Linked and Livable Miami Summary Report

April 9-13, 2018
Miami, Florida

880cities

Introduction

Miami is a special place with natural beauty and year-round sunshine housing a young, diverse and dynamic population. Those are assets few cities across the world possess. With so much potential, and with the county set to grow by over 50% over the next twenty years, Miami is at a crossroads. Miami can continue to move forward with a 20th century approach to city building, an approach that centers the needs of cars over everything else. Or it can learn from past experiences, recognize the failings of that old approach, and adopt a new 21st century city building model. Linked and Livable Miami was all about identifying Miami's path forward.

About Linked & Livable

Linked and Livable Miami, hosted from April 9-13 2018, was a week long series of events, meetings and keynote speeches about building a healthier, happier, more connected, inclusive and equitable Miami. A partnership between 8 80 Cities and the Miami Downtown Development Authority, it was generously funded by the Knight Foundation. It brought together civic leaders, elected officials, city and county staff, community advocates and business leaders from across the city to start charting a new course for the future of public space in Miami.

Guiding Principles

We at 8 80 Cities has worked in over 300 cities around the world and seen city after city arrive at the very same crossroads Miami now stands at. Congestion, sustainable mobility, equity, public health inequalities, and economic competitiveness are problems cities across the globe are struggling to tackle. The cities who reach that crossroads and turn the page on 20th century thinking are the ones making the biggest strides towards reducing congestion, improving access to economic opportunity, increasing equity and improving levels of public health. If Miami wants to be amongst the best, it needs to compare itself with the best and eliminate any complacency. Over our week in Miami, here are the top four areas Miami needs to focus on if it too wants to turn the page and move forward in a bold new direction:

Walkability, Walkability, Walkability

Birds fly, fish swim, people walk. Every trip begins and ends with walking Miami has everything it needs to be a pedestrian paradise. Fantastic weather, a relatively flat topography and booming funky independent businesses. A connected network of wide, comfortable, shaded sidewalks with benches and bus shelters will give local businesses a leg-up by allowing for patios and lounges. Several initiatives are already under way in Miami that if

implemented properly, will help make the pedestrian paradise a reality.

Complete the Baywalk

The Baywalk should be a national treasure that is completely accessible to all. Completing the Baywalk network is an absolute no-brainer and should be a priority for city and county governments alike.

Walk and Bike to SMART Transit

The SMART Plan must take into account not just the transit corridors themselves, but how residents will get to and from transit stops. Walking and cycling connections to transit stops must be part of the SMART Plan planning process in order to meaningfully reduce levels of congestion. Safe and enjoyable walking and cycling infrastructure should be built now, in advance of SMART plan's implementation. There's no need to wait until it's completion.
This kind of holistic thinking must be applied to SMART Plan, the Baywalk and all other city building initiatives to create a truly people-friendly Miami.

Miami's Own Vision Zero

A Vision Zero approach to Miami's streets that views traffic collisions as preventable occurrences is key. Miami-Dade County is one of the five most deadly counties in the country to walk and ride a bike. A safe pedestrian and cycling environment is about more than mobility, it's a basic human right.

Guiding Principles

Livability is the key to economic vitality

The most talented people in the world can choose to live wherever they want. The cities with the best quality of life are those where people can sleep at home and live outside. High-quality parks and public spaces are the greatest drivers in building a livable city that attracts top talent. That means Miami needs to invest in ensuring every resident has a park within a ten minute walk of their home, and then ensure that those parks are activated with innovative programming for people of all ages. A city that spends its leisure time outside is one that sees local business and new enterprise thrive. Miami needs to take responsibility and create the conditions necessary for residents to live outside 52 weeks of the year.

Be guardian angels

Walkability and livability are not just for the wealthy, middle aged, or able-bodied. The young, the elderly and the economically disadvantaged are the most vulnerable in our society. Decision makers and civic leaders must become guardian angels of these groups and ensure their needs are reflected in all occasions. Creating top-notch parks, sidewalks, bike lanes, plazas, bus stops, bus shelters and clean, safe and reliable public transit is not just about economic opportunity or tourism or even public health. It's about ensuring the most vulnerable amongst us have access to everything they need to enjoy healthy, happy lives.

Guiding Principles

It's urgent!

With the county set to add 1 million new residents over the next twenty years, there is no time to waste. If that is not enough to create a sense of urgency, consider that:

- Florida is the most dangerous state to walk and bike in the country
- Over 1/3 of adults are obese
- 1/3 of children live in poverty

All of these are worse than the national average. Decision makers need to make investments now to accommodate this growth and address these serious health and inequality issues. That means ensuring new development is environmentally, pedestrian and cycling friendly, and well connected to public transit.

Miami has all the active transportation, public transit, and public space master plans it needs. It's time to move for planning to doing. Where things are happening, it needs to happen faster and there needs to be more of it.   The longer Miami waits to make these necessary investments, the more expensive they will become and the wider the gap between haves and have nots will become. It's time to act. Now!■

Immersion Week Schedule
April 9 - 13

MONDAY APRIL 9

- Kick-Off Event, Walk the Baywalk, Presentation to city leaders and urbanists

TUESDAY APRIL 10

- Presentation to Miami-Dade Board of County Commissioners
- Presentation and Workshop to Miami-Dade TPO on First and Last Mile Gaps
- Presentation and Engagement in Little Havana on Live Healthy Little Havana Initiative

WEDNESDAY APRIL 11

- Presentation to Beacon Council on The Role of Linear Parks & Trails in Linking and Maximizing Transit Investments
- Presentation and Panel Discussion with Public Space Champions
- Presentation with Urban Land Institute

THURSDAY APRIL 12

- Presentation to Miami City Commission
- Presentation to AARP
- Presentation and Workshop with The Common Good Initiate in Overtown

FRIDAY APRIL 13

- Presentation to Miami Downtown Develop Authority Executive Committee

Major Themes

Many of the groups identified a lack of pedestrian and cycling friendly infrastructure as the key factor in contributing to dangerous streets and intersections. A general lack of shade, green space, trees and benches were also factors in the unfriendly nature of many of the key transportation corridors the participants analyzed. Participants focused on measures like midblock crossings, separated all ages and abilities cycle tracks, bulbouts, pedestrian islands, and reduction of speed limits as the best tools available to build safer, healthier streets while also filling in the gaps of the first and last mile network to the SMART Plan. The following are some of the most popular programmatic and infrastructure related ideas:

Programmatic Themes:

Pop-up cycle tracks

Pop-up parks & water features

Public art & wayfinding

Community meals & events
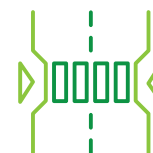
Infrastructure Themes:

Cooling stations, trees & greenery

Protected bike lanes

Pedestrian crossings & connections

Traffic calming

Note: Groups were encouraged to identify gaps in the First and Last Mile Network and develop creative solutions to fill in those gaps and encourage active transportation. In the following activity sheets, notes written by workshop participants are transcribed and edited only for spelling and acronyms in an effort to ensure the ideas and opinions of the participants are accurately represented.

Action Plan for Beach Corridor: Team 1

Proposed Pilot Project	Impact	Who is Involved?	0–12 Month Action Plan
1. Pop-up multi-modal centres, pedestrian crossings, block happening	1. Streets are public places and spaces 2. Diversity of participants	1. City 2. Arts groups 3. Public 4. FDOT 5. DTPW	1. Identify and build champions 2. Get permits 3. Secure supplies 4. Hold events 5. Evaluate
2. Swings and music with a popup bike lane on 17th Ave or Prexel	1. Biking, walking, transit 2. Vehicle count on island to/from island	1. Neighborhood asscoiations 2. Schools 3. Elderly	1. This action will help Overtown be a place where people will take pride of their homes and environment. Less judging, more joying.
3. Pop up hopscotch and park with bike powered snow cone maker	1. Revenue for business	1. Everyone!	

