Bicycle/Pedestrian
MOBILITY PLAN

for the Miami Downtown Development Authority Area

Data Analysis
Update 2013

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EXECUTIVE SUMMARY

The Miami Downtown Development Authority (DDA) supports a safe, walkable downtown where streets are rebalanced toward transit, pedestrians, and cyclists. The DDA completed a transportation mobility analysis as part of the *Bicycle and Pedestrian Mobility Plan for the Miami Downtown Development Authority (DDA) Area* in 2010 to identify bicycle and pedestrian trip patterns and mobility issues throughout the DDA area. The analysis was based on existing conditions in 2010, data collected for the Plan, and an online bicycle and pedestrian survey. The DDA updated the data analysis in 2013 to provide the information necessary for a comparison with the baseline conditions established in the 2010 Plan, including an online survey to gauge the quality of the pedestrian experience in downtown Miami, pedestrian and bicyclist counts to determine the quantity of non-motorized transportation trips, and street data to reflect progress that has occurred over the last three years. Some of the key highlights of the many encouraging findings from the 2013 update are listed below.

- **More people are walking and bicycling in Downtown.** The 2013 bicyclist and pedestrian counts were higher for the majority of the count locations than in 2010. There was also an increase in the percentage of survey respondents who walk and bike frequently (more than 5 times per week) within Downtown.
- **More people are riding Metrorail and Metromover in Downtown.** Total Metrorail ridership within Downtown is up 25 percent and Metromover ridership is up 20 percent since 2010.
- **More crosswalks and bicycle facilities in Downtown.** Several new crosswalks, sharrow streets, and one new bike lane has been implemented since 2010.

TRANSPORTATION MOBILITY ANALYSIS UPDATE

The purpose of this report is to update the pedestrian and bicycle mobility data collection and analysis with 2013 data. A general transportation mobility analysis was completed for the *Bicycle and Pedestrian Mobility Plan for the Miami Downtown Development Authority (DDA) Area* in 2010 to identify bicycle and pedestrian trip patterns and mobility issues throughout the DDA area. The analysis was based on existing conditions in 2010, data collected for the Plan, and an online bicycle and pedestrian survey. The purpose of the original task was to collect data that would allow the study team to properly assess the existing conditions of alternative travel modes in Downtown Miami, to analyze the future bicycle and pedestrian infrastructure needs, and to identify recommended bicycle and pedestrian projects.

Collecting and analyzing updated 2013 data will provide the information necessary for a comparison with the baseline conditions established in the 2010 Plan, including an online survey to gauge the quality of the pedestrian experience in downtown Miami, pedestrian and bicyclist counts to determine the quantity of non-motorized transportation trips, and street data to reflect progress that has occurred over the last three years.

Field Review Observations

Field observations were that were initially conducted in 2010 along major travel corridors within the DDA area were updated in August 2013. Detailed field observations of these corridors were conducted to determine existing conditions, width of curb lane, sidewalk width, median type, posted speed limits, presence of on-street parking, and existing bike facilities. Several bicycle and pedestrian mobility improvements have been implemented since 2010 within the DDA area including new crosswalks, bike lanes, and sharrows. Figure 1 illustrates the study corridors that were included in the field review. Data collection sheets are included in Appendix A.

Figure 1: Field Review Corridors

Results of these field observations recognize that within the downtown area there are just a few corridors identified as bicycle facilities. In addition it was noted that not too many corridors provide a wide sidewalk with physical separation from the traffic, as recommended in the Complete Streets and Context Sensitive Solution (CSS) guidelines. It was also noted that the average curb lane width along

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these corridors was approximately 11 feet, which potentially limits the future bicycle facilities to "bicycle routes", "sharrows" or "bicycle boulevards."

New bicycle and pedestrian facilities noted during the field inventory that have been successfully implemented in the DDA area since the previous data collection effort are noted below.

- Crosswalk (signalized)
    - Brickell Avenue @ SE 10th Street
- Crosswalk (with automated solar-powered flashing beacon)
    - NW 1st Avenue @ NW 2nd Street
- Crosswalk (unsignalized)
    - Brickell Avenue @ SE 14th Terrace
- Designated Bike Lanes
    - South Miami Avenue – from South 14th Terrace to South 10th Street
- Shared Lane Bicycle Markings (Sharrows)
    - South 8th Street – from SW 2nd Avenue to Brickell Avenue
    - Brickell Key Bridge – Brickell Avenue to Brickell Key
    - Brickell Avenue – SE 15th Road to SE 5th Street
    - SE 2nd Street – Miami Avenue to Biscayne Boulevard
    - SE 1st Street – Miami Avenue to Biscayne Boulevard
    - NE 1st Street – Miami Avenue to Biscayne Boulevard
    - NE 2nd Street – Miami Avenue to Biscayne Boulevard
    - North 3rd Street – North River Drive to Biscayne Boulevard
    - NW 2nd Avenue – Flagler Street to NW 3rd Street
    - Miami Avenue – North 3rd Street to South 2nd Street
    - East 1st Avenue – SE 3rd Street to NE 3rd Street
    - East 2nd Avenue – NE 3rd Street to SE 2nd Street
    - East 3rd Avenue – SE 3rd Street to Flagler Street
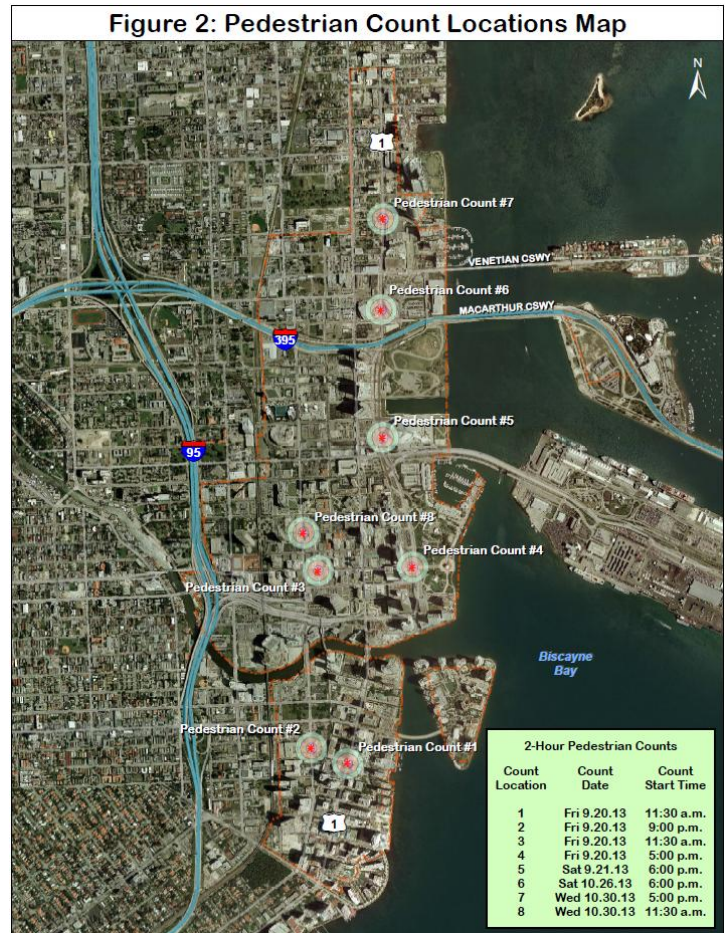   - East 3rd Avenue – Flagler Street to NE 2nd Street

Pedestrian and Bicyclist Counts

In order to capture the magnitude of pedestrian and bicycles in downtown major corridors, 2-hour counts were collected at ten locations within the study area. Bicycle and pedestrian counts help to monitor locations, better define safety issues, develop improvements, and prioritize locations for implementation. In addition, bicycle and pedestrian counts could be used to define bicycle safety issues (i.e., crashes) in relation to exposure.

Figure 2: Pedestrian Count Locations Map

2-Hour Pedestrian Counts		
Count Location	Count Date	Count Start Time
1	Fri 9.20.13	11:30 a.m.
2	Fri 9.20.13	9:00 p.m.
3	Fri 9.20.13	11:30 a.m.
4	Fri 9.20.13	5:00 p.m.
5	Sat 9.21.13	6:00 p.m.
6	Sat 10.26.13	6:00 p.m.
7	Wed 10.30.13	5:00 p.m.
8	Wed 10.30.13	11:30 a.m.

The eight original counts, collected in March and April of 2010, included pedestrian count locations 1 through 6 and both bicycle count locations. Updated counts were collected in September and October of 2013 at the original eight count locations as well as two new pedestrian count locations. These counts were strategically located at key distinct locations and specific times. Each location and timing was particularly selected to capture different travel patterns within different land uses. Pedestrian counts during a typical Friday lunch peak period were collected along Flagler Street and Brickell Avenue, capturing pedestrian volume in the Central Business and Financial Districts. A total of 775 pedestrians per hour were counted at the intersection of Brickell Avenue and SE 10th Street (compared to 657 in 2010), and 1,695 pedestrians along Flagler Street between Miami Avenue and E 1st Avenue (compared to 1,262 in 2010) during the peak hour. Evening peak period pedestrian counts were obtained at the heart of the entertainment district in Mary Brickell Village during a typical

Friday evening. Approximately 1,600 pedestrians were counted from 10:00 p.m. to 11:00 p.m. at the Mary Brickell Village. In 2010, the Mary Brickell Village location was observed on a Thursday evening and counted approximately 400 pedestrians during the peak hour.


Pedestrian counts were also performed during special events at Bayfront Park, the American Airlines Arena (AAA), and the Adrienne Arsht Performing Arts Center. In 2010, a pedestrian count was performed on a Friday afternoon at the steps of the DWNTWN concert series, where approximately 650 pedestrians were counted walking to and from Bayfront Park. This location was observed again in 2013 during the DNWTWN Art Days, and counted approximately 600 pedestrians during the Friday afternoon peak hour. On a typical Saturday evening for a Heat home game in 2010, a total of 6,565 pedestrians were observed to approach the AAA prior to the game start. In 2013, this location was observed during the basketball off-season on a Saturday evening prior to a concert at the AAA and 2,562 pedestrians were counted at the approach to the AAA. Approximately 570 pedestrians were counted approaching the Adrienne Arsht Performing Arts Center an hour before the performances started on a Saturday evening in 2013, compared to approximately 340 pedestrians an hour before the performances on a Friday evening in 2010.

Two new pedestrian count locations were added to the 2013 data collection efforts. Over 260 pedestrians per hour were observed on a Wednesday evening adjacent to a busy grocery store at the intersection of NE 17th Terrace and Biscayne Boulevard. During the peak lunch hour on a typical Wednesday, over 680 pedestrians were counted at the intersection of N Miami Avenue and N 2nd Street near several universities and restaurants.

Bicycle counts were also performed at Brickell Avenue and Biscayne Boulevard with approximately 80 and 140 bicyclists per hour on the peak hour of a typical Saturday morning, compared to 60 and 70 bicyclists in 2010. Detailed information of the count data is included in Appendix B.
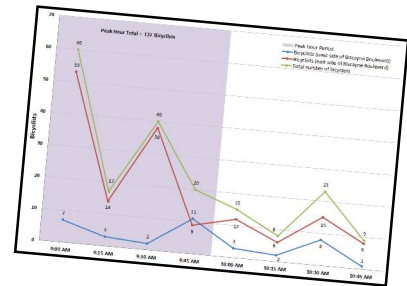
Transit Data

Transit boarding and alighting data for Metrorail and Metromover stations within the DDA boundaries were obtained from the Ridership Technical Report prepared by the Office of Performance Management of Miami-Dade Transit in April 2013. Three (3) out of the 23 Metrorail stations are within the DDA area boundaries – Brickell Station, Government Center Station, and Overtown/Arena Station. The Government Center Station is the busiest station in the Metrorail system with total boardings surpassing 315,000 in a month. The Brickell Station is ranked 5th and the Overtown/Arena Station is ranked 11th with total monthly boardings of approximately 137,000 and 49,000, respectively.

As indicated in Table 1, all three Metrorail stations in the DDA area experienced ridership increases between April 2010 and April 2013. Over 20,000 people board Metrorail in downtown every weekday. Furthermore, the highest percentage ridership increase occurred on weekends, possibly indicating an increase in residential and leisure travel.

Table 1: DDA Area Metrorail Boardings by Station

Stations[1]	Total Monthly Boardings			Average Weekday Boardings			Average Saturday Boardings			Average Sunday Boardings		
	April 2010	April 2013	% Change	April 2010	April 2013	% Change	April 2010[2]	April 2013	% Change	April 2010[3]	April 2013	% Change
Government Center	276,154	318,684	**15.4%**	12,396	12,828	**3.5%**	4,070	5,112	**25.6%**	2,990	4,005	**34.0%**
Brickell	92,629	137,114	**48.0%**	4,077	5,401	**32.5%**	1,617	2,629	**62.6%**	1,155	1,947	**68.6%**
Overtown/Arena	33,007	48,931	**48.2%**	1,493	2,014	**34.9%**	433	634	**46.5%**	354	520	**47.0%**

Notes:
[1] The stations are sorted in descending order of Total Boardings in April 2013
[2] Total Saturday boardings in April 2010 divided by 4 to compare average values
[3] Total Sunday boardings in April 2010 divided by 4 to compare average values

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In addition, data from the Metromover downtown people mover system were obtained. As indicated in Table 2, there are 20 operating Metromover stations. Metromover boardings total approximately 785,000 per month. This corresponds to an increase in total ridership of over 20 percent between April 2010 and April 2013. Detailed transit data are included in Appendix C.

Table 2: Metromover Boardings by Station

| Stations[1]	Total Monthly Boardings			Average Weekday Boardings			Average Saturday Boardings			Average Sunday Boardings		
	April 2010	April 2013	% Change	April 2010	April 2013	% Change	April 2010[2]	April 2013	% Change	April 2010[3]	April 2013	% Change
Government Center	145,716	223,973	53.7%	6,465	9,277	43.5%	2,259	2,743	21.5%	1,846	2,228	20.7%
Omni	68,244	75,823	11.1%	2,732	2,765	1.2%	1,912	1,956	2.3%	1,487	1,793	20.6%
Bayfront Park	88,088	70,616	-19.8%	3,700	2,692	-27.2%	1,969	1,415	-28.1%	1,556	1,435	-7.8%
Brickell	48,521	70,131	44.5%	2,067	2,649	28.2%	1,015	1,531	50.9%	780	1,434	83.8%
First Street	35,681	38,340	7.5%	1,482	1,407	-5.1%	732	936	27.9%	779	913	17.3%
College/Bayside	48,915	34,342	-29.8%	1,970	1,185	-39.8%	1,301	1,091	-16.2%	1,080	977	-9.5%
College North	27,302	33,058	21.1%	1,187	1,358	14.4%	459	437	-4.7%	434	357	-17.8%
Financial District	24,633	33,033	34.1%	1,074	1,328	23.6%	446	521	16.9%	343	432	26.1%
School Board	25,361	26,016	2.6%	987	910	-7.8%	757	771	1.9%	647	730	12.9%
Miami Avenue	17,430	23,528	35.0%	769	914	18.9%	338	525	55.4%	175	330	88.3%
Knight Center	17,690	21,157	19.6%	604	832	37.7%	757	401	-47.0%	647	311	-51.9%
Arena/State Plaza	9,873	20,938	112.1%	417	806	93.3%	209	433	107.7%	175	367	109.4%
Eighth Street	13,310	20,721	55.7%	553	797	44.1%	305	430	40.9%	258	369	43.3%
Tenth Street	20,358	20,396	0.2%	856	759	-11.3%	462	485	5.0%	349	441	26.5%
Riverwalk	12,618	18,822	49.2%	525	709	35.0%	305	414	35.8%	224	394	76.3%
Freedom Tower	16,651	15,677	-5.8%	680	552	-18.8%	367	396	8.0%	397	488	23.1%
Fifth Street	9,010	14,063	56.1%	390	541	38.7%	187	319	70.6%	117	219	87.6%
Park West	11,026	10,056	-8.8%	408	357	-12.5%	359	292	-18.7%	357	259	-27.5%
Third Street	7,878	7,927	0.6%	327	293	-10.4%	204	210	3.2%	131	159	21.1%
Eleventh Street	5,523	7,399	34.0%	206	258	25.2%	184	230	24.8%	166	202	21.9%
Bicentennial Park[4]	0	0	-	0	0	-	0	0	-	0	0	-
Total/Average	653,828	786,016	20.2%	27,399	30,389	10.9%	14,523	15,536	7.0%	11,945	13,838	15.8%

Notes:
[1] The stations are sorted in descending order of Total Boardings in April 2013
[2] Total Saturday boardings in April 2010 divided by 4 to compare average values
[3] Total Sunday boardings in April 2010 divided by 4 to compare average values
[4] Station is currently closed

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Online Survey Results

In addition to quantitative data from field reviews and pedestrian counts, an online survey was administered to obtain downtown street users' perspective about the quality of existing conditions and usage. A total of 330 people responded to the online survey in 2013, which is comparable to the total of 339 responses in 2010. The survey included qualitative and quantitative questions regarding the use of downtown streets for walking and bicycling.
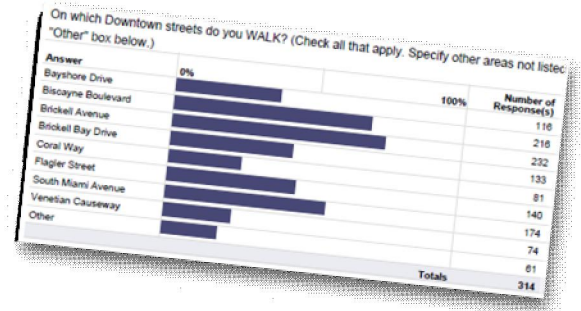
One of the questions in the surveys was to rank a set of bicycle-pedestrian amenities in order of importance (10 being the most important and 1 being the least important). The results of both years' surveys indicate that to Downtowners, bicycle lanes, sidewalks and crosswalks are the top three elements for a pleasant trip experience. These are followed by traffic signals, bicycle racks, and proper signage. Table 3: shows the results of this question from the 2013 survey. Detailed survey results are included in Appendix D.

Table 3: Bicycle-Pedestrian Amenities Ranking

Please rank the following bicycle-pedestrian infrastructure in order of importance to you. (10=MOST Important, 1=LEAST Important; use the "Comment" box for additional infrastructure)

1 = Least

Answer	Number of Response(s)	Ranking Score*
Benches	302	3.8
Bicycle Lanes	302	7.6
Bicycle Racks	302	5.4
Crosswalks	302	7.0
Restrooms	302	4.0
Shade	302	5.4
Sidewalks	302	7.1
Signage	302	5.2
Traffic Signals	302	5.9
Water Fountains	302	3.8

*The Ranking Score is the weighted average calculated by dividing the sum of all weighted rankings by the number of total responses.

The percentage of people who indicated that they frequently walk and bike downtown increased. In 2013, 35.7% of survey respondents (118 people) walked more than 5 times a week in the Downtown area, compared to only 27.7% (94 people) in 2010. Similarly, the percentage of respondents that biked more than 5 times a week in the Downtown area increased from 8.8% (30 people) in 2010, compared to 15.1% (50 people) in 2013.

A sampling of quotes provided for open-ended questions can be found below.

"I would like to bike and walk more in downtown. The number one thing that prevents me is that I feel unsafe. Pedestrians and bicyclists are not given the priority in our community. There will be a problem with ped/bike safety until there is a cultural shift and limited resources are allocated in preference of bicyclists and pedestrians instead of cars."

"Walking downtown makes me feel like I'm part of a vibrant city. The baywalk and riverwalk is amazing where it exists. The beauty of the city scape."

"More dedicated bike lanes would improve the quality of life downtown by making it safer and easier to commute by bike. Bikes are healthier, more affordable, and better for the environment than cars. They're also a lot more fun!"

"Need more safe crosswalks. Especially where the M-Path crosses Coral Way. Also Biscayne and SE 1st Street. Also SE 2nd Avenue and SE 2nd Street."

"It's quick; it's accessible; it's stress-free; it keeps me healthy; it makes me feel like I'm part of the city." [On biking in Downtown]

"There is a lack of cross walks in many sections of Downtown, often making it a dangerous environment with respect to walkability. Cars often do not slow down."

Appendix D includes all of the additional written responses provided in the online survey.

APPENDIX A

FIELD REVIEW OBSERVATIONS

DATA COLLECTION SHEETS

Road Name	From	To	Bike Lane	Sharrows	Sidewalk Width N/W Side	Sidewalk Width S/E Side	Sidewalk Separation N/W Side	Sidewalk Separation S/E Side	On-Street Parking N/W Side	On-Street Parking S/E Side	Number of Lanes	Outside Travel Lane	Speed Limit	Median Type	Notes
N 5th Street	W 2nd Avenue	W 1st Avenue	No	-	5'	15'	No	No	Yes	Yes	3 lanes EB	10.5'	-	NA	
	W 1st Avenue	E 1st Avenue	No	-	10'	20'	No	Yes	No	No	3 lanes EB	10'	-	NA	South side sidewalk separation provided by Metromover
	E 1st Avenue	Biscayne Boulevard	No	-	5'	10'	No	No	No	No	3 lanes EB	10'	-	NA	
N 6th Street	Biscayne Boulevard	E 1st Avenue	No	-	6'	8'	No	No	No	No	3 lanes WB	11'	-	NA	
	E 1st Avenue	N Miami Ave	No	-	6'	8'	No	No	Yes	Yes	2 lanes WB	11'	-	NA	
	N Miami Ave	W 1st Avenue	No	-	5'	6'	Yes	No	No	Yes	2 lanes WB	11'	-	NA	
	W 1st Avenue	W 1st Court	No	-	14'	14'	No	No	Yes	Yes	2 lanes WB	11'	-	NA	
	W 1st Court	W 2nd Avenue	No	-	14'	6'	No	No	Yes	Yes	2 lanes WB	11'	-	NA	
N 7th Street	N Miami Ave	Biscayne Boulevard	No	-	7'	8'	No	No	Yes	Yes	2 lanes	9'	-	Undivided	Parking 7' wide. Undivided not striped
N 8th Street	Biscayne Boulevard	E 2nd Avenue	No	-	20'	8'	No	No	No	No	2 lanes	12'	-	Undivided	
	E 2nd Avenue	E 1st Avenue	No	-	8'	8'	No	No	Yes	No	2 lanes	12'	-	Undivided	
	E 1st Avenue	N Miami Ave	No	-	8'	6'	Yes	No	No	Yes	2 lanes	12'	-	Undivided	
	N Miami Ave	W 1st Avenue	No	-	15'	10'	No	No	Yes	No	2 lanes	14'	-	Undivided	
N 9th Street	Biscayne Boulevard	E 2nd Avenue	No	-	14'	8'	No	No	No	No	3 lanes	10'	-	Undivided	2 lanes EB, 1 lane WB
	E 2nd Avenue	E 1st Avenue	No	-	8'	6'	No	No	Yes	No	2 lanes	12'	-	Undivided	
	E 1st Avenue	N Miami Ave	No	-	8'	10'	No	Yes	No	No	2 lanes	14'	-	Undivided	Concrete barrier for south sidewalk
	N Miami Ave	W 1st Avenue	No	-	4'	4'	No	No	Yes	Yes	2 lanes	12'	-	Parking	In media diagonal parking
N 10th Street	Biscayne Boulevard	E 2nd Avenue	No	-	8'	10'	No	No	No	No	3 lanes EB	10'	-	Undivided	2 lanes EB, 1 lane WB
	E 2nd Avenue	N Miami Ave	No	-	8'	9'	No	No	Yes	Yes	3 lanes EB	13'	-	NA	
	N Miami Ave	W 1st Avenue	No	-	8'	15'	No	Yes	Yes	Yes	3 lanes EB	11'	-	NA	11' sidewalk with 4' separation(south)
N 11th Street	Biscayne Boulevard	E 2nd Avenue	No	-	6'	6'	No	No	No	No	3 lanes	10'	-	Undivided	Turn lanes
	E 2nd Avenue	N Miami Ave	No	-	8'	8'	No	No	No	Yes	2 lanes WB	12'	-	NA	Club district
	N Miami Ave	W 1st Avenue	No	-	8'	8'	No	No	Yes	Yes	2 lanes WB	12'	-	NA	
N 13th Street	Biscayne Boulevard	E 2nd Avenue	No	-	*	10'	*	*	No	No	2 lanes WB	11'	-	NA	* Opera House drive aisle (north)
	E 2nd Avenue	N Miami Court	No	-	6'	6'	No	No	Yes	Yes	2 lanes WB	10'	-	NA	
	N Miami Court	W 1st Avenue	No	-	5'	5'	No	No	Yes	No	2 lanes WB	10'	-	NA	
N 14th Street	W 1st Avenue	E 2nd Avenue	No	Yes	5'	5'	No	No	No	No	3 lanes	12'	-	Undivided	Can accommodate one bike lane. Existing 3' should EB
	E 2nd Avenue	Biscayne Boulevard	No	-	5'	5'	No	Yes	No	No	4 lanes	11'	-	Undivided	Share the road signs WB
	Biscayne Boulevard	Bayshore Dr	No		5'	5'	Yes	No	No	No	4 lanes	11'	-	Undivided	Sidewalk separation on the south side is through concrete hall
	Bayshore Dr	Herald Plaza	No	-	10'	10'	Yes	Yes	No	No	4 lanes	11'	-	Undivided	
Bayshore Dr	N 17th Street	N 14th Street	No	-	6'	6'	Yes	Yes	No	No	4 lanes	11'	-	Divided	
	N 14th Street	N 13th Street	No	-	8'	8'	Yes	Yes	No	No	4 lanes	11'	-	Divided	
N 13th Street	Bayshore Dr	Biscayne Boulevard	No	-	6'	8'	Yes	Yes	No	No	4 lanes	12'	-	NA	
N 15th Street	N Miami Ave	Biscayne Boulevard	No	-	5'	5'	Yes	Yes	No	No	2 lanes	11'	-	TWLT	Parking (south) between 2nd and Biscayne
	Biscayne Boulevard	Bayshore Dr	No	-	6'	6'	No	No	No	No	2 lanes	11'	30	TWLT	

