

Safer People, Safer Streets – Action Plan

Miami-Dade County has embraced the United States Department of Transportation (USDOT) Mayor’s Challenge for creating Safer Streets, Safer People. Over 200 of our friends and neighbors will die this year on Miami-Dade County roadways. Traffic deaths are on the rise again after years of declining numbers – fatalities jumped 8.1 percent in the first half of 2015 according to the National Highway Traffic Safety Administration (NHTSA). The Miami-Fort Lauderdale urbanized area is the 4th worst in the nation for pedestrian fatalities, according to Smart Growth America’s *Dangerous by Design 2014* report, utilizing a pedestrian danger index calculated using pedestrian fatalities, population, and percentage of people commuting on foot. The annual number of bicyclist injuries in Miami-Dade County has more than doubled since 2006.

In September 2015, Miami-Dade Mayor Carlos A. Gimenez and Chairman of Neat Streets Miami Miami-Dade Commissioner Dennis C. Moss, District 9, appointed 20 community leaders to tackle the growing epidemic of bicyclist and pedestrian fatalities. The group was asked to (1) offer their expertise, (2) challenge the norm, and (3) deliver results for all residents. The Local Action Team was supported by County and State staff from the Florida Department of Transportation (FDOT); the Metropolitan Planning Organization (MPO); Miami-Dade Parks, Recreation and Open Spaces (MDPROS); Regulatory and Economic Resources (RER); Police; and Transit departments.

The action plan developed by the Local Action Team (LAT) is a compilation of recommendations discussed during LAT meetings, input from the public as articulated in ongoing discussions and workshops, as well as data compiled from the Assessment. The action items are meant to provide initial guidance and will need to be updated as the relevant agencies move to the implementation phase.

In Miami-Dade, we want people of all abilities – from our 8-year old children to our 80-year old grandparents – to be comfortable moving around our beautiful city, whether on foot, by bicycle, riding transit, or in a car. We can build a street network that supports healthy and sustainable communities, keeps more money in people’s pockets, increases economic competitiveness, and adds to the character of our great city. By offering more and better transportation choices, we can decrease the demand on our streets and reduce our impact on the environment.



Complete Streets Approach					
Complete Streets make it safe and convenient for people of all ages and abilities to reach their destination whether by car, transit, bike, or foot. A Complete Streets approach starts with a policy commitment to prioritize and integrate all road users into every transportation project. Walking and bicycling should not be an afterthought in roadway design.					
ID	Item	Actions	Lead Agency	Outcome (*)	Addresses
A-1	Leadership	Publicly announce the importance of pedestrian and bicycle safety and the results of the Local Action Team work.	Mayor's Office	1, 2	Encouragement
A-2	Leadership	Issue policy memo to Directors and Staff. Identify key staff to be charged with integrating Complete Streets into all relevant policies and procedures.	Mayor's Office	1, 2	Encouragement
A-3a	Empowerment	Empower staff to implement a Complete Streets approach on Miami-Dade County street projects in the urbanized area. Update standard Public Works details to incorporate Complete Streets elements (see D-1).	Mayor's Office, Public Works, MPO	1, 2	Engineering
A-3b		Traffic study requirements should be inclusive of pedestrian and bicycle safety when considering traffic flow capacity. Traffic study requirements should prioritize pedestrian and bicycle safety over traffic flow capacity in cases where it is clear that there would be detrimental impact.			
A-4	Funding	Tie funding to Complete Streets. Create a process in which a Complete Street is the default setting. Prioritize project funding to those that have established an approved modal hierarchy (see F-2).	Mayor's Office, Public Works, MPO	1, 2	Engineering
A-5	Funding	Expand the use of local funds to address pedestrian and bicycle safety improvements to help mitigate for increased crash exposure caused by increasing levels of traffic.	Mayor's Office, Public Works, RER	1, 2	Engineering, Legislative
A-6	Funding	Use municipal CITT funds to implement Complete Streets improvements.	Municipalities, CITT	1, 2	Engineering
A-7	Health	Identify and disseminate evidence-based practices that support connections between health and the built environment.	Health Department	1, 2	Education; Encouragement
A-8	Code Changes	Require additional zoned right of way, where appropriate to accommodate additional street elements.	RER	2	Engineering, Legislative
A-9	Safety	Authorize "no right on red" in high pedestrian activity areas.	Public Works, FDOT	1	Engineering, Legislative
A-10	Reporting	Create a report card to measure the implementation of Complete Streets at the County level.	Public Works	1	Engineering, Legislative

(*) - Outcomes:

- 1 - Reduce the number of pedestrian and bicyclist crashes.
- 2 - Increase the amount of walking, cycling, and transit trips.

