COMMUNITY ENGAGEMENT REPORT

Miami-Dade County Safer People, Safer Streets Local Action Team Assessment

COMPLETE STREETS
THE WAY WE ROLL

Table of Contents

Overview

This Community Engagement report has been produced to complement the Safer People, Safer Streets Local Action Team (LAT) Assessment. The engagement process utilized the 2015 Federal Highway Administration's documents, *A Guide to Transportation Decisionmaking* and *Public Involvement Techniques for Transportation Decisionmaking* to formulate the public involvement strategies. The plan assisted in identifying ways to mitigate barriers and enhance the Miami-Dade County's social and built environments to foster a viable transportation system that aims to serve residents and stakeholders of various backgrounds, ages, and abilities. The engagement process intentionally included the general population, elected officials and civic leaders, minorities, low-income communities, older adults, and students in the public involvement plan.

Additionally, the performance-based planning advised in the aforementioned documents guided the planning processes. The public involvement for the local action plan follows the steps in ensuring the LAT's broad vision considers and incorporates the community's views and input. This supplements the materials and data gathered by the LAT to create the plan, which include steps toward making Miami-Dade transportation options safer for all ages, modes, and abilities. This plan will consider the public's input and data collected to evaluate the plan's recommendations and ensure that the components meet the overall goals and vision based on the community's needs and input. The LAT is working with all transportation agencies to incorporate its recommendations into the stakeholders' plans and programs.

The series of public involvement strategies utilized were designed to garner support and obtain feedback on the LAT's proposed recommendations by domain (Table 1) and were divided up into two categories: (1) high-tech, information disseminated via a digital platforms, and (2) high-touch, feedback obtained via one-on-one interactions.

Table 1: Safer People, Safer Streets Domains for Recommendations

#	Domain
1.	**Complete Streets Approach**
2.	**Fix Barriers**
3.	**Gather Data**
4.	**Design Right**
5.	**Create Networks through Maintenance**
6.	**Improve Safety Laws and Regulations**
7.	**Educate and Enforce Proper Road Use**

The www.CompleteStreets.Miami website and its social media arm has been the cornerstone of high-tech tactics. They were created to feature, engage the public, and provide support and real-time updates on the calls to actions for Safer People, Safer Streets and similar projects. A series of high-touch activities were conducted with the general public, elected officials and community leaders, and high-school students. Poster boards detailing the background information and recommendations for each of the Safer People, Safer Streets categories were produced and used to assist in the facilitation of providing information gathering feedback from the various stakeholders. Additional requests for outreach events and presentations have been received and are being considered by the Local Action Team.
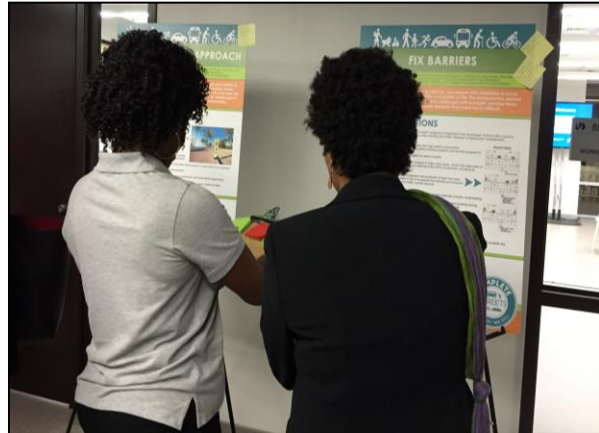
High-Touch Summary

General Public in Downtown Miami

At the co-sponsored public event hosted by the John S. and James L. Knight Foundation and The Miami Foundation, at The Idea Center at Miami Dade College, on Wednesday, January 13, featuring Gabe Klein author of *Start-Up City: Inspiring Private and Public Entrepreneurship, Getting Projects Done & Having Fun,*" more than 100 inputs on the recommendations were received. The participants were a diverse group of adults visiting an event in a Downtown locality during a weekday featuring a national author who supports Complete Streets principals.

Elected and Community Leaders

On January 14, from 8:00-10:30am, an event geared toward elected officials and community leaders committed to a more livable Miami-Dade through realization of healthier, safe streets accommodating all modes, ages and abilities was held. Featured speaker Gabe Klein, brought to the event by the generosity of the James S. and James L. Knight Foundation and The Miami Foundation, presented his experience

transforming the transportation culture in two major metropolitan areas. He moderated a discussion with community leaders on steps to realize Miami-Dade Mayor Carlos Gimenez's Safer People, Safer Streets Action Plan. Panelists included: Vice Chair Esteban Bovo, Miami-Dade County Commissioner Dennis C. Moss, Miami Beach City Manager Jimmy Morales, City of Miami Gardens Police Chief Antonio Brooklen, Metropolitan Planning Organization Executive Director Aileen Boucle, and University of Miami Department of Public Health Sciences Chair José Szapocznik, Ph.D. More than 70 participants joined for breakfast and had the opportunity to provide input on the Safer People, Safer Streets Action Plan.

Hispanic and African-American Older Adults

Older adults are a vulnerable subpopulation and susceptible to relying on shared and assisted transportation modes such as transit, hired services, and carpooling. There are pockets of older adults throughout Miami-Dade County that do not own a car and heavily rely on active modes of

transportation such as walking, bicycling, and taking transit. The public involvement process leveraged a Miami-Dade Age Friendly Initiative contact in an older adult center in the Wynwood neighborhood. The De Hostos Senior Center located at 2902 NW 2nd Ave, Miami, FL 33127, coordinated a lunch with a bilingual (English and Spanish) PowerPoint facilitated discussion for 20 older adults. The session ended with 43 active older adults eager to learn and share their thoughts on the Local Action Team's recommendations. Safety items such as flashing bike lights, mini-handheld flashlights, ponchos to protect from the rain, etc. were raffled off as well as a $25 gift card. The first 20 individuals received a boxed lunch from Einstein's and a bottle of water and the remaining participants shared pizza. All giveaways and incentives were donations provided by the consultant.

High School Students in South Miami-Dade

The pubic engagement process targeted high-school students from western Miami-Dade County. The objectives of the session were to (1) provide students with the knowledge and tools to demonstrate the possibilities of a safer street; (2) gain feedback on how to best address

each domain within the LAT recommendations; and (3) engage youth in supporting the Mayor's Initiative through a club.

Government Center Employees and Visitors

At the "South Florida Transportation Safety Event" at Government Center on Friday, February 26 from 11am-2pm led by the Florida Department of Transportation numerous transportation partners such as South Florida Regional Transit Authority, Miami-Dade Transit, and South Florida Commuter Services participated. The Safer People, Safer Streets Initiative canvassed the participants utilizing poster boards and engaged them in general conversation surrounding Complete Streets. The outreach team was composed of Parks, Recreation, and Open Space staff members that were trained the week prior by Urban Health Solutions (UHS). UHS provided and collected all supplies. Although, the input gathered was not in the traditional targeted fashion, the staff members maximized the opportunity to build awareness among stakeholders.

Bike to Work Day

The Bike305 Bike to Work Day event is an annual event where Miami-Dade County Mayor Carlos A. Gimenez, Miami-Dade Parks Director Jack Kardys and municipal Mayors, kick-off the "2016 Bike-to-Work Day" demonstrating how easy it is to bicycle to work, especially when combined with a trip on public transportation. Residents and advocates were also present. Select poster boards were used to engage the attendees and capture their feedback on recommendations.

Northern Miami-Dade Community

Miami Dade County is a diverse and populous community containing more than 34 cities and many unincorporated areas. The most dense community resides in the City of Miami area surrounding Downtown, which is where the Safer People, Safer Streets community engagement process oversampled to inform the outreach report. Although, many of the employees and public event attendees come from all across the county, a particular effort was made to include the Northern Miami-Dade Community of City of Miami Gardens in the outreach efforts.

Outreach was conducted with poster boards and targeted surveying during the evening peak hours at the Betty T. Ferguson Recreational Complex.

High-Tech Summary

The goal of the high-tech outreach strategies was to develop a non-governmental digital platform to engage and inform the public and generate on-going conversations to inform the recommendations of the Safer People Safer Streets Local Action Plan. This was achieved through the development of a Complete Streets Miami website (www.CompleteStreets.Miami) which was developed to be the digital "home" of the Complete Streets movement and to showcase the Mayor's Initiative for Safer People, Safer Streets and its Local Action Plan.
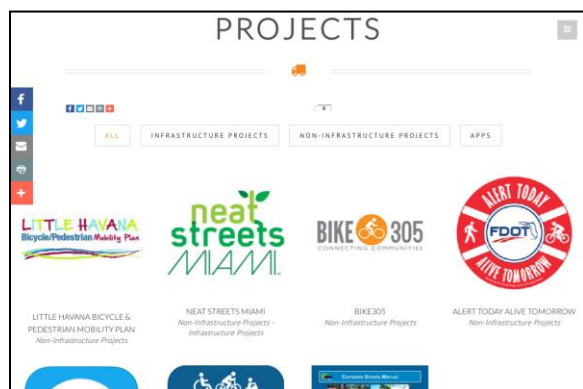
Development of the website and social media accounts included the development of the home page, social media accounts (Facebook & Twitter), About section for the Mayor's Initiative and the marketing materials for the outreach events and RSVP link(s). In addition, a news board, or blog, was developed to post interesting articles, news, and events related to Complete Streets happening in Miami-Dade. An Events calendar was developed to post Complete Streets-related events as well as outreach events and opportunities for the public to engage in the conversation and provide input on the Safer People, Safer Streets Local Action Plan. In addition, a compositor of Complete Streets-related projects, both infrastructure and non-infrastructure, as well as apps was developed for the website, this included tiles that each have an image of the project, a title, and are clickable to take visitors to pages where they can find more information. This allowed for an interactive, visual showcase of all the projects going on in Miami-Dade. Similarly, a data 'Data and Tools' page was developed to showcase data that has been collected on each transpiration mode in Miami-Dade County. A subsection on Apps includes Apps related to reporting transportation related issues in Miami-Dade, such as Safe Routes Florida and 311. In addition, a 'Public Engagement Opportunities' category on the website was created to showcase social media accounts, pages, and events that would provide encouragement and provide information on opportunities for the community to be involved and engaged in the process. A MailChimp list

was developed for individuals to sign up on the site and key leaders and stakeholders were added to contact lists to ensure that messages are shared with key Stakeholders include a list of individuals from advocacy groups, government, non-government organizations, older adult focused group, school aged focused groups, parks, transit, etc.

Community Engagement Takeaways

Developing Takeaways

High-Touch Engagement

Over a three-month period, nearly 500 responses were obtained and tabulated from a diverse group of individuals and a wide variety of collection points and tactics. Subsequently, themes were developed for each category and responses were categorized into one of the themes, then frequencies and proportions were calculated. Select questions and discussion items have been included in Tables 2-8.

Takeaways

Complete Streets Approach

At six of the seven high-touch or one-on-one interactions with Miami-Dade residents more than 95% of the participants were unfamiliar with the Safer People, Safer Streets Initiative. Although it was more difficult to gauge the exact percentage of individuals who knew of Complete Streets, it was the outreach team's perception that at least 60% of participants at five of the seven opportunities were also unfamiliar with Complete Streets. In addition, individuals who relied on active transportation as a main mode of transportation or had a desire to walk, bike, or ride transit more often in Miami-Dade where more inclined to engage in longer periods of discussion during the interaction than those that did not.

Depending on the set-up and target audience of the outreach activity, various visuals were used to help facilitate the discussions. In each of these activities, there were two constants, the introduction to Safer People, Safer Streets and the conversation regarding the Complete Streets Approach. As a result, 92% thought implementing Complete Streets would help congestion in Miami-Dade County, a vast majority felt it should be ranked as a high public priority (79%), and approximately three quarters (73%) would support the requirement for additional zoned right-of-way. A third of participants (36%) expressed that a temporary or permanent demonstration project would gain buy-in and empower the community to implement a Complete Streets approach. The top two additional suggestions to empower the community to implement a Complete Streets are educating the community and having political support or decision-makers take action. These later were constant themes to inform the Safer People, Safer Streets

recommendations throughout the community engagement process. The remaining subcategories complement the top three, and were recommended to be developed in coordination with demonstration projects, shifting the culture campaigns, or activating political action (Table 2).

Table 2: Top Complete Streets Domain Recommendations

QUESTION/TOPIC	RESPONSE	PROPORTION
Do you think implementing Complete Streets would help, hinder or not impact congestion in Miami-Dade?	Yes	92%
Where should Complete Streets fall in the list of Public Priorities?	High/Top Priority	79%
Would you support the requirement for additional zoned right-of-way, where appropriate, to accommodate additional street elements?	Yes	73%
What would empower your community to implement a Complete Streets approach?	1. Demonstration of Improvements or Projects that Increase Safety/Benefit the Community	36%
	2. Increase Education, Awareness & Marketing	29%
	3. Political Support/Leadership/Action	11%
	4. Engagement/High Community Involvement; Dedicated Funding; Proof of Best Practices/Samples/Studies to Support	8% [each category]

The group discussion with older adults (43 participants) residing in and around the Wynwood, City of Miami area, had never heard of the Safer People, Safer Streets initiative or the Complete Streets concept prior to the workshop. Although both African-American non-Spanish-speaking participants and only Spanish-speaking older adults participated, 95% (41 out of 43 older adults) were fluent in Spanish. The workshop was conducted in both English and Spanish, and the group resonated well with the translation of 'Calles Completas'. The majority of the group (95%) engaged in active transportation more than 4 times a week and 80% relied on walking, bicycling, and or riding mass transit as a main mode of transportation. They quickly grasped the concept and a 100% of them where enthusiastic to support Complete Streets and felt it would help alleviate congestion and would support the requirement for additional zoned right-of-way. The small group of older adults shared were proportionately aligned with the general public on how high of a priority Complete Streets should be, but were much more adamant about a need for increased education and political support/action in order to empower the community to implement complete streets rather than demonstration of improvements or other subcategories.

The Student Focus Group participants attended a South-Dade magnet school and were part of the leadership council. The discussion was the first time 100% of the group had heard of the Safer People, Safer Streets initiative and been exposed to the concept of Complete Streets. The

students understood the aim of Complete Streets and the majority (87%) felt the implementation of Complete Streets would assist with congestion. The relationship between design/built environment and health was foreign to students and their innate concept of Complete Streets health impacts were 100% associated with clean air and preventing infectious disease. Once active transportation was presented as an option to address incommunicable/chronic diseases, the students felt that their neighborhood (suburban Miami-Dade) was too car oriented and no one would ever feel safe walking or biking unless there were separated bike lanes and safe multi-use paths.

Fix Barriers

The Fix Barriers domain was informational and relied less on gathering rating-scale input but rather on shared concepts and posed a open-ended questions for the community to consider. The question of most interest to the community was regarding mass transportation, and inquired, where would they like to see a better connection to transit to make it more accessible? Examples included: Biscayne from Downtown to Midtown Miami, in West-Kendall overall, along the 836 route.

In the older adult group (aged 50+), the word transit was a buzzer. The group described themselves as 'non-choice' riders and were deeply concerned with what they had perceived as Miami-Dade Transit's approach to appealing to 'choice-riders' and upgrading so others could ride rather than recognizing the current need of those that depend on the system. The facilitators did express the County's aim to serve all residents of all abilities, which prompted discussions of community's need for on-level boarding. Additional topics such as the courtesy of bus drivers when older adults board the buses, and their rush to quickly accelerate causing them to hold on, were mentioned. One participant had recently fallen because the bus driver accelerated before she could find a seat or hold on steady. The topic of affordability was an issue for disabled mid-aged adults under the age of 55 who rely on transit to get to work. They described a recent change where transfers were now more expensive and it takes them two hours to get to work plus an hour of pay to pay for the commute.

Students who participated discounted buses as being a reliable form of transportation for the South-Dade residing focus group. No one had ever ridden a public bus, and many did not know how to ride the bus in their area, but some had tried the MetroRail to get to a Miami Heat basketball game and said they enjoyed traveling to New York where mass transit is all they rely on.

After reviewing the 'road diet concept' the following questions were asked, "where would you like to pilot lane elimination in Miami-Dade to better accommodate all modes of transportation, not just cars; can you think of any overbuilt roads that could spare a lane?" Although, several participants seemed intrigued by the question and supportive of the concept, specific examples to pilot lane elimination projects or list overbuilt roads were difficult for them to articulate. One specific example was provided for Washington Avenue in Miami Beach, but more general suggestions such as repurposing Biscayne Boulevard in Downtown or for all

streets in Miami-Dade to accommodate mass transit and bicycle facilities more comfortably were given. Students residing in suburban Miami-Dade who participated in the focus group were concerned with the concept and felt that only in places where congestion does not exist should this recommendation be considered.

Approximately a third of respondents (27%) felt, driver behavior and not having enough crosswalks were major barriers to crossing the street in their neighborhood. Blocked sidewalks and flooding were also noted (14%) (Table 3). Older adults who rely on active transportation were vocal about flooding being barrier for their commute. The following is quote from an older adult, "Water rises on our walking routes. Flooding is an issue especially along 20th street."

Table 3: Top Fix Barriers Recommendations

QUESTION/TOPIC	RESPONSE	PROPORTION
What are the barriers to crossing the street in your neighborhood?	Driver Behavior: Speeding, Distracted Driving, Not Following the Law	27%
	Not enough/convenient crosswalks	27%
	Blocked sidewalks	14%
	Flooding	14%

Gather Data

The Gather Data Domain provided participants with a traditional visual on pedestrian and bicycle crash hot spots and a list of modes to collect data to help inform decisions in aiming to achieve Safer People, Safer Streets. The main question asked was, what other data do you think should be collected in Miami-Dade? Almost a third of responses (30%) focused on providing ideas on how to change the culture of data collection and modernize methods. Approximately a quarter of responses (23%) wanted data to be presented differently in a simpler, more community friendly manner, this group of responses also expressed a greater interest in understanding why the crashes and collecting better data to tell the full story. A quote from this group, 'the main reason why the data is the way it is, is because of distracted driving." Nearly one fifth (19%) of responses were satisfied with how data was currently being collected (Table 4).

