



2024 MIAMI-DADE COUNTY VISION ZERO ACTION PLAN



March 2024

MAYOR'S MESSAGE



Dear Miami-Dade County Residents, Businesses, Visitors, and Workers,

Public safety is a fundamental human right. That includes the right to travel safely, regardless of mode. That is why we are investing in safe transportation options, whether driving, cycling, walking, or using public transportation.

Regrettably, too many in our community have suffered the pain of losing a loved one to a traffic crash on our roads. From 2018 to 2022, 1,593 of our friends, family, and colleagues in Miami-Dade tragically lost their lives. We must eliminate these fatalities and life-changing injuries, which are caused by distracted or impaired driving, speeding,

or roadway designs that prioritize vehicular traffic over the safety of our pedestrians and cyclists.

Our Vision Zero initiative is a bold declaration of our intent to eliminate fatal and severe traffic injuries in Miami-Dade by 2040. The Department of Transportation and Public Works (DTPW) continues to prioritize safety for all road users in projects that make our streets safer. Significant advancements have been made since the adoption of the Vision Zero Framework in 2021, and we must continue on our path toward zero fatalities and serious injuries.

Our progress is highlighted in this 2024 Vision Zero Action Plan, which identifies roads with the highest safety risks, and outlines a plan to achieve our goals. My administration remains committed to working closely with federal, state, and local partners to implement the recommendations outlined in this Action Plan.

While your county government puts resources into building safer roadways, we all share the responsibility of promoting road safety by wearing our seat belts, driving sober and undistracted, and respecting speed limits.

Together, we can improve health and protect each other across Miami-Dade.

Sincerely,

A handwritten signature in black ink that reads "Daniella Levine Cava". The signature is fluid and cursive.

Daniella Levine Cava, Mayor, Miami-Dade County

DIRECTOR'S MESSAGE



Dear Miami-Dade Residents,

In 2022, there were more than 3,536 fatalities due to motor vehicle traffic crashes in Florida, of which 9% occurred in Miami-Dade County. These tragic deaths happened during routine activities such as going to work, school, or running errands. It is crucial to recognize that these fatalities can be prevented and are unacceptable. The Vision Zero Action Plan aims to create a County where everyone can travel to their homes, schools, or places of worship without the risk of serious injury or death.

While progress has been made since the 2021 Vision Zero Framework Plan, there is still much to be done. The Department of Transportation and Public Works (DTPW) has taken measures such as evaluating new mid-block pedestrian crossings, increasing the attentiveness and awareness of vulnerable road users through bicycle lane treatments, signalization, improved roadway geometry, and adding traffic calming measures in neighborhoods to make streets safer. Additionally, DTPW's ongoing Vision Zero education and outreach efforts are reaching residents of all ages across the County. Despite these efforts, the number of severe and fatal injury crashes remains too high.

In this 2024 Action Plan, we share the steps our Vision Zero Program will take over the next five years to implement the necessary policies and infrastructure improvements on the corridors that will generate the greatest impact toward reducing fatal and serious injury crashes. This Action Plan focuses on creating streets for everyone, ensuring safe sidewalks and bicycle corridors, improving safety around bus stops and stations, and fixing dangerous intersections. DTPW will continue to work with our local, state, and federal partners to ensure that funds are committed to prioritizing safety.

Miami-Dade County is an excellent place for living, working, and playing. DTPW is dedicated to enhancing street safety for all individuals and ensuring that our transportation system provides a secure and sustainable future for our community.

Sincerely,

Eulois Cleckley, Director and CEO, Department of Transportation and Public Works

EXECUTIVE SUMMARY



Vision Zero Program Background

Miami-Dade County's Vision Zero initiative began in 2018 as the Miami-Dade Transportation Planning Organization (TPO) launched the County's first [Vision Zero Plan](#). In 2021, Miami-Dade County Mayor Daniella Levine Cava, and the County Commission, prioritized the [Vision Zero Program](#) and set the goal to end traffic fatalities and serious injuries in Miami-Dade County. With this commitment came the development of the [2021 Vision Zero Framework Plan](#), in collaboration with multiple stakeholders. This plan identified the roadway safety problems in the County, noted contributing factors, calculated crash types by road users and high-risk road features, performed an equity assessment, and outlined priorities and proven safety countermeasures to improve safety at higher risk locations.