Fix Barriers					
The ability for older adults, young children, and people with disabilities to travel safely is critical to freedom of mobility and quality of life. Our transportation network should take into consideration that people may have challenges with eyesight, reaction times, cognitive ability and muscle dexterity that make travel difficult.					
ID	Item	Actions	Lead Agency	Outcome (*)	Addresses
B-1a	Safety Innovation	Create a "Safety Innovation" program to implement new techniques such as those described in the MPO's <i>Application of Innovative Strategies to Improve Bicycle Safety and Mobility</i> .	Public Works, MPO, FDOT	1	Engineering
B-1b	Safety Innovation	Partner with a local or national university to evaluate new strategies while meeting the requirements of the FHWA "Request to Experiment" process.	Public Works, MPO, FDOT	1	Engineering
B-2a	Elderly Pedestrian Safety	Implement speed control techniques in areas with high elderly populations.	Public Works, Transit, FDOT	1	Legislative; Safety
B-2b		Expand the Alliance for Aging's pedestrian safety training program and tie the program to the receipt of a Golden Passport.	Public Works, Transit, Parks	1	Legislative; Safety
B-2c		Adopt the Age-Friendly Initiative's strategies for senior mobility. http://www.hfsf.org/miamidadeagefriendlyinitiative/projects.html	Public Works, Transit, Parks	1	Legislative; Safety
B-3	High Crash Areas	Fast track funding for projects in high crash areas as defined in the MPO's <i>Pedestrian and Bicycle Safety Plan</i> .	Public Works, MPO, FDOT	1	Legislative; Safety
B-4	Road Diet Pilot Projects	Implement and evaluate at least two road diet pilot projects in 2016 to explore the benefits and impacts of lane eliminations using temporary traffic control devices. See Assessment report for potential locations.	Public Works	1	Engineering; Safety
B-5a	Remove Construction Barriers	Enforce stricter standards for requests for construction-related sidewalk closures, emphasizing sidewalk closures only as a last resort.	Public Works, Municipalities	1	Engineering; Safety
B-5b		Prioritize pedestrians by creating temporary walkways in place of on-street parking during construction if sidewalks must be closed. Follow Seattle's program as a guide. http://sdotblog.seattle.gov/2015/10/15/sidewalk-closures-last-resort-in-new-construction-zone-rule/	Public Works, Municipalities	1	Engineering; Safety

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B-6	First Mile / Last Mile	Prioritize funding for first mile/last mile connection projects to improve access to transit stations and solve gap problems. Begin with projects identified in the <i>Non-Motorized Network Connectivity Plan</i> and <i>Transit System Bicycle Master Plan</i> .	MPO, Transit, Public Works, Municipalities	1, 2	Engineering; Connectivity
B-7	Safe Access to Parks	Develop implementation plan for Safe Routes to Parks as required in the CDMP ROS-8-D.	Parks, RER, MPO	1, 2	Engineering; Connectivity
B-8	Ensuring proper clearance	Enforce the alignment of utilities and roadway infrastructure so that it enables the greatest ROW for pedestrians	Public Works, RER	1,2	Engineering; Safety

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Gather Data					
The lack of systematic data collection related to walking and bicycling transportation, such as count data, travel survey data, and injury data, creates challenges for improving non-motorized transportation networks and safety. Communities that routinely collect walking and biking data are better positioned to track trends and prioritize investments.					
ID	Item	Actions	Lead Agency	Outcome (*)	Addresses
C-1a	Count Program	Enhance frequency of MPO bicyclist and pedestrian count program.	MPO	1	Education; Engineering
C-1b		Expand use of before-and-after bicyclist and pedestrian counts on key projects such as Project Development & Environment (PD&E) studies and FDOT's Bicycles on Limited Access Facilities project.	FDOT	1	Education; Engineering
C-2	Count Data Equality	Incorporate bicyclist and pedestrian counts in all transportation studies to the level of motor vehicle counts.	Public Works, FDOT	1	Education; Engineering
C-3	Crash Databases	Enhance crash databases to include circumstances, design of street, etc.	MPO, FDOT	1	Education; Engineering
C-4	Activity App Data	Require the review of activity-app data ^(A) in transportation planning studies.	MPO, FDOT	1, 2	Evaluation
C-5	Before-and-After Evaluations	Measure impact of Complete Streets projects and policies (pre and post evaluations).	Public Works, MPO, FDOT	1, 2	Evaluation
C-6	Enforcement Data	Engage law enforcement agencies in data collection and reporting of enforcement efforts related to speed, pedestrian laws, and bicycling laws.	Law Enforcement	1	Evaluation
C-7	Technology-Based Data	Explore additional technology-based data sources for tracking bike and pedestrian behavior such as Google data.	MPO	2	Evaluation

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(A) - FDOT has purchased a bicycle and pedestrian trip database from the activity app Strava.

