

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

# **MICROMOBILITY SAFETY**

**Public Safety and Neighborhood Quality of Life Committee**

**July 10, 2024**

**MIAMI BEACH**

# Background – Beachwalk

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

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

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

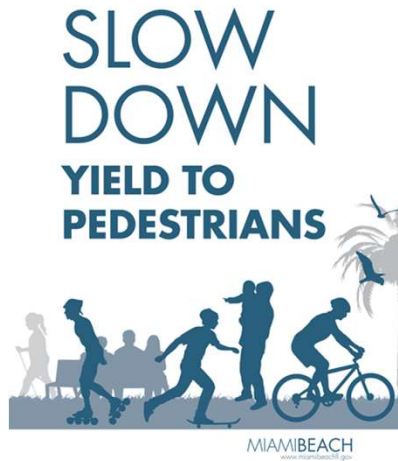
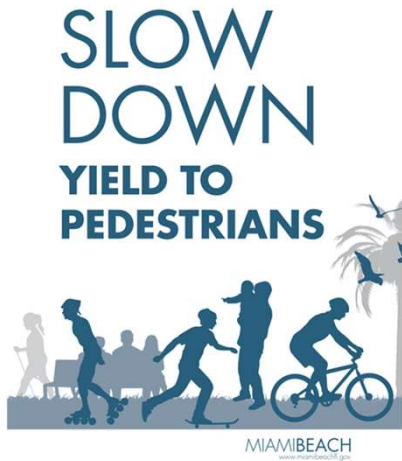
- It is unlawful to operate any motorized means of transportation on any sidewalk in the City.



# Signage – Beachwalk

## Concern

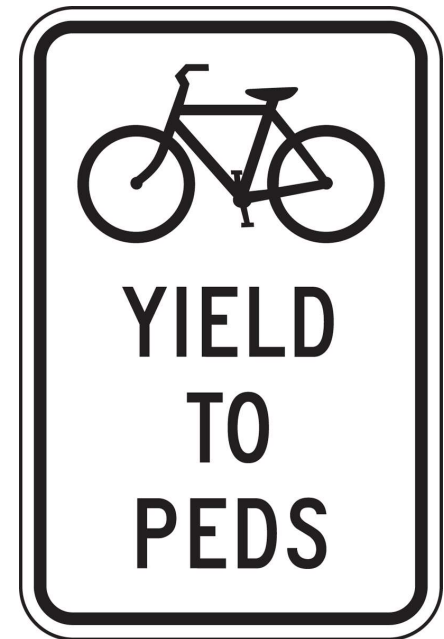
- Existing advisory and regulatory signs along the Beachwalk detract from the experience and are not easy to understand.



# Signage – Beachwalk

## Recommendation

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



# Signage – Beachwalk

## Concern

- Conflicts between bicyclists and pedestrians traveling along the Beachwalk.

