

MIAMI BEACH

City of Miami Beach, 1700 Convention Center Drive, Miami Beach, Florida 33139, www.miamibeachfl.gov

COMMITTEE MEMORANDUM

TO: Members of the Neighborhood and Quality of Life Committee

FROM: Alina T. Hudak, City Manager

DATE: September 20, 2021

SUBJECT: **DISCUSSION REGARDING PEDESTRIAN SAFETY ON THE BEACHWALK**

HISTORY

This item is sponsored by Commissioner Micky Steinberg and was referred by the City Commission on December 11, 2019 to the Neighborhood and Quality of Life Committee (NQLC) for discussion. The item was initially discussed at the March 4, 2020 NQLC meeting wherein the Committee recommended that the Administration pursue strategies to improve pedestrian safety on the beachwalk and provide an update at the September 2020 NQLC meeting.

Pursuant to the NQLC's recommendation at its March 4, 2020 meeting, various city departments, including Police, Communications, Property Management, and Transportation and Mobility, collaborated to develop an approach to address the pedestrian safety concern on the beachwalk. City staff visited the beachwalk during March and April 2020 to survey the existing signage and determine potential locations for additional signs and markings. Based on staff's field reviews, it was determined that additional signage was warranted. An inventory of the existing signage was mapped to assist in the development of a comprehensive signage plan for the area. The design of the advisory signs was shared with the Mid-Beach Neighborhood Association (MBNA) at its June and July 2020 meetings for endorsement. Furthermore, staff conducted various walk-throughs of the beachwalk with resident Henry Stolar, and, based on Mr. Stolar's input, adjustments were made to the signage plan.

At the September 23, 2020 NQLC meeting, the Transportation and Mobility Department staff presented a signage plan to educate beachwalk and baywalk users on the types of mobility devices prohibited by City Code and assist Police with enforcement. The signage plan consisted of 1) regulatory signs at entrances to the beachwalk and baywalk to deter electric/motorized vehicles from entering the facilities, and 2) community-friendly advisory signs along the beachwalk and baywalk to advise lawful users to slow down and yield to pedestrians. The regulatory signs depict specific electric/motorized mobility devices which are not permitted on the beachwalk or baywalk and reference the applicable section of the City Code (70-67). The NQLC recommended that staff proceed with the production and installation of both the regulatory signs and the community-friendly advisory signs. The Committee also recommended that staff meet with resident Mr. Henry Stolar again to review his recommendations for placement and provide an update at the December 2020 NQLC meeting. The item was deferred in December 2020 and January 2021.

At the February 24, 2021 NQLC meeting, staff presented images of the advisory and regulatory signs and reported that signage installation along the beachwalk and baywalk as well as at entrances to the beachwalk was completed on an expedited basis to help Police enforce mobility rules on the beachwalk during Spring Break. Several Committee members expressed a desire to strengthen the language on the new signs and expressed a need for more police presence and enforcement along the beachwalk. Police confirmed that it had worked with Communications to develop the design and content of the new signs. The Committee acknowledged that any changes to the new signs would be implemented over time. The Committee recommended that the Administration provide an update at the May NQLC meeting, including a report from Police on the March/April enforcement statistics and feedback as to how to move forward with modifications, if any, to the new signs. The item was deferred at the May and June NQLC meetings.

Since the February 24, 2021 NQLC meeting, the City has completed the installation of 116 new regulatory signs along the open sections of the beachwalk and at all beachwalk entrance points to assist Police and Park Rangers with enforcing applicable provisions of the City Code. Furthermore, the City has completed the installation of 70 advisory signs along the open sections of the beachwalk to advise users that the area is a pedestrian-friendly zone where permitted/non-motorized devices such as bicycles, skates, and skateboards, must slow down and yield to pedestrians (see attached Signage Plan). Approximately 26 additional signs will be placed within the portions of the beachwalk currently in construction and not yet open to the public. **Police has advised that the newly installed diamond-shaped regulatory signs, which refer to the applicable section of the City Code, are sufficient for Police to effectively enforce mobility rules on the beachwalk. Any modifications to the existing signs, if necessary and agreed to by the Police, Transportation, and Communications departments, would be incorporated over time through replacement signage.**