County Demographics & Equity Areas

Planning a safe and connected transportation network that serves the access needs of the diverse residents and visitors of Miami-Dade County is paramount. Based on 2021 Census data, Miami-Dade County ranks as the seventh most populous county in the United States, with a population of approximately 2.71 million people. Miami-Dade is also the only Florida county represented within the nation's top 15 largest counties (U.S. Census, 2023). Nearly 70% of Miami-Dade County residents identify as Hispanic or Latino and 20% of the population is under 18 years of age (United States Census Bureau, 2022). The United States Department of Transportation (USDOT) Justice40 Initiative's Equitable Transportation Community (ETC) Explorer illustrates that 62% (1,554) of the 2018-2022 Killed or Seriously Injured (KSI) crashes on county and municipal roads occurred within equity areas (see [Vision Zero Data Update](#) section in the full Vision Zero Action Plan for more information).

62% of KSI crashes
on county & municipal roads
occurred within **EQUITY AREAS**

USDOT Justice40 Initiative's ETC Explorer defines transportation disadvantaged communities based on five factors: (1) Transportation Insecurity (2) Climate and Disaster Risk Burden (3) Environmental Burden (4) Health Vulnerability (5) Social Vulnerability

Non Vehicular Roadway Users



are **DISPROPORTIONALLY** and **ADVERSELY** impacted by traffic safety issues (compared with drivers)

Disproportionate Traffic Safety Impacts

Numerous studies have demonstrated that the most crash-vulnerable roadway users and census tracts show a strong correlation with those considered most disadvantaged through socio-economic and demographic analyses. The Miami-Dade County Vision Zero 2021 Framework Plan identified that geographic locations disproportionately impacted by high-injury road crashes (also called Equity Priority Areas), also were correlated with the highest crash rates, and included areas with higher concentrations of low-income households, zero-vehicle households, and minority (non-white) populations.