Thoughts & Concerns for Beach Corridor: Team 1

Ideas:
-Enhanced crosswalks with art
-Add bike lanes and facilities
-Use alleyways as pedestrian-only paths
-Build on existing green space and trees to create more shade and comfortable environment

Thoughts & Concerns for Beach Corridor: Team 2

Concerns:
-Bike lanes non-existent, very dangerous
-Green space/parks bisected by drop-off laneway
-Lack of continuity of green space
-Lack of connection between open spaces and lack of programming
-Dangerous crossings
-Lack of pedestrian connections to the commercial spaces
-Lack of bus drop-off areas, buses block traffic
-Lack of pedestrian/bike crossing

Ideas:
-Reduce traffic speeds
-Public benches and community gathering areas
-Kid-friendly play areas
-Water stations

Action Plan for Beach Corridor: Team 2

Proposed Pilot Project	Impact	Who is Involved?	0-12 Month Action Plan
1. Splash park at New World Symphony Park	1. Activating the park 2. Bringing more families to the area	1. Owner of the NWS 2. City of Miami Beach	
2. Traffic calming devices/ improved pedestrian crossways	1. Safer crossings across Washington Ave.	1. City of Miami Beach 2. DOT	
3. Secured, dry parking for bikes (smart docking station) in parking garages	1. Increase use of bikes		

Thoughts & Concerns for Kendall Corridor: Team 1

Concerns:
-Large blocks
-No trees
-Narrow sidewalks
-No benches
-Lack of crosswalks at intersections

Thoughts & Concerns for Kendall Corridor: Team 2

Concerns:
-No midblock crossings
-No access to parks
-No pedestrian refuge
-Big intersections
-No shade
-Narrow sidewalks
-Uninteresting building frontages

Ideas:
-Opportunities for traffic calming
-Cycle tracks
-Secure bike storage
-Pedestrian amenities
-Remove parking

Good things:
-Some residences near commercial businesses
-Bus stops and shelters are present

Action Plan for Kendall Corridor: Team 1

Proposed Pilot Project	Impact	Who is Involved?	0–12 Month Action Plan
1. Pedestrian streets with entertainment, downtown adjacent and with access to public transportation	1. Gathers the public 2. Give transit users an end destination 3. Safe walking environment 4. Support of local businesses	1. Local businesses 2. County/City/FDOT 3. Local entertainment 4. Food trucks	1. Gather support from local business 2. Have them promote it 3. Schedule regular "gatherings"
2. Covered walkways with water stations and paint inside of canopies by local artists	1. Protection from sun and rain encourages walking 2. Stay hydrated in the Miami heat	1. Transportation planner 2. Local artist 3. Companies to donate canopies 4. Local arts school	1. Determine canopy locations 2. Install canopies and mist-ers 3. Commission artwork (administer contest?) 4. Publicize new canopies
3. Pop up hopscotch and park with bike powered snow cone maker	1. Revenue for business	1. Everyone!	

Action Plan for Kendall Corridor: Team 2

Proposed Pilot Project	Impact	Who is Involved?	0–12 Month Action Plan
1. Artistic wayfinding	1. Provide travel info to riders 2. Encourage transit use 3. Enhance public space	1. DTPW 2. City of Miami 3. Artists	1. Identify destinations (Beach, Wynwood) 2. Find artists 3. Design wayfinding 4. Install 5. Track usage and response
2. Flexible/Reduced work schedules	1. Reduce congestion/demand during peak hours 2. Improve morale 3. Incentivise use of transit	1. Employers 2. Employees	1. Identify eligible departments and agencies 2. Develop plan for flex schedules 3. Test and evaluate flex schedule 4. Track with technology
3. All in one bike station: shower, bike parking, repairs	1. Encourage bike ridership 2. Incentivise bicycling	1. MPA 2. Miami DDA 3. Miami-Dade County 4. City of Miami 5. Magic City Bike Collective	1. Secure the space 2. Get equipment 3. Identify management 4. Provide programming

Thoughts & Concerns for North Corridor: Team 1

Concerns:
-Lack of midblock crossings
-Lack of painted crosswalks
-Lack of sidewalks in some areas

Good things:
-Stretches of street with sidewalks and properly marked crossings

Thoughts & Concerns for North Corridor: Team 2

Concerns:
-Lacks of sidewalks
-Lack of crosswalks

Good things:
-Medians half way through the intersection for pedestrians
-Some painted crosswalks

Action Plan for North Corridor: Team 1

Proposed Pilot Project	Impact	Who is Involved?	0–12 Month Action Plan
1. Buffered bike lanes with planters	1. Bike safety 2. Health 3. Increase travel options	1. Government 2. Cities 3. Communities	1. Proposals to cities, government, officials
2. Senior communities "Next Door" type website - that promise ride sharing and connectivity	1. Impact everyone	1. Community adoption	1. Community outreach and implementation
3. Connecting the bus transit app to the electric bike apps available	1. Multi-modal connectivity	1. Transit agency 2. Biking groups	1. Transit proposal to bike sharing companies

Thoughts & Concerns for Northeast Corridor: Team 1

Concerns:

-Lots of hard space and parking

-Unsafe rail line crossings

-Unfriendly pedestrian environment

-Lack of midblock crossings

Good things:

-The river walk and the park along the river

Ideas:

-Turning parking lots into farmers market and other activations

-Add retail to commuter rail station

-Remove vehicular lanes along the river and turn them into multi-use paths

-Bike stations and bike paths

-Activates parks space with community events and street festivals

-Create a paddle wheel park on the river

-Add shade, trees and benches

-Rail lines could be turned into bike paths

-Kids activities at transit station

Action Plan for Northeast Corridor: Team 1

Proposed Pilot Project	Impact	Who is Involved?	0–12 Month Action Plan
1. Bike stations at transit station with high ridership	1. Give people the option to ride a bike for the first/last mile 2. Distribute bikes at high density residential or dense employment areas	1. Government entity 2. Community 3. Transit 4. Rideshare company	1. Identify destinations (Beach, Wynwood) 2. Find artists 3. Design wayfinding 4. Install 5. Track usage and response
2. Reduce vehicular travel lanes from 12-10 and reuse space for multi-use pathways	1. Reduces speed 2. Safer for pedestrian and bikes 3. Low conflict intersections	1. County/local government 2. Community	

Thoughts & Concerns for South Dade Corridor: Team 1

Ideas:

-Lower vehicular speeds on side streets

-Pedestrian lighting on side streets

-Removal of parking on major streets

-Mid block crossings on major streets

-Wider sidewalks on major streets

-Remove right turn channels for bulb outs

Thoughts & Concerns for South Dade Corridor: Team 2

Concerns:

-Overabundance of parking

-Under-utilized space

-Lack of midblock crossings

-Lack of trees

Ideas:

-Add more traffic signals

-Widen the sidewalks

Action Plan for South Dade Corridor: Team 1

Proposed Pilot Project	Impact	Who is Involved?	0–12 Month Action Plan
1. Community connectivity trolley	1. Engaging different neighborhoods 2. Experience various dimensions of Miami 3. Ease of transition from one community to the next 4. Less vehicles/decrease traffic and congestion	1. Various city trolleys	
2. Dinner on the block	1. Evening ambiance with neighbors	1. Residents	

Action Plan for South Dade Corridor: Team 2

Proposed Pilot Project	Impact	Who is Involved?	0–12 Month Action Plan
1. NE 2nd/4th Ave Bike Lanes, lower speed limit, add planters to protect wide bike lanes	1. Improve safety 2. Shift people from driving to bike riding	1. County public works 2. City of Miami 3. Community	1. Prepare presentation 2. Collect data 3. Talk to stakeholders 4. Use social media 5. Use all types of media to reach all generations
2. Add crosswalk noses into intersections	1. Improve pedestrian safety 2. Slow turning vehicles 3. Reduce crosswalk enroachment	1. County public works 2. Omni CRA	1. Design 2. Build all walks in Omni CRA
3. Pop-up park at PnR lot and include water feature for cooling kids		1. Misting tents/paths 2. Complete streets 3. Covered walkways	

Thoughts & Concerns for Beach/Northeast Corridor: Team 1

Concerns:

-No mixed uses

-Lack of bike parking

-No midblock crossings

Ideas:

-Add crosswalks

-Add wide sidewalks along the length of the corridor with bike paths

-Reduce utility strip and add bike lanes

-Add bulb outs to reduce crossing times

-Add landscaping and shade with trees

-Make some streets one way

Thoughts & Concern for East-West Corridor: Team 1

Concerns:
-Lack of sidewalks
-Huge parking lots
-No sidewalk connectivity, sidewalks don't connect
-Car-oriented land uses
-High speeds due to overly wide corridors
-No rapid bus transit
-No bike lanes
-Under-utilized blank spaces
-Cars parked on sidewalks
-No destinations to walk to
-No bus stop shelters or shade

Good things:
-Crosswalks exists in some places
-Some street trees
-One median halfway through the street for pedestrians

Thoughts & Concerns for East-West Corridor: Team 2

Ideas:
-Make NW 8th Ave into a complete street with roundabouts instead of intersections
-Use rail corridor as place for biking and walking

Brainstorm Ideas

-Bike sharing program (electric)
-Develop an app that connects bikes to sharing locations and the bus system
-Pop-up concerts
-Painted intersections as art
-Planters as buffers for separated bike lanes
-Art at bus shelters
-Pocket parks along major corridors
-Oasis stations along designated bike routes
-Play streets
-Public space improvements as part of any new development
-Crosswalk bulbouts
-Move parking to outside of bike lanes as buffer
-Build mountain in Omni Park
-Outside entertainment with pedestrian only streets
-Senior appropriate exercise equipment in parks
-Bus wayfinding
-Pedestrian wayfinding
-Parking lots into parks
-Mini dog parks
-Telecommuting
-Urban butterfly gardens

-Swing set parklets
-Protected bike lanes
-Murals
-Pop-up beaches
-Ciclovia or Open Streets
-Parklets
-Solar power tables
-Shade structures
-Bus shelters
-Solar trees
-Pop-up art
-Zebra crossings
-3D pedestrian crossings and painting

Little Havana
Engagement Results

Survey Results

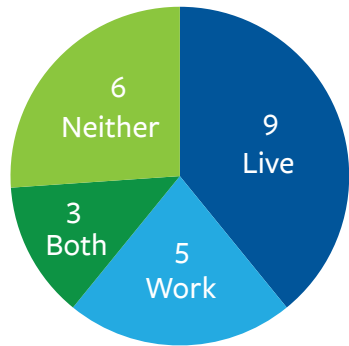8 80 Cities, in partnership with Urban Health Partnerships, hosted an evening pop-up engagement event in Henderson Park in Little Havana, with music, food, and games. We were looking to the community to tell us what kinds of improvements they'd like to see in the park, and how the streets, sidewalks, and intersections leading to the park can be made safer and more people friendly. This is what we heard:

32 attended the workshop
24 participated in the survey

Do you live or work in Little Havana?

6 Neither
9 Live
3 Both
5 Work

How old are you?

0-18 y/o 0
Older adults 2
8 36-55 y/o
12 18-35 y/o
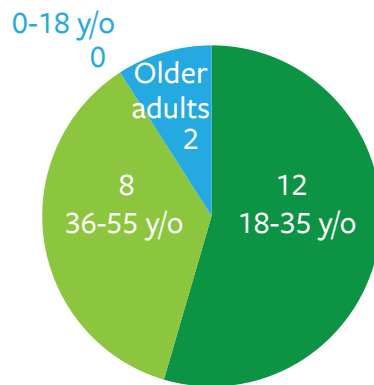
I identify my ethnicity as...

Black/ African 1
6 Caucasian
17 Hispanic
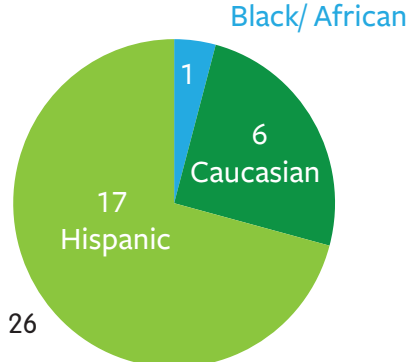
How often do you bike or walk in this area?

More than 5x a week 4
6 1x a week
6 3-4x a week
2 2x a week
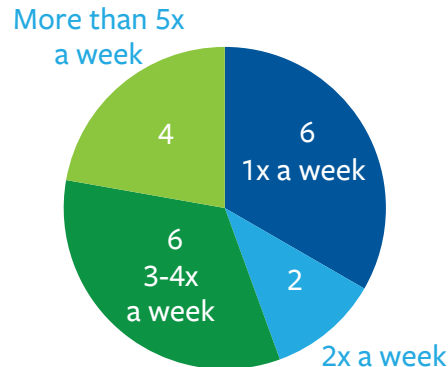
Survey Questions	SA	A	N	D	SD
The meeting was planned at a convenient location	15	6	2	0	0
I feel that the material was presented in a way that was easy to understand	14	5	3	0	1
The meeting was planned at a convenient time	14	6	2	1	0
I feel like my ideas were heard in the workshop	13	5	3	0	0
I feel like this meeting was effective in engaging the Little Havana community	11	10	1	1	0
I feel like my participation was important to the process	9	10	3	0	0
I feel that voicing my opinion and advocating for change in Little Havana makes a difference	9	11	2	1	0
There are some barriers to walking in the community	8	8	3	0	0
There are some barriers to bicycling in the community	8	7	3	1	0
I feel confident that government agencies will improve Little Havana	1	7	6	5	0
I feel safe when walking in the area	1	6	7	7	0
I feel safe when bicycling in the area	1	2	7	10	1

Note: SA = Strongly Agree; A = Agree; N = Neutral; D = Disagree; SD = Strongly Disagree

Survey Comments

"I would love to see more "family focused" opportunities at the park.
Activities that would get kids, parents, and grandparents involved together.
Thank you for all you are doing for the community"

"Improve all of the parks in LH so that families can have options to go enjoy with their children"

"We need more light on the soccer field"

"Have a place for rollerblades, skateboards and bicycles"

"Construction nearby needs to end!
Please, do not start any work, Flagler and first street are done.
Any bike infrastructure. Bike racks should be protected from rain and inside the park to discourage bike thieves"

"Bathroom hours need improvement"

"Exercise machines"

"Need to understand when construction on 12th will be finished. Need more trees to shade sidewalks"

"From listening to people, the city needs to connect more with residents. Not enough people came! Get in touch with your residents, go where they go and speak their culture and language"

"Where is the Director of the park? Why did not he come to listen to the community?"

"Grants + Support to local organizations. Community members working on solutions!"

"I work at the Community Clinic for low-income people. Free primary doctors."

Survey Comments

List of things young residents are looking for (15 to 20 years old):

-Better basketball courts and new rims

-More soccer fields and community teams

-Sport teams at park

-Rooftop on a court when it rains

-Baseball field

-Wi-fi

-Electrical plugs

-Longer hours during the week and week-ends (10 pm)

-Change water fountains (people got sick)

-Teens said things "do not change here," "nobody listens to us."

-They do not feel safe

Urban Land Institute Feedback

Top Low-Cost High-Impact Ideas for Miami

1. Stricter standards for obtaining driver's license and more education about relationship with cyclists and pedestrians
2. Everyone takes one trip a week that they normally drive and instead they walk, ride a bike, or use transit
3. Painting crosswalks and bike lanes like they did at the Venetian
4. Close main streets at night for festivals and pedestrians
5. Offer tax credits to developers to turn vacant land into parks
6. Free membership for CityBike
7. Remove minimum parking requirements from zoning codes
8. Local hiring practices and brining the community into design process
9. Car-free days at least once a month
10. Promote carpooling
11. Install bike lane to places where people actually want to go

Overtown Workshop Results

Major Themes

The ideas proposed and explored in the workshop were quite diverse, but several key over-arching themes did emerge. Workshop participants, particularly community youth, wanted to ensure the most vulnerable members of the community, particular those experience homelessness, were connected to resources and provided a helping hand. Additionally, many participants recognized the need for community spaces for youth to gather, learn, and participate in recreational and job-training opportunities. There was a strong desire to bring the warmth, beauty and loving nature of Overtown's peoples out onto the street and build a public realm that reflects those qualities back to the community. The City, County, schools, youth, parents and businesses leaders were identified as the main stakeholders that can play important roles in building on Overtown's existing assets. They following are some of the most common ideas related to public space, services, and safety:

Public Space:

Street and sidewalk beautification

More parks and playgrounds

Greater greenery

Services:

Resources for youth

Resources for those experiencing homelessness

Resources for local businesses

Safety:

Better lighting

Ban guns

Note: Groups were encouraged to identify issues in Overtown's public realm and develop creative solutions to address those issues. In the following activity sheets, notes written by workshop participants are transcribed and edited only for spelling and acronyms in an effort to ensure the ideas and opinions of the participants are accurately represented.