At the July 21, 2021 NQLC meeting, to further enhance pedestrian safety on the beachwalk, staff discussed a potential pilot program that would consist of segregating cyclists and pedestrians along a constrained 15' wide section of the beachwalk. Staff would monitor the pilot to measure effectiveness, particularly user compliance. The pilot concept was supported by the NQLC, and the Committee requested that the Administration prepare a detailed scope and cost for a potential pilot for further discussion at the September 20, 2021 NQLC meeting.

ANALYSIS

UPDATE SINCE THE JULY 21, 2021 NQLC MEETING

Since the July 21, 2021 NQLC meeting, staff has been exploring locations and technology options for a potential pilot that would evaluate the effectiveness of segregating pedestrians and bicyclists on the beachwalk. Given that there are existing police cameras on the beachwalk, it would be advantageous to the City to utilize these cameras for the pilot. This would reduce the cost of the pilot as it eliminates the need to install and provide power to additional cameras on the beachwalk. Staff has identified two companies that could be engaged for this pilot. Both vendors use existing camera feeds or recordings and convert it into empirical data. The data collection for this pilot would include:

- Volumes of pedestrians and bicyclists
- Bicycle speeds
- Volume and speed of motorized (prohibited) vehicles
- User adherence to the demarcation (i.e. volume of pedestrians encroaching into the bicycle path and bicyclists encroaching into the pedestrian path)

Based on staff observations of beachwalk activity and coordination with the Police Department, the beachwalk section between 15 Street and 24 Street would be a suitable candidate location for the pilot given the high amount of pedestrian and bicycle activity. This segment is approximately 4,800 ft. in length with various access points and is currently monitored by over 10 police cameras which can be leveraged to gather data and conduct the pilot effectiveness study. The duration of this pilot would be a minimum of six (6) months. Based on conversations with contractors and consultants, the anticipated cost of the pilot would be approximately \$62,000, consisting of:

- Cost of demarcating and installing symbols on the beachwalk - \$27,000
- Cost of data analysis - \$10,000
- Cost of post-effectiveness study - \$25,000

The cost of the 6-month pilot as outlined above would be approximately \$62,000. At this time, however, no funding is identified in the FY 2022 Budget to undertake a pilot on the beachwalk.

Police and Park Ranger Enforcement of Section 70-67 (No Motor or Electric Rides on Beachwalk)

In March 2021, the Miami Beach Police Department initiated a daily beachwalk pedestrian safety detail entitled Clear Path. Clear Path is carried out by police officers daily in the Redevelopment Agency (RDA) area, Park Rangers, and North Beach police units with great success as shown by the below statistics compiled from March 15, 2021 to September 9, 2021:

Beachwalk from 15 Street to 63 Street

- 134 Uniform Traffic Citations
- 2,656 verbal warnings
- 21 written warnings
- 2 e-scooters impounded
- 770 spot/safety checks
- 290 electric vehicles removed

Beachwalk from 63 Street to 79 Street

- A 4x4 mule is assigned on all 3 shifts which backs up the walking beats and responds to resident questions regarding bicycles and skating
- Monitoring and enforcement of violations of motorized vehicles on the beachwalk continues with few to no complaints received

CONCLUSION

The City's beachwalk is a highly utilized shared-use path that serves recreational and work trips throughout the City; however, its popularity coupled with its constrained width contributes to frequent conflicts among pedestrians, bicyclists, and other users. Although not permitted by City Code, motorized devices, including electric bicycles, e-scooters, and powered skateboards, have been reported on the beachwalk and baywalk.