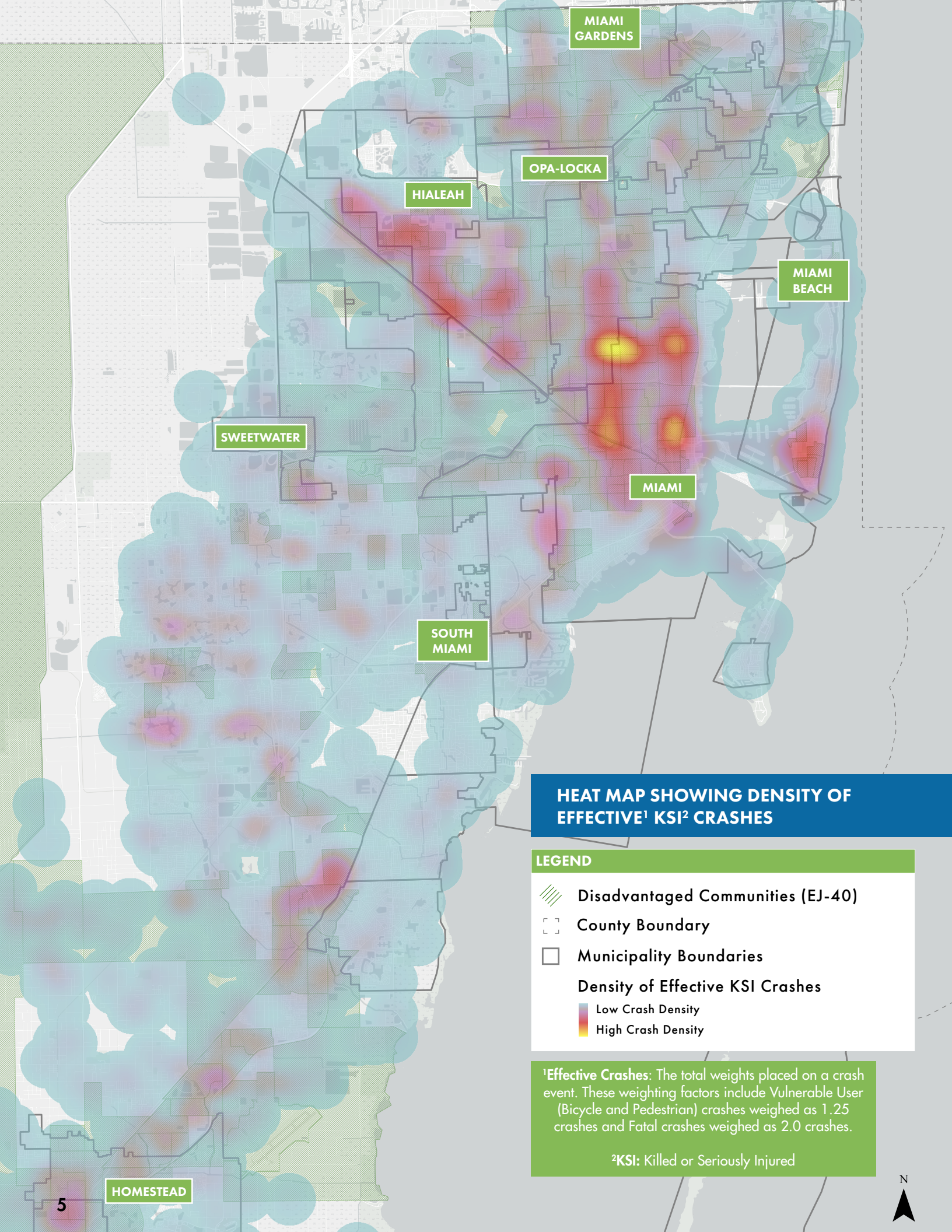
Action Plan Development

This Action Plan was developed in close coordination with a Technical Committee comprised of representatives from DTPW's Construction, Highway Design, Traffic Operations, Transit Infrastructure, Service Planning, and Multimodal Planning, as well as the County's Parks, Recreation and Open Spaces (PROS) Department. The Technical Committee provided valuable feedback on crash scaling factors for developing the High-Injury Network (HIN), Key Performance Indicators (KPIs), and Key Action Commitments (KACs) during plan development. In addition, recognizing the breadth of this plan's geographic scope, the project team hosted two Vision Zero Municipal Workshops and one-on-one meetings with municipalities to better understand their place-specific safety priorities and to collaborate on the Vision Zero messaging. Municipalities were encouraged to share their top three safety priorities based on their own previous or ongoing safety analyses. This feedback is listed in the **Municipal Safety Priorities** section of the full Plan.