Action Plan: Team 1

Proposed Pilot Project	Impact	Who is Involved?	0–12 Month Action Plan
1. More parks & playgrounds	1. More business	1. Mayor 2. Town leaders	1. 7-8 months
2. Provide more shelters & refuge	1. There would be less homeless people	1. The community 2. Government	1. 12 months
3. Provide more afterschool programs for youth	1. Kids and teens would have educational places to attend afterschool & year-round	1. Government 2. Parents 3. Youth	1. 0-12 months

Action Plan: Team 2

Proposed Pilot Project	Impact	Who is Involved?	0-12 Month Action Plan
1. Community Garden	1. Brings more beauty to Overtown	1. Sponsors 2. Elected Officials 3. Community	1. Every other Saturday, plant flowers and plants in parts of Overtown
2. Clean up the streets & add more street lights	1. Making it safer for youth to make Overtown home 2. Make Overtown more inviting	1. The community 2. Government	1. In groups, go through the city and clean up 2. Emphasize the importance of keeping the city clean 3. Add brighter lights for pedestrians
3. More resources for homeless and people recently released from jail	1. Give those who have had a rough time a second chance at being successful	1. The Government 2. Parents 3. Youth	1. Monthly meetings with affected people and ways the community and city officials can assist them for the better

Action Plan: Team 3

Proposed Pilot Project	Impact	Who is Involved?	0–12 Month Action Plan
1. Build more parks for kids	1. The kids are more active, into activities instead of turning to the streets	1. Board members 2. The entire community	1. We will have more parks all over to help slow down the killings
2. Build more after school camps	1. Keep teenagers busy	1. Adults 2. Teenagers	1. Over the course of 0-12 months we will hear everyones opinion and change for the better
3. More basketball gyms	1. There will be happiness	1. Alonzo Mourning 2. The entire community	1. Initiate building process for basketball gyms for parks that don't have any
4. Ban guns	1. Death rates will decrease and no more shootings	1. Everyone	1. 10-12 months

Action Plan: Team 4

Proposed Pilot Project	Impact	Who is Involved?	0–12 Month Action Plan
1. Street and sidewalk beautification	1. Residents 2. Governments (CRA) 3. Local schools 4. Local non-profits	1. Board members 2. The entire community	1. Neighborhood clean-up day (blue shorts) 2. Local artists and supplies (present to government) 3. Activate and Market! 4. Create pilot project
2. Overtown transportation Rail "Main Street"	1. Keep teenagers busy	1. Adults 2. Teenagers	1. Over the course of 0-12 months we will hear everyones opinion and change for the better
3. Small business Saturdays			

Action Plan: Team 5

Proposed Pilot Project	Impact	Who is Involved?	0-12 Month Action Plan
1. State of the art park with a technology center and a food bank program	1. Teach youth about technology 2. Create a safe haven		
2. Trades for kids and families and single moms when they're transitioning locations, homes, businesses. Organize workshops to teach them what to do to have a succesful transition.	1. Better the community and have role models in place	1. Local community organizations 2. OBRC	1. Develop a plan to get this program in place

Action Plan: Team 6

Proposed Pilot Project	Impact	Who is Involved?	0–12 Month Action Plan
1. Neighborhood beautification: Re-paint library, paint bikes lanes green, paint the former women's jail, better bus stops, more landscaping, better equality with other neighborhoods	1. Community comes together to make change 2. Pride in Overtown increased	1. City of Miami 2. Youth and youth centers 3. Homeless	1. More help means faster resutls. We can better the environment that was forgotten and rebuild Overtown in a new image
2. Landscaping along the RP (Brightline)	1. Overtown pride and equality	1. FDOT 2. Brightline 3. County 4. City 5. Residents	1. This action will help Overtown be a place where people will take pride of their homes and environment. Less judging, more joying.
3. Pop-up market that are free for businesses to participate in	1. Local business and youth	1. Adrian Madriz	1. Ask city for space

Action Plan: Team 7

Proposed Pilot Project	Impact	Who is Involved?	0–12 Month Action Plan
1. Sidewalks, benches, landscaping, trees, shade on benches, maps of area	1. 49% can walk	1. Public	1. 49% if over 55; give the elderly opportunity to walk around the streets - cover holes in sidewalks, create safe crosswalks, add benches to create places for rest 2. Improve sidewalk quality; walkability survey, walk to school day, classroom activity at bus stops 3. Get DDA and Brightline involved in a landscape/ sidewalk initiative to improve what they've overlooked
2. Health for all: Yoga in the Park	1. Quality of life	1. Public	1. Overtown Park community yoga; yoga once or twice a week

Action Plan: Team 7

Proposed Pilot Project	Impact	Who is Involved?	0–12 Month Action Plan
3. Writers places	1. Youth, after school, all community gets to learn, enjoy books, plays, movie scripts	1. Public	1. Civic engagement; interactive way to teach people about government, how, who, what where to be invovled 2. Meeting after school in a writer's house they'd interact with writers and the environment that would motivate creation.

Brainstorm Ideas

-Eat healthier food
-Stop the violence
-Come together as a union
-Help the homeless off the streets
-Make homes for low income families
-Day space for homeless folks
-More parties
-Clean up our broken parts of Overtown
-More homeless shelters
-Separated stand-alone bike lanes
-Community connectivity
-Sidewalks on NW 1st Ave
-Walkway/bikeway over RR
-More street lights
-Freeze taxes for homeowners in Overtown
(protection against gentrification)
-Community land trust
-Pop-up engagement workshops
-Gas company held accountable for leaks
-Free swim days at Gibson Pool for Overtown
residents
-Farmers Market
-Video games for education
-Ban guns
-Change gun laws to 30+ and up
-Community garden
-Host shows to raise money to send
students to college forms for the summer
(educational experience)
-More street lights

-More jobs for minorities
-Cleaner streets
-More after school programs
-More playgrounds
-More activities for kids
-Provide more shelters
-Clean Overtown every other day
-Clean Overtown
-Give free food to homeless people
-Monthly town meetings
-Protests in Overtown
-Community meetings with kids and teens to
talk about violence
-Put guns down and pick up bikes
-Pop-up concerts
-Community BBQs
-Better housing
-Trades for kids
-Programs for families that are relocating
-Better road maintenance
-More programs for kids
-State of the art park
-Community wide food bank
-Technology center
-Less homeless on the street
-More tech in school
-Community BBQs
-Outdoor movie nights
-Community reading days for kids and elderly
-Potluck quarterly meals for small businesses

-Get-up and Move days
-Crosswalks for safer travels
-Increase city's knowledge of healthier
food options
-Farming community venture
-Affordable transportation
-Beautify city streets and buildings
-Stop teen pregnancy
-More jobs that are easy to get
-Microtransit to get people to and
from Metrorail
-Micro loans for local entrepreneurs
-Small business Saturdays
-Street and sidewalk beautification
-Outdoor jazz
-School of the week shout out
-Invite other communities to come
get to know Overtown
-Increase access to health care
-Ride sharing
-Gyms and fitness
-Food pantry
-Legal services

8 80 Diagnostic (Beta) Results

8 80 Diagnostic (beta) Results

The 8 80 Diagnostic is a evaluation tool being developed by 8 80 Cities. It seeks to answer a very simple question: How well does my city perform for an 8 year old and an 80 year old? To answer this question, we have assembled a list of 136 metrics based on international best practices. These metrics assess a city based on three key areas. We call them the three rights:

The Right to Participate

Every resident has the right to participate in the political process. Everyone has a voice that deserves to be heard in city building initiatives. Too often, the voices of the most vulnerable, i.e. children, older adults, lower income and visible minority residents, are dismissed or altogether absent from civic initiatives. 8 80 neighbourhoods are ones where residents can actively participate in shaping their urban environment and can collaborate on city building initiatives.