To help mitigate the safety concerns, Transportation and Mobility Department staff developed a signage plan consisting of 1) regulatory signs at entrances to the beachwalk and baywalk to deter electric/motorized vehicles from entering the facilities, and 2) community-friendly advisory signs along the beachwalk and baywalk to advise lawful users to slow down and yield to pedestrians. The City has completed the installation of a total of 186 new advisory and regulatory

signs along the beachwalk and baywalk and at all entrance points at the locations identified in the signage plan. In March 2021, the Miami Beach Police Department initiated a daily beachwalk pedestrian safety detail entitled Clear Path. As part of that effort, Police officers and Park Rangers have been conducting daily enforcement throughout the beachwalk and the operation has been effective. As such, Police believes that the newly installed diamond-shaped regulatory signs which include the applicable section of the City Code are sufficient to effectively enforce mobility rules on the beachwalk to improve pedestrian safety. Any modifications to the existing signs, if necessary, will be incorporated over time through replacement signage.

Furthermore, to enhance pedestrian safety on the beachwalk, the Administration is exploring a potential 6-month pilot program consisting of segregating bicyclists and pedestrians within a constrained 15' wide section of the beachwalk located between 15 Street and 24 Street. Data obtained from the pilot would be used to measure user compliance and evaluate the effectiveness of mode segregation on the beachwalk. The cost of the 6-month pilot as outlined above would be approximately \$62,000. At this time, however, no funding is identified in the FY 2022 Budget to undertake a pilot on the beachwalk.

DS
JRG

ATH/LS/JRG

Applicable Area

Citywide

Is this a Resident Right to Know item?

No

Does this item utilize G.O. Bond Funds?

No

Strategic Connection

Mobility – Improve the walking and biking experience.

Attachments:

Attachment: Updated Beachwalk Signage Plan

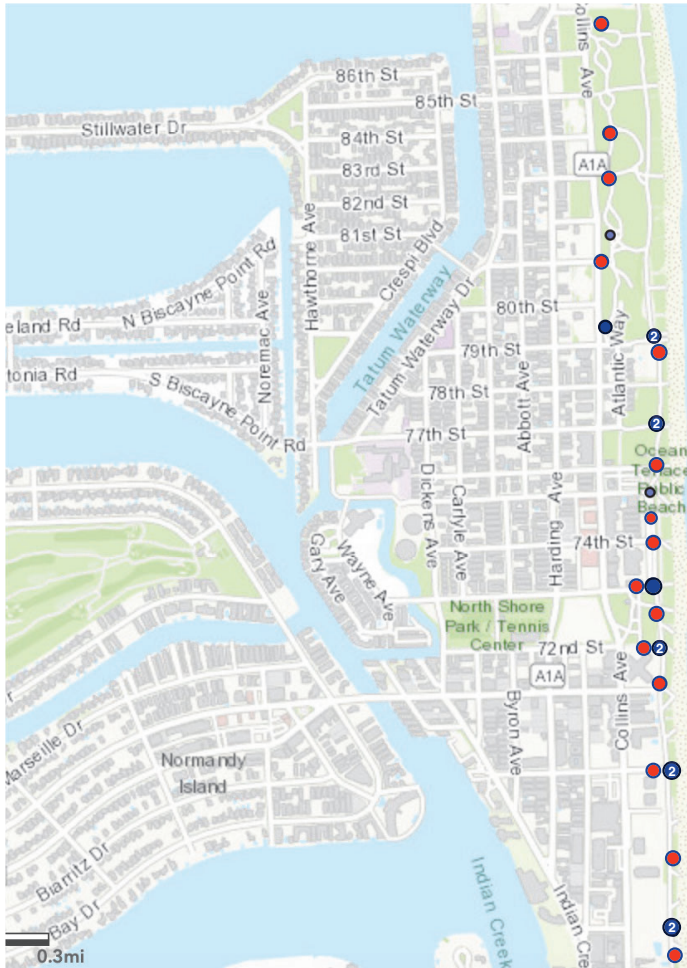
Legislative Tracking

December 11, 2019 - C4G

Sponsored (If Applicable)