Design Right					
Transportation agencies must go beyond designing walking and bicycling facilities to the minimum standards. Planning projects for the long-term should anticipate likely future demand for bicycling and walking facilities and not preclude the provision of future improvements.					
ID	Item	Actions	Lead Agency	Outcome ^(*)	Addresses
D-1a	Design Guidelines	Develop and utilize Complete Streets Design Guidelines in developing engineering projects pursuant to Miami-Dade County Resolution 995-14, including street typology.	Public Works, MPO	1	Engineering
D-1b		Update pertinent sections of the Public Works Manual to incorporate Complete Streets where appropriate.	Public Works	1	Engineering
D-2	10-Foot Travel Lanes	Utilize design guidelines from FDOT's <i>Plans Preparation Manual</i> and the NACTO <i>Urban Street Design Guide</i> for implementing 10-foot travel lanes.	Public Works	1	Engineering
D-3	Connected Network of Multi-Use Paths	Create an extensive, connected network of exceptional multi-use paths, including Underline, Ludlam Trail, and Miami River Greenway, throughout Miami-Dade County.	Parks, RER, Transit, Public Works	1, 2	Engineering; Connectivity
D-4	Buffered Bike Lanes	Implement buffered bike lanes per the new FDOT design standard by narrowing travel lanes to 10 feet.	Public Works, FDOT	1, 2	Engineering
D-5a	Separated Bike Lanes	Pursue the implementation of separated bike lanes through the lane elimination process.	Public Works, FDOT	1, 2	Engineering
D-5b	Road Diet	Conduct a lane elimination master plan to identify overbuilt roadways, particularly in the urban core, where lane elimination strategies result in separated bike lanes, wider sidewalks or transit priority lanes.	Public Works, FDOT	1, 2	Engineering
D-6	Design Speed	Establish "design speed" based on a context sensitive approach in urban areas, focusing on vulnerable road users and allowing for a target speed.	Public Works, FDOT	1	Engineering; Safety
D-7	Signal Crossing Safety	Program leading pedestrian intervals (LPIs) at all signalized intersections to improve pedestrian visibility and allow pedestrians to establish their position in the right-of-way.	Public Works, FDOT	1	Engineering; Safety
D-8	High Impact Projects	Demonstrate our community's commitment to all modes by implementing specific high-impact projects, such as the Biscayne Green project, South Miami Avenue Master Plan, and Brownsville/Model City Bicycle Boulevard Plan.	Public Works, Municipalities	1, 2	Engineering; Encouragement

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Create Networks through Maintenance					
Expanding and improving existing roads and facilities to build biking and walking networks as part of regular and routine resurfacing and other maintenance programs can be a low cost alternative to building new roads or widening existing roads.					
ID	Item	Actions	Lead Agency	Outcome ^(*)	Addresses
E-1	CIP Projects	Incorporate Complete Streets and Safe Streets elements into existing locally-funded capital improvement projects including streetscaping, resurfacing, and intersection projects by reviewing the project scope and assessing what improvements could be included.	Public Works, Municipalities	1, 2	Engineering
E-2	Design Reviews	Ensure that all street projects are reviewed for bicycle and pedestrian enhancements during the scoping and early design stages.	Public Works	1, 2	Engineering
E-3	Design Guidelines	Establish re-design criteria for Complete Streets elements. Incorporate re-design criteria into the Complete Streets Design Guidelines and pertinent sections of the Public Works Manual (see D-1).	Public Works	1	Engineering
E-4	Safety Projects	Proactively identify projects from FDOT and MPO bicycle and pedestrian safety studies in high crash corridors that could be implemented through maintenance	FDOT, MPO, Public Works	1	Engineering
E-5	Maintenance Projects	Review existing roadway typical sections for opportunities to implement buffered bike lanes through maintenance projects. FDOT has been successful at implementing bicycle facilities through its resurfacing process.	Public Works, Municipalities	1, 2	Engineering

