



# TRAFFIC CIRCLE AT CORAL WAY AND ANDERSON

# HISTORIC DESIGNATION

CHAPTER 76-303

LAWS OF FLORIDA

CHAPTER 76-303

Approved by the Governor June 11, 1976.

Filed in Office Secretary of State June 14, 1976.

CHAPTER 76-304

House Bill No. 3610

AN ACT relating to historic preservation; designating a described portion of Coral Way in Coral Gables as a historic canopied roadway; providing definitions; prohibiting the use of state funds for certain physical changes on or near the roadway; requiring approval of the Division of Archives, History and Records Management of the Department of State for other specific changes; limiting the erection of signs; authorizing the division to erect markers and to obtain historic easements in property along the road; requiring reporting of restrictions placed on use of such property to the property appraiser; providing an effective date.

CHAPTER 76-304

LAWS OF FLORIDA

CHAPTER 76-304

Section 1. (1) "Roadway" means that portion of Coral Way in Coral Gables, Florida, which lies between LeJeune Road (S.W. 42nd Avenue) on the east and Red Road (S.W. 57th Avenue) on the west.

(b) Nothing in this section shall be construed to prevent the ordinary maintenance and repair of the roadway or structures, provided the physical dimensions and location of the roadway and the appearance of any structure are preserved, nor to prevent any work that is necessary for the public health or safety as determined by the agency having jurisdiction over the portion of the roadway involved. However, the preservation of the roadway shall take priority over consideration of traffic management, and the public safety shall not be construed to require alterations in the roadway when alternative means of promoting safety, including more restrictive traffic regulations, are available.

ORDINANCE NO.

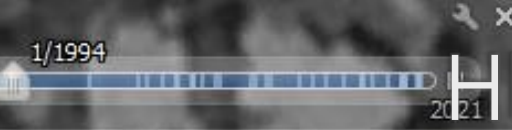
76-54

ORDINANCE RELATING TO CORAL WAY BETWEEN LEJEUNE ROAD (S.W. 42 AVENUE) AND RED ROAD (S.W. 57 AVENUE) AND PROHIBITING ITS EXPANSION; PROHIBITING THE EXPANSION OF CERTAIN ORIGINAL PLAZAS; PROVIDING INCLUSION IN THE CODE; AND PROVIDING AN EFFECTIVE DATE