Read Full Plan





HEAT MAP SHOWING DENSITY OF
EFFECTIVE¹ KSI² CRASHES

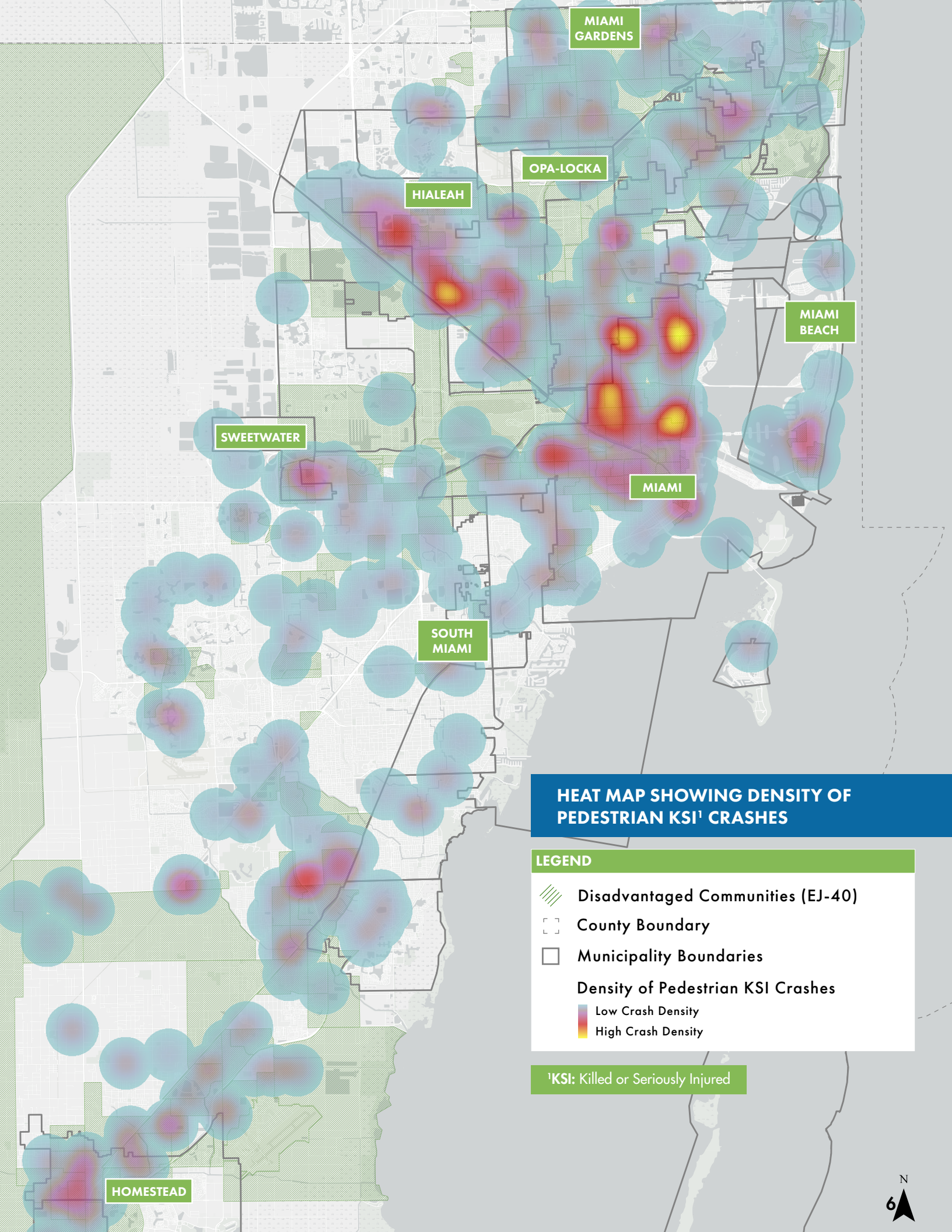
LEGEND

- Disadvantaged Communities (EJ-40)
- County Boundary
- Municipality Boundaries
- Density of Effective KSI Crashes
 - Low Crash Density
 - High Crash Density

¹Effective Crashes: The total weights placed on a crash event. These weighting factors include Vulnerable User (Bicycle and Pedestrian) crashes weighed as 1.25 crashes and Fatal crashes weighed as 2.0 crashes.

²KSI: Killed or Seriously Injured





HEAT MAP SHOWING DENSITY OF PEDESTRIAN KSI¹ CRASHES

LEGEND

 Disadvantaged Communities (EJ-40)