Commissioner Micky Steinberg

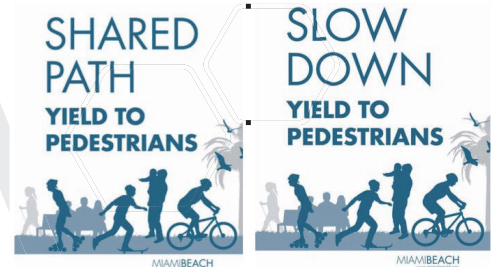
North Beach between 87 Street and 69 Street



Legend

- Regulatory Signs
- Advisory Signs

Attachment

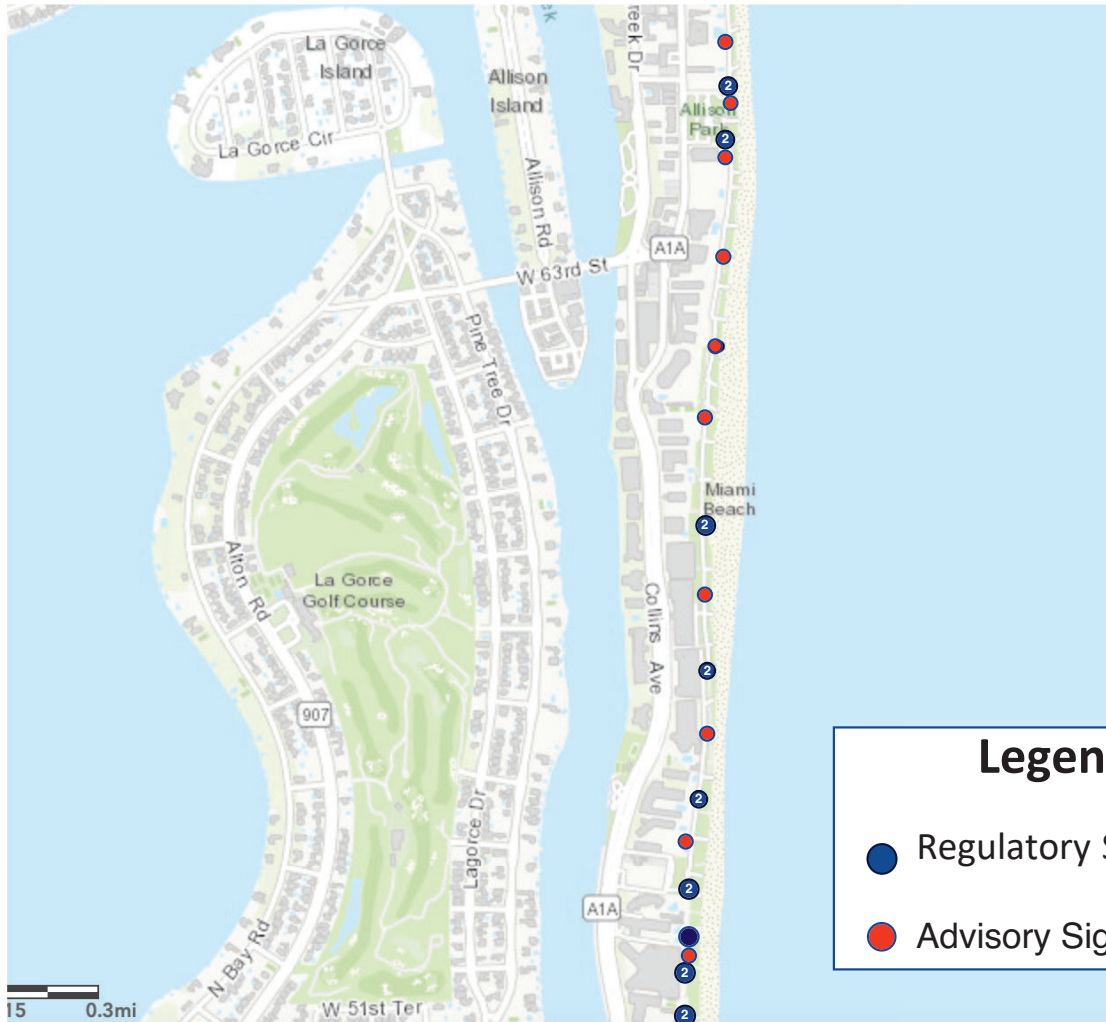


Advisory Signs - 15



Regulatory Signs - 12

North/Middle Beach between 69 Street and 51 Street



Advisory Signs - 10



Regulatory Signs - 17

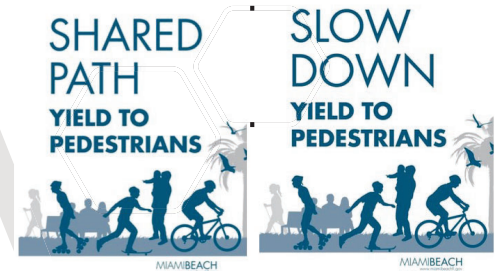
Middle Beach between 51 Street and 29 Street