Table 4: Top Gather Data Recommendations

QUESTION/TOPIC	RESPONSE	PROPORTION
What other data do you think should be collected or improved in Miami-Dade?	Ideas on to how to change what is happening	30%
	Present Data Differently: Better, Translational Formats, Provide the Story Behind the Curve	23%
	Agree with data being collected	19%

Design Right

Throughout the public engagement process, separated and buffered bike lanes was a reoccurring theme, but when asked which element is the most needed in the community, pedestrian infrastructure lead the way with 22% of responses followed by separated bike lanes (18%), multi-use paths (16%), and public transit/improved bus stops (16%) (Table 5).

Table 5: Top Fix Barriers Recommendations

QUESTION/TOPIC	RESPONSE	PROPORTION
Which of the above elements are most needed in your community?	Pedestrian infrastructure (sidewalks, refuge island, pedestrian signal, crosswalks)	22%
	Buffered/separated bike lanes	18%
	Multi-use paths and connected networks	16%
	Public Transit/Improved bus stops (seating/shade)	16%

Additionally, 38% of all of the responses at the Public Meeting as well as the vast majority of participants from eth Elected Official and Community Leader Breakfast reported the need to have Miami-Dade Complete Streets Design Guidelines as an essential catalyst for creating Safer People, Safer Streets.

Older adults from the Wynwood area that participated emphasized the need to focus on vulnerable populations such as children in selecting design features in their community. Many of the children walk to and from school, and the drivers are going too fast along the main corridors and children do not have marked crosswalks at each intersection to cross safely throughout their commute home.

Students from South-Dade would like to see express lanes on regular streets considered for cars with more than 4 people or who are carpooling in addition to protected bike lanes.

Create Networks through Maintenance

The desire to have a reliable, accessible, and convenient, street network that prioritized people rather than cars was strongly voiced by the Miami-Dade community during the Safer People, Safer Streets outreach process. Almost half of the participants stated they would like to see bicycle and pedestrian infrastructure improvements considered for maintenance projects. Specific locations such as a connection between Miami Springs and South Dade, and surrounding 36th to the Lejeune/Airport area were provided (Table 6).

Table 6: Top Create Networks through Maintenance Recommendations

QUESTION/TOPIC	RESPONSE	PROPORTION
What maintenance projects and improvements would you like to see and where (see raw info for locations)?	Bike/pedestrian Infrastructure improvements	47%
	Public Information on Maintenance/311 to Provide Better Maintenance Info	26%

Improve Safety Laws and Regulations

The majority of participants (65%) in the one-on-one interactions felt Miami-Dade should adopt vision zero, and 77% of students also agreed (Table 7).

Throughout each domain, participants mentioned separated bike facilities. When asked, "What other components, policies, or laws should be prioritized in Miami-Dade?," once again, the lack of synergy between bike routes and roads were emphasized (44% of responses). Improved transit efficiency and incentivization of the smarter/driverless car market in Miami was supported by more than a tenth of the respondents (11%) (Table 7).

Table 7: Top Improve Safety Laws and Regulations Recommendations

QUESTION/TOPIC	RESPONSE	PROPORTION
Do you think Miami-Dade should adopt a Vision Zero Policy?	Yes	65%
What other components, policies, or laws should be prioritized in Miami-Dade?	Better Infrastructure, Separate/ prioritized bike lanes	44%
	Improved, efficient public transit	11%
	Smarter Cars/Driverless Cars	11%

Educate and Enforce Proper Road Use

An overall sentiment among the majority of respondents was that there needs to be more enforcement on ticketing pedestrian and bicyclists, enforcement of the three-foot law, and pedestrian rights within crosswalks. Right-turn-on red was a contentious topic. Most said no but when asked if they would support it within a pedestrian priority zone such as Downtown Miami the majority shifted there answer to yes; outside of the urban core the participants did not want to see no right-turn-on-red laws enforced (69%).

Education, education, education was a reoccurring theme throughout the Safer People, Safer Streets outreach. When participants were asked how to best educate the public, they responded with a comprehensive plan that targeted all modes of transportation. In addition, participants identified Miami as car-centric and felt that Miami is different from other areas in the country. The respondents emphasized the need to shift culture and view Miami as a positive place for active transportation due to its uniqueness to have year-round pleasant weather where shade, water, and trees are provided, where urban cores within municipalities could serve as walking destinations, and where there exists an extensive bike trail network.

Table 8: Top Educate and Enforce Proper Road Use Recommendations

QUESTION/TOPIC	RESPONSE	PROPORTION
Would you support enforcement of pedestrian and bike rights such as: Ticketing?	Yes	83%
Would you support enforcement of pedestrian and bike rights such as: 3-Foot Law?	Yes	100%
Would you support enforcement of pedestrian and bike rights such as: No Right Turn on Red?	Yes	31%
	No	69%
Would you support enforcement of pedestrian and bike rights such as: • Pedestrian Crosswalks?	Yes	100%
What do you think would work best to educate the community?	Comprehensive education targeted toward drivers, pedestrians, and bicyclist	50%
	New Branding for Miamians to Shift Culture: Miami is unique, not car-centric	11%

High-Tech Engagement

The website received a total of 1167 sessions from 992 unique visitors from January through April which amounted to 2164 page views. The Facebook and Twitter pages were created to engage Miami-Dade residents and stakeholders through social media. Twitter proved to be a better outlet for sharing with stakeholders are residents. Via Twitter, 73 tweets were shared. To date, the account has over 350 followers and from January through April, a total of 4864 impressions and 101 engagements were made due to sharing of the tweets, pictures, and messages share through the platform. In total, over 5000 engagements were made through social media and the web.

Overall Impression

Overall, community members were receptive and open to changes that will make our streets safer. They were surprised to see data showing the number of fatalities related to pedestrian and bicyclist injuries and understood that something needs to change in order to prevent fatalities and make Miami-Dade streets safer for all modes, ages and abilities. Barriers identified include building the infrastructure that is needed throughout the county as well as changing the mindset of community members in order to make them see the value of incorporating other modes of transportation into their daily lives as well as ensuring that others have safe, convenient, efficient multi modal options. In order to be successful at making our streets safer, community members feel that strong political will and support is necessary along with allocated funding and context-sensitive planning.

APPENDIX

Public Engagement Boards

INJURIES & FATALITIES IN MIAMI-DADE

As colors darken in the map below, they illustrate the concentration of injuries and fatalties related to pedestrian crashes in Miami-Dade. Each point on the map represents a pedestrian crash that could havebeen prevented if our streets were designed to encourage safe travel laws helped protect the streets for all users.
How will we address these injries and fatalities in order ensure Safer Streets, Safer People in Miami-Dade?

- Pedestrian Crashes
- Major Roads
- ◆ > 25% Older

PEDESTRIAN
**CRASH
DENSITY**
MIAMI-DADE
COUNTY

2009-2013

Florida Department of Transportation, Safety Office
On- & Off-State Road Network Crash Datasets

US Census Bureau, American Community Survey
5-year estimate: 2009-2013

0 2 4
MILES

COMPLETE
STREETS
THE WAY WE ROLL
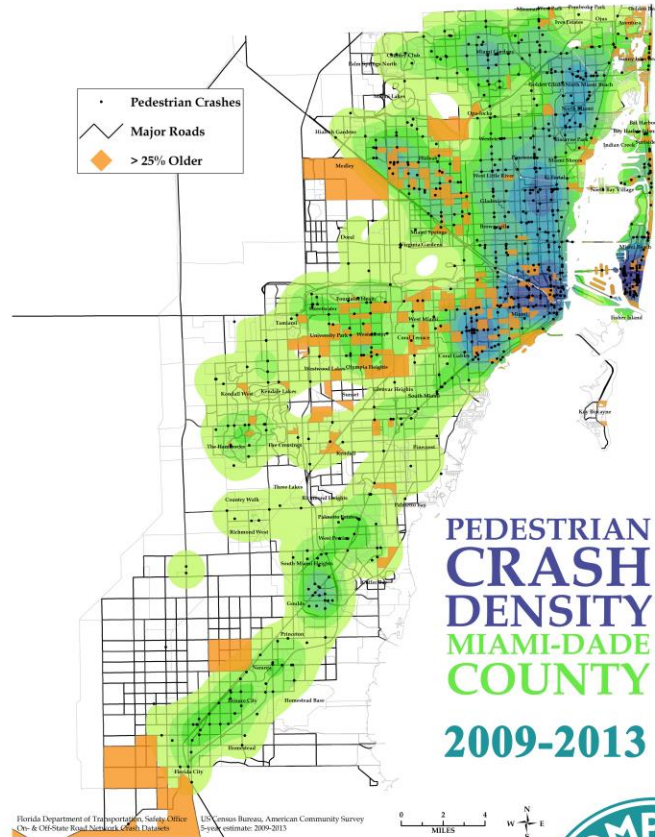
#CompleteStreetsMiami
www.CompleteStreets.Miami

SAFE STREETS REQUIRE 5-E'S

EDUCATION

Education refers to increasing knowledge about transportation safety and access to daily needs so residents you can live in thecommunity confidently and independently for as long as possible. Examples include Safe Routes to School and Bike305.

ENGINEERING

Engineering refers to how the physical environment can be designed to create safer, more convenient connections to the community and to local resources and services. An example is the Complete Streets project on NW 27th Avenue

ENFORCEMENT

Enforcement refers to the laws and policies that keep us safe. Whether it is regulating driving, pedestrian or criminal laws, these steps can improve our environment.

ENCOURAGEMENT

Encouragement refers to promoting and advocating for safe, multimodal transportation and use of community resources and services that would facilitate residents' ability to access daily needs. This includes advocacy organizations and companies working toward pedestrian and bicyclist rights.

EVALUATION

Evaluation is measuring the results (outcomes) of the efforts or steps taken as part of this program. For example, the City of Portland measured healthcare costs as bicycling increased.

TELL US

Which do you think has the most impact and why?

#CompleteStreetsMiami
www.CompleteStreets.Miami

COMPLETE STREETS
THE WAY WE ROLL

COMPLETE STREETS APPROACH

Miami-Dade County Mayor Carlos Gimenez has committed to the USDOT Mayor's Challenge for Safer People, Safer Streets. With the guidance of the Local Action Team, a series of recommendations have been developed.
The input gathered from the questions below will help inform strategies to implement the recommendations.

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. Designs should be context-sensitive and incremental.

RECOMMENDATIONS

- **LEADERSHIP:** Publicly announce the importance of pedestrian and bicycle safety and the results of the Local Action Team work.

- **EMPOWERMENT:**
  - Empower staff to implement a Complete Streets approach on Miami-Dade County street projects in the urbanized area.
  - Traffic study requirements should be inclusive of pedestrian and bicycle safety when considering traffic flow capacity.

- **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.
  - 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.
  - Use municipal CITT funds to implement Complete Streets improvements.

- **HEALTH:** Implement the U.S. Surgeon Generals' "Step It Up!" program in coordination with State Health Department.

- **CODE CHANGES:** Require additional zoned right of way, where appropriate to accommodate additional street elements.

TELL US

- **What would empower your community to implement a Complete Streets approach?**

- **Where should Complete Streets fall in the list of public priorities?**

- **Do you think implementing CS would help, hinder, or not impact congestion in Miami-Dade?**
  - HELP (Green)   - NO IMPACT (Yellow)   - HINDER (Red)

- **Would you support the requirement for additional zoned right-of-way, where appropriate, to accommodate additional street elements?**
  - YES (Green)   - NO (Red)

#CompleteStreetsMiami
www.CompleteStreets.Miami

FIX BARRIERS

Miami-Dade County Mayor Carlos Gimenez has committed to the USDOT Mayor's Challenge for Safer People, Safer Streets. With the guidance of the Local Action Team, a series of recommendations have been developed.
The input gathered from the questions below will help inform strategies to implement the recommendations.

The ability for older adults, young children, and people with disabilities to travel safely is critical to freedom of mobility and quality of life. The transportation network should consider that people may have challenges with eyesight, reaction times, cognitive ability and muscle dexterity that make travel difficult.

RECOMMENDATIONS

- **CREATE A SAFETY ZONE:** Create a "Safety Innovation" program to implement new techniques. Partner with a local or national university to evaluate new strategies while meeting the FHWA "Request to Experiment" requirements.

- **ELDERLY PEDESTRIAN SAFETY:**
  - Implement speed control techniques in areas with high elderly populations.
  - Expand the Alliance for Aging's pedestrian safety training program and tie their program to the receipt of a Golden Passport.
  - Adopt the Age-Friendly Initiative's strategies for senior mobility.

- **HIGH CRASH AREAS:** Fast track funding for projects in high crash areas. Areas with high rates of pedestrian and bicyclist crashes have been defined in the MPO's Pedestrian and Bicycle Safety Plan.

- **LANE ELIMINATION PILOT PROJECTS:** Implement and evaluate at least two lane elimination pilot projects (road diets) in 2016 to explore the benefits and impacts of lane eliminations using temporary traffic control devices.

- **REMOVE CONSTRUCTION BARRIERS:**
  - Enforce stricter standards for requests for construction-related sidewalk closures, emphasizing sidewalk closures only as a last resort.
  - 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.

- **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 Non-Motorized Network Connectivity Plan and Transit System Bicycle Master Plan.

- **SAFE ROUTES TO PARKS:** Develop implementation plan for Safe Routes to Parks as required in the CDMP ROS-8-D.

- **ENSURING PROPER CLEARANCE:** Enforce the alignment of utilities and roadway infrastructure so that it enables the greatest right-of-way for pedestrians.

Road Diets

TELL US

- Where would you like to pilot lane elimination in Miami-Dade to better accomodate all modes of transportation, not just cars? Can you think of any over-built roads that could spare a lane?

- How easily can you access transit? Where would you like to see better connections to transit to make it more accessible?

COMPLETE STREETS — THE WAY WE ROLL

#CompleteStreetsMiami
www.CompleteStreets.Miami

MIAMI-DADE COUNTY
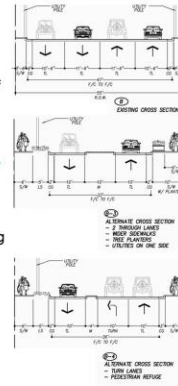HEALTH FOUNDATION of South Florida
green streets MIAMI

GATHER DATA

Miami-Dade County Mayor Carlos Gimenez has committed to the USDOT Mayor's Challenge for Safer People, Safer Streets.
With the guidance of the Local Action Team, a series of recommendations have been developed.
The input gathered from the questions below will help inform strategies to implement the recommendations.

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.

RECOMMENDATIONS

- **COUNT PROGRAM:** Enhance frequency of MPO bicyclist and pedestrian count program.

- **COUNT DATA EQUALITY:** Incorporate bicyclist and pedestrian counts in all transporation studies to the level of motor vehicle counts.

- **CRASH DATABASES:** Enhance crash databases to include circumstances, design of street, etc.

- **ACTIVITY APP DATA:** Require the review of activity-app data in transportation planning studies. Florida Department of Transportation (FDOT) has purchased bicycle and pedestrian trip database from Strava, a new app powered by cyclists.

- **BEFORE & AFTER EVALUTIONS:** Measure impact of Complete Streets (pre and post evaluations).

- **ENFORCEMENT DATA:** Engage law enforcement agencies in data collection and reporting of enforcement efforts related to speed, pedestrian laws, and bicycling laws.

- **TECHNOLOGY-BASED DATA:** Explore additional technology-based data sources for tracking bike and pedestrian behavior.

TELL US

- What other data do you think should be collected or improved in Miami-Dade?

#CompleteStreetsMiami
www.CompleteStreets.Miami

DESIGN RIGHT

Miami-Dade County Mayor Carlos Gimenez has committed to the USDOT Mayor's Challenge for Safer People, Safer Streets. With the guidance of the Local Action Team, a series of recommendations have been developed. The input gathered from the questions below will help inform strategies to implement the recommendations.

Transportation agencies must to 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.

RECOMMENDATIONS

- **DESIGN GUIDELINES:**
  - Develop and utilize Complete Streets Design Guidelines in developing projects pursuant to Miami-Dade County Resolution 995-14, including street typology.
  - Update pertinent sections of the Public Works Manual to incorporate Complete Streets where feasible.

- **10-FOOT TRAVEL LANES:** Utilize design guidelines from FDOT's Plans Preparation Manual and the NACTO Urban Street Design Guide for implementing 10-foot travel lanes.

- **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.

- **BUFFERED BIKE LANES:** Implement buffered bike lanes per new FDOT design standard by narrowing travel lanes to 10 feet.

- **SEPERATED BIKE LANES:** Pursue the implementation of separated bike lanes through the lane elimination process.

- **LANE ELIMINATION:** Conduct a lane elimination master plan to identify overbuilt roadways, particularly in the urban core, where lane elimination strategies could result in separated bike lanes, wider sidewalks or transit priority lanes.

- **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.

- **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.

TELL US

- Which of the above elements are most needed in your community?

- High Impact Projects: How do these projects intend to be supported?

#CompleteStreetsMiami
www.CompleteStreets.Miami

COMPLETE STREETS
THE WAY WE ROLL

CREATE NETWORKS THROUGH MAINTENANCE

Miami-Dade County Mayor Carlos Gimenez has committed to the USDOT Mayor's Challenge for Safer People, Safer Streets.
With the guidance of the Local Action Team, a series of recommendations have been developed.
The input gathered from the questions below will help inform strategies to implement the recommendations.

Transportation agencies must to 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.

RECOMMENDATIONS

- **CIP PROJECTS:** Incorporate Complete Streets and Safe Streets elements into existing locally-funded capital improvement projects (CIP) including streetscaping, resurfacing, and intersection projects by reviewing the project scope and assessing what improvements could be included. A CIP is a project that helps maintain or improve a county or city asset, often called infrastructure.

- **MAINTENANCE PROJECTS:** Review existing roadway typical sections for opportunities to implement buffered bike lanes through maintenance projects.

TELL US

- What maintenance projects and improvements would you like to see and where?

#CompleteStreetsMiami
www.CompleteStreets.Miami

COMPLETE STREETS
THE WAY WE ROLL

IMPROVE SAFETY LAWS & LEGISLATION

Miami-Dade County Mayor Carlos Gimenez has committed to the USDOT Mayor's Challenge for Safer People, Safer Streets. With the guidance of the Local Action Team, a series of recommendations have been developed. The input gathered from the questions below will help inform strategies to implement the recommendations.

