



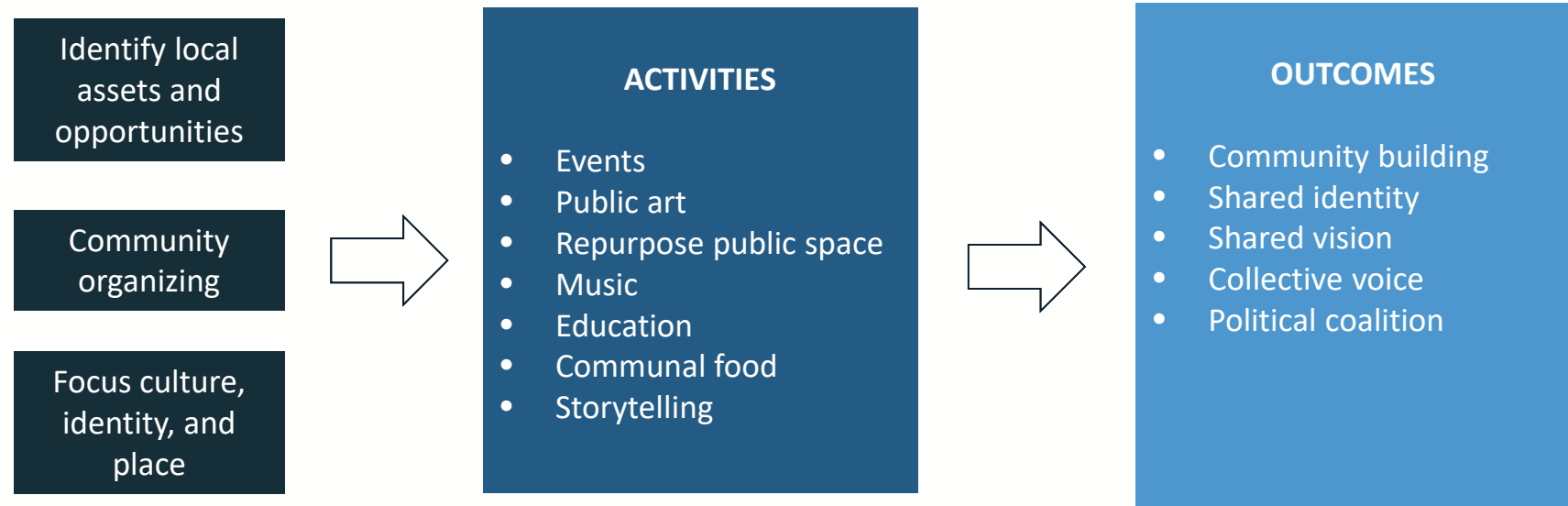
Applying Civic Innovation Methods to Advance Safety Education: A Pilot Program

Approach: Creative Placemaking

“Creative placemaking integrates arts, culture, and design activities into efforts that strengthen communities. Creative placemaking requires partnership across sectors, deeply engages the community, involves artists, designers and culture bearers, and helps to advance local economic, physical, and/or social change, ultimately laying the groundwork for systems change.”

