize safe parking practices and provide drivers with optimized route planning tips to minimize traffic disruptions.</p> <p>2. Locations:</p> <p>Miami Beach Convention Center for classroom instruction, as it has ample space and is accessible to larger groups.</p> <p>3. Times of Day:</p> <p>Early weekday mornings, from 7:30 AM to 10:00 AM, before peak delivery hours begin, allowing drivers to attend without interfering with their regular schedules.</p> <p>4. Times of Year:</p> <p>Quarterly (January, April, July, October) to keep drivers up-to-date on best practices and to address any new road safety issues that arise during peak tourist seasons.</p> | | | |

SAFE VEHICLES

| Action Item No. | Action Item | Implementation Partners | Timeframe (Months) | Performance Metric |
|----------------------------------|--|---|--------------------|--|
| 1 | Promote Fleet Safety Programs for Commercial Vehicles | Miami Beach Chamber of Commerce, local delivery and logistics companies, Miami Beach Transportation Department, Miami Beach Police Department | 18 | Enrollment of 75% of local commercial fleets in safety programs within 18 months, with a goal of reducing commercial vehicle-related accidents by 30%. |
| Action Item Detailed Description | <p>Program 2: “Commercial Vehicle Safety Certification” Program</p> <p><i>Objective:</i> Establish a safety certification for local delivery and logistics companies, with a focus on reducing the risk of pedestrian collisions, minimizing vehicle idling, and enforcing compliance with Miami Beach’s traffic laws.</p> <p>1. Details:</p> <p><i>Safety Audits:</i> Partner with the Miami Beach Police Department to conduct safety audits of participating companies’ vehicles, checking for compliance with safety standards, including properly functioning lights, reflective markers, and tire conditions.</p> <p><i>Certification Workshops:</i> Offer training sessions on pedestrian awareness, traffic law compliance, and eco-friendly driving practices, such as reduced idling and fuel efficiency. Drivers who successfully complete the training receive a “Safe Fleet Miami Beach” certification, and participating companies can display the certification as a commitment to road safety.</p> <p>2. Locations:</p> <p>Miami Beach Chamber of Commerce offices for smaller, focused workshops, and designated inspection stations in city-owned lots for vehicle safety audits.</p> <p>3. Times of Day:</p> <p>Afternoon sessions (1:00 PM to 4:00 PM) to avoid peak delivery times, allowing companies to schedule their drivers’ attendance without disrupting operations.</p> <p>4. Times of Year:</p> <p>Biannually (March and September), aligning with the beginning of spring and fall to help address seasonal changes in road conditions and traffic volumes.</p> <p>These programs create an opportunity for the city to work directly with the commercial driving community, enhancing overall road safety through education, certification, and active partnership with businesses.</p> | | | |

SAFE VEHICLES



| ACTION ITEM NO. | ACTION ITEM | IMPLEMENTATION PARTNERS | TIMEFRAME (MONTHS) | PERFORMANCE METRIC |
|----------------------------------|---|--|--------------------|--|
| 2 | Install Speed Limiting Devices on City-Owned Vehicles | Miami Beach Fleet Management, Miami Beach Transportation Department, technology vendors, Miami Beach Police Department | 12 | Installation of speed limiting devices on 100% of city-owned vehicles within one year, with a 20% reduction in speeding incidents involving city vehicles. |
| Action Item Detailed Description | <p>The City of Miami Beach Transportation and Mobility Department can collaborate with other city departments to implement a “Safe Fleet Speed Control Program” to install speed-limiting devices on city-owned vehicles. This program would enhance safety, reduce the risk of accidents, and promote a culture of responsible driving within city operations.</p> <p>Program Overview: “Safe Fleet Speed Control Program”</p> <p>Objective: Install speed-limiting devices on all city-owned vehicles, especially in high-use departments such as Public Works, Parks and Recreation, and Waste Management, to ensure compliance with speed limits, reduce fuel consumption, and improve overall fleet safety.</p> <p>Logistics</p> <p>1. Device Selection and Installation:</p> <p><i>Device Choice:</i> Partner with a reputable supplier to source GPS-enabled speed-limiting devices that allow remote monitoring of vehicle speed. These devices would cap vehicle speeds according to pre-set limits specific to each department’s needs. For example, vehicles frequently used in neighborhoods may have lower speed caps than those used on main roads.</p> <p><i>Installation:</i> Work with a certified vehicle maintenance contractor to install the devices. Installation can be scheduled at the city’s central vehicle maintenance facility, allowing each department to rotate vehicles for installation without disrupting daily operations. Installations could be completed in phases to ensure continuity of city services, with priority given to high-mileage and frequently used vehicles.</p> <p>2. Monitoring and Reporting:</p> <p><i>Real-Time Tracking:</i> Enable real-time tracking of speed and location data for each vehicle. This data can be fed into the City’s existing fleet management software, enabling supervisors to monitor adherence to speed limits and identify patterns of speeding.</p> <p><i>Monthly Reports:</i> Generate monthly reports detailing instances of speed limit violations, fuel efficiency improvements, and mileage savings. Reports can be reviewed by department heads, who can address any recurring issues with specific drivers or departments.</p> | | | |
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SAFE VEHICLES

| Action Item No. | Action Item | Implementation Partners | Timeframe (Months) | Performance Metric |
|----------------------------------|--|--|--------------------|--|
| 2 | Install Speed Limiting Devices on City-Owned Vehicles | Miami Beach Fleet Management, Miami Beach Transportation Department, technology vendors, Miami Beach Police Department | 12 | Installation of speed limiting devices on 100% of city-owned vehicles within one year, with a 20% reduction in speeding incidents involving city vehicles. |
| Action Item Detailed Description | <p>3. Driver Training and Orientation:</p> <p><i>Pre-Program Orientation:</i> Prior to installation, hold training sessions to inform drivers about the new devices, explain the reasons behind the program, and clarify the consequences of disabling or tampering with devices.</p> <p><i>Ongoing Education:</i> Offer refresher workshops on safe driving practices, emphasizing the connection between speed control, safety, and fuel efficiency.</p> <p>Benefits</p> <p>1. Enhanced Safety:</p> <p>Limiting the maximum speed of city-owned vehicles reduces the likelihood of accidents, protecting drivers, pedestrians, and other road users. This is particularly important for vehicles operating in residential neighborhoods and school zones.</p> <p>2. Fuel Efficiency and Cost Savings:</p> <p>Speed control helps optimize fuel usage, reducing costs and lowering the environmental impact of city operations. This contributes to the City’s broader sustainability goals.</p> <p>3. Reduced Liability and Maintenance Costs:</p> <p>By reducing incidents of speeding, the program can help decrease wear and tear on vehicles and reduce repair and maintenance costs, as well as the City’s liability for traffic violations and accidents involving city-owned vehicles.</p> <p>4. Promotes Responsible Driving Culture:</p> <p>The program sets a standard for safe and responsible driving, reinforcing the City’s commitment to safety and modeling good behavior for other drivers on the road.</p> <p>5. Data-Driven Decisions:</p> <p>Real-time and historical data from the devices allow the City to make data-driven decisions about fleet management, enabling them to fine-tune speed limits, optimize routes, and identify areas where more driver training may be needed.</p> <p>Through the “Safe Fleet Speed Control Program,” the City of Miami Beach can set an example for safe driving practices, reduce operational costs, and create a safer environment for residents and employees alike.</p> | | | |

SAFE VEHICLES



| ACTION ITEM NO. | ACTION ITEM | IMPLEMENTATION PARTNERS | TIMEFRAME (MONTHS) | PERFORMANCE METRIC |
|--|---|--|--------------------|--|
| 3 | Develop and Implement a Vehicle Safety Education Program for Ride-Share and Delivery Drivers | Miami Beach Transportation Department, ride-share companies, delivery service providers, Miami Beach Police Department | 12 | Training of 500 ride-share and delivery drivers in vehicle safety practices within one year, with a 25% decrease in accidents involving these drivers. |
| Action Item Detailed Description | <p>Safety Certification and Rewards Program:</p> <p>Partner companies could offer incentives, such as bonuses or rewards, to drivers who complete the program. Drivers would earn a “Drive Safe Miami Beach” certificate, which could also reduce their risk of receiving fines or tickets if they demonstrate improved safety practices.</p> | | | |
| | <p>Distribution of Safety Materials:</p> <p>Provide participating drivers with safety toolkits that include reflective stickers for vehicles, educational pamphlets, and a contact card listing essential local laws, high-risk areas, and emergency contacts.</p> <p>Logistics</p> <p>Potential Partner Companies:</p> <p><i>Ride-Share Companies:</i> Uber and Lyft, which have a strong presence in Miami Beach.</p> <p><i>Delivery Service Providers:</i> FedEx, UPS, Amazon, DoorDash, and Instacart, which operate extensively in residential and commercial areas throughout the city.</p> <p>Locations:</p> <p>Miami Beach Chamber of Commerce and Miami Beach Community Center for workshops and certification sessions, offering central and accessible locations for drivers.</p> <p>Pop-Up Training Sites:</p> <p>For hands-on sessions, utilize Miami Beach Convention Center parking lots or designated areas within North Shore Park for practical exercises.</p> <p>Times of Day:</p> <p>Early Mornings (8:00 AM - 10:00 AM): Sessions could be held before peak ride-share and delivery hours.</p> <p>Midday (12:00 PM - 2:00 PM): For flexibility, a second round of workshops at midday allows drivers with varying schedules to attend.</p> | | | |