Installation in progress for the new section of Beachwalk

Legend

- Regulatory Signs
- Advisory Signs

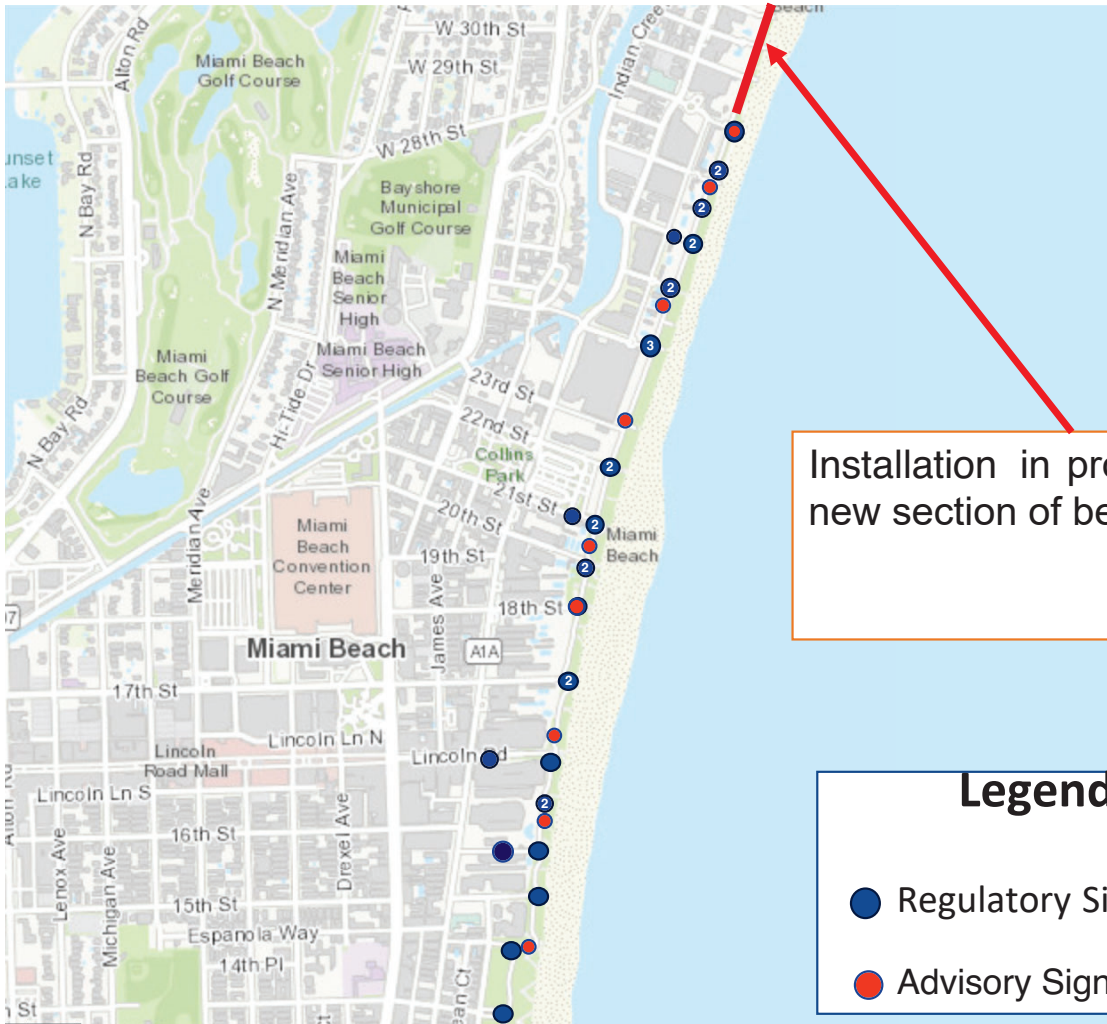


Advisory Signs - 13



Regulatory Signs - 20

Middle/South Beach between 29 Street and 14 Street

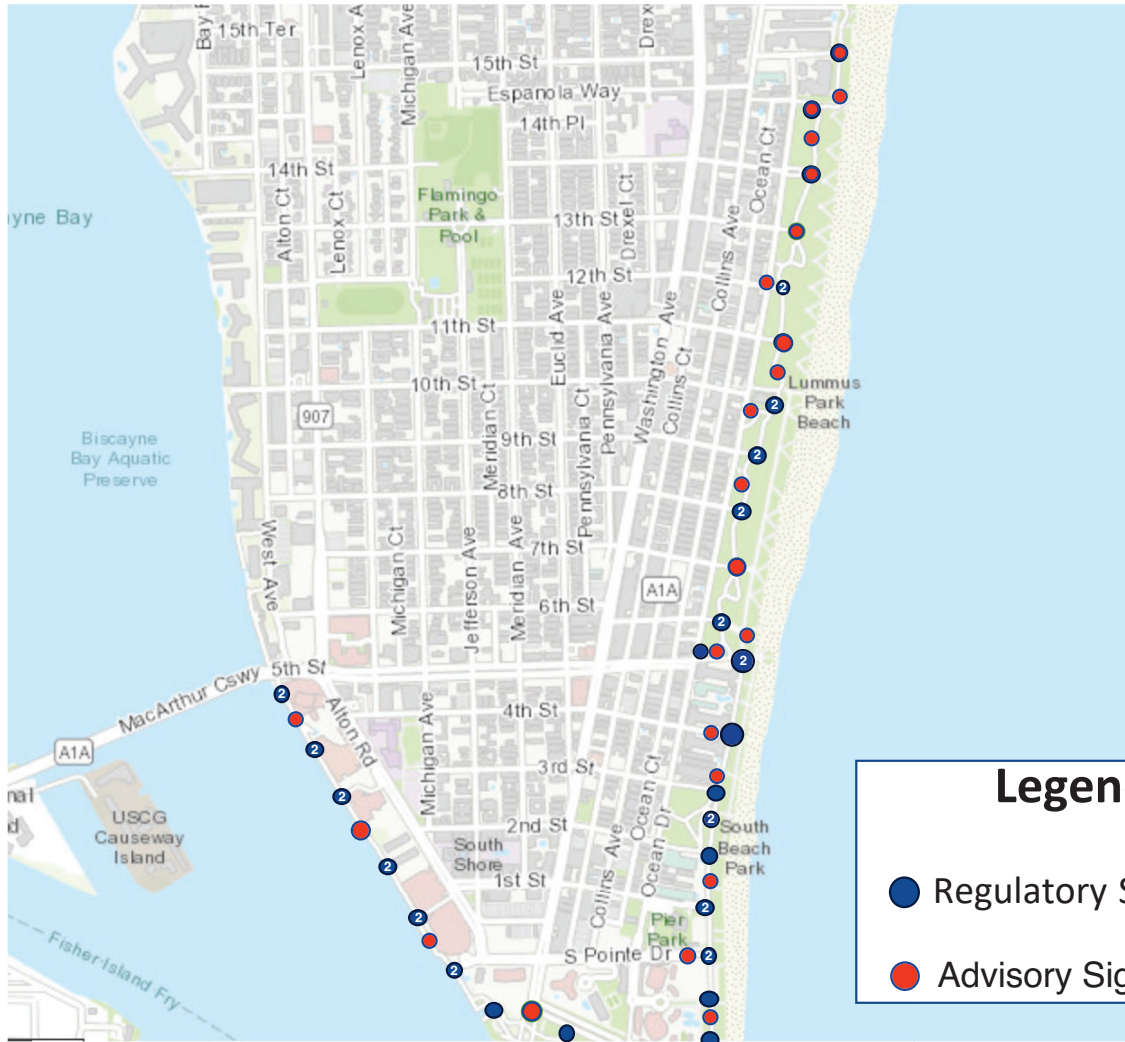


Advisory Signs - 9



Regulatory Signs - 29

South Beach between 14 Street and S Pointe Dr



Legend

- Regulatory Signs
- Advisory Signs



Advisory Signs - 23



Regulatory Signs - 38

NO-MOTORIZED VEHICLES SIGNAGE INSTALLATION REPORT

| Location Count | Location | Number of Signs | Notes |
|----------------|---------------------------------------|-----------------|-----------------------|
| 1 | Miami Marina Walkway | 12 | 5th St to Washington |
| 2 | Washington Ave. at SPP | 1 | |
| 3 | S. of S. Point Dr. on Beachwalk | 2 | |
| 4 | S. Point Dr. Street-end | 1 | |
| 5 | S. side of Nikki Beach | 2 | |
| 6 | 1st St. Beachwalk | 2 | |