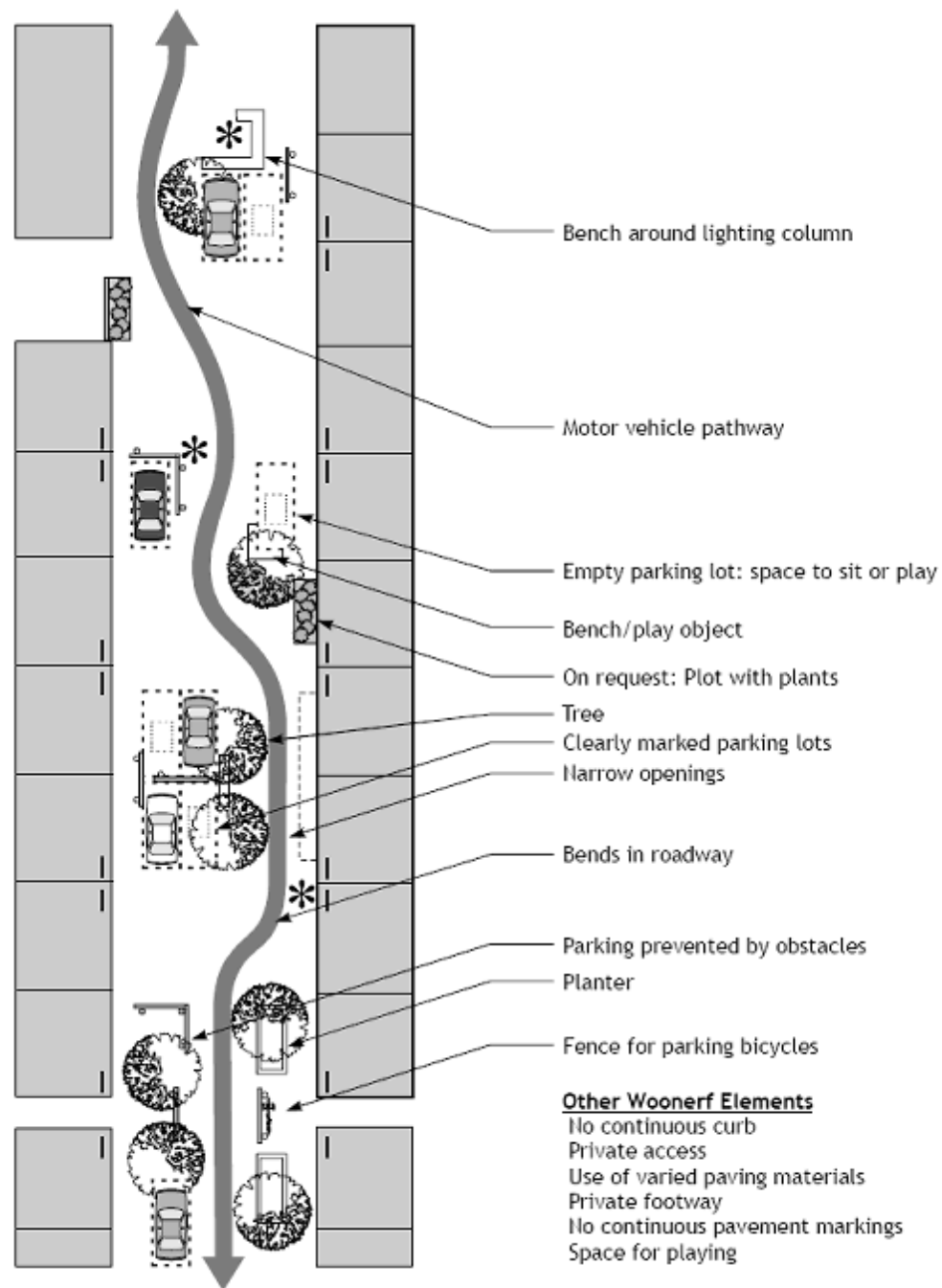
- National Endowment for the Arts

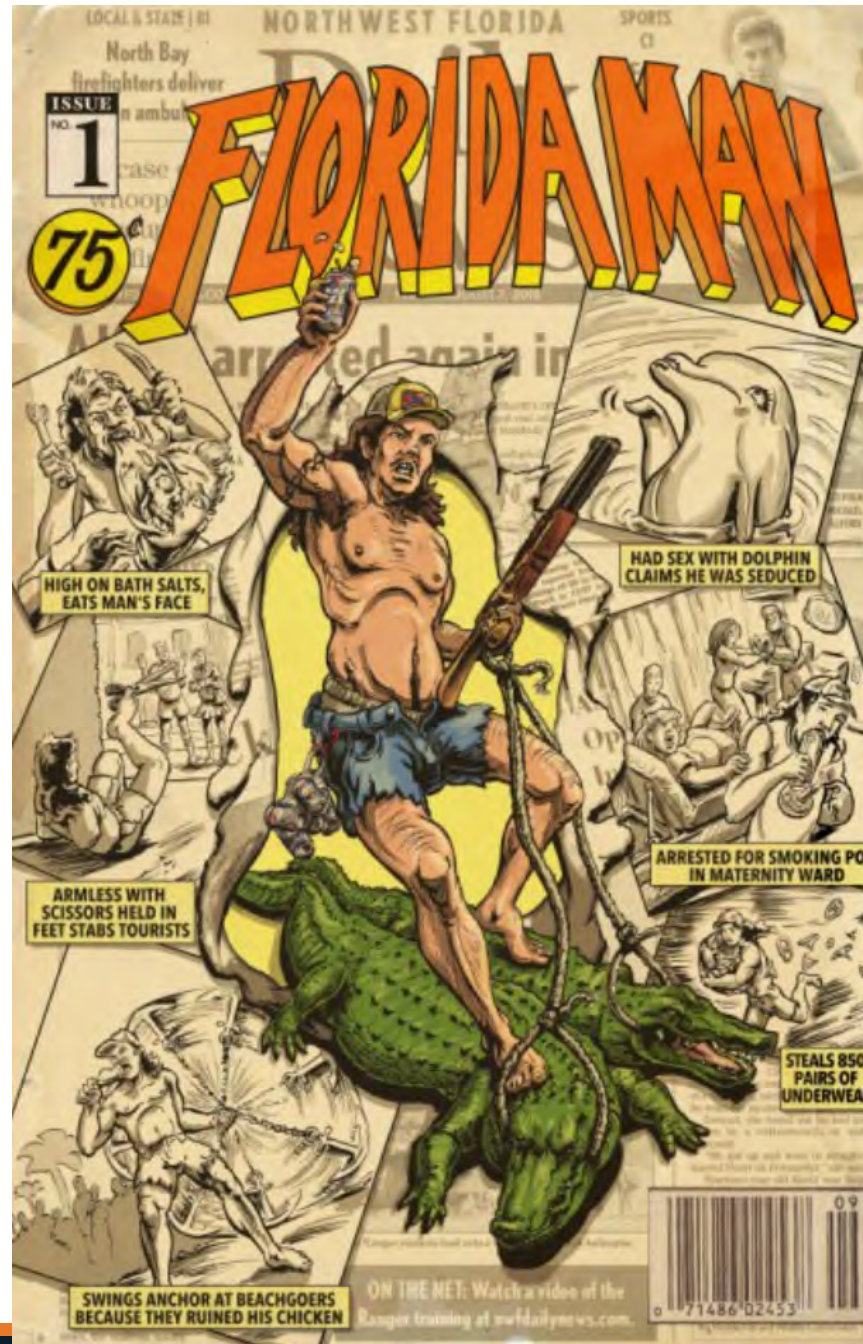
Creative Placemaking Approach



The Challenge







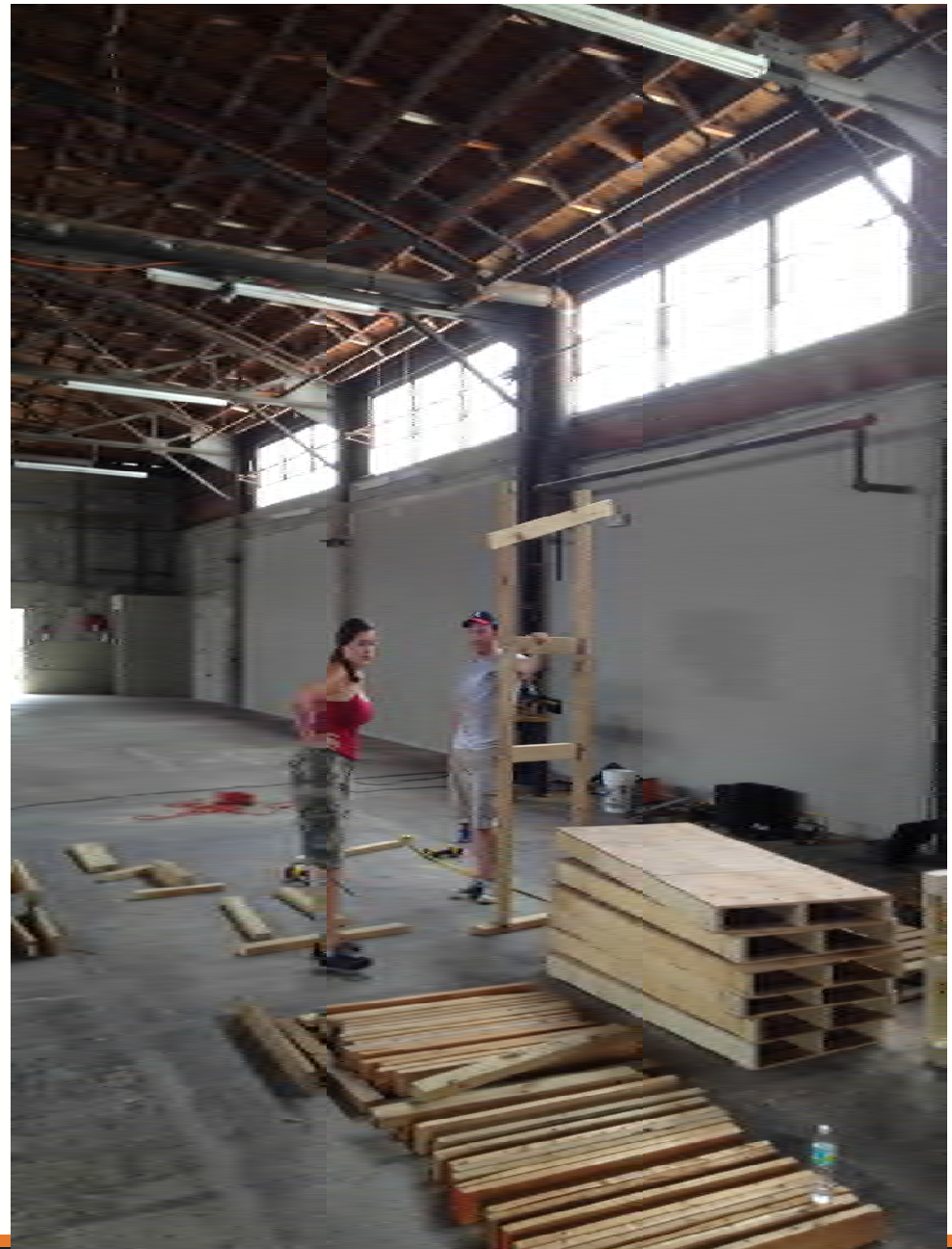
Woonerven

























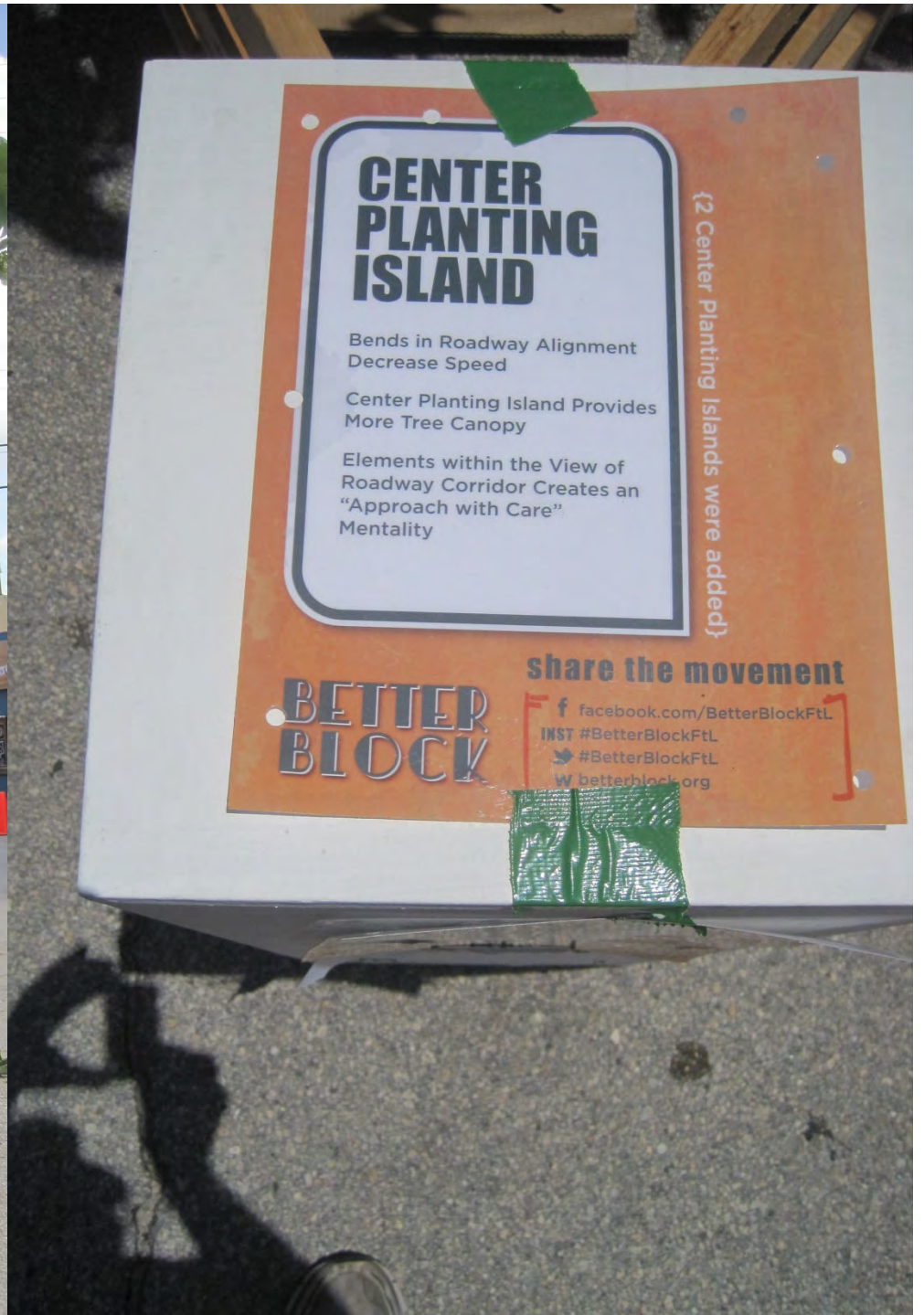














ARTIST STUDIOS

FATVillage Arts District is home to artists, creators, designers and various startup ventures. Artist studios and workshop spaces allow for flexible work environments for local artists and design ventures. These studios can serve as additional spaces for surrounding schools and universities to collaborate with village businesses.

BUILDING FACADES

Utilizing the existing structures and facing with designed "skins" allows for low cost, immediate transformation to the streetscape. Building facades can serve as signature design pieces incorporating murals, vertical gardens, glass walls and integrated shade structures. Several facades can serve as great locations for large scale murals, preserving the outdoor gallery as a key neighborhood amenity.

RESTAURANTS + RETAIL SPACE

Local and restaurants, located in local ownership, have to update, healthy living and convenient businesses should be encouraged. The addition of retail, food and beverage spaces will increase foot traffic and allow visitors the complete experience of living, art, design food and shopping. Flexible spaces can host pop-up style restaurants, have large collection of display space for gallery events.

PERMEABLE PAVING SYSTEMS

All sidewalks and parking areas are designed with permeable paving materials and techniques. The permeable landscape materials allow stormwater to permeate into soils below, reducing the amount of runoff and controlling pollutants entering the water table.