SAFE VEHICLES

| Action Item No. | Action Item | Implementation Partners | Timeframe (Months) | Performance Metric |
|----------------------------------|--|--|--------------------|--|
| 3 | Develop and Implement a Vehicle Safety Education Program for Ride-Share and Delivery Drivers | Miami Beach Transportation Department, ride-share companies, delivery service providers, Miami Beach Police Department | 12 | Training of 500 ride-share and delivery drivers in vehicle safety practices within one year, with a 25% decrease in accidents involving these drivers. |
| Action Item Detailed Description | <p>Times of Year:</p> <p><i>Biannual Sessions:</i> Launch the program before high-traffic seasons (March for spring break and October ahead of the holiday season), when ride-share and delivery activity typically peaks. Additional sessions could run during the off-season to maintain safety awareness year-round.</p> <p>Program Benefits</p> <p>Improved Safety for High-Risk Road Users: By educating drivers on navigating pedestrian and bicyclist-heavy areas, the program reduces the risk of accidents in Miami Beach’s most congested zones.</p> <p>Enhanced Awareness of Local Laws: Many ride-share and delivery drivers may be unfamiliar with local laws. The program ensures they understand Miami Beach-specific rules, minimizing the likelihood of traffic violations.</p> <p>Positive Community Impact: The program promotes a sense of responsibility among ride-share and delivery drivers, setting a standard for safe driving and contributing to an improved quality of life for both residents and tourists.</p> <p>Reduction in Traffic Violations and Congestion: Educated drivers are more likely to comply with traffic rules, improving traffic flow and reducing congestion caused by unsafe or illegal stops.</p> <p>By partnering with prominent ride-share and delivery companies and the Miami Beach Police Department, the City can build a safer, more responsible driving community that meets the unique needs of Miami Beach’s roadways and neighborhoods.</p> | | | |

SAFE VEHICLES



| ACTION ITEM NO. | ACTION ITEM | IMPLEMENTATION PARTNERS | TIMEFRAME (MONTHS) | PERFORMANCE METRIC |
|----------------------------------|---|--|--------------------|--|
| 4 | Create a Safe Driving Pledge Program for Residents | Miami Beach Transportation Department, local community organizations, Miami Beach Police Department, local media | Ongoing | 5,000 residents signing the safe driving pledge within six months, with a 15% reduction in reported unsafe driving incidents among participants. |
| Action Item Detailed Description | Program Overview: “Safe Neighbor Driver” Pledge Program <i>Objective:</i> Encourage residents to take a public pledge to practice safe driving habits, including obeying speed limits, avoiding distracted driving, and prioritizing pedestrian and bicyclist safety. The program aims to reduce accidents and enhance the safety of all Miami Beach road users. | | | |
| | Program Components 1. Pledge Sign-Up Events: <i>Kickoff Events:</i> Host pledge sign-up events at popular community gathering spots. Participants can sign the pledge, receive a “Safe Neighbor Driver” decal, and receive information on safe driving practices tailored for the unique traffic environment of Miami Beach. <i>Community Engagement Booths:</i> Set up booths at city festivals, farmers’ markets, and public parks, allowing residents to sign up for the pledge and learn about the program’s goals and the benefits of safe driving. | | | |
| | 2. Safe Driver Recognition: Recognize residents who take the pledge through a “Safe Driver of the Month” feature in local newspapers and on social media, highlighting those who have demonstrated exemplary driving behavior. | | | |
| | 3. Community Pledge Challenge: Encourage neighborhoods or community organizations to compete to reach the highest number of safe driving pledges. Winning groups could receive a reward, such as funding for a community event or safety equipment like high-visibility crosswalk markings. | | | |
| | Logistics 1. Potential Partner Organizations: <i>Community Organizations:</i> Miami Beach Neighborhood Association, Miami Beach Youth Commission, and the Miami Beach Parent Teacher Association (PTA) could help spread awareness of the pledge, encourage participation, and organize community sign-up events. | | | |

SAFE VEHICLES

| ACTION ITEM NO. | ACTION ITEM | IMPLEMENTATION PARTNERS | TIMEFRAME (MONTHS) | PERFORMANCE METRIC |
|----------------------------------|---|--|--------------------|--|
| 4 | Create a Safe Driving Pledge Program for Residents | Miami Beach Transportation Department, local community organizations, Miami Beach Police Department, local media | Ongoing | 5,000 residents signing the safe driving pledge within six months, with a 15% reduction in reported unsafe driving incidents among participants. |
| Action Item Detailed Description | <p><i>Local Media:</i> Partner with Miami Beach Magazine, the Miami Herald, and Deco Drive for local media coverage and promotion, along with radio stations like Y100 and social media influencers who can reach younger residents.</p> <p>2. Locations:</p> <p><i>Public Spaces and Community Centers:</i> Miami Beach Community Center, Lummus Park, North Shore Park, and the Lincoln Road pedestrian mall are accessible and popular gathering spots ideal for pledge sign-up events and public displays of the program.</p> <p><i>Schools and Libraries:</i> Set up informational booths at local schools, such as Miami Beach Senior High School, and libraries to promote safe driving among younger residents and families.</p> <p>3. Times of Day:</p> <p><i>Weekend Afternoons:</i> Saturdays and Sundays from 12:00 PM to 4:00 PM to maximize turnout and engage families.</p> <p><i>Weekday Evenings:</i> Hold smaller events from 5:00 PM to 7:00 PM for commuters and working residents.</p> <p>4. Times of Year:</p> <p><i>Program Launch in March:</i> Kick off the program in March, aligning with the start of spring break when traffic increases, and continue pledge events through high-traffic seasons like summer and winter holidays.</p> <p><i>Ongoing Year-Round Engagement:</i> Offer regular events and recognition to keep the program active throughout the year and maintain awareness of safe driving.</p> <p>Program Benefits</p> <p>1. Increased Community Engagement: By allowing residents to pledge their commitment to safe driving, the program fosters a strong sense of responsibility and pride in maintaining road safety, making Miami Beach a safer place for everyone.</p> <p>2. Behavioral Change Through Public Commitment: The act of taking a public pledge has been shown to reinforce positive behavior. Participants are more likely to adhere to safe driving practices when they've made a public commitment.</p> <p>3. Enhanced Road Safety Awareness: Through regular media coverage and community events, the program keeps road safety top-of-mind for residents, encouraging vigilance and responsible driving habits.</p> | | | |

SAFE VEHICLES



| ACTION ITEM NO. | ACTION ITEM | IMPLEMENTATION PARTNERS | TIMEFRAME (MONTHS) | PERFORMANCE METRIC |
|----------------------------------|--|---|--------------------|---|
| 5 | Develop a Public Reporting System for Vehicle Safety Concerns | Miami Beach Transportation Department, local technology vendors, Miami Beach Police Department, community organizations | 9 | Implementation of an online reporting system for vehicle safety concerns within nine months, with a target of addressing and resolving 75% of reported issues within 30 days. |
| Action Item Detailed Description | <p>The City of Miami Beach Transportation and Mobility Department could establish a “Miami Beach Safe Roads” Public Reporting System to allow residents to report vehicle safety concerns, such as reckless driving, illegal parking, and road hazards. By partnering with technology vendors, the Miami Beach Police Department, and community organizations, this system would empower residents to actively participate in making streets safer while providing city officials with valuable data to address pressing issues.</p> <p>Program Overview: “Miami Beach Safe Roads” Public Reporting System</p> <p><i>Objective:</i> Enable residents to report vehicle safety concerns in real-time through a user-friendly app and web platform, helping the City identify and address areas with recurring safety issues. This system would promote accountability among drivers and contribute to proactive, data-driven road safety management.</p> <p>Platform and Reporting Logistics</p> <p>1. Platform Features:</p> <p><i>Mobile App and Web Portal:</i> Partner with a technology vendor to create a mobile app and complementary web portal, allowing users to easily report issues. Key features could include:</p> <p><i>Report Submission:</i> Users can submit reports with options to select the type of concern (e.g., speeding, reckless driving, improper parking, or damaged road signs).</p> <p><i>Location Tagging:</i> Reports can be tagged with GPS to pinpoint the exact location, making it easier for authorities to respond effectively.</p> <p><i>Photo and Video Uploads:</i> Users can upload photos or short videos to provide visual evidence of the issue, increasing the accuracy and reliability of the reports.</p> <p><i>Real-Time Updates:</i> Users receive confirmation once their report is filed and updates when the issue is being reviewed or addressed.</p> <p><i>Dashboard for City and Police Use:</i> City and Police Department personnel can access an admin dashboard that categorizes, prioritizes, and maps reports, allowing officials to monitor trends and allocate resources where most needed.</p> | | | |

SAFE VEHICLES

| ACTION ITEM NO. | ACTION ITEM | IMPLEMENTATION PARTNERS | TIMEFRAME (MONTHS) | PERFORMANCE METRIC |
|----------------------------------|---|---|--------------------|---|
| 5 | Develop a Public Reporting System for Vehicle Safety Concerns | Miami Beach Transportation Department, local technology vendors, Miami Beach Police Department, community organizations | 9 | Implementation of an online reporting system for vehicle safety concerns within nine months, with a target of addressing and resolving 75% of reported issues within 30 days. |
| Action Item Detailed Description | <p>2. Data Privacy and Anonymity Options:</p> <p>To encourage more residents to report issues, the app would offer an anonymous reporting option while adhering to data privacy guidelines. Only authorized personnel would have access to report details.</p> <p>Potential Partner Technology Vendors and Community Organizations</p> <p>1. Technology Vendors:</p> <p><i>Public Reporting App Providers:</i> Vendors like SeeClickFix, CitySourced, or Accela offer customizable platforms for municipalities that support public safety reporting, data management, and integration with city systems.</p> <p><i>Mapping and GPS Integration Services:</i> Technology providers such as Esri and Google Maps could assist with GPS integration to ensure reports are accurately mapped and easily located.</p> <p>2. Community Organizations for Outreach and Engagement:</p> <p><i>Neighborhood Associations:</i> The Miami Beach Neighborhood Association and South Beach Neighborhood Alliance could promote the system and encourage residents to report issues affecting their specific areas.</p> <p><i>Cycling and Pedestrian Advocacy Groups:</i> Groups such as Bike Miami Beach and WalkSafe Miami would be key advocates for using the system to report issues that impact bicyclists and pedestrians, such as blocked bike lanes or dangerous crosswalks.</p> <p><i>Schools and Parent-Teacher Associations:</i> Local PTAs and schools, like Miami Beach Senior High School PTA, can promote the system to parents and students, especially regarding safety concerns around school zones.</p> <p>Reporting Logistics</p> <p>1. Submission Process:</p> <p><i>Step 1:</i> Users open the app or web portal and select the type of issue they wish to report (e.g., reckless driving or unsafe vehicle behavior).</p> <p><i>Step 2:</i> Users tag the location of the issue using GPS, describe the incident, and have the option to upload supporting photos or videos.</p> | | | |