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.

RECOMMENDATIONS

- **VISION ZERO:** Adopt Vision Zero as the overarching policy for vulnerable road user safety in Miami-Dade County. Vision Zero is road traffic safety project that aims to achieve a highway system with no fatalities or serious injuries in road traffic. Cities in the US that have adopted Vision Zero include Chicago, New York City, Austin and Seattle.

- **MODAL HIERARCHY:** Create a Miami-Dade modal hierarchy including a review committee to establish and approve modal hierarchy for major corridors.

- **CDMP REQUIREMENTS:** Adopt pedestrian and bicycle level of service (LOS) as Comprehensive Development Master Plan (CDMP) requirements to elevate the prominence of these modes to that of the automobile.

- **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.

- **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).

TELL US

- **Do you think Miami-Dade should adopt a Vision Zero policy?**
  - YES (Green)   - NO (Red)

- **Why did you answer yes/no above?**

- **What other components, policies or laws should be prioritized in Miami-Dade?**

#CompleteStreetsMiami
www.CompleteStreets.Miami

23

EDUCATE & ENFORCE PROPER ROAD USE
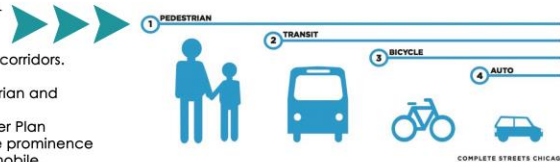
Miami-Dade County Mayor Carlos Gimenez has committed to the USDOT Mayor's Challenge for Safer People, Safer Streets. With the guidance of the Local Action Team, a series of recommendations have been developed. The input gathered from the questions below will help inform strategies to implement the recommendations.

Highly-visible and well publicized targeted enforcement tied with educational campaigns has shown to be effective in reducing crashes.

RECOMMENDATIONS

- **SHIFT THE CULTURE:** Expand culture shifting programs such as Safe Routes to School and Bike 305.

- **ENCOURAGEMENT PRACTICES:** Engage law enforcement agencies in encouragement practices (i.e., Tampa light give away).

- **PARKS/POLICE PARTNERSHIP:** Encourage parks/police partnership (bike rodeos/safety training UM Education Program) (ie., Safety Town).

- **EDUCATE ALL STAKEHOLDERS:**
  - Create mandatory bicycle training program for elementary/middle school students.
  - Engage the Miami-Dade Health Department regarding ways to leverage the Make Healthy Happen Miami campaign to promote walking and bicycling.
  - 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.
  - Pursue a Bicycle Friendly Business program modeled on the League of American Bicyclists.

- **TRAINING:** Host training sessions for County staff and consultants.

- **ENFORCEMENT:** Pursue stronger enforcement of school zones and intersection encroachments. "No right turn on red."

- **BIKE & PEDESTRIAN EDUCATION:** Target bike share facilities and other infrastructure with bike safety informatio

- **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).

TELL US

- Would you support more enforcement of pedestrian and bike rights such as:
  - Ticketing?   - YES (Green)   - NO (Red)
  - 3-Foot Law?   - YES (Green)   - NO (Red)
  - No Right Turn on Red?   - YES (Green)   - NO (Red)
  - Pedestrian Crosswalks?   - YES (Green)   - NO (Red)

- Why did you answer yes/no above?

#CompleteStreetsMiami
www.CompleteStreets.Miami

WHAT ELSE?

Miami-Dade County Mayor Carlos Gimenez has committed to the USDOT Mayor's Challenge for Safer People, Safer Streets.
With the guidance of the Local Action Team, a series of recommendations have been developed.
The input gathered from the questions below will help inform strategies to implement the recommendations.

What components are missing from the recommendations in the plan? What would you add to help makes streets safer for everyone in Miami-Dade?

TELL US

#CompleteStreetsMiami
www.CompleteStreets.Miami

COMPLETE STREETS
THE WAY WE ROLL

Older Adult Discussion Presentation Slides

COMPONENTS OF COMPLETE STREETS

Bike lanes | Multi-use recreational trails | Curb extensions / Staggered median crossings | Crosswalks | Lighting | Traffic circles / Roundabouts

Median islands | On-street parking | Shading/trees | Cycletracks | Bus shelters | Road Diets

Traffic circle image by Alena Alberani. Curb extension image by Dan Burden. Lighting and on-street parking image by Urban Health Associates. Remaining images provided by Kimley Horn and Associates.

SECRETARY'S CHALLENGE FOR SAFER STREETS

In January 2015, USDOT Secretary Anthony Foxx challenged local government leaders to raise the bar for bicyclist and pedestrian safety by joining a year-long "Mayors' Challenge for Safer People and Safer Streets" effort. Mayors and other elected officials participate by leading a call to action and forming a Local Action Team (LAT) to advance safety and accessibility goals by taking on one or more Challenge activities.

4

MAYOR CARLOS GIMENEZ'S PLAN

LOCAL ACTION TEAM RECOMMENDATIONS

5

MIAMI-DADE COUNTY LOCAL ACTION TEAM

The Safer People, Safer Streets vision is to provide a more livable Miami-Dade through the realization of healthier, safer streets accommodating all modes of transportation. The goal of the LAT report is to create an action plan that reduces pedestrian and bicycle crashes and encourages more biking, walking and transit use by achieving Safer People and Safer Streets in Miami-Dade. The outcome desired is a measurable reduction in bicycle and pedestrian crashes countywide.

6

PEDESTRIAN CRASHES IN MIAMI-DADE
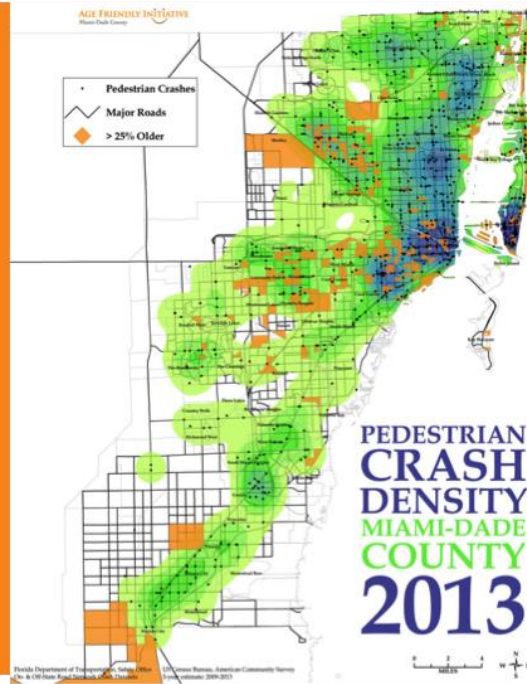
OLDER ADULT PEDESTRIAN CRASHES IN MIAMI-DADE
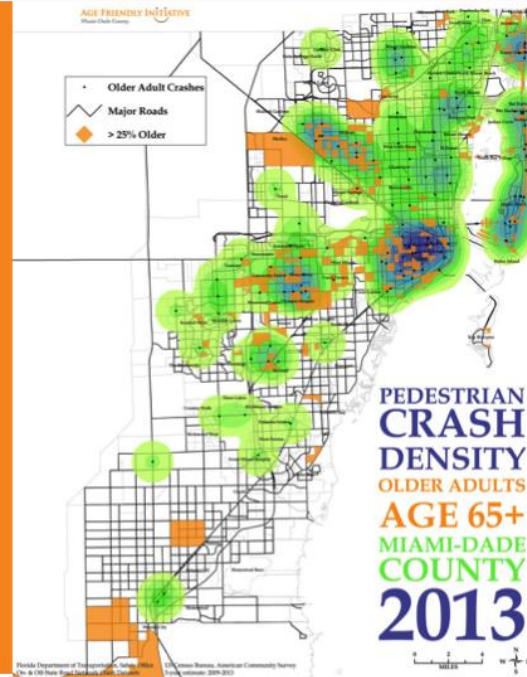
RECOMMENDATIONS OVERVIEW

- COMPLETE STREETS APPROACH
- FIX BARRIERS
- GATHER DATA
- DESIGN RIGHT
- CREATE NETWORKS THROUGH MAINTENANCE
- IMPROVE SAFETY LAWS & LEGISLATION
- EDUCATE & ENFORCE PROPER ROAD USE

9

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.

10

COMPLETE STREETS APPROACH

• **TELL US:**

• What would empower your community to implement a Complete Streets approach?

• Do you think implementing Complete Streets would affect congestion?

•Should Complete Streets be a priority in Miami-Dade?

11

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. People may have challenges with eyesight, reaction times, cognitive ability and muscle dexterity that make travel difficult.
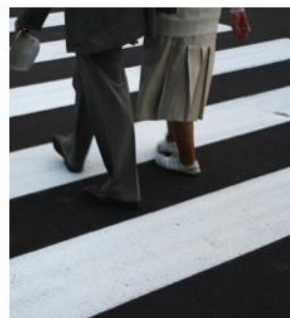
12

FIX BARRIERS

• **TELL US:**

• What are the barriers to crossing the street in your neighborhood?

• Do you feel there is enough time for people to cross the street?

• Where do you think the most bicycle and pedestrian crashes occur?

• What areas are good candidates for lane elimination (road diets) in this neighborhood?

• What is missing related to transportation? Are there areas that need a "last mile" connection?

13

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.

PEDESTRIAN
**CRASH
DENSITY**
MIAMI-DADE
COUNTY
2013
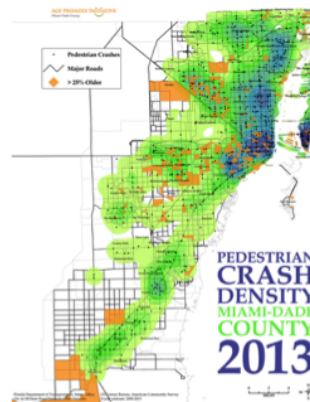
14

GATHER DATA

• DATA COLLECTION:

ID	Item	Actions
C-1	Count Program	Enhance frequency of MPO bicyclist and pedestrian count program.
C-2	Count Data Equality	Incorporate bicyclist and pedestrian counts in all transporatation studies to the level of motor vehicle counts.
C-3	Crash Databases	Enhance crash databases to include circumstances, design of street, etc.
C-4	Activity App Data	Require the review of activity-app data in transportation planning studies. FDOT has purchased bicycle and pedestrian trip database from Strava.
C-5	Before-and-After Evaluations	Measure impact of Complete Streets (pre and post evaluations).
C-6	Enforcement Data	Engage law enforcement agencies in data collection and reporting of enforcement efforts related to speed, pedestrian laws, and bicycling laws.
C-7	Technology based data	Explore additional technology-based data sources for tracking bike and pedestrian behavior

PEDESTRIAN
**CRASH
DENSITY**
MIAMI-DADE
COUNTY
2013
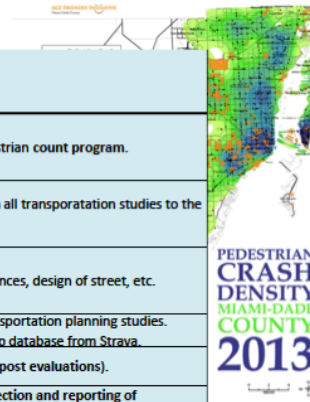
15

DESIGN RIGHT

• Transportation agencies must to 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.

16

DESIGN RIGHT

•TELL US:

•What Complete Streets elements would you like to see implemented nearby?

17

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.

18

CREATE NETWORKS THROUGH MAINTENANCE

• TELL US:

• What barriers do you see that need to be fixed or maintained to make streets safer?

19

IMPROVE SAFETY LAWS & LEGISLATION

• 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.

20

IMPROVE SAFETY LAWS & LEGISLATION

• TELL US:

•What would be the best way to promote safety and making streets safer to older adults?

•What do lawmakers need to know about your needs related to transportation?

21

EDUCATE & ENFORCE PROPER ROAD USE

• Highly-visible and well publicized targeted enforcement tied with educational campaigns has shown to be effective in reducing crashes.

22

EDUCATE & ENFORCE PROPER ROAD USE

• What do you think would work best to educate the community?

•What do you think would work best to enforce the laws we need to keep us safe?

•Would you support more enforcement of pedestrian and bike rights?

23

Lunch & Discussion for Older Adults on Safer Streets in Miami-Dade

THANK YOU!

Local Action Team for Safer People, Safer Streets
Miami-Dade County

Public Meeting Responses

Complete Streets Approach (73)

#	Specific Question or Topic of Inquiry	Input/Feedback
1	Do you think implementing Complete Streets would help, hinder or not impact congestion in Miami-Dade?	Does calm traffic
2	Do you think implementing Complete Streets would help, hinder or not impact congestion in Miami-Dade?	Help
3	Do you think implementing Complete Streets would help, hinder or not impact congestion in Miami-Dade?	Help
4	Do you think implementing Complete Streets would help, hinder or not impact congestion in Miami-Dade?	Help
5	Do you think implementing Complete Streets would help, hinder or not impact congestion in Miami-Dade?	help
6	Do you think implementing Complete Streets would help, hinder or not impact congestion in Miami-Dade?	help
7	Do you think implementing Complete Streets would help, hinder or not impact congestion in Miami-Dade?	help
8	Do you think implementing Complete Streets would help, hinder or not impact congestion in Miami-Dade?	help
9	Do you think implementing Complete Streets would help, hinder or not impact congestion in Miami-Dade?	help
10	Do you think implementing Complete Streets would help, hinder or not impact congestion in Miami-Dade?	help
11	Do you think implementing Complete Streets would help, hinder or not impact congestion in Miami-Dade?	Help
12	Do you think implementing Complete Streets would help, hinder or not impact congestion in Miami-Dade?	Help
13	Do you think implementing Complete Streets would help, hinder or not impact congestion in Miami-Dade?	Help if people respect the rules
14	Do you think implementing Complete Streets would help, hinder or not impact congestion in Miami-Dade?	help with parking
15	Do you think implementing Complete Streets would help, hinder or not impact congestion in Miami-Dade?	If education Help; If no education hinder; yes
16	Do you think implementing Complete Streets would help, hinder or not impact congestion in Miami-Dade?	no impact
17	What would empower your community to implement a Complete Streets approach?	Awareness
18	What would empower your community to implement a Complete Streets approach?	Awareness of success, stories of reduction of incidents
19	What would empower your community to implement a Complete Streets approach?	Best practices
20	What would empower your community to implement a Complete Streets approach?	community needs to be engaged
21	What would empower your community to implement a Complete Streets approach?	Do a market branding

22	What would empower your community to implement a Complete Streets approach?	Economic development
23	What would empower your community to implement a Complete Streets approach?	Education
24	What would empower your community to implement a Complete Streets approach?	Education – what is complete streets
25	What would empower your community to implement a Complete Streets approach?	Education for drivers and bikers
26	What would empower your community to implement a Complete Streets approach?	Education/what is complete streets
27	What would empower your community to implement a Complete Streets approach?	Example of communities
28	What would empower your community to implement a Complete Streets approach?	Health
29	What would empower your community to implement a Complete Streets approach?	Move projects in the community
30	What would empower your community to implement a Complete Streets approach?	multimode
31	What would empower your community to implement a Complete Streets approach?	politicians ride bikes
32	What would empower your community to implement a Complete Streets approach?	politicians to ride bikes around for a month
33	What would empower your community to implement a Complete Streets approach?	Public education driver ED first
34	What would empower your community to implement a Complete Streets approach?	safety
35	What would empower your community to implement a Complete Streets approach?	safety lessons
36	What would empower your community to implement a Complete Streets approach?	safety standpoint
37	What would empower your community to implement a Complete Streets approach?	setup at Metrorail
38	What would empower your community to implement a Complete Streets approach?	statistics of incidents
39	What would empower your community to implement a Complete Streets approach?	this at a Metrorail or public places
40	What would empower your community to implement a Complete Streets approach?	TV ads, politicians
41	Where should Complete Streets fall in the list of Public Priorities?	high
42	Where should Complete Streets fall in the list of Public Priorities?	high
43	Where should Complete Streets fall in the list of Public Priorities?	high
44	Where should Complete Streets fall in the list of Public Priorities?	High downtown Miami
45	Where should Complete Streets fall in the list of Public Priorities?	High priority
46	Where should Complete Streets fall in the list of Public Priorities?	Higher (safety and public health issue)
47	Where should Complete Streets fall in the list of Public Priorities?	Largely priorities
48	Where should Complete Streets fall in the list of Public Priorities?	Middle
49	Where should Complete Streets fall in the list of Public Priorities?	middle
50	Where should Complete Streets fall in the list of Public Priorities?	safety top

51	Where should Complete Streets fall in the list of Public Priorities?	Top
52	Where should Complete Streets fall in the list of Public Priorities?	Top
53	Where should Complete Streets fall in the list of Public Priorities?	top
54	Where should Complete Streets fall in the list of Public Priorities?	top
55	Where should Complete Streets fall in the list of Public Priorities?	top from there everything else grows
56	Where should Complete Streets fall in the list of Public Priorities?	Urban core
57	Would you support the requirement for additional zoned right-of-way, where appropriate, to accommodate additional street elements?	no
58	Would you support the requirement for additional zoned right-of-way, where appropriate, to accommodate additional street elements?	No, would not support right of way
59	Would you support the requirement for additional zoned right-of-way, where appropriate, to accommodate additional street	yes
60	Would you support the requirement for additional zoned right-of-way, where appropriate, to accommodate additional street elements?	yes
61	Would you support the requirement for additional zoned right-of-way, where appropriate, to accommodate additional street elements?	yes
62	Would you support the requirement for additional zoned right-of-way, where appropriate, to accommodate additional street elements?	yes
63	Would you support the requirement for additional zoned right-of-way, where appropriate, to accommodate additional street elements?	Yes
64	Would you support the requirement for additional zoned right-of-way, where appropriate, to accommodate additional street elements?	Yes
65	Would you support the requirement for additional zoned right-of-way, where appropriate, to accommodate additional street elements?	Yes
66	Would you support the requirement for additional zoned right-of-way, where appropriate, to accommodate additional street elements?	yes
67	Would you support the requirement for additional zoned right-of-way, where appropriate, to accommodate additional street elements?	yes
68	Would you support the requirement for additional zoned right-of-way, where appropriate, to accommodate additional street elements?	yes
69	Would you support the requirement for additional zoned right-of-way, where appropriate, to accommodate additional street elements?	yes
70	Would you support the requirement for additional zoned right-of-way, where appropriate, to accommodate additional street elements?	yes
71	Would you support the requirement for additional zoned right-of-way, where appropriate, to accommodate additional street elements?	yes