Materials include: porous asphalt and concrete surfaces, permeable interlocking pavers, and grass pavers or geotextiles.

POCKET PARKS

Small parks along the streetscape are a natural retail from landscaping, adding greenery, places to sit and interactive art components. These parks serve as a natural drainage, while also providing relief from the sub-tropical climate.

ELEVATED STREET TERRACE

This elevated street terrace is strategically located in front of the Property House warehouse, a main attraction for monthly art walks and special events. Positioned at approximately the midway point of NW 1st Avenue, this design serves a dual functionality – one as a traffic calming device for routine vehicular traffic, and two as a flash street event space for the warehouse space during special events.

BIKE LANES

NW 1st Avenue is popular with bicyclists but has narrow for conventional bike lanes. Shared lanes encourage cyclists to ride outside of the "door zone", and helps reduce congestion cycling and sidewalk cycling. This method slows automobile speeds and brings awareness to the existence of cyclists in the urban setting.

LEGEND

NW 1st Avenue provides smart, multimodal and connected design. The collective experience of these guiding principles offers visitors exposure to art, creative innovation and local commerce in a contemporary urban landscape setting.



SMART



MULTIMODAL



CONNECTED

SHADE TREES

Shade trees are an essential tool in South Florida urban environments. Not only do they lower energy costs, they also improve air quality and provide a visual interest to visitors.

- Rainwater Harvesting
- Native Plant Species
- Native Plants
- Native Shrubs

ELECTRIC VEHICLE CHARGING STATIONS