SAFE VEHICLES



| ACTION ITEM NO. | ACTION ITEM | IMPLEMENTATION PARTNERS | TIMEFRAME (MONTHS) | PERFORMANCE METRIC |
|----------------------------------|---|---|--------------------|---|
| 5 | Develop a Public Reporting System for Vehicle Safety Concerns | Miami Beach Transportation Department, local technology vendors, Miami Beach Police Department, community organizations | 9 | Implementation of an online reporting system for vehicle safety concerns within nine months, with a target of addressing and resolving 75% of reported issues within 30 days. |
| Action Item Detailed Description | <p>Step 3: Users submit the report, receiving a confirmation notification. They can opt to receive follow-up updates or submit the report anonymously.</p> <p>2. Processing and Response:</p> <p><i>Automated Triage:</i> Reports are automatically categorized and prioritized based on severity. High-priority reports, such as those involving immediate safety risks, are flagged for the Miami Beach Police Department to address promptly.</p> <p><i>Review by City Officials:</i> Less urgent reports are reviewed by Transportation and Mobility Department officials, who may initiate corrective actions, such as increased enforcement or infrastructure changes in high-incident areas.</p> <p>3. Community Reporting Metrics and Public Dashboard:</p> <p><i>Public Dashboard:</i> A public-facing dashboard could provide data summaries showing the types of reports filed, locations with the highest numbers of incidents, and completed actions, creating transparency and accountability.</p> <p><i>Monthly Updates:</i> The City could publish a monthly report detailing response actions, trends, and outcomes based on user reports, demonstrating the program's effectiveness and encouraging continued public engagement.</p> <p>Benefits</p> <p>1. Increased Resident Engagement and Accountability:</p> <p>The system allows residents to actively participate in improving road safety, creating a sense of shared responsibility for the community's well-being.</p> <p>2. Data-Driven Resource Allocation:</p> <p>Reports provide city officials with real-time data on recurring issues, allowing them to allocate resources (e.g., police patrols or infrastructure repairs) to the areas that need them most.</p> <p>3. Transparency and Trust:</p> <p>By showing residents how reports are processed and addressed, the program builds trust between the City and its residents, ensuring that public concerns are taken seriously.</p> | | | |

SAFE VEHICLES

| Action Item No. | Action Item | Implementation Partners | Timeframe (Months) | Performance Metric |
|----------------------------------|---|---|--------------------|---|
| 5 | Develop a Public Reporting System for Vehicle Safety Concerns | Miami Beach Transportation Department, local technology vendors, Miami Beach Police Department, community organizations | 9 | Implementation of an online reporting system for vehicle safety concerns within nine months, with a target of addressing and resolving 75% of reported issues within 30 days. |
| Action Item Detailed Description | <p>4. Enhanced Road Safety for All Users:</p> <p>With residents reporting hazards in real-time, the City can address safety issues more quickly, ultimately leading to a safer environment for drivers, bicyclists, and pedestrians.</p> <p>The “Miami Beach Safe Roads” Public Reporting System would provide a practical, user-friendly tool for residents to voice their concerns while enabling the City to take targeted, effective action to enhance road safety across Miami Beach.</p> | | | |

SAFE SPEEDS



► Table 05 Safe Speeds Recommended Action Items

| ACTION ITEM NO. | ACTION ITEM | IMPLEMENTATION PARTNERS | TIMEFRAME (MONTHS) | PERFORMANCE METRIC |
|----------------------------------|--|---|--------------------|---|
| 1 | Implement Speed Reduction Zones | Miami Beach Transportation Department, Miami Beach Police Department, local traffic engineers | 12 | Reduction in average vehicle speeds in designated zones by 20% within the first year. |
| Action Item Detailed Description | Collins Avenue from 63rd Street to 87th Terrace This stretch is near key community assets such as North Shore Open Space Park, beach access points, and local businesses, making pedestrian and bicyclist safety a priority. Proposed Measures: Special emphases crosswalks at all intersections, speed feedback signs, streetscape improvements and lane-narrowing strategies to reduce vehicle speeds. | | | |
| | Washington Avenue from 5th Street to 17th Street Washington Avenue is a busy commercial and entertainment corridor with heavy foot traffic, requiring slower speeds to reduce accident risk and create a more pedestrian-friendly environment. Proposed Measures: Landscaped medians, pedestrian refuge islands, and separated bike lanes to improve overall street safety and encourage active transportation. | | | |

SAFE SPEEDS

| Action Item No. | Action Item | Implementation Partners | Timeframe (Months) | Performance Metric |
|----------------------------------|---|---|--------------------|---|
| 1 | Implement Speed Reduction Zones | Miami Beach Transportation Department, Miami Beach Police Department, local traffic engineers | 12 | Reduction in average vehicle speeds in designated zones by 20% within the first year. |
| Action Item Detailed Description | <p>Indian Creek Drive from 26th Street to 41st Street</p> <p>This section of Indian Creek Drive is a critical connector with limited pedestrian crossings and frequent flooding concerns. A reduced speed limit would help protect all road users, especially during adverse weather conditions.</p> <p>Proposed Measures:</p> <p>Speed humps along longer, straight segments, improved lighting, and digital speed feedback signs to encourage compliance with the lower limit.</p> <p>71st Street from Indian Creek Drive to Abbott Avenue</p> <p>This area serves as a commercial and community hub with high pedestrian and bicyclist activity. Reducing speeds would make the area safer and more accessible for residents and visitors alike.</p> <p>Proposed Measures:</p> <p>Roundabouts at key intersections like Normandy Drive, high-visibility crosswalks, and streetscape improvements such as wider sidewalks to encourage slower vehicle speeds.</p> | | | |

SAFE SPEEDS



| Action Item No. | Action Item | Implementation Partners | Timeframe (Months) | Performance Metric |
|----------------------------------|---|--|--------------------|---|
| 2 | Launch Public Awareness Campaigns on Speeding Dangers | Miami Beach Transportation Department, local media, schools, community organizations | 6 | Increase in public awareness and knowledge about the dangers of speeding, measured by surveys and focus groups, with a goal of 70% awareness within six months. |
| Action Item Detailed Description | <p>“Slow Down for Our Safety” Campaign</p> <p>Raise awareness about the life-threatening risks of speeding in residential areas and school zones, emphasizing the importance of slowing down to protect children, pedestrians, and bicyclists.</p> <p>Community Involvement:</p> <p>Partner with local schools and parent-teacher associations (PTAs) to host educational workshops and safety assemblies. These sessions could feature testimonies from residents affected by speeding-related accidents and emphasize the impact of slowing down near schools.</p> <p>Local Media Outreach:</p> <p>Collaborate with local TV and radio stations to air public service announcements (PSAs) highlighting the consequences of speeding and sharing stories from Miami Beach residents. Develop short video clips featuring students, teachers, and families explaining why reducing speed saves lives.</p> <p>School Zone Safety Week:</p> <p>Organize a week-long initiative where schools promote speed awareness through student-led activities, such as creating posters or organizing “walking school buses” with adult chaperones and volunteers wearing “Slow Down for Our Safety” shirts.</p> <p>Interactive Signage:</p> <p>Install temporary interactive speed displays near schools and parks that flash messages like “You’re Going Too Fast” when drivers exceed speed limits. These signs could be paired with banners featuring student artwork and messages about traffic safety.</p> <p>Messaging Focus:</p> <p>“Every second counts when you’re speeding. Slow down to save lives.” Use impactful statistics to show how reducing speed by just a few miles per hour can significantly lower the severity of accidents.</p> | | | |

SAFE SPEEDS

| Action Item No. | Action Item | Implementation Partners | Timeframe (Months) | Performance Metric |
|----------------------------------|--|--|--------------------|---|
| 2 | Launch Public Awareness Campaigns on Speeding Dangers | Miami Beach Transportation Department, local media, schools, community organizations | 6 | Increase in public awareness and knowledge about the dangers of speeding, measured by surveys and focus groups, with a goal of 70% awareness within six months. |
| Action Item Detailed Description | <p>“Safe Streets Miami Beach” Campaign</p> <p>Educate both residents and visitors about the broader impact of speeding on community safety and quality of life, encouraging everyone to prioritize safe, responsible driving.</p> <p>Community Organization Collaborations:</p> <p>Work with neighborhood associations, senior centers, and cycling groups to host “Safe Streets” town halls and street events that raise awareness of how speeding affects everyone. Include demonstrations on reaction times at different speeds and the distance needed to stop safely.</p> <p>Media Engagement:</p> <p>Develop a series of feature stories with local newspapers and online platforms that profile crash survivors and share expert opinions from traffic safety professionals. This could include articles about Miami Beach’s Vision Zero goals and the city’s efforts to improve road safety.</p> <p>School and Youth Initiatives:</p> <p>Launch a contest in schools where students create videos or social media content illustrating the dangers of speeding and how it affects their neighborhoods. Winning entries could be featured on city and media partner platforms, amplifying youth voices.</p> <p>Speed Awareness Days:</p> <p>Organize community events like “Speed Awareness Days,” where volunteers and city officials distribute educational materials to drivers at busy intersections or near popular tourist spots. Use partnerships with local businesses to provide incentives, such as discounts, for drivers who pledge to obey speed limits.</p> <p>Messaging Focus:</p> <p>“Safe streets start with you. Slow down and protect our Miami Beach community.” Use a mix of real stories and factual information to make the dangers of speeding relatable and memorable.</p> | | | |

SAFE SPEEDS



| Action Item No. | Action Item | Implementation Partners | Timeframe (Months) | Performance Metric |
|----------------------------------|---|--|--------------------|---|
| 3 | Enforce Lower Speed Limits in Residential Areas | Miami Beach Police Department, Miami-Dade County Sheriff's Office, Miami Beach Transportation Department | 12 | Compliance with lower speed limits in residential areas increased by 30% within the first year. |
| Action Item Detailed Description | <p>Flamingo/Lummus Neighborhood (South Beach)</p> <p>This densely populated residential area is home to a large number of families, seniors, and tourists. Streets like Meridian Avenue, Michigan Avenue, and 14th Street experience high pedestrian activity, especially near Flamingo Park. Lowering speed limits would create a safer environment for pedestrians and bicyclists in this busy urban neighborhood.</p> <p>Key Measures:</p> <p>Speed limit enforcement through regular police presence, speed feedback signs, and increased visibility of pedestrian crossings.</p> <p>North Beach Residential Area (Normandy Isles and Biscayne Point)</p> <p>These residential communities are situated on islands with narrow streets and limited visibility, making speeding particularly hazardous. The area has schools, playgrounds, and local parks, where lower speeds would enhance safety for children and families.</p> <p>Key Measures:</p> <p>Speed humps on residential streets like Bay Drive and South Shore Drive, along with enhanced pedestrian crossings and neighborhood signage indicating reduced speed limits.</p> <p>Mid-Beach Residential Area (Lakeview and Bayshore Neighborhoods)</p> <p>This area features quiet, tree-lined streets with schools, community centers, and playgrounds. Streets like Prairie Avenue and Chase Avenue have frequent pedestrian activity, and reducing speed limits would help prevent accidents in these family-oriented neighborhoods.</p> <p>Key Measures:</p> <p>Enforcement through radar speed signs, police patrols, and traffic calming measures like curb extensions and raised intersections.</p> | | | |