 County Boundary

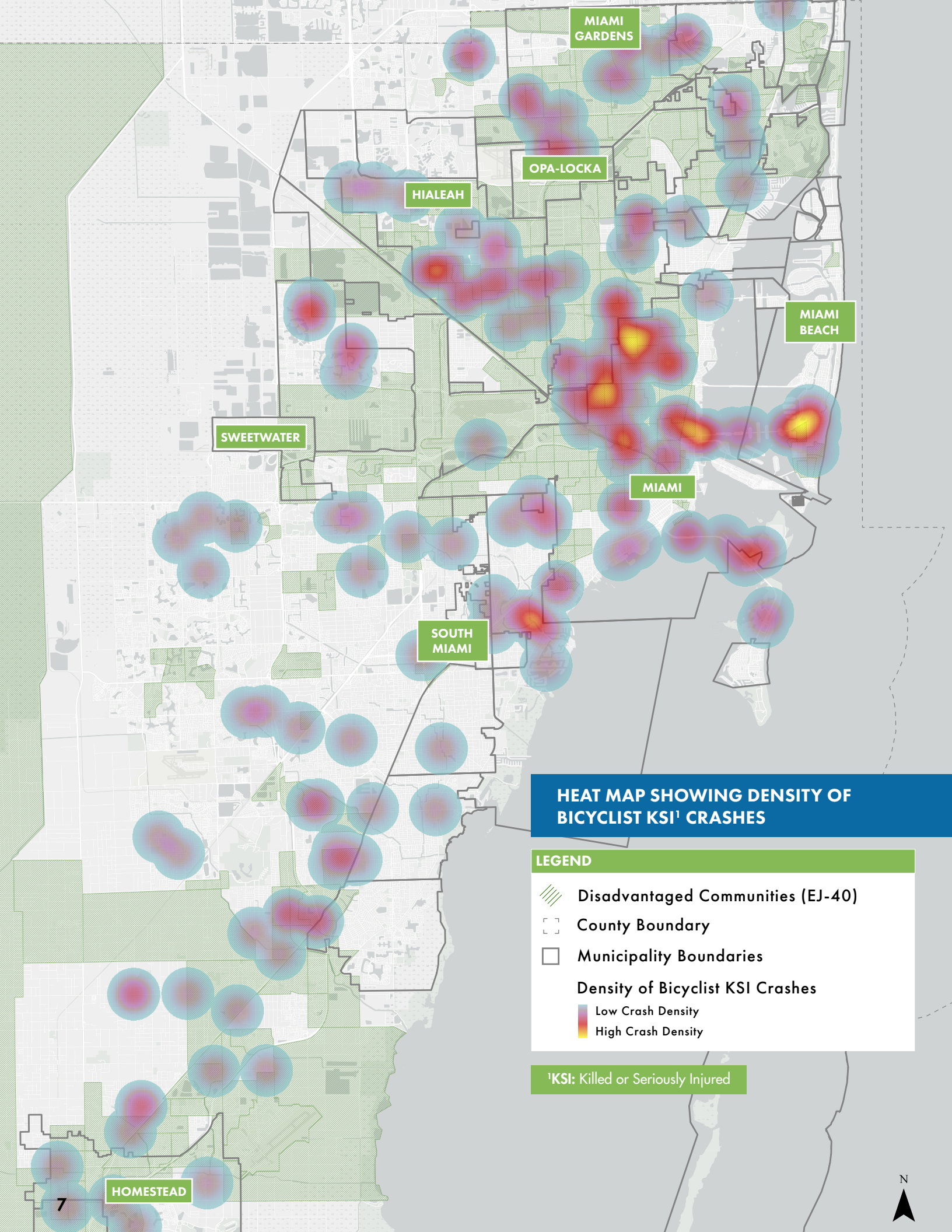
 Municipality Boundaries

Density of Pedestrian KSI Crashes

 Low Crash Density

 High Crash Density

¹KSI: Killed or Seriously Injured



HEAT MAP SHOWING DENSITY OF BICYCLIST KSI¹ CRASHES

LEGEND

 Disadvantaged Communities (EJ-40)