Businesses in the area can offer bike, mass transit and electric car discounts to visitors offering alternative forms of transportation. As a component of the technology infrastructure in the arts district, electric vehicle (EV) owners can take advantage of public car-charging stations located throughout the district.

OUTDOOR SEATING

The design incorporates seating areas throughout the urban streetscape, in conjunction with pocket parks and street-level terraces. Outdoor seating areas can include contemporary designs from local artists to add a unique identity to the urban site landscape. Various seating options include:

- Seated and standing tables
- Benches
- Custom seats
- Cafe tables and chairs



FATVillage Arts District Vision
July 2013 | Flagler Village, Fort Lauderdale



Mockingbird Trail



walk + bike + enjoy nature in the city

What if our City had an urban trail where we could all exercise + connect with our neighbors?
The Friends of Mockingbird Trail used the great reset of 2020 to strengthen our mission of connecting community members both socially and physically to existing assets our City's neighborhoods have to offer. Fort Lauderdale citizens need safe and equitable access routes to parks, cultural centers, businesses, and educational institutions. Our City is made up of vibrant neighborhoods, each rich in their own histories and stories. The Friends of Mockingbird Trail wants to make sure the design of this trail is not a missed opportunity. This should be a project and a trail that reflects all of us that call Fort Lauderdale home. The Friends of Mockingbird Trail studied a possible expanded 8 mile route; see the neighborhoods it would connect [here](#).

flagler garden grow downtown

Flagler Garden is an urban gardening, educational and social space, owned and operated by the community. We reclaimed our plot in an effort to preserve Fort Lauderdale's natural beauty