SAFE SPEEDS

| Action Item No. | Action Item | Implementation Partners | Timeframe (Months) | Performance Metric |
|----------------------------------|---|--|--------------------|---|
| 3 | Enforce Lower Speed Limits in Residential Areas | Miami Beach Police Department, Miami-Dade County Sheriff's Office, Miami Beach Transportation Department | 12 | Compliance with lower speed limits in residential areas increased by 30% within the first year. |
| Action Item Detailed Description | <p>South of Fifth (SoFi) Neighborhood</p> <p>The SoFi neighborhood is a high-density residential area with narrow streets and a mix of tourists and local residents. It is particularly busy around South Pointe Park and the Marina, where high vehicle speeds create safety risks for pedestrians, especially during evenings and weekends.</p> <p>Key Measures:</p> <p>Implementing speed reduction strategies like raised crosswalks, enhanced lighting, and speed cameras to ensure compliance in areas with high pedestrian volume.</p> <p>La Gorce Neighborhood (La Gorce Island and surrounding areas)</p> <p>This residential area is characterized by quiet streets, schools, and local parks, making it critical to enforce lower speeds for the safety of children and families. Roads like La Gorce Drive and Pine Tree Drive are popular with joggers and bicyclists, further necessitating the need for speed reduction.</p> <p>Key Measures:</p> <p>Traffic calming measures such as speed humps, neighborhood watch programs for reporting speeding, and increased signage alerting drivers to the residential nature of the area.</p> | | | |

SAFE SPEEDS



| ACTION ITEM NO. | ACTION ITEM | IMPLEMENTATION PARTNERS | TIMEFRAME (MONTHS) | PERFORMANCE METRIC |
|----------------------------------|--|--|--------------------|---|
| 4 | Introduce Speed Monitoring and Feedback Systems in School Zones | Miami-Dade County Public Schools, Miami Beach Police Department, local technology vendors, Parent- Teacher Associations (PTAs) | 6 | Installation of speed monitoring and feedback systems in 20 school zones within six months, with a target of reducing speed violations in these zones by 40%. |
| Action Item Detailed Description | <p>The City of Miami Beach can enhance safety in key school zones by installing Speed Monitoring and Feedback Systems to encourage drivers to slow down and comply with posted speed limits. These systems would use radar-based speed signs, flashing alerts, and data collection to improve driver awareness and reduce speeding around schools, especially during peak drop-off and pick-up hours.</p> <p>1. North Beach Elementary School</p> <p>System Type: Radar Speed Feedback Signs with Flashing Alerts</p> <p>Implementation Details:</p> <p>Install solar-powered radar speed feedback signs along Prairie Avenue and 41st Street, where traffic is consistently busy. These signs would display drivers' current speeds, flashing a red warning if a vehicle exceeds the school zone limit.</p> <p>Install signs at the start of the school zone and additional signs before the pedestrian crossings. The flashing alerts would activate during school hours (7:30 AM - 9:00 AM and 2:30 PM - 4:00 PM), reminding drivers to slow down during times of high pedestrian activity.</p> <p>Data collected from the radar systems can be used to monitor speed trends, allowing the City to adjust enforcement needs based on peak speeding times.</p> <p>2. Miami Beach Senior High School</p> <p>System Type: Speed Feedback Signs with Data Collection and Warning Lights</p> <p>Implementation Details:</p> <p>Place radar speed feedback signs along Prairie Avenue and Dade Boulevard, where students frequently cross and where speeding is often an issue, particularly during arrival (7:00 AM - 8:30 AM) and dismissal (2:30 PM - 3:30 PM) times.</p> <p>The signs would show driver speed with integrated warning lights that flash when a vehicle exceeds the posted limit, alerting the driver immediately.</p> <p>Data collection software integrated with the system would track vehicle speeds and traffic patterns, allowing Miami Beach Police Department to prioritize enforcement times and locations based on real-time data.</p> | | | |

SAFE SPEEDS

| ACTION ITEM NO. | ACTION ITEM | IMPLEMENTATION PARTNERS | TIMEFRAME (MONTHS) | PERFORMANCE METRIC |
|----------------------------------|--|--|--------------------|---|
| 4 | Introduce Speed Monitoring and Feedback Systems in School Zones | Miami-Dade County Public Schools, Miami Beach Police Department, local technology vendors, Parent- Teacher Associations (PTAs) | 6 | Installation of speed monitoring and feedback systems in 20 school zones within six months, with a target of reducing speed violations in these zones by 40%. |
| Action Item Detailed Description | 3. Nautilus Middle School <i>System Type:</i> Interactive Speed Display with Variable Messaging and Automatic Camera Integration Implementation Details: Install advanced speed display systems on both Michigan Avenue and 41st Street, where the volume of traffic and pedestrian crossing is high. These signs would use radar to detect vehicle speeds and display warnings or encouraging messages (e.g., “Thank You for Slowing Down”). During peak school hours (7:00 AM - 8:00 AM and 2:30 PM - 3:30 PM), the system could integrate with traffic cameras to capture and record license plates of speed violators for Miami Beach Police review, reinforcing compliance with speed limits. Variable messaging capabilities would allow the signs to display additional safety messages, such as reminding drivers to yield to pedestrians or to avoid distracted driving. This system could provide continuous speed data, helping both the school and city officials understand speeding patterns and adjust enforcement and educational campaigns. | | | |
| | 4. South Pointe Elementary School <i>System Type:</i> Dynamic Speed Feedback Signs with Pedestrian Crossing Alerts and Audio Warnings Implementation Details: <i>Dynamic Speed Feedback Signs:</i> Install radar-based speed feedback signs on 4th Street and Alton Road, where traffic flows heavily, and drivers may be less aware of the school zone. These signs would detect vehicle speed and display it prominently, flashing a red alert when drivers exceed the school zone speed limit. Additionally, the signs would be programmed to operate specifically during peak school hours (7:30 AM - 8:30 AM and 2:30 PM - 3:30 PM). <i>Pedestrian Crossing Alerts:</i> Near high-use crosswalks close to the school’s entrances, the system would include flashing pedestrian alert lights activated by motion sensors or pedestrian button push. This would draw extra attention to students crossing the street, reminding drivers to reduce speed and exercise caution. <i>Audio Warnings:</i> In addition to visual alerts, audio warnings could sound at the crosswalks during peak times, reminding drivers in both English and Spanish to “Slow down — school zone ahead.” | | | |

SAFE SPEEDS



| ACTION ITEM NO. | ACTION ITEM | IMPLEMENTATION PARTNERS | TIMEFRAME (MONTHS) | PERFORMANCE METRIC |
|----------------------------------|---|--|--------------------|---|
| 5 | Install Speed Cameras and Radar Speed Signs | Miami Beach Transportation Department, Miami Beach Police Department | 18 | Decrease in the number of speeding violations by 30% in monitored areas within 18 months. |
| Action Item Detailed Description | Collins Avenue near 41st Street (Mid-Beach) Collins Avenue is one of the busiest streets in Miami Beach, with frequent pedestrian traffic from nearby hotels, restaurants, and shops. Installing speed cameras and radar speed signs near 41st Street would remind drivers to slow down in this high-traffic area, especially as it connects with key residential and commercial zones. | | | |
| | Alton Road near Miami Beach Senior High School Alton Road sees high vehicular traffic near Miami Beach Senior High School, where student pedestrians frequently cross. A combination of speed cameras and radar speed signs here would help enforce speed limits during school hours and protect students from speeding vehicles. | | | |
| | 71st Street near North Beach Elementary School This area has a high concentration of pedestrians, particularly during school drop-off and pick-up times. Installing speed cameras and radar signs would help reduce speeds and increase driver awareness near North Beach Elementary. Targeting this school zone would enhance safety for children and families crossing the busy street. | | | |
| | Indian Creek Drive near 26th Street Indian Creek Drive is a major route for vehicles heading through Mid-Beach, including tourist and local traffic. Adding speed cameras and radar speed signs near 26th Street, close to both residential areas and popular hotel zones, would encourage drivers to maintain safe speeds, especially since the area is pedestrian-heavy. | | | |
| | Ocean Drive near Lummus Park Ocean Drive, particularly near Lummus Park, is known for heavy pedestrian and bicyclist activity. Speed cameras and radar speed signs along this stretch would reinforce the need for reduced speeds in this mixed-traffic area, improving safety for visitors and residents who frequent the park and beachfront. By installing speed cameras and radar speed signs at these locations, Miami Beach could make its busiest streets safer for all, enhancing pedestrian protection and encouraging mindful driving. | | | |