72	Would you support the requirement for additional zoned right-of-way, where appropriate, to accommodate additional street elements?	Yes, around bus routes
73	Would you support the requirement for additional zoned right-of-way, where appropriate, to accommodate additional street elements?	Yes, I would additional, right of way

Fix Barriers (5)

#	Specific Question or Topic of Inquiry	Input/Feedback
1	How easily can you access transit? Where would you like to see better connections to transit to make it more accessible?	Down South
2	How easily can you access transit? Where would you like to see better connections to transit to make it more accessible?	Not great but ok
3	How easily can you access transit? Where would you like to see better connections to transit to make it more accessible?	Not that easy
4	Where would you like to pilot lane elimination in Miami-Dade to better accommodate all modes of transportation, not just cars? Can you think of any overbuilt roads that could spare a lane?	In the spare lanes I think so.
5	Where would you like to pilot lane elimination in Miami-Dade to better accommodate all modes of transportation, not just cars? Can you think of any overbuilt roads that could spare a lane?	Yes but don't know roads to spare

Gather Data (14)

#	Specific Question or Topic of Inquiry	Input/Feedback
1	What other data do you think should be collected or improved in Miami-Dade?	Rename our data
2	What other data do you think should be collected or improved in Miami-Dade?	Pedestrians think that they are above the law
3	What other data do you think should be collected or improved in Miami-Dade?	We need legislation to affect change; we need support from the community in order to avoid backlash on enforcement
4	What other data do you think should be collected or improved in Miami-Dade?	Yes to all; if drivers have rules to follow pedestrians should too; too many people don't use crosswalks
5	What other data do you think should be collected or improved in Miami-Dade?	Is hard for communities to share the roads we need segmented areas
6	What other data do you think should be collected or improved in Miami-Dade?	There should be crosswalks in the middle of the street instead of just the end of the block because people tend to cross in the middle as well; more convenient
7	What other data do you think should be collected or improved in Miami-Dade?	Bicyclist and pedestrians need to be considered not just cars
8	What other data do you think should be collected or improved in Miami-Dade?	Important to add bicyclists and pedestrians in com data
9	What other data do you think should be collected or improved in Miami-Dade?	Proper word use
10	What other data do you think should be collected or improved in Miami-Dade?	Yes to all

#	Specific Question or Topic of Inquiry	Input/Feedback
11	What other data do you think should be collected or improved in Miami-Dade?	Important for pedestrians and vehicles to obey the law
12	What other data do you think should be collected or improved in Miami-Dade?	No; cant punish people if proper infrastructure is not in place; lights take too long to turn green for pedestrians which discourages people from following the rules
13	What other data do you think should be collected or improved in Miami-Dade?	Bike lanes are not continuous and so people use the roads which blocks the cars and it's not safe for pedestrians
14	What other data do you think should be collected or improved in Miami-Dade?	Yes to all

Design Right (13)

#	Specific Question or Topic of Inquiry	Input/Feedback
1	High impact projects: How do these projects intend to be supported?	Supported top to bottom
2	Which of the above elements are most needed in your community?	Adopt design guidelines
3	Which of the above elements are most needed in your community?	Buffered/separated bike lanes
4	Which of the above elements are most needed in your community?	Connecting networks
5	Which of the above elements are most needed in your community?	Design guidelines
6	Which of the above elements are most needed in your community?	Design guidelines
7	Which of the above elements are most needed in your community?	Design guidelines
8	Which of the above elements are most needed in your community?	Design speed
9	Which of the above elements are most needed in your community?	Guidelines
10	Which of the above elements are most needed in your community?	Multi use paths
11	Which of the above elements are most needed in your community?	Multi-use paths
12	Which of the above elements are most needed in your community?	Signal crossings
13	Which of the above elements are most needed in your community?	Signal safety

Create Networks through Maintenance (1)

#	Specific Question or Topic of Inquiry	Input/Feedback
1	What maintenance projects and improvements would you like to see and where?	Pedestrian improvements

Improve Safety Laws & Legislation (22)

#	Specific Question or Topic of Inquiry	Input/Feedback
1	Do you think Miami-Dade should adopt a Vision Zero Policy?	Absolutely support Vision Zero concept, but…. How do we implement?
2	Do you think Miami-Dade should adopt a Vision Zero Policy?	As a cyclist, I certainly support Vision Zero
3	Do you think Miami-Dade should adopt a Vision Zero Policy?	It should be supported by the county but it couldn't come out of gas taxes
4	Do you think Miami-Dade should adopt a Vision Zero Policy?	To accomplish this all you need is to take the driver out
5	Do you think Miami-Dade should adopt a Vision Zero Policy?	Vision Zero needs to be consistently enforced throughout all cities
5	Do you think Miami-Dade should adopt a Vision Zero Policy?	We would like to know where the funding comes for Vision Zero
6	Do you think Miami-Dade should adopt a Vision Zero Policy?	Whatever it takes to make Vision Zero happen!
7	Do you think Miami-Dade should adopt a Vision Zero Policy?	Yes we should have zero tolerance
8	Do you think Miami-Dade should adopt a Vision Zero Policy?	Yes, good policy
9	Do you think Miami-Dade should adopt a Vision Zero Policy?	Yes, improves safety
10	Do you think Miami-Dade should adopt a Vision Zero Policy?	Yes! Please adopt Vision Zero
11	Do you think Miami-Dade should adopt a Vision Zero Policy? Why did you answer yes/no above?	Yes if there is no tolerance each case (crash) Is investigated & properly addressed
12	Do you think Miami-Dade should adopt a Vision Zero Policy? Why did you answer yes/no above?	Yes, I would support!
13	What other components, policies, or laws should be prioritized in Miami-Dade?	Bike routes shared roads don't work
14	What other components, policies, or laws should be prioritized in Miami-Dade?	From Chicago to Miami it's a shift in mindset how Miami treats pedestrians
15	What other components, policies, or laws should be prioritized in Miami-Dade?	If high pedestrian levels decrease speed limit, add cross walks etc..
16	What other components, policies, or laws should be prioritized in Miami-Dade?	Improve safety laws & legislation
17	What other components, policies, or laws should be prioritized in Miami-Dade?	Mass transit is needed in Miami
18	What other components, policies, or laws should be prioritized in Miami-Dade?	Prioritize bike lanes
19	What other components, policies, or laws should be prioritized in Miami-Dade?	Prioritize enforcing laws
20	What other components, policies, or laws should be prioritized in Miami-Dade?	Prioritize road analysis to determine speed limits if bike zoned, then can ensure proper laws to keep them same
21	What other components, policies, or laws should be prioritized in Miami-Dade?	Smarter cars; vehicles; driverless cars
22	What other components, policies, or laws should be prioritized in Miami-Dade?	There is no education for drivers! We need to create driving manner

Educate and Enforce Proper Road Use (5)

#	Specific Question or Topic of Inquiry	Input/Feedback
1	Would you support enforcement of pedestrian and bike rights such as: • Ticketing? • 3-Foot Law? • No Right Turn on Red? • Pedestrian Crosswalks?	Implement educational programs targeted at reducing congestion.
2	Would you support enforcement of pedestrian and bike rights such as: • Ticketing? • 3-Foot Law? • No Right Turn on Red? • Pedestrian Crosswalks?	It is very important t enforce and educate on usage of crossing signals in the city streets
3	Would you support enforcement of pedestrian and bike rights such as: • Ticketing? • 3-Foot Law? • No Right Turn on Red? • Pedestrian Crosswalks?	Miami Beach will be underwater so what will we do for infrastructure to accommodate transportation
4	Would you support enforcement of pedestrian and bike rights such as: • Ticketing? • 3-Foot Law? • No Right Turn on Red? • Pedestrian Crosswalks?	There is a need to work with grassroots organizations that specialize in educating the community.
5	Would you support enforcement of pedestrian and bike rights such as: • Ticketing? • 3-Foot Law? • No Right Turn on Red? • Pedestrian Crosswalks?	Work with employers to switch standard schedules to non-peak hours or provide incentives for tele-commuting

What Else? (2)

#	Specific Question or Topic of Inquiry	Input/Feedback
1	What Else?	How do we expand our public mass transit system?
2	What Else?	Has anyone considered expanding our mass transit system the way carpooling has expanded with UBER Lyft etc? IS there a study on privatizing buses?

Elected and Community Leaders Responses

Complete Streets Approach (77)

#	Specific Question or Topic of Inquiry	Input/Feedback
1	Do you think implementing Complete Streets would help, hinder or not impact congestion in Miami-Dade?	Absolutely, help
2	Do you think implementing Complete Streets would help, hinder or not impact congestion in Miami-Dade?	appropriate yes
3	Do you think implementing Complete Streets would help, hinder or not impact congestion in Miami-Dade?	better for cars
4	Do you think implementing Complete Streets would help, hinder or not impact congestion in Miami-Dade?	def. help
5	Do you think implementing Complete Streets would help, hinder or not impact congestion in Miami-Dade?	definitely help
6	Do you think implementing Complete Streets would help, hinder or not impact congestion in Miami-Dade?	Green-help
7	Do you think implementing Complete Streets would help, hinder or not impact congestion in Miami-Dade?	help
8	Do you think implementing Complete Streets would help, hinder or not impact congestion in Miami-Dade?	help
9	Do you think implementing Complete Streets would help, hinder or not impact congestion in Miami-Dade?	help
10	Do you think implementing Complete Streets would help, hinder or not impact congestion in Miami-Dade?	help
11	Do you think implementing Complete Streets would help, hinder or not impact congestion in Miami-Dade?	Help
12	Do you think implementing Complete Streets would help, hinder or not impact congestion in Miami-Dade?	Help
13	Do you think implementing Complete Streets would help, hinder or not impact congestion in Miami-Dade?	help
14	Do you think implementing Complete Streets would help, hinder or not impact congestion in Miami-Dade?	help
15	Do you think implementing Complete Streets would help, hinder or not impact congestion in Miami-Dade?	help
16	Do you think implementing Complete Streets would help, hinder or not impact congestion in Miami-Dade?	help
17	Do you think implementing Complete Streets would help, hinder or not impact congestion in Miami-Dade?	help
18	Do you think implementing Complete Streets would help, hinder or not impact congestion in Miami-Dade?	help

19	Do you think implementing Complete Streets would help, hinder or not impact congestion in Miami-Dade?	I hope it will have some impact riding my bike is too dangerous here; I don't even like to walk here
20	Do you think implementing Complete Streets would help, hinder or not impact congestion in Miami-Dade?	no impact
21	Do you think implementing Complete Streets would help, hinder or not impact congestion in Miami-Dade?	Should help
22	What would empower your community to implement a Complete Streets approach?	$3
23	What would empower your community to implement a Complete Streets approach?	Awareness
24	What would empower your community to implement a Complete Streets approach?	Awareness quality of life issue (high)
25	What would empower your community to implement a Complete Streets approach?	Commission
26	What would empower your community to implement a Complete Streets approach?	Community involvement very high
27	What would empower your community to implement a Complete Streets approach?	Education for safety enforcement; consequence for negative action
28	What would empower your community to implement a Complete Streets approach?	Faster commute times t
29	What would empower your community to implement a Complete Streets approach?	Get people in the streets to use different type of transportation to exp. The plan
30	What would empower your community to implement a Complete Streets approach?	Great demand
31	What would empower your community to implement a Complete Streets approach?	Leadership and resources from policy leaders to see it through
32	What would empower your community to implement a Complete Streets approach?	Money for studies
33	What would empower your community to implement a Complete Streets approach?	More money, separate pedestrians and cars better
34	What would empower your community to implement a Complete Streets approach?	More organized system
35	What would empower your community to implement a Complete Streets approach?	More safety
36	What would empower your community to implement a Complete Streets approach?	More safety
37	What would empower your community to implement a Complete Streets approach?	Positive benefits to the community
38	What would empower your community to implement a Complete Streets approach?	Remove stigma the people that actually use it
39	What would empower your community to implement a Complete Streets approach?	Research methods; provide recommendation
40	What would empower your community to implement a Complete Streets approach?	Safety want to be able to ride
41	What would empower your community to implement a Complete Streets approach?	Stories about people using transit
42	What would empower your community to implement a Complete Streets approach?	win, win, win

43	Where should Complete Streets fall in the list of Public Priorities?	#1
44	Where should Complete Streets fall in the list of Public Priorities?	#1
45	Where should Complete Streets fall in the list of Public Priorities?	3-4
46	Where should Complete Streets fall in the list of Public Priorities?	Essential
47	Where should Complete Streets fall in the list of Public Priorities?	Funding priority high
48	Where should Complete Streets fall in the list of Public Priorities?	high
49	Where should Complete Streets fall in the list of Public Priorities?	High
50	Where should Complete Streets fall in the list of Public Priorities?	High
51	Where should Complete Streets fall in the list of Public Priorities?	High
52	Where should Complete Streets fall in the list of Public Priorities?	I don't think we are there yet
53	Where should Complete Streets fall in the list of Public Priorities?	Top
54	Where should Complete Streets fall in the list of Public Priorities?	Top
55	Where should Complete Streets fall in the list of Public Priorities?	Top
56	Where should Complete Streets fall in the list of Public Priorities?	Top
57	Where should Complete Streets fall in the list of Public Priorities?	Top
58	Where should Complete Streets fall in the list of Public Priorities?	Top 5
59	Where should Complete Streets fall in the list of Public Priorities?	Top 5
60	Where should Complete Streets fall in the list of Public Priorities?	Top of list
61	Would you support the requirement for additional zoned right-of-way, where appropriate, to accommodate additional street elements?	absolutely yes
62	Would you support the requirement for additional zoned right-of-way, where appropriate, to accommodate additional street elements?	absolutely, safety yes!
63	Would you support the requirement for additional zoned right-of-way, where appropriate, to accommodate additional street elements?	around a school yes!
64	Would you support the requirement for additional zoned right-of-way, where appropriate, to accommodate additional street elements?	Green- yes
65	Would you support the requirement for additional zoned right-of-way, where appropriate, to accommodate additional street elements?	yes
66	Would you support the requirement for additional zoned right-	yes

	of-way, where appropriate, to accommodate additional street elements?	
67	Would you support the requirement for additional zoned right-of-way, where appropriate, to accommodate additional street elements?	yes
68	Would you support the requirement for additional zoned right-of-way, where appropriate, to accommodate additional street elements?	yes
69	Would you support the requirement for additional zoned right-of-way, where appropriate, to accommodate additional street elements?	yes
70	Would you support the requirement for additional zoned right-of-way, where appropriate, to accommodate additional street elements?	yes
71	Would you support the requirement for additional zoned right-of-way, where appropriate, to accommodate additional street elements?	yes
72	Would you support the requirement for additional zoned right-of-way, where appropriate, to accommodate additional street elements?	yes
73	Would you support the requirement for additional zoned right-of-way, where appropriate, to accommodate additional street elements?	yes
74	Would you support the requirement for additional zoned right-of-way, where appropriate, to accommodate additional street elements?	yes
75	Would you support the requirement for additional zoned right-of-way, where appropriate, to accommodate additional street elements?	yes
76	Would you support the requirement for additional zoned right-of-way, where appropriate, to accommodate additional street elements?	yes
77	Would you support the requirement for additional zoned right-of-way, where appropriate, to accommodate additional street elements?	yes for save

Fix Barriers (11)

#	Specific Question or Topic of Inquiry	Input/Feedback
1	How easily can you access transit? Where would you like to see better connections to transit to make it more accessible?	Biscayne could be so much better from downtown to midtown
2	How easily can you access transit? Where would you like to see better connections to transit to make it more accessible?	In coral gables, more folks on perimeter road to avoid cut through
3	How easily can you access transit? Where would you like to see better connections to transit to make it more accessible?	Make streets one way
4	How easily can you access transit? Where would you like to see better connections to transit to make it more accessible?	Map on complete streets all ideas and let folks comment
5	How easily can you access transit? Where would you like to see better connections to transit to make it more accessible?	More busses, shorter wait times
6	How easily can you access transit? Where would you like to see better connections to transit to make it more accessible?	Online transit app

#		
7	How easily can you access transit? Where would you like to see better connections to transit to make it more accessible?	Underline – US1 going east to west is a barrier
8	Where would you like to pilot lane elimination in Miami-Dade to better accommodate all modes of transportation, not just cars? Can you think of any overbuilt roads that could spare a lane?	Biscayne Blvd. for lane elimination, eliminate parking area
9	Where would you like to pilot lane elimination in Miami-Dade to better accommodate all modes of transportation, not just cars? Can you think of any overbuilt roads that could spare a lane?	Main streets of Miami beach, Washington for lane elimination
10	Where would you like to pilot lane elimination in Miami-Dade to better accommodate all modes of transportation, not just cars? Can you think of any overbuilt roads that could spare a lane?	Not sure – I don't know how old neighborhoods could do lane eliminations
11	Where would you like to pilot lane elimination in Miami-Dade to better accommodate all modes of transportation, not just cars? Can you think of any overbuilt roads that could spare a lane?	Road diets – other things in place such as bus, transit, train, space for bicycles

Gather Data (14)