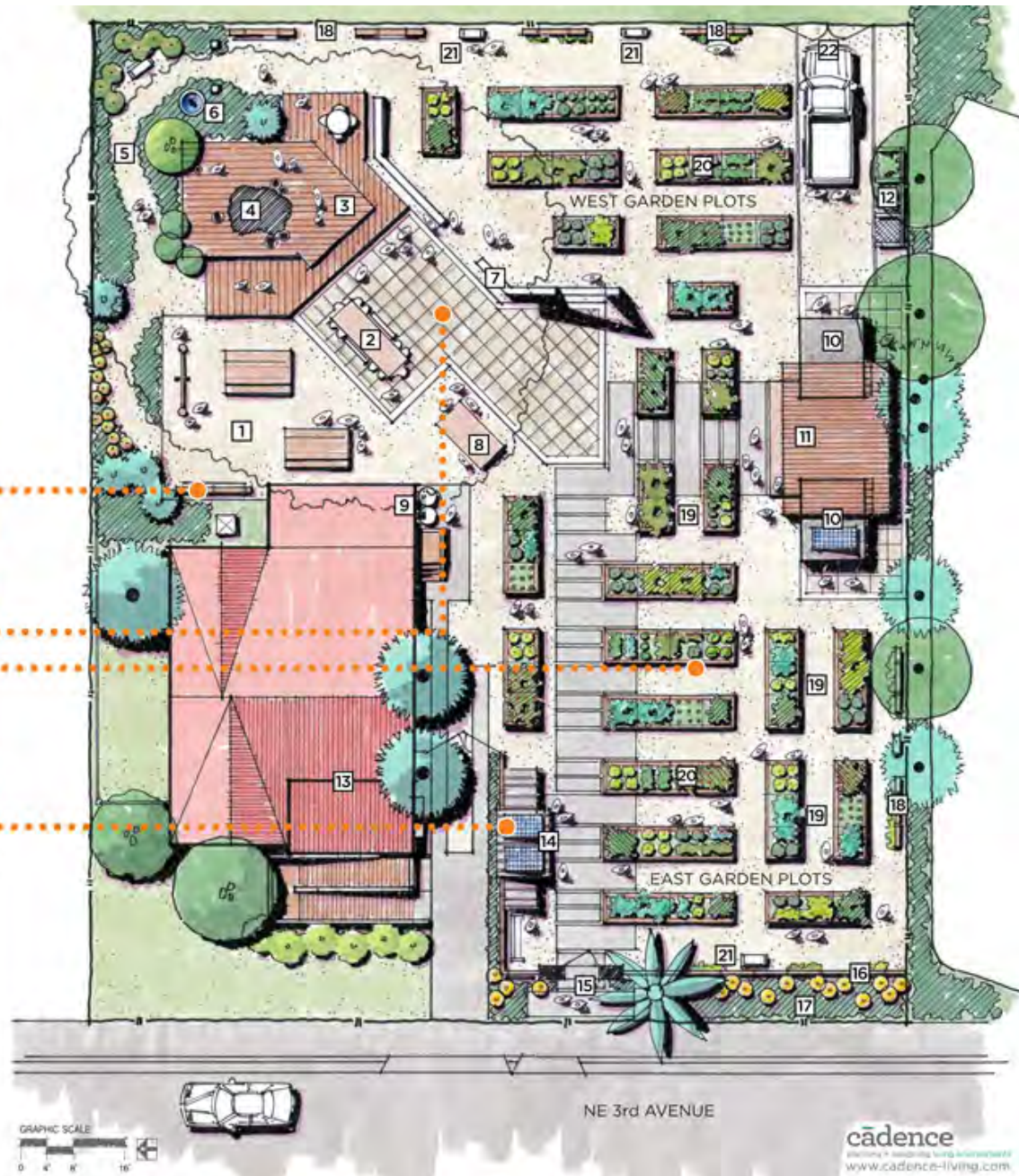
and inspire our city's cultural revitalization. Our garden is founded on the belief of growing, reflecting, exploring and engaging within our community.

The Garden is designed with longevity and useability in mind. Circulation paths, raised beds, secure equipment storage, spaces for demonstrations and a shaded common area all make for a comfortable atmosphere for socializing as well as gardening. With high visibility along NE 3rd Avenue, the Garden will be a constant reminder to passer-bys of the benefit that a 365-day growing season offers to our community. The Garden will offer special events for members, will be available for private rentals and is looking for both educational and business partnerships. Come **grow downtown** with us.



GARDEN LEGEND

- | | |
|---------------------------------|----------------------------|
| 1 Seating + Play Area | 12 Compost Bins |
| 2 Communal Table | 13 Existing Structure |
| 3 Tree Deck | 14 Garden Bulletin Board |
| 4 Historic Tree | 15 Main Entry Gate |
| 5 Garden Path | 16 Decorative Fence |
| 6 Garden Fountain | 17 Street Front Plantings |
| 7 Garden Seat Wall + Arch | 18 Hanging Garden Panels |
| 8 Work Table | 19 Rolling Garden Planters |
| 9 Rain Barrels | 20 Raised Garden Plots |
| 10 Shipping Container (8'x10') | 21 Bench Seating |
| 11 Shade Trellis/Hanging Garden | 22 Service Access |