Road Name	From	To	Bike Lane	Sharrows	Sidewalk Width		Sidewalk Separation		On-Street Parking		Number of Lanes	Outside Travel Lane	Speed Limit	Median Type	Notes
					N/W Side	S/E Side	N/W Side	S/E Side	N/W Side	S/E Side					
E 2nd Avenue	N 24th Street	N 23rd Street	No	-	7'	6'	Yes	Yes	Yes	Yes	4 lanes	11'	-	Undivided	Parking restriction during peak hrs
	N 23rd Street	N 20th Street	No	-	7'	6'	Yes	Yes	No	No	4 lanes	11'	-	Undivided	
	N 20th Street	N 17th Street	No	-	5'	5'	No	No	No	No	4 lanes	12'	-	Undivided	
	N 17th Street	N 14th Street	No	-	12'	5'	No	Yes	Yes	Yes	3 lanes	11'	-	Undivided	2 lanes SB, 1 lane NB
	N 14th Street	N 12th Street	No	-	5'	5'	Yes	Yes	No	No	4 lanes	11'	-	Undivided	
	N 12th Street	N 11th Ter	No	-	8'	8'	No	No	No	No	3 lanes	11'	-	Undivided	2 lanes SB, 1 lane NB
	N 11th Ter	N 5th Street	No	-	12'	12'	Yes	No	No	No	3 lanes SB	11'	-	NA	Pockets of on-street parking under Metromover
	N 5th Street	N 2nd Street	No	-	8'	8'	No	No	Yes	Yes	3 lanes SB	10'	-	NA	
	N 2nd Street	N 1st Street	No	-	8'	8'	No	No	No	No	3 lanes SB	10'	-	NA	
	N 1st Street	Flagler Street	No	-	8'	8'	No	No	Yes	No	3 lanes SB	10'	-	NA	
	Flagler Street	S 2nd Street	No	-	8'	8'	No	No	No	No	3 lanes SB	10'	-	NA	
	S 2nd Street	S 4th Street	No	-	5'	5'	Yes	Yes	No	No	4 lanes SB	11'	-	NA	
S 7th Street	Brickell Avenue	W 2nd Avenue	No	-	5'	5'	No	No	No	No	3 lanes WB	12'	-	NA	
W 2nd Avenue	S 7th Street	S 1st Street	No	-	6'	6'	No	No	No	No	4 lanes	12'	-	Undivided	Left-turn lanes
	S 1st Street	Flagler Street	No	-	8'	8'	No	No	No	Yes	2 lanes	12'	-	Undivided	Left-turn lanes
	Flagler Street	N 1st Street	No	-	8'	8'	No	No	No	No	3 lanes	12'	-	Undivided	2 lanes NB, 1 lane SB. Tree canopy
	N 1st Street	N 3rd Street	No	-	12'	12'	Yes	Yes	No	No	3 lanes	12'	-	Undivided	2 lanes NB, 1 lane SB
	N 3rd Street	N 5th Street	No	-	9'	6'	Yes	No	Yes	Yes	3 lanes	11'	-	Undivided	2 lanes SB, 1 lane NB
	N 5th Street	N 6th Street	No	-	6'	6'	No	No	Yes	No	2 lanes	11'	-	Undivided	
S 14th Street	S Miami Ave	Brickell Avenue	No	-	6'	6'	No	No	No	No	2 lanes	11'	-	Undivided	south side under Metromover
	Brickell Avenue	Brickell Bay Dr	No	-	12'	6'	Yes	Yes	Yes	Yes	3 lanes	11'	-	TWLT	North sidewalk increases with building. Tree separate sidewalk
Brickell Bayshore Dr	S 14th Street	S 13th Street	No	-	5'	10'	Yes	No	Yes	Yes	2 lanes	12'	25	Undivided	east property adds sw widths
	S 13th Street	S 12th Terrace	No	-	5'	4'	Yes	Yes	Yes	Yes	2 lanes	12'	25	Undivided	
	S 12th Terrace	S 12th Street	No	-	6'	4'	No	Yes	Yes	Yes	2 lanes	12'-14'	25	Undivided	
	S 12th Street	S 8th Street	No	-	6'	6'	No	No	Yes	Yes	4 lanes	10'-11'	-	Undivided	
S 8th Street	Brickell Key Dr	Brickell Bayshore Dr	No	-	4'	6'	No	No	No	No	4 lanes	10'-11'	-	Divided	
	Brickell Bayshore Dr	Brickell Avenue	No	-	6'	6'	No	No	No	No	4 lanes	11'	-	Divided	
	W 1st Avenue	S Miami Ave	No	-	6'	8'	No	No	Yes	Yes	3 lanes EB	12'	30	NA	Parking provided in pockets of Metromover
	S Miami Ave	E 1st Avenue	No	-	6'	6'	No	No	No	No	3 lanes EB	12'	30	NA	
	E 1st Avenue	Brickell Avenue	No	-	6'	6'	No	No	No	No	4 lanes EB	12'	30	NA	
Brickell Plaza/E 1st Ave	S 12th Street	S 11th Street	No	-	6'	6'	Yes	Yes	No	No	2 lanes	11'	-	Undivided	
	S 11th Street	S 10th Street	No	-	6'	6'	Yes	Yes	No	No	2 lanes	11'	-	Undivided	Sidewalk increases with buildings property. Parking on the east is under Metromover
	S 10th Street	S 9th Street	No	-	12'	6'	No	Yes	Yes	No	2 lanes	11'	-	Undivided	
	S 9th Street	S 8th Street	No	-	6'	6'	Yes	Yes	Yes	Yes	2 lanes	11'	-	Undivided	Parking provided in pockets of Metromover
S 10th Street	Brickell Avenue	E 1st Avenue	No	-	4'	4'	Yes	Yes	No	No	2 lanes	12'	-	Undivided	
	E 1st Avenue	S Miami Ave	No	-	4'	4'	Yes	Yes	No	Yes	2 lanes	11'	-	Undivided	
	S Miami Ave	W 1st Avenue	No	-	6'	6'	Yes	Yes	Yes	No	2 lanes	11'	-	Undivided	

Road Name	From	To	Bike Lane	Sharrows	Sidewalk Width		Sidewalk Separation		On-Street Parking		Number of Lanes	Outside Travel Lane	Speed Limit	Median Type	Notes
					N/W Side	S/E Side	N/W Side	S/E Side	N/W Side	S/E Side					
S 13th Street	W 2nd Avenue	W 1st Avenue	No	-	4'	6'	No	Yes	No	Yes	4 lanes	10'	-	Undivided	
	W 1st Avenue	S Miami Ave	No	-	10'	6	No	No	No	Yes	4 lanes	10'	-	Undivided	
	S Miami Ave	Brickell Avenue	No	-	8'	6'	No	Yes	No	No	3 lanes EB	10'	-	Undivided	
W 1st Avenue	S 7th Street	S 8th Street	No	-	4'	4'	No	No	No	Yes	3 lanes SB	11'	-	NA	
	S 8th Street	S 11th Street	No	-	10'	6'	Yes	No	Yes	Yes	2 lanes SB	14'	-	NA	
	S 11th Street	S 12th Street	No	-	-	6'	No	No	No	Yes	2 lanes SB	12'	-	NA	Building property odd sidewalk
	S 12th Street	S 13th Street	No	-	-	6'	No	No	No	Yes	2 lanes SB	12'	-	NA	
	S 13th Street	S 14th Street	No	-	-	4'	No	No	Yes	No	2 lanes	11'	-	Undivided	Parking provided in pockets of Metromover
	S 14th Street	S 15th Street	No	-	-	6' *	No	No	Yes	Yes	2 lanes	11'	30	Undivided	*east side under construction
S 15th Road	W 1st Avenue	S Miami Ave	Yes	-	4'	4'	Yes	No	Yes	No	2 lanes	11'	-	Divided	Grass/landscaped media
	S Miami Ave	Brickell Avenue	No	-	4'	4'	Yes	Yes	No	No	2 lanes	11'	-	Divided	Grass/landscaped media
N/S Miami Ave	N 17th Street	N 16th Street	No	No	6.5'	6.5'	No	Yes	Yes	No	3 lanes SB	11'	30	Undivided	
	N 16th Street	N 15th Street	No	No	6.5'	6.5'	No	Yes	Yes	Yes	3 lanes SB	11'	-	Undivided	
	N 15th Street	N 14th Street	No	No	6.5'	6.5'	Yes	Yes	Yes	No	3 lanes SB	11'	-	Undivided	
	N 14th Street	N 13th Street	No	No	6'	6'	Yes	Yes	Yes	Yes	3 lanes SB	11'	-	Undivided	
	N 13th Street	N 11th Street	No	No	6'	6'	Yes	Yes	Yes	Yes	3 lanes SB	11'	-	Undivided	
	N 11th Street	N 9th Street	No	No	6.5'	6'	Yes	No	Yes	Yes	3 lanes SB	11'	30	Undivided	
	N 9th Street	N 8th Street	No	No	6'	6'	Yes	No	Yes	No	3 lanes SB	11'	-	Undivided	
	N 8th Street	N 7th Street	No	No	6'	6'	Yes	No	Yes	Yes	3 lanes SB	11'	-	Undivided	
	N 7th Street	RR Xing	No	No	6'	6'	No	No	Yes	No	3 lanes SB	11'	-	Undivided	
	RR Xing	N 6th Street	No	No	6'	6'	No	No	No	No	3 lanes SB	11'	-	Undivided	
	N 6th Street	N 5th Street	No	No	6'	6'	No	No	No	Yes	3 lanes SB	11'	30	Undivided	
	N 5th Street	N 3rd Street	No	No	6'	8'	Yes	No	Yes	Yes	2 lanes SB	10'	-	Undivided	On-street parking in front of courthouse is blocked by
	N 3rd Street	N 1st Street	No	Yes	4'	6'	No	Yes	Yes	No	2 lanes SB	10'	-	Undivided	
	N 1st Street	Flagler Street	No	Yes	5'	5'	Yes	Yes	Yes	No	2 lanes SB	10'	-	Undivided	
	Flagler Street	S 2nd Street	No	No	5.5'	5'	No	No	No	No	3 lanes SB	10'	-	Undivided	
	S 2nd Street	S 3rd Street	No	No	10'	7.5'	No	No	No	No	3 lanes SB	10'	-	Undivided	
	S 3rd Street	Drawbridge	No	No	7'	6'	No	No	No	No	6 lanes	10'	-	Divided	Grass/landscaped media
	Drawbridge	-	No	No	6'	6'	No	No	No	No	6 lanes	10'	-	Divided	
N/S Miami Ave	Drawbridge	S 8th Street	-	-	-	-	-	-	-	-	-	-	-	-	Road closed due to construction
	S 8th Street	S 9th Street	No	Yes	6'	6'	No	No	Yes	No	2 lanes NB	10'	-	Undivided	
	S 9th Street	S 10th Street	No	Yes	6'	6'	No	No	Yes	Yes	2 lanes NB	10'	-	Undivided	
	S 10th Street	S 11th Street	Yes*	No	7'	6'	No	No	Yes	No	2 lanes NB	10'	-	Undivided	*east side
	S 11th Street	S 12th Street	Yes*	No	7'	7'	Yes	No	Yes	No	2 lanes NB	10'	-	Undivided	No signs advising end of bike lanes
	S 12th Street	S 13th Street	Yes	No	5.5'	6'	No	No	No	Yes	3 lanes	10'	-	Undivided	Bike lanes on both sides
	S 13th Street	S 14th Terrace	Yes	No	5'	6'	No	No	Yes	Yes	2 lanes	11'	-	Undivided	Bike lanes on both sides
	S 14th Terrace	S 15th Street/Broadway	No	No	6.5'	10'	No	Yes	Yes	Yes	2 lanes	11'	-	Divided	Grass/landscaped media
S 9th Street	SW 1st Ave	Miami Ave	No	No	6'	6'	Yes	No	Yes	Yes	WB 1 lane	12'	-	Undivided	
	Miami Ave	Brickell Plaza	No	No	4.5'	6'	Yes	Yes	No	No	2 lanes	10'	-	Undivided	
SW 2nd Ave	SW 13th Street	SW 12th Street	Yes	No	5'	5'	Yes	Yes	No	Yes	2 lanes	11'	-	Undivided	Bike lanes on both sides

Road Name	From	To	Bike Lane	Sharrows	Sidewalk Width		Sidewalk Separation		On-Street Parking		Number of Lanes	Outside Travel Lane	Speed Limit	Median Type	Notes
					N/W Side	S/E Side	N/W Side	S/E Side	N/W Side	S/E Side					
	SW 12th Street	SW 11th Street	Yes	No	5'	5'	No	No	Yes	Yes	2 lanes	11'	-	Undivided	Bike lanes on both sides
	SW 11th Street	SW 10th Street	Yes	No	5'	5'	No	Yes	Yes	Yes	2 lanes	10'	-	Undivided	Bike lanes on both sides
	SW 10th Street	SW 9th Street	Yes	No	5'	5'	Yes	Yes	Yes	Yes	2 lanes	10'	-	Undivided	Bike lanes on both sides
	SW 9th Street	SW 8th Street	Yes	No	5'	5'	No	No	No	No	2 lanes	10'	-	Undivided	Bike lanes on both sides
	SW 8th Street	SW 7th Street	No	No	5'	5'	No	No	No	No	4 lanes	10'	-	Undivided	
NW/SW 1st Ave	SW 1st Street	Flagler Street	No	No	5'	6'	No	Yes	No	Yes	3 lanes	10'	-	Undivided	1 lane NB, 2 lanes SB
	Flagler Street	NW 1st Street	No	No	5'	5'	No	No	No	Yes	3 lanes	10'	-	Undivided	1 lane NB, 2 lanes SB
	NW 1st Street	NW 2nd Street	No	No	5'	5'	No	No	No	No	4 lanes	10'	-	Undivided	
	NW 2nd Street	NW 3rd Street	No	No	5'	5'	No	No	Yes	Yes	2 lanes	10'	-	Undivided	
	NW 3rd Street	NW 5th Street	No	No	6'	6'	No	No	No	No	4 lanes	10'	-	Undivided	
	NW 5th Street	NW 6th Street	No	No	6'	6'	No	No	No	Yes	4 lanes	10.5'	-	Undivided	
	NW 6th Street	NW 8th Street	No	No	6'	6'	No	No	No	No	4 lanes	10'	-	Divided	Grass/landscaped media
	NW 8th Street	NW 10th Street	No	No	6'	8'	No	No	No	Yes	4 lanes	11'	-	Divided	Grass/landscaped media
	NW 10th Street	NW 12th Street	No	No	N/A	5.5'	N/A	No	No	No	2 lanes	12'	-	Undivided	
	NW 12th Street	NW 13th Street	No	No	N/A	5'	N/A	No	Yes	Yes	2 lanes	11.5'	-	Undivided	
SW/SE 1st Street	Bridge-Miami River	SW 2nd Ave	No	No	5'	6'	No	No	No	No	4 lanes EB	10'	30	Undivided	
	SW 2nd Ave	SW 1st Ave	No	No	5'	5'	No	No	Yes	No	3 lanes EB	13'	-	Undivided	
	SW 1st Ave	SE 2nd Ave	No	No	5'	6'	Yes	No	Yes	No	3 lanes EB	10'	30	Undivided	
	SE 2nd Ave	Biscayne Boulevard	No	No	6'	6'	Yes	Yes	Yes	Yes	3 lanes EB	11.5'	-	Undivided	
Flagler Street	Biscayne Boulevard	NW Miami Court	No	No	6'	5'	Yes	Yes	Yes	Yes	2 lanes	10.5'	-	Undivided	
	NW Miami Court	W 1st Ave	No	No	7.5'	6'	Yes	Yes	No	No	3 lanes	10'	-	Undivided	
	W 1st Ave	W 2nd Ave	No	No	6'	6'	Yes	No	Yes	Yes	3 lanes	10'	-	Undivided	
	W 2nd Ave	Bridge-Miami River	No	No	6'	5'	No	Yes	No	Yes	3 lanes	10'	-	Undivided	
NW/NE 1st Street	Biscayne Boulevard	NE 2nd Ave	No	No	5'	5'	No	Yes	No	Yes	2 lanes WB	10'	-	Undivided	
	NE 2nd Ave	NW Miami Court	No	Yes	5'	5'	No	Yes	No	Yes	2 lanes WB	10'	15	Undivided	Sharrow signs only. No sharrow pavement markings
	NW Miami Court	NW 2nd Ave	No	No	6'	6'	No	No	No	No	3 lanes WB	10'	-	Undivided	
	NW 2nd Ave	Bridge-Miami River	No	Yes	6'	6'	No	Yes	No	No	3 lanes WB	10'	15	Undivided	Sharrow signs only. No sharrow pavement markings

APPENDIX B

BICYCLE AND PEDESTRIAN COUNT DATA

MIAMI-DADE
MPO
Metropolitan
Planning
Organization

Kimley-Horn
and Associates, Inc.

Maurice.

Bicycle/Pedestrian Mobility Plan   Miami DDA Area

Pedestrian Count Form - Count Location 1A (Brickell Avenue/SE 10th Street)

Name: Maurice Gomez   **Date:** 09/20/2013   (Friday)

Field Conditions: sunny
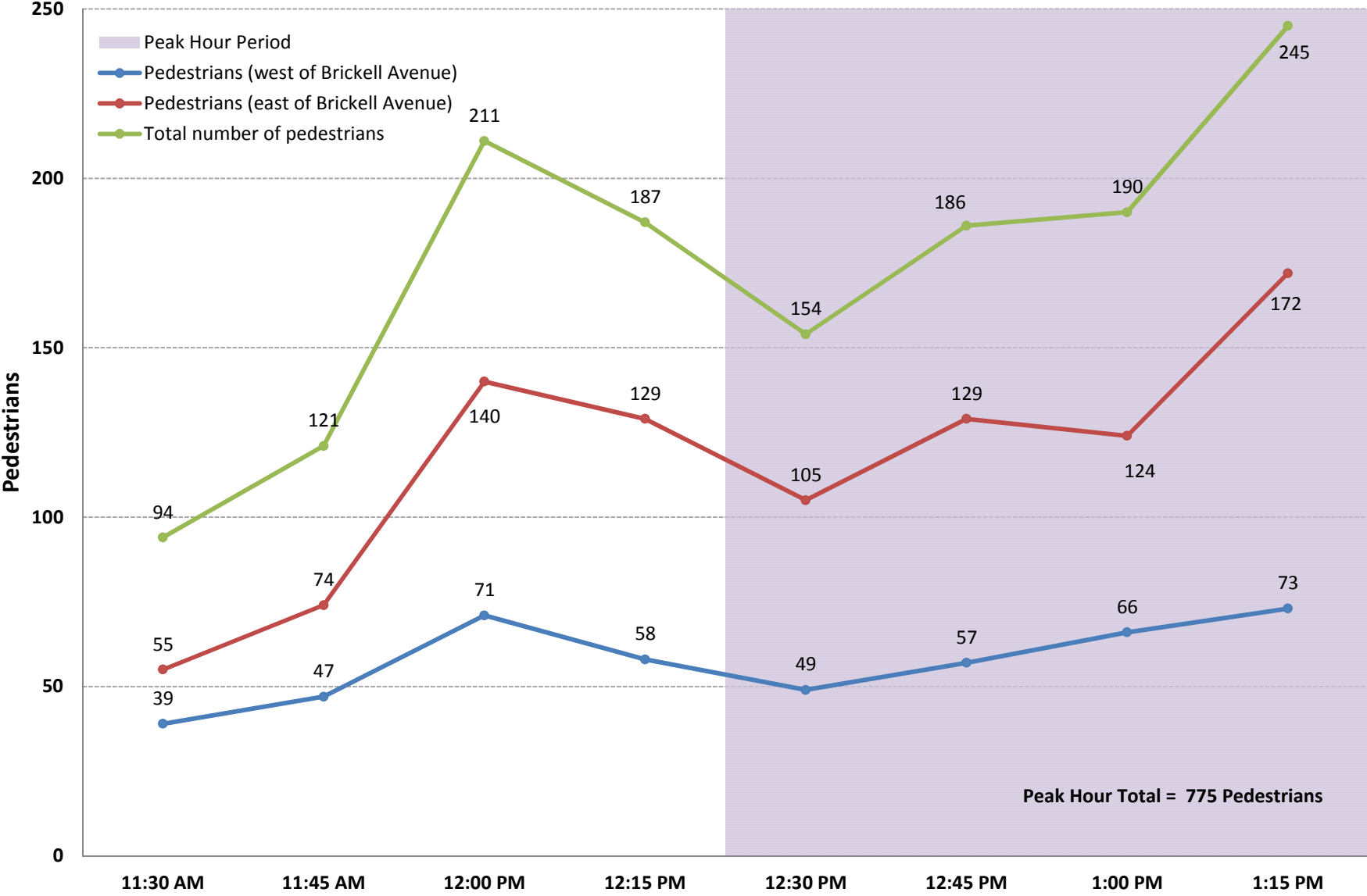
(sunny, fair, rainy, wet, etc.)
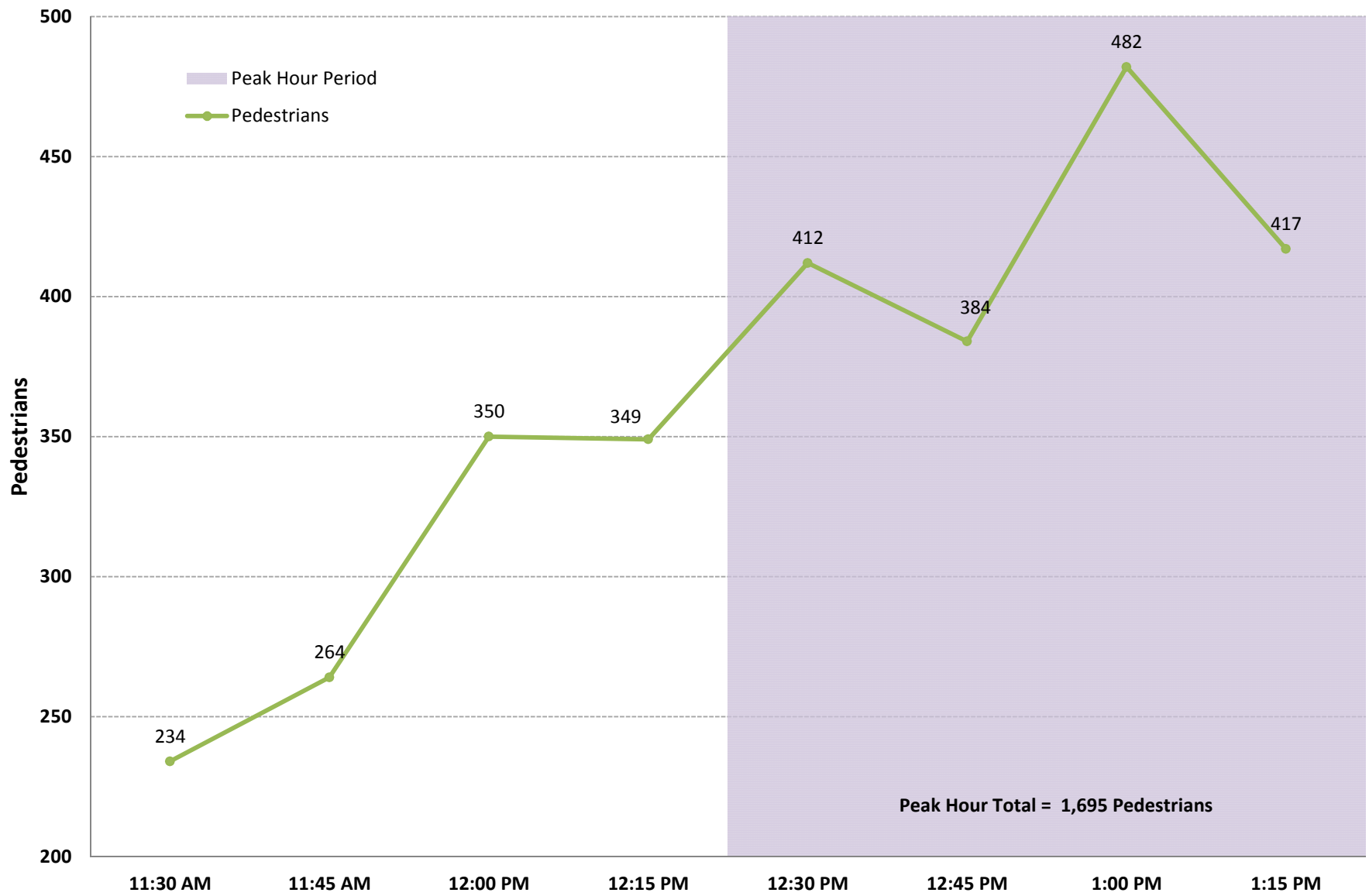

Instructions

- Count for two hours in 15-min increments
- Pedestrians include people in wheelchairs or using other assistive devices, children in strollers, skateboards, etc.
- Count Northbound/Southbound on sidewalk along Brickell Avenue's west side
- Count Eastbound/Westbound in crosswalk crossingBrickell Avenue on the south side
- Count each pedestrian one time per trip

	Northbound	Southbound	Eastbound	Westbound
11:30a.m.	(#11) 12	(#3) 7	(#15) 9	(#7) 11
11:45a.m.	13	20	0	14
12:00p.m.	17	14	8	32
12:15p.m.	15	14	8	21
12:30p.m.	4	13	7	25
12:45p.m.	14	15	17	11
1:00p.m.	6	19	23	18
1:15p.m.	6	14	32	21

car los

Bicycle/Pedestrian Mobility Plan   Miami DDA Area

Pedestrian Count Form - Count Location 1B (Brickell Avenue/SE 10th Street)

Name: JUANCARLOS PALOMINO   **Date:** 09/20/2013 (Friday)

Field Conditions: SUNNY
(sunny, fair, rainy, wet, etc.)
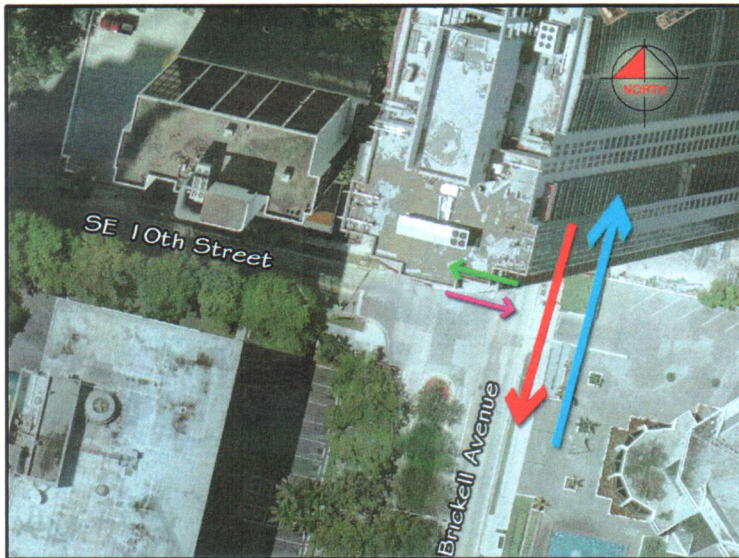
Instructions
- Count for two hours in 15-min increments
- Pedestrians include people in wheelchairs or using other assistive devices, children in strollers, skateboards, etc.
- Count Northbound/Southbound on sidewalk along Brickell Avenue's east side
- Count Eastbound/Westbound in crosswalk crossing Brickell Avenue on the north side
- Count each pedestrian one time per trip

LOTS OF LUNCH TRAFFIC

	Northbound	Southbound	Eastbound	Westbound
11:30a.m.	(# 11) 18	(# 3) 17	(# 15) 12	(# 7) 8
11:45a.m.	21	18	23	12
12:00p.m.	35	42	5	58
12:15p.m.	46	24	12	47
12:30p.m.	28	23	9	45
12:45p.m.	57	23	12	37
1:00p.m.	29	17	9	69
1:15p.m.	79	38	24	31

Pedestrian Count (15-min interval)
Location # 1 (Brickell Avenue at SE 10th Street)

Peak Hour Total = 775 Pedestrians

Bicycle/Pedestrian Mobility Plan   Miami DDA Area

Pedestrian Count Form - Count Location 2 (Miami Ave in Mary Brickell Village)

Name: Rolando Martinez   **Date:** 09/20/2013 (Friday)