| 7 | MSD Park S. Entrance to Beachwalk | 1 | |
| 8 | On Beachwalk N. of MSD S. entrance | 2 | |
| 9 | MSD Park N. Entrance to Beachwalk | 1 | |
| 10 | 4th St. Entrance to Beachwalk | 1 | |
| 11 | 5th St. Beachwalk | 2 | |
| 12 | 5th St. Entrance to Lummus Serpentine | 1 | |
| 13 | Lummus Serpentine Walk at 6th St. | 2 | |
| 14 | Lummus Serpentine Walk at 8th St. | 2 | |
| 15 | Lummus Serpentine Walk at 9th St. | 2 | |
| 16 | Lummus Serpentine Walk at 10.5 St. | 2 | |
| 17 | Lummus Serpentine Walk at 12th St. | 2 | |
| 18 | Lummus Serpentine Walk at 14th Pl. | 1 | In front of Starbucks |
| 19 | 15th St. Street-end to Beachwalk | 1 | |
| 20 | No of 15th St. on Beachwalk | 1 | |
| 21 | 16th St. entrance to Beachwalk | 1 | |
| 22 | 16th St. Beachwalk | 2 | |
| 23 | Lincoln Rd Street-end to Beachwalk | 1 | |
| 24 | Lincoln Rd. Beachwalk | 1 | |
| 25 | 17th St. Street-end to Beachwalk | 1 | |