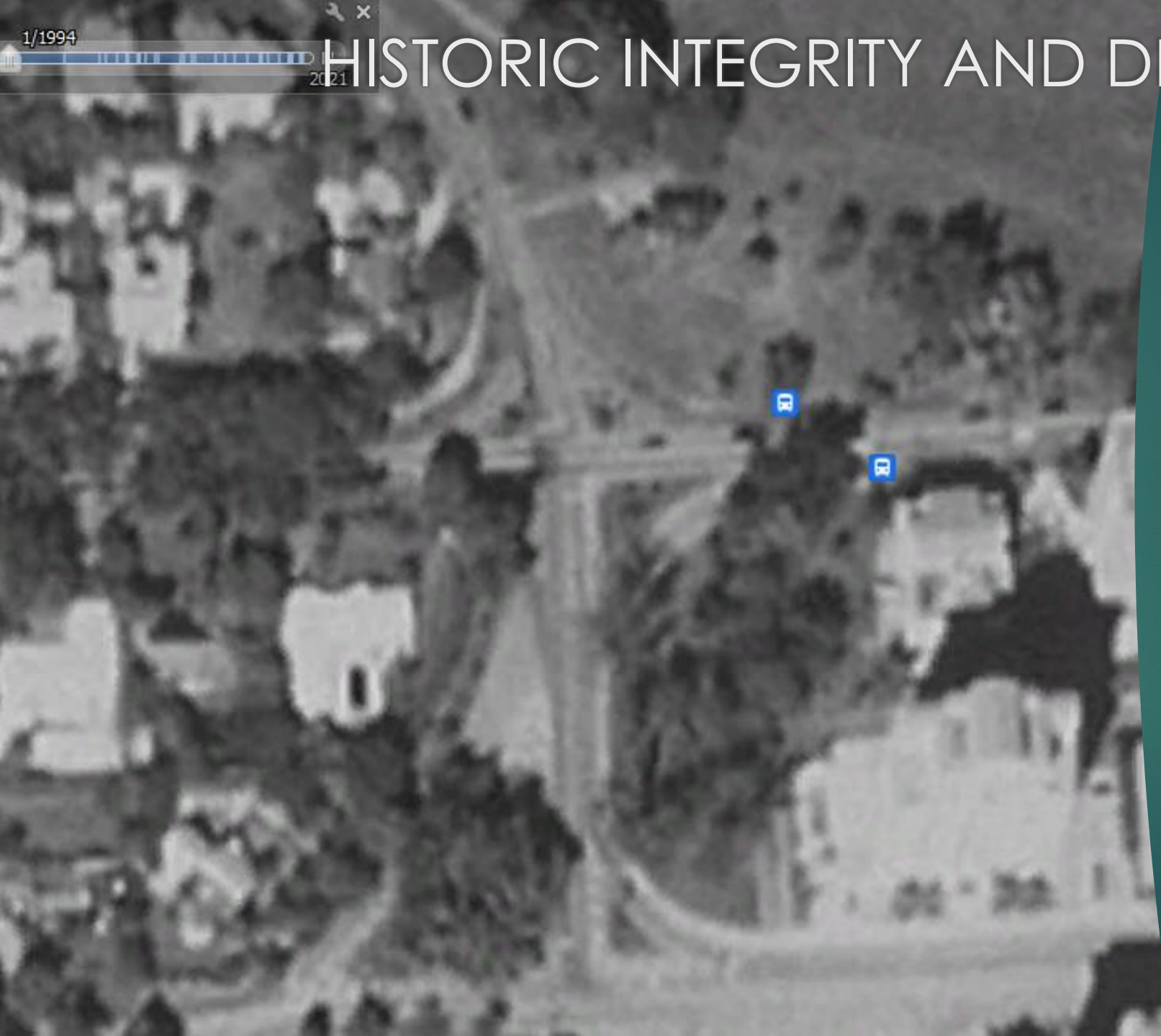
WHEREAS, it is the sentiment of the people of Dade County that Coral Way between LeJeune Road and Red Road retain its historic, canopied character and not become a four or six lane highway serving as a main access road to the western portion of Dade County,

Section 1. The expansion of that particular road in Dade County known as Coral Way (between LeJeune and Red Roads), from its present character as an historic, canopied roadway, is hereby prohibited, and no person, as defined by Section 1.01 (3), Florida Statutes (1971), nor public body, as defined by Section 1.01 (9), Florida Statutes (1971), shall undertake to widen or expand Coral Way (between LeJeune and Red Roads) from its presently existing paved right-of-way.

Section 2. Both the expansion of the original plazas known as Ponce de Leon, Columbus, Balboa, Segovia and LeJeune and the removal or alteration of the live oak trees which canopy the roadway are hereby prohibited, and no person, as defined by Section 1.01 (3), Florida Statutes (1971), nor public body, as defined by Section 1.01 (9), Florida Statutes (1971), shall undertake to alter or remove said plazas or live oak trees as they presently exist.