## Recommendation

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



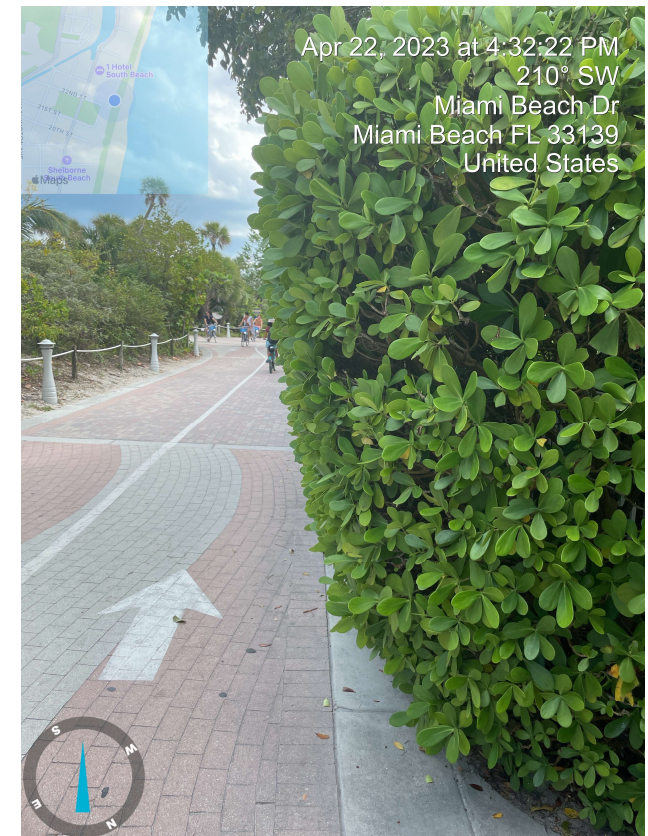
# Signage – Beachwalk

## Concern

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

## Recommendation

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





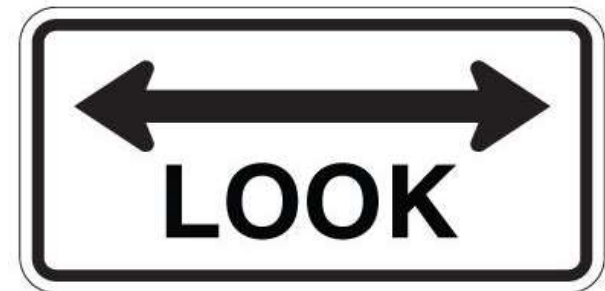
# Signage – Beachwalk

## Concern

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

## Recommendation

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



# Signage – Beachwalk

## Concern

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

## Recommendation

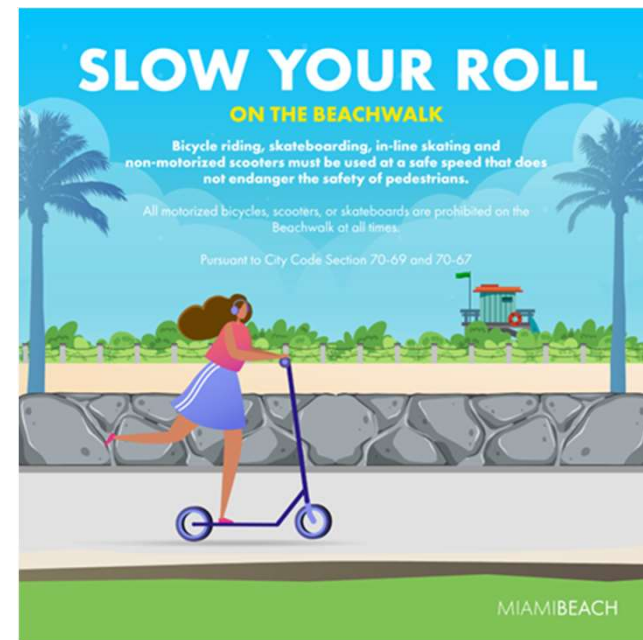
- Install street number signs along the Beachwalk at each intersecting street and beach access.





# Digital Campaign – Beachwalk

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



# Background – Lincoln Road

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

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



# Signage – Lincoln Road

## Concern

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

## Recommendation

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



Existing Regulatory Signs on Lincoln Road



Proposed Regulatory Sign for Lincoln Road

# Digital Campaign – Lincoln Road

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



# Enforcement Data and Statistics – Beachwalk

## Concern

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

## Recommendation

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

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



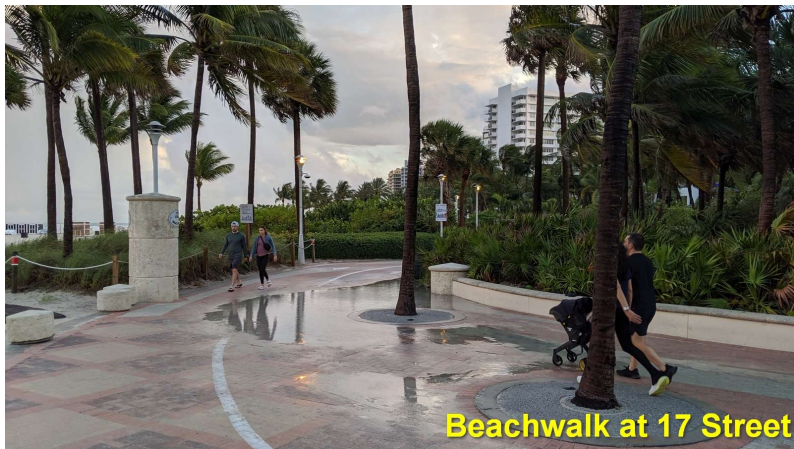
# Facilities and Infrastructure – Beachwalk

## Concern

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

## Recommendation

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



# Facilities and Infrastructure – Beachwalk

## Concern

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

## Recommendation

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

## Concern

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

## Recommendation

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

# Facilities and Infrastructure – Beachwalk

## Solar-Powered Electronic Speed Feedback Devices

### Concern

- Bicyclist speeding on the Beachwalk.

### Recommendation

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

## Speed, Volume and Modal Data Collection Sensors

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



# Facilities and Infrastructure – Citywide

## Proposed Bicycle Lane Improvements

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

# Next Steps

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



An aerial photograph of a coastal area. A red and white striped path runs along the left side, bordered by palm trees and buildings. To the right of the path is a grassy dune area, followed by a sandy beach and the ocean. The text "Thank You" is centered over the grassy area.

**Thank You**