 County Boundary

 Municipality Boundaries

Density of Bicyclist KSI Crashes

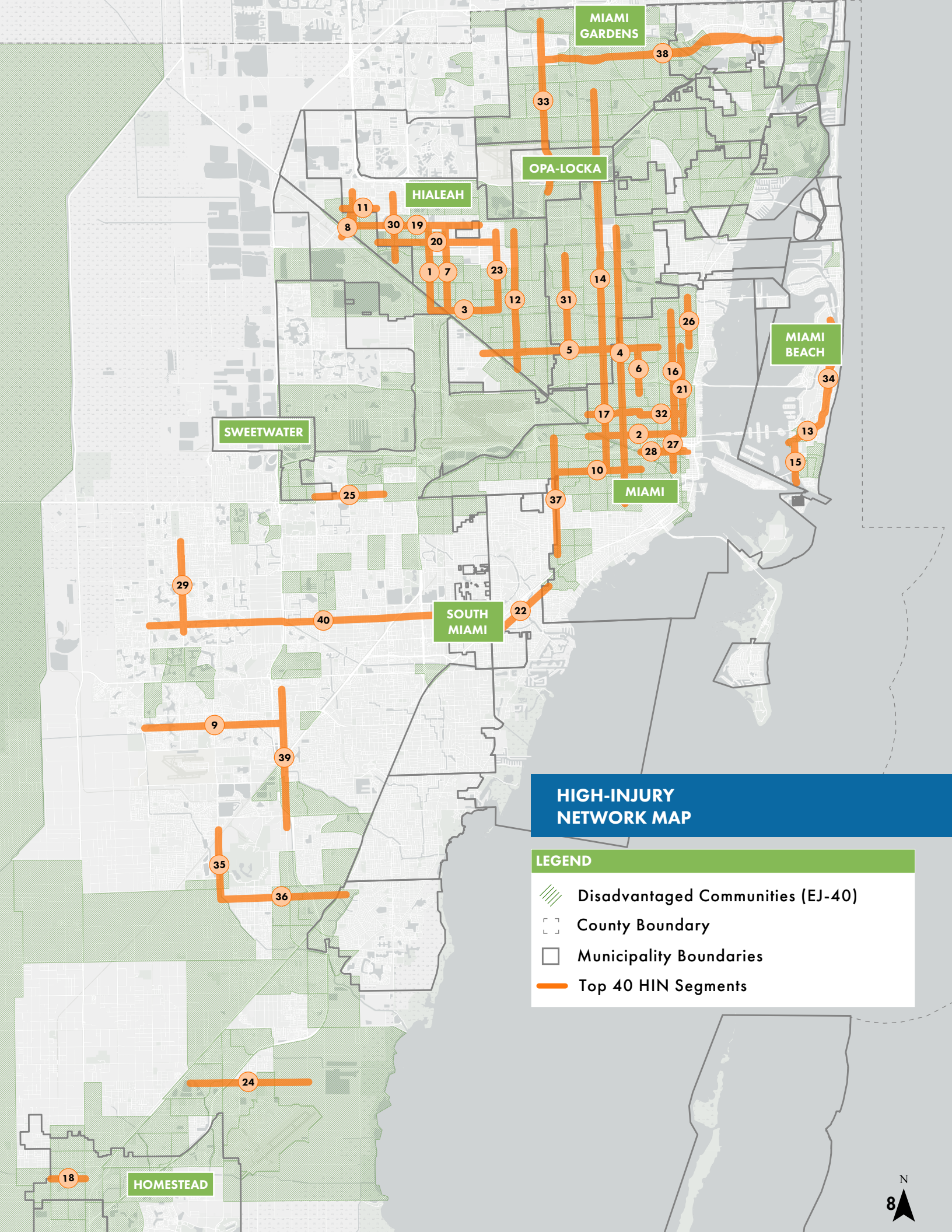
 Low Crash Density

 High Crash Density

¹KSI: Killed or Seriously Injured

HOMESTEAD





HIGH-INJURY NETWORK MAP

LEGEND

- Disadvantaged Communities (EJ-40)
- County Boundary
- Municipality Boundaries
- Top 40 HIN Segments



Summary of Key Action Commitments (KACs) & Key Performance Indicators (KPIs)

Key Action Commitments (KACs): Policy and program driven strategic commitments to advance Vision Zero. **Key Performance Indicators (KPIs):** Trackable indicators for measuring progress towards Vision Zero goals.

KACs and KPIs are critical to tracking the progress and effectiveness of DTPW's Vision Zero initiatives, most importantly, eliminating all traffic fatalities. DTPW's Vision Zero KACs and KPIs were organized into themes (focus areas) to help prioritize related efforts. For further details, see the **Let's Take Action** section of the full Plan.

Table 1: Summary of KACs and KPIs

Type	Strategy	Lead Agency	Implementation Strategy	Commitments//Data Points & Targets
FOCUS AREA 1: Enhance Processes and Collaboration				
KAC	Institutionalize the Vision Zero Program within the County	DTPW	Cultivate internal and external leadership and dedicated funding to create momentum towards achieving program goals.	- Establish a permanent, dedicated funding source for Vision Zero implementation and coordination. - Continue to create a Vision Zero Program with dedicated staff. - Establish Vision Zero Internal Task Force with representatives from Miami-Dade County departments to advance the County's priorities, policies and processes. - Integrate Vision Zero into the County's Project Development Process and Master Plan to ensure Vision Zero efforts are incorporated in every transportation project during planning, engineering, and maintenance.
KPI			Dedicate appropriate staffing and funding to support a robust Vision Zero Program.	- Dedicate \$3 Million per year to the Vision Zero Program, increasing to \$3.5 Million after 2 years, for the next 5 years. 1.5 additional Full-Time Employee (FTE) per year, increasing to 3 FTEs per year after 2 years.
KAC	Coordinate with Key Partners (All 34 Municipalities, Miami-Dade TPO, FDOT, Police, Fire Rescue, Emergency Medical Services, Researches, & Community-based Organizations)	DTPW	Knowing achieving Vision Zero requires regional collaboration, continue to advance safety priorities with key partners.	- Ensure Vision Zero staff are represented at key regional meetings with intergovernmental partners. - Develop a Vision Zero Coalition that meets twice a year and holds quarterly subgroup meetings in accordance with the objectives of the Safe System Approach and similar to FDOT's Pedestrian and Bicycle Safety Coalition.
KPI			Support key partnerships to advance opportunities to coordinate on advancing Vision Zero priorities and addressing safety concerns.	Record and track outcome and priorities from ongoing coordination meetings.
KAC	Ensure Policies and Programs Support Vision Zero	DTPW	Enact policy, legislative, and programmatic changes to improve traffic safety.	- Develop a Vision Zero policy. - Modify County engineering standards to add Complete Streets standards and traffic calming measures. - Integrate "safety moments" into public presentations
KPI			Regularly examine policy and programmatic opportunities to address existing barriers and/or further advance transportation safety objectives.	Number of policy updates instituted annually that support Vision Zero.
KAC	Emphasize Vulnerable Users	DTPW	Knowing that pedestrians, bicyclists, and transit riders are particularly vulnerable to traffic violence, focus policies, programs, and projects on protecting these users.	Adopt a County resolution prioritizing the most vulnerable users in the following order: people walking/accessing transit, people biking and using micro-mobility modes, transit vehicles, and freight and personal vehicles.
KPI			Advance policies, programs and projects which emphasize improving safety outcomes for vulnerable roadway users.	- Number of programmed projects that improve safety, connectivity, and/or access to transit stops, stations, or hubs. - Number of programmed projects that improve non-motorized safety to and from education facilities. - Number of programmed projects that increase dedicated pathways for vulnerable road users or that harden/protect or separate pathways from faster speeds and heavier modes of transportation.
FOCUS AREA 2: Build Safe Streets for Everyone				
KAC	Achieve Safety Wins System-Wide	DTPW	Transportation projects should include the Vision Zero framework from funding prioritization to the project delivery, operations, and maintenance phases.	- Implement signal and/or operational modifications that are proven to reduce serious crashes. - Incorporate the County's goal into every transportation project. - Incorporate safety analysis when retrofitting or modifying existing transportation infrastructure. - Provide template to enhance the process for municipalities applying to install traffic calming treatments (inter-local agreements).
KPI			In addition to targeting improvements on the HIN, the county will advance system-wide changes in accordance with the Safe System Approach.	- Number of KSIs on Miami-Dade County roadway network. - Number of safety projects completed. - Number of grant applications submitted focused on funding Vision Zero or Complete Streets projects.