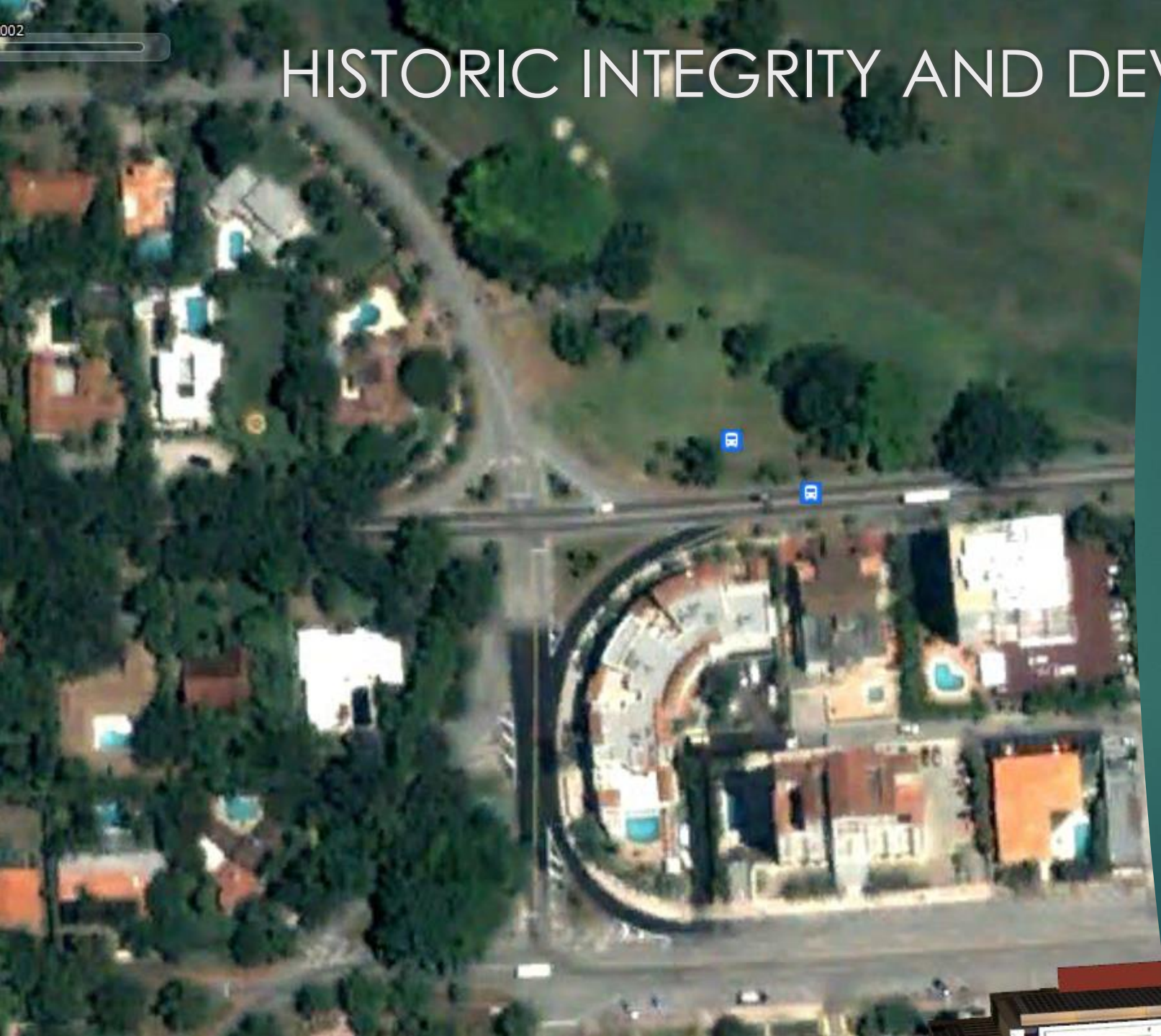


# HISTORIC INTEGRITY AND DEVELOPMENT



Aerial Photo  
(January 1994)

# HISTORIC INTEGRITY AND DEVELOPMENT



Aerial Photo  
(May 2002)