The Right to Mobility

The movement of people in a city is an essential aspect of modern life. Too often, urban transportation is planned with only a few types of users in mind. Cities that prioritize the movement of cars over the movement of people disproportionately limit independent mobility for children, older adults, and low income residents. Unless you believe only people who have a car have the right to mobility, the simple act of walking or riding their bike to school, visiting the local park or library or doing a few groceries should not have to require the use of a car. Safe walking and bicycling infrastructure, and accessible, convenient and reliable public transit are key elements of an 8 80 neighbourhood.

The Right to Public Space

Public spaces are where cities come alive. When well-designed and supported, they invite people of all ages, abilities and socioeconomic backgrounds to use them and participate in public life. Parks and green spaces are the critical means for urban residents to interact and connect with nature. Parks and public spaces are not a 'nice-to-have' but are a necessary component of any inclusive, healthy, 8 80 community.

How does the Diagnostic work?

It's a three step process:

The Scan

During this first phase 8 80 Cities scans and analyzes existing data and policy documents to help us answer the key metrics for each of the three categories (right to mobility, right to public space, right to participate). This is a kind of high-level health check-up on your community, that points to potential problematic symptoms that need further investigation.

The Diagnosis

The Diagnosis phase is where we start to diagnose the specific problems, challenges and opportunities when it comes to affirming the right to mobility, public space and to participate. This is work is done directly in the community using a mix of methods, collecting primary data, with specific survey and mobility and public space audit tools as well as engaging directly with community members to improve understanding and address barriers.

The Prescription

After we've diagnosed the problem, we write your community prescription. This includes a list of recommendations on what you need to improve your performance on the three categories. This phase may also include tactical public space interventions and pilot projects that put the prescriptions in action.

For Linked and Livable Miami, 8 80 Cities tested out a scaled down version of the Scan and Diagnosis steps. For the Scan, we looked at 30 different metrics for Miami and Miami-Dade County, and compared them to three bench-mark cities: New York, Copenhagen, and Melbourne. For the Diagnostic, we selected three streets and two parks in the Miami Downtown Development Authorities' catchment area. They are:

Streets
- **SE 1st Street, between Biscayne Blvd and South Miami Ave**
- **NE1st Street, between Biscayne Blvd and North Miami Ave**
- **NW2nd Avenue, between Flager St and NW 5th St**

Parks
- **Southside Park**
- **Museum park**

These locations were chosen as they reflect a balance between neighborhood scale parks and city-wide parks, commercials streets and institutional streets. SE 1st street was selected because it is the site of pilot project instituted by the Miami DDA with bike lanes and bus priority lanes. Each site was surveyed twice over two different weekdays. The data gathered is not meant to act as a definitive analysis of the public spaces in question, but rather provide a snapshot of how the space is functioning and who it is functioning for at these specific times.
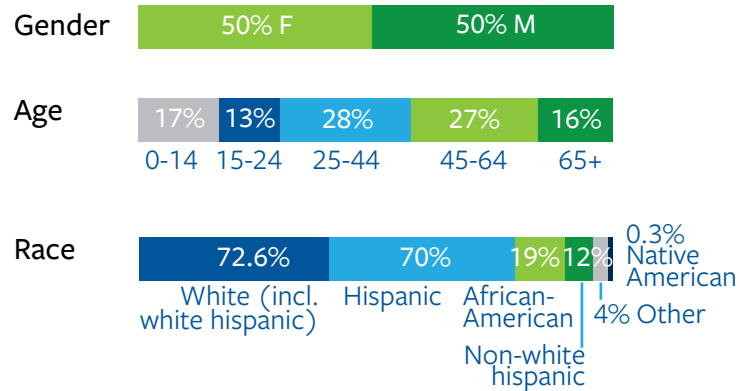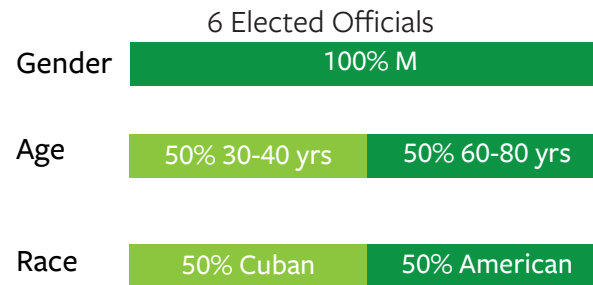
The Scan

The Right to Participate

	City of Miami	Miami-Dade County

Gender/ age/ racial representativeness of elected officials

City of Miami — 6 Elected Officials

- Gender: 100% M
- Age: 50% 30-40 yrs | 50% 60-80 yrs
- Race: 50% Cuban | 50% American

Miami-Dade County — 14 elected officials

- Gender: 36% F | 64% M
- Age: 7% Above 70 yrs | 57% 60-70 yrs | 36% Below 60 yrs
- Race: 7% Haitian | 21% African-American | 36% American | 36% Cuban

Gender/ age/ racial demographics of the population overall

City of Miami

- Gender: 50% F | 50% M
- Age: 17% 0-14 | 13% 15-24 | 28% 25-44 | 27% 45-64 | 16% 65+
- Race: 72.6% White (incl. white hispanic) | 70% Hispanic | 19% Non-white hispanic | 12% African-American | 0.3% Native American | 4% Other

Miami-Dade County

- Gender: 52% F | 48% M
- Age: 22% 0-17 | 10% 18-24 | 29% 25-44 | 26% 45-64 | 15% 65+
- Race: 74% White (incl white hispanic) | 65% Hispanic | 17% African-American | 0.2% Native American | 6% Other

The Right to Participate

	City of Miami	Miami-Dade County	City of New York	City of Copenhagen	City of Melbourne
Level of income inequality in your city, as measured by the Gini coefficient? *This measure represents the income distribution of a nation's (or region's) resident. A coefficient of zero expresses perfect eqaulity, while a coefficient of 1 expresses maximal inequality.*	0.58 (2015)	0.54 (2015)	0.55 USA: 0.486 (2016)	0.28 (2014)	0.40 (State of Victoria, 2011)
Child poverty rate	34.4%	30%	20.4% USA: 15.6%	5% (2010)	17.4% Australia National Average: (2016)
Dissimilarity Index: **This** *measures the relative separation or integration of groups across all neighborhoods of a city or metropolitan area. A perctange of 0% expresses perfect integration, while a percentage of 100% expresses maximal separation or exclusion.*	75.8% (2000)	48.74% (2015)	57.04% (2015)	16.0% (2008)	61.0% (2016)

The Right to Participate

	City of Miami	Miami-Dade County	City of New York	City of Copenhagen	City of Melbourne
What % of budget is put toward engagement?	**9%** In the 2017-18 Operating budget, 9% was set aside for Neighborhood Enhancement Teams (liasion between gov and citizens)	**6%** Of the 2015-16 Parks, Rec & Open Spaces Budget, 6% was set aside for planning and development	insufficient data	insufficient data	insufficient data
Is there a child and youth engagement strategy? Are the city strategies age-friendly? Does your municipality/ neighbourhood have youth councils or equivalent?	insufficient data	**No engmt strategy Youth Council: Yes** • No engagement strategy, but The Children's Trust is a gov funded program created to engage with the community and advocate for children and families in Miami-Dade County • Yes, there is a Miami Dade County Youth Commission	**Yes** • Age-friendly NYC city strategy • New York City Youth Council	**Yes** • Child & Youth Mayor & Child & Youth Committee • Child & Youth Administration	**Yes** • Melbourne for All People Strategy 2014-2017 • No youth Council
Is there a senior engagement strategy? Does your municipality/ neighbourhood have elderly councils?	**No** • Miami has a Senior Citizens Advisory board and is part of the Age Friendly Initiative.	**No** • Miami-Dade Age Friendly Initiative but no seniors engagement strategy	**Yes** • Age Friendly NYC & Age Friendly Neighbourhoods Strategy	**No** • Elderly Council but no senior engagement strategy	**No** • No seniors engagement strategy or elderly council