Field Conditions: partly cloudy
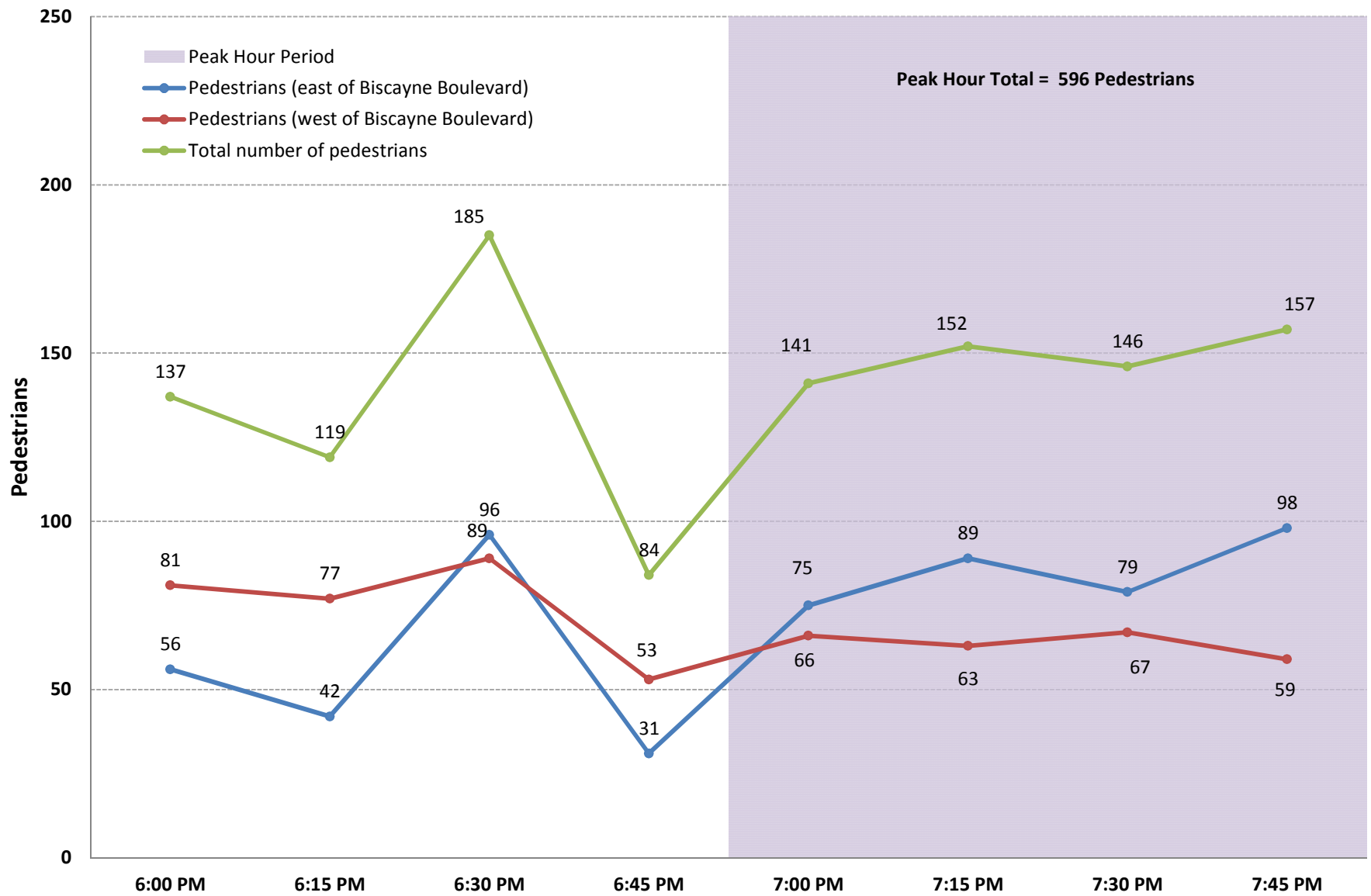(sunny, fair, rainy, wet, etc.)
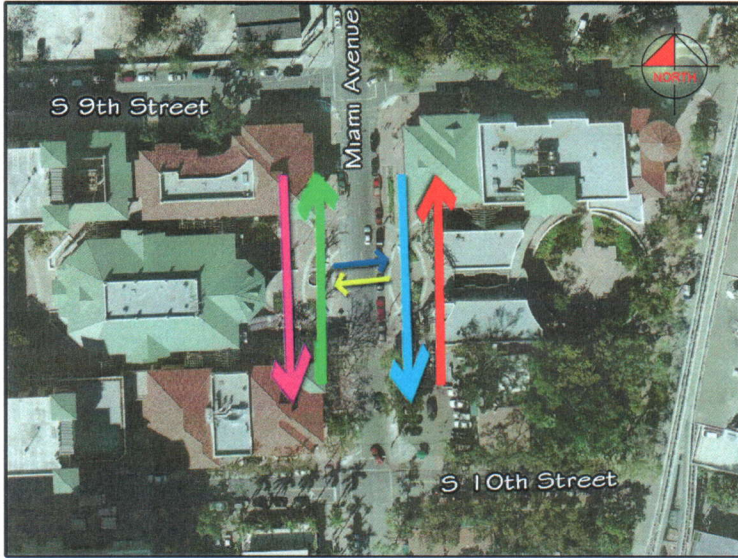
Instructions
- Count for two hours in 15-min increments
- Pedestrians include people in wheelchairs or using other assistive devices, children in strollers, skateboards, etc.
- Count Northbound/Southbound on sidewalk along Miami Avenue's east and west sides
- Count Eastbound/Westbound crossing Miami Avenue
- Count each pedestrian one time per trip

	NB east side	SB east side	NB west side	SB west side	EB Crossings	WB Crossings
9:00p.m.	(#8) 73	(#5) 42	(#13) 68	(#16) 119	(#15) 34	(#7) 37
9:15p.m.	51	59	68	105	39	24
9:30p.m.	49	59	85	83	25	23
9:45p.m.	42	49	88	113	24	18
10:00p.m.	53	63	103	118	38	19
10:15p.m.	40	68	88	106	42	54
10:30p.m.	60	57	91	117	26	30
10:45p.m.	43	52	71	135	46	60

Pedestrian Count (15-min interval)
Location # 2 (Miami Avenue in Mary Brickell Village)

Peak Hour Total = 1,585 Pedestrians

Peak Hour Period

Pedestrians

373

346

324

334

394

398

381

412

Pedestrians

450

400

350

300

250

200

9:00 PM   9:15 PM   9:30 PM   9:45 PM   10:00 PM   10:15 PM   10:30 PM   10:45 PM
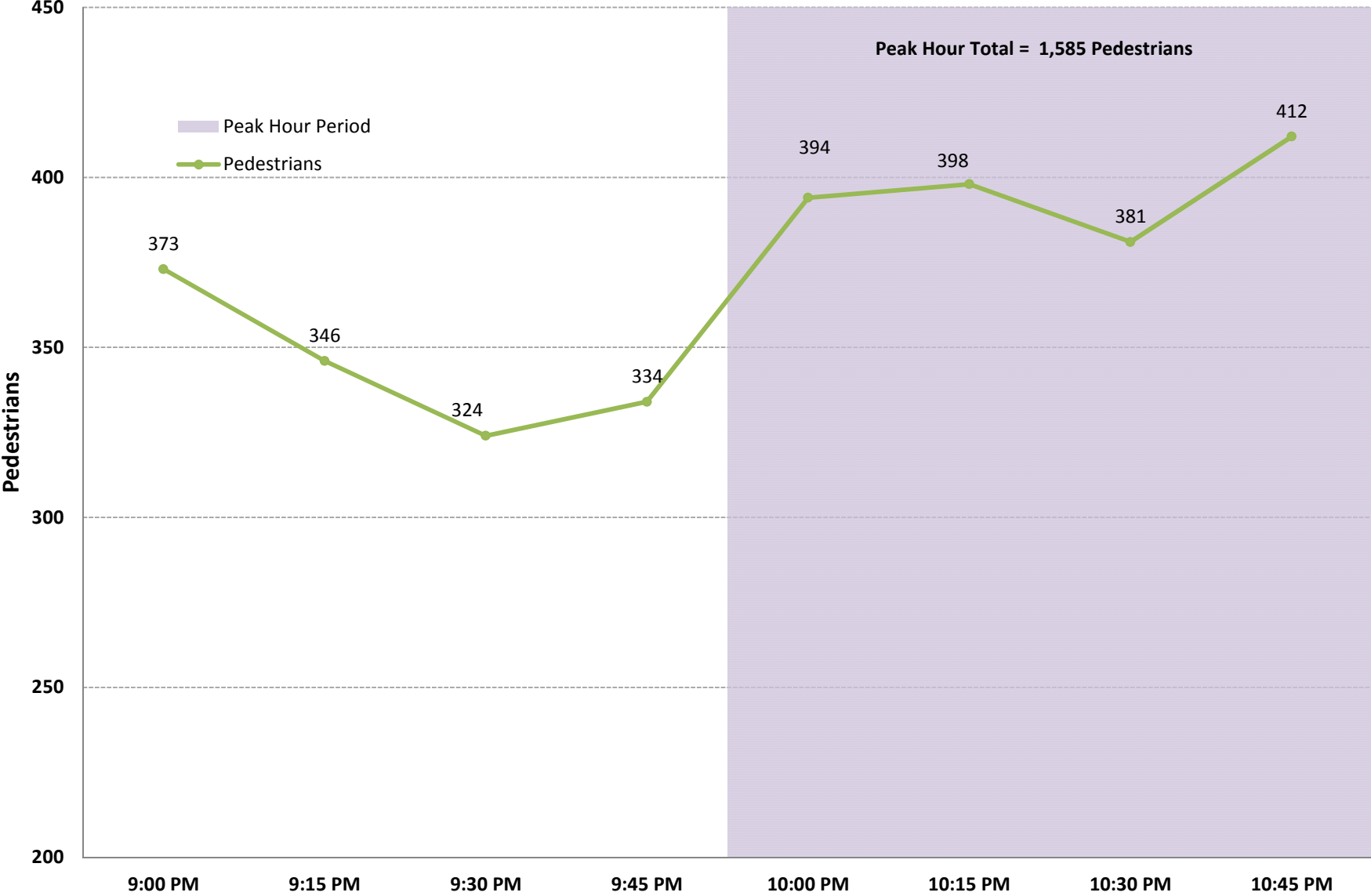
Rolando

Bicycle/Pedestrian Mobility Plan   Miami DDA Area

Pedestrian Count Form - Count Location 3 (Flagler St between Miami Ave and E 1st St)

Name: Rolando Martinez   Date: 09/20/2013   (Friday)

Field Conditions: Sunny
(sunny, fair, rainy, wet, etc.)
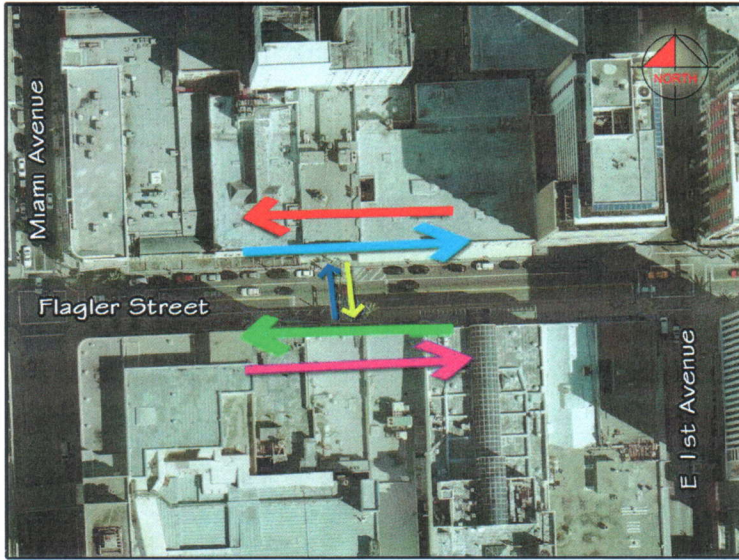
Instructions
- Count for two hours in 15-min increments
- Pedestrians include people in wheelchairs or using other assistive devices, children in strollers, skateboards, etc.
- Count Eastbound/Westbound on sidewalk along Flagler Street's north and south sides
- Count Northbound/Southbound in crosswalk crossing Flagler Street (Mid-Block Crossing)
- Count each pedestrian one time per trip

	WB northside	EB north side	WB south side	EB south side	NB Crossings	SB Crossings
11:30a.m.	(#4) 40	(#1) 50	(#9) 44	(#12) 60	(#11) 15	(#3) 25
11:45a.m.	49	68	48	60	17	22
12:00p.m.	44	92	69	115	14	16
12:15p.m.	60	70	71	104	19	25
12:30p.m.	98	74	99	87	23	31
12:45p.m.	96	63	92	77	18	38
1:00p.m.	114	81	116	115	31	25
1:15p.m.	90	89	104	80	30	24

Pedestrian Count (15-min interval)
Location # 3 (Flagler Street between Miami Avenue and E 1st Avenue)

Legend:
- Peak Hour Period
- Pedestrians

Data points:
- 11:30 AM — 234
- 11:45 AM — 264
- 12:00 PM — 350
- 12:15 PM — 349
- 12:30 PM — 412
- 12:45 PM — 384
- 1:00 PM — 482
- 1:15 PM — 417

**Peak Hour Total = 1,695 Pedestrians**

Y-axis: Pedestrians (200–500)

Bicycle/Pedestrian Mobility Plan   Miami DDA Area

Pedestrian Count Form - Count Location 4A (Biscayne Boulevard/SE 1st Street)

Name: Maurice Gomez   **Date:** 09/20/2013 _____ (Friday)

Field Conditions: ___sunny_____
(sunny, fair, rainy, wet, etc.)

Instructions
- Count for two hours in 15-min increments
- Pedestrians include people in wheelchairs or using other assistive devices, children in strollers, skateboards, etc.
- Count Northbound/Southbound on sidewalk along Biscayne Boulevard's east side
- Count Eastbound/Westbound in crosswalk crossing Biscayne Boulevard on the south side
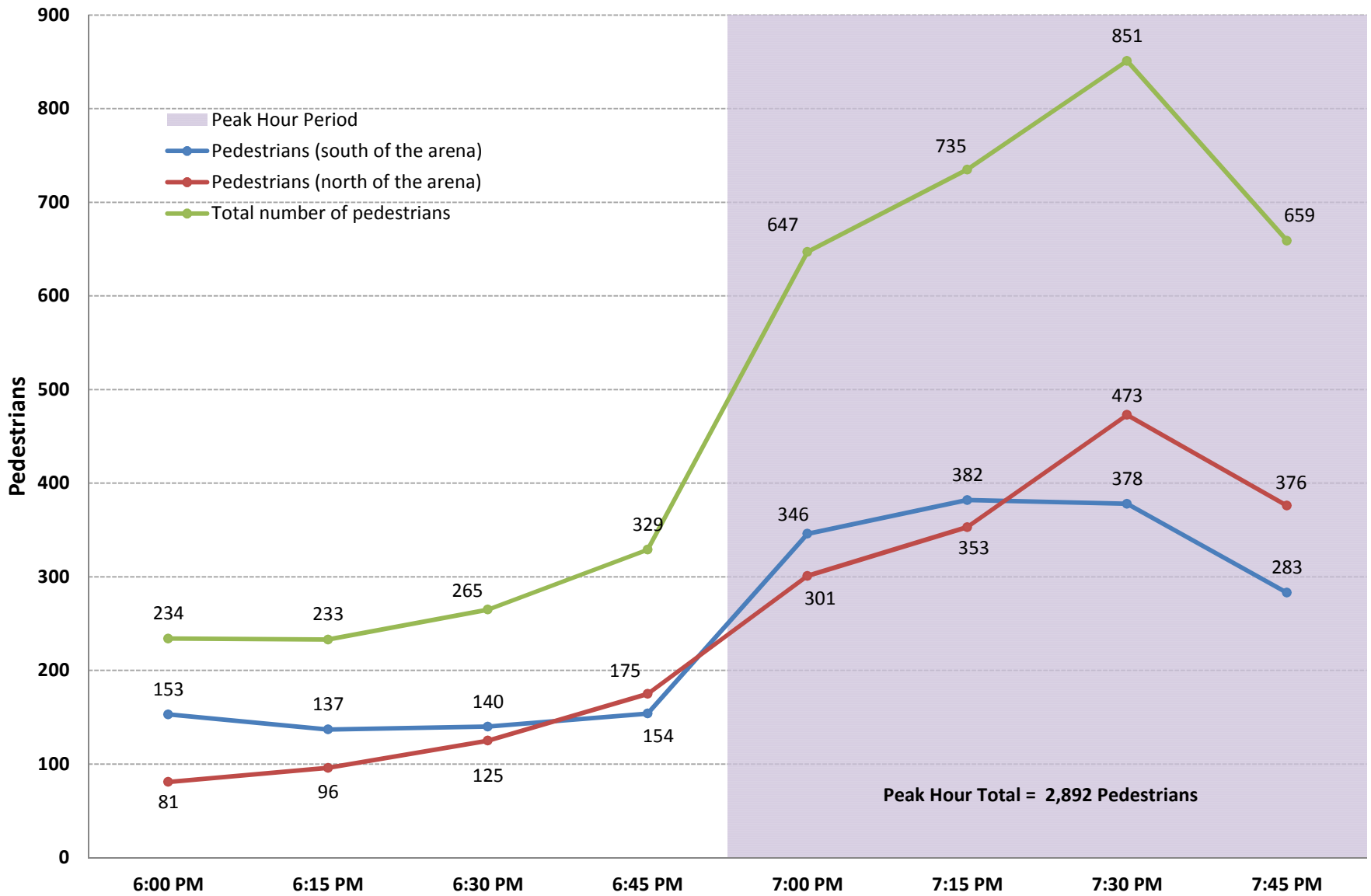- Count each pedestrian one time per trip

	Northbound	Southbound	Eastbound	Westbound
5:00p.m.	(# 11) 30	(# 3) 7	(# 15) 18	(# 7) 1
5:15p.m.	24	4	12	2
5:30p.m.	54	4	35	3
5:45p.m.	9	14	5	3
6:00p.m.	29	21	13	12
6:15p.m.	24	39	17	9
6:30p.m.	22	30	11	16
6:45p.m.	35	18	34	11

Bicycle/Pedestrian Mobility Plan   Miami DDA Area

Pedestrian Count Form - Count Location 4B (Biscayne Boulevard/SE 1st Street)

**Name:** JUANCARLOS PALOMINO   **Date:** 09/20/2013   (Friday)

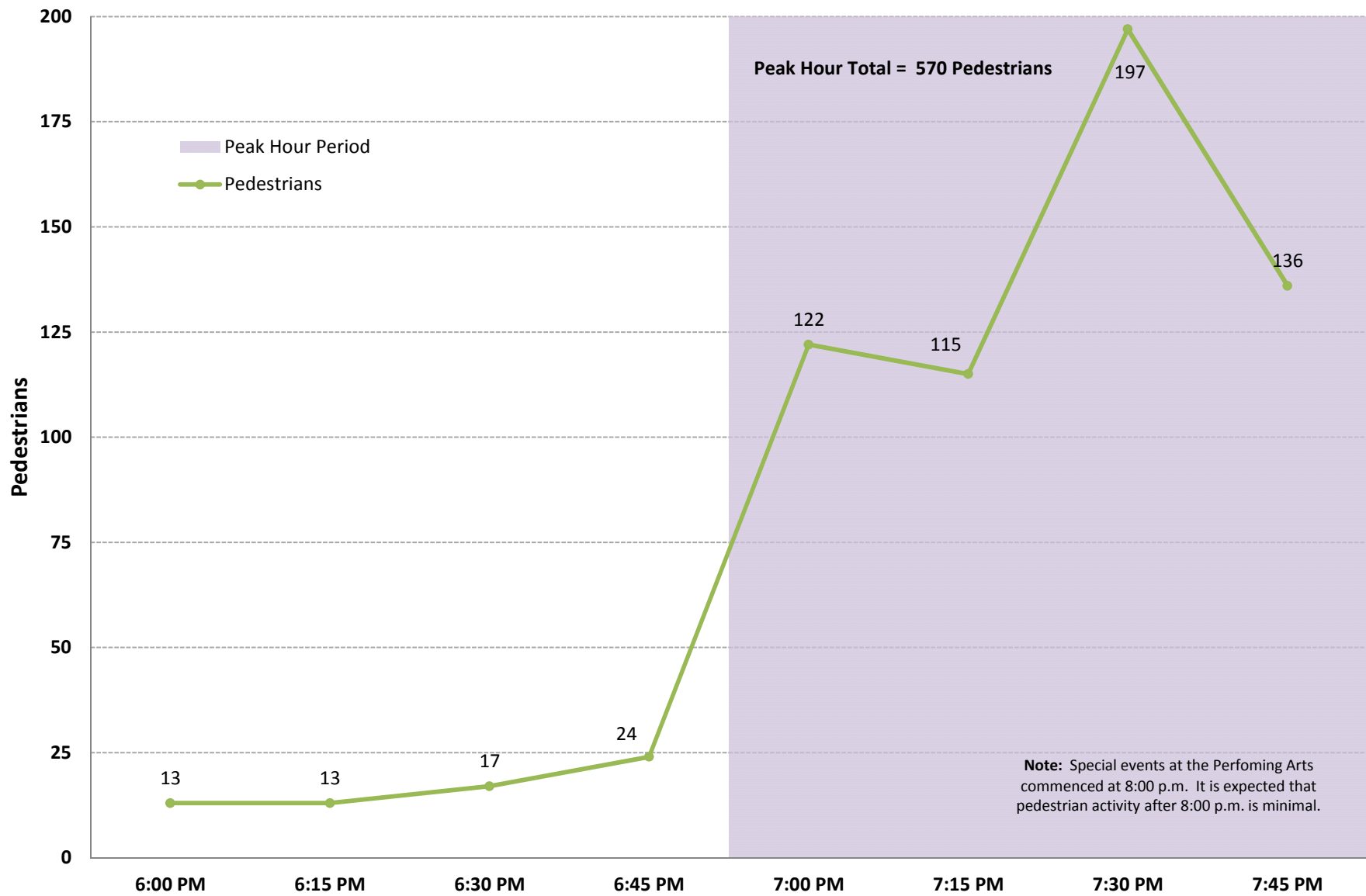**Field Conditions:** SUNNY

(sunny, fair, rainy, wet, etc.)

Instructions
- Count for two hours in 15-min increments
- Pedestrians include people in wheelchairs or using other assistive devices, children in strollers, skateboards, etc.
- Count Northbound/Southbound on sidewalk along Biscayne Boulevard's west side
- Count Eastbound/Westbound in crosswalk crossing Biscayne Boulevard on the north side
- Count each pedestrian one time per trip

	Northbound	Southbound	Eastbound	Westbound
5:00p.m.	(#11) 20	(#3) 12	(#15) 41	(#7) 8
5:15p.m.	13	25	37	2
5:30p.m.	23	15	43	8
5:45p.m.	23	11	19	0
6:00p.m.	6	17	31	12
6:15p.m.	20	27	14	2
6:30p.m.	17	23	20	7
6:45p.m.	14	27	8	10

Pedestrian Count (15-min interval)
Location # 4 (Biscayne Boulevard at SE 1st Street)

Legend:
- Peak Hour Period
- Pedestrians (east of Biscayne Boulevard)
- Pedestrians (west of Biscayne Boulevard)
- Total number of pedestrians

Peak Hour Total = 596 Pedestrians

Time	Total	East	West
6:00 PM	137	56	81
6:15 PM	119	42	77
6:30 PM	185	96	89
6:45 PM	84	31	53
7:00 PM	141	75	66
7:15 PM	152	89	63
7:30 PM	146	79	67
7:45 PM	157	98	59

Y-axis: Pedestrians (0, 50, 100, 150, 200, 250)

Bicycle/Pedestrian Mobility Plan   Miami DDA Area

Pedestrian Count Form - Count Location 5A (Biscayne Boulevard/NE 6th Street)

Name: Maria Gomez   **Date:** 09/21/2013 ____ (Saturday)

Field Conditions: ____ Sunny ____

(sunny, fair, rainy, wet, etc.)
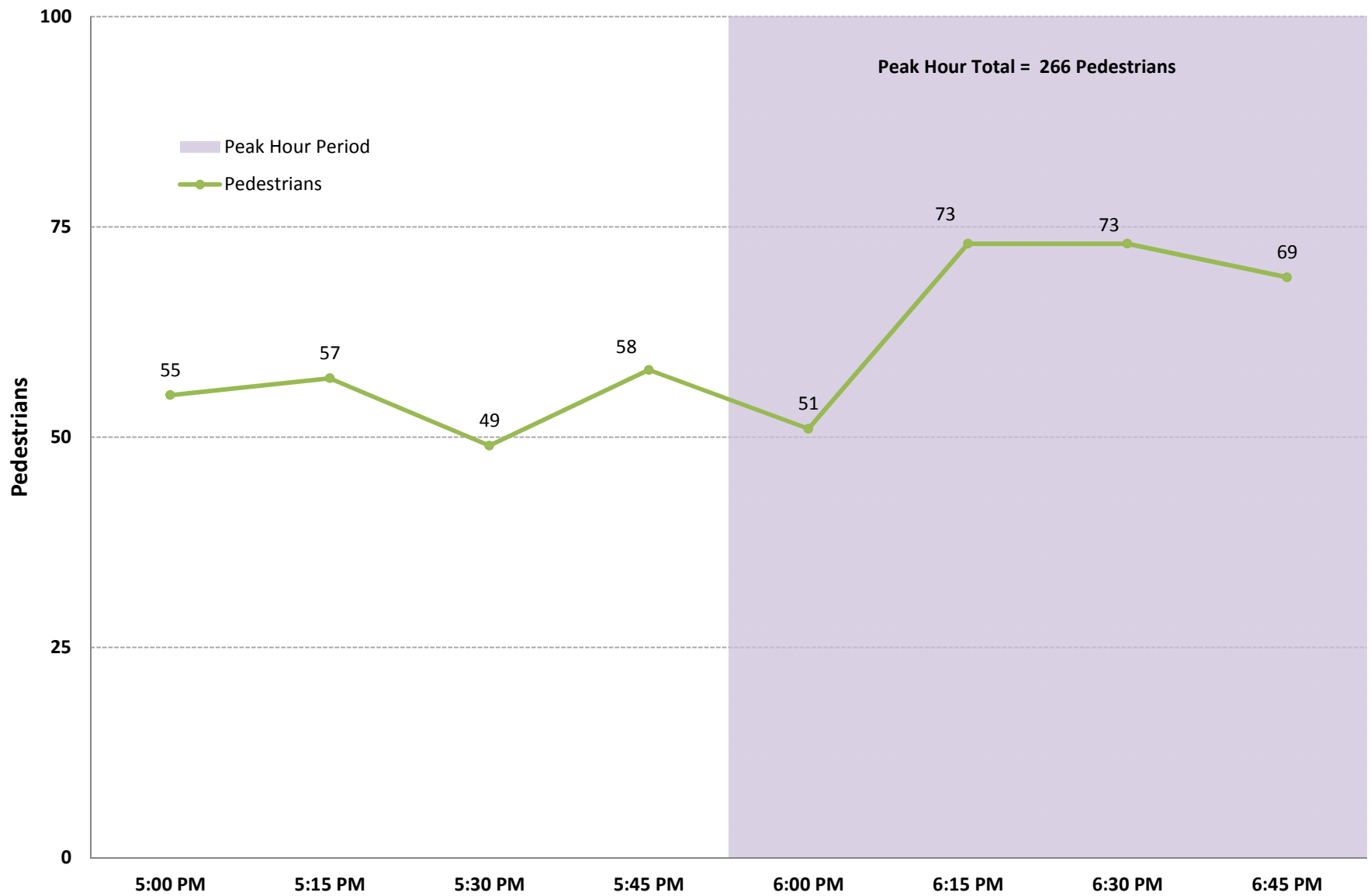

Instructions

- Count for two hours in 15-min increments
- Pedestrians include people in wheelchairs or using other assistive devices, children in strollers, skateboards, etc.
- Count Northbound/Southbound on sidewalk along Biscayne Boulevard's east side
- Count Eastbound/Westbound in crosswalk crossing Biscayne Boulevard on the north side
- Count each pedestrian one time per trip

	Northbound	Southbound	Eastbound	Westbound
6:00p.m.	(#11) 81	(# 3) 27	(#15) 20	(# 7) 25
6:15p.m.	70	28	12	27
6:30p.m.	55	22	35	28
6:45p.m.	89	20	23	22
7:00p.m.	255	22	35	34
7:15p.m.	284	35	37	36
7:30p.m.	310	13	45	10
7:45p.m.	191	17	46	29