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August 9, 2021

Irvans Augustin
Jordan De Leon
Marta Vicedo
Urban Impact Lab

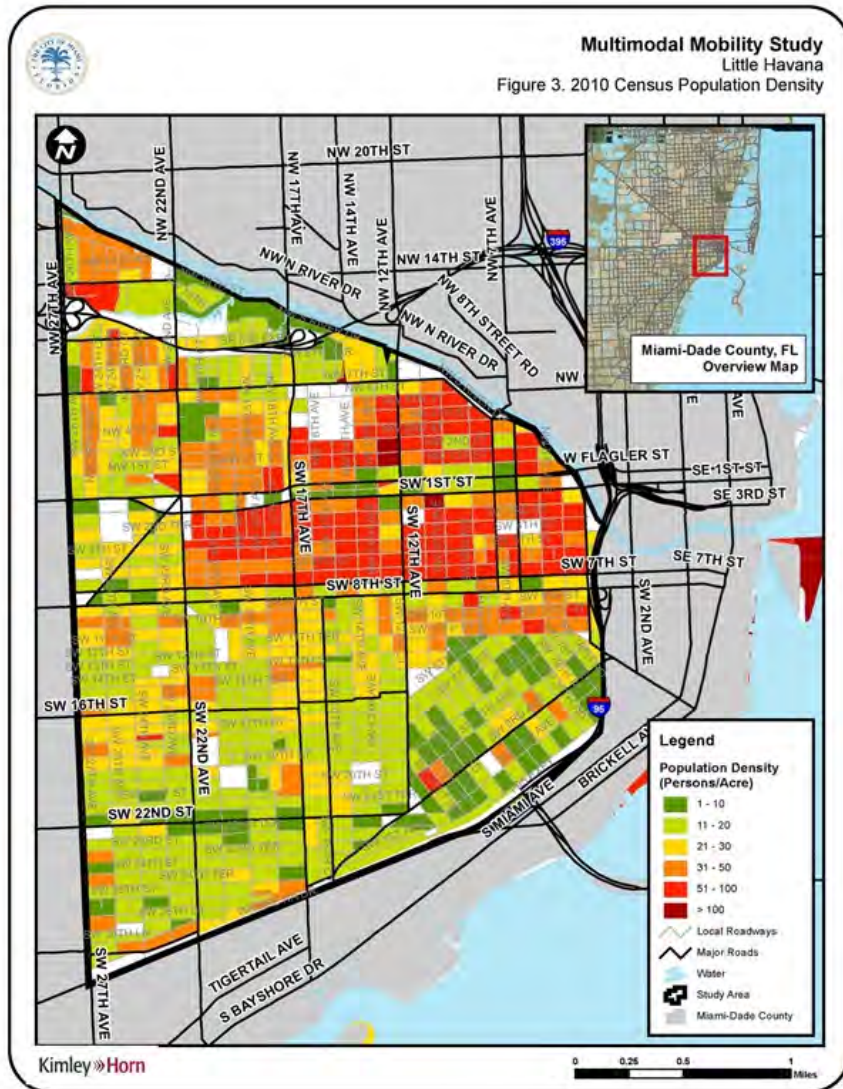
Eric Dumbaugh, Ph.D
Florida Atlantic University



URBAN IMPACT LAB

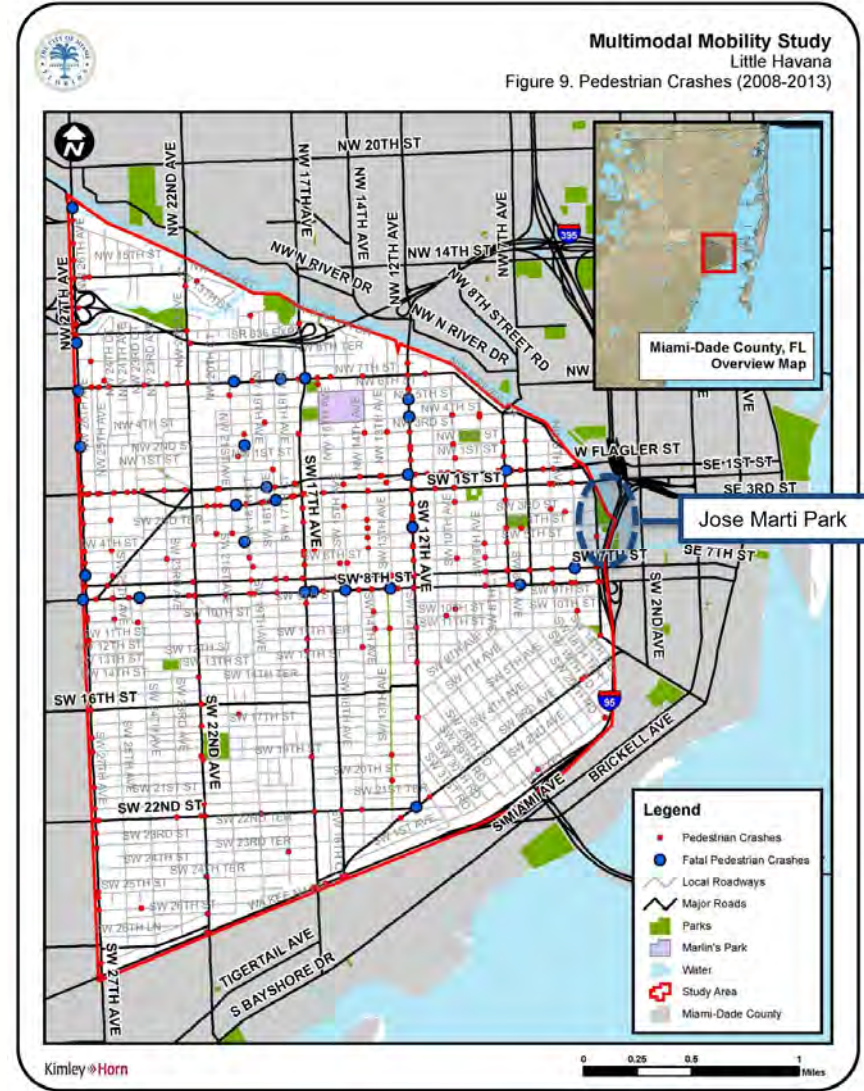


Project Area: East Little Havana



- East Little Havana is 95% Hispanic (U.S. Census Bureau)
- Little Havana residents own fewer vehicles per family than surrounding areas (US Census Bureau).
- The average intersection in Little Havana sees an average of 117 pedestrians per hour per intersection, with a high of 282 pedestrians per hour (Miami-Dade Transportation Planning Organization).
- Bicycle activity ranges from 2 to 46 bicyclists per hour per intersection, with an average count of 20 bicyclists per hour per intersection (Miami-Dade Transportation Planning Organization).