The Right to Participate

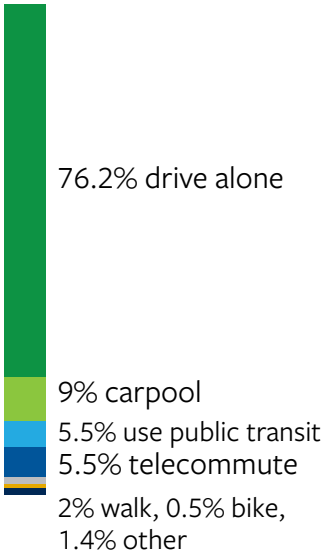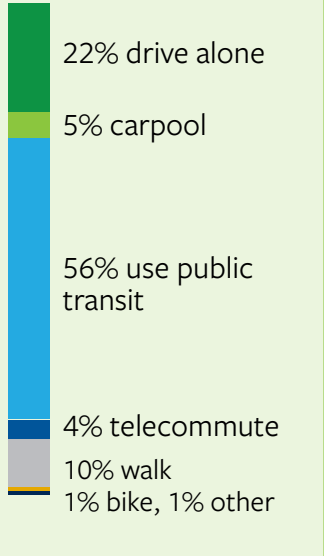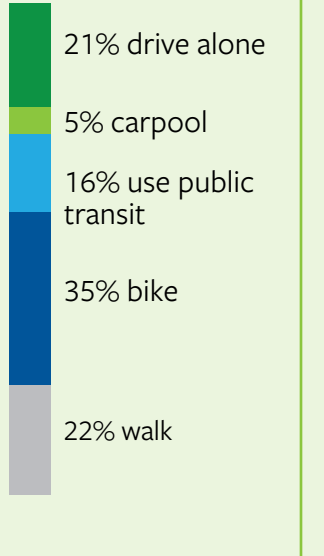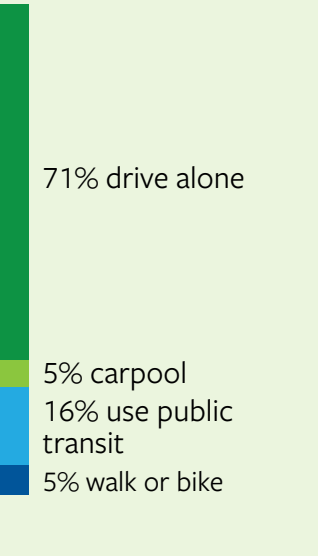|	City of Miami	Miami-Dade County	City of New York	City of Copenhagen	City of Melbourne
What is the average commute time? (total commute time both ways) *This measure is a good indicator of people's participation. Longer commute times suggest less time for people to participate in the community.*	**90 minutes** **35-45 minutes** transit users, drivers	**50.9 minutes** **30.9 minutes** transit users 2015, drivers	**58 minutes** transit users	**38 minutes** overall	**90 minutes** overall

The Right to Mobility

	City of Miami	Miami-Dade County	City of New York	City of Copenhagen	City of Melbourne
What is the modal share? How many people are driving vs. using public transit vs. cycling vs. walking?	insufficient data	76.2% drive alone 9% carpool 5.5% use public transit 5.5% telecommute 2% walk, 0.5% bike, 1.4% other	22% drive alone 5% carpool 56% use public transit 4% telecommute 10% walk 1% bike, 1% other	21% drive alone 5% carpool 16% use public transit 35% bike 22% walk	71% drive alone 5% carpool 16% use public transit 5% walk or bike
What percentage of streets have AAA bike lanes? (AAA bikes lanes are seperated and fully accessible to all ages and abilities)	**22 miles** 13 in construction or design	insufficient data	**20.9 miles** • protected lane miles, and 20 more miles in progress/in development • Adding 75 miles of protected bike lanes as part of Vision Zero	**242 miles**	insufficient data
What is the demographic break-down of people cycling (race, gender, income level, age)	insufficient data	insufficient data	insufficient data	**3% female, 47% male** (2017)	**33% female** (2011)

The Right to Mobility

	City of Miami	Miami-Dade County	City of New York	City of Copenhagen	City of Melbourne
Incidence of cyclist fatality and injury	**47 fatalities 3,591 injuries** (2010-2014)	**17 fatalities 698 injuries** (2016)	**18 fatalities 4,592 injuries** NYC, 2016; USA Avg: 1000 fatalities, 467,000 injuries 2015	**5 fatalities 150 injuries** (2016)	**0.79 crashes per 10,000 cyclists per day** (2012)
What % of children are cycling to school?	**35%** walk or cycle to school (2009)	insufficient data	**13%** (2009)	**45%**	**20%** in the State of Victoria (2017)
What % of the city is within a 10 min walk/1km/0.5mile to transit service?	**21%** (2016)	insufficient data	**77%** (2016)	**50%**	**60%**
Investment/Budget dedicated to building and maintaining public transportation	**0.2%** of budget dedicated to mass transit ($0 towards transportation management?)	**50.6% ($313,092,000)** set aside for public transportation (metro-bus, metromover and metrorail) and includes the management and maintenance of each (2017-18)	**16% ($15.2 bn)** of total budget allocated to transportation as per 2018-2026 Ten Year Capital Strategy	insufficient data	insufficient data

The Right to Mobility

	City of Miami	Miami-Dade County	City of New York	City of Copenhagen	City of Melbourne
What is the demographic breakdown of people taking transit (race, gender, income level, age)	**20% White, 11% Black, 1% Asian and 67% Latino** (2016)	**32% Black, 53.6% Hispanic** **3% under 16, 9% over 65** **31% low-income, 17.6% were slightly above low income** (2012-2014)	**33% white non-hispanic, 29% hispanic, 25% black 8.7% live in poverty** • USA: 70% people of colour- 24% are African-American, 40% are white, 21% have a income below $15,000, 21% have an income over $100,000 • NYC, (2010-2012; USA (2017)	insufficient data	insufficient data
% of residential streets 30km/hour (20mph) or lower	**None** No streets are 20mph or lower, but the City of Miami recently passed resolution lowering all residential streets to 25m/hour	**None** Default is 30m/hour	**None** 800 miles at 25mph (2016) as part of Vision Zero Initiative + Neighbourhood Slow Zones (20pmh) are being implemented	insufficient data	**Piloting 30km/hr** Melbourne-Yarra: pilot project with 30km/h streets for one year
Incidence of pedestrian fatality and injury	insufficient data	**84 fatalities** **1,286 injuries** • fatalities: 0.000031/per capita • injuries: 0.00047/per capita (2016)	**101 fatalities** • fatalities: 0.000012/per capita (2017)	insufficient data	**37 fatalities** • fatalities: 0.0000077/per capita (2017)

The Right to Mobility

	City of Miami	Miami-Dade County	City of New York	City of Copenhagen	City of Melbourne
What % of children are walking to school?	insufficient data	**30%** walk to school, based on 10 selected schools in Miami-Dade County for the Safe Routes to School Infrastructure Plans Study (2015)	**13%** 2001	insufficient data	insufficient data
Is there a parking requirement as part of zoning? What is it? What is the requirement?	**Yes** The city's parking requirement: a min. of 1.5 parking spaces for every residential unit. Exemptions are possible	insufficient data	**Yes** Parking spaces are required for 70% of the dwelling units in R6 districts; 60% in R7-1; 50% in R7-2; and 40% in R8, R9 and R10 districts. In lower density R1 to R4 districts, 100 percent of the dwelling units must be provided with at least one parking space	insufficient data	**Yes** 1 parking space for each residential unit 1-2 bedrooms, 2 parking spaces for each residential unit 3+ bedrooms, 1 visitors parking for every 5 dwellings