Bicycle/Pedestrian Mobility Plan   Miami DDA Area

Pedestrian Count Form - Count Location 5B (Biscayne Boulevard/NE 8th Street)

Name: JUANCARLOS PALOMINO   **Date:** 09/21/2013   (Saturday)

Field Conditions: SUNNY/FAIR
(sunny, fair, rainy, wet, etc.)
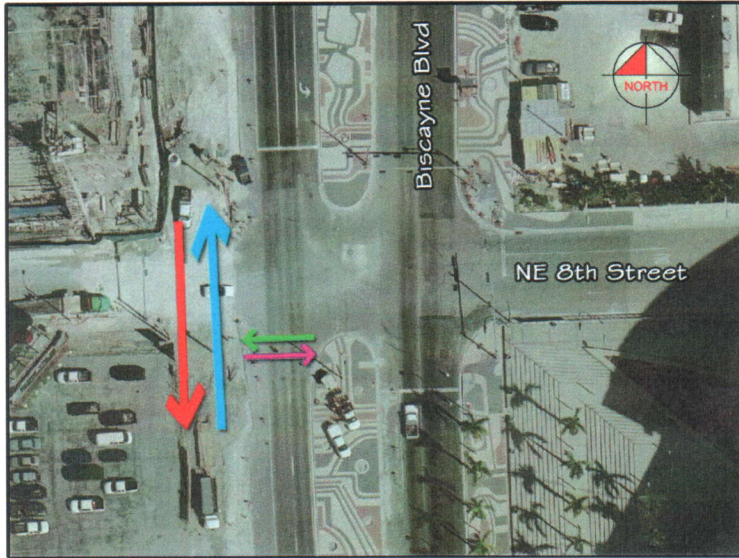
Instructions
- Count for two hours in 15-min increments
- Pedestrians include people in wheelchairs or using other assistive devices, children in strollers, skateboards, etc.
- Count Northbound/Southbound on sidewalk along Biscayne Boulevard's west side
- Count Eastbound/Westbound in crosswalk crossing Biscayne Boulevard on the south side
- Count each pedestrian one time per trip

THE TRIO CONCERT

	Northbound	Southbound	Eastbound	Westbound
6:00p.m.	(#11) 19	(#3) 32	(#15) 19	(#7) 11
6:15p.m.	17	22	34	23
6:30p.m.	16	25	74	10
6:45p.m.	5	36	117	17
7:00p.m.	29	54	185	33
7:15p.m.	6	72	268	7
7:30p.m.	8	70	368	27
7:45p.m.	10	54	306	6

Pedestrian Count (15-min interval)
Location # 5 (Biscayne Boulevard at the American Airlines Arena)

Peak Hour Total = 2,892 Pedestrians

Legend:
- Peak Hour Period
- Pedestrians (south of the arena)
- Pedestrians (north of the arena)
- Total number of pedestrians

Y-axis: Pedestrians (0 to 900)

X-axis times: 6:00 PM, 6:15 PM, 6:30 PM, 6:45 PM, 7:00 PM, 7:15 PM, 7:30 PM, 7:45 PM

Total number of pedestrians: 234, 233, 265, 329, 647, 735, 851, 659

Pedestrians (south of the arena): 153, 137, 140, 154, 346, 382, 378, 283

Pedestrians (north of the arena): 81, 96, 125, 175, 301, 353, 473, 376

Bicycle/Pedestrian Mobility Plan   Miami DDA Area

Pedestrian Count Form - Count Location 6 (Biscayne Boulevard/NE 13th Street)

Name: MAURICE GOMEZ   **Date:** 10/26/2013 (Friday) SATURDAY

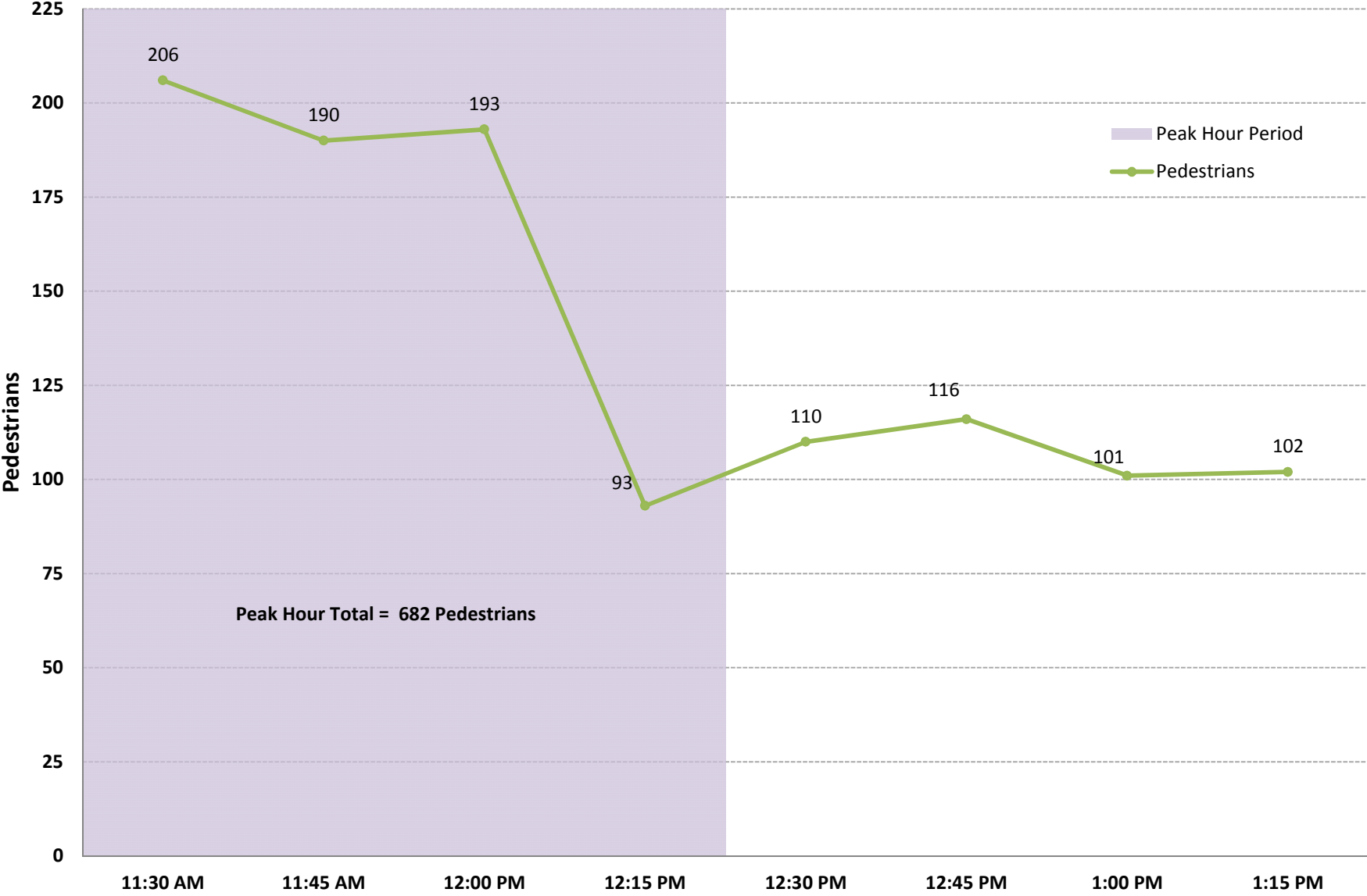**Field Conditions:** _____
(sunny, fair, rainy, wet, etc.)
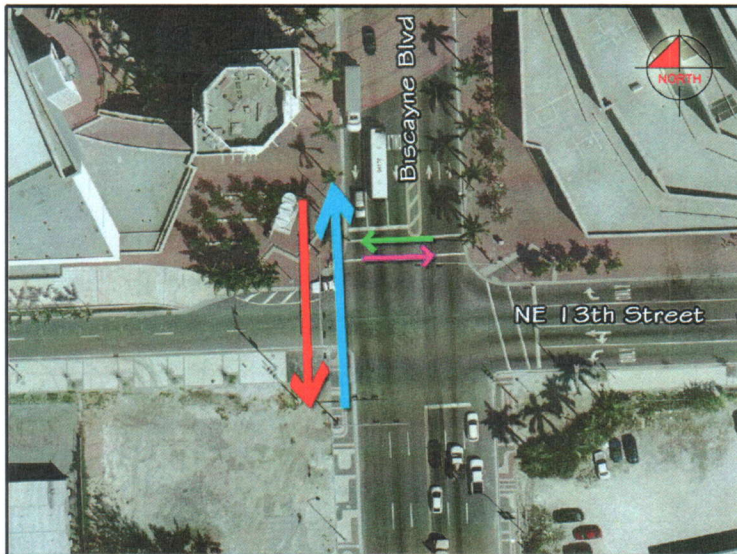
Instructions
- Count for two hours in 15-min increments
- Pedestrians include people in wheelchairs or using other assistive devices, children in strollers, skateboards, etc.
- Count Northbound/Southbound on sidewalk along Biscayne Boulevard's west side
- Count Eastbound/Westbound in crosswalk crossing Biscayne Boulevard on the north side
- Count each pedestrian one time per trip

	Northbound	Southbound	Eastbound	Westbound
6:00p.m.	#11 4	#3 3	#15 3	#7 3
6:15p.m.	4	1	5	3
6:30p.m.	6	2	7	2
6:45p.m.	14	2	8	0
7:00p.m.	34	12	58	18
7:15p.m.	40	4	67	4
7:30p.m.	54	3	132	8
7:45p.m.	21	9	97	9

Pedestrian Count (15-min interval)
Location # 6 (Biscayne Boulevard at NE 13th Street)

Peak Hour Total = 570 Pedestrians

Peak Hour Period

Pedestrians

Pedestrians

200

175

150

125

100

75

50

25

0

197

136

122

115

24

17

13   13

Note: Special events at the Perfoming Arts commenced at 8:00 p.m. It is expected that pedestrian activity after 8:00 p.m. is minimal.

6:00 PM   6:15 PM   6:30 PM   6:45 PM   7:00 PM   7:15 PM   7:30 PM   7:45 PM

Bicycle/Pedestrian Mobility Plan   Miami DDA Area

Pedestrian Count Form – Count Location 7 (Biscayne Boulevard/NE 17th Terrace)

Name: Rolando martinez   Date: 10\30\13   (Wednesday)

Field Conditions: _____fair_____
(sunny, fair, rainy, wet, etc.)

Instructions

- Count for two hours in 15-min increments
- Pedestrians include people in wheelchairs or using other assistive devices, children in strollers, skateboards, etc.
- Count Northbound/Southbound on sidewalk along Biscayne Boulevard's west side
- Count Eastbound/Westbound in crosswalk
- Count each pedestrian one time per trip

Use buttons marked below.

	Northbound	Southbound	Eastbound	Westbound
5:00p.m.	#14 16	#16 15	#2 17	#4 7
5:15p.m.	11	14	18	14
5:30p.m.	10	10	13	16
5:45p.m.	14	22	15	7
6:00p.m.	11	11	12	17
6:15p.m.	14	19	18	22
6:30p.m.	15	16	14	28
6:45p.m.	16	15	15	23

Pedestrian Count (15-min interval)
Location # 7 (Biscayne Boulevard at NE 17th Terrace)

Peak Hour Total = 266 Pedestrians

Peak Hour Period

Pedestrians

Pedestrians (y-axis)

Time	Value
5:00 PM	55
5:15 PM	57
5:30 PM	49
5:45 PM	58
6:00 PM	51
6:15 PM	73
6:30 PM	73
6:45 PM	69

Bicycle/Pedestrian Mobility Plan   Miami DDA Area

Pedestrian Count Form – Count Location 8A (N Miami Avenue/N 2nd Street)

Name: ROLANDO MARTINEZ Date: 10 - 30 - 2013 (Wednesday)

Field Conditions: ___FAIR___
(sunny, fair, rainy, wet, etc.)

Instructions

- Count for two hours in 15-min increments
- Pedestrians include people in wheelchairs or using other assistive devices, children in strollers, skateboards, etc.

	Northbound #14	Southbound #16	Eastbound #2	Westbound #4
11:30a.m.	19	6	31	72
11:45a.m.	15	13	57	26
12:00p.m.	11	11	73	13
12:15p.m.	12	10	2	13
12:30p.m.	18	14	14	2
12:45p.m.	24	18	5	4
1:00p.m.	11	15	5	12
1:15p.m.	24	6	10	14

Bicycle/Pedestrian Mobility Plan

Pedestrian Count Form – Count Location 8B (N Miami Avenue/N 2nd Street)

Name: _Dawn Kingsbury_   Date: _10/30/13_ ____ (Wednesday)

Field Conditions: ___Sunny_____

(sunny, fair, rainy, wet, etc.)

15 minute warm up required

Instructions

- Count for two hours in 15-min increments
- Pedestrians include people in wheelchairs or using other assistive devices, children in strollers, skateboards, etc.

	Northbound	Southbound	Eastbound	Westbound
11:30a.m.	#8 8	#6 45	#12 16	#10 9
11:45a.m.	18	24	18	19
12:00p.m.	35	21	26	3
12:15p.m.	12	14	17	13
12:30p.m.	19	16	21	6
12:45p.m.	8	21	14	22
1:00p.m.	15	14	6	23
1:15p.m.	13	8	8	19

Pedestrian Count (15-min interval)
Location # 8 (N Miami Avenue at N 2nd Street)

Peak Hour Total = 682 Pedestrians

Legend:
- Peak Hour Period
- Pedestrians

Y-axis: Pedestrians (0, 25, 50, 75, 100, 125, 150, 175, 200, 225)

Data points:
- 11:30 AM: 206
- 11:45 AM: 190
- 12:00 PM: 193
- 12:15 PM: 93
- 12:30 PM: 110
- 12:45 PM: 116
- 1:00 PM: 101
- 1:15 PM: 102

Bicycle Mobility Plan

Miami DDA Area

Bicycle Count Form – Count Location 1 (Brickell Ave between SE 14th St & SE 13th ST

Name: Rolando Martinez   **Date:** 09/21/2013   (Saturday)

Field Conditions: Sunny
(sunny, fair, rainy, wet, etc.)
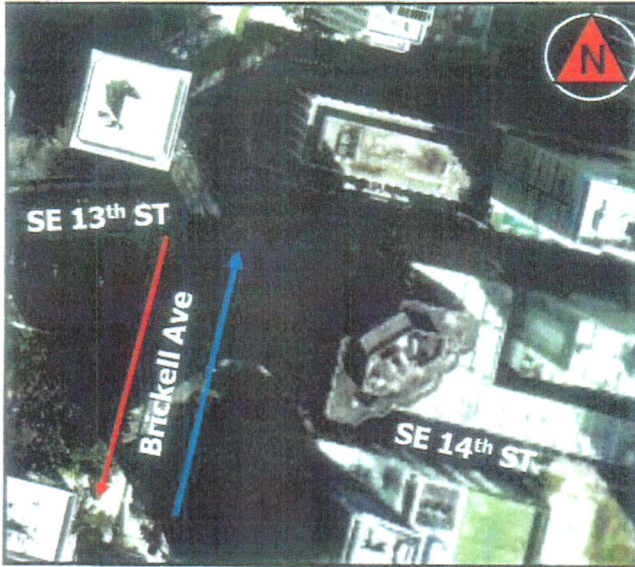
Instructions:

-Count two hours in 15-min increments

-Count Northbound/Southbound along Brickell Ave

-Count each bicycle one time for trip

	Northbound		Southbound	
9:00 a.m.	(#11)	7	(#3)	5
9:15 a.m.		28		9
9:30 a.m.		10		7
9:45 a.m.		7		7
10:00 a.m.		8		2
10:15 a.m.		11		3
10:30 a.m.		9		11
10:45 a.m.		2		3

Bicycle Count (15-min interval)
Location # 1 (Brickell Avenue between SE 14th Street and SE 13th Street)

Peak Hour Total = 80 Bicyclists

Peak Hour Period

Bicyclists

Time	Bicyclists
9:00 AM	12
9:15 AM	37
9:30 AM	17
9:45 AM	14
10:00 AM	10
10:15 AM	14
10:30 AM	20
10:45 AM	5
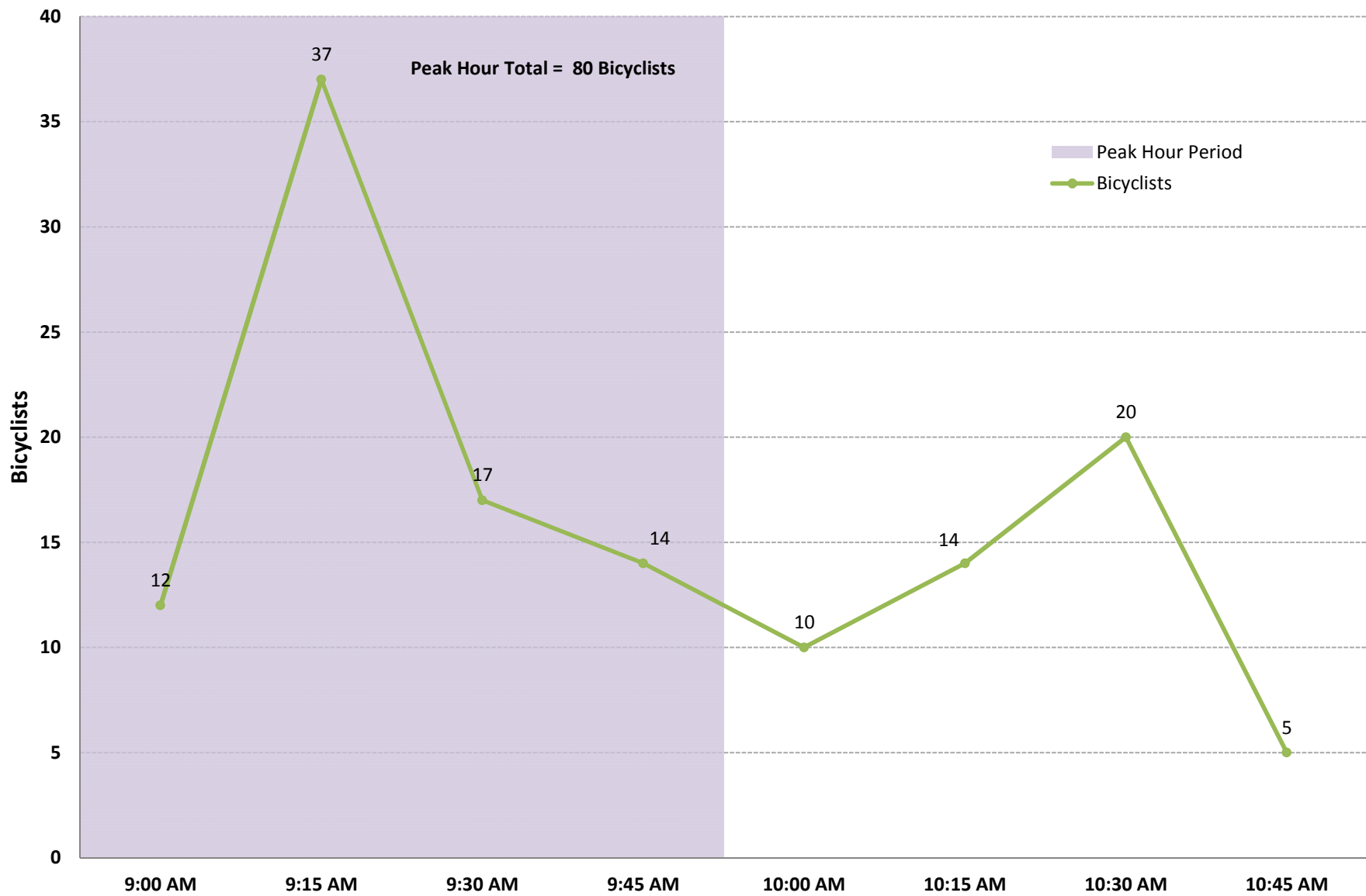
Bicycle Mobility Plan

Bicycle Count Form — Count Location2A(Biscayne Blvd between NE 2nd ST & NE 3rd ST

Name: Maria Gomez   **Date:** 09/21/2013   (Saturday)

Field Conditions: Sunny/fair
(sunny, fair, rainy, wet, etc.)
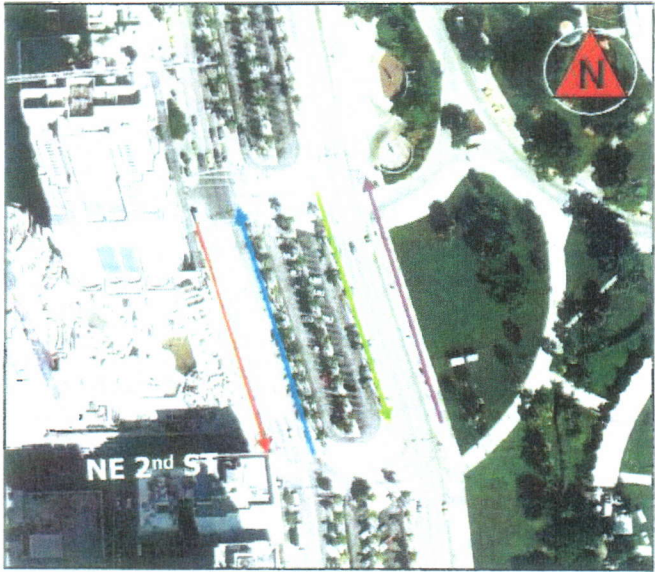
Instructions:

-Count two hours in 15-min increments

-Count Northbound/Southbound along Biscayne Blvd

-Count each bicycle one time for trip

	West Side		East Side	
	Northbound	Southbound	Northbound	Southbound
9:00 a.m.	(#11) 0	(#3) 7		
9:15 a.m.	1	2		
9:30 a.m.	0	2		
9:45 a.m.	0	11		
10:00 a.m.	2	1		
10:15 a.m.	0	2		
10:30 a.m.	1	7		
10:45 a.m.	0	1		

Bicycle Mobility Plan

Miami DDA Area

Bicycle Count Form — Count Location 2B (Biscayne Blvd between NE 2nd ST & NE 3rd ST

Name: JUANCARLOS PALOMINO   Date: 09/21/2013   (Saturday)

Field Conditions: SUNNY/FAIR
(sunny, fair, rainy, wet, etc.)
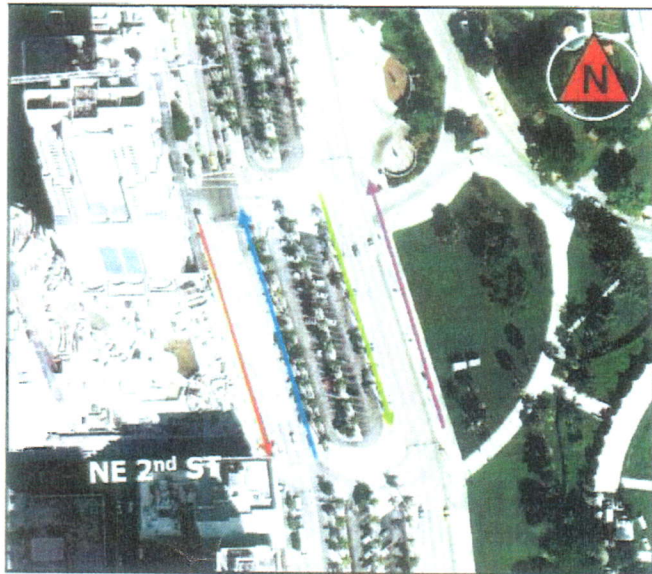
Instructions:

- Count two hours in 15-min increments
- Count Northbound/Southbound along Biscayne Blvd
- Count each bicycle one time for trip

2 POLICE ESCORTED GROUPS IN 1ST INTERVAL

	West Side		East Side	
	Northbound	Southbound	Northbound	Southbound
9:00 a.m.			(#11) 49	(#3) 4
9:15 a.m.			14	0
9:30 a.m.			38	0
9:45 a.m.			9	0
10:00 a.m.			10	2
10:15 a.m.			6	0
10:30 a.m.			12	3
10:45 a.m.			7	1

Bicycle Count (15-min interval)
Location # 2 (Biscayne Blvd. between NE 2nd Street and NE 3rd Street)

Peak Hour Total = 137 Bicyclists

Legend:
- Peak Hour Period
- Bicyclists (west side of Biscayne Boulevard)
- Bicyclists (east side of Biscayne Boulevard)
- Total number of bicyclists

Y-axis: Bicyclists

Time	West side	East side	Total
9:00 AM	7	53	60
9:15 AM	3	14	17
9:30 AM	2	38	40
9:45 AM	11	9	20
10:00 AM	3	12	15
10:15 AM	2	6	8
10:30 AM	8	15	23
10:45 AM	1	8	9
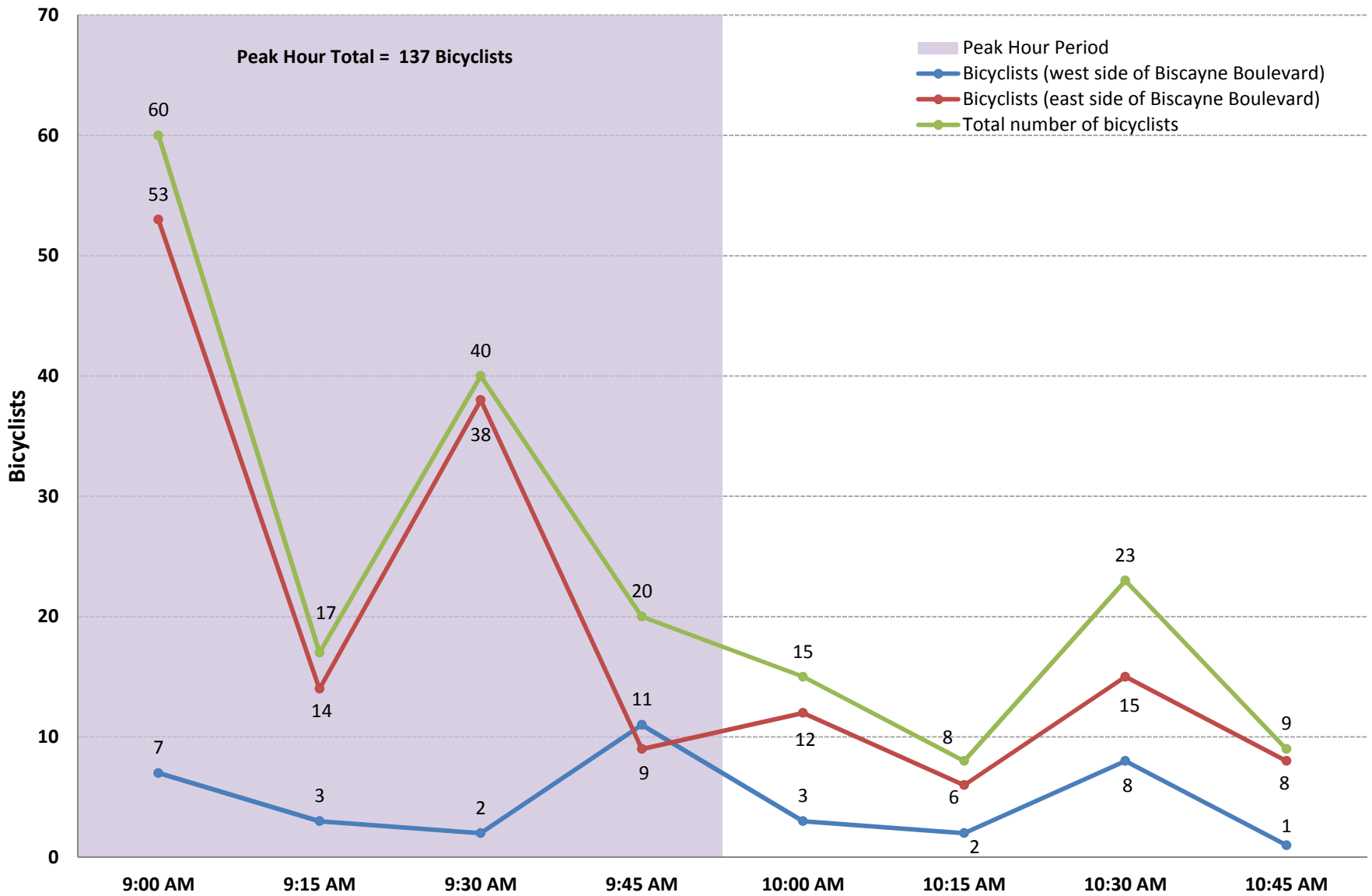
APPENDIX C