Project Area: Little Havana



East Little Havana Focus Groups

Focus Group	Date	Site	Attendance
1	June 18, 2019	Centro Mater (Elementary School)	<p>13 attendees, all Little Havana residents</p> <ul style="list-style-type: none"> – all women – age range: 25-45 – all parents – primary language: Spanish – all foreign-born
2	June 20, 2019	Centro Mater (Elementary School)	<p>14 attendees, all Little Havana residents</p> <ul style="list-style-type: none"> – 12 women; 2 men – age range: 25-50 – all parents – primary language: Spanish – all foreign-born
3	June 26, 2019	Jose Marti Park Community Center	<p>18 attendees</p> <ul style="list-style-type: none"> – 12 women; 6 men – age range: 25-48 – all parents – primary language: Spanish – all foreign-born

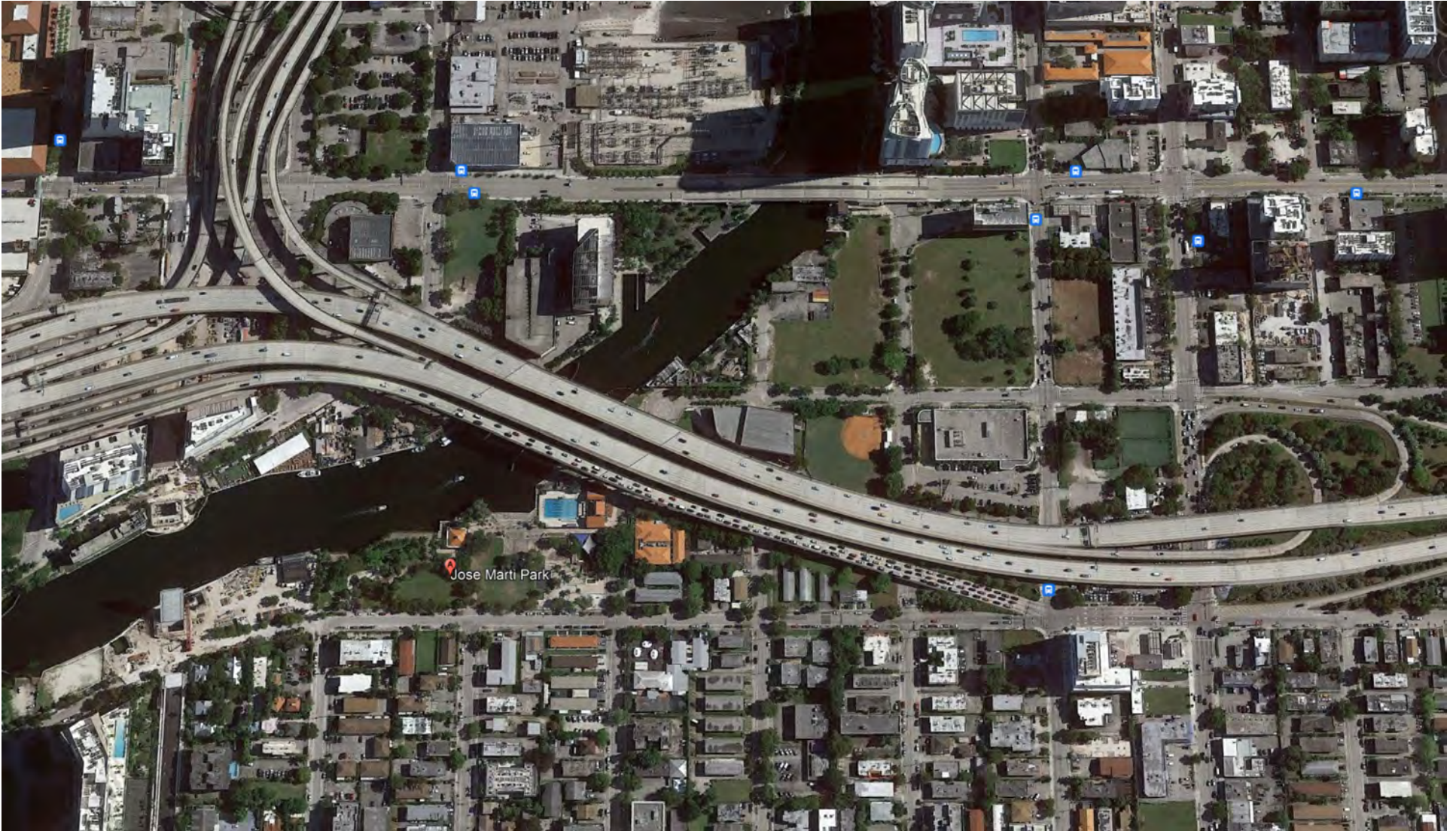
East Little Havana Focus Groups June, 2019

- Overall participants provided the following insights:
 - 95% of participants walked or rode a bike on a daily basis within the neighborhood.
 - The majority of participants reported feeling no more than moderately safe when walking or biking in the neighborhood. Participants preferred traveling on streets/sidewalks located on corridors with less vehicular traffic, citing vehicular speed as a predominant safety concern as well as subpar pedestrian/bicycle infrastructure.
 - No participant expressed comfort or likelihood of allowing children to walk or bike unsupervised, even within the immediate vicinity of their home.

Objectives

- Creatively highlight street issues that are safety barriers or potential hazards to street users
- Educate and engage the public on what is not safe or could be safer on their streets
- Create a set of priorities that result in an environment prioritizing safety for pedestrians and cyclists; and
- Capture the behavior of school-age students on their streets to better adapt policies and recommendations.

Activation Site: 5th Street and Jose Marti Park



Activation Site: 5th Street and Jose Marti Park



Activation Site: 5th Street and Jose Marti Park





Meet People where
they are.

Find out how they
communicate best

Keep things
simple.

Speak their language

No chaquettes!





Find out what the needs and priorities are.
Children were key in LH.
Childcare, activities and opportunities for learning for
children motivated parents participation

Activation Event: Cardboard Challenge

- Participants to construct buildings and link together into a “model city.”
- Paint and chalk used to create safe transportation infrastructure for connecting the buildings.
- Learning Objectives:
 - Engage children in the design of transportation infrastructure
 - Encourage discussion on road safety, and the identification of elements that can be used to address traffic risk.