The Right to Mobility

	City of Miami	Miami-Dade County	City of New York	City of Copenhagen	City of Melbourne
Are there active transportation policies /strategies?	insufficient data	**Yes** ● The Comprehensive Development Master Plan (CDMP), Complete Streets Guidelines and Active Living Guidelines	**Yes** ● Safer Cycling: Bicycle Ridership and Safety in New York City ● New York City DOT Mobility Strategic Plan	**Yes** ● Better Mobility in Copenhagen 2015-2020 ● Copenhagen Cycle Stategy 2011-2025 ● A Metropolis for people -improve pedestrian traffic	**Yes** ● Transport Strategy 2012 (includes an active transportation strategy)
What is the city's land use plan? Does it encourage mixed-use?	**Miami 21 Zoning** **Encourages mixed use** Encourages mixed use- and land use planning has form-based zoning codes which emphasizes the mixed-use areas. The T4 and T5 Zones encourage mixed-use development in residential areas and the urban core.	**Comprehensive Development Master Plan** **Encourages mixed use**	**ZoLa** **Encourages mixed use** Mixed used districts are encouraged (i.e., commercial, community facility and light industrial) uses are permitted as-of-right.	**Municipal Plan** **Encourages mixed use** Municipal Plan includes the land use plan that encourages mixed use.	**Planning Scheme** **Encourages mixed use** Planning Scheme covers land use planning. There are Mixed Use Zones (MUZ) to allow for a mix of uses, for higher residential densities, encourage development and redevelopment.

The Right to Public Space

	City of Miami	Miami-Dade County	City of New York	City of Copenhagen	City of Melbourne
How much of the city's budget is dedicated for parks?	31.8% ($15 million) of Parks and Rec budget is allocated for operating expenses and of those operating expenses, 16% is allocated specfically for maintenance and repair (2017-18)	**$190,376,000** Parks, Rec & Open Spaces Budget of for 2017-2018 out of total budget of $7,411,706,000	**$487.5 million** Parks and Rec budget, which is less than 1% of the city's total budget	insufficient data	insufficient data
Parks spending per capita	**$53/capita on operating costs $74/capita on capital spending** • $128/capita on total costs for parks (2016)	**$70.69/capita was spent on parks and rec** (2017-2018)	**$145.89/per capita on capital spending ($1.258B $21.57/per capita on operating costs ($186M)**	insufficient data	insufficient data
% of population within a 10 min walk to park or greenspace	**88%** were within unobstructed walking distance to a park (2017)	**48%** live within 10 min walk to a public park (2016)	**79%** can walk to both a small and a large park in under 10 minutes (2015)	**80%** live within a distance of 300 metres to a green area	insufficient data

The Diagnosis

SE 1st Street

Public Space

Tree Canopy

-Some street trees
-Tree canopy coverage inconsistent

Storefronts & Building Facades

-Many blocks have active storefronts
-Some interesting building facades

Seating

-No seating

Weather Accessibility

-Weather protection via building overhangs

Vulnerable Groups

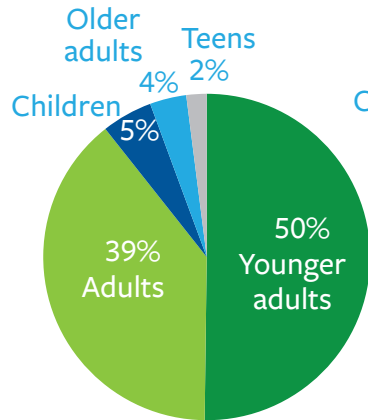-No children outside independently
-Some older adults present

SE 1st Street
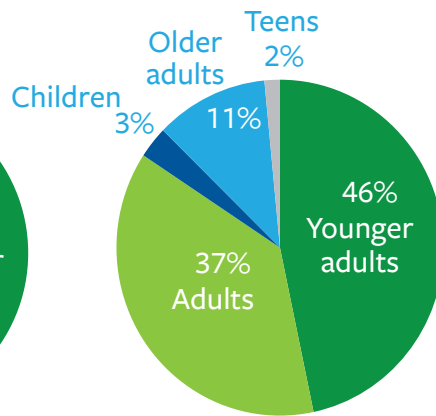
Mobility

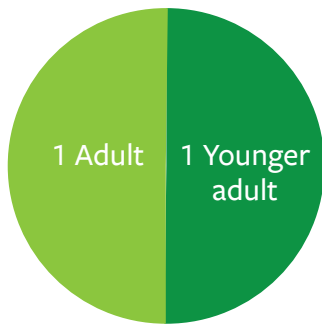**10:30am:**
86 Pedestrian
58 Male, 24 Female

3pm:
128 Pedestrians
68 Male, 60 Female

Older adults 4%
Teens 2%
Children 5%
39% Adults
50% Younger adults

Older adults 11%
Teens 2%
Children 3%
37% Adults
46% Younger adults

10:30am:
2 Cyclists
2 Male

3pm:
12 Cyclists
11 Male, 1 Female
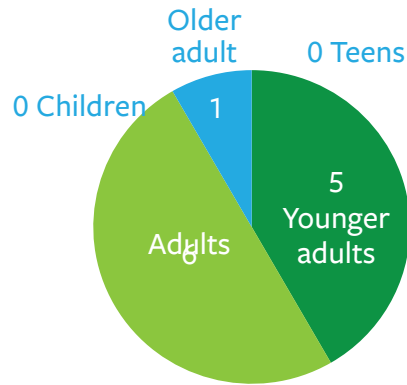
1 Adult
1 Younger adult

0 Children
Older adult 1
0 Teens
Adults 6
5 Younger adults

Sidewalks
- On both sides
- Well-maintained
- 2 people can walk comfortably side by side

Intersections & Crossings
- Pedestrian signals available
- 15 sec to 1 min. length
- Poor accessibility due to:
  - Not enough time to cross (15 seconds is too short for seniors and children)
  - Crossings are not well-marked

Blocks & Right-of-ways
- Blocks 360ft-492ft
- ROW @ Biscayne 46ft
- ROW @ S Miami 34ft

Traffic
- Traffic calming measures present

Bike Infrastructure
- Bike lanes present
- Well-maintained
- Bike parking available

Biking Accessibility
- Bike lanes are not designed for all ages and abilities
- Vehicular traffic trespasses into the bike lanes

Bus Stops
- 4 Stops, 2 with seating, 1 with shelter
- bus info not easy to understand

Frequency of Bus
- Every 30-45 minutes

NE 1st Street

Public Space

Tree Canopy
- Some street trees
- Overall quality low

Storefronts & Building Facades
- Many blocks have active storefronts
- Some poorly maintained
- Building facades are interesting with potential for liveliness

Seating
- Poor seating
- 1 metal bench which is uncomfortable in hot weather

Weather Accessibility
- Weather protection via building overhangs

Vulnerable Groups
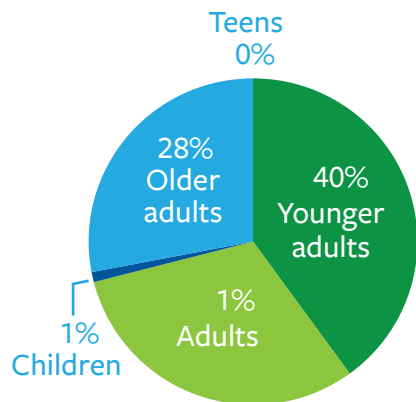- No children outside independently
- Some older adults present