7/2007

# HISTORIC INTEGRITY AND DEVELOPMENT



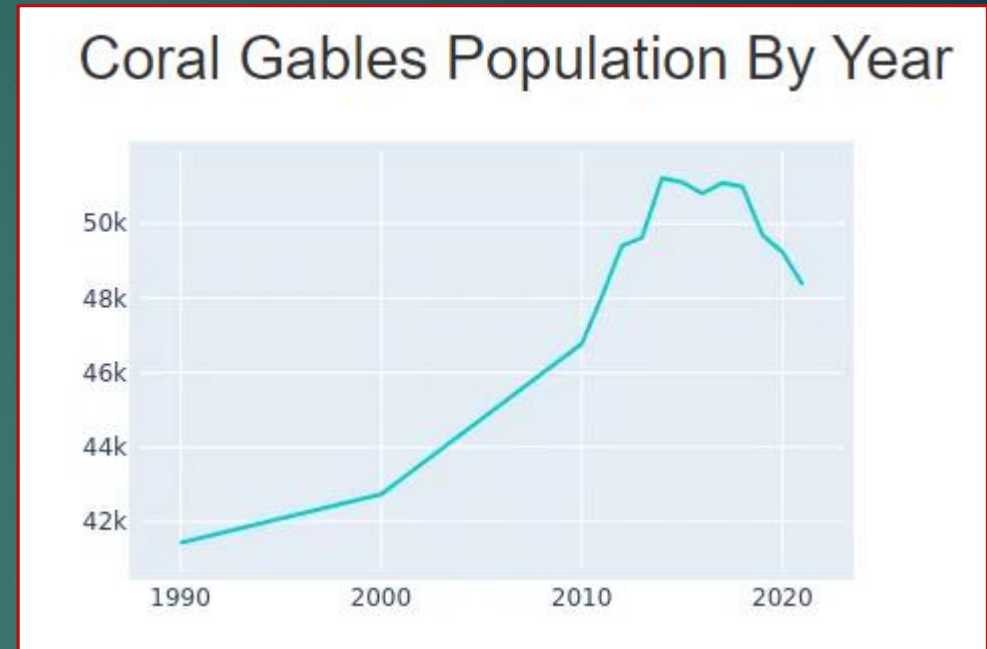
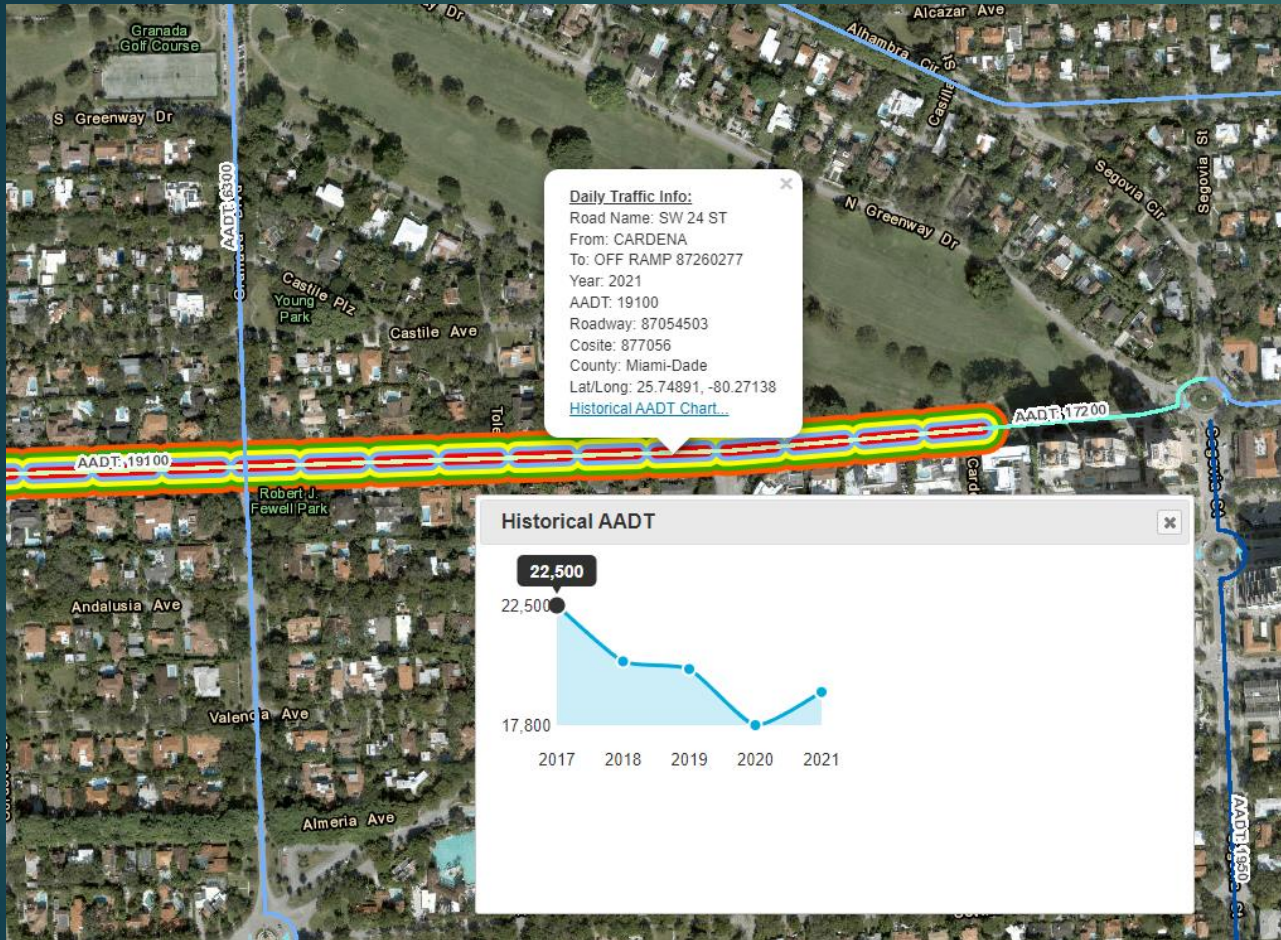
Aerial Photo  
(July 2007)