| 26 | 17th Street Beachwalk | 1 | |
| 27 | 18th St. Street-end to Beachwalk | | Needs Sign (1) |
| 28 | 18th Street Beachwalk | | Needs double sign (2) |
| 29 | 19th St. Street-end to Beachwalk | 1 | |
| 30 | 19th St. Beachwalk | 1 | |
| 31 | 21st St. Street-end to Beachwalk | 1 | |
| 32 | 21st St. Beachwalk | 2 | |
| 33 | 22nd St. Street-end to Beachwalk | 1 | |
| 34 | 22nd St. Beachwalk | 1 | |
| 35 | 24th St. Street-end to Beachwalk | 1 | |
| 36 | 24th St. Beachwalk | 2 | |
| 37 | 25th St. Street-end to Beachwalk | 1 | |
| 38 | 25th St. Beachwalk | 1 | |
| 39 | 26th St. Street-end to Beachwalk | 1 | |
| 40 | 26th St. Beachwalk | 2 | |
| 41 | 26.5 St. Beachwalk | 2 | |
| 42 | 27th St. Street-end to Beachwalk | 1 | |
| 43 | 27th St. Beachwalk | 1 | |
| 44 | 29th St. Street-end to Beachwalk | 2 | |
| 45 | 29th St. Beachwalk | 1 | |
| 46 | 30th St. Entrance to Beachwalk | 1 | |
| 47 | 30th St. Beachwalk | 2 | |