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Improve Safety Laws and Legislation					
Traffic laws such as reduced speed, failure to yield, passing, and helmet laws can be effective in improving safety for pedestrians, bicyclists, and others.					
ID	Item	Actions	Lead Agency	Outcome ^(*)	Addresses
F-1	Vision Zero	Adopt Vision Zero as the overarching policy for vulnerable road user safety in Miami-Dade County. ^(A)	Mayor's Office	1	Legislative; Safety
F-2	Modal Hierarchy	Create a Miami-Dade modal hierarchy including a review committee to establish and approve modal hierarchy for major corridors, potentially modeled on Chicago's process.	Public Works	1, 2	Legislative; Encouragement; Engineering
F-3	CDMP Requirements	Adopt pedestrian and bicycle level of service (LOS) as CDMP requirements to elevate the prominence of these modes to that of the automobile.	RER	1, 2	Legislative; Encouragement; Engineering
F-4	Redevelopment Opportunities	As adjacent land use redevelops along major thoroughfares, require additional right-of-way set aside (which may involve an amendment to Chapter 33, 1-33, based on a Complete Streets, Context Sensitive vision for the corridor. Utilize the Typical Roadway Section and Zoned Right-of-Way Study as a guide.	RER, Public Works, Municipalities	1, 2	Engineering; Legislative
F-5	Speed Limits	Pursue legislation that provides the County and municipalities flexibility when developing speed limits in urban areas. Utilize published research in NCHRP Report 3-67 as a guide for alternative speed limit methodologies. (ie., Slow Zone NYC).	Public Works	1	Engineering; Legislative
F-6a	Vulnerable User Laws	Support "NO TEXTING WHILE DRIVING" legislation to make it a primary offense rather than just a secondary offense.	Mayor's Office	1	Legislative; Safety
F-6b		Support stiffer penalties for failure to come to a complete stop before turning right-on-red.	Mayor's Office	1	Legislative; Safety
F-6c		Increase cost of violating pedestrian and bicycle laws such as failure to yield right-of-way to pedestrians in a crosswalk and safe passing distance.	Mayor's Office	1	Legislative; Safety

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(A) - Similar Vision Zero programs have been adopted in New York, Chicago, San Francisco, Portland, and Stockholm. <http://www.visionzeroinitiative.com/>

Educate and Enforce Proper Road Use					
Highly-visible and well publicized targeted enforcement tied with educational campaigns has shown to be effective in reducing crashes.					
ID	Item	Actions	Lead Agency	Outcome ^(*)	Addresses
G-1	Shift the Culture	Expand culture shifting programs such as Safe Routes to School, Safe Routes to Parks, and Bike 305.	Parks, School Board, Public Works, Law Enforcement	2	Encouragement
G-2	Encouragement Practices	Engage law enforcement agencies in encouragement practices (i.e., Tampa light give away).	Law Enforcement	2	Encouragement; Enforcement
G-3	Parks/Police Partnership	Encourage parks/police partnership (bike rodeos/safety training UM Education Program). (i.e., Safety Town)	Parks, Law Enforcement	1, 2	Enforcement; Education
G-4	Distracted Driver Program	Develop and implement a Miami-specific distracted driver program building from FDOT's "Alert Today, Alive Tomorrow."	Mayor's Office	1	Education
G-5a	Educate All Stakeholders	Create mandatory bicycle training program for elementary/middle school students.	School Board	1	Education; Encouragement
G-5b		Engage the Miami-Dade Health Department regarding ways to leverage the Make Healthy Happen Miami campaign to promote walking and bicycling (Make Safe Streets Happen).	Parks, Health Department	2	Education; Encouragement
G-5c		Develop educational material aimed at businesses on the value of investing in all modes based on the League of American Bicyclists subject material. Include the value of bicyclists as customers to businesses.	Parks, MPO	2	Education; Encouragement
G-5d		Pursue a Bicycle Friendly Business program modeled on the League of American Bicyclists to encourage customers to arrive on bicycles.	Parks, RER, MPO	2	Education; Encouragement
G-5e		Target bike share facilities and other infrastructure with bike safety information.	MPO, Municipalities	1, 2	Education; Encouragement
G-6	Training	Host training sessions for County staff and consultants about innovative methods of incorporating safe streets into the urban fabric. Partner with FDOT to build from their investment in staff for Complete Streets training.	MPO, Public Works	2	Education
G-7a	Enforcement	Pursue stronger enforcement of school zones, intersection encroachments, "no right turn on red," and "rolling right on red" violations.	Law Enforcement	1, 2	Enforcement; Education
G-7b		Pursue grant funds that can enable police departments to conduct targeted enforcement operations.	Law Enforcement	1, 2	Enforcement; Education

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