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SAFE ROADS



► **Table 06** Safe Roads Recommended Action Items

| ACTION ITEM NO. | ACTION ITEM | IMPLEMENTATION PARTNERS | TIMEFRAME (MONTHS) | PERFORMANCE METRIC |
|----------------------------------|--|---|--------------------|---|
| 1 | Upgrade Pedestrian Crossings | Miami Beach Transportation Department, Miami Beach Public Works, local traffic engineers, Miami Beach Police Department | 12 | Increase in the number of upgraded pedestrian crossings by 30% within three years, with a corresponding reduction in pedestrian accidents by 25%. |
| Action Item Detailed Description | <p>Enhancing pedestrian crossings by providing special emphasis markings and and/or implementing pedestrian refuge islands at key intersections would improve pedestrian safety by augmenting the visibility of these vulnerable road users as well as providing a safe midway stopping point, especially on roads with multiple lanes or higher traffic volumes. Below are intersections throughout the city where special emphasis markings and/or pedestrian refuge islands can be added based on available public right-of-way and need for enhanced pedestrian protection.</p> <p>Alton Road at 10th Street, 11th Street, 12th Street, 15th Street, and 16th Street</p> <p>Create raised pedestrian refuge islands within the existing chevron pavement marking buffer between the through lanes and the left turn lanes on the north and south legs of the intersections and extend beyond the crosswalks.</p> <p>Alton Road at Lincoln Road Mall</p> <p>Create raised pedestrian refuge islands within the existing chevron pavement marking buffer between the through lanes and the left turn lanes on the south leg of the intersection and extend beyond the crosswalks.</p> <p>17th Street Special Emphasis Crosswalk Marking at the following Intersections:</p> <p>Lennox Ave, Michigan Ave, Jefferson Ave, and Meridian.</p> <p>Collins Avenue and 71st Street</p> <p>Provide raised pedestrian refuge islands on the north and south legs of Collins Avenue.</p> | | | |

SAFE ROADS

| ACTION ITEM NO. | ACTION ITEM | IMPLEMENTATION PARTNERS | TIMEFRAME (MONTHS) | PERFORMANCE METRIC |
|--|---|---|--------------------|---|
| 2 | Expand Bike Lane Network | Miami Beach Transportation Department, Miami Beach Public Works, local cycling organizations, Miami-Dade County | 24 | Increase in the citywide mileage of bike lanes by 20% within two years, with a goal of reducing bicycle-related accidents by 30%. |
| Action Item Detailed Description | N Bay Road from Sunset Drive to Chase Avenue Provide Green Sharrow Markings and wayfinding signs to emphasize this roadway segment is a neighborhood greenway. | | | |
| | N Bay Road from Lakeview Drive to 63rd Street Provide Green Sharrow Markings and wayfinding signs to emphasize this roadway segment is a neighborhood greenway. | | | |
| | Chase Avenue from Alton Road to W 34th Street Provide Green Sharrow Markings and wayfinding signs to emphasize this roadway segment is a neighborhood greenway. | | | |
| | W 34th Street from Chase Avenue to Prairie Avenue <i>Short-Term:</i> Provide Green Sharrow Marking and wayfinding signs to emphasize this roadway segment is a neighborhood greenway. <i>Long-Term:</i> Widening to provide 7 ft. buffered bike lane to connect to existing green bike lanes on Prairie Ave. | | | |
| | W 51st Street from Alton Road to Pinetree Drive Provide Green Sharrow Markings and wayfinding signs to emphasize this roadway segment is a neighborhood greenway. | | | |
| | La Gorce Drive and Pinetree Drive from W 51st Street to 63rd Street Provide Green Sharrow Markings and wayfinding signs to emphasize this roadway segment is a neighborhood greenway. | | | |

SAFE ROADS



| ACTION ITEM NO. | ACTION ITEM | IMPLEMENTATION PARTNERS | TIMEFRAME (MONTHS) | PERFORMANCE METRIC |
|----------------------------------|---|--|--------------------|---|
| 3 | Implement Traffic Calming Measures in Residential Areas | Miami Beach Transportation Department, local traffic engineers, Miami Beach Police Department, neighborhood associations | 18 | Reduction in average vehicle speeds in residential areas by 20% and a 25% decrease in traffic incidents within 18 months. |
| Action Item Detailed Description | <p>Implementing traffic calming measures in Miami Beach residential areas can effectively reduce speeding, enhance pedestrian safety, and create a more livable environment for residents. Following the Miami-Dade County Traffic Calming Guidelines, here are four suitable measures that could be applied in specific Miami Beach neighborhoods.</p> <p>1. Speed Humps in North Beach Residential Area</p> <p><i>Location:</i> North Shore Neighborhood, specifically on Byron Avenue between 72nd Street and 76th Street.</p> <p><i>Traffic Calming Measure:</i> Speed Humps</p> <p>Implementation Details:</p> <p>Install evenly spaced speed humps along Byron Avenue to slow down drivers who use this segment as a cut-through between Collins Avenue and the Biscayne Bay area. Speed humps are gradual and designed to keep speeds within a safe residential limit (15-20 mph).</p> <p>Signage and pavement markings would be placed before each hump to alert drivers in advance.</p> <p>Speed humps are especially effective in residential streets with high pedestrian activity, like Byron Avenue, which is close to parks, schools, and community spaces. These humps would promote safer driving speeds and reduce cut-through traffic.</p> <p>2. Mini Roundabout in the Flamingo Park Neighborhood</p> <p><i>Location:</i> Intersection of Euclid Avenue and 12th Street in Flamingo Park Neighborhood.</p> <p><i>Traffic Calming Measure:</i> Mini Roundabout</p> <p>Implementation Details:</p> <p>Construct a small roundabout at the intersection to manage vehicle speeds while maintaining continuous traffic flow. Mini roundabouts are particularly effective in residential areas where speeds should be reduced without fully stopping traffic.</p> <p>The roundabout would help calm traffic in an area with high pedestrian activity, close to Flamingo Park and nearby residential buildings and encourage slower, safer turning movements and prevent speeding along the intersection's straight segments. Yield signs and clear road markings would guide drivers on approach.</p> | | | |

SAFE
ROADS

| ACTION ITEM NO. | ACTION ITEM | IMPLEMENTATION PARTNERS | TIMEFRAME (MONTHS) | PERFORMANCE METRIC |
|--|---|--|-----------------------|---|
| 3 | Expand Bike Lane Network | Miami Beach Transportation Department, local traffic engineers, Miami Beach Police Department, neighborhood associations | 18 | Reduction in average vehicle speeds in residential areas by 20% and a 25% decrease in traffic incidents within 18 months. |
| Action Item Detailed Description | 3. Chicanes on Prairie Avenue in Bayshore Neighborhood <i>Location:</i> Prairie Avenue between 28th Street and 34th Street, near Bayshore residential area and Miami Beach Senior High School. <i>Traffic Calming Measure:</i> Chicanes (Artificial Curves) Implementation Details: Install curb extensions or landscaped islands along Prairie Avenue to create a series of slight curves (chicanes) in the roadway. This setup encourages drivers to slow down as they navigate the altered path, discouraging high-speed travel on what might otherwise be a straight, residential street. Chicanes can include small landscaped areas to improve the visual appeal and create a sense of place, aligning with the aesthetic of the Bayshore area. This measure would slow down traffic near Miami Beach Senior High School, where students and residents often cross, making it safer for both pedestrians and bicyclists in the neighborhood. | | | |
| | 4. Raised Pedestrian Crosswalks in the South of Fifth Neighborhood <i>Location:</i> 1st Street between Collins Avenue and Ocean Drive, in the South of Fifth (SoFi) neighborhood. <i>Traffic Calming Measure:</i> Raised Pedestrian Crosswalks Implementation Details: Install raised crosswalks on 1st Street at intersections with high pedestrian traffic, particularly where pedestrians cross between residential buildings, local businesses, and beach access points. The raised design serves as a speed bump while highlighting pedestrian crossings, making drivers more likely to yield and slow down. This feature is particularly effective on streets near popular destinations, like the beach, where pedestrians are constantly crossing. Signs and pavement markings would accompany the raised crosswalks to enhance visibility, and the elevation of the crosswalks would reinforce pedestrian right-of-way. Benefits Aligning with Miami-Dade County Traffic Calming Guidelines, implementing these measures can effectively reduce speeding, minimize cut-through traffic, and enhance safety for pedestrians and bicyclists. | | | |

SAFE ROADS



| ACTION ITEM NO. | ACTION ITEM | IMPLEMENTATION PARTNERS | TIMEFRAME (MONTHS) | PERFORMANCE METRIC |
|----------------------------------|---|--|--------------------|---|
| 4 | Enhance Street Lighting | Miami Beach Public Works, local utility companies, Miami Beach Transportation Department | 12 | Improve street lighting coverage by 30% in identified high-risk areas within one year, with a 20% reduction in nighttime accidents. |
| Action Item Detailed Description | Collins Avenue from 5th Street to 23rd Street Install brighter, energy-efficient LED streetlights along the entire corridor and add lighting to crosswalks, bus stops, and bike lanes. Consider decorative lighting that complements the Art Deco district's aesthetic while increasing safety. | | | |
| | Ocean Drive from 5th Street to 15th Street Install pedestrian-oriented lighting to illuminate sidewalks and crosswalks. Use lighting designs that enhance the ambience of the area while providing adequate illumination. Consider adding lights in alleyways and along paths that lead to parking areas. | | | |
| | Dade Boulevard from Alton Road to Purdy Avenue Upgrade existing lighting to LED fixtures and add lights along the shared-use path to improve visibility for bicyclists and joggers. Place additional lighting near major intersections, including the entrance to the Venetian Causeway, to enhance safety. | | | |
| | 71st Street from Indian Creek Drive to Rue Granville Install high-intensity streetlights along the corridor and add decorative pedestrian lighting around the Normandy Fountain and business entrances. Improve illumination at bus stops and intersections to promote safer crossings. | | | |
| | Pine Tree Drive from 41st Street to 63rd Street Add streetlights in darker sections of the road and increase the intensity of existing lighting. Install pedestrian-focused lights near crosswalks and along sidewalks, ensuring that visibility is improved for non-motorized road users. | | | |

SAFE ROADS

| Action Item No. | Action Item | Implementation Partners | Timeframe (Months) | Performance Metric |
|----------------------------------|--|---|--------------------|---|
| 5 | Install Raised Intersection | Miami Beach Transportation Department, Miami Beach Public Works, Miami Beach Police Department, Miami Beach Fire Department | 12 | Reduction in pedestrian accidents by 30% at locations with raised crosswalks and intersections within one year. |
| Action Item Detailed Description | <p>Constructing raised intersections at key locations throughout the City of Miami Beach can improve safety by naturally slowing down traffic and increasing visibility for pedestrians. According to Miami-Dade County Traffic Division criteria, raised intersections are beneficial at pedestrian-heavy locations with moderate to high vehicle speeds and significant crossing activity. The following are intersections within the city that are ideal candidates:</p> <p>Meridian Avenue at 13th Street</p> <p>Michigan Avenue at 13th Street</p> <p>Ocean Drive at 12th Street</p> <p>Byron Avenue and 69th Street</p> <p>Byron Avenue and 73rd Street</p> | | | |