#	Specific Question or Topic of Inquiry	Input/Feedback
1	What other data do you think should be collected or improved in Miami-Dade?	Actually see if people are using the Metrorail and if its effective
2	What other data do you think should be collected or improved in Miami-Dade?	Amazing to see the volume of pedestrian fatalities, also the concentrated areas in the NE
3	What other data do you think should be collected or improved in Miami-Dade?	Better building codes to include infrastructure and density, property line does not allow for safe transportation of any kind
4	What other data do you think should be collected or improved in Miami-Dade?	Court program – add multimodal traffic counts/ridership
5	What other data do you think should be collected or improved in Miami-Dade?	Develop a robust, multimodal level of service
6	What other data do you think should be collected or improved in Miami-Dade?	Develop integration transportation platform of various modes
7	What other data do you think should be collected or improved in Miami-Dade?	Funding for bicycle trials and paths
8	What other data do you think should be collected or improved in Miami-Dade?	Having crash data is a great idea
9	What other data do you think should be collected or improved in Miami-Dade?	How many people in household and how many cars per household
10	What other data do you think should be collected or improved in Miami-Dade?	I think livable transportation should be a policy directive and not require all the data collection to prove that the right thing should be done. We need to set a vision and not rely on counts
11	What other data do you think should be collected or improved in Miami-Dade?	Incorporate pedestrian priority zones in all urban centers
12	What other data do you think should be collected or improved in Miami-Dade?	It is not just about bike and pedestrians, look at results of bad driving
13	What other data do you think should be collected or improved in Miami-Dade?	Knowing that Miami is the third deadliest city for bike and pedestrian safety should be enough reason to take proper action
14	What other data do you think should be collected or improved in Miami-Dade?	Need to slow down traffic on all downtown streets

Design Right (10)

#	Specific Question or Topic of Inquiry	Input/Feedback
1	Which of the above elements are most needed in your community?	Bike lanes is not such a good idea because it takes away from cars pathways
2	Which of the above elements are most needed in your community?	Bike lanes will/could interfere with traffic flow
3	Which of the above elements are most needed in your community?	Increase public transit.
4	Which of the above elements are most needed in your community?	Multi-use paths are a good idea because bicyclists do not have sufficient areas to bike safely in Miami.
5	Which of the above elements are most needed in your community?	Multi-use paths are great because they will serve as a good connection
6	Which of the above elements are most needed in your community?	Narrowing the lanes is not a good idea because it would interfere with regular traffic flow
7	Which of the above elements are most needed in your community?	Need better public transportation system
8	Which of the above elements are most needed in your community?	Need better road systems
9	Which of the above elements are most needed in your community?	Not enough roads to accommodate all the condominiums
10	Which of the above elements are most needed in your community?	Prioritize bicycle facilities over onsite parking

Create Networks through Maintenance (3)

#	Specific Question or Topic of Inquiry	Input/Feedback
1	What maintenance projects and improvements would you like to see and where?	Bicycle and pedestrian infrastructure should always be part of the design process. Assure all streets users always!
2	What maintenance projects and improvements would you like to see and where?	Can bike/ped improvements be funded with transportation $ typically used for cars
3	What maintenance projects and improvements would you like to see and where?	Promote 3-1-1 to get better maintenance, need info

Improve Safety Laws & Legislation (8)

#	Specific Question or Topic of Inquiry	Input/Feedback
1	Do you think Miami-Dade should adopt a Vision Zero Policy?	Miami have the worst drivers and so vision zero requires educating the people to be accepted
2	Do you think Miami-Dade should adopt a Vision Zero Policy?	Vision zero is a good idea but it's all about leadership in making it happen
3	Do you think Miami-Dade should adopt a Vision Zero Policy?	Vision zero is Feasible if people understand the stories behind them those fatalities. Need to personalize the stories so people are moved and touched to change behavior
4	Do you think Miami-Dade should adopt a Vision Zero Policy?	Vision zero needs to be real to people but it's a great idea. Need to make the story pop and stick.
5	Do you think Miami-Dade should adopt a Vision Zero Policy? Why did you answer yes/no above?	Vision zero concept is great because pedestrians come first, increases safety and economic

#	Specific Question or Topic of Inquiry	Input/Feedback
		growth
6	What other components, policies, or laws should be prioritized in Miami-Dade?	Friend waited for an entire hour before bus arrival and so people are less incline to take public transport
7	What other components, policies, or laws should be prioritized in Miami-Dade?	Need different infrastructure to accommodate bikes and peds in Miami and need strong leadership to make changes stick.
8	What other components, policies, or laws should be prioritized in Miami-Dade?	Public transportation is not efficient in Miami and its in consistently untimely/unreliable

Educate and Enforce Proper Road Use (15)

#	Specific Question or Topic of Inquiry	Input/Feedback
1	Would you support enforcement of pedestrian and bike rights such as: • Ticketing? • 3-Foot Law? • No Right Turn on Red? • Pedestrian Crosswalks?	Concerns about cost – how much would it cost and how much are residents willing to pay
2	Would you support enforcement of pedestrian and bike rights such as: • Ticketing? • 3-Foot Law? • No Right Turn on Red? • Pedestrian Crosswalks?	Does not support ticketing – would like to know if this is effective? What are the numbers?
3	Would you support enforcement of pedestrian and bike rights such as: • Ticketing? • 3-Foot Law? • No Right Turn on Red? • Pedestrian Crosswalks?	Education in general
4	Would you support enforcement of pedestrian and bike rights such as: • Ticketing? • 3-Foot Law? • No Right Turn on Red? • Pedestrian Crosswalks?	Give priority to pedestrians
5	Would you support enforcement of pedestrian and bike rights such as: • Ticketing? • 3-Foot Law? • No Right Turn on Red? • Pedestrian Crosswalks?	Make more difficult to get a license – earn the right to drive
6	Would you support enforcement of pedestrian and bike rights such as: • Ticketing? • 3-Foot Law? • No Right Turn on Red? • Pedestrian Crosswalks?	Miami is car-centric, we keep adding lanes and making them narrower – this is unsafe
7	Would you support enforcement of pedestrian and bike rights such as: • Ticketing? • 3-Foot Law?	Miami is not transit oriented – it is more challenging

	• No Right Turn on Red? • Pedestrian Crosswalks?	
8	Would you support enforcement of pedestrian and bike rights such as: • Ticketing? • 3-Foot Law? • No Right Turn on Red? • Pedestrian Crosswalks?	Miami is unique, unsure about lane elimination and whether it would reduce congestion
9	Would you support enforcement of pedestrian and bike rights such as: • Ticketing? • 3-Foot Law? • No Right Turn on Red? • Pedestrian Crosswalks?	Need bike lanes with barriers – not just small painted lines
10	Would you support enforcement of pedestrian and bike rights such as: • Ticketing? • 3-Foot Law? • No Right Turn on Red? • Pedestrian Crosswalks?	Need bus systems within neighborhoods as well as connections for long distances
11	Would you support enforcement of pedestrian and bike rights such as: • Ticketing? • 3-Foot Law? • No Right Turn on Red? • Pedestrian Crosswalks?	Supports – three foot law, no turn on red, ped crosswalks
12	Would you support enforcement of pedestrian and bike rights such as: • Ticketing? • 3-Foot Law? • No Right Turn on Red? • Pedestrian Crosswalks?	Too difficult to enforce solutions: vehicle technology and driverless cars
13	Would you support enforcement of pedestrian and bike rights such as: • Ticketing? • 3-Foot Law? • No Right Turn on Red? • Pedestrian Crosswalks?	We need more connections to the beach, for tourists, needs to be more conducive to people that want to use it
14	Would you support enforcement of pedestrian and bike rights such as: • Ticketing? • 3-Foot Law? • No Right Turn on Red? • Pedestrian Crosswalks?	We need more transit where they don't share lanes with other vehicles in order to have quicker transit, and make them more efficient
15	Would you support enforcement of pedestrian and bike rights such as: • Ticketing? • 3-Foot Law? • No Right Turn on Red? • Pedestrian Crosswalks?	Would like to see a north/south monorail or subway system, currently its not efficient, need something that runs along 95

Safe Streets Require 5-E's (3)

#	Specific Question or Topic of Inquiry	Input/Feedback
1	Which "E" do you think has the most impact and why?	Enforcement/ evaluation because you can assess whether the revisions have worked
2	Which "E" do you think has the most impact and why?	Engineering – b/c there is not enough space for bicycles
3	Which "E" do you think has the most impact and why?	Other thing that will work in Miami is gather data, educate, enforce

What else? (2)

#	Input/Feedback
1	Making a complete street concept a priority;
2	Direct local funds for safer streets and not waiting for federal funds.

Older Adult Responses

Complete Streets Approach (13)

#	Specific Question or Topic of Inquiry	Input/Feedback
1	What would empower your community to implement a Complete Streets approach?	Better connections to tri-rail and the train are needed for remote older adults.
2	What would empower your community to implement a Complete Streets approach?	More pedestrian signals are needed
3	What would empower your community to implement a Complete Streets approach?	Safe separated area for bicycles. Too many conflicts with bicyclist on sidewalk such as on 29th street and NW 12 Avenue in the City of Miami.
4	What would empower your community to implement a Complete 5Streets approach?	Need larger, physical barriers between cars and bicyclist not just paint, so that all [modes of transportation] feel safe
5	What would empower your community to implement a Complete Streets approach?	Concrete not plastic for bicycle separations between cars and bicyclist.
6	What would empower your community to implement a Complete Streets approach?	Some older adults were concerned about the cost for protected bicycle facilities, and felt all extra money should go into transit.
7	What would empower your community to implement a Complete Streets approach?	More trees and shade are needed along routes older adults often commute. For example, not enough shade is present along Flagler and 12th Avenue.
8	What would empower your community to implement a Complete Streets approach?	Transit needs to be improved! We don't need new buses we need more!
9	What would empower your community to implement a Complete Streets approach?	Transit passes use to include transfer tickets now it's too expensive and I'm a couple of years shy of the golden passport eligibility. Make transit more affordable so we can rely on it.
10	What would empower your community to implement a Complete Streets approach?	Trash bins and shade needed at bus stops. I often get soaked waiting 20 minutes to an hour depending on the day for the bus.
11	What would empower your community to implement a Complete Streets approach?	Protect those at bus stops (add a physical barrier)
12	Do you think implementing Complete Streets would affect congestion?	Yes
13	Should Complete Streets be a priority in Miami-Dade?	Ask for federal/state funds – needs to be prioritized

Fix Barriers (20)

#	Specific Question or Topic of Inquiry	Input/Feedback
1	What are the barriers to crossing the street in your neighborhood?	Water rises on our walking routes. Flooding is an issue especially along 20th street.
2	What are the barriers to crossing the street in your neighborhood?	Need security for older adults
3	What are the barriers to crossing the street in your neighborhood?	Cars parking on sidewalks, creating barriers for older adults
4	Where do you think the most bicycle and pedestrian crashes occur?	Right turns conflict with pedestrians
5	What are the barriers to crossing the street in your neighborhood?	Velocity/Speed

#	Specific Question or Topic of Inquiry	Input/Feedback
6	What are the barriers to crossing the street in your neighborhood?	Alcohol/drugs
7	What are the barriers to crossing the street in your neighborhood?	Cell phones/texting/talking
8	What are the barriers to crossing the street in your neighborhood?	Distracting driving
9	What are the barriers to crossing the street in your neighborhood?	Jaywalking
10	What are the barriers to crossing the street in your neighborhood?	People not on sidewalk/not following directions or using the crosswalk
11	What are the barriers to crossing the street in your neighborhood?	Not waiting for red light
12	What are the barriers to crossing the street in your neighborhood?	Not following safety protocol
13	What are the barriers to crossing the street in your neighborhood?	Cant see signs/no signs
14	Where do you think the most bicycle and pedestrian crashes occur?	No crosswalks
15	Do you feel there is enough time for people to cross the street?	There is not enough time to cross the street safely. We need stops midway to be able to stop (refuge island)
16	What is missing related to transportation? Are there areas that need a "last mile" connection?	Need to allow those getting on the bus enough time to sit so they don't fall when it starts – causes injury
17	What is missing related to transportation? Are there areas that need a "last mile" connection?	Buses don't stop for you on 12th street
18	What is missing related to transportation? Are there areas that need a "last mile" connection?	Need cleaner buses, better environment
19	What is missing related to transportation? Are there areas that need a "last mile" connection?	Need lower prices for buses and to get bus transfers
20	What is missing related to transportation? Are there areas that need a "last mile" connection?	Cars blocking pedestrian crossings

Design Right (5)

#	Specific Question or Topic of Inquiry	Input/Feedback
1	What Complete Streets elements would you like to see implemented nearby?	Design roads that are equally safe for cars, pedestrians, bicyclist, and those in wheel chair or disabled pedestrians.
2	What Complete Streets elements would you like to see implemented nearby?	If the design made me feel safe I would want to bike for health reasons.
3	What Complete Streets elements would you like to see implemented nearby?	Don't feel safe at cross streets. Can see better at the center of the street. Need more visibility. Need safer more convenient crosswalks.
4	What Complete Streets elements would you like to see implemented nearby?	Bus stops with seating and shade
5	What Complete Streets elements would you like to see implemented nearby?	Better transfers

Create Networks through Maintenance (5)

#	Specific Question or Topic of Inquiry	Input/Feedback
1	What barriers do you see that need to be fixed or maintained to make streets safer?	Pot holes are difficult to see when driving and should be prioritized to be fixed.
2	What barriers do you see that need to be fixed or maintained to make streets safer?	Raised sidewalks pose trip-hazards and are difficult to navigate with assisted walking devices.
3	What barriers do you see that need to be fixed or maintained to make streets safer?	Need maintenance or signs on streets
4	What barriers do you see that need to be fixed or maintained to make streets safer?	Would like to have more overpasses
5	What barriers do you see that need to be fixed or maintained to make streets safer?	Graffiti – have to pay to cover

Improve Safety Laws & Legislation (7)

#	Specific Question or Topic of Inquiry	Input/Feedback
1	What would be the best way to promote safety and make streets safer for older adults?	Greater enforcement for drunk driving is needed
2	What would be the best way to promote safety and make streets safer for older adults?	Greater enforcement for drivers that are under the influence
3	What would be the best way to promote safety and make streets safer for older adults?	Greater enforcement for children walking to and from school is needed in the midtown/Wynwood neighborhoods. Children are crossing mid-block.
4	What would be the best way to promote safety and make streets safer for older adults?	Greater enforcement for graffiti writing on private properties. Older adults are being fined for graffiti on their property, but they are fearful to confront the violators and can't afford the fines.
5	What would be the best way to promote safety and make streets safer for older adults?	Speeding fines need to be enforced in school zones.
6	What do lawmakers need to know about your needs related to transportation?	Need to fix old buses and add new ones to accommodate need for more transit
7	What do lawmakers need to know about your needs related to transportation?	Need more transit availability/more times in between buses/decrease time lapse between buses stopping/pickup

Educate and Enforce Proper Road Use (7)

#	Specific Question or Topic of Inquiry	Input/Feedback
1	What do you think would work best to educate the community?	Education for drivers, pedestrians, and bicyclist needed.
2	What do you think would work best to educate the community?	Older adults are interested in riding bicycles that are large tri-cycle to feel safe balancing on wheels and to be able to get around quicker than walking. It will also help keep them fit. Education classes for older adults on the three-wheeled bikes were of interest to older adults.
3	What do you think would work best to educate the community?	Pedestrians do not check before crossing but rather run for it, need to be educated
4	What do you think would work best to educate the community?	Need to educate all communities in general concepts such as in TV ads, radio, community centers (senior centers) and in schools, signs, rescue mission, and government centers to education seniors
5	What do you think would work best to educate the community?	Please reminders for drivers of pedestrian crossings
6	What do you think would work best to enforce the laws we need to keep us safe?	Older adults sometimes feel that too many trees can make it feel unsafe, cause safety issues
7	What do you think would work best to enforce the laws we need to keep us safe?	Don't allow individuals with mental illness walk alone

Bike to Work Day Responses

Complete Streets Approach (26)

#	Specific Question or Topic of Inquiry	Input/Feedback
1.	Do you think implementing Complete Streets would help, hinder or not impact congestion in Miami-Dade?	Help. People don't like to sit in traffic so I think they would support Complete Streets if it shows to alleviate congestion.
2.	Do you think implementing Complete Streets would help, hinder or not impact congestion in Miami-Dade?	Help because it will make more room for transit, bikes, pedestrians, and cars to give people more options.
3.	What would empower your community to implement a Complete Streets approach?	A safe Routes and alternative routes for pedestrians and bicyclist would make people want to support complete streets.
4.	Do you think implementing Complete Streets would help, hinder or not impact congestion in Miami-Dade?	Help
5.	Would you support the requirement for additional zoned right-of-way, where appropriate, to accommodate additional street elements?	Yes
6.	Do you think implementing Complete Streets would help, hinder or not impact congestion in Miami-Dade?	Help
7.	Would you support the requirement for additional zoned right-of-way, where appropriate, to accommodate additional street elements?	Yes
8.	What would empower your community to implement a Complete Streets approach?	A bike should have its own lane priority.
9.	Do you think implementing Complete Streets would help, hinder or not impact congestion in Miami-Dade?	Help
10.	Would you support the requirement for additional zoned right-of-way, where appropriate, to accommodate additional street elements?	Yes
11.	Where should Complete Streets fall in the list of Public Priorities?	Top. Having well maintained roads are important and making sure Complete streets is included is necessary.
12.	Do you think implementing Complete Streets would help, hinder or not impact congestion in Miami-Dade?	Of course it will help
13.	Would you support the requirement for additional zoned right-of-way, where appropriate, to accommodate additional street elements?	Yes
14.	What would empower your community to implement a Complete Streets approach?	Separated bike lanes. "Keeping two lanes for traffic and a small lane to the right would empower me to use it for biking."
15.	Do you think implementing Complete Streets would help, hinder or not impact congestion in Miami-Dade?	Impact congestion because we are not ready for Complete Streets
16.	Would you support the requirement for additional zoned right-of-way, where appropriate, to accommodate additional street elements?	Yes
17.	Where should Complete Streets fall in the list of Public	Middle

#		Input/Feedback
	Priorities?	
18.	What would empower your community to implement a Complete Streets approach?	Having safe separated facilities
19.	Do you think implementing Complete Streets would help, hinder or not impact congestion in Miami-Dade?	Help
20.	Would you support the requirement for additional zoned right-of-way, where appropriate, to accommodate additional street elements?	Yes
21.	Where should Complete Streets fall in the list of Public Priorities?	High because it's for the safety of everyone.
22.	What would empower your community to implement a Complete Streets approach?	Strong policy
23.	Where should Complete Streets fall in the list of Public Priorities?	High because pedestrian crashes need to be prevented. I support complete streets 100%.
24.	What would empower your community to implement a Complete Streets approach?	More funding dedicated to Complete Streets.
25.	What would empower your community to implement a Complete Streets approach?	Understanding that facilitate possibility for free and safe exercise like running.
26.	What would empower your community to implement a Complete Streets approach?	Allocating funds and political will.