NE 1st Street

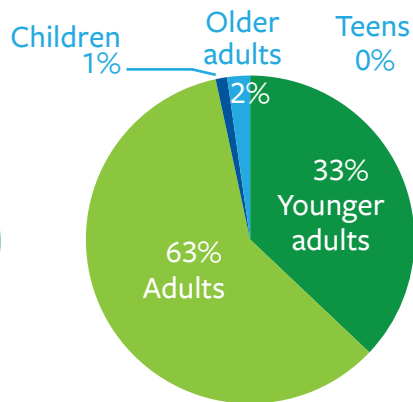## Mobility
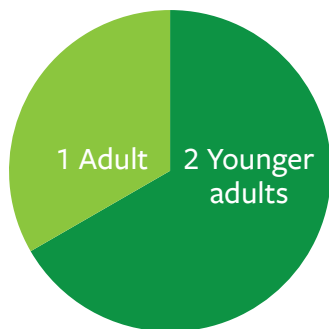
10:15am:
140 Pedestrians
84 Male, 56 Female

Teens 0%
28% Older adults
40% Younger adults
1% Adults
1% Children

2:30pm:
87 Pedestrians
60 Male, 27 Female

Children 1%
Older adults 2%
Teens 0%
33% Younger adults
63% Adults

10:15am:
3 Cyclists
3 Male, 0 Female

1 Adult
2 Younger adults

2:30pm:
2 Cyclists
2 Male, 0 Female

2 Adults

Sidewalks
-On both sides
-Well-maintained
-2 people can walk comfortably side by side

Intersections & Crossings
-Pedestrian signals available
-20 sec to 1 min. length
-Good accessibility due to:
  -Enough time to cross
  -Crossings are well-marked

Blocks & Right-of-ways
-Blocks 213ft-492ft
-ROW average 34ft

Traffic
-Traffic calming measures present
-intersections have bulb-outs

Bike Infrastructure
-None

Biking Accessibility
-None

Bus Stops
-3 Stops, 1 with seating, 0 with shelter
-bus info not easy to understand

Frequency of Bus
-Every 8-10 minutes

NW 2nd Avenue

Public Space

Tree Canopy

-Good coverage with street trees
-Excellent in some areas

Storefronts & Building Facades

-2 storefronts, none active
-Building facades are not interesting

Seating

-Good seating available

Weather Accessibility

-Little to no weather protection

Vulnerable Groups

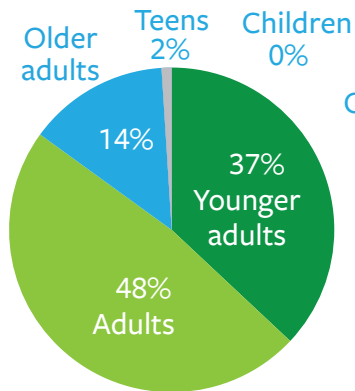-No children outside independently
-Some older adults present

NW 2nd Avenue

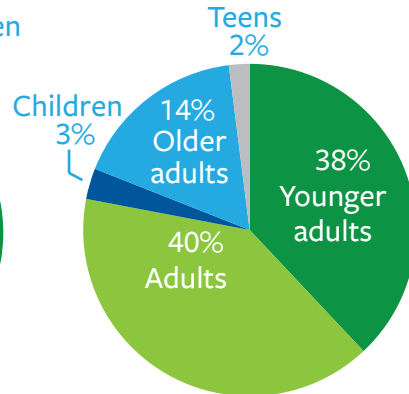## Mobility

10:15am:
71- Pedestrians
39 Male, 33 Female

Older adults 14%
Teens 2%
Children 0%
37% Younger adults
48% Adults

11am:
58 Pedestrians
22 Male, 36 Female

Teens 2%
Children 3%
14% Older adults
40% Adults
38% Younger adults

10:15am:
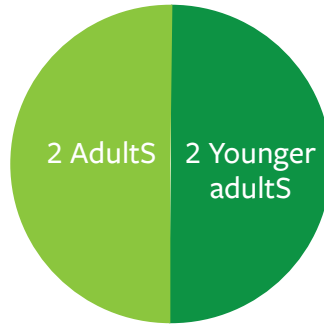**2 Cyclists**
2 Male, 0 Female

2 Adults

11am:
4 Cyclists
4 Male, 0 Female

2 AdultS
2 Younger adultS

Sidewalks
-On both sides
-Well-maintained
-2 people can walk comfortably side by side

Intersections & Crossings
-Pedestrian signals available
-15 sec to 30 sec. length
-Poor accessibility due to:
-Crossings are not well-marked

Blocks & Right-of-ways
-Blocks 79ft- 312ft
-ROW average 39ft

Traffic
-Traffic calming measures not present
-All traffic signage is oriented to cars, not for pedestrians

Bike Infrastructure
-None

Biking Accessibility
-None

Bus Stops
-5 Stops, 5 with seating, 3 with shelter
-bus info not easy to understand

Frequency of Bus
-Info not available

Southside Park

Activities

11:45am:

5 3 **Male**
2 **Female**

3 Adults
2 Children

Their top 3 activities:

1. Sitting 3
2. Walking 1
3. Exercising 1

4:30pm:

18 14 **Male**
4 **Female**

14 Younger adults
2 Adults
1 Older adult
1 Child
0 Teens

Their top 3 activities:

1. Playing sports 5
(basketball)
2. Dog walking 4
3. Playing (active) 4

Public Space

Connectivity
-Access to waterfront not applicable

Weather Accessibility
-No weather protection inside the park
-Shade available only on edges of park

Seating
-Good seating available: 7 park benches

Things to do in the park
-Exercise equipment
-Basketball nets
-Water fountain

Vulnerable Groups
-No children outside independently
-No older adults present

Overall observations:

Entrances to the park are not welcoming. The surrounding fences creates a barrier and makes the park feel boxed in. From a Crime Prevention Through Environmental Design (CPTED) perspective, having only one entrance to the park is extremely dangerous. There is a potential to open up the park to welcome nearby pedestrians to walk through the park.

Museum Park

Activities

11:15am:

27

13 **Male**
13 **Female**

33% Younger adults
30% Adults
19% Older adult
1% Children
1% Teens

Their top 3 activities:

1. Walking **57%**
2. Exercising **32%**
3. Sitting **7%**

5:30pm:

32

18 **Male**
14 **Female**

50% Younger adults
35% Adults
15% Teens
0% Older adults
0% Children

Their top 3 activities:

1. Walking **50%**
2. Exercising **18%**
3. Cycling **18%**
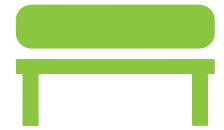
Other: Playing Sports (football) 9%

Public Space

Connectivity

-Poor access to waterfront as the park is difficult for cyclists and pedestrians to access due to Biscayne Boulevard's hostile and unsafe nature

Weather Accessibility

-No weather protection
-No shade

Seating

-No seating in the park itself
-Seating on Baywalk is metal & too hot for sitting

Things to do in the park

-No activity park features

Vulnerable Groups

-No children outside independently
-Some older adults present

Overall observations:

There is a lack of anything to do in the park. The park needs activities and interesting features to make it more inviting. There is security patrolling the park on a regular basis, which makes some vulnerable populations feel unsafe and unwelcome.

Key Themes

In the parks...

Children and older adults barely use the parks

The two vulnerable groups, children 0-12 years old and older adults were the minority population in the parks, an indication that the parks may not be inviting or accommodating towards children and older adults.

Walking, sitting, exercising, playing were the key activities.

The parks provide little shade, no weather protection.

Accessing Museum Park and the waterfront for cyclists and pedestrians is unsafe.

On the streets...

Teens, children and older adults are using the streets the least.

Children 0-12 years old, teenagers and older adults were least seen on the streets of Miami, and no children were seen independently, which indicates the streets are not safe for the 8 and 80 year olds.

There are far more pedestrians than cyclists on the streets of Miami. On many streets, there are no bicycle lanes or paths, which may explain the lack of cyclists.

The sidewalks are generally in good shape.

The sidewalks easily accommodate two people walking side by side. On most sidewalks, minor repairs such as gum removal and removal of barriers such as sidewalk store signs is needed.

Pedestrian signals and crossings are not accessible for all.

Many pedestrian signals do not offer enough time for all ages and abilities to cross safely. Many crossings are not well-marked.

Blocks are typically quite large, making it difficult for pedestrians to safely cross the street. Mid-block connections would resolve this issue while also encouraging cars to slow down, leading to safer streets for cyclists.