SAFE ROADS



| ACTION ITEM NO. | ACTION ITEM | IMPLEMENTATION PARTNERS | TIMEFRAME (MONTHS) | PERFORMANCE METRIC |
|--|--|--|--------------------|---|
| 6 | Develop Greenways and Shared-Use Paths | Miami Beach Transportation Department, Miami Beach Parks and Recreation, local environmental groups, Miami-Dade County | 24 | Increase in the length of greenways and shared-use paths by 25% within two years, with a 20% increase in usage by pedestrians and bicyclists. |
| Action Item Detailed Description | Prairie Avenue from Dade Boulevard to W 28th Street Provide an 10' Shared Use Path on the east side with special emphasis markings at crossings to connect to existing green bike lanes on Prairie starting north of W 28th St. The Shared Use Path should be constructed of asphalt material and segments with existing concrete sidewalk should be reconstructed as an asphalt shared use path. | | | |
| | Dade Boulevard from Prairie Avenue to 23rd Street Provide an 10' Shared Use Path on the north side with special emphasis markings at crossings as an extension of the exiting shared use path on the south west of Prairie Ave. Wayfiding should be provided to guide users to the marked crossing on Prairie Ave. The Shared Use Path should be constructed of asphalt material and segments with existing concrete sidewalk should be reconstructed as an asphalt shared use path. | | | |
| | Collins Avenue from 63rd Street to Allison Park Provide an 10' Shared Use Path on the west side with special emphasis markings at crossings. A signalized bike/ped crossing should be provided at the entrance of Allison Park to provide users safe access to the park as the Beachwalk from the west side of and road. | | | |
| | Pinetree Drive from Dade Boulevard to 41st Street Provide an 10' Shared Use Path on the east side with special emphasis markings at crossings. The Shared Use Path should be constructed of asphalt material and segments with existing concrete sidewalk should be reconstructed as an asphalt shared use path. | | | |

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POST-CRASH CARE



► Table 07 Post-Crash Care Recommended Action Items

| Action Item No. | Action Item | Implementation Partners | Timeframe (Months) | Performance Metric |
|----------------------------------|---|--|--------------------|--|
| 1 | Enhance Coordination Between Emergency Services | Miami Beach Fire Department, Miami Beach Police Department, local hospitals, Miami-Dade County EMS | 12 | Improvement in coordination and communication between emergency services, measured by a 25% reduction in handover times within one year. |
| Action Item Detailed Description | <div> <div>1. Centralized Emergency Communication Network</div> <div> <p><i>System Overview:</i> Establish a real-time, centralized communication platform accessible to all involved emergency services. This system would allow dispatch centers, on-ground responders, and hospitals to share live updates and coordinate efforts seamlessly.</p> <p><i>Features: Real-Time Tracking and Notifications:</i> Provide location tracking for emergency vehicles, enabling Miami Beach Police and Fire Department units, along with Miami-Dade County EMS, to coordinate routes and avoid delays.</p> <p><i>Priority Channels and Alerts:</i> Set up priority alerts for major incidents, allowing all parties to prepare simultaneously. This could include automated alerts sent directly to hospital emergency rooms, notifying them of incoming critical patients.</p> <p>Benefits:</p> <p>This centralized system would minimize response times, reduce radio traffic, and improve situational awareness, especially for multi-agency incidents such as fires, mass casualty events, or severe traffic accidents.</p> </div> </div> <div> <div>2. Joint Training and Simulation Drills</div> <div> <p><i>Program Overview:</i> Regular joint training sessions and simulation drills can improve collaborative efficiency and build rapport among teams. These drills would focus on coordinated responses to complex scenarios, such as mass casualty incidents, natural disasters, or high-rise fire rescues.</p> <p><i>Features: Cross-Agency Protocol Training:</i> Fire, police, and EMS personnel would be trained on each other’s protocols to understand mutual roles and minimize confusion during real events.</p> <p><i>Hospital Preparedness Drills:</i> Involve local hospitals in simulations, ensuring they can efficiently triage and handle a sudden influx of patients while staying in constant communication with field responders.</p> <p><i>After-Action Reviews:</i> Post-drill debriefings to discuss lessons learned and refine coordination strategies.</p> <p>Benefits:</p> <p>Joint training builds trust, ensures consistency in response efforts, and fosters a proactive, unified approach to emergencies across agencies.</p> </div> </div> | | | |

POST-CRASH CARE

| Action Item No. | Action Item | Implementation Partners | Timeframe (Months) | Performance Metric |
|----------------------------------|--|--|--------------------|--|
| 1 | Enhance Coordination Between Emergency Services | Miami Beach Fire Department, Miami Beach Police Department, local hospitals, Miami-Dade County EMS | 12 | Improvement in coordination and communication between emergency services, measured by a 25% reduction in handover times within one year. |
| Action Item Detailed Description | 3. Integrated Data and Resource-Sharing System System Overview: Create a shared digital platform for incident data and resources accessible to all emergency services, streamlining the exchange of information about incidents, resources, and personnel availability. Features: Electronic Health and Incident Reporting: EMS personnel and hospitals could directly access and update patient status and treatment records, creating a continuous line of patient care information from the field to the ER. Resource Availability Dashboard: Display live updates on available equipment (such as fire trucks, ambulances, or police units) and personnel, allowing units to be allocated more dynamically based on need. Benefits: Enhanced information flow enables faster, better-informed decisions, while transparent resource sharing ensures that no single service is overextended during major incidents. | | | |
| | 4. Traffic Management and Priority Routing System System Overview: Implement a traffic signal preemption system to grant emergency vehicles priority at intersections and reduce response time through busy areas. Features: GPS-Activated Signal Preemption: This system would allow emergency vehicles to change traffic signals in their favor as they approach intersections, clearing the way through congested areas. Integrated with Real-Time Traffic Monitoring: Emergency responders can receive optimal route recommendations based on current traffic conditions, helping Miami Beach Fire, Police, and EMS navigate busy roadways more effectively. Benefits: Reduced travel times ensure that emergency services arrive on the scene faster, improving outcomes for time-sensitive situations, especially in areas with heavy congestion. | | | |

POST-CRASH CARE



| Action Item No. | Action Item | Implementation Partners | Timeframe (Months) | Performance Metric |
|----------------------------------|---|--|--------------------|--|
| 1 | Enhance Coordination Between Emergency Services | Miami Beach Fire Department, Miami Beach Police Department, local hospitals, Miami-Dade County EMS | 12 | Improvement in coordination and communication between emergency services, measured by a 25% reduction in handover times within one year. |
| Action Item Detailed Description | <div> <div> 5. Dedicated Incident Command System (ICS) for Large-Scale Events </div> <div> <p><i>Program Overview:</i> Develop a pre-established Incident Command System (ICS) structure for coordinating responses to large-scale or high-profile events, such as Art Basel, music festivals, and major holidays.</p> <p><i>Features:</i> Unified Command Post: Create a mobile, physical command post where police, fire, EMS, and hospital liaisons can coordinate directly.</p> <p><i>Pre-Event Briefings and Risk Assessments:</i> Conduct regular briefings with representatives from each agency to review roles, risks, and protocols before major events.</p> <p><i>Incident-Specific Protocols:</i> Develop protocols that clearly define the role of each agency during different types of incidents to avoid jurisdictional overlaps.</p> <p>Benefits:</p> <p>Establishing a clear command structure before high-attendance events ensures that agencies are aligned, reducing response delays and promoting a unified approach to public safety.</p> </div> <div> Summary of Systematic Coordination Benefits </div> <div> <p>This systematic approach to emergency service coordination in Miami Beach would create an integrated network where each service operates in sync with others. Real-time communication, joint training, shared data resources, traffic management, and structured incident command would ensure quick, well-coordinated responses to emergencies, ultimately enhancing safety for both residents and visitors.</p> </div> </div> | | | |

POST-CRASH CARE

| Action Item No. | Action Item | Implementation Partners | Timeframe (Months) | Performance Metric |
|---|--|--|--------------------|--|
| 2 | <div>Install Emergency Call Stations at High-Risk Locations</div> | <div>Miami Beach Transportation Department, Miami Beach Public Works, technology vendors</div> | <div>12</div> | <div>Installation of emergency call stations at 50 high-risk locations within one year, with a goal of reducing the time to report accidents by 30%.</div> |
| <div>Action Item Detailed Description</div> | <div> <div>MacArthur Causeway Entrance/Exit Points (at the intersection of 5th Street and Alton Road, and near the eastbound entrance to the MacArthur Causeway)</div> <div> <p>The MacArthur Causeway is a major gateway into Miami Beach, experiencing high traffic volumes and frequent accidents. The intersection at 5th Street and Alton Road is especially prone to collisions due to the complexity of merging lanes and turning vehicles. Additionally, drivers entering or exiting the causeway often face high-speed traffic and sudden lane changes, leading to emergencies.</p> </div> </div> <div> <div>Alton Road Corridor (from 5th Street to 17th Street, particularly near major intersections like Alton Road and 10th Street and Alton Road and 15th Street)</div> <div> <p>Alton Road is a heavily traveled arterial road in South Beach, with frequent congestion and a high number of pedestrian crossings. Traffic accidents and near-miss incidents are common, especially at intersections where vehicle and pedestrian traffic intersect. The corridor also experiences heavy foot traffic from nearby shopping and dining areas.</p> </div> </div> <div> <div>Venetian Causeway (Miami Beach Side)</div> <div> <p>The Venetian Causeway is a critical link between Miami Beach and the mainland, frequented by both commuters and recreational bicyclists. The narrow lanes and bridges can become dangerous, especially during peak hours or when visibility is low. Traffic-related emergencies, such as accidents or breakdowns, are not uncommon in this area.</p> </div> </div> <div> <div>Collins Avenue (between 41st Street and 63rd Street with a focus on 41st Street and 53rd Street)</div> <div> <p>Collins Avenue in this area serves both as a busy tourist route and a main corridor for residents. It features a high density of hotels, restaurants, and beach access points, resulting in frequent conflicts between vehicles, pedestrians, and bicyclists. Traffic-related emergencies are a concern, especially during peak tourist seasons.</p> </div> </div> | | | |