# HISTORIC INTEGRITY AND DEVELOPMENT



Aerial Photo  
(2022)

# HISTORIC INTEGRITY AND DEVELOPMENT



*Population Historical Data*

*FDOT Traffic Online AADT Historical Data*

# EXISTING CONDITIONS



*Photo 2. Looking NB*



*Photo 1. Looking SB*

- STOP CONTROLLED
- NO PEDESTRIAN CROSSINGS



# EXISTING CONDITIONS



*Photo 3. Looking EB*

*Photo 4. Looking WB*



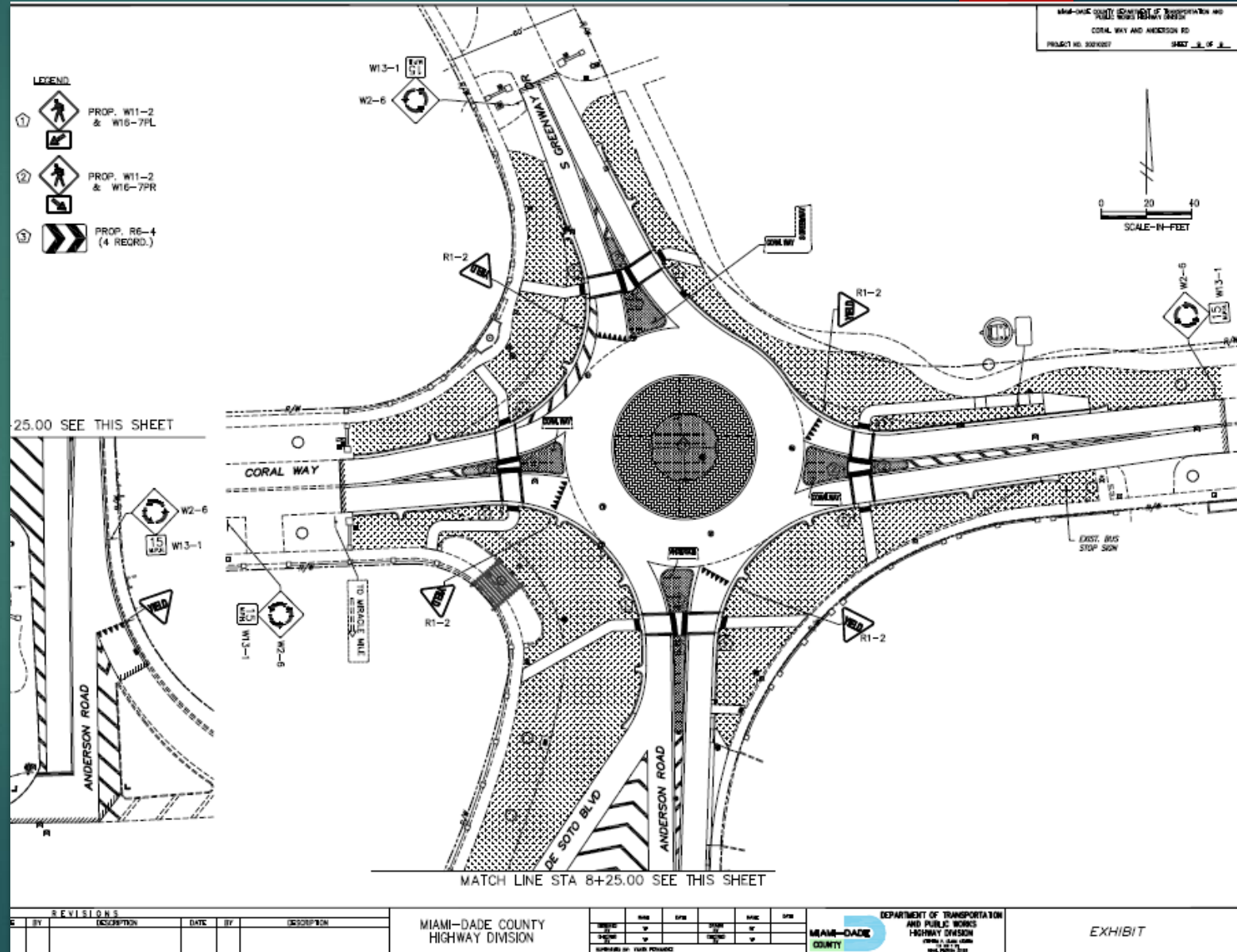
- FREE FLOW FOR CORAL WAY
- NO PEDESTRIAN CROSSINGS

# PUBLIC PURPOSE

Improvements proposed as a countermeasure for angle crashes, to improve operational safety, support community livability and as a result of requests from the City staff and residents.

The design of this traffic calming improvement will include lighting and pedestrian crosswalks on all four legs of the intersection.

City Officials have previously requested the installation of crosswalks to facilitate pedestrian crossings in the vicinity.



In 2014, City staff conducted a safety analysis and recommended the installation of a roundabout as a safety countermeasure to reduce the number of crashes. The City's Historic Preservation Officer stated that a roundabout would not be appropriate because the intersection (plaza) is a local historic landmark.

Coral Way and Anderson Road		Number of Crashes			3 Year Total Crashes	Mean Crashes Per Year	%	
		2012	2013	2014				
CRASH TYPE	Rear End	0	1	2	3	1.00	10.0%	
	Head On	0	0	0	0	0.00	0.0%	
	Angle	6	8	10	24	8.00	80.0%	
	Left Turn	0	0	0	0	0.00	0.0%	
	Right Turn	1	0	0	1	0.33	3.3%	
	Sideswipe	1	0	0	1	0.33	3.3%	