Design Right (12)

#	Specific Question or Topic of Inquiry	Input/Feedback
1.	What Complete Streets elements would you like to see implemented nearby?	Separate bike lane Support. No, I don't think the community supports.
2.	What Complete Streets elements would you like to see implemented nearby?	Separated Bike Lanes. Depends on the customer, but in general I don't think they are supported.
3.	What Complete Streets elements would you like to see implemented nearby?	Separated Bike Lanes. Yes, we need more bike routes or paths dedicated only to bikes.
4.	What Complete Streets elements would you like to see implemented nearby?	Design Speed. Depends on the street and community meetings need to take place to determine what the community wants or feel is necessary.
5.	What Complete Streets elements would you like to see implemented nearby?	Multi-use paths because it saves money and takes safety into consideration.
6.	What Complete Streets elements would you like to see implemented nearby?	Connected Network. Bikers should pay road tax since they occupy the streets like everyone else.
7.	What Complete Streets elements would you like to see implemented nearby?	Changes that can be added onto the existing road way without redoing it all.
8.	What Complete Streets elements would you like to see implemented nearby?	Signal crossings to increase safety.
9.	What Complete Streets elements would you like to see implemented nearby?	Traffic calming. Humps to slow traffic.
10.	What Complete Streets elements would you like to see implemented nearby?	Elements that assure child safety.
11.	What Complete Streets elements would you like to see implemented nearby?	More pedestrian access and rights to use the right-of-way.
12.	What Complete Streets elements would you like to see implemented nearby?	Separated bike lanes.

Create Networks through Maintenance (5)

#	Specific Question or Topic of Inquiry	Input/Feedback
1.	What barriers do you see that need to be fixed or maintained to make streets safer?	There are no good bicycle riding lanes between 36th street and Lejeune. It is very dangerous. Around the airport there is plenty of space for good bicycle facilities but none exist.
2.	What barriers do you see that need to be fixed or maintained to make streets safer?	32nd Avenue near the airport has no bicycle facilities and few for pedestrians.
3.	What barriers do you see that need to be fixed or maintained to make streets safer?	Connection between Miami Springs and South Dade. Living in Miami Springs you can't go south into Miami on a bicycle.
4.	What barriers do you see that need to be fixed or maintained to make streets safer?	Construction roads need to be better stripped. There are no signs and my friend hurt herself badly riding bike down one.
5.	What barriers do you see that need to be fixed or maintained to make streets safer?	More 10-foot bike lanes should be built from the beginning rather than consequences of poor design and many accidents.

Improve Safety Laws & Legislation (15)

#	Specific Question or Topic of Inquiry	Input/Feedback
1.	Do you think Miami-Dade should adopt a Vision Zero Policy?	Yes, because it is necessary.
2.	Do you think Miami-Dade should adopt a Vision Zero Policy?	Not sure. Sharrows took forever to get support then what was the outcome? I'm uncertain what vision zero would do. In theory it sounds nice, but what will it really do.
3.	Do you think Miami-Dade should adopt a Vision Zero Policy?	Maybe. Would be interesting to go from conceptual to practical.
4.	What other components, policies, or laws should be prioritized in Miami-Dade?	Required signage for bikes to follow on the road and on multi-use paths.
5.	Do you think Miami-Dade should adopt a Vision Zero Policy?	Yes, I would support vision zero even if it's an extreme measure because it's needed.
6.	Do you think Miami-Dade should adopt a Vision Zero Policy?	Yes, I would support vision zero if it was on the ballot tomorrow.
7.	What other components, policies, or laws should be prioritized in Miami-Dade?	More bike cops would help to see if cyclists do what they need to do so we can all bike and reduce conflicts with cars.
8.	Do you think Miami-Dade should adopt a Vision Zero Policy?	Yes, why wouldn't I support it?
9.	Do you think Miami-Dade should adopt a Vision Zero Policy?	Yes
10.	Do you think Miami-Dade should adopt a Vision Zero Policy?	Yes
11.	Do you think Miami-Dade should adopt a Vision Zero Policy?	Yes

12.	Do you think Miami-Dade should adopt a Vision Zero Policy?	Yes
13.	Do you think Miami-Dade should adopt a Vision Zero Policy?	Yes, but the implementation of vision zero needs to be thought out carefully to be effective.
14.	What other components, policies, or laws should be prioritized in Miami-Dade?	Keeping in mind the enforcement of traffic laws mainly effect drivers.
15.	What other components, policies, or laws should be prioritized in Miami-Dade?	Keeping bike lanes in good condition for safety reasons.

Educate and Enforce Proper Road Use (43)

#	Specific Question or Topic of Inquiry	Input/Feedback
1.	What do you think would work best to educate the community?	Drivers don't understand pedestrian signals. They think they can drive on the pedestrian crosswalk when the pedestrian isn't even halfway.
2.	What do you think would work best to educate the community?	Focus on pedestrians
3.	What do you think would work best to educate the community?	Have signage so that tourist are aware
4.	Would you support enforcement of pedestrian and bike rights such as: • Ticketing?	No because you need to educate them first.
5.	Would you support enforcement of pedestrian and bike rights such as: • Pedestrian Crosswalks?	Yes, because motorist don't know what you are doing.
6.	Would you support enforcement of pedestrian and bike rights such as: • Ticketing?	Yes
7.	Would you support enforcement of pedestrian and bike rights such as: • 3-Foot Law?	Yes
8.	Would you support enforcement of pedestrian and bike rights such as: • No Right Turn on Red?	No, I would need to know more.
9.	Would you support enforcement of pedestrian and bike rights such as: • Pedestrian Crosswalks?	Yes
10.	Would you support enforcement of pedestrian and bike rights such as: • No Right Turn on Red?	Yes
11.	Would you support enforcement of pedestrian and bike rights such as: • Pedestrian Crosswalks?	Yes
12.	What do you think would work best to educate the community?	We need to educate new young drivers.
13.	Would you support enforcement of pedestrian and bike rights such as: • No Right Turn on Red?	No, because it would impede too much traffic.
14.	Would you support enforcement of pedestrian and bike rights such as: • Ticketing?	Yes
15.	Would you support enforcement of pedestrian	Yes

	and bike rights such as: • 3-Foot Law?	
16.	Would you support enforcement of pedestrian and bike rights such as: • No Right Turn on Red?	No
17.	Would you support enforcement of pedestrian and bike rights such as: • Pedestrian Crosswalks?	Yes
18.	Would you support enforcement of pedestrian and bike rights such as: • Pedestrian Crosswalks?	Yes, we need to better enforce pedestrian laws because they know what they are doing as pedestrians.
19.	Would you support enforcement of pedestrian and bike rights such as: • No Right Turn on Red?	Yes, because education is key and you have to teach why no turn on red is dangerous.
20.	Would you support enforcement of pedestrian and bike rights such as: • Pedestrian Crosswalks?	Yes
21.	Would you support enforcement of pedestrian and bike rights such as: • Pedestrian Crosswalks?	Yes
22.	Would you support enforcement of pedestrian and bike rights such as: • No Right Turn on Red?	No
23.	Would you support enforcement of pedestrian and bike rights such as: • No Right Turn on Red?	No
24.	Would you support enforcement of pedestrian and bike rights such as: • No Right Turn on Red?	Yes, but only in urbanized areas like downtown.
25.	Would you support enforcement of pedestrian and bike rights such as: • 3-Foot Law?	Yes, because bicyclist currently can't ride in the street safely.
26.	Would you support enforcement of pedestrian and bike rights such as: • No Right Turn on Red?	No
27.	Would you support enforcement of pedestrian and bike rights such as: • No Right Turn on Red?	No
28.	Would you support enforcement of pedestrian and bike rights such as: • No Right Turn on Red?	No
29.	Would you support enforcement of pedestrian and bike rights such as: • No Right Turn on Red?	No
30.	Would you support enforcement of pedestrian and bike rights such as: • No Right Turn on Red?	Yes, but use technology to determine where appropriate. If this was voted on I would support no turn on red.
31.	Would you support enforcement of pedestrian and bike rights such as: • 3-Foot Law?	Yes
32.	Would you support enforcement of pedestrian	Yes

#		
	and bike rights such as: • 3-Foot Law?	
33.	Would you support enforcement of pedestrian and bike rights such as: • 3-Foot Law?	Yes
34.	Would you support enforcement of pedestrian and bike rights such as: • 3-Foot Law?	Yes
35.	Would you support enforcement of pedestrian and bike rights such as: • Ticketing?	Yes
36.	Would you support enforcement of pedestrian and bike rights such as: • Ticketing?	Yes
37.	Would you support enforcement of pedestrian and bike rights such as: • Ticketing?	Yes
38.	Would you support enforcement of pedestrian and bike rights such as: • Ticketing?	Yes
40.	Would you support enforcement of pedestrian and bike rights such as: • Ticketing?	Yes
41.	Would you support enforcement of pedestrian and bike rights such as: Pedestrian Crosswalks?	Yes, because pedestrians and bicyclist are entitled so enforce all crosswalk rights.
42.	Would you support enforcement of pedestrian and bike rights such as: • Ticketing?	Yes
43.	Would you support enforcement of pedestrian and bike rights such as: • Ticketing?	Yes

What else? (2)

#	Specific Question or Topic of Inquiry	Input/Feedback
1.	Importance of education.	Education is so important because there is no more room for candles.
2.	Viable Bicycling n Miami-Dade	Cycling is promising financially. If there's a way to truly use bikes to commute, I would use them all the time. The facilities are too limited in Miami-Dade.

Northern Miami-Dade Community Responses

Complete Streets Approach (10)

#	Specific Question or Topic of Inquiry	Input/Feedback
1.	Where should Complete Streets fall in the list of Public Priorities?	High on the list for sure
2.	Would you support the requirement for additional zoned right-of-way, where appropriate, to accommodate additional street elements?	
3.	Would you support the requirement for additional zoned right-of-way, where appropriate, to accommodate additional street elements?	Yes, of course, I would support additional zoned-right-of-way.
4.	Would you support the requirement for additional zoned right-of-way, where appropriate, to accommodate additional street elements?	Yes, for the right of bicyclist.
5.	Do you think implementing Complete Streets would help, hinder or not impact congestion in Miami-Dade?	Hinder congestion because traffic would slow down.
6.	Do you think implementing Complete Streets would help, hinder or not impact congestion in Miami-Dade?	Help congestion
7.	Where should Complete Streets fall in the list of Public Priorities?	Middle list of priorities because it affects us all.
8.	Where should Complete Streets fall in the list of Public Priorities?	High importance because it could unify the community.
9.	Do you think implementing Complete Streets would help, hinder or not impact congestion in Miami-Dade?	Help impact congestion.
10.	Would you support the requirement for additional zoned right-of-way, where appropriate, to accommodate additional street elements?	Yes, I would support.

Design Right (15)

#	Specific Question or Topic of Inquiry	Input/Feedback
1.	What Complete Streets elements would you like to see implemented nearby?	Separated Bike lanes. No, I don't think the community supports.
2.	What Complete Streets elements would you like to see implemented nearby?	Separated bike lanes. Depends on the customer; community in general need bike lanes to be moved off of main roads.
3.	What Complete Streets elements would you like to see implemented nearby?	Design speed. Community meetings should be had for each road that is under consideration to see what they want and understand what works.
4.	What Complete Streets elements would you like to see implemented nearby?	Multi-use path. Supports multi-use path because it saves money and for safety considerations.

#	Specific Question or Topic of Inquiry	Input/Feedback
5.	What Complete Streets elements would you like to see implemented nearby?	I'm afraid of roundabout people don't yield.
6.	What Complete Streets elements would you like to see implemented nearby?	More flashing yellow lights for cars to slow down for people.
7.	What Complete Streets elements would you like to see implemented nearby?	Separated bike lanes. Yes, bike lanes need to be separated. Bikes have the same rights as pedestrians and cars.
8.	What Complete Streets elements would you like to see implemented nearby?	I see that in Miami-Dade there needs to be more sidewalks.
9.	What Complete Streets elements would you like to see implemented nearby?	Not too many trees because they create blind spots.
10.	What Complete Streets elements would you like to see implemented nearby?	Multi-use paths. We need more safe bike paths because my daughter can only ride her bike within the neighborhood.
11.	What Complete Streets elements would you like to see implemented nearby?	More signage. In South Beach there are lots of signage and people seem to pay more attention as pedestrians.
12.	What Complete Streets elements would you like to see implemented nearby?	Crosswalk buttons that control street lights.
13.	What Complete Streets elements would you like to see implemented nearby?	More painted crosswalks for each block.
14.	What Complete Streets elements would you like to see implemented nearby?	Medians but without trees so that visibility is not affected.
15.	What Complete Streets elements would you like to see implemented nearby?	Separated bike lanes because I don't ride my bike because I would have to ride on the road and I don't feel safe.

Improve Safety Laws & Legislation (5)

#	Specific Question or Topic of Inquiry	Input/Feedback
1.	What other components, policies, or laws should be prioritized in Miami-Dade?	There must be an emphasis on neighborhoods and people and clean up before anything can be done.
2.	What other components, policies, or laws should be prioritized in Miami-Dade?	There is a safety issue and both pedestrian and cars need to stop and proceed when they are supposed to.
3.	Would you support vision zero, why or why not?	If money is not coming from public school education or rising of taxes then yes let's see nice streets. Yes, I would support vision zero.
4.	What other components, policies, or laws should be prioritized in Miami-Dade?	Laws that support slowing traffic to improve safety.
5.	Would you support vision zero, why or why not?	Yes, because we need a system to stop fatalities.

Educate and Enforce Proper Road Use (10)

#	Specific Question or Topic of Inquiry	Input/Feedback
1.	What do you think would work best to educate the community?	There needs to be more education on yielding at roundabouts.
2.	What do you think would work best to educate the community?	There needs to be a look out at roundabouts. Maybe add yellow lights or have people obey them.
3.	What do you think would work best to educate the community?	Educate the community about going out in groups or with neighbors
4.	What do you think would work best to educate the community?	Educate the community on the importance to walk for exercise.
5.	What do you think would work best to educate the community?	Parents feel walking is unsafe for kids in the community.
6.	What do you think would work best to educate the community?	More outreach to the community needs to occur
7.	What do you think would work best to educate the community?	Drivers need to respect crosswalks.
8.	What do you think would work best to educate the community?	More awareness needed for people to make changes.
9.	What do you think would work best to educate the community?	Get involved in the community to make changes.
10.	What do you think would work best to educate the community?	Informing the community how can we get involved? Everyone seems to be doing their own thing.

What else? (5)

#	Specific Question or Topic of Inquiry	Input/Feedback
1.	Overall impression	As I get involved in my neighborhood I think Complete Streets is great.
2.	Overall impression	Complete Streets is very important for the future of the community.
3.	Overall impression	I don't use my bike because I don't feel safe. More people need to get involved to provide input (on Complete Streets).
4.	Overall impression	I have three buds and we get out and do things and we have noticed changes to the streets like the ones on these boards.
5.	Overall impression	In Aventura things are really nice. There I see changes, but not too much around here.

Student Focus Group Transcription

Duration: [00:44:38]

Interviewer: Does anyone have any objections to this meeting being recorded? I'm seeing head nodes. Is it correct to assume you are okay with that? Okay, thank you.

My name is Anamarie, I am a consultant working for the County on a project called Safer People, Safer Streets. The organization I work with is called Urban Health. And so what we look at are what are the health impacts if you engineer your community or you design your community with certain aspects. So there's the few... who here's familiar with Department of Transportation?

Okay, so we have a local Department of Transportation, we have a state department of Transportation; we have a national Department of Transportation. The feds give us a lot of money. The feds give it to the state, the state gives it to the local and that's how we built our roads, and how we are able do a lot of the transportation projects we do.

Well we have a secretary who is appointed by the president and the U.S. Department of Transportation's current secretary is Anthony Fox. And Mr. Fox said, you know what, I'm sick and tired of hearing all the statistics of injuries. I'm also aware of how the way we design our roads can do impact our health and do impact the economy and the benefits of businesses.

I'm going to make a challenge for every Mayor across the United States to say if you are serious about making your streets safer and healthier for all and those that are economically viable, I want you to pledge, and I want you to come up and go through this process of this plan. And he calls this initiative Safer People and Safer Streets.

So 2015 when U.S. Department of Transportation secretary Anthony Fox challenged local government, our county major, Carlos Gimenez, joined with commissioner of district 9 Dennis Moss committed to the challenge. They formed a local action team. And this local team was a group of experts and you see them here, they're all doing and assessment together.

There is the secretary of our local district for the Department of Transportation Mr. Gus Pego, and others and they went out and looked at different streets and designs within Miami-Dade and they came up with some recommendations for the Mayor to consider. They have a mission and common goals.

So today what we're going to do is discuss a little bit of what those recommendations are and to have from your perspective what do you think of it. You each have a number and we're going to treat this as a focus group. So we weren't sure how many folks were going to attend today. If it's less than 12 we'll have it as a focus group, if it's more than we will switch to a group discussion.

Hi! How are you? Good, thank you for coming.

And so I'm going to give you a number and before you speak, I'd like for you to say your

number. So you would say, because I don't want to know your names because everything you share today is private or in other words anonymous. So, you're 5. Here you go.

So that's how we're going to respond for the rest of the session today. Any questions? So there's 8 of us here, and I want to make sure I have the recording on, as I mentioned it is being recorded.

Is anyone here opposed to having their picture taken? You can say yes, don't feel pressured.

You don't even have to participate. Okay, everyone is agreement to participate for the next 20/30 minutes? Okay, then let's begin.

Okay, so the next board we're going to talk about here is complete streets. What comes to mind, what's the first thing that comes to your mind when you think of the phrase complete streets? Number 1?

1: Maybe something that's already done, they've finished it and they're ready for people and cars to drive on it and walk by it.

Interviewer: Okay, so for both people and cars to walk by it and something that's already completed or done. Anyone else, any other ideas? If you Googled complete streets today what do you think would come up?