| | | | | |
|---|----------------------------------|------------|---|------------------------|
| 48 | 31st St. Street-end to Beachwalk | 1 | | |
| 49 | 31st St. Beachwalk | 1 | | |
| 50 | 32nd St. Street-end to Beachwalk | | Needs to be Placed (1) | |
| 51 | 32nd St. Beachwalk | 1 | | |
| 52 | 34th St. Street-end to Beachwalk | | Needs to be Placed (1) | |
| 53 | 3450 Beachwalk | 1 | | |
| 54 | 35th St. Street-end to Beachwalk | | Needs to be placed (1) | |
| 55 | 35th St. Beachwalk | 1 | | |
| 56 | 36th St. Street-end to Beachwalk | 1 | | |
| 57 | 37th St. | | Beachwalk is under construction. (17 additional signs will be placed within this are upon completion) Signs will be placed when turned over to the City | |
| 58 | 37th St. | | | |
| 59 | 38th St. | | | |
| 60 | 39th St. | | | |
| 61 | 39th St. | | | |
| 62 | 40th St. | | | |
| 63 | 41st St. | | | |
| 64 | 42nd St. | | | |
| 65 | 43rd St. | | | |
| 66 | 43rd St. | | | |
| 67 | 43.5 St. | | | |
| 68 | 44th St. | | | |
| 69 | 46th St. Entrance to Beachwalk | 1 | | |
| 70 | 46th St. Beachwalk | 1 | | |
| 71 | 47th St. Entrance to Beachwalk | | | Needs to be placed (1) |
| 72 | 47th St. Beachwalk | 2 | | |
| 73 | 50th St. Beachwalk | 2 | | |
| 74 | 50.5 St. Beachwalk | 2 | | |
| 75 | 52.25 St. Beachwalk | 2 | | |
| 76 | 53rd St. Entrance to Beachwalk | 1 | | |
| 77 | 53rd St. Entrance to Beachwalk | 2 | | |
| 78 | 54th St. Beachwalk | 2 | | |
| 79 | 55.55 St. Beachwalk | 2 | | |
| 80 | 57.5 St. Beachwalk | 2 | | |
| 81 | 59th St. Beachwalk | 2 | | |
| 82 | 64.5 St. Beachwalk | 2 | | |
| 83 | 65th St. Beachwalk | 2 | | |
| 84 | 68th St. Beachwalk | 2 | | |
| 85 | 69th St. Beachwalk | 2 | | |
| 86 | 72nd St. Beachwalk | 2 | | |
| 87 | 73rd St. Beachwalk | 1 | | |
| 88 | 75th St. Beachwalk | | Need to be placed (2) | |
| 89 | 77 St. Beachwalk | 2 | | |
| 90 | 79th St. Entrance to Beachwalk | 1 | | |
| 91 | 79th St. Beachwalk | 2 | | |
| Signs Placed as of 4/30/2021 | | 116 | | |
| Signs to be placed as noted | | 9 | | |
| Signs TBP between 37th and 44th | | 17 | | |
| Total No Motor or Electric Ride signs on Beachwalk upon completion | | 142 | | |