	Backed Into	0	0	0	0	0.00	0.0%	
	Coll. w/ Parked Car	0	0	0	0	0.00	0.0%	
	Coll. w/ Pedestrian	0	0	0	0	0.00	0.0%	
	Coll. w/ Bicycle	0	0	0	0	0.00	0.0%	
	Fixed Object	1	0	0	1	0.33	3.3%	
	Ran Off Road	0	0	0	0	0.00	0.0%	
	Overturned	0	0	0	0	0.00	0.0%	
	Other	0	0	0	0	0.00	0.0%	
	<b>Total Crashes</b>	<b>9</b>	<b>9</b>	<b>12</b>	<b>30</b>	<b>10.00</b>	<b>100.0%</b>	
	SEVERITY	PDO Crashes	7	5	10	22	7.33	73.3%
		Fatal Crashes	0	0	0	0	0.00	0.0%
Injury Crashes		2	4	2	8	2.67	26.7%	
LIGHTING CONDITIONS	Daylight	9	9	11	29	9.67	96.7%	
	Dusk	0	0	0	0	0.00	0.0%	
	Dawn	0	0	0	0	0.00	0.0%	
	Dark	0	0	1	1	0.33	3.3%	
	Unknown	0	0	0	0	0.00	0.0%	
SURFACE CONDITIONS	Dry	7	8	9	24	8.00	80.0%	
	Wet	2	1	3	6	2.00	20.0%	
	Others	0	0	0	0	0.00	0.0%	
MONTH OF YEAR	January	1	0	3	4	1.33	13.3%	
	February	1	0	3	4	1.33	13.3%	
	March	0	2	2	4	1.33	13.3%	
	April	0	0	0	0	0.00	0.0%	
	May	1	2	0	3	1.00	10.0%	
	June	1	0	2	3	1.00	10.0%	
	July	0	0	1	1	0.33	3.3%	
	August	1	1	0	2	0.67	6.7%	
	September	0	3	1	4	1.33	13.3%	
	October	2	1	0	3	1.00	10.0%	
	November	1	0	0	1	0.33	3.3%	
	December	1	0	0	1	0.33	3.3%	
DAY OF WEEK	Sunday	1	0	0	1	0.33	3.3%	
	Monday	1	1	0	2	0.67	6.7%	
	Tuesday	2	2	3	7	2.33	23.3%	
	Wednesday	4	3	1	8	2.67	26.7%	
	Thursday	1	2	6	9	3.00	30.0%	
	Friday	0	1	1	2	0.67	6.7%	
	Saturday	0	0	1	1	0.33	3.3%	
HOUR OF DAY	00:00-06:00	0	0	0	0	0.00	0.0%	
	06:00-09:00	0	0	2	2	0.67	6.7%	
	09:00-11:00	2	1	1	4	1.33	13.3%	
	11:00-13:00	2	1	2	5	1.67	16.7%	
	13:00-15:00	1	2	1	4	1.33	13.3%	
	15:00-18:00	4	3	4	11	3.67	36.7%	
	18:00-24:00	0	2	2	4	1.33	13.3%	