5: Streets without any construction.

Interviewer: Without any construction. Okay, and who would use those streets? So mean like dirt roads when you mean

without construction or what do you envision?

5: I mean not currently under construction, like already completed.

Interviewer: Already completed. Okay, great. So Complete Streets actually is a concept. And it's a concept in urban design that tells us that we want to make equitable streets. What's equity mean? What does equitable mean? When you think of equitable? Without reading the board guys, it's not on the board. What does equitable mean? What does equal mean?

?: The sum of.

Interviewer: The sum of something, or the same, right? So the sum of all parts, the sum of everyone being able to, if you chose to drive, right? And you number eight chose to walk. But number five you said, I'm sorry I'm taking a bus. I'm going to be a smarter one of the group. And then number two says I'm going to bike, right? That means if all of you together are still using transportation in Miami-Dade, the sum of all of you would be having the equal opportunity for any of you to use a road. That would make something that would make a street equitable. It would make a street for everyone.

What if one of you was on crutches and you wanted to get across the street? Or you were 90 years and difficulties carrying your groceries home but you can't drive anymore and you're a block away from the grocery store. You should have the right to be able to walk comfortably to walk to that store with maybe a little cart just like I carry around, even though I'm not 90. And you put your groceries in it and you can get

across the street, and if you walked a little bit slower you'd still get to cross the street. Right?

So that's designing roads for any mode, for all those modes we just mentioned, and for any ability. Meaning, if you're disabled of if you're very capable as yourself and very athletic you can get across very quickly. And that's the idea, is that we have a community that's diverse that comes from different cultures, different customs of walking across the street, or driving we know in Miami so well.

And we want to make sure that everyone, including, what if you have a restaurant? You need to bring the food, whose going to bring the food? It doesn't come in a car, it comes in a truck, right? So we need the roads to also fit our trucks and our freights. We need that to be the goods, foods, services for any kind of store that we might have nearby. So making streets for all modes of transportation is a complete street. And allowing folks of any ability to use that street. So you have the choice to choose how to get around.

And so complete streets technically are the definition by the National Complete Streets Collation is that it makes the streets and convenient for all-- there we go, it's back on, let me put this on up here. I think if I put it on airplane it will go all the way.

A complete streets approach with a policy commitment to prioritize and integrate all roads into every transportation project. Walking and biking should not be afterthoughts in roadway designs. When something's complete you should have walking and biking considerations done. You both said similar things. When the road

is complete that means that every single mode has been included into it, that would make a road complete.

And that they're also context sensitive and incremental. Meaning, that depending on the community. If you are in downtown it looks a little different than in front of Richmond Heights, right? In front of Richmond Heights is a big road, I mean it's not as comfortable to bike and walk freely on the road as it would be in downtown. Whereas if there's more congestion and there's a lot of people outside and you feel kind of more comfortable with things.

So, the recommendations this team, that they put together this expert team, and they gave a series of recommendations. They gave a few, and so one of the recommendations is leadership. They feel that they need the leadership or the elected officials to publically announce the importance of bike and pedestrian safety laws in street. They also feel that staff needs to feel empowered, so everyone who works at the county or in government basically does who above them tells them what to do. So whoever their boss is they go ahead and they do that. Now, how do you empower people who are staffed, for you students for example? How would I empower you all to do something? You all came here because you were asked to be here today. But how would you want to be here? What would make you want to come to something? Or want to do something?

1: Usually what our teachers tend to do when they want to get us motivated they do field trips or they reward us with something, usually how they get the attention of the young people.

Interviewer: So an incentive of some sort.

1: Yeah, that's usually what they do.

Interviewer: Okay. But if they feel like you're supposed to do that anyway? How would you, what's another way to incentivize or empower people?

1: Maybe make it interesting or like sometimes when you hear something that sounds interesting and you want to go in and see what it's about.

Interviewer: Right, exactly so you align it with some personal interest. That's a great point. So funding, what if all this sounds great but we don't have money. Really we only have money but on the street so like how are we going to balance the budget and also be able to incorporate all of these modes of transportation? Everybody would like to get here with a fast train and never have to be in traffic in a car. But how do we do that?

1: Maybe like first you should like a watch the area and see what's causing the problems. Maybe we need to widen up the street maybe there's more cars, usually that's what's on the street. So we make wider streets so that more cars could go through. And maybe that may help with the traffic.

Interviewer: Okay so relieve congestion in some way. So funding and prioritizing funding, we'll talk about road design in a second. Any other ideas on that. Number four?

4: I think she pretty much covered what I was thinking about it.

Interviewer: Okay so health. Anyone here interested in health, they're going after a health field afterwards? Okay so what do you think about the health impacts of complete streets? I mean when you think of health and you think about the streets in the kinds of streets we just discussed. What would make something unhealthy or healthier?

8: Like if there is garbage streets or there isn't enough trash bins or anything like that. We need people who actually clean up streets. Or we need everyone help out. Put everything where it should be. So not like maybe if you throw something on the ground, another animals can get to it and then it might be a disease after a while.

Interviewer: Okay so preventing epidemics by keeping our environment clean. Okay. Number seven.

7: If there is too many people there, there could be like someone spread diseases if everyone's too close if there aren't enough buses and so many people have to get on one. Then there will be too many people in one spot getting, like spreading diseases.

Interviewer: Spreading disease. So you really focus on infectious disease. What about chronic disease which is what raises our healthcare costs the most. Which is caused by usually poor diet and lack of physical activity. What if you could get that physical activity by transportation which you have to get there anyway? What if you can get healthy foods on the way to the places that you go to? How would that impact our health? Anyone else interested in health?

1: Also I've noticed that around Cutler Bay they've made more like streets for the biking so maybe that's helping out the health getting people to exercise more doing transportation of biking. Being that it is easier because it's less traffic for them because there's not a lot of people biking. So maybe that would motivate people to do it.

Interviewer: Okay so creating bike lanes or protected bike lanes. We'll talk about what kinds of bike lanes. And so here we're asking a few things. Do you think complete streets would help? So listen, everyone's going to answer this, but do you think it would help, hinder, or not impact congestion in Miami Dade? If you included a street that had all the modes of transportation would it help? Would it hinder? Or would it not impact congestion in Miami Dade? Number Two.

2: I think it would help

Interviewer: Number three.

3: It would help.

Interviewer: Number one.

1: It would help.

Interviewer: Number four.

4: It would help.

Interviewer: Five.

5: Help

Interviewer: Six?

6: Help.

Interviewer: Oh man, seven?

7: Help.

Interviewer: Eight.

8: Hinder.

Interviewer: Hinder. Okay so one hinder and seven helps. Now number six tell me why you think it would help.

6: Well those people wouldn't be on the rods because a lot of people would prefer cycling or going on a bus so there'd be less cars.

Interviewer: Okay. How do you think it would hinder congestion?

8: Because not it's complete now everyone is going to be out there so there's going to be a lot of either cars or either buses all going to be in one place, so it could be busier either on the sidewalks or like on the road.

Interviewer: Okay more chaotic. It's the same amount of people. We're not going to have more people. We're not going to bring more population right? So you're working with the same population. You're thinking of it if the density were to increase, right? Maybe complete streets attacks larger densities. But the current density it would take cars off the road or it would but, you have ten cars.

Have you ever seen that picture where it shows a hundred cars and there's a hundred people. If you put hundred people on buses it's like two buses. There's a hundred cars. So it's all this mass, but very few people all going towards similar

directions in the morning it's mostly true when you're all going towards downtown or you're all going up north. You're going to like two or three kind of central spots because they're the main employers of Miami-Dade, right. But all of them are very valid. Very good point for hinder. And very good point for helping.

Would you support or require additional zoned right-of-way where are appropriate to accommodate street elements. So basically, zoned right-of-way is we design our roads because of the way policies tell us too, right? So if you have a zoned right-of-way, it's a... Hi! Okay, thank you. No, no problem.

So zoned right-of-way, they're basically saying now you can design your roads with bikes or pedestrians being considered. That's a zoned right-of-way, okay? So the idea is if this went up to ballot, are any of you 18 yet? Soon to be. 15, okay. Soon, it's 3 years, 3 years is nothing, I'll be 40 in 3 years.

Well when you get to vote, this might be on a ballot. Would you support something that allowed for other modes of transportation to also use the roads? Okay.

We're going to go on to the next one. So someone mentioned designing right. So actually, when your lanes are larger, right, or we add more lanes, there's more accidents, there's more car accidents. Because the faster the speeds can be. You create almost a highway on your local roads. So to create safer streets and healthier streets and those that you would want slower speed.

So you actually want to take your lanes form 12 foot lanes to 10 foot lanes which would allow folks to go 35 miles per hour comfortably, up to 40 comfortably but it won't allow them to speed because it will be a physical barrier. It will give you a sense that it's too small the space to go too fast.

It's like when you're walking through a hallway. The hallways big you could run down it and not have a problem. The hallways really small you don't usually run down it because it's like you might hit the walls, right? You walk down it very carefully, if you're going through a tight spot you'd walk through it instead of running through it.

It's the same idea with cars. The lanes are smaller, it's safer for the cars. 10 foot travel lanes. Connect a network of multi-use paths. What if you're in Cutler Bay and you're using the bike paths but they don't connect to anywhere? Would you really use them? You have to have shade, you have to be comfortable, right? What other things? How would you want, what kind of things do you feel in your community would be most needed or applicable.

And I'm going to go through a few more so think about that question. Another one is lane elimination. Sometimes they eliminate a lane and they create that lane for only buses or for biking or for walking. Design the speed so looking at the speed of the road and seeing if that's the right speed and if it should be increased or decreased. And then signal crossing safety. So, is the little light with the numbers on the signal present? Is it enough time to get across? Do you have to wait 3 minutes before you cross the street? Or is it you press it, 5 seconds later you can cross the street.

So what aspects, think about where you live, and what aspects would, what element would be appropriate for your community. Any thoughts number three.

3: I think the bike lanes and where the cars go should be more separated because there's careless driver and they're going to kill someone.

Interviewer: So where bike lanes and cars go should be more separated because there's careless drivers and they can kill someone. So protected bike lanes. Would that make you bike? If you had protected bike lanes and connected paths from where you live, where do you live, what neighborhood?

3: By the Metro Zoo.

Interviewer: Okay so if you could get from the Metro Zoo to school on a protected bike lane and on a path where you wouldn't be in danger would you do it?

3: Yes.

Interviewer: You think you would try it out maybe? Not in the summer months, but maybe in the rest of the year, right? How about anyone else.

7: We could have on busier streets we could have more express lanes for people that are carpooling.

Interviewer: Okay. So actually on your streets, not just on highways.

7: Yeah.

Interviewer: Because?

7: Because it will motivate people to carpool and help and there will be less cars on the road, so that.

Interviewer: Right, yes, number 5.

5: I think design speed, I personally live, well I used to live in near 280th and it was really close to a high school and the speed was around 45 or 50 in front of my house and there's a lot of, like when school would let out there's a lot of children that walked through the neighborhood to get home and a lot of speeding drivers so it's not really that safe environment.

Interviewer: Okay and 280 Street.

5: Yeah.

Interviewer: 280th Street. Do you know where else, like 280th and like the crossroad?

5: 159.

Interviewer: 159, okay. Anyone else? No? Okay. How about fixing barriers? So right now there's some barriers, has anyone ever tried to walk and there's not a sidewalk? Anyone tried to bike and no bike lane. You know that bikes legally can share the roads, if you're driving you have to drive three feet from the bike lane. Right? If you pass a bike, you have to be three feet from it. Right? That's the law.

So here, this is what we called road diets. What does it mean to diet with nutrition?

1?: Maybe like lose weight or make it healthier.

Interviewer: Right, lose weight or make it healthier. Same thing is true for a road. Had do we make a road smaller or healthier. And so here, this shows a lane that has four roads, four lanes, four cars, do you see that? So here we would actually eliminate a lane, we'd create a little medium with some trees, some light for the pedestrian. And here folks can walk, because right now there are no sidewalks. Here folks can walk, there's a large medium in the middle, and the roads become 10 feet roads. So you can also, another alternative is creating turning lanes. And so one of them is a turning lane and then there's still two cars and there's walking and pedestrians and cars are accommodated. In this context bikes were not considered to be appropriate, right. So there might have been like an alternative bike path before it.

So why would we want to? They want to create safety zones or like a safety program where folks can learn how to ride bikes and kind of have a safety area. The older adults, older adults are a fast growing population. So if you're older, we talked about that earlier. High crash areas, areas where children, I'm not sure if on 280 it's a high crash maybe our next class we can look at it.

But, you know, how do we make some of those areas that are very dangerous for children, or for adult or for anyone where there's conflicts between the pedestrian someone who walks and someone who drives or motorists. How do we alleviate those areas of conflict? And then remove construction barriers. So when there's construction how can you still walk or bike? Something's really funny. No? Do you guys want to share? No, okay.

First mile last mile, what does it mean to first mile or last mile? Okay so let's say you take a bus, but you get to the place and you're still about a mile away from where you have to go. If there's no safe sidewalk or there's no bike path it's very difficult to get there, okay. So how do we connect that first mile and last mile path? That's very important. How do we prioritize those stops?

Hi how are you? You're number nine. So number nine thank you so much for joining us. You are being recorded and if you have any problems with having your picture taken, please let us know.

So we're talking about today the Safer People Safer Streets initiative that the Mayor has taken on as a directive from the Secretary Anthony Fox of the United States Department of Transportation.

Okay, so the question for you all is, where would you like to pilot a lane elimination? Think about places that you could possibly do a lane elimination. Okay, anyone? Number eight any ideas?

8: Places with less traffic, because if there's more people traveling on a road if there are less lanes it's going to go a lot slower because if an accident happens it's going to cause a lot of backup for the people, for the other people traveling on the road. So if it was somewhere with traffic, that would be good to eliminate a lane.

Interviewer: And that's part of the context sensitive right? Depending on if it's appropriate they'd be able to do it? How about number seven? What do you think?

7: I agree with number eight.

Interviewer: Okay, any other thoughts? Or opposing views? No. Okay, how easily, number one, how easily can you access transit and where would you like to see better connections to transit. That means like buses or the train or...?

1: Well I live all the way in Homestead, so it's really far, so it's not like a bus could take me all the way over here to school.

Interviewer: What about the busway?

1: I don't know.

Interviewer: The busway's along U.S. 1, you know those lanes that are along the side of U.S. 1? No?

1: No, I go on the highway.

Interviewer: On the highway?

1: Yeah, so..

Interviewer: On the turnpike?

1: Yeah the turnpike. What I would like to see on the turnpike is there's always a lot of ambulance that go by there and that causes a lot of chaos when they come by because you have to make space for them. It'd be cool if they'd make like a lane for them so that way we don't have to, because then people get in accidents trying to move out of the way, so I'd be nice if they had a lane just for them to arrive, not to be driving through people.

Interviewer: Okay. Any other suggestions? Number nine? What about transit, what about buses and trains?

9: I don't know, I don't use them, so I don't know.

Interviewer: Would you like to use them? Do you see a purpose in using them?

9: I mean, yeah. If you need it. My mom just drives me.

Interviewer: Has anyone ever ridden a bus here? Okay, number six. Number eight.

?: A private bus.

Interviewer: A private bus?

?: Yeah.

Interviewer: What about a public bus? What about a train?

1: Yeah when I went to New York, but not here.

Interviewer: Okay, New York like the sub?

1: Yeah.

Interviewer: Number 4 where did you experience transit?

4: I've had to take the Metrorail a few times just because one day my family was bored and we wanted to go to downtown, just went to the Daylight station, went to downtown to see the **[00:27:07] unclear.**

Interviewer: Nice.

4: We couldn't really go anywhere else because it's easier than having to rent a car.

Interviewer: Okay. And what if it made it easier, like where you live now, would you use it more? Or when you go to college?

4: Yeah, I mean because it's definitely a lot cheaper than buying a car.

Interviewer: Yeah, you save $6500 a year on average.

4: Definitely a lot cheaper.

Interviewer: That's a lot of money in your pocket.

4: Especially with because you know they could work out a way for all the public transportations especially around colleges to get you to the college and then have a direct link to a grocery store. So they've also worked out **[00:27:49] unclear.**

Interviewer: Right.

4: So yeah, it's really useful.

Interviewer: Absolutely. Anyone else. Anyone thinking of going to college here in Miami? No, everyone's going to leave?

?: Yeah. I hope.

Interviewer: You hope?

?: That's the plan

Interviewer: You might save a lot of money if you stay. Okay. Let's see, now. Okay so we're going to talk about two more concepts and then we're done for today. Woohoo. No one's eating, anyone want to eat. Take out your food!

9: I ate it earlier.

Interviewer: You should have brought your food here, then you could have participated in the rest of the conversation. You totally skipped out.

9: I forgot, I'm sorry.

Interviewer: I'm glad you remembered though, thank you for joining us. I was expecting one male, so I'm glad you're here. Okay, so Safe Streets requires five "E"s. When you do anything it requires education, right? Changing, shifting a culture. A culture that is used to in Miami driving. How do we increase that culture to be walking, biking, and transit friendly? Also refers to creating safe routes to school. Did anybody have the Walk Safe program when they were in elementary school?

9: I think I did.

Interviewer: Yeah? All public school children should have had that. Nobody went to public school in elementary school?

4: I don't remember what it is.

9: It basically taught you how to cross a street.

Interviewer: How to cross a street.

1: I remember when I was in school we actually had a test on if you knew how to cross the street correctly.

Interviewer: Right, that's the Walk Safe program. Okay, so there's something called bike safe now in the middle schools that they're starting up. Engineering, so refers to how the physical environment can be designed for creating safer, more convenient connections to the community

and local resources and services. Enforcement is the laws that keep us safe. Encouragement refers to promoting and advocating for safe and also doing very tactical things, such as creating a parking spot into a cafe area or, I mean, these are more urbanized tactics, but creating that protected bike lane by putting planters on roads. And then evaluating all of your efforts.

What do you think would have the most impact? If we had to invest in one of the "E"s which one do you think would have the most impact?

7: I think education is the most important.

9: Yeah.

Interviewer: Yeah?

7: Because if people are educated they'll make all the right decisions in all the rest.