POST-CRASH CARE



| ACTION ITEM NO. | ACTION ITEM | IMPLEMENTATION PARTNERS | TIMEFRAME (MONTHS) | PERFORMANCE METRIC |
|----------------------------------|---|---|--------------------|---|
| 3 | Develop a Post-Crash Data Collection and Analysis System | Miami Beach Transportation Department, Miami Beach Police Department, local hospitals, technology vendors | 18 | Creation of a post-crash data collection and analysis system within 18 months, with the goal of identifying trends and improving post-crash care. |
| Action Item Detailed Description | <p>The City of Miami Beach Transportation and Mobility Department can establish a Post-Crash Data Collection and Analysis System to gather, store, and analyze comprehensive crash data, which would help identify high-risk areas, understand contributing factors to crashes, and guide policy and infrastructure improvements. Below is a description of the system, including specific technologies and potential vendors to support its implementation.</p> <p>System Components</p> <p>1. On-Scene Data Collection Tools</p> <p><i>Purpose:</i> Equip police and first responders with tools to efficiently capture detailed crash data on-site.</p> <p><i>Technology:</i></p> <p>Crash Reporting Tablets or Mobile Devices: Tablets or mobile apps customized for crash data collection (such as collision point, weather, lighting, and vehicle information).</p> <p>LIDAR and 3D Scanners: Devices like FARO’s Focus 3D laser scanners can capture detailed crash scene visuals. These tools are portable and enable first responders to collect accurate measurements and 3D reconstructions of the scene.</p> <p>Integrated Cameras and Drones: High-resolution cameras and drones (such as DJI or Skydio) for aerial views of complex crash sites, especially useful for major intersections or multi-vehicle accidents.</p> <p><i>Vendors:</i> FARO Technologies for 3D scanning, DJI and Skydio for drones, and Tyler Technologies for field tablets and mobile data solutions.</p> <p>2. Centralized Crash Data Management Platform</p> <p><i>Purpose:</i> Centralize the storage, management, and processing of crash data in a secure, cloud-based system accessible to the Miami Beach Transportation and Mobility Department and partner agencies.</p> <p><i>Technology:</i></p> <p>Cloud-Based Data Repository: Using platforms like AWS GovCloud or Microsoft Azure Government, the city can securely store large datasets, including images, videos, and 3D models, with controlled access for data protection.</p> <p>Integrated Database Software: A tool like Tyler Technologies’ CrashLogic or Hexagon Safety & Infrastructure can</p> | | | |

POST-CRASH CARE

| Action Item No. | Action Item | Implementation Partners | Timeframe (Months) | Performance Metric |
|----------------------------------|---|---|--------------------|---|
| 3 | Develop a Post-Crash Data Collection and Analysis System | Miami Beach Transportation Department, Miami Beach Police Department, local hospitals, technology vendors | 18 | Creation of a post-crash data collection and analysis system within 18 months, with the goal of identifying trends and improving post-crash care. |
| Action Item Detailed Description | <p>organize crash data, standardize data entry fields, and provide direct links to GIS systems, simplifying data analysis.</p> <p>Vendors: AWS GovCloud or Microsoft Azure for cloud storage, Tyler Technologies’ CrashLogic, or Hexagon Safety & Infrastructure for data management.</p> <p>3. Automated Data Analytics and Visualization Tools</p> <p><i>Purpose:</i> Analyze collected crash data to identify patterns, hot spots, and contributing factors. The system would provide insights for targeted safety improvements.</p> <p><i>Technology:</i></p> <p>GIS Mapping and Heatmaps: Use GIS software such as Esri ArcGIS to map crash locations, analyze hot spots, and identify recurring patterns.</p> <p>Data Visualization Tools: Software like Tableau or Power BI can visualize crash data trends, showing severity, time of day, crash type, or injury data in an easy-to-interpret format.</p> <p>Machine Learning Analytics: Platforms like Google AutoML can use historical data to model potential crash risks based on weather, traffic volume, and other variables.</p> <p>Vendors: Esri for GIS, Tableau or Power BI for data visualization, and Google AutoML for predictive analytics.</p> <p>4. Public and Interagency Dashboard Interface</p> <p><i>Purpose:</i> Provide stakeholders, including Miami Beach officials, police, and transportation planners, access to crash data insights, with a version available to the public to improve transparency.</p> <p><i>Technology:</i></p> <p>Web-Based Dashboard Platform: A customizable web-based dashboard (like Tyler Technologies’ Socrata Public Safety) can display crash statistics, hot spots, and other metrics to both internal users and the public.</p> <p>Real-Time Updates and Alerts: Integrate with Waze for Cities to allow real-time data sharing on crash-prone areas and traffic disruptions, informing drivers and enabling proactive rerouting.</p> <p>Vendors: Tyler Technologies’ Socrata Public Safety for dashboards, Waze for Cities for real-time data sharing.</p> | | | |

POST-CRASH CARE



| ACTION ITEM NO. | ACTION ITEM | IMPLEMENTATION PARTNERS | TIMEFRAME (MONTHS) | PERFORMANCE METRIC |
|----------------------------------|---|---|--------------------|---|
| 3 | Develop a Post-Crash Data Collection and Analysis System | Miami Beach Transportation Department, Miami Beach Police Department, local hospitals, technology vendors | 18 | Creation of a post-crash data collection and analysis system within 18 months, with the goal of identifying trends and improving post-crash care. |
| Action Item Detailed Description | Implementation and Benefits 1. Streamlined Data Collection and Accuracy With digital crash reporting tools, the Miami Beach Police and first responders can collect accurate, standardized crash information quickly. 3D scanning and drone footage further ensure no detail is missed, especially at complex intersections or multi-vehicle incidents. | | | |
| | 2. Informed Decision-Making with Data Analytics Automated analytics and visualization through GIS and machine learning allow Miami Beach Transportation and Mobility to recognize high-risk areas and contributing factors, such as frequent speeding or low visibility. By analyzing crash trends and patterns, the city can prioritize intersections and corridors for improvements like signage, lighting, or speed reduction. | | | |
| | 3. Increased Transparency and Public Awareness A public-facing dashboard on crash data keeps residents informed about road safety. Shared insights promote a culture of safer driving and foster community support for transportation safety measures. | | | |
| | 4. Collaboration with Interagency Partners A centralized platform would facilitate data sharing with agencies like Miami-Dade County, local hospitals, and emergency responders, allowing coordinated safety initiatives based on the same data-driven insights. | | | |
| | Through the coordinated use of technology from vendors such as Tyler Technologies, FARO, Esri, and cloud providers like AWS, this Post-Crash Data Collection and Analysis System would bring precision, efficiency, and actionable insights to Miami Beach's road safety strategy, ultimately improving safety for all road users. | | | |

POST-CRASH CARE

| ACTION ITEM NO. | ACTION ITEM | IMPLEMENTATION PARTNERS | TIMEFRAME (MONTHS) | PERFORMANCE METRIC |
|----------------------------------|--|--|--------------------|--|
| 4 | Conduct Public Awareness Campaign on Post-Crash Care | Miami Beach Transportation Department, local media, community organizations, local schools | 6 | Increase in public awareness of post-crash care procedures by 70%, measured through surveys within six months. |
| Action Item Detailed Description | <p>A Public Awareness Campaign on Post-Crash Care by the City of Miami Beach Transportation and Mobility Department would educate residents and visitors on how to respond to and support crash victims, emphasizing the importance of timely action and informed care. Partnering with local media, community organizations, and schools, this annual campaign can reach a wide audience and build a culture of empathy, safety, and preparedness. Here’s how the campaign could be structured:</p> <p>Campaign Name: “Respond Right: Post-Crash Care Awareness”</p> <p>Campaign Goals:</p> <p>Educate the public on how to safely respond at crash scenes.</p> <p>Raise awareness about the importance of first aid and proper reporting.</p> <p>Encourage bystanders to assist safely, avoid actions that may worsen injuries, and understand their role in emergency response.</p> <p>Campaign Components and Implementation Details</p> <p>1. Community Workshops and Simulations</p> <p><i>Locations:</i> Local community centers such as North Shore Park Youth Center, Miami Beach Regional Library, and Flamingo Park Community Center.</p> <p><i>Times of Day:</i> Weekday evenings and weekend afternoons for accessibility to both adults and school-aged youth.</p> <p><i>Times of Year:</i> February (aligned with National Teen Dating Violence Awareness Month, often associated with safe driving campaigns) and May (before summer, a peak season for Miami Beach visitors).</p> <p><i>Program Details:</i> Workshops led by Miami Beach Fire Department, Miami Beach Police Department, and Miami-Dade County EMS will include interactive simulations on post-crash care, including CPR basics, calling emergency services, and identifying when not to move crash victims.</p> <p>Visual aids and demonstration videos would show how to report accidents effectively and provide correct information to dispatchers.</p> | | | |

POST-CRASH CARE



| ACTION ITEM NO. | ACTION ITEM | IMPLEMENTATION PARTNERS | TIMEFRAME (MONTHS) | PERFORMANCE METRIC |
|----------------------------------|--|--|--------------------|--|
| 4 | Conduct Public Awareness Campaign on Post-Crash Care | Miami Beach Transportation Department, local media, community organizations, local schools | 6 | Increase in public awareness of post-crash care procedures by 70%, measured through surveys within six months. |
| Action Item Detailed Description | 2. School Engagement Program <i>Partner Schools:</i> Miami Beach Senior High School, Nautilus Middle School, North Beach Elementary School. <i>Times of Day:</i> During school safety assemblies in the morning or as part of health and safety week programs in the spring and fall. <i>Program Details:</i> Educational talks by police officers, firefighters, and EMTs on post-crash response, including safe and appropriate ways to assist at the scene and the importance of calling 911. Distribution of age-appropriate safety materials, like illustrated guides on safe actions to take in the event of a crash, and information on safety apps such as GoodSAM (an app used in some cities to alert trained responders nearby). High school students could participate in hands-on first-aid practice, learning the basics of CPR and AED use, with sessions overseen by local medical professionals. | | | |
| | 3. Public Service Announcements (PSAs) and Social Media Campaign <i>Partner Media:</i> Local news stations (WSVN Channel 7, CBS Miami), radio stations (like 103.5 The Beat), and social media pages of local media outlets. <i>Platforms:</i> City of Miami Beach social media (Facebook, Instagram, Twitter), and local partner social media accounts, with a unified hashtag like #RespondRightMB. <i>Times of Day:</i> Primetime for TV and radio PSAs, and scheduled social media posts during peak online hours (mornings and evenings). <i>Program Details:</i> Broadcast PSAs on local TV and radio channels showing the importance of post-crash care and what steps bystanders should (and shouldn't) take. Social media posts using graphics, short clips, and infographics to share key messages about calling emergency services, performing basic first aid, and avoiding interference with crash scenes. Collaboration with influencers and community leaders to share messages on safe post-crash behavior and encourage Miami Beach residents and tourists to be responsible bystanders. | | | |

