RESOLUTION NO. _____

A RESOLUTION OF THE MAYOR AND CITY COMMISSION OF THE CITY OF MIAMI BEACH, FLORIDA, ACCEPTING THE RECOMMENDATION OF THE ADMINISTRATION AND THE PUBLIC SAFETY AND NEIGHBORHOOD QUALITY OF LIFE COMMITTEE, AT ITS JULY 27, 2022 MEETING, TO MODIFY THE CURRENT BEACHWALK SAFETY PILOT PROGRAM, FROM 15TH TO 24TH STREET, CONSISTING OF A SOLID WHITE LINE MARKING ALONG THE APPROXIMATE CENTERLINE OF THE BEACHWALK, WITH DIRECTIONAL ARROWS AND SYMBOLS/SIGNS ON BOTH SIDES, GUIDING ALL USERS TO KEEP RIGHT WHILE WALKING AND BIKING.

WHEREAS, the City's beachwalk is a highly utilized shared-use path that serves recreational and work trips throughout the City; and

WHEREAS, its popularity coupled with its constrained width contributes to frequent conflicts among pedestrians, bicyclists, and other users; and

WHEREAS, an additional concern for residents as well as the Administration is the intermixing of pedestrians and unauthorized motorized/electric devices, including electric stand-up scooters, electric bikes, and electric skateboards, among other motorized devices operating illegally on the beachwalk; and

WHEREAS, although Section 70-67 of the City Code prohibits motorized means of transportation on the beachwalk, among other pedestrian facilities throughout the City, the growing popularity of these electric devices poses a concern for pedestrians and an enforcement challenge for Police; and

WHEREAS, pursuant to the recommendation of the Neighborhood and Quality of Life Committee (NQLC), at its March 4, 2020 meeting, various City departments, including Police, Communications, Property Management, and Transportation and Mobility, collaborated to develop a holistic approach to address the pedestrian safety concern on the beachwalk through better signage and enhanced enforcement; and

WHEREAS, this effort resulted in the installation of 142 new regulatory signs along the beachwalk and at all beachwalk entrance points to assist Police and Park Rangers with enforcing applicable provisions of the City Code; and

WHEREAS, in addition, the City installed 70 advisory signs along 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; and

WHEREAS, in March 2021, the Miami Beach Police Department initiated a daily beachwalk pedestrian safety detail entitled "Clear Path". Since the beginning of 2022, Police Officers and Park Rangers have conducted regular enforcement of the beachwalk, including enforcement of Section 70-67 of the City code prohibiting motorized means of transportation on the beachwalk; and

WHEREAS, at the July 21, 2021 NQLC meeting, to further enhance pedestrian safety on the beachwalk, Transportation and Mobility Department staff presented a preliminary concept for

a potential pilot project, consisting of segregating cyclists and pedestrians, through striping and signage along a typical 15' wide section of the beachwalk between 15th Street and 24th Street; and

WHEREAS, since the onset of the initial pilot program in late May, 2022, the Transportation and Mobility Department staff has conducted field observations, reviewed user feedback, and collected and analyzed data, including volumes of pedestrians and bicyclists traveling along the pilot segment and user compliance with the implemented demarcations and signage during the pilot program; and

WHEREAS, pedestrian and bicycle volumes were evaluated for three consecutive days (May 31 to June 2), at three locations (15th, 20th, and 21st streets), during both morning peak (7AM – 9AM) and afternoon peak (5PM – 7PM) hours; and

WHEREAS, the data showed a 60% higher usage in the afternoon as compared to the morning hours, and for both morning and afternoon peak periods, the data showed that the volume of pedestrians is three times greater than the number of bicyclists, and that pedestrians frequently intruded into the bicycle space (and vice-versa); and

WHEREAS, user feedback was overwhelmingly negative; and

WHEREAS, at the July 27, 2022 Public Safety and Neighborhood Quality of Life Committee (PSNQLC) meeting, the Administration provided an update on the pilot program; and

WHEREAS, while the original goal of the pilot program was to achieve the separation of pedestrians and bicyclists on the beachwalk, data analysis and field observations conducted by the City staff concluded that separation between the modes is not viable due to the high amount of pedestrians and bicyclists traveling in opposing directions within a constrained space, as well as user expectations and behavior; and

WHEREAS, in light of staff's analysis, observations, and user feedback, presented at the July 27, 2022 PSNQLC meeting, the Administration recommended discontinuing the pilot program and implementing a modified pilot configuration, from 15th Street to 24th Street, consisting of a solid white line marking along the approximate centerline of the beachwalk, with directional arrows and signs on both sides, guiding all users to keep right while walking and biking; and

WHEREAS, while the recommended modified configuration will not achieve the original goal of mode separation, City staff believes that it is more intuitive and will provide a better configuration for pedestrians and bicyclists to share the same space while traveling in the same direction, in that, the recommended configuration relies on the basic rules of the road, where slower traffic stays to the right and faster traffic passes on the left; and

WHEREAS, to supplement the painted markings, staff will install contextual signage in accordance with the recommended pilot configuration; and

WHEREAS, the PSNQLC approved the Administration's recommendation by acclamation; and

WHEREAS, the signage and pavement markings associated with the prior pilot program were removed on August 24, 2022; and

WHEREAS, staff is finalizing the design of the contextual signage to be implemented as part of the proposed new pilot program; and

WHEREAS, once approved by the City Commission, the Administration will implement the modified pilot program within four (4) weeks, and will continue to monitor user compliance and evaluate its effectiveness; and

WHEREAS, any further modifications to the modified pilot program will be communicated to the Mayor and City Commission via Letter to Commission (LTC).

NOW, THEREFORE, BE IT RESOLVED BY THE MAYOR AND THE CITY COMMISSION OF THE CITY OF MIAMI BEACH, FLORIDA, that the Mayor and City Commission hereby accept the recommendation of the Administration and the Public Safety and Neighborhood Quality of Life Committee, at its July 27, 2022 meeting, to modify the current beachwalk safety pilot program, from 15th to 24th Street, consisting of a solid white line marking along the approximate centerline of the beachwalk, with directional arrows and symbols/signs on both sides, guiding all users to keep right while walking and biking.

PASSED and **ADOPTED** this 14th day of September 2022.

ATTEST:

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Dan Gelber, Mayor

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Rafael E. Granado, City Clerk

APPROVED AS TO
FORM & LANGUAGE
& FOR EXECUTION

City Attorney 9-13-22 Date