Interviewer: I like that. If they're educated they'll make all the right decisions in all the rest. What is this? This is a Heat bath. Does anybody know how to read these? Okay, so the darker the site the more dense. So you have point prevalence here, as every dot. You have an injury. Okay. A dot of somebody who has been hit by a car. A pedestrian who has been hit by a car. Okay?

Throughout Miami-Dade. If it's super dark, then its' a lot more injuries. Completely white is no injuries and these are less injuries, right. And this is greater proportions of 25% or older are your orange areas are to show you, to overly with the injuries. Okay?

So this is where we would talk about prioritize projects in areas that have great injuries with ped-bike crashes. So beach, downtown, City of Miami, North El Portal, Miami Shores, down here where you guys are at, there's a little hotspot happening between Goulds, Cutler Bay, and South Miami Heights, just at kind of the center of it. Which is probably not too far form here, right?

Okay, so here the last one. Last one for today is laws and legislation. So on laws and legislation, whose heard of the vision 0? No? Who can read what vision 0 says? Number 6 try and read it out loud. You have glasses so you might be ahead of the group.

6: Adopt vision 0 but as the overachieving policy for vulnerable roadway safety in Miami-Dade. Vision 0 is road traffic safety, a project that aims to achieve a highway system with no fatalities or serious injuries in road traffic. Cities in the U.S. that have adopted Vision 0 include Chicago and New York City, Austin and Seattle.

Interviewer: What does that mean?

8: No accidents and no injuries to be made on the roadways.

Interviewer: On the roads. Our gold standard, what we're shooting for is to have no injuries and no accidents. Right? What do you guys think about that? I mean, it works in Seattle, Austin, New York right there prioritizing. When you make a policy decision that means there's funding and there's systems that are going to be changed to support that policy.

How would this work in Miami? The model hierarchy is that pedestrians would become first, transit second, bicycle third then this car, then the freight. CDM requirements are comprised of master plans and levels of service really guide how developers design their private properties and how roads are designed to service the different modes of transportation. What do you think about Vision 0 thought? How do you think that would work in Miami?

7: Why aren't the bicycles at higher priority than the transit? Why is it in that specific order?

Interviewer: So, when we look at model hierarchy we always prioritize the pedestrian first and then the transit can take a larger number of people and then the bicycles are considered less amounts and less vulnerability then transit riders. Because transit riders are always pedestrians at one point. Right? And then we have the car, the vehicle. Okay? Any other questions? Any other comments?

So, if you went up to vote in 3, how old are you? Are you 15?

9: 16.

Interviewer: 16, so you have two years left before you vote. Are you going to vote at 18?

9: Yeah.

Interviewer: You have to vote at 18. We need votes. If you were going to vote and this was on the ballot and you saw something about Vision 0 which actually in two years it might be on the ballet. Would you vote yes or no? And why? Number 9?

9: Yeah, it makes sense to minimize the amount of people getting hurt by transit.

Interviewer: Okay, number 5.

5: Yes, I like the focus on pedestrians there too.

Interviewer: Okay, number 1.

1: Yes, but I think it depends on where you want to do it. Because there's some areas where you can't walk or get there by bike so it's easier to get on your car and get there.

Interviewer: Right, that would make it context-sensitive. So they would have to decide where they were going to do that.

1: Yeah, and maybe around Wynwood where everybody walks a lot.

Interviewer: Right, and Wynwood is right here.

1: So an area like that would be a great idea to do it.

Interviewer: Okay. Good answer number 1, number 2? Would you support Vision 0 as a supporter, as a voter? Yes and why? Or yes or no and why?

2: Yes because I feel that it's good for pedestrians, sometimes people don't even have a car or enough money to get a bus, sometimes bus passes can be a bit expensive.

Interviewer: Okay. Number 8?

8: Yes but for the bikes I like how the pedestrians are first, but it would be good for the bikes to be maybe number two and

then transit be number three. Because it would also be encouraging people to be healthier and work out more and maybe use their bikes instead of transit.

Interviewer: Okay, number 4.

4: I would vote yes but in my opinion it makes sense that transit is second because I get what you were saying about the fact that it does take a lot more people than a bike can. Because a bike is pretty much almost always just one person while transit could be 60 people for each bus. So it kind of makes sense to try to prioritize that because then you're getting more people moving, more people able to get where they need to go.

Interviewer: 6 did you answer?

6: No. Yes, I agree with number 4 that the transit is a good idea to have second?

Interviewer: But would you vote yes or no for Vision 0?

6: Yes.

Interviewer: You would vote yes, okay. And you agree with transit. Okay. What about number 3?

3: Yes I agree with what number 9 said about accidents.

Interviewer: Okay, 7. I think you're the only one left right?

7: Yeah. Where is this money coming from?

Interviewer: Good answer. So the federal highway administration gives money, right, to our metropolitan planning organizations.

Every community in the United States with more than 50,000 people has an MPO. We have an MPO of Miami who plans all of our transportation efforts, okay? So when they get money they would simply prioritize projects and ensure that each project that they are already going to build is designed in a way that accommodates all modes of transportation to encourage these kinds of connections to happen.

So it's money that's already coming, it's just the way they implement that money. Or how they use that money and how they prioritize that money. But that's an excellent question. As a voter you always want to ask that question when you're going to vote yes or no for something.

7: Okay, so then I vote yes because we're not taking money out of other projects.

Interviewer: Okay, good answer. Very good answer, and told you guys [00:39:16] unclear. I mean not all politicians will tell you, you have to ask more questions. I was kind of hoping you would push back. So why did you answer yes or no, you already said that. And any other policies that you think that should be prioritized, sorry I thought that was the last one, but it's not. Okay this one is the last one. Any other priorities? It's 12:50 so we're going to run out... But I want to ask you two more questions before you go.

Would you support more enforcement of pedestrian and bicycle rights. Pedestrian and bicycle rights such as ticketing pedestrians and bicyclists for not following the laws of a bicyclists and a pedestrian?

Various: Yeah.

Interviewer: Nine said yes, 1 said yes. Two? Three? Yes. Wow, Four, yes. Five yes. Why five? You look like you're really thinking a thought.

5: Well because I was thinking pedestrian wise for instance like jaywalking can cause an accident when the pedestrian walks out on to a road, that actually [00:40:17] unclear.

Interviewer: Cool, 6?

6: It would depend on what in some places it's not safer for biking or pedestrians so of them would have to take something that would be out of the way of the law just so they wouldn't hurt themselves since it's not safe there.

Interviewer: Like in what example?

6: Like if...

Interviewer: Like what they have to do? Like what action?

6: Like with what she said, with jaywalking, it it's a very unsafe cross and there's a history of lots of accidents there and there's a part on the road that doesn't have a crosswalk but there's less traffic and there's not many cars coming and there's a part that you could easily cross the street and it would probably be safer than going at the crosswalk.

Interviewer: Okay. 7? Okay. Now, what about the three foot law, that means that a car has to stay three feet from the bicycle. Would you encourage enforcement of it?

9: Yeah.

Interviewer: Yes, 9, 8? 8?

8: Yes.

Interviewer: 7?

7: Yes.

Interviewer: 6?

6: Yes.

Interviewer: 1?

1: Yes.

Interviewer: 3?

3: Yes.

Interviewer: 2:

2: Yes.

Interviewer: 4? 5? Okay everyone said yes, what about no right turn on red?

?: Yes.

Interviewer: Let's say they say you can't turn on right ever on red.

9: No.

Interviewer: No, okay.

9: It speeds up traffic so then there's less traffic, I don't know, I was thinking....

Interviewer: Okay if you were a car. 1?

1: I don't know yet, I think...

Interviewer: You've got to learn a little more about it?

1: Yeah I think it depends because...

9: Yeah **[00:42:10] unclear** situation.

1: It depends on..

Interviewer: Does everybody feel like that? I'm kind of feeling like everyone's a little mixed on this one.

7: I think that it depends on the situation. I think there should be no right on red if it's both a turn and a going straight lane.

Interviewer: Okay.

7: But if it's not, and it's an only right turn lane, then it would be. If it's a turn and going straight, there should be right on red, but it's just turn right lane then there should not be right on red.

Interviewer: It's kind of a deep thought, that's more than what I expected. Thank you that's a very good point.

Any questions or comments before we wrap up. Completestreets.miami did you guys know there are some websites now that are .miami instead of .com or .org?

9:Really? That's cool.

Interviewer: Yeah, there's .miami now. So if you go to completestreets.miami follow them find out what's going on in your community and voice what you think is important for your area so that they don't start creating those streets no turn on red, so they don't start creating bike lanes or picking out lanes where you think cars should go. Wherever you think, you know, you feel that would really help the safety coming in and seeing health of your community. Hope you guys speak up one day and share your thoughts. Thank you so much for participating today.

students leaving noises.

Public Engagement Board Themes, Response Frequencies and Proportions

Complete Streets Approach

Specific Question or Topic of Inquiry	Themes	Public Meeting	Elected & Community Leader	Older Adults	Bike to Work Day	North Miami-Dade	Total	Proportion
Do you think implementing Complete Streets would help, hinder or not impact congestion in Miami-Dade?	Help	15	20	1	8	2	46	92
	Hinder	0	0	0	1	1	2	4
	No Impact	1	1	0	0		2	4
Total		16	21	1	9	3	50	100
What would empower your community to implement a Complete Streets approach?	Demonstration of Improvements or Projects that Increase Safety/Benefit the Community	6	6	10	1	0	23	36
	Increase Education, Awareness & Marketing	11	7	0	1	0	19	29
	Engagement/High Community Involvement	3	2	0	0	0	5	8
	Political Support/Leadership/Action	3	2	0	2	0	7	11
	Proof of Best Practices/Samples/Studies to Support	3	2	0	0	0	5	8
	Dedicated Funding	0	2	2	1	0	5	8
Total		26	21	12	5	0	64	100
Where should Complete Streets fall in the list of Public Priorities?	High/Top of the List	14	14	1	3	2	34	79
	Middle	2	3	0	1	1	7	16
	Low/Bottom of the List	1	1	0	0	0	2	5
Total		17	18	1	4	3	43	100
Would you support the requirement for additional zoned right-of-way, where appropriate, to accommodate additional street elements?	Yes	15	17	0	6	3	41	93
	No	2	1	0	0	0	3	7
Total		17	18	0	6	3	44	100

Fix Barriers

Specific Question or Topic of Inquiry	Input/Feedback	Public Meeting	Older Adults	Total	Proportions
How easily can you access transit?	Not easy/Difficult/Not great	2		2	100
Total		**2**		**2**	**100**
What are the barriers to crossing the street in your neighborhood?	Flooding		3	3	14
	Driver Behavior: Speeding, Distracted Driving, Not Following the Law		6	6	27
	Sense of Safety: Environment, Alcohol and Drugs		2	2	9
	Blocked sidewalks		3	3	14
	Not enough/convenient crosswalks		6	6	27
	Not enough or poor signage		2	2	9
Total		**0**	**22**	**22**	**100**

Gather Data

Specific Question or Topic of Inquiry	Input/Feedback	Public Meeting	Elected and community leader	Total	Proportion
What other data do you think should be collected or improved in Miami-Dade?	Present Data Differently: Better, Translational Formats, Provide the Story Behind the Curve	6		6	23
	Ideas on to how to change what is happening	4	4	8	30
	Agree with data being collected	3	2	5	19
	More Bicycle and Pedestrian Data	2		2	8
	Metrorail data collected and shared	0	1	1	4
	Multimodal traffic counts		2	2	8
	Data not needed - rely on vision and fact that Miami is third deadliest city		2	2	8
Total		15	12	26	100

Design Right

Specific Question or Topic of Inquiry	Input/Feedback	Public Meeting	Elected and community leader	Older Adults	Bike to Work Day	North Miami Dade	Total	Proportions
High impact projects: How do these projects intend to be supported?	Supported top to bottom	1	0	0	0	0	1	100
Total		1					1	100
Which of the above elements are most needed in your community?	Buffered/separated bike lanes	1	1	0	4	3	9	18
	Against separated Bike lanes - don't think community supports	0	2	0	2	1	5	10
	Multi-use paths and connected networks	3	2	0	2	1	8	16
	Design speed	1	0	0	2	1	4	8
	Public Transit/Improved bus stops (seating/shade)	0	2	6	0	0	8	16
	Pedestrian infrastructure (sidewalks, refuge island, pedestrian signal, crosswalks)	2	0	1	3	5	11	22
	Change to existing roadways	0	0	0	1	0	1	2
	More signage	0	0	0	0	1	1	2
	Against Road Diet	0	1	0	0	0	1	2
	Against Roundabouts	0	0	0	0	1	1	2
	Against a lot of trees- create blind spots	0	0	0	0	1	1	2
Total		7	8	7	14	14	50	100
What is needed to design Complete Streets in Miami-Dade	Design Guidelines	5					5	100 (38 of total from that day)
Total		5					5	100

Create Networks through Maintenance

Specific Question or Topic of Inquiry	Input/Feedback	Public Meeting	Elected and Community Leader	Older Adults	Bike to Work Day	Total	Proportions
What maintenance projects and improvements would you like to see and where (see raw info and takeaways for locations)?	Bike/pedestrian Infrastructure improvements	1	2	2	4	9	47.4
	Public Information on Maintenance/311 to Provide Better Maintenance Info	0	1	4	0	5	26.3
	Pot holes	0	0	1	0	1	5.26
	Signage	0	0	1	0	1	5.26
	Graffiti	0	0	1	0	1	5.26
	Construction of roads	0	0	0	1	1	5.26
	Better connections	0	0	0	1	1	5.26
Total		1	3	9	6	19	100

Improve Safety Laws & Legislation

Specific Question or Topic of Inquiry	Input/Feedback	Public Meeting	Elected and Community Leader	Bike to Work Day	North Miami Dade	Total	Proportions
Do you think Miami-Dade should adopt a Vision Zero Policy?	Yes	9	1	8	2	20	65
	Yes, but how? (funding?)	2	0	0	0	2	6
	Yes, but need education/leadership	1	3	1	0	5	16
	Not in support or skeptic that the policy can be accomplished/that it will make a difference	1	1	1	0	3	10
	Maybe	0	0	1	0	1	3
Total		13	5	11	2	31	100
What other components, policies, or laws should be prioritized in Miami-Dade?	Better Infrastructure, Separate/ prioritized bike lanes	5	4	2	1	12	44
	Shift in mindset	1	0	0	0	1	4
	Pedestrian-friendly changes	1	0	0	0	1	4
	Improved, efficient public transit	1	2	0	0	3	11
	Smarter Cars/Driverless Cars	3	0	0	0	3	11
	Better education for drivers	1	0	0	0	1	4
	Enforce current laws; More enforcement with cops on bicycles	2	0	2	2	6	22
Total		14	6	4	3	27	100

Educate and Enforce Proper Road Use

Specific Question or Topic of Inquiry	Input/ Feedback	Public Meeting	Elected and Community Leader	Older Adults	Bike to Work Day	North Miami Dade	Total	Proportions
Would you support enforcement of pedestrian and bike rights such as: • Ticketing?	Yes	0	1	0	9	0	10	83
	No	0	1	0	1	0	2	17
Total		0	2	0	10	0	12	100
Would you support enforcement of pedestrian and bike rights such as: • 3-Foot Law?	Yes	0	1	0	7	0	8	100
	No	0	0	0	0	0	0	0
Total		0	1	0	7	0	8	100
Would you support enforcement of pedestrian and bike rights such as: •No Right Turn on Red?	Yes	0	1	0	3	0	4	31
	No	0	0	0	9	0	9	69
Total		0	1	0	12	0	13	100
Would you support enforcement of pedestrian and bike rights such as: • Pedestrian Crosswalks?	Yes	0	1	0	9	0	10	100
	No	0	0	0	0	0	0	0
Total		0	1	0	9	0	10	100

Educate and Enforce Proper Road Use - Continued

Specific Question or Topic of Inquiry	Input/Feedback	Public Meeting	Elected and Community Leader	Older Adults	Bike to Work Day	North Miami Dade	Total	Proportions
What do you think would work best to educate the community?	Education for drivers, pedestrians, and bicyclists (all modes/everyone in the community)	2	1	5	3	2	13	50
	New Branding for Miamians to Shift Culture: Miami is unique, not car-centric	0	2	1	0	0	3	11
	Signage for tourists	0	0	0	1	0	1	4
	Educate older adults to ride bicycles	0	0	1	0	0	1	4
	There needs to be more education on yielding at roundabouts.	0	0	0	0	2	2	8
	Educate about safe walking and always going out in groups or with neighbors	0	0	0	0	2	2	8
	Educate about the importance of walking for exercise	0	0	0	0	1	1	4
	More outreach to community and community involvement	0	0	0	0	3	3	11
Total		2	3	7	4	10	26	100
What do you think would work best to enforce the laws we need to keep us safe?	Limit the amount of tree canopy. Too many trees can make it feel unsafe	0	0	1	0	0	1	33.333
	Don't allow individuals with mental illness walk alone	0	0	1	0	0	1	33.333
	Too difficult to enforce solutions	0	1	0	0	0	1	33.333
Total		0	1	2	0	0	3	100

What Else

Specific Question or Topic of Inquiry	Input/Feedback	Public Meeting	Elected and Community Leader	Bike to Work Day	North Miami Dade	Total	Proportion
What Else?	The need to expand our public mass transit system.	2	0	0	0	2	20
	Making a complete street pilot a priority to demonstrate the benefits and potential of complete streets	0	1	0	1	2	20
	Secure direct local funds for safer streets and not waiting for federal funds.	0	1	0	0	1	10
	Education is so important because there is no more room for more candles (fatalities).	0	0	1	0	1	10
	Cycling is promising financially. If there's a way to truly use bikes to commute, I would use them all the time. The facilities are too limited in Miami-Dade.	0	0	1	0	1	10
	I don't use my bike because I don't feel safe. More people need to get involved to provide input (on Complete Streets).	0	0	0	1	1	10
	I have three buds and we get out and do things and we have noticed changes to the streets like the ones on these boards.	0	0	0	1	1	10
	In Aventura things are really nice. There I see changes, but not too much around here (Miami Gardens).	0	0	0	1	1	10
Total		2	2	2	4	10	100