STEM
SATURDAYS

MARCH 14TH
9AM - 12PM

DESIGN AND BUILD YOUR OWN SIMPLE ELECTRIC CIRCUIT!

STUDENTS WILL LEARN:
The principles of simple circuits and electricity.
How to build simple circuits and explore electricity.

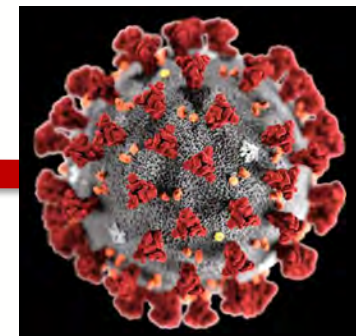
FREE FOR K-12 STUDENTS LUNCH INCLUDED

5TH STREET AT JOSE MARTI PARK
321 SW 5TH STREET
MIAMI, FL 33130

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DREAM BIG















Impacts

RE.16

6889

RESOLUTION

A RESOLUTION OF THE MIAMI CITY COMMISSION AUTHORIZING AND DIRECTING THE CITY MANAGER PURSUANT TO SECTION 35-5 OF THE CODE OF THE CITY OF MIAMI, FLORIDA, TO DESIGNATE AS A PLAY STREET, CLOSED TO VEHICULAR TRAFFIC, THAT PORTION OF SOUTHWEST 5TH STREET BOUNDED BY SOUTHWEST 3RD AVENUE TO THE EAST AND THE WESTERN LIMITS OF THE I-95 LIMITED ACCESS RIGHT-OF-WAY TO THE WEST, ABUTTING THE FLORIDA DEPARTMENT OF TRANSPORTATION'S I-95 RIGHT-OF-WAY CURRENTLY IMPROVED AS A PART OF JOSÉ MARTÍ PARK, TO THE NORTH AND SOUTH ("PLAY STREET"), WITHIN FOURTEEN (14) DAYS OF ADOPTION OF THIS RESOLUTION BY THE CITY COMMISSION; DIRECTING THE CITY CLERK TO TRANSMIT A COPY OF THIS RESOLUTION TO THE DIRECTOR OF MIAMI-DADE'S DEPARTMENT OF TRANSPORTATION AND PUBLIC WORKS; FURTHER DIRECTING THE CITY MANAGER TO TRANSFER ALL CONSTRUCTION AND MAINTENANCE OBLIGATIONS OF THE PLAY STREET TO THE CITY OF MIAMI'S DEPARTMENT OF PARKS AND RECREATION UPON APPROVAL AND CONSTRUCTION OF THE SAME.

SPONSOR(S): **Commissioner Joe Carollo**

Barrio Party (February, 2020)



Barrio Party (February 2020)





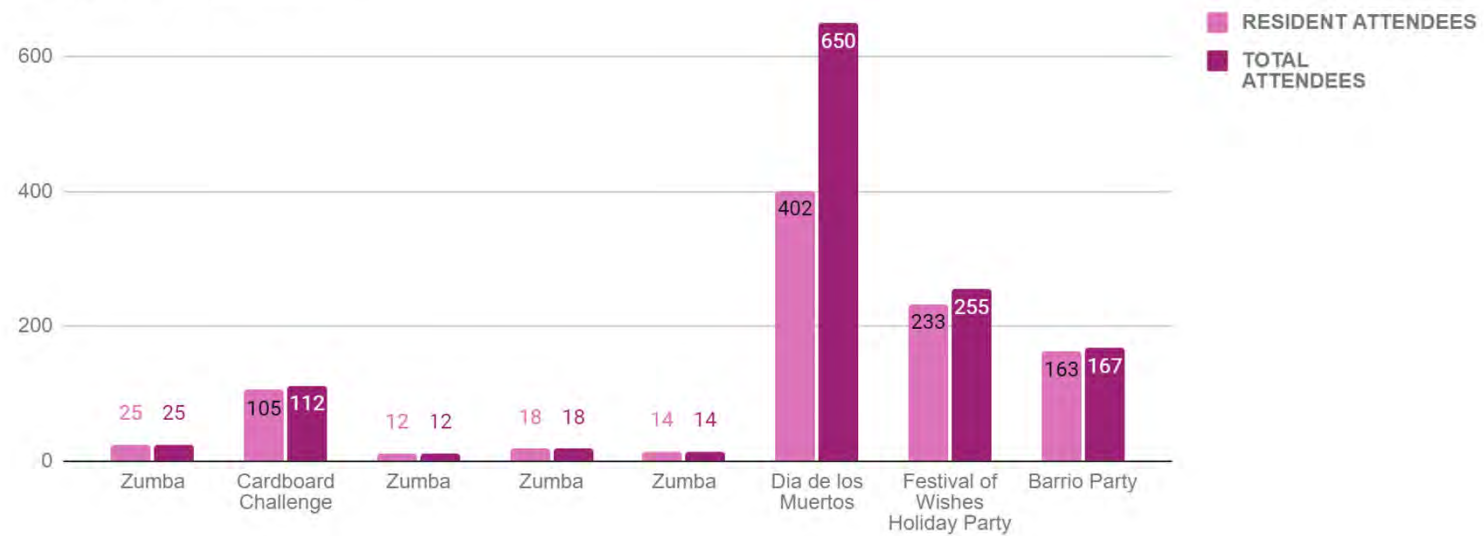
Participation and experience cultivate a sense of ownership.



Community sense of place and ownership translated the use of the street for many different purposes during the pandemic ie. vaccination and food distribution etc. which are all part of public safety

Impacts (Pre-Covid)

Activation Attendees



Outcomes

- Integrate road safety considerations into broader community development objectives.
- Demonstrate the ease of modifying and repurposing city streets.
- Empower local residents to seek changes from elected officials.
- Connections: Little Havana Dialoga WhatsApp group.
- Prep the next generation of road safety advocates!