TRANSIT DATA

DOWNTOWN MIAMI (Area Enlargement)
Metrobus Routes Serving Downtown Miami

MIAMI-DADE COUNTY

TRANSIT
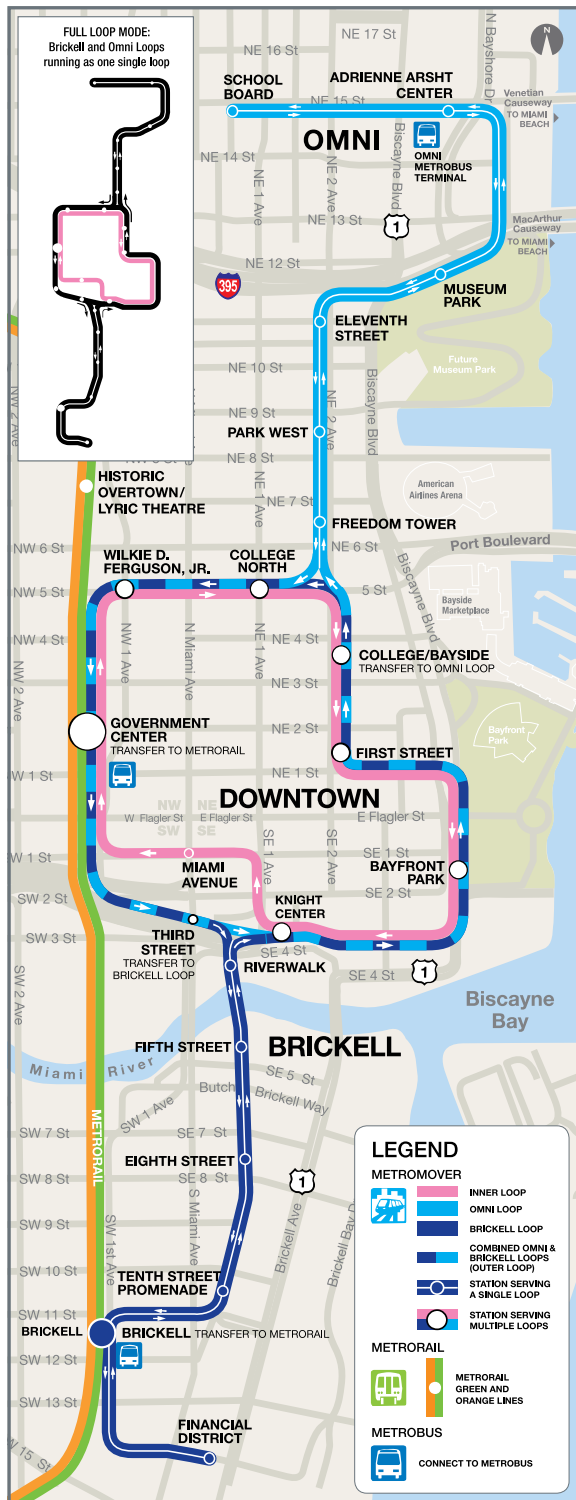
RIDERSHIP TECHNICAL REPORT

Division of Performance Analysis

Table of Contents

TOTAL WEEKDAY AND WEEKEND BOARDINGS BY MODE

TRAVEL MODE	TOTAL WEEKDAY RIDERSHIP	TOTAL SATURDAY RIDERSHIP	TOTAL SUNDAY RIDERSHIP	TOTAL RIDERSHIP	% CHANGE APRIL 2012 TOTAL RIDERSHIP
METROBUS	5,621,681	609,373	456,326	6,687,380	3.36%
METRORAIL	1,639,631	128,942	98,509	1,867,082	17.13%
METROMOVER	668,531	62,138	55,346	786,015	4.36%
STS	131,099	9,232	7,851	148,182	5.54%
TOTAL	**8,060,942**	**809,685**	**618,032**	**9,488,659**	**5.93%**

AVERAGE WEEKDAY AND WEEKEND BOARDINGS BY MODE

Travel Mode	Average Weekday	Average Saturday	Average Sunday	% Change April 2012 Weekday	% Change April 2012 Saturday	% Change April 2012 Sunday
METROBUS	255,600	152,300	114,100	-0.08%	7.71%	7.04%
METRORAIL	74,500	32,200	24,600	12.20%	26.27%	27.46%
METROMOVER	30,400	15,500	13,800	2.36%	-4.32%	7.81%
STS	6,000	2,300	2,000	3.45%	4.55%	5.26%
Totals (1)	366,500	202,300	154,500	2.46%	9.17%	9.89%

(1) Averages and totals rounded to the nearest 100 boardings.

ALL MODES RIDERSHIP COMPARISON BY FISCAL YEAR

	FISCAL YEARS					VARIANCES				
	FY 09	FY 10	FY 11	FY 12	FY 13	09 to 10	10 to 11	11 to 12	12 to 13	09 to 13
OCT	9,669,419	8,419,982	8,838,476	9,002,012	9,812,823	-12.9%	5.0%	1.9%	9.0%	1.5%
NOV	8,569,210	7,808,787	8,489,529	8,990,810	9,269,022	-8.9%	8.7%	5.9%	3.1%	8.2%
DEC	8,813,282	7,997,256	8,164,813	8,829,398	8,863,734	-9.3%	2.1%	8.1%	0.4%	0.6%
JAN	8,737,034	7,805,274	8,593,756	9,085,398	9,362,506	-10.7%	10.1%	5.7%	3.1%	7.2%
FEB	8,415,671	7,661,939	8,454,599	8,978,926	8,996,370	-9.0%	10.3%	6.2%	0.2%	6.9%
MAR	9,023,679	8,732,536	9,517,767	9,744,223	9,758,224	-3.2%	9.0%	2.4%	0.1%	8.1%
APR	9,041,078	8,338,601	8,936,651	8,957,761	9,488,659	-7.8%	7.2%	0.2%	5.9%	5.0%
MAY	8,435,241	8,208,093	8,898,580	9,048,405		-2.7%	8.4%	1.7%		
JUNE	8,047,301	8,044,338	8,637,675	8,472,882		0.0%	7.4%	-1.9%		
JULY	8,267,368	7,973,736	8,318,717	8,575,539		-3.6%	4.3%	3.1%		
AUG	8,247,490	8,165,425	8,826,531	8,865,406		-1.0%	8.1%	0.4%		
SEP	8,238,402	8,319,354	8,941,820	8,758,408		1.0%	7.5%	-2.1%		
TOTAL	103,505,175	97,475,321	104,618,914	107,309,168		-5.8%	7.3%	2.6%		

BUS, RAIL, MOVER AND STS MODES RIDERSHIP COMPARISON
BY FISCAL YEAR

Bus

	FY 09	FY 10	Variance 09 to 10	FY 11	Variance 10 to 11	FY 12	Variance 11 to 12	FY 13	Variance 12 to 13	Variance 09 to 13
OCT	7,005,490	6,006,647	-14.3%	6,390,609	6.4%	6,518,325	2.0%	6,992,289	7.3%	-0.2%
NOV	6,275,304	5,646,696	-10.0%	6,134,424	8.6%	6,576,998	7.2%	6,620,453	0.7%	5.5%
DEC	6,485,163	5,776,495	-10.9%	5,923,317	2.5%	6,487,763	9.5%	6,383,161	-1.6%	-1.6%
JAN	6,439,187	5,609,399	-12.9%	6,207,368	10.7%	6,632,074	6.8%	6,622,769	-0.1%	2.9%
FEB	6,228,439	5,588,258	-10.3%	6,131,571	9.7%	6,510,327	6.2%	6,409,954	-1.5%	2.9%
MAR	6,710,002	6,297,217	-6.2%	6,853,630	8.8%	7,008,247	2.3%	6,808,012	-2.9%	1.5%
APR	6,681,421	6,032,022	-9.7%	6,445,422	6.9%	6,470,131	0.4%	6,687,380	3.4%	0.1%
MAY	6,170,983	5,988,062	-3.0%	6,467,364	8.0%	6,569,214	1.6%			
JUN	5,763,813	5,820,342	1.0%	6,231,084	7.1%	6,141,707	-1.4%			
JUL	5,928,602	5,786,440	-2.4%	6,024,821	4.1%	6,206,639	3.0%			
AUG	5,947,793	5,902,260	-0.8%	6,381,830	8.1%	6,397,822	0.3%			
SEP	5,972,369	6,005,934	0.6%	6,532,365	8.8%	6,309,027	-3.4%			
TOTAL	75,608,566	70,459,772	-6.8%	75,723,805	7.5%	77,828,274	2.8%			

Rail

	FY 09	FY 10	Variance 09 to 10	FY 11	Variance 10 to 11	FY 12	Variance 11 to 12	FY 13	Variance 12 to 13	Variance 09 to 13
OCT	1,751,823	1,538,740	-12.2%	1,536,557	-0.1%	1,562,078	1.7%	1,828,768	17.1%	4.4%
NOV	1,510,939	1,399,814	-7.4%	1,483,376	6.0%	1,540,968	3.9%	1,704,093	10.6%	12.8%
DEC	1,553,064	1,424,653	-8.3%	1,409,454	-1.1%	1,487,052	5.5%	1,593,959	7.2%	2.6%
JAN	1,503,982	1,394,948	-7.2%	1,499,324	7.5%	1,571,314	4.8%	1,760,755	12.1%	17.1%
FEB	1,440,241	1,386,975	-3.7%	1,474,145	6.3%	1,566,839	6.3%	1,683,387	7.4%	16.9%
MAR	1,515,358	1,598,906	5.5%	1,673,175	4.6%	1,704,827	1.9%	1,903,432	11.6%	25.6%
APR	1,557,557	1,494,601	-4.0%	1,575,829	5.4%	1,594,087	1.2%	1,867,082	17.1%	19.9%
MAY	1,465,860	1,407,987	-3.9%	1,538,200	9.2%	1,562,507	1.6%			
JUN	1,476,597	1,427,411	-3.3%	1,504,918	5.4%	1,446,176	-3.9%			
JUL	1,503,393	1,397,351	-7.1%	1,400,466	0.2%	1,475,744	5.4%			
AUG	1,492,221	1,428,382	-4.3%	1,523,878	6.7%	1,604,091	5.3%			
SEP	1,473,442	1,471,785	-0.1%	1,515,462	3.0%	1,590,419	4.9%			
TOTAL	18,244,477	17,371,553	-4.8%	18,134,784	4.4%	18,706,102	3.2%			

Mover

	FY 09	FY 10	Variance 09 to 10	FY 11	Variance 10 to 11	FY 12	Variance 11 to 12	FY 13	Variance 12 to 13	Variance 09 to 13
OCT	768,986	736,372	-4.2%	773,893	5.1%	781,879	1.0%	837,145	7.1%	8.9%
NOV	662,280	636,832	-3.8%	742,228	16.6%	736,247	-0.8%	803,831	9.2%	21.4%
DEC	651,669	672,973	3.3%	712,394	5.9%	724,504	1.7%	755,040	4.2%	15.9%
JAN	669,683	682,274	1.9%	759,232	11.3%	744,511	-1.9%	835,870	12.3%	24.8%
FEB	625,473	565,054	-9.7%	723,244	28.0%	762,468	5.4%	766,316	0.5%	22.5%
MAR	661,968	698,032	5.4%	848,970	21.6%	884,318	4.2%	902,678	2.1%	36.4%
APR	670,474	678,124	1.1%	779,519	15.0%	753,146	-3.4%	786,015	4.4%	17.2%
MAY	669,533	682,316	1.9%	756,004	10.8%	768,700	1.7%			
JUN	676,763	664,741	-1.8%	766,173	15.3%	747,354	-2.5%			
JUL	703,916	662,889	-5.8%	766,799	15.7%	754,501	-1.6%			
AUG	680,152	702,931	3.3%	783,616	11.5%	724,021	-7.6%			
SEP	659,247	707,918	7.4%	755,038	6.7%	720,782	-4.5%			
TOTAL	8,100,144	8,090,456	-0.1%	9,167,110	13.3%	9,102,431	-0.7%			

STS

	FY 09	FY 10	Variance 09 to 10	FY 11	Variance 10 to 11	FY 12	Variance 11 to 12	FY 13	Variance 12 to 13	Variance 09 to 13
OCT	143,120	138,222	-3.4%	137,417	-0.6%	139,730	1.7%	154,621	10.7%	8.0%
NOV	120,687	125,445	3.9%	129,501	3.2%	136,597	5.5%	140,645	3.0%	16.5%
DEC	123,386	123,135	-0.2%	119,648	-2.8%	130,079	8.7%	131,574	1.1%	6.6%
JAN	124,182	118,653	-4.5%	127,832	7.7%	137,499	7.6%	143,112	4.1%	15.2%
FEB	121,518	121,652	0.1%	125,639	3.3%	139,292	10.9%	136,713	-1.9%	12.5%
MAR	136,351	138,381	1.5%	141,992	2.6%	146,831	3.4%	144,102	-1.9%	5.7%
APR	131,626	133,854	1.7%	135,881	1.5%	140,397	3.3%	148,182	5.5%	12.6%
MAY	128,865	129,728	0.7%	137,012	5.6%	147,984	8.0%			
JUN	130,128	131,844	1.3%	135,500	2.8%	137,645	1.6%			
JUL	131,457	127,056	-3.3%	126,631	-0.3%	138,655	9.5%			
AUG	127,324	131,852	3.6%	137,207	4.1%	139,472	1.7%			
SEP	133,344	133,717	0.3%	138,955	3.9%	138,180	-0.6%			
TOTAL	1,551,988	1,553,539	0.1%	1,593,215	2.6%	1,672,361	5.0%			

METROBUS
AVERAGE BOARDINGS BY ROUTE

ROUTES	Average Weekday	Average Saturdays	Average Sundays	TOTAL Monthly Boardings
1	550	430	293	14,995
2	3,369	1,658	1,180	85,460
3	8,336	8,581	6,435	243,448
6	857	597	506	23,263
7	4,685	3,398	2,396	126,254
8	8,184	5,024	3,002	212,142
9	7,189	4,228	3,248	188,057
10	3,035	2,285	1,667	82,578
11	12,948	9,812	7,444	353,874
12	3,481	-	-	76,582
12/21	-	3,071	2,446	22,066
16	3,409	2,340	1,494	90,344
17	5,484	3,414	2,453	144,119
19	2,581	-	-	56,792
21	2,447	-	-	53,828
22	5,392	3,008	2,158	139,287
24	3,544	2,221	1,534	92,985
27	10,390	7,017	4,457	274,480
29	1,025	-	-	22,542
31-BUSWAY LOCAL	2,071	1,265	975	54,529
32	3,477	1,464	1,062	86,586
33	2,257	1,278	752	57,768

METROBUS
AVERAGE BOARDINGS BY ROUTE

ROUTES	Average Weekday	Average Saturdays	Average Sundays	TOTAL Monthly Boardings
34-BUSWAY FLYER	1,927	-	-	42,401
35	3,288	1,570	1,107	83,049
36	3,358	1,456	1,266	84,764
37	3,982	3,084	2,415	109,591
38-BUSWAY MAX	7,649	6,362	5,180	214,432
40	2,586	1,148	908	65,111
42	1,864	1,226	711	48,755
46-LIBERTY CITY CONN	123	-	-	2,704
48	316	-	-	6,960
51-FLAGLER MAX	3,862	-	-	84,962
52	1,998	1,115	692	51,187
54	3,911	2,372	1,585	101,869
56	760	-	-	16,711
57	605	-	-	13,303
62	3,546	2,001	1,305	91,226
70	1,726	948	741	44,733
71	1,364	556	298	33,418
72	1,099	784	520	29,398
73	2,864	1,263	637	70,615
75	2,451	869	406	59,014
77	11,178	6,260	3,806	286,183
79	566	-	-	12,443

METROBUS
AVERAGE BOARDINGS BY ROUTE

ROUTES	Average Weekday	Average Saturdays	Average Sundays	TOTAL Monthly Boardings
87	2,213	766	533	53,881
88	2,585	2,096	1,573	71,551
93 - BISCAYNE MAX	4,420	-	-	97,236
95-EXPRESS	2,554	-	-	56,184
99	2,329	1,255	886	59,790
A	810	456	405	21,263
B	1,826	1,137	1,155	49,339
C	3,723	3,303	2,456	104,931
104	1,698	713	507	42,229
E	1,830	1,149	943	48,637
G	2,187	1,562	1,179	59,084
H	2,086	1,744	1,400	58,467
J	3,438	2,575	1,853	93,350
L	11,090	8,942	6,645	306,323
M	1,017	637	538	27,065
115	526	-	-	11,580
117	526	-	-	11,571
115/117	-	564	582	4,584
S	13,636	10,821	10,607	385,701
120-BEACH MAX	8,418	6,534	4,316	228,599
123-SOUTH BEACH LOCAL	3,455	3,127	2,927	100,218

METROBUS
AVERAGE BOARDINGS BY ROUTE

ROUTES	Average Weekday	Average Saturdays	Average Sundays	TOTAL Monthly Boardings
132 -TRI-RAIL DORAL	14	-	-	314
133 - TRI-RAIL AIRPORT	819	72	239	19,259
135	1,984	789	592	49,171
136	382	-	-	8,397
137-WEST DADE CONN	2,275	1,800	1,123	61,735
150-MIAMI BEACH AIRPORT FLYER	1,180	1,173	1,124	35,157
183	4,695	2,966	2,015	123,211
195-DADE/BROWARD EXPRESS	1,210	-	-	26,622
200-CUTLER BAY LOCAL	46	-	-	504
202-LITTLE HAITI CONN	217	111	89	5,578
204 KAT-KILLIAN	1,484	-	-	32,638
207(7st)-LITTLE HAVANA CIRC	1,865	-	-	41,038
208(8st)-LITTLE HAVANA CIRC	2,523	-	-	55,504
207/208	-	3,163	2,883	24,182
211-OVERTOWN CIRC	136	-	-	3,001
212-SWEETWATER CIRC	123	-	-	2,712
238-EAST/WEST CONN	548	-	-	12,050
243-SEAPORT CONN	95	-	-	2,081
246-NIGHT OWL	88	108	88	2,708
249-COCONUT GROVE	1,381	809	654	36,235
252-CORAL REEF MAX	1,268	479	371	31,300
254-BROWNSVILLE CIRC	39	-	-	854

Note: Route 200-Cutler Bay Local only operates three (3) days per week (Monday, Wednesday and Friday). Data for that route available for 11 weekdays in April 2013.

April 2013

METROBUS
AVERAGE BOARDINGS BY ROUTE

ROUTES	Average Weekday	Average Saturdays	Average Sundays	TOTAL Monthly Boardings
267-LUDLUM LIMITED	157	-	-	3,461
272 KAT-SUNSET	668	-	-	14,691
277-7TH AVENUE MAX	1,243	-	-	27,344
286-NORTH POINTE CIRC	120	88	-	2,990
287-SAGA BAY MAX	409	-	-	9,001
288-KENDALL CRUISER	1,119	-	-	24,619
297-27TH AVENUE ENHANCED BUS	2,006	-	-	44,135
301-DADE MONROE EXPRESS	1,035	945	984	30,481
302-CARD SOUND EXPRESS	94	74	69	2,641
338	-	188	184	1,484
344	171	-	-	3,751
500	62	105	90	2,140
55-MAIN MARLIN SHUTTLE	146	256	207	2,526
GREEN HILLS SHUTTLE	4	-	-	20
KINGS CREEK SHUTTLE	14	-	-	43
SIERRA LAKES SHUTTLE	24	-	-	95
ROBERT SHARPE SHUTTLE	18	-	-	71
AHEPA SHUTTLE	22	-	-	88
FEDERATION GARDENS SHUTTLE	-	21	-	85
TOTALS	255,554	152,343	114,082	6,687,380

Note: Route 338 only operates on weekends. only
Boardings for routes 301 and 302 are included in the totals.
Boardings for seven (7) route shuttles are not included in the totals.

METROBUS
PARKING PATRONAGE SUMMARY

PARK-AND-RIDE LOT	ACTUAL AVAILABLE SPACES	ACTUAL OCCUPANCY	PERCENT OCCUPANCY
BUSWAY/SW 152nd ST.	126	126	100%
BUSWAY/SW 168TH STREET	149	144	97%
BUSWAY/SW 244TH STREET	95	74	78%
BUSWAY/SW 296TH STREET	139	24	17%
CORAL REEF DRIVE 117/TURNPIKE	95	41	43%
GOLDEN GLADES-EAST LOT	535	130	24%
GOLDEN GLADES-WEST LOT	1,007	590	59%
HAMMOCKS TOWN CENTER (SW 152nd AVE./SW 104th ST.)	50	50	100%
KENDALL DRIVE SW 150th AVENUE	109	9	8%
TARGET (BUSWAY/SW 112 AVE.)	450	146	32%
WEST KENDALL TRANSIT TERMINAL (KENDALL/SW 162 AVE)	40	30	75%
MIAMI GARDENS DR./NW 73 AVENUE	136	23	17%
TOTAL	**2,931**	**1,387**	**47%**

Note: Some park-and-ride lots are joint-use and the number of park-ride vehicles may exceed the number of spaces allocated, resulting in occupancies over 100%.

METRORAIL
AVERAGE BOARDINGS BY STATIONS

STATIONS	AVERAGE WEEKDAY	AVERAGE SATURDAY	AVERAGE SUNDAY	TOTAL BOARDINGS
Dadeland South	7,771	3,315	2,619	194,693
Dadeland North	7,160	2,707	2,086	176,687
South Miami	3,672	1,840	1,262	93,196
University	2,369	807	606	57,774
Douglas	4,468	1,909	1,365	111,403
Coconut Grove	2,187	1,231	981	56,956
Vizcaya	1,548	725	523	39,042
Brickell	5,401	2,629	1,947	137,114
Government Center	12,828	5,112	4,005	318,684
Overtown/Arena	2,014	634	520	48,931
Culmer	1,553	804	604	39,797
Civic Center	6,368	1,162	877	148,241
Santa Clara	923	506	351	23,721
Allapattah	2,243	1,363	1,057	59,015
Earlington Heights	1,798	1,085	843	47,268
Brownsville	1,087	695	485	28,628
Miami Int. Airport	1,450	1,168	1,218	41,447
Martin Luther King	1,546	792	567	39,455
Northside	1,712	1,011	768	44,788
Tri-Rail	1,571	893	706	40,962
Hialeah	1,852	874	604	46,657
Okeechobee	1,491	556	356	36,437
Palmetto	1,517	421	281	36,186
Total	**74,529**	**32,236**	**24,627**	**1,867,082**

METRORAIL
PARKING PATRONAGE SUMMARY

STATIONS	ACTUAL AVAILABLE SPACES	AVERAGE WEEKDAY	PERCENT OCCUPANCY
DADELAND SOUTH	1,290	1,205	93%
DADELAND NORTH	1,963	1,868	95%
SOUTH MIAMI	1,729	752	44%
UNIVERSITY	230	209	91%
DOUGLAS ROAD	220	194	88%
COCONUT GROVE	204	93	45%
VIZCAYA	120	63	53%
SANTA CLARA	61	51	84%
ALLAPATTAH	74	17	23%
EARLINGTON HEIGHTS	361	94	26%
BROWNSVILLE	100	10	10%
MARTIN LUTHER KING(MDT)	62	55	88%
MARTIN LUTHER KING(GARAGE)	631	232	37%
NORTHSIDE	292	109	37%
HIALEAH	338	78	23%
OKEECHOBEE	1,398	352	25%
PALMETTO	700	347	50%
TOTAL	**9,773**	**5,728**	**59%**

Note: No parking at Brickell, Government Center, Civic Center, Culmer and Tri-Rail stations.

April 2013

METROMOVER
AVERAGE BOARDINGS BY STATIONS

STATIONS	AVERAGE WEEKDAY	AVERAGE SATURDAY	AVERAGE SUNDAY	TOTAL BOARDINGS
School Board	910	771	730	26,016
Omni	2,765	1,956	1,793	75,823
Bicentennial Park	0	0	0	0
Eleventh Street	258	230	202	7,399
Park West	357	292	259	10,056
Freedom Tower	552	396	488	15,677
Government Center	9,277	2,743	2,228	223,973
Miami Avenue	914	525	330	23,528
Third Street	293	210	159	7,927
Knight Center	832	401	311	21,157
Bayfront Park	2,692	1,415	1,435	70,616
First Street	1,407	936	913	38,340
College/Bayside	1,185	1,091	977	34,342
College North	1,358	437	357	33,058
Arena/State Plaza	806	433	367	20,938
Riverwalk	709	414	394	18,822
Fifth Street	541	319	219	14,063
Eighth Street	797	430	369	20,721
Tenth Street	759	485	441	20,396
Brickell	2,649	1,531	1,434	70,131
Financial District	1,328	521	432	33,033
Total	**30,388**	**15,535**	**13,837**	**786,015**

Note: Boardings at College North, Fifth Street and First Street stations contain estimates based on other data within April 2013; data from other weekdays was used to estimate ridership at all stations for April 18, 2013 due to low APC data counts on that day.

METROMOVER
TRANSFER AND DIRECT BOARDINGS

STATIONS	RAIL XFER	DIRECT MOVER BDGS	TOTAL BOARDINGS
School Board		26,016	26,016
Omni		75,823	75,823
Bicentennial Park		0	0
Eleventh Street		7,399	7,399
Park West		10,056	10,056
Freedom Tower		15,677	15,677
Government Center	112,895	111,078	223,973
Miami Avenue		23,528	23,528
Third Street		7,927	7,927
Knight Center		21,157	21,157
Bayfront Park		70,616	70,616
First Street		38,340	38,340
College/Bayside		34,342	34,342
College North		33,058	33,058
Arena/State Plaza		20,938	20,938
Riverwalk		18,822	18,822
Fifth Street		14,063	14,063
Eighth Street		20,721	20,721
Tenth Street		20,396	20,396
Brickell	10,733	59,398	70,131
Financial District		33,033	33,033
Total	**123,627**	**662,388**	**786,015**

Note: Boardings at College North, Fifth Street and First Street stations contain estimates based on other data within April 2013; data from other weekdays was used to estimate ridership at all stations for April 18, 2013 due to low APC data counts on that day.