POST-CRASH CARE

| Action Item No. | Action Item | Implementation Partners | Timeframe (Months) | Performance Metric |
|----------------------------------|--|--|--------------------|--|
| 4 | Conduct Public Awareness Campaign on Post-Crash Care | Miami Beach Transportation Department, local media, community organizations, local schools | 6 | Increase in public awareness of post-crash care procedures by 70%, measured through surveys within six months. |
| Action Item Detailed Description | <p>4. Public Displays and Signage in High-Traffic Areas</p> <p><i>Locations:</i> Miami Beach Convention Center, Lincoln Road Mall, Collins Avenue corridor, and major beach access points.</p> <p><i>Times of Year:</i> Year-round with a focus on peak tourist seasons (spring break in March-April, summer, and the winter holiday season).</p> <p><i>Program Details:</i> Install digital and print displays with easy-to-follow post-crash care tips in locations frequented by residents and visitors.</p> <p>Posters and banners could include QR codes linking to the city’s post-crash care webpage with more in-depth resources.</p> <p>Information kiosks staffed by campaign volunteers on select weekends during peak seasons, offering pamphlets and brief safety demos.</p> <p>Potential Partners:</p> <p><i>Community Organizations:</i> Miami Beach Chamber of Commerce, Miami Beach Coalition, Citizens’ Crime Watch of Miami-Dade County, and local hospitals like Mount Sinai Medical Center.</p> <p><i>Local Media Outlets:</i> WSVN Channel 7, CBS Miami, and The Miami Herald, which could help amplify messaging through articles, on-air segments, and online coverage.</p> <p><i>Schools:</i> Miami Beach Senior High, Nautilus Middle School, North Beach Elementary, and other area schools for educational outreach.</p> <p>Benefits and Expected Outcomes:</p> <p><i>Enhanced Public Awareness:</i> Through regular, city-wide education and reminders on post-crash response, residents and visitors become more aware of their role in emergency response.</p> <p><i>Reduced Emergency Response Times:</i> Informed bystanders can act quickly and correctly, potentially reducing the time it takes to relay accurate crash information to emergency services.</p> <p><i>Improved Community Readiness:</i> Local residents and visitors will feel more empowered and equipped to respond safely, fostering a community that supports each other during emergencies.</p> | | | |

POST-CRASH CARE



| Action Item No. | Action Item | Implementation Partners | Timeframe (Months) | Performance Metric |
|----------------------------------|---|--|--------------------|---|
| 5 | Implement Training-Program for Resident Bystanders on First Aid and CPR | Miami Beach Fire Department, local hospitals, community organizations, Red Cross | 12 | Training of 1,000 community members in first aid and CPR within one year, with a target of increasing the number of bystanders able to provide initial assistance by 50%. |
| Action Item Detailed Description | <p>The Crash Bystander First Aid and CPR Training Program is a community-focused initiative by the City of Miami Beach Transportation and Mobility Department designed to empower residents with essential first-aid and CPR skills, enabling them to assist safely at the scene of a crash. By partnering with the Miami Beach Fire Department, local hospitals, community organizations, and the Red Cross, this program would deliver practical, life-saving skills to the public, enhancing community readiness and response.</p> <p>Program Structure and Implementation</p> <p>1. Training Sessions and Curriculum</p> <p>Overview: Participants learn critical first aid and CPR techniques, including stopping bleeding, basic first responder safety, identifying life-threatening injuries, and correctly administering CPR.</p> <p><i>Training Content:</i></p> <p>First-Aid Basics: Recognizing and treating injuries like fractures, wounds, and burns.</p> <p>CPR Training: Practical training on adult, child, and infant CPR, focusing on proper techniques for non-professionals.</p> <p>Emergency Scene Safety: Teaching bystanders how to remain safe and effectively communicate with 911 dispatchers.</p> <p>AED (Automated External Defibrillator) Use: Instruction on how to locate and use AEDs, common in public spaces, in case of cardiac arrest.</p> <p>2. Locations and Venues</p> <p><i>Community Centers and Public Venues:</i></p> <p>North Shore Park Youth Center and Flamingo Park Community Center offer accessible locations for local residents.</p> <p>Miami Beach Regional Library provides a central, neutral space to hold sessions with classrooms and audio-visual equipment for training videos.</p> <p><i>Outdoor Training Events:</i></p> <p>Large-scale sessions at Lummus Park or South Pointe Park can attract more participants during peak seasons, leveraging open spaces for practice on CPR dummies and interactive first-aid stations.</p> | | | |

POST-CRASH CARE

| Action Item No. | Action Item | Implementation Partners | Timeframe (Months) | Performance Metric |
|----------------------------------|--|--|--------------------|---|
| 5 | Implement Training-Program for Resident Bystanders on First Aid and CPR | Miami Beach Fire Department, local hospitals, community organizations, Red Cross | 12 | Training of 1,000 community members in first aid and CPR within one year, with a target of increasing the number of bystanders able to provide initial assistance by 50%. |
| Action Item Detailed Description | <p>3. Partner Organizations and Local Hospitals</p> <p><i>Miami Beach Fire Department:</i> Provides on-site trainers and medical personnel to lead sessions, demonstrating practical skills and sharing real-life scenarios.</p> <p><i>Mount Sinai Medical Center:</i> Supports with staff to facilitate hands-on training, especially in advanced first aid techniques and AED demonstrations.</p> <p><i>American Red Cross:</i> Supplies certified instructors, CPR mannequins, first-aid kits, and educational materials for participants.</p> <p><i>Community Organizations:</i> Miami Beach Chamber of Commerce and the Miami Beach Coalition promote the program and recruit volunteers and participants, increasing outreach within the community.</p> <p>4. Times of Day and Schedule</p> <p><i>Weekly Evening Sessions:</i> Held on weekday evenings (6-8 PM) to accommodate working residents and students.</p> <p><i>Weekend Morning Workshops:</i> Saturday morning sessions (9 AM - 12 PM) offer convenient options for families and working professionals.</p> <p><i>Peak Seasons:</i> In addition to year-round sessions, hold monthly intensive workshops during peak tourist seasons, such as spring break (March-April), summer (June-August), and winter holidays (December), to ensure a large pool of local residents are trained when the city sees the highest visitor influx.</p> <p>5. Annual Community-Wide Training Events</p> <p>Twice a year, the city can organize community-wide events featuring intensive, full-day training with multiple session tracks. These events could be hosted at high-capacity venues like the Miami Beach Convention Center, allowing hundreds of residents to participate in CPR and first-aid workshops, AED demonstrations, and safety presentations by partner organizations.</p> | | | |

POST-CRASH CARE



| ACTION ITEM NO. | ACTION ITEM | IMPLEMENTATION PARTNERS | TIMEFRAME (MONTHS) | PERFORMANCE METRIC |
|----------------------------------|--|--|--------------------|---|
| 5 | Implement Training-Program for Resident Bystanders on First Aid and CPR | Miami Beach Fire Department, local hospitals, community organizations, Red Cross | 12 | Training of 1,000 community members in first aid and CPR within one year, with a target of increasing the number of bystanders able to provide initial assistance by 50%. |
| Action Item Detailed Description | <p>Outreach and Program Promotion</p> <p><i>Marketing through Local Media:</i> Partnerships with CBS Miami and Miami Herald for PSA announcements and articles promoting the importance of first-aid and CPR skills in response to traffic crashes.</p> <p><i>Social Media and Online Registration:</i> Use the City of Miami Beach’s social media platforms to reach residents, providing a simple online registration process for each training session.</p> <p><i>Community Organization Outreach:</i> Collaboration with local organizations like the Miami Beach Senior High PTSA and Nautilus Middle School PTA to spread awareness among families and parents, promoting CPR and first-aid training as a valuable family activity.</p> <p>Benefits and Expected Outcomes</p> <p><i>Improved Community Safety:</i> Equipping residents with these skills builds a network of informed, capable bystanders who can act confidently in emergencies, potentially saving lives before emergency services arrive.</p> <p><i>Reduced Response Time Impact:</i> Residents who know how to respond safely can assist in stabilizing victims and correctly communicating with emergency responders, leading to more effective emergency interventions.</p> <p><i>Enhanced Community Confidence and Resilience:</i> Training programs foster a sense of responsibility and readiness among residents, promoting an empowered and resilient Miami Beach community.</p> <p>This Crash Bystander First Aid and CPR Training Program would prepare residents to be effective bystanders, contribute to a safer environment, and foster a culture of proactive care, making Miami Beach a model for community-based crash response readiness.</p> | | | |

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ACTION PLAN TIMELINE

The Miami Beach Vision Zero Action Plan kicked-off in December of 2023 and was adopted by the Florida Highway Administration of August 2024. During this time, the study team performed a Best Practices Assessment, a Safety Needs Evaluation, conducted four (4) Vision Zero Task Force meetings, and held a community bike ride event with the intent of engaging with the public and having them join the City in its commitment to Vision Zero.

DEC. 2023
Project Kick-Off

APR. 2024
Taskforce
Meeting #1

JUN. 2024
Taskforce
Meeting #2 & 3

JUN. 2024
Community
Outreach
Bicycle Ride

JUL. 2024
Taskforce
Meeting #4

NOV. 2024
Final VZAP
to FHWA

REFERENCES

Florida Department of Transportation (FDOT)
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The partners and people who developed this action plan have collectively given voice to the fact that we all have a shared responsibility for safety on our streets.

Their ideas for improving street safety, educating friends and neighbors, and taking actions will be essential to achieving Vision Zero in Miami Beach.

Thank you to the Miami Beach Vision Zero Task Force members and members of the public for your invaluable input on this plan.





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