# CRASH DATA

-In February 2006, concerned resident contacted the County about the frequency and crashes at the intersection. City and County concurred on roundabout alternative.

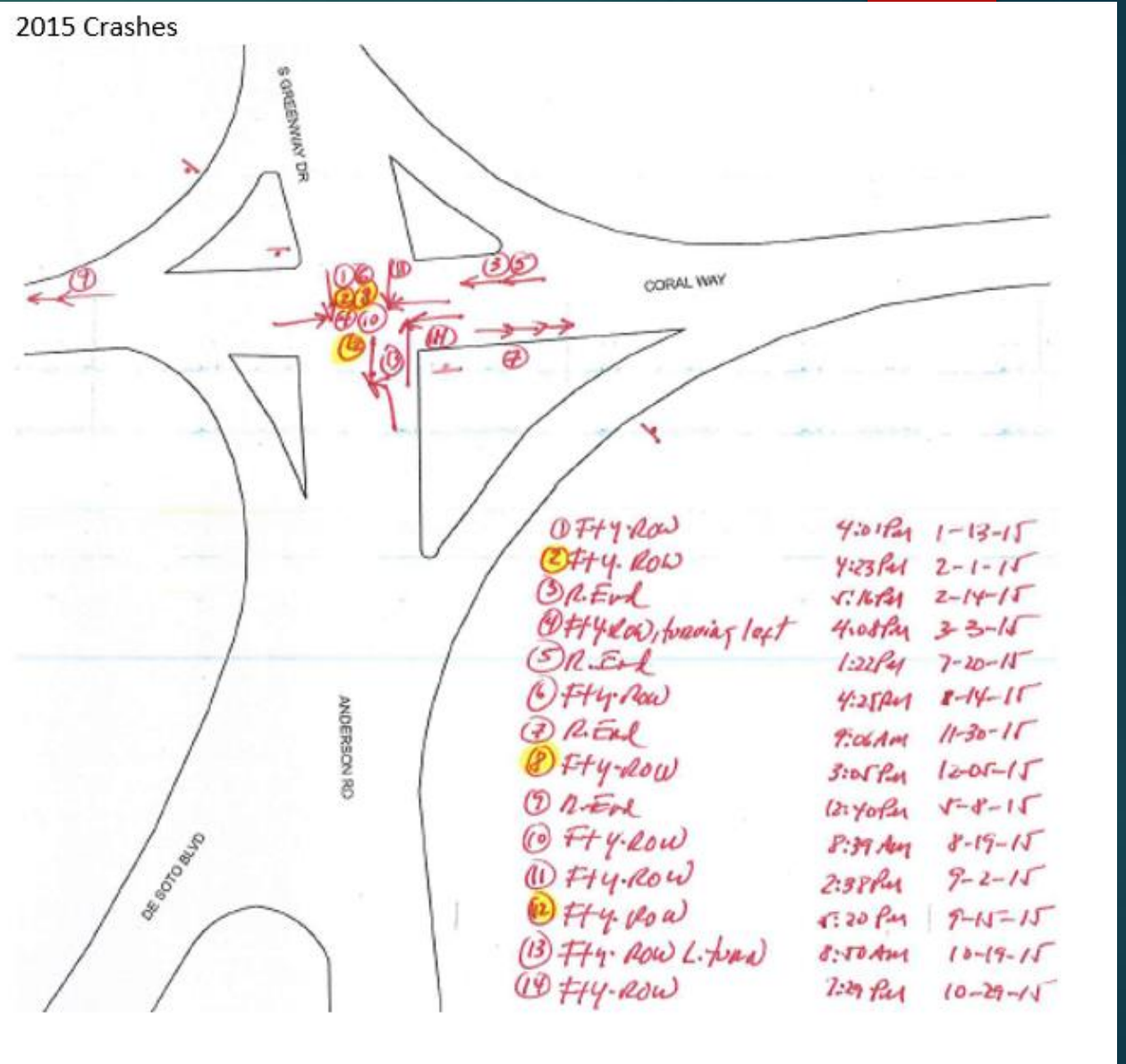
-In 2014, city conducted safety analysis