APPENDIX D

ONLINE SURVEY RESULTS

MIAMIDDA

Constant Contact Survey Results

Survey Name: Bicycle and Pedestrian Mobility Survey for Downtown Miami

Response Status: Partial & Completed

Filter: None

11/18/2013 3:42 PM EST

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1. Downtown Miami is where I... (check all that apply)

Answer	0% 100%	Number of Response(s)	Response Ratio
Live		169	52.3 %
Work		168	52.0 %
Shop		139	43.0 %
Play		230	71.2 %
Learn		60	18.5 %
	Totals	**323**	**100%**

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2. In which district do you primarily...? (Select one for each activity)
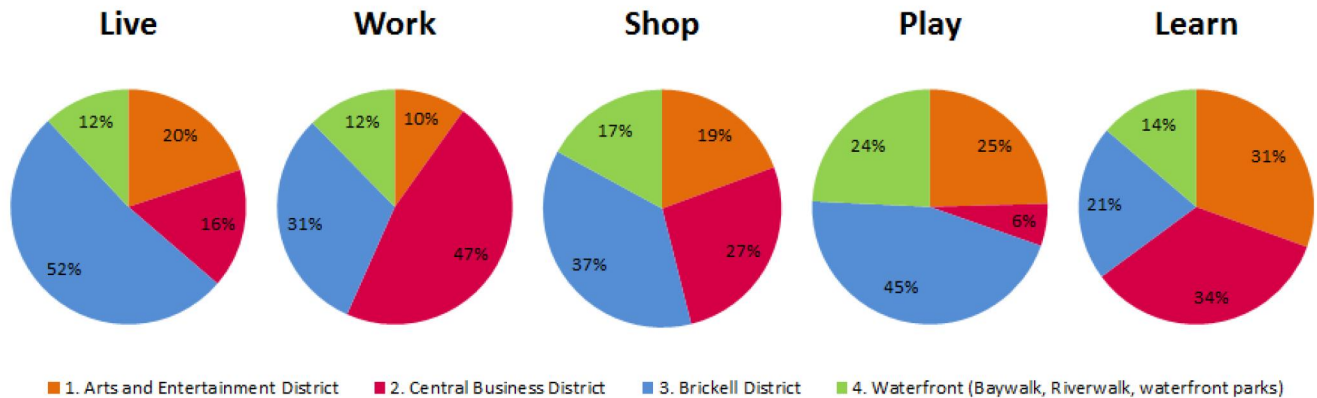
Live — 12%, 20%, 16%, 52% (with Arts and Entertainment District, Central Business District, Brickell District, Waterfront)

Work — 12%, 10%, 47%, 31%

Shop — 17%, 19%, 27%, 37%

Play — 24%, 25%, 6%, 45%

Learn — 14%, 31%, 34%, 21%

■ 1. Arts and Entertainment District   ■ 2. Central Business District   ■ 3. Brickell District   ■ 4. Waterfront (Baywalk, Riverwalk, waterfront parks)

3. When you are working, shopping, or playing within Downtown, how do you get around?

Car

Public Transit

Walk

Bike

■ Often ■ Occasionally ■ Seldom ■ Never
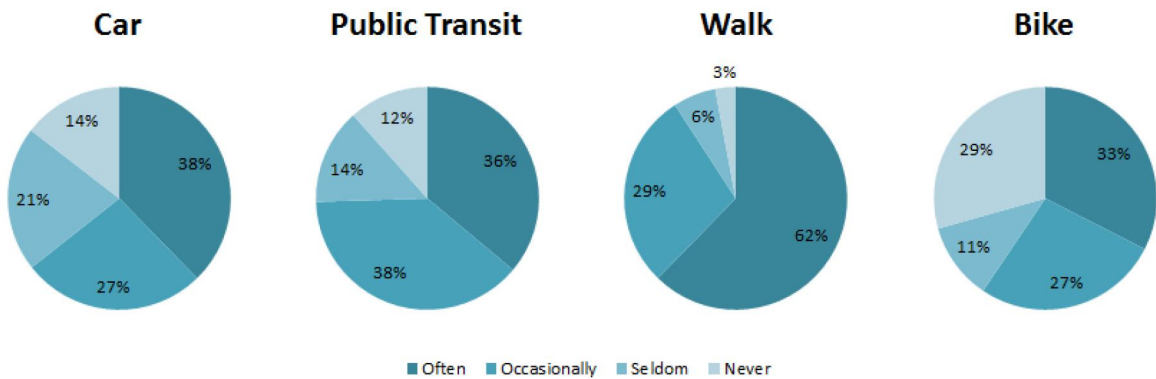
4. How many times per week do you take a five (or more) minute WALK in Downtown?

Answer	0%	100%	Number of Response(s)	Response Ratio
Less than 3 times a week			107	32.4 %
3 to 5 times a week			100	30.3 %
More than 5 times a week			118	35.7 %
No Response(s)			5	1.5 %
		Totals	330	100%

5. When you WALK in Downtown Miami, primarily where do you go? (Select one for each district, refer to map in Question 2)

1. Arts and Entertainment District

2. Central Business District

3. Brickell District

4. Waterfront (Baywalk, Riverwalk, waterfront parks)

■ Office ■ Shops/Restaurants ■ Sports/Entertainment ■ Parks

6. How many times per week do you ride your BIKE in Downtown?

Answer	0% 100%	Number of Response(s)	Response Ratio
Less than 3 times a week		117	35.4 %
3 to 5 times a week		49	14.8 %
More than 5 times a week		50	15.1 %
I don't bike at all		107	32.4 %
No Response(s)		7	2.1 %
	Totals	330	100%

7. When you BIKE in Downtown Miami, primarily where do you go? (Select one for each district, refer to map in Question 2)

- 1. Arts and Entertainment District: 6%, 15%, 32%, 47%
- 2. Central Business District: 28%, 16%, 14%, 42%
- 3. Brickell District: 15%, 25%, 21%, 39%
- 4. Waterfront (Baywalk, Riverwalk, waterfront parks): 4%, 9%, 15%, 72%
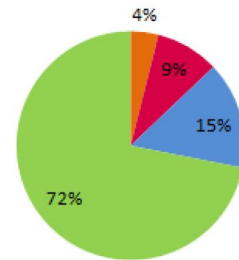
■ Office ■ Shops/Restaurants ■ Sports/Entertainment ■ Parks

8. On which Downtown streets do you WALK? (Check all that apply. Specify other areas not listed in the "Other" box below.)

Answer	0% 100%	Number of Response(s)	Response Ratio
Bayshore Drive		116	36.9 %
Biscayne Boulevard		216	68.7 %
Brickell Avenue		232	73.8 %
Brickell Bay Drive		133	42.3 %
Coral Way		81	25.7 %
Flagler Street		140	44.5 %
South Miami Avenue		174	55.4 %
Venetian Causeway		74	23.5 %
Other		61	19.4 %
	Totals	314	100%

9. On which Downtown streets do you BIKE? (Check all that apply. Specify other areas not listed in the "Other" box below.)

Answer	0%	100%	Number of Response(s)	Response Ratio
Bayshore Drive			119	52.4 %
Biscayne Boulevard			160	70.4 %
Brickell Avenue			155	68.2 %
Brickell Bay Drive			95	41.8 %
Coral Way			96	42.2 %
Flagler Street			86	37.8 %
South Miami Avenue			141	62.1 %
Venetian Causeway			134	59.0 %
Other			42	18.5 %
		Totals	227	100%

10. Please rank the following bicycle-pedestrian infrastructure in order of importance to you. (10=MOST Important, 1=LEAST Important; use the "Comment" box for additional infrastructure)

1 = Least

Answer	1	2	3	4	5	6	7	8	9	10	Number of Response(s)	Ranking Score*
Benches											302	3.8
Bicycle Lanes											302	7.6
Bicycle Racks											302	5.4
Crosswalks											302	7.0
Restrooms											302	4.0
Shade											302	5.4
Sidewalks											302	7.1
Signage											302	5.2
Traffic Signals											302	5.9
Water Fountains											302	3.8

*The Ranking Score is the weighted average calculated by dividing the sum of all weighted rankings by the number of total responses.

11. Are you familiar with the Downtown Bicycle Pedestrian Mobility Plan?

Answer	0%	100%	Number of Response(s)	Response Ratio
No			179	54.2 %
I've heard of it			114	34.5 %
I have a copy/have reviewed it online			29	8.7 %
No Response(s)			8	2.4 %
		Totals	330	100%

12. Are you familiar with the term "Pedestrian Priority Zone"?

Answer	0%	100%	Number of Response(s)	Response Ratio
No			204	61.8 %
I've heard of it, but don't know much about it			95	28.7 %
Yes (If so, please comment below)			25	7.5 %
No Response(s)			6	1.8 %
		Totals	**330**	**100%**

13. Do you support greater public investment in bicycle-pedestrian improvements throughout Downtown Miami?

Answer	0%	100%	Number of Response(s)	Response Ratio
Yes			315	95.4 %
No			7	2.1 %
No Response(s)			8	2.4 %
		Totals	**330**	**100%**

14. What are the BEST things about WALKING in Downtown Miami?

213 Response(s)

15. What are the BEST things about BIKING in Downtown Miami?

179 Response(s)

16. What are the WORST things about WALKING in Downtown Miami?

237 Response(s)

17. What are the WORST things about BIKING in Downtown Miami?

210 Response(s)

18. What is your gender?

Answer	0%	100%	Number of Response(s)	Response Ratio
Male			198	60.0 %
Female			126	38.1 %
Prefer not to answer			3	<1 %
No Response(s)			3	<1 %
		Totals	330	100%

19. Which category describes your age?

Answer	0%	100%	Number of Response(s)	Response Ratio
Younger than 20			1	<1 %
20-29			104	31.5 %
30-39			127	38.4 %
40-49			52	15.7 %
50-59			23	6.9 %
60-69			16	4.8 %
70 or older			3	<1 %
Prefer not to answer			1	<1 %
No Response(s)			3	<1 %
		Totals	330	100%

20. What is your home zip code?

Answers	Number of Response(s)
Postal Code	326

Constant Contact Survey Results

Survey Name: Bicycle and Pedestrian Mobility Survey for Downtown Miami
Response Status: Partial & Completed
Filter: None
Nov 18, 2013 3:43:43 PM

2. In which district do you primarily...? (Select one for each activity) - Comments

Answer
[No Responses]

3. When you are working, shopping, or playing within Downtown, how do you get around? - Comments

Answer
[No Responses]

5. When you WALK in Downtown Miami, primarily where do you go? (Select one for each district, refer to map in Question 2) - Comments

Answer
[No Responses]

7. When you BIKE in Downtown Miami, primarily where do you go? (Select one for each district, refer to map in Question 2) - Comments

Answer
[No Responses]

8. On which Downtown streets do you WALK? (Check all that apply. Specify other areas not listed in the "Other" box below.) - Other responses

Answer
NE 1st Street, SE 1st Street, NE 2nd Avenue, NW 2nd Avenue
2nd Avenue
(NE 1st Ave & NE 2nd Ave) & (NW 1st Ave & N. Miami Ave)
Riverwalk
NE 2 ave, NE 3, 2, 1 st, NW 2 ave
8 th street
SW 2nd Ave
7th street, 8th street
SE/SW 1 St, NE/NW 1 St
nw/ne 1st st, se 1st, se 2nd st, se/ne 2nd ave, se/ne 3rd ave
SW 2nd Ave
NE 2nd
NW 1st Street;
NE1st and NE2nd Ave, N Miami, Flagler, E/W streets (most walkable)
varies - mostly streets leading from NW 5 to Flager
NE/Se 2cnd ave
SE First Street
NW 1st Avenue and NW 2nd Avenue
Bayside
SE 1st St
SW 1st Ave
1st Street, NW 2nd Avenue
North Miami Avenue
central district roadways and miami avenue
NE 2nd
NE 1st; NE 3rd
nw 2nd ave
North Miami Avenue
North miami ave
SW 1st Avenenue
Miami Avenue
N. Miami Ave, NE 2nd Ave, NE 1st ST, NW 2nd ST, NE 1st AVE
4th Street
NE 1st Ave, NE 2nd Ave, NE 3rd Ave, North Miami Ave
miami beach all the time
2nd avenue
those ajacent to flabgler and miami ave
All around government center
NE 1st Street
SE 8th Street, 2nd Ave downtown,
Rickenbacker
SE 5th Street
North Miami Avenue

Rickenbacker
Brickell Key
Towards Key Biscayne
McArthur Causeway
8th street, 7th street
NE 2nd Ave
all over downtown area
mary brickell area
Kendall/South Miami/us1
miami ave, 1 ave ,2 ave
north miami avenue wynwood
NW 1 Street, NW 2 Street
NE 2nd Ave, NE 2nd St, NE 1st Ave, NE 1st St
ne 2nd ave
14th street
NE 1st & 2nd Ave; N Miami Ave; SE 3rd Ave; NE 1st & 2nd st; SE 1st & 2nd st
anywhere inside the people mover loop
MD Wolfson campus area

9. On which Downtown streets do you BIKE? (Check all that apply. Specify other areas not listed in the "Other" box below.) - Other responses

Answer
(NE 1st Ave & NE 2nd Ave) & (NW 1st Ave & N. Miami Ave)
NE 2 ave, Miami aAve very often.
Riverwalks
Broadway
SW 2nd Ave, SW 7th St
SW 2nd Ave
ne/se 2nd ave
rickenbacker to key biscayne
More out-of--the way side streets
NE 2nd Avenue
I do not bike.
NE1st and NE2nd Ave, N Miami, Flagler, E/W streets (most walkable)
MacArthur cswy
Mpath
SE First Street
Bayside
SW 2nd Ave
i don't bike
central district roadways and miami avenue
I only bike.
nw 2nd ave
North Miami Avenue
North miami ave
SW 1st Avenue and North Miami
I don't own a bike
ocean drive along the sand walk
2nd avenue
Sorry, too many crazy drivers to bike
M-Path
All through ways Downtown, depending on traffic
33154
Rickenbacker
North Miami Avenue
none
South bayshore dr
Macarthur, NE 2nd Ave
Kendall/south Miami/us1
none
all over wynwood /design district
NE 2nd Avenue
14th street
NE 1st & 2nd Ave; N Miami Ave; SE 3rd Ave; NE 1st & 2nd st; SE 1st & 2nd st

10. Please rank the following bicycle-pedestrian infrastructure in order of importance to you. (10=MOST Important, 1=LEAST Important; use the "Comment" box for additional infrastructure) - Comments

Answer

Need more safe crosswalks. Especially where the M-Path crosses Coral Way. Also Biscayne and SE 1st Street. Also SE 2nd Avenue and SE 2nd Street.

I ranked bike lanes most important as there are not enough of them. I ranked benches, water fountains and benches lowest as they may facilitate loitering.
I would also like to see parklets and throughout downtown.

There really should be two lists here, one for bikes, another for peds. If I'm walking, I have no need for a bike lane or a bike rack. Crosswalks are only slightly more useful if I'm a cyclist than a bike rack for a pedestrian. Crosswalks would be rated higher if I had a second list.

Please put in bike lanes already. Also, I'd like you see you publicize the results of this survey with the same energy used in distribution

Finish the Wayfinding signage project. Fund the S Miami Ave improvements. Fund the Flagler Street improvements.

It's an outrage how much "stuff" that blocks the sidewalks in Miami--sign posts, light posts, etc. So many obstacles—
Plus the walkway on Brickell Bay Drive is a mess—so ugly— truly an embarrassment

You should rank these conventionally with 1 being first in importance, 10 last in importance.

We need a volunteer arborist program, separated bike lanes, and waste bins.

FORGET the signage. the landscape is POLLUTED with signs. Paint the curbs. Write on the pavement.

Bikes must be respected and accounted for when planning and designing roads and communities.

Most important is safety for pedestrians & bikers (right now I never see enforcement of traffic laws, etc.), & shade would encourage more walking.

Biking/walking is all about getting outdoors and in touch with nature. So consider that adding sidewalks and bike lanes by themselves may not be ideal. Native trees grow without supplemental careand atract birds and other native fauna.

I walk to work daily and would like to see cleaner streets. I routinely see/smell urine. We need stores to open later and on weekends. While my walks are nice on weekdays, it is still a ghost town on weekends.

Separate and protected (with a barrier) bicycle lanes would be near the top for me.

No turns on red at all intersections and signs educating the public that pedestrians have the right of way when vehicles turn on green.

Lack of Bicycle lanes just makes it more dangerous for everyone. It also causes tension (sometimes violent) between drivers and cyclists. More than anything else, we NEED bicycle lanes.

Speed Bumps on SW 1st Ave: 10-Most Important

I would like to bike and walk more in downtown. The number one thing that prevents me is that I feel unsafe.

Pedestrians and bicyclists are not given the priority in our community. There will be a problem with ped/bike safety until there is a cultural shift and limited resources are allocated in preference of bicyclists and pedestrians instead of cars.

I understand surveys, but in this case the area needs many of the above to make it work. It is entirely car-centric and bike lanes, bike racks and crosswalks should all be high-priority (in addition to road diets that would solve a number of problems).

I have traveled the world and have made Miami my home. As a young professional I find it very disheartening that Miami has such a poor public transportation/ pedestrian safety/ and cycling safety infrastructure. This is a beautiful place and we should enjoy it outside safely. Thank you you for the effort in asking questions and trying to fight to make it a better city.

We need actually private bike lanes away from car lanes.

Please fix all the potholes in all the streets around government center station. It's impossible to ride without having to swerve around all of them and risk getting hit by a vehicle.

These rankings are based on the existing built environment. Should a multi-use trail or something independent be built, things like water fountains and bathrooms would move up in importance. What about a bike commuter facility?

I work in two separate areas of Downtown Miami, but the survey form only allows me to select one. I work in the number 1 and 2 zones, according to your small map. I work in both areas equally.

Bicycle Lanes - bike facilities such as bike blvds, physically separated bike lanes, not just painted lines

I don't bike downtown because of the unsafe conditions for biking.

If downtown Miami had any benches you'd probably not want to sit on them.

The entire downtown area needs to be updated and improved. There are tons of people that live in downtown with little or nothing to do outside of wynwood, brickell, grand central skatepark, and the american airlines arena. New stores, better illumination, safer streets, and more bars and restaurants in the city's core would make life a lot better for people like me who live in downtown.

Are people allowed to ride bicycles on the sidewalks? Why?

You need to start fining the Taxi drivers - they drive to fast to to fast in pedestrian areas. Always honking people to turn right when they have no say - they harass drivers in front of them by tagging their tail getting to close. The drivers of public transportation go to fast and don't take the time for a proper stop I have seen several times not pick up people that are 20 steps from the bus. A man was in the pooring rain. The bus drivers are dangerous and almost drive over people and cars.

There is a lack of cross walks in many sections of Downtown, often making it a dangerous environment with respect to walkability. Cars often do not slow down.

Good lighting is also needed

All of these are important, but we should prioritize any facilities that make transit easier and safer for bicyclists and pedestrians. More lanes and sharrows, traffic signals that accommodate movement in high-bicycle traffic areas, and safe places to store bicycles.

Width of paths is important. The way the sidewalk juts out to the side with its ADA ramps is important, makes for a poor running or walking path because you can't maintain a straight path. Obstructions of benches, signage and round rocks under trees makes jogging and walking difficult. Overpasses and underpasses need to be included in any plan, one can't expect people to use our paths if they have to wait as long as a car at the corner of of a major intersection. This is why the MPath isn't used

we need to have safe bike lanes. Miami is a plane city. the weather and topography are conducive to biking, why are we not more bike friendly?

let's take advantage of the fact that we live in South Florida and give tourists and locals alike the opportunity to get around downtown and the beaches via a bike lanes and walking paths.

what if we converted Julia tuttle causeway into something similar to key biscany? Sure there is a bike sign painted on the road but its way too dangerous. What if there was a bike and pedestrian path that led to alton road? Joggers and cyclists could access beaches via venetian and Julia Tuttle...

Sidewalks are almost nonexistent in the Design District, especially along NE 2nd Ave. There are many restaurants/etc that are walkable for the people living in this neighborhood, but the sidewalks are overgrown, have poor drainage, poorly lit, etc. Also, parking along NE 2nd from midtown to downtown blocks a traffic lane and obstructs bikes. Bike lanes would improve biking everywhere.

Bike lanes and connectivity. Particularly for commuters.

Brickell Bay Drive desperately needs better signage for the crosswalk near the intersection of SW 8th Street and Brickell Bay Drive. I have almost been hit while crossing the street more times than I can count.

Please keep cyclists off the sidewalks and in their own lanes! It's a constant hazard for pedestrians.

Police enforcement! Drivers blatantly break traffic laws and endanger pedestrians CONSTANTLY, particularly on Brickell Ave.

Crosswalks are not respected by cars, even on a green WALK it is absolutely dangerous to cross. Other times cars will stop at the red light blocking crosswalks.   Riding a bicycle is risking your life, zero respect for bikers, no bike lanes, no enforcement from police.

most imoportant to make bike lanes, then also water fountains and crossing would be great

lots of trees!!!!!

Please we need to make Miami safer for cyclist and runners

Signage or lighting to get drivers to better respect crosswalks. I can't tell you the number of close calls I've had while running.

Signage to inform drivers that cars must stop at crosswalks. Bikes are allowed to be in the road.

We need more safe biking and walking areas and shade. Check out pedestrian and bike lanes in Vancouver.http://vancouver.ca/streets-transportation/separated-bicycle-lanes.aspx

Also, as a female there is no way I am going to ride the Mpath after dark. We need lights on that path at night, its unsafe to ride at night.

Paint all sidewalks and crosswalks a loud color to draw more attention. Yellow being ideal, maybe a teal or aqua to keep the Miami "feel". Match highly visible signage to draw motorist attention to those sidewalks/crosswalks. Also task more bicycle officers to enforce stop sign/crosswalk laws for vehicles who stop at the street instead of the stop sign. Lastly, modify zoning rules to eliminate large hedges/structures from being placed where they block the view of vehicles exiting parking lots.

It is important to make the city outdoors sports friendly and remove the homeless from areas like downtown

not to take away from this question but the way to boost economic growth in downtown is building a robust light-rail system that takes people from all corners of the county into downtown. look at nyc, boston, philly, dc. economic powerhouse cities. we need to put aside the wants and needs of the 1% percent and start thinking mindsets of the 1900s when public transportation was first installed in america for the people. it will attract the global economy.

MAKE IT SAFE FIRST!!

Look at what the Midtown Alliance and Midtown Improvement District has done in the Midtown submarket of Atlanta. Nice buffers between the sidewalks and the streets that include a bike lane, paver, trees/plantings, sidewalk and then benches.

Bike lanes are a step towards a culture of sharing the road

More dedicated bike lanes would improve the quality of life downtown by making it safer and easier to commute by bike. Bikes are healthier, more affordable, and better for the environment than cars. They're also a lot more fun!

Shade is really important - cleans the air in such a heavily trafficked area, reduces chances for skin cancer, growing more and more prevalent, even in younger people.

No mention of safety here. That is pretty high on my list too.

Downtown had so many great shops and restaurants. It's a shame that the sidewalks are not maintained better. It also annoys me that there are limited benches because of the "homelessness issue". I think that's ridiculous. It would be awesome to see downtown north of the Miami River with more flower beds, trees, cleaner sidewalks, etc. I also bike everywhere and have gotten hit a bunch. Some bike lanes or more signs to share the road would be appreciated. Thank you!

bike lanes on NE and NW14th and 15th street. we need a safe corridor to travel from the Civic Center area and Jackson medical campus to the downtown area and Brickell.

Miami needs a bicycle highway, free of cars.

It would be nice if the general population were more educated on share the road and also general traffic laws, though there are some infrastructure issues with the layout of downtown the biggest issue is public ignorance of the laws.

Many drivers in Miami do not seem to understand the "share the road" concept for cyclists and cars.

We want a system like Decobike in South Beach for Downtown, Brickell and Midtown!!!

A change in the culture to respect traffic signals and cyclists.

Bike/jogging paths that connect various parts of the city so people can commute by bike. Right now, I only see people (including police!) biking on sidewalks. I myself do this because it's too dangerous to bike in the street in Miami.

The CBD is a cyclist's nightmare due to lack of exclusive bike lanes, signage and signaling.

I would like to bike to work one day a week (from Buena Vista neighborhood to downtown) but am afraid to do so because of the drivers in Miami and the lack of showers and safe bike storage in downtown.
- Move the Homeless out of downtown.
- Homeless are the mayor disadvantage of downtown
- homeless have been deteriorating downtown tremendously to the point that the area is decaying.
- We feel threaten and not safe.

12. Are you familiar with the term "Pedestrian Priority Zone"? - Comments

Answer

Create a setting where pedestrians are the most important design parameter of the street.

Signage should be added at intersections that have a pedestrian only phase (SW 2 Ave & 1 Street; Flagler and W 1 Ave, to name two). Most pedestrians don't seem to understand that they can cross diagonally, legally at those points. The signage could help with that issue.

Downtown is an area of pedestrian importance and our infrastructure should be built to allow for safer interactions for all users. We have to be mindful not to put too much stuff on our sidewalks = i.e. cafe sizes, news racks, bike racks, etc. We need to invest in bicycle infrastructure, pedestrian crossings and signalization.

The movement and parking of cars should be restricted for the benefit of pedestrians, bicyclists and transit riders.

Pedestrians are the dominant mode of transportation in that area and other modes must yield to them.

It can be an excellent idea if properly implemented and store owners buy into the concept.

awesome

I use public transportation to get to downtown Miami for work.

I think that in order to do this effectively in Downtown Miami we need to lobby hard as a community to retake control of our streets from Miami Dade and FDOT.

I work at SE Financial Center, this area is ideal for a pedestrian priority zone.

I would like to hear more about it, I think its about redesigning traffic laws to make it safer for pedestrians. Not sure.

Even though I'm not familiar with it, I don't see a reason to become familiar because Arts District, Downtown and Brickell are not pedestrian-friendly at all

It's a zone where actual people — as opposed to cars -- have priority. It's the way all cities should be, with pedestrian areas prioritized, but we've unfortunately prioritized the automobile over people in Miami.

Cities should be built for people, not for cars.
great idea ... make it happen.
They are festival streets that create a ped first mentality and no curbs?
Is it a clique?
yes and the drivers do not respect it they should be fined!! all of them fined. you did a campaign on west and started to work you should do it on south of fifth specially on washington and collins
the bus drivers leave passengers at stops behind too they drive too fast and taxi drivers harrass drivers to go faster this is unacceptable to others. Bus drivers and taxi cab drivers must obey
Not enough literature.
Turn Flagler into a Pedestrian Mall...
Please publicize more about this.
never heard of it
We need streets yhst are pedestrisn only
Important component of any complete street!
We can have all of the "Zones" we want but the main problem is the drivers. I've never experienced such an unfriendly city to pedestrians like I have in Miami. It's quite disappointing.
The Pedestrian Priority is a planning concept Zone
....essentially to provide a pedestrian friendly environment.
I'D LIKE TO KNOW MORE ABOUT IT.
I doubt this exists anywhere in Miami-Dade.

14. What are the BEST things about WALKING in Downtown Miami? - Responses

Answer

Going to great places.
Easy access to many shops, restaurants, bars, and public amenities.
Walking downtown makes me feel like I'm part of a vibrant city. The baywalk and riverwalk is amazing where it exists. The beauty of the city scape.
Seeing the sights.
Compact, walkable (principally in CBD, increasingly so in Brickell)
Convenience of getting to places to shop and eat.
You get a better perspective of our city.
Weather in winter
diversity of commercial sites; historic buildings
Variety. I live here. I walk to just about everything I need. I have a car. I use it once or twice a month. And that is often just to transport my bike to a bike event I want to attend.
Greenery, sidewalks, walking along the river, and walking to shops and restaurants.
Lots of destinations, access to people mover, lots of people to watch.
In the CBD small blocks, pedestrian activity, awnings/overhangs over sidewalks, retail activity, sidewalk dining.
No need to park. ocial interaction.
Its a great city to walk--but if feels like the city leaders are only about making Miami car friendly and NOT pedestrian friendly
The vibrancy of the "nicer" areas, with merchants open for business, open-front restaurants, sufficient sidewalk widths to allow for good pedestrian flow, and shaded from hot sun. Paths connecting places such as dining establishments to places to shop & browse, and places like museums and theaters.
There remain a fair variety of stores.
Exercise and people watching
for exercise, lunch and window shopping.
avoids being stuck in your car and parking
Atmosphere, close-ish to where I live, can do Post Office, bank, etc. in one trip.
Shopping and people watching.
Ability to run errands
Running into people you know, small talk, sharing ideas.
Density. Proximity to water/bay.
Not having to search out a safe well lit or shady place to lock my bike
There are no good things about walking in Downtown Miami compared to walking other parts of Miami
ambiance, breeze, shade, people watching, wide sidewalks,
Once there, it's easy to get around.
waterfront walks
The sites
The area itself and some of the green spaces just east of Government Center
Reduces carbon footprint, exercise , interaction with others.
It is only twelve minutes walking from Government Center metrorail to SE Financial Center. Everything in downtown is close.
The best part of walking downtown are the ample sidewalks and great paths in Bayfront park. I also enjoy the Riverwalk.
If I drive it is hard to find parking or it is too spensive
Enjoying Miami and it's natural beauty.
Site seeing, people and watching andcNOT getting hit by a car
lots of people also walking so it seems safe
Enjoying street musicians; the weather; chatting with people I know on the street
Clean air (when compared to other big cities) and the narrow streets.