Summary of Key Action Commitments (KACs) & Key Performance Indicators (KPIs)

Type	Strategy	Lead Agency	Implementation Strategy	Commitments//Data Points & Targets
KAC	Target Improvements on the HIN	DTPW	Knowing that 25% of crashes occur on under one percent of Miami-Dade County's roadways, focus improvements on the HIN.	- Establish process to ensure that Vision Zero mitigations are evaluated and implemented where feasible on projects that fall along the HIN. - Ensure consistent before and after evaluations of safety improvements implemented along the HIN.
KPI			Reduce KSIs on these targeted corridors to achieve measurable progress towards Vision Zero.	- Number of projects on HINs. - Decrease in KSIs in locations where geometric safety treatments have been installed.
KPI	Target Safety Improvements on Local and Collector Roadways	DTPW	Install roadway safety improvements at Top 100 locations.	Implement safety geometric treatments at 10 intersections per year (Phase 1 baseline goal), and 20 intersections per year for Phase 2.
KAC	Focus on Vulnerable Users	DTPW	Focus policies, programs and projects on creating safe, multimodal facilities for all – with added emphasis on vulnerable users.	- Develop multimodal safety countermeasures toolbox. - Install/upgrade pedestrian crossing treatments and lighting, with special emphasis on mid-block crossings, consistent with DTPW standards.
KPI			Achieve zero pedestrian and bicyclist fatalities.	- Number of bicyclist/pedestrian fatalities. - Number of signals adjusted with Leading Pedestrian Interval (LPIs). - Miles of context-sensitive bicycle facilities installed. - Miles of missing sidewalk gaps built.
FOCUS AREA 3: Create Safer Speeds				
KAC	Enforcement	Miami-Dade PD DTPW	Focus enforcement on speeding and related violations on the HIN, in consultation with community members and agency partners.	- Establish policies and funding to support automated speed enforcement for traffic violations, such as running red lights or speeding, to reduce dangerous driving behaviors. - Ensure visible enforcement and communicate this focus transparently to the community.
KPI			Target speed limit enforcement on the HIN.	Number of speeding enforcement campaigns on the HIN.
KAC	Targeted Speed Reduction Improvements	DTPW	Prioritize speed reducing treatments in project development, particularly when on HIN segments.	- Conduct Road Safety Audits on HINs. - Examine HIN to understand which corridors had the greatest speed-related crash events. - Conduct speed reduction analysis on HINs - Percentage decrease in vehicles traveling 5+ MPH over the post speed following installation of improvements. - Installation of speed enforcement tools along HIN.
KPI			Focus speeding-reduction related improvements on the HIN.	
KAC	Speed Limit Evaluation	DTPW FDOT	Work with FDOT and the DTPW Traffic Operations Division (who currently approves speed limit reductions following studies and review processes) to clarify when assessment of posted speed limits is feasible in the context of Vision Zero goals and safety metrics, both on corridor projects and within individual municipalities.	- Perform countywide speed evaluation to explore needed reductions. - Refine and share process with municipalities for reducing the default speed limit in residential neighborhoods from 30MPH to 20MPH consistent with the allowable limits in the Florida Statutes. - Work towards setting a maximum speed limit of 35MPH, reduced from 45MPH, on all appropriate streets classified as arterials and collectors. - Update county policy to utilize the USLIMITS2 software to set speed limits instead of using the 85th percentile speeds.
KPI		DTPW	Posted speeds are context appropriate to area conditions.	- Conduct speed reduction analyses on 5 HINs per year (increasing to 7 HINs per year for Phase 2). - Prioritize speed limit evaluations in Equity Priority Areas (20% of analyses).
FOCUS AREA 4: Promote a Culture of Safety				
KAC	Ongoing Education	DTPW	Conduct Vision Zero engagement throughout the project life cycle.	- Launch Local Community Partners Liaison outreach program with NSC grant funding. - Develop a calendar of outreach events and social media posts that reflect outreach strategy for recurring events such as Back to School season, 100 deadliest days for teen drivers, holiday/major event precautions, Ride of Silence, Parks and Open Spaces events, etc.
KPI			Ensure multilingual Vision Zero outreach is prioritized, with a focus on equity priority areas.	- Number of established community events per year held to educate residents on Vision Zero. 50% percent or more of community events are held in equity priority communities. - Number of partnerships with school and youth related programs, including the YMCA and Boys & Girls Clubs to provide youth-oriented Vision Zero outreach. - Number of events hosted/participated in through the Local Community Partners Liaison Program.