The grid like street system and short block lenghts along with dense urban development which allows easy access for pedestrians to a variety of uses.

Nice plaece to hang out. Pluse the resturnats & shopping stores

One sees more walking than on transit. I found a great Indonesian restaurant on foot.

Health and Social welfare for self, which leads to positive economic impact to local restaurants/shops.

Being able to walk under the shade of the trees in Brickell avenue and sightseeing.

So many great places to discover, great restaurants, bars, parks, and people. Spending more time outside creates a sense of community and solidarity. I would love to see more people spending time in this promising urban area. I am highly invested in Miami and all of the great ideas that are being fostered around here.

The waterfront is great, I enjoy walking along it whenever I can. But getting to it isn't always the easiest task.

Easier than driving!

Not much right now I can say. Downtown and Brickell should have more lighting, wider sidewalks, less car traffic and certainly no homeless individuals. All this would help new business open up in the area and that itself would grow pedestrian mobility.

Fresh air from the bay. Getting to take-in the city from a human-scale perspective. Seeing the faces of your fellow downtown denizens and dissolving the fear-inducing effects of anonymity.

Getting out into the open air and out of my freezing cold office building.

Seeing things along the street that you wouldn't notice in a car.

Stretching my legs, taking a little break from work.

Convenience to many shops and restaurants, able to get errands done during the day.

its good for the enironment and health.

the parts that are slowly transforming to be more pedestrian friendly (but a lot of them suffer from high-speed traffic going by)

There are a lot of people out there walking.

Social environment, healthy, and not having to deal with the hassle of parking/paying to park and traffic.

Not too much yet...

Sights and sounds and people

The density of the shops, restaurants, businesses, etc. make it an eminently walkable area.

Interacting with the businesses and the people in Downtown, bringing a sense of community to the area.

The weather, the people and overall addition to quality of life.

Convenience

Finding its hidden gems, including the various indoor malls that are otherwise unknown

Cool sea breeze. Sights.

The convenience of walking to shops and restaurants compared to most of Miami-Dade.

Vibrant community, can sense the vibe of the street and some destinations are reasonably close together

Everything is very close together.

sights

Plethora of retail options

The dynamic environment— there is always something new to discover.

Ability toquicklhpop into a shop or relax on a bench. Ease of getting around and not looking for parking.

Not having to find parking elsewhere. The ability to visit more than one business when I am out and about.

Downtown is a really fun place to be. I like to see all the stores.

exploring new businesses

See the city

Getting from place to place - connection to MetroMover.

Different perspective on the city. Social Interaction.

Lots of shopping

when you make it out alive...

Quick access to shopping, food, and great people-watching.

Easier to get around, downtown has so many one way streets that it is difficult to drive

Not driving

It's quick; it's accessible; it's stress-free; it keeps me healthy; it makes me feel like I'm part of the city.

Shade, sidewalks, window shopping, and the architecture of the older buildings.

Realatively close proximity of parks, water, residential, and entertainment.

The disconnection from a car dependency. feeling like I am more a part of the urban environment and free of my car. I am more prone to interacting with people in the streets and having a more interesting day. Also, its good exercise and i can get from place to place quickly

There currently isn't anything that great, but I like the fact that drivers must yield to pedestrians in crosswalks. This needs to be enforced though.

No need to pay for parking. Good exercise.

avoid traffic

There is a lot people, stores to shop and sight seeing.

It gives a sense of community you need to also put the crooss walks above the road like in mexico it's impossible to hault the traffic specially when the heat game is on. This is totally unfair for all the rest of the people. The police officers stop the entire traffic just for the heat game this is not correct. build over pass walk ways to resolv

Really getting to know the area, admiring some of the great architecture.

The City close up!

getting the feel of the city

Please note my answers reference RUNNING not WALKING in Downtown.

It is such a beautiful city with amazing views and perfect weather. The Best thing about running is gathering with other runners to enjoy the city and socialize but most importantly I feel safety in numbers.

Having access to the water, public spaces

Access to the seawall and the spaces left between buildings to get there.

Views along the bay.

Not being in my freezing office where AC is pumping. Getting excersize. Window shopping.

seeing the architecture

Accessibility, ease-of-access, compelling locations to visit, public transit options

The baywalk/riverwalk.

Great exercise, helps environment

would be if I did. how do I get there by bike without being hit by a car?

You get to experience the urban scene differently

the change in scenery

Feeling Free/Europe Style

The best thing about walking in Downtown is that you don't have to deal with the traffic. It's a very walkable area so it's a shame that people don't take advantage more often especially with the metro-mover in place. You can pay more attetion to the stores and restaurants in the area that way as well.

The scenery and water views.

feel like We are in the city but I have access to the waterfront and I are in close proximity to the beaches.

Brickell is very pretty and busy and is nice to walk. Pretty views

Design District has a density that favors walking and is not present in other parts of Miami.

Fresh air, ample sidewalk space, safety.

The downtown vibe. Sometimes it feels like you're walking downtown Vancouver.

It makes it feel like a city

There is a lot to do in a very compact space, and not having to drive is a big bonus.

Efficient and a lot to see.

Exercise, beautiful setting, lots of restaurants, etc in walking distance

Enjoying the beautiful weather Miami has to offer. Fitness.

Fun!

Getting to enjoy the environment, interact with the community, and discover new places all while getting exercise, saving money, and helping the environment.

Getting there.

By walking, I see all the small businesses that I would miss if I was in a car looking for parking or darting into the one specific store or restaurant I was visiting. I get a sense of community by walking with others and seeing the city at a slower pace. I also like to save money by taking the Metrorail and not paying for parking downtown.

Not having to deal with parking

It takes the "fast" out of your day

Sights, people, routes.

getting to your destination.

Early morning runs no csrs

Being able to enjoy the beautiful sights and sounds of the city without zooming past in a car. Walking (and biking) allow people to enjoy the urban community in a more holistic way.

The city and ocean view

relaxing

accessibility. Parking is a nightmare so I would rather walk or bike.

Traffic has also gotten so bad that walking makes it so much more pleasant.

The bayfront

It is too crowded with vehicle traffic. Having walk ways and bike paths will help alleviate this problem. This will never be compared to NYC or any other major urban area unless public transit and pedestrian paths are established.

Nothing! Everything's spread apart, very little restaurants and pedestrian friendly sidewalks and no greenery for shade or oxygen!!!

No need for using the car, traffic is already horrible. Parking is dificult sometimes imposible. Being able to use public transportation and walking will help this issue and reduce polution as well. I go out running a lot too and considering our climate, more water fountains would be great. I feel like benches will just be filled with homeless.

View

Healthy. Cheap.

Exercise, being out in the environment, the shops and restaurants

Scenery

Feeling the city and have contact with humans

I exercise a lot and I love running down byshore, I love the views.

I am scared to walk in ones 1,2,4 because they robbed me once.

Easy to navigate. Beautiful cityscape

Shade

Easier to get to places with congested traffic

saving money (gas/parking)

often is faster

discover new places

Not paying parking

You dont have to park!! And it keeps you health.

It has a nice view and it is comfortable for pedestrians

Views

Overall the pedestrian crosswalks are well-located, except where there is construction. It makes it easier to get around than a car, where you have to wait for draw bridges and traffic.

Everything you need is within a few blocks. No hassle of having to take the car out.

No traffic, lots of exercise.

Exercise. Walking dogs. You get a different view of the city when you walk/run through it.

Not having to find parking.

WElI, the best thing would be to walk around and not feel like I am going to get hit by a car.That would definitely be a "best thing". Other than that downtown is always sort of a mess with contruction, not very pedestrian friendly.

Enjoy the GREAT weather & work out I love the city living feeling

the water views/wildlife. I saw two dolphins last month and this week I saw a pelican catching a fish in it's 'gullet.'

walking!

easier to get around

Exercise

Great views! Lots of people are out walking on the weekend mornings as well. I feel safe!

The variety in scenery the ability to get free public transit to other areas of downtown and cultural events

the WORST is bayside. It's a disgusting sight and eyesore. It's a dirty tourist trap that has awful structure to it. it blocks the rest of the world, the residents from the beautiful public waterfront. let the lease expire and let's turn it into a PARK!

IT'S BEAUTIFUL!! ESPECIALLY AFTER THE SUMMER MONTHS. IT BRINGS LIFE TO THE CITY.

saves time and resources to leave the car at home.

The breeze and water views

Not having to look for parking, quicker walk, and looking and chatting around.

Feels safe to walk around, lots of people, police presence.

If the streets were cleaner, the view.

quick

No Parking!

Architecture of old and new -- Historic and Modern -- grand boulevard and water views.

Bayfront views

Urban, density, convenience

its your only chance to escape the alienation of the suburban home-car-work-car-home routine and encounter your fellow citizens and get some exercise.

The different neighborhoods throughout the city is a unique feature of the Miami.

Nothing - it's unbearably hot

exercise, people-watching, don't have to drive/pay to park

I get to appreciate the city , buildings, and walking is usally the only way I find new places in downtown.

Aaa bay side. Adrian arcsh

Perusing the shops and bars and taking in all of the weird and wonderful people.

Exercise, save money, get to know my city

The people in cars have generally become much more aware and respectful of pedestrians and bicyclists in the past 4 years. I love the colored brick sidewalks on Biscayne Ave and having affordable cafe's to choose from.

Not having to deal with expensive parking and getting my car broken in to.

Talking with neighbors you bump into, discovering little shops and new places to eat.

You get to see things that you'd normally miss out on if you were driving. Plus, you get to be immersed in the Miami culture.

Downtown is rich in history and culture. There is a lot to do! I love walking around especially by the river and the water. I know it's no South Beach, but it would be nice if downtown was treated with more respect.

The spacious sidewalks and improved scenery.

Great way to save money and avoid the stress of driving and the ridiculous Miami traffic. We live in a beautiful city and walking is a nice way to enjoy it.

No traffic

Enjoy fresh air

not having to drive

views, weather, sites and scenery, thanking god every time i don't get a hit by a car

You feel part of something bigger than yourself -- the city of Miami. you are conscious of sharing it with other people, some of whom are similar to you, some of whom are very different from you. You feel like you have something invested together.

Connectivity of the neighborhoods. Seeing undiscovered parts of our urban core.

Not driving, seeing more of the city and getting more exercise.

cars of the street. more shoppers for the businesses.

Surviving without getting jumped.

We have a beautiful city, great weather, and an interesting blend of cultures.

easy access to metro mover

ambiance

Scenery.

Not much

You can enjoy the area, the weather without using a car

Things are relatively close and there are places to eat and shop within walking distance.

getting to enjoy the area better

There are sidewalks in almost all streets

Convenience

The view, the weather and not having to deal with parking.

being outside, moving around and connecting with the environment

everything is close.

Everything is close

On weekends I almost never see my car, which I love. I love being able to go to bars, to restaurants, to entertainment, to sports events, for runs, grocery shopping - everything! I've always felt safe.

Streetscapes in Brickell are nice (not so much DT). There's lots of shade.

not having to find or pay for parking

15. What are the BEST things about BIKING in Downtown Miami? - Responses

Answer

Getting around fast.

M-Path getting into Brickell

The one way grid streets make it easy to get around. The cut through on NE/NW 4th St is very helpful. Brickell Key doesn't allow bikes to ride the Baywalk.

Traffic usually can't go too fast, which makes me feel safer than riding along higher speed corridors, for instance, Coral Way/SW 3 Ave

N/A

Nothing. It's taking your life in your hands.

It's better than driving! You don't have to worry about parking.

Mobility

Biking in the early mornings, I like that there is no traffic and that the light signals flash yellow until a certain time.

Biking downtown is not for the timid. It's strictly something for bicycle commuters and people comfortable with mixing it up with cars, busses and trucks. So much is needed but that just means there is fabulous growth potential here!

Faster and cooler (less hot) than walking, connection to Metrorail, access to lots of places.

no opinion

No need to park. By far the most efficient and fastest way to get around.

Its awful--cars rule--bikes are the step child

Traffic usually is slow enough -on SOME streets -to bike without too much fear of being run down by ignorant motorists. Streets with bike lanes or dedicated bikeways and/or sidewalks help.

waterviews

About the most I can say is that biking downtown is possible. It should be a lot more convenient than it is.

Groups

I do not bike.

avoids being stuck in your car and parking

None, it's a disaster

NA

Being outdoor

Getting where you are going - fast!

I get everywhere FAST

Bike lanes, views

breeze, more time-efficient, no pollution from me, no parking woes, no heat created nor noise generated.

Traffic is usually pretty slow so biking doesn't seem too scary as opposed to the Rickenbacker, for example, where cars speed as if on a highway.

Miami is an easy city to navigate.

Biking is much better than looking for parking.

waterfront, bike lanes

The sites and sounds

Haven't biked there in years .

Mpath access. Metrorail bike access.

Unfortunately, it leaves a lot to be desired. Bike lanes have gotten more plentiful but are not respected by cars. Likewise, the biggest danger is driver ignorance. Specifically lack of signal use & lack of yielding space. I bike to and from work twice a week and it is scary at times. Huge improve st can be made through education & enforcement

Enjoying Miami and it's natural beauty.

Same as above.

A convenient way to move through traffic and easy to park!

beautiful views

Simple free parking, avoid traffic

Clean air (when compared to other big cities) and the narrow streets that do not let cars go to fast.

Dont do it much not very safe

I am afraid to bike downtown. I bike all the time on Miami Beach.

Health and Social welfare for self, which leads to positive economic impact to local restaurants/shops.

I rarely do it because all of the news about bicyclists being struck by cars.

Same as above, but more extensive. See a different side of Miami.

Critical Mass is the only time I will bike in Miami because I feel safe in the crowd. Biking in Miami isn't safe, it's downright dangerous. I would like to ride my bike more, but I read reports weekly about bikers being struck and even killed by driversâ"who don't even bother to stop. It's scary. So I drive.

I don't bike

Fresh air in your face. Moving faster than those poor souls trapped in their metallic boxes in automobile traffic. Exploring the city at a speed and scale appropriate for taking it all in. The implicit respect and camaraderie between other bicyclists.

I don't bike in downtown as I don't feel it is safe.
Walking in downtown I also feel is unsafe, but at least I can usually be on a sidewalk.
I don't think most bicyclists use the sidewalk.
its good for the enviornment, health and its faster.
nothing frankly ... maybe the bike lane on Miami Ave, but it doesn't connect well with anything.
This one's hard. There's not much to like about it. Normally I head south and OUT of downtown for recreational riding.
The convenience of accessing business/parks/residence in a short time without having to deal with traffic and parking.
No parking fees
The grand experience of a great city from a slower pace
The traffic moves more slowly, which makes it safer for biking.
How efficient it is to get around, and the perspective you get from that angle.
Convenience, and scenic views
its easy
Sights. Things to do. Exercise.
I do not bike in downtown
mobility
Flat terrain
I've only biked in Brickell and north of the CBD, but there are some beautiful shaded streets in those areas.
the views
Riding in the parks and along Riverwalk.
Too dangerous to try
when you make it out alive...

the best thing should be that we have favorable environmental conditions (flat terrain, suitable weather, etc) and so many things in such a small space
Quick access.
Faster to ge around
Not driving
It's quick; it's accessible; it's stress-free; it keeps me healthy; it makes me feel like I'm part of the city.
The life and death aspect of avoiding drivers who think they're still in their foreign places of birth.
Water views
The disconnection from a car dependency. feeling like I am more a part of the urban environment and free of my car. I am more prone to interacting with people in the streets and having a more interesting day. Also, its good exercise and i can get from place to place quickly.
I don't bike.
N/A (I don't own a bike)
avoid traffic
There is a lot a place to go.
avoiding much traffic. It's dangerous you must have a speed limit restriction but apply the fines. the speed limit does nothing if you don't fine and punish the drivers for wrongdoing. You can make all the rules but if you do not fine them you won't get anywhere.
None
The City Close up!
nothing
Same as above
The weather.
?
not having to park a car
Plenty of racks to lock up, low traffic during weekends and nighttime hours, transit options, ease-of-access, great attractions
Not much...
Great exercise, helps environment
yet to discover
Ease of moving from one place to another
There's lots of beautiful scenery, and besides the summer downpours, it's mostly great weather year round to bike. especially in the downtown area you are central to everything so it doesn't take long to get from one place to another. plus, you don't have to deal with as much traffic with your bike!
it's the quickest most efficient way to get there from the beaches. people can use Venetian causeway to get downtown safely.
Exercise and ease of getting around town quickly
The tropical waterfront scenery mixed with the city scenery.
Fast to arrive
Water views
Bike lane on south Miami ave and sharrows in downtown provide rights for cyclists.
n/a
Healthy, fun, enjoying the city like few can!
Getting around quickly and efficiently while enjoying the community and not having to use a car and be stuck in traffic.
Reduces motor traffic, faster commute
Free feeling
not dying

Nothing its too dangerous

Being able to enjoy the beautiful sights and sounds of the city without zooming past in a car. Biking (and walking) allow people to enjoy the urban community in a more holistic way.

The scenery

relaxing

nothing you can get run over by a car

Helps get around faster and saves environment.

Efficiency. Easily the quickest way from A to B. It's faster than walking, driving or ridign the metromover.

never bike in downtown except for occasional Critical Mass.

Even less traffic and polution!!! Hellooo...

View

Healthy. Cheap. Meet people

Exercise and being out in the environment

Scenery

Feeling the city and have contact with humans

Easy to navigate.

View

n/a

exercise

travel

Not paying parking

No parking

exercise and beauty of locale

The sidewalks are wide so I can bike on them, and on the weekends there are no cars so it's a lot easier to bike in the road. I can get around just as fast as a car in the area.

I don't bike down here because I think it's suicide. I used to bike everywhere in Gainesville because they have more bike lines, better driver awareness and less traffic.

If Bikes were available for rent to get around downtown, i would bike more often

Same as above.

biking

easier to get around

Exercise

I do not bike.

it's practically abandoned on the weekends so your chances of getting run over are slimmer. the charm of old buildings is nice. i think a promotion of the museums with having something to do with biking there for a discount would be cool.

HONESTLY, I'M AFRAID TO... THE TRAFFIC IS A MAJOR HAZARD.

exercise in a great place, great views, great city.

I don't bike because drivers are too agressive

I don't have a bike yet.

Bike lane to get to and from.

Everything is closer!

Safer to bike, than in other areas

Urban, density, convenience

the thrill of survival in a city not entirely convinced it should share the road

N/A

Nothing - no shade and its unsafe

exercise, people-watching, don't have to drive/pay to park

Scenery

Nothing right now. It's not safe to ride in the car lanes without a large group of bikers clumped in a pack.I'd like to be able to cruise the bike lanes any time of the day or night and know that I am safe from bad drivers.

Exercise, save money, get to know my city

Other than taking the scenic routes, not much.

Not having to deal with expensive parking and getting my car broken in to. Though have to worry about bicycle being stolen.

Beautiful weather! Miami was made for biking

You get around quickly, and you also get to enjoy the same benefits of walking through the area.

You can get everywhere you need to go very quickly. It's a central location in Miami. South Miami Ave is a great place to bike.

The bike lanes and wide streets.

Biking is great exercise and it's a good way to save money, avoid traffic, and enjoy Miami and the beautiful weather. The Miami Bike Scene is also a great way to meet new people.

No traffic

Easy parking

Cool scenery

not having to drive

views, weather, sites and scenery, thanking god every time i don't get a hit by a car

Same as in #14: "You feel part of something bigger than yourself – the city of Miami. you are conscious of sharing it with other people, some of whom are similar to you, some of whom are very different from you. You feel like you have something invested together."

Not driving and still getting around easily.

cars of the street. more shoppers for the businesses.

Not getting run over.

The land of South Florida is mostly flat and the weather is great year-round.

faster than walking

1 way traffic

Scenery.

Can move around faster than a car

You can enjoy the area, the weather without using a car.

Not using a car!!

I don't bike in Miami - it's not safe.

its healthier

None

Health

Everything is rather close, and little or no traffic on weekends and nights.

The ability to avoid traffic, get exercise and see more of the city while commuting.

exercise

n/a

Everything is close

I don't currently have a bike, but will be getting one soon.

16. What are the WORST things about WALKING in Downtown Miami? - Responses

Answer

Cars don't respect the walkers when they cross the street. Also not enough shade.

Not enough shade. Broken-up, narrow, and fragmented sidewalks. Some streets are not well lit at night in the CBD. Metal utility covers and manholes become dangerously slippery when wet. Too many hatches, manholes, utilities in the public sidewalk that become obstructions and make walking uncomfortable.

Cars not yielding to pedestrian crossings. Lack of police enforcement in the area. Delivery vehicles parking on the sidewalk. Lack of maintenance. Homelessness. Crossing Brickell and Biscayne Blvd is not a good experience.

All the construction that closed off sidewalks throughout Brickell is not acceptable, they should have scaffolding. Dust.

Little shade. Security concerns - some blocks are worse than others.

High speed corridors (SW 2 Ave coming over the Miami River) and aggressive RTOR movements by cars create a hostile environment.

Speeding motorists

HEAT!

Not much shade. It takes two light cycles to get across Biscayne.

traffic congestion

Construction. It's going to be a great place if we ever finish building it.

Broken/blocked sidewalks and dust due to construction.

Homeless people along the riverfront.

Crossing signs that do not work at Brickell Ave and Brickell Key Drive.

Disconnect on river front walk along south side of river.

Lack of signals, lack of driver respect, lack of traffic enforcement

Sidewalks are blocked by trees, restaurants and signs.

Too hard to cross Biscayne Blvd

Miami River Greenway is still not connected.

too hot !!!

Outside of the CDB and the Mary Brickell area the sidewalks are narrow, lack shade and pedestrian activity, and offer little interest to the pedestrian. Sidewalks outside the CDB are also crowded by utility poles and utility boxes and interrupted by frequent curb cuts.

Lack of shade in some places, inconsiderate drivers, lax traffic enforcement.

Tons of obstacles blocking sidewalks and making walking more difficult and unpleasant

Heat and sun on bare sidewalks, sidewalks that are broken or merely asphalt-patched and not re-paved with concrete, sidewalks that are narrow, especially in areas of heavy bus line traffic, where those waiting for the bus queue up and effectively block the walkway to through traffic.

homeless, creepy no people in the evening

1. Many of the street signs are readable only if you are IN the street and facing in the direction of motor traffic.
2. Some of the sidewalk cafe tables encroach on where walkers need to go.

No shade, poor side walks.

Pedestrians crossing at all times and at all places

The heat. The area lacks covered walkways and lack of trees.

sidewalk "furniture" , cars blocking crosswalks, no crosswalks, no shade, right turns on red

Drivers who do not pay attention to signals, pedestrians, weird or inconvenient crosswalks.

Cars do not respect crosswalks or pedistrians

Safety

None

Sometimes odors; heat;

Empty streets. No people means scary feeling for pedestrians. Also very dark at night and easy to hurt yourself with a poorly maintained fence, hole in the ground or missing drain grate.

Missing or poor sidewalk infrastructure. Lack of connectivity. Lack of crosswalks. Prioritization of vehicles. Wide streets to cross. Lack of parks/green space. Lack of shade. Highways near downtown. Super-wide streets like Biscayne Boulevard. Early closing times of businesses. Lack of shopping. Lack of access to Watson Island.

Drivers who refuse to acknowledge pedestrians right of way in the crosswalk. Brickell is downright dangerous. The don't even bother to look to see you.

cars, heat

seeing litter up close

Some dirty streets. Can be spooky at night even in the early evening. Can be a ghost town.

Latino drivers. Just because they can break the law in their home country, they assume they can here also

Cars

Lack of bike infrastructure like protected bike lanes

Crazy drivers

Cars turning right & not yielding to pedestrians and bikers going the wrong way on streets (and some of the 'goodwill' ambassadors who ride around are very careless .

Traffic, people who drive their vehicles carelessly.

No awnings when it rains. Many dirty storefronts.

Dirtiness

Not to mince words, it is the homeless. I have lived here for 2 months, and have seen no less than 5 people peeing in the park/streets in pure daylight. The peddling is also not great, especially when walking with my 7 year old.

Car do not stop at pedestrian crosswalks.

Hot days

Lack of good public transportation connecting Miami Beach (mid-beach area).

Cars not stopping running red lights.

not enough shade

Rude drivers who don't respect traffic signals or laws which include MDTA bus drivers! Never see cops writing traffic tickets, EVER!

Lack of shade trees and cleanliness.

the heat and lack of shade walking paths

To much homeless people sleeping around & traffice needs to be controled.

Drivers which disregard traffic signals and pedestrian in crosswalks.

Congestion

Cars who do not stop in crosswalks; there are not many things to do for pedestrians. i.e. Buildings should have more retail/restaurants on lower floors to activate the corridor.

Some buses go by too fast, turn corners very sharply and basically eat the sidewalk corner. There should be a pedestrian street maybe SE 1st St?

Crossing the streets is taking your life into your hands at some intersections. There's also the panhandlers to contend with. I live on SW South River Drive in Neo Lofts, and walking from downtown to my building over the Flagler Street bridge at night is a shady experience. Oh, and there are rats under the 95 overpass. Lots of them.

No real parks other than Bayside and even Bayside has no tennis, workout equipt. or open fields

Dark street, businesses closed after 6pm, narrow sidewalks, speeding cars, homeless people. There is no good reason to get out and walk in the area.

Getting honked at and nearly killed. Very narrow sidewalks. Very narrow crosswalks (they should all be "zebra", not just parallel lines).

Having narrow curb-cuts. Having two crosswalks (90 degrees from one another) both emanating from the same curb-cut. Each crosswalk should emanate from its own curb-cut, or a very large curb cut.

Urine.

Poorly designed sidewalks with things blocking pathway or pathway in disrepair (signage, light poles, other equipment, garbage cans, holes. Amount of construction is overwhelming and makes it unpleasant and even dangerous to walk. Not enough shade - need more trees and building canopies. Garbage/dirty. Pedestrians low priority in traffic design.

miami drivers.

high speed of traffic, lack of shade, lack of sidewalk cafes, lack of traffic enforcement, car centric development, wide roads

Broken sidewalks. Dangerous to cross streets

Sidewalks aren't consistent and sometimes disappear.

Good lighting is lacking in many areas.

Broken sidewalk, crossing large avenues, no pedestrian right away honored by car drivers, very few shade trees.

Homeless

crime

The heat and the humidity, but there's not much we can do about that. I dress appropriately and hop on the Metromover when its really hot.

The car traffic and the traffic lights randomness, which slows down your ability to walk.

The worries that you will get run over because the city is currently designed to cater to the motorists and the pedestrian is the after thought.

HOMELESS! Its disgusting on how many homeless people we have here. The homeless here are dangerous and I get threatened by them every day almost. Metro Mover is disgusting to ride due to all the homeless people on there!

hobos

Construction

Street harassment and soliciting.

rude and inconsiderate drivers. Dangerous crossings in some places.

automotive traffic

Area feels dirty, doesn't feel safe especially at night.

In some areas your sidewalk just ends and there are no accommodations. It appears that the cars and construction are prioritized over the pedestrian experience.

No all intersections have crosswalks forcing J-walking and not all pedestrian signals change to WALK unless you push the cross walk button, this should be automatic!

Lack of crosswalks, sidewalks too narrow at least in CBD.

The annoying safety perimeter that was put around some of the public buildings after Sept. 11, 2001. Seriously, the giant concrete forms which are plunked on top of the sidewalk are a hassle.

bums

Sidewalks are terrible, really narrow, often broken, cars have no respect for pedestrians.

Scramble intersections in CBD that hold pedestrians so they can't cross when light is red. If scramble is going to be used, pedestrians should still be able to cross when light is red.

As is, this is counter-intuitive, pedestrian hostile and just leads to confusion and non-compliance.

Lack of shade

Dangerous and aggressive drivers

even when crosswalks exist, drivers dont respect it

Car congestion and dangerous behavior encouraged by narrow streets. The possibility of getting hit by someone going the wrong way on a one-way street.

Hot, distances are far

Heat, panhandlers

Drivers are hostile.

Buildings that don't incorporate overhangs for pedestrian shading. Insufficient businesses to visit.

So dangerous! There are lacking crosswalks and very busy traffic. Crossing Biscayne Blvd downtown is literally taking your life in your hands.

At night, is the desolate and unlit environment that is downtown. I for the most part feel unsafe and uncomfortable because of the lack of illumination and the heavy amounts of homeless and drug addicted people sleeping and roaming around. I carry a weapon with me. During the day walking stressful also. the cross walks are not effective.

Narrow sidewalks, little shade, construction related closures cater to drivers first, pedestrians second. No enforcement of yielding to pedestrians in crosswalks.

It can be very hot. Sometimes there are a fair amount of homeless people asking for donations.

Not a lot of shade, cars does not respect pedestrian. lack of stores and commerce to distract pedestrians while we walk.

Vehicle Traffic. Wide streets.

none.

Bicycles on the sidewalks

Navigating around the homeless and their excrement

The dirty sidewalks

The uneven sidewalks

The decaying sidewalks

The dead trees

The plastic bags stuck in the trees

The cars that don't know how to handle the bikers on the street. They have no idea about what is right they honk, speed and even push them aside. The drivers have no education to how to deal with bikers.It's a battle and it has caused too many accidents.

Dirty, smelly streets (need more cleaning and washing). Inconsiderate drivers who do not care about pedestrians and find them to be a nuisance.

The over flowing trash containers and vomit from homeless.

the homeless

Lots of uneven sidewalks and too many driveways that drivers pull out of and don't see the pedestrian/runner. The best surface to run on is the street asphalt (frowned upon), the worst is sidewalk cement (too narrow for 2 people).

Not enough parks, too automotive friendly

Drivers

Cars that don't yield to pedestrians.

Stupid design of everything pedestrian friendly and CITY like. Sidewalks, crosswalks, bike lanes, traffic signals, drivers don't respect pedestrians nor the laws, cops don't do anything and the government doesn't do anything either.

Lack of crosswalks.

Speeding traffic

Hot, doesn't always feel safe,

too many security issues on certain streets

Drivers

Dark streets at night, low enforcement for pedestrian rights, limited businesses available after hours inhibits a walking nightlife

Waiting at major intersections... ped bridges or underpasses need to be developed... I would work on Biscayne Blvd crossing, Coral Way crossing in front of Brickell Key and SW 8 Street crossing near Miami Ave area with Citi Centre in the horizon.

CARS! Terrible Drivers, NOISE,

not safe is some areas

homeless people

drivers laking of respect for traffic regulations like pedestrian path way, crossroads , right turn with pedestrian priority

Hot Weather (we need more Trees)

The drivers and being afraid of being harassed. As a female, being hollered at or made to feel uncomfortable by walking in some areas. Drivers also don't pay attention, you can have the right of way as a pedestrian and have to risk your life trying to cross the street hoping someone will see you before they make their right turn for example.

Sharing the sidewalk with bikes. They should only ride in the designated bike lanes.

I usually use that road to get to keY biscayne on my bicycle but sometimes I need to be on the sidewalk because it's just too dangerous With trucks and cars who don't see or respect cyclists.

Downtown can feel unsafe with a lot of homeless people and rundown storefronts.

Crosswalks and cars not paying attention.

lack of security and there are A LOT of homeless people...which in a sense you try to help them. But most of them are scary...especially at night when they are asking for change. Some of them hijack the metromover and start asking women for change in an intimidating manner.

In some places you cannot walk is not well prepare

Drivers do not respect pedestrians, lack of shade

Inadequate or badly timed crosswalks. The crosswalk signals at the north side of the Brickell Ave/SE 8th Street intersection were installed MONTHS ago, but have not even been turned on! It is extremely dangerous for pedestrians and bicyclists to cross such a large thoroughfare without a crosswalk.

Things are far apart

Traffic is horrible, and I routinely am almost hit by cars nearly every time I walk in downtown miami

People not cleaning up after pets on sidewalk,
bikes not following rules of road or pedestrians,

Traffic.

Motor vehicles usually don't pay attention and tend to want to have priority over pedestrians.

heat and the lack of respect for pedestrians

Cars not stopping for pedestrians

Stores close very early, probably security reasons.

Not enough cross walks and streets are clearly designed to move as much volume of cars as quickly as possible - this makes for an unpleasant and sometimes dangerous pedestrian experience.

no tto mucho people or places of intereste other than retails and restaurants

Uneven sidewalks, poor signage and missing crosswalks, very few greenspaces or places to sit and rest, not enough fountains and plazas, constant construction.

Many of the crosswalk lights take several rotations of the traffic cycle to give the walk sign. I prefer not to jaywalk like so many others because I feel safer if I wait for the walk sign. Construction is also a factor in that it often closes major walking thoroughfares.

Dangerous

Miami car drivers and their anger issues

Drivers.

lack of respect and knowledge of roads by cars

Car and bsr traffic

Vacant lots, land uses that are not conducive to walking, and the lack of safety (or perception of it)

cars

Distracted drivers, no one respects walkers and cars speed through intersections

being run over by a car

Lack of paths

traffic! small sidewalks!

Homeless. Thats all, Miami has a beautiful skyline, especially beautiful at night.

Homeless, odors

traffic

The traffic

Some areas are hard to walk

THE THIEFS

Aggressive drivers do not yield to pedestrians

Traffic, road conditions, lack of sidewalk

People not paying attention, no clear walk paths, etc.

heat

Construction

The lack of safety, respect for rules and laws, and courtesy shown by the drivers as well as pedestrians in the Brickell avenue are a serious problem. I often run around in brickell avenue and i am surprised that there are no more vehicular and pedestrian accidents or fatalities. I suggest that the downtown authority significantly increases police

Erratic Drivers

Not pedestrian friendly. Dirty

traffic and miami drivers

lack of shade

Safety. Either risk of being run over in a crosswalk or the amount of homeless in the downtown area.

The drivers. No one looks before they pull out. I know many people that have been hit by cars this year, 2 of which were critically injured.

The construction and lack of sidewalks.

Not enoughncrosswalks. Drivers who dont know or respect the laws.

Driver's are rude, and it can be frightening crossing a street as a pedestrian. Also, it can be very hot, not enough shade in some places.

Homeless people, feeling insecure at night

No signs or enough lights at night

asshole drivers and a lack of crosswalks where cars are willing to yield

nothing

not shaded, hot

Drivers who feel they are not only entitled to the roads, but feel that anyone who impedes their progress is at fault, regardless of laws and rules.

The Homeless

Running along the venetian causeway can be a bit scary in the dark in the mornings, bikers can appear as cars with their lights. would be great to have a place for runners or for it to be mandatory for bikers to have blinking lights instead of a steady light.

the lack of shade trees, side walks are narrow, signage pointing out points of interest and direction, and old neglected stores/ buildings

the WORST is bayside. It's a disgusting sight and eyesore. It's a dirty tourist trap that has awful structure to it. it blocks the rest of the world, the residents from the beautiful public waterfront. let the lease expire and let's turn it into a PARK! Architecturally, it does nothing for anyone. There's nothing significant to it. It's awful.

POSSIBLE ASSAULT. NOT ENOUGH POLICE PRESENCE.

it seems like this is a car first pedestrian second city. we need better sidewalks free of service/police vehicles. we need better pedestrian traffic/walk signals. walking is not great when its very hot or raining.

That drivers don't respect the pedestrian lights except in brickell key.

not sufficient public transportation availability of information

Too many cars - why not close down flagler and make it pedestrian only?

seeing homeless sleeping near Macys.

Sidewalks that are dirty and falling apart.

Walking around the homeless and panhandlers, especially the panhandlers panhandling right under a sign that says no pan handling.

The sidewalks are too small and they are very aesthetically unappealing.

Not enough signage for pedestrians. Bigger and noticeable crosswalks.

No shaded areas, not much commercial at groundfloor level makes you have to walk long distances before stopping at a place to enjoy

Lack of pedestrian amenities mentioned above, pre-disposition towards cars and car-centric lifestyle

lack of shade, lack of small parks, lack of "third places", long barren blocks

Lack of safety, no benches and limited shade does not encourage people to walk. Instead people are forced into their cars.

NO SHADE

traffic, bad drivers

People urinate on the sidewalk, homeless people, Private Bus Drivers dumping urine on the sidewalks, dog poop.

biscayne crossing n bound entrance to 395. Dangerous

Homeless people always asking for money and cigarettes.

Pedestrian and bike unfriendly,

The amount of obstacles (street lamp poles, parking meters, fire hydrants, street signs, offset ramps) and all of them usually in the middle of the sidewalk rather than to one side; they make it extremely difficult to enjoy sharing the sidewalk with someone else while in conversation. And "forget" about there being enough room for others to pass.

Motorists who do not yield to pedestrians, vagabonds asking for money.

Dog poop all over the floor, generally a lot of trash on the floor. Much of down

The congestion of cars and/or people at busy times of the day.

With all the construction around it seems pretty dangerous. Cars drive way too fast and often do not use signals. Some of the streets are very dirty.

Congestion.

When there is construction, many times there are no sidewalks available, which can be dangerous and frustrating. There is also a lack of walk signals at traffic lights at certain busy intersections. Other than that, it can be very hot to walk through Brickell and Downtown, though increased shade is less important to me than the other issues.

Infrastructure

not enough shade

cars and the people that drive them

Downtown has no center, no soul, no central square-like hub. It's disorienting and it all feels kind of random. There are these huge facilities like Bayfront and the Ameriican Airlines Arena, but they are too big for the pedestrian to feel welcomed.

Cars not respecting crosswalks

Crosswalks (lack of). Speeding drivers. Lack of cafes.

The high high potential to be hit by a self absorbed , text addled, angry driver.

some parts are downright scary. Cars turn right without looking into bikes and pedestrians.

The city isn't built to accommodate pedestrians. No lighting.

Driving laws are rarely enforced, creating a dangerous environment for pedestrians, bike-riders, and drivers alike

I have no issue with walking in downtown

n/a

Driver unaware of the rules of the road. Poor pedestrian crossing especially around Brickell Bridge.

Sidewalks, rude drivers, smells, no shade

Smell of garbage and urine.

traffic

some streets are alone. We need to promote the walking as a pleasure (more green areas, light in the street, museums, nice shops, terraces, etc)

the drivers. inadequate number of crosswalks. functioning pedestrian crosswalk lights are non-existent.

Cars and access.

The drivers who have no regard or concept that they need to look out for pedestrians, and the pedestrians who do not follow traffic laws.

the homeless

Cars don't yield to pedestrians, no safe at night.

- Move the Homeless out of downtown.

- Homeless are the mayor disadvantage of downtown

- homeless have been deteriorating downtown tremendously to the point that the area is decaying.

- We feel threaten and not safe.

Cars are crazy, esp. around Brickell and AAA. Sidewalks in some areas of Brickell could stand to be a bit wider. Better lighting in some areas. I run at 5am several days a week, and sometimes am in complete darkness where lighting is lacking (just east of Mary Brickell area). More drinking fountains would be nice.

bad drivers that do not respect the pedestrian right of way. Also dog owners that do not clean up after their pets.

17. What are the WORST things about BIKING in Downtown Miami? - Responses

Answer

Need a continuous bike lane.

Lack of designated bike paths, sharrows, and signage that advises motorist that bicycles have equal rights to use the road. Too much debris and glass on the few bike paths. Bike paths that are too close to parallel parking spots were doors swing into the bike lane.

Lack of safe facilities. It would be great if some of the 3 lane roads had bike lanes or cycle tracks. Downtown still feels very auto-oriented. Cars getting on and coming off the highway ramps creates dangerous situations. Barricades on NE 3rd & Miami create visibility issues.

Cars don't share.

Lack of bicycle racks means its hard to safely leave your bicycle while shopping, dining, etc.

N/A

Traffic, heat, no priority except on the Riverwalks and Baywalks where on can ride comfortably.

The lack of bike lanes. The lack of good lighting at night, and the lack of bicycle parking. Getting across the bridges is difficult because there are no bike lanes, and because the drawbridge grates get slippery when wet.

Crazy traffic; unfinished construction; buildings haven't made it attractive by ensuring available showers.

No safe bike lanes or routes. Biking here isn't for the faint of heart. The roads are narrow. There's lots of traffic. The cars are one thing, but downtown has more trucks and bus traffic than other areas...or maybe it just seems that way because everyone is crowded together.

Too many cars and construction.

lack of driver respect, texting and driving, speed, lack of traffic enforcement

Not enough bike racks.

The bridges are not bike-friendly.

too hot!!

no opinion

Inconsiderate drivers, lax traffic enforcement, little to no bicycle infrastructure. All Miami River bridge crossings are perilous and a major deterrent.

Traffic

Lack of bike lanes/bikeways, ignorant or unmindful drivers -all the usual ills of urban biking...

no bike lanes, no racks

Lack of secure parking, riding in the door zone.

Not enough safe areas

I do not bike.

no bike lanes. no respect from drivers. no bike parking.

The traffic is terrible and there are no bike friendly areas

NA

The streets with the ruts and holes make it dangerous to ride a road bike. Plus the streets are to narrow for cars and bikes

Automobile traffic

The roads are designed in a way that encourages velocitation and creates hightened anxiety in drivers. Road rage in Miami is crazy. We need safer streets that encourage better driving habits instead of "obtaining maximum vehicle outputs during peak hours."

It is so dangerous, I don't risk biking at all.

lack of safe secure bike parking.

cars, draw bridges with metal grating

many of the roads are in poor condition, need sharrows in the right lanes

Spooky at night, although this is much better on a bike than walking. Dark, more lighting needed.

As above. Drivers adhering the the standards of safety that are acceptable in Latin America.

Car speed and few bike lanes and sharerows

Need protected bike lanes and more bike infrastructure

Crazy drivers always in a hurry. Very dangerous situation

It has to be drivers not yielding & being careless - speeding, etc., but I haven't biked there in years . .

Traffic, people who drive their vehicles carelessly.

Mpath stops at Brickell. No marked path on Miami River or along ocean.

No real bike infrastructure besides a few sharrows. Consider closing an entire street and creating a pedestrian mall with a bike trail through it.

The drivers, as noted above.

crazy unaware drivers that don't know about sharing the road

Need more bike lanes and need to be marked. Cars and trucks drive too close to the rider - specially downtown area, Bayside, Biscayne Blvd.

cars running you over.

No respect of signs or lights from motorists

Without designated lanes for cyclists each ride is a risk of injury from the cars speeding by.

not bike friendly. not enough bike lanes. Dangerous drivers that almost hit you with their cars.

Lack of enforcement of three foot law; drawbridges opening.

Lack of shade trees and cleanliness.

Traffic needs to be controled and put street bumpers in certain areas to hold down the speed of traffic. By having bumpers it would be safer for pedestrians crossing the street and also for people riding bikes.

Drivers with no regard for cyclist. I will not bike downtown.

Congestion, difficulty in sharing the road

Inconsiderate drivers, no safe bikelanes

Drivers don't respect cyclist's space. They are aggressive and rude. Public buses and the Miami Mini Bus don't care about cyclists. No bicycle lanes, it is kind of dangerous to bike are Downtown. In some countries, they place the bicycle lane between the sidewalk and the parked cars on the street, this creates a protective buffer. That would help.

The fear of being run over.

As someone that doesn't bike I can say Critical Mass Fridays are aweful for the city because there is no organization, no police, no control, disrespectful bikers.

Getting honked at and nearly killed.

Lack of proper bike parking, at both commercial (private) and public spaces (parks, institutional/government parcels, etc.)

Unsafe

dealing w drivers.

lack of bike parking, lack of shade, high speed of traffic, lack of shade, lack of traffic enforcement, car centric development, wide roads, lack of safe bike parking (having to ask owners of galleries to take bikes inside is a joke)

Lack of bike lanes & racks for parking. No respect from automobile drivers.

The intersections and condition of the streets are extremely dangerous. Enough lighting in the evening is lacking.

Broken sidewalk, crossing large dangerous avenues, no pedestrian right away honored by car drivers, no exclusive bike lanes, no bike racks, very few shade trees.

Cars don't undersnd or follow laws, need separate bike lanes

dangerous traffic

Lack of secure places to lock up my bike. Bike theft is a big fear.

No bike lanes and the car traffic

I follow the rules when I ride my bike. I do what i am supposed to. On more than 9 occasions I have been in cases where a motorist has hit, almost hit me, or run me off the road.

No proper biking lanes away from traffic!! Too dangerous! People here can't drive safe. All the spanish women don't pay attention and hit people all the time. I have been hit by 4 Spanish women in the past 3 years!

dangerous

Drivers/infrastructure for biking

Don;t bike

POTHOLES! There's too many streets not taken care of in years. The amount of potholes is ridiculous. There should be bike lanes on every street in order to make riding and driving safer for everyone.

automotive traffic

Traffic - lots of cars and no bike lanes and not enough bike racks.

Not enough bike lanes

cars

I wish there were more bike lanes so I could bike to work. (And of course a bike commuter station would help too!)

Safety and having dedicated lane

Safety, I was hit by a car on south miami ave just last week!!

Dangerous interaction with automotive traffic.

Dangerous lanes and aggressive drivers

even when bike facilities exist, drivers dont respect cyclists... nor do many of the police

Zero infrastructure.

the driving is crazy, the lanes are crazy, it is really unsafe

Traffic

Drivers are hostile.

Not enough bike racks.

No adequately safe bike facilities. Motorists aren't paying attention, drive too fast, and don't share the road. I did it once and won't do it again because it's too unsafe and that is a shame!

The bike lanes are terrible and for the most part non existent. Cars do not have much respect for bicycles in the streets of downtown especially on nw 1st avenue. Bikes need there own lane. I also wish we had the same deco bike program in downtown as they have on the beach so my friends and I could bike together when they come to visit me.

Very few bike lanes.

N/A (I don't own a bike)

cars does not respect at all. lack of biking lanes. we should have small bumpers to differentiate a car lane and bicycle lane. not enough bike racks.

Vehicle traffic. No bike lanes.

too much traffic.

Inconsiderate drivers, not enough bicycle racks, too many thiefs that never get caught. No bicycle lanes. Too many drivers that think they can park their car in a lane, put their hazard lights and just sit there (no police around to stop it) while traffic gets tied up. Too many jitney buses also stopping in lanes.

Not enough bike lanes and aggressive, cell phone texting and talking drivers that are not policed!

foreing cab drivers that have never had a car in their country of origin

SAFETY!!! I'm so scared of getting hit by a car. Most drivers aren't aware the law allows 3 feet and honk as if you are doing something wrong. Or grow impatient when sharing the lane. What I fear most is when the bike lane ends you are forced to the street, this is horrific for a child! In some instances sidewalks are safer but still too narrow.

Drivers

Trying to deal with the traffic without specific space for bikes in the street.

Stupid design of everything pedestrian friendly and CITY like. Sidewalks, crosswalks, bike lanes, traffic signals, drivers don't respect pedestrians nor the laws, cops don't do anything and the government doesn't do anything either.

lack of bike lanes.

speeding traffic

having to park the bike

Drivers

Roads need maintenance, traffic lights are not synchronized, minimal enforcement of traffic regulations

Brickell Ave and how buildings don't have speed bumps coming out of their exits or mirrors.

TRAFFIC, Bad Drivers, Lack of bike law awareness, Lack of marked bike lanes and sharrows,

cars - agressive

no bike lanes

same has above , and poor bike lanes

the cars and lack of roads

There is absolutely NO respect for bikers in this city. The lack of ample sized bike lanes being accessible everywhere is greatly to blame. Miami could be just as progressive as other cities when it comes to biking. It would greatly benefit this city to have more bike lanes for many reasons, and encourage drivers to respect bikers more.

sorry. please refer to what I wrote above...

Traffic. Cars do not respect bikers and there is no space on the road.

Sharing the road with cars that are agressive. safety.

Lack of transit lanes for bikes...constant fear that you might get run over.

Drivers do not respect bikers

Stop and go, poor connectivity. No safe bike lockups

n/a

Traffic.

heat and the lack of respect for cyclists

Marquee streets are designed to move traffic and have speed limits at levels that could kill someone riding a bike. This, coupled with aggressive drivers and the complete lack of protected, separated bike lanes makes riding bike sometimes feel like Russian roulette.

Extremely dangerous

Miami car drivers and their anger issues

lack of respect and knowledge of roads by cars

Every thing

lack of bike lanes and relevant infrastructure and bike facilities. More awareness and public education would help as well.

there's no real place to do it, it's unsade except along US-1

Automobile, pedestrian incidents

cars

being hit by a car

lack of paths bike racks

It can be dangerous.

traffic! small sidewalks!

Not bike friendly at all. Scared to get killed

Homeless

traffic

the traffic

There's not a way you can bike long distances without obstacles

THE THIEFS

Aggressive drivers do not yield to bicycles

Both the 1030 & 1130 have few seats remain. Not able to confirm it. Though with her gold status the may allow her to standby. But from here I can't do anything with it.

n/a

it can be dangerous

Construction and no bike lanes

Cars do not respect when riding a bike. One time I fell off my bike cause cars were passing by too close.

Drivers

traffic and miami drivers

There are hardly any bike lanes. I would like one on Biscayne Blvd and Brickell Ave

Cars. They drive fast, don't signal, don't check their blind spots and don't give you the right of way when you have it.

Bikers are too scared to be in the street or bike lane, so they hog the sidewalk. It's very frustrating trying to take a walk and being asked to move off the sidewalk every 2 minutes.

If Bikes were available for rent to get around downtown, i would bike more often

The drivers!

It's unsafe and most people in Miami do not know what rights cyclists have on the road and are rude and aggressive towards cyclists. This happens all over the city, not just downtown. I think Miami needs to take some time to educate their residents about the rights of cyclists.

No lighting in "not secure" areas, and not having bike lanes at night, if you fall cars wont see you

asshole drivers

lack of Pedestrian Priority

TOO unsafe/scary

Drivers who feel they are not only entitled to the roads, but feel that anyone who impedes their progress is at fault, regardless of laws and rules.

The Homeless and lack of bikes lanes

n/a

the roads are cracking, uneven, and lots of pot holes. other first-class cities that are technologically driven have developed apps to report pot holes so they are quickly addressed.

TRAFFIC.

SAFTEY! We need divided bike lanes, bike traffic signals, etc. Check out Seattle, its awesome there.

aggressive dirvers

There are no parking spaces, and bike roads

traffic

No lanes.

Limited bike lanes, no good parks

Lack of bicycle amenities mentioned above, pre-disposition towards cars and car-centric lifestyle

Lack of understanding about bicycle-car etiquette. Bike theft

N/A

It's unsafe.

traffic, bad drivers

Not too bike friendly especially at biscayne crossing n bound entrance to 395. Dangerous

I often feel unsafe because their are not specific biking lanes. Drivers do not respect shared lanes and sidewalks are not always conducive to bike riding.

The lack of dedicated bike lanes with a clear divider between auto and bike traffic. I've seen 2 accidents since moving here in June '13 and all of my biking friends have stories of getting run off the road, thrown from their bike or just getting hit by cars. Of all the cities I've been to Pittsburgh and Montreal have the best dedicated bike lanes.

Pedestrian and bike unfriendly,

I don't bike on the street during rush hour because the handful of cars that get too close to me when passing make for a very stressful ride.

Drivers driving aggressively , potholes on many roads.

Drivers, especially Jitneys!!!!! they yell at you, drive close and yell to get off the street. When I rode on the sidewalk, I was actually hit by a car turning left as I was crossing the street. THEY DROVE AWAY, not helping me. Can't ride on the street, can't ride on the sidewalk. It's life or death!.

The lack of bicycle lanes in the area; especially during peak traffic hours, this makes for a very unsafe ride.

Drivers are crazy! They do not understand that they need to SHARE the road! I get honked at all the time.

Dealing with the motorists who think they own the roads.

A lack of bike lanes oftentimes makes me feel unsafe. It would be nice to see more in the city. Also, the fact that the MacArthur Causeway is not bike friendly is a BIG issue for me and a huge inconvenience. The Venetian is great to bike on, but can increase my bike commute by 20-30. Usually I end up driving to the beach because of this.

Lack of protected bike lanes

Lack of driver education on cycling laws

not enough bike lanes

cars and the people that drive them. lack of bike lanes and well lit streets.

Constant danger and the smog. Bike lanes are frequently on the most travelled streets and you're sucking in exhaust and ozone. Horrible.

See 16.

some parts are downright scary. Cars turn right without looking into bikes and pedestrians. no bike lanes.

No bike lanes, and reckless drivers unaware of bikers.

Driving laws are rarely enforced. The half-assed bicycle infrastructure is a joke, too.

Lack of enforcement for cars breaking the share the road laws

not a lot of bike racks available

no dedicated bike lane just sharrows

not enough public education on the idea of sharing the auto vehicles sharing the road with cyclists

Lack of cycling lanes. Often having to share narrow paths with pedestrians.

Bridges are treacherous in wet weather when riding with narrow tires.

drivers and potholes

There are no bikes for rent for short periods of time

Getting hit by a car or by an opening car door.

cars

Not division in bicycles line and no bicycle parking

Everything. A hazardous proposition. Construction zones abound.

Cars and access.

Not enough bike lanes!!!

The aggressive drivers who do not care about sharing the road safely and the weather.

the homeless

Cars don't yield to bikers, no bike lane, too crowded by cars

- Move the Homeless out of downtown.

- Homeless are the mayor disadvantage of downtown

- homeless have been deteriorating downtown tremendously to the point that the area is decaying.

- We feel threaten and not safe.

Bike lanes are lacking. I'm terrified of cars while on a bike, I've had SOOOO many friends get hit on bikes :/ YIKES!

20. What is your home zip code? - Responses

Zip Code	Responses
31331	1
32174	1
33013	1
33020	1
33021	1
33024	1
33027	1
33028	1
33029	1
33032	1
33055	1
33125	4
33126	2
33127	2
33128	2
33129	21
33130	30
33131	69
33132	34
33133	13
33134	3
33135	2
33136	11
33137	20
33138	5
33139	16
33140	5
33141	3
33142	1
33143	5
33144	3
33145	8
33146	8
33149	1
33154	1
33155	8
33156	8
33157	7
33160	1
33161	1
33165	2
33168	1
33172	2
33173	1
33175	2
33176	5
33178	1
33181	1
33184	1
33185	1
33190	1
33193	1
33317	1
333131	1
	326