Summary of Key Action Commitments (KACs) & Key Performance Indicators (KPIs)

Type	Strategy	Lead Agency	Implementation Strategy	Commitments//Data Points & Targets
KAC	Vision Zero Messaging	DTPW	Refine package of Vision Zero message materials to ensure consistent adopting and messaging of the Safe System Approach across municipalities.	- Develop branded Vision Zero signage to be installed with Vision Zero infrastructure projects during construction. - Develop standard language regarding Vision Zero and traffic safety for use by all municipalities when interacting with the media and with the public. - Enact a strong public campaign to create a sense of urgency on achieving Vision Zero - Number of impressions/likes/comments/shares on Miami-Dade County's Vision Zero content on social media. - Number of visits and surveys submitted on Miami-Dade County's Vision Zero Social Pinpoint website. - Number of printed and audio Vision Zero campaigns (radio ad, billboards, bus shelter benches, advertisements on transit, etc.).
KPI			Ensure Vision Zero messaging is integrated into safety focused events and outreach across the county (both in person and online).	

FOCUS AREA 5: Improve Data and Be Transparent

KAC	Prioritize Collaboration	DTPW	Broaden the scope of available data behind police incident records to include items such as health related data and transit safety records.	Establish partnerships to analyze transportation-related anonymized data from regional medical facilities to gather more comprehensive information on non KSI and near-misses in the region.
KPI			Achieving Vision Zero is seen as an all-hands-on deck approach to meet collective safety goals.	
KAC	Demonstrate Wins & Areas of Improvement	DTPW	Develop a public-facing annual report to document progress towards achieving program goals (highlighting area KSIs, projects in equity areas, reductions in speed and near-misses, and policy changes).	Distribute Annual Evaluation Report through County website and municipal/community partners.
KPI			The Miami-Dade community celebrates successful projects alongside staff and understands the urgency and partnership needed for continued success moving the needle towards zero traffic fatalities.	
KAC	Measure Progress	DTPW	Conduct before and after evaluation studies to determine the success of installed Vision Zero safety projects.	- Distribute results to municipal partners to inform design of future projects. - Post evaluation studies on website and pair with survey data from area community members in project locations. - Annual number of KSIs on Miami-Dade County roadway network. - Total number of safety projects completed.
KPI			The Miami-Dade County community understands the importance of Vision Zero and why zero traffic fatalities is the only acceptable number	
KAC	Communicate Data Transparently	DTPW	Develop and regularly update a public facing data dashboard to communicate the HINs, Vision Zero events, track progress, etc.	- Use NSC awarded funding to build initial data dashboard. - Share dashboard with internal and external agency partners for use in related planning efforts. - Publish the data on Miami-Dade County's Open Data Hub or another publicly accessible municipal site. - Number of visits to the new data dashboard. - Number of downloads of Vision Zero materials.
KPI			The Miami-Dade community has access to the data they need to understand where safety challenges exist and what/when safety projects are coming to their neighborhood.	