-In 2018, County re-evaluated request

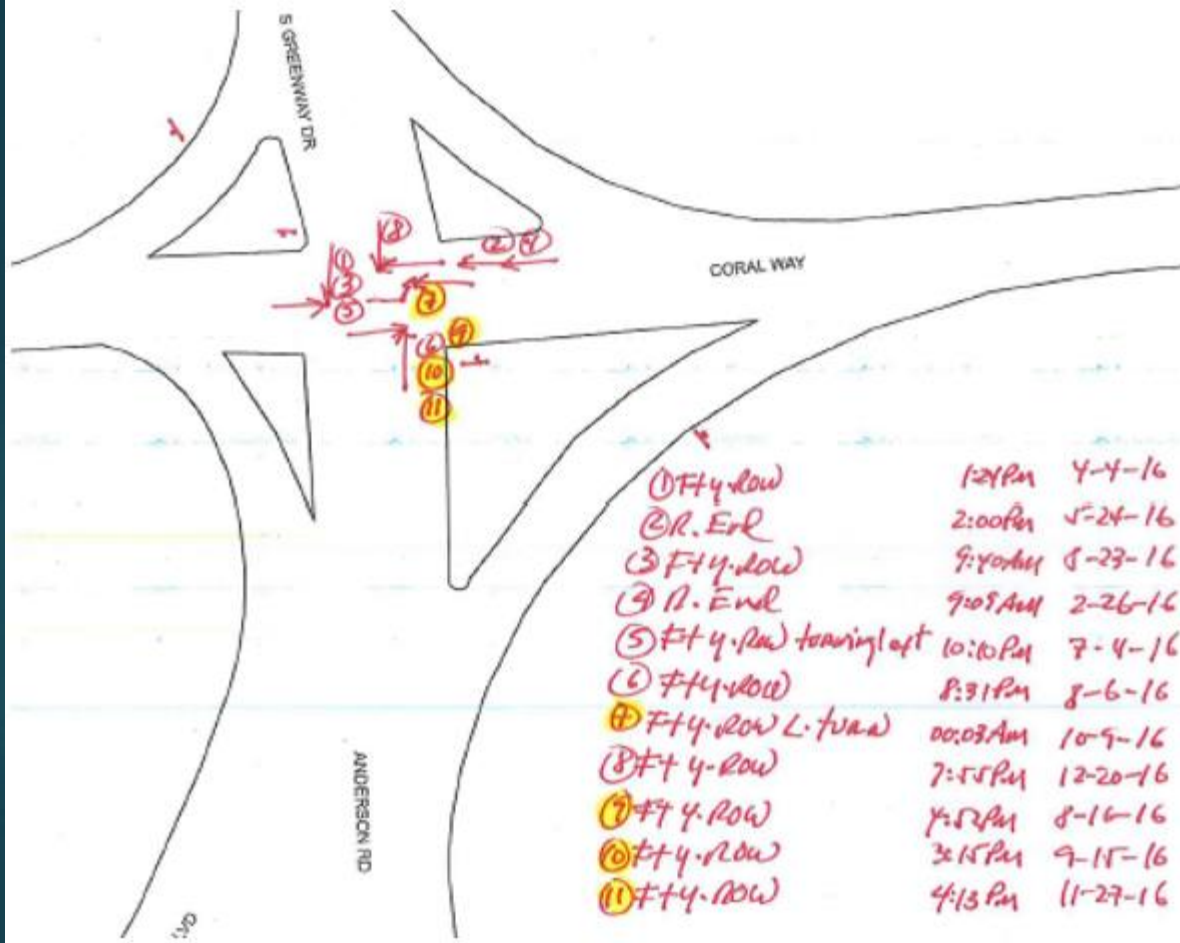
-In 2023, County reviewed crash history

In February 2018, Service Request 2018006565 was created to assess whether the previous recommendation from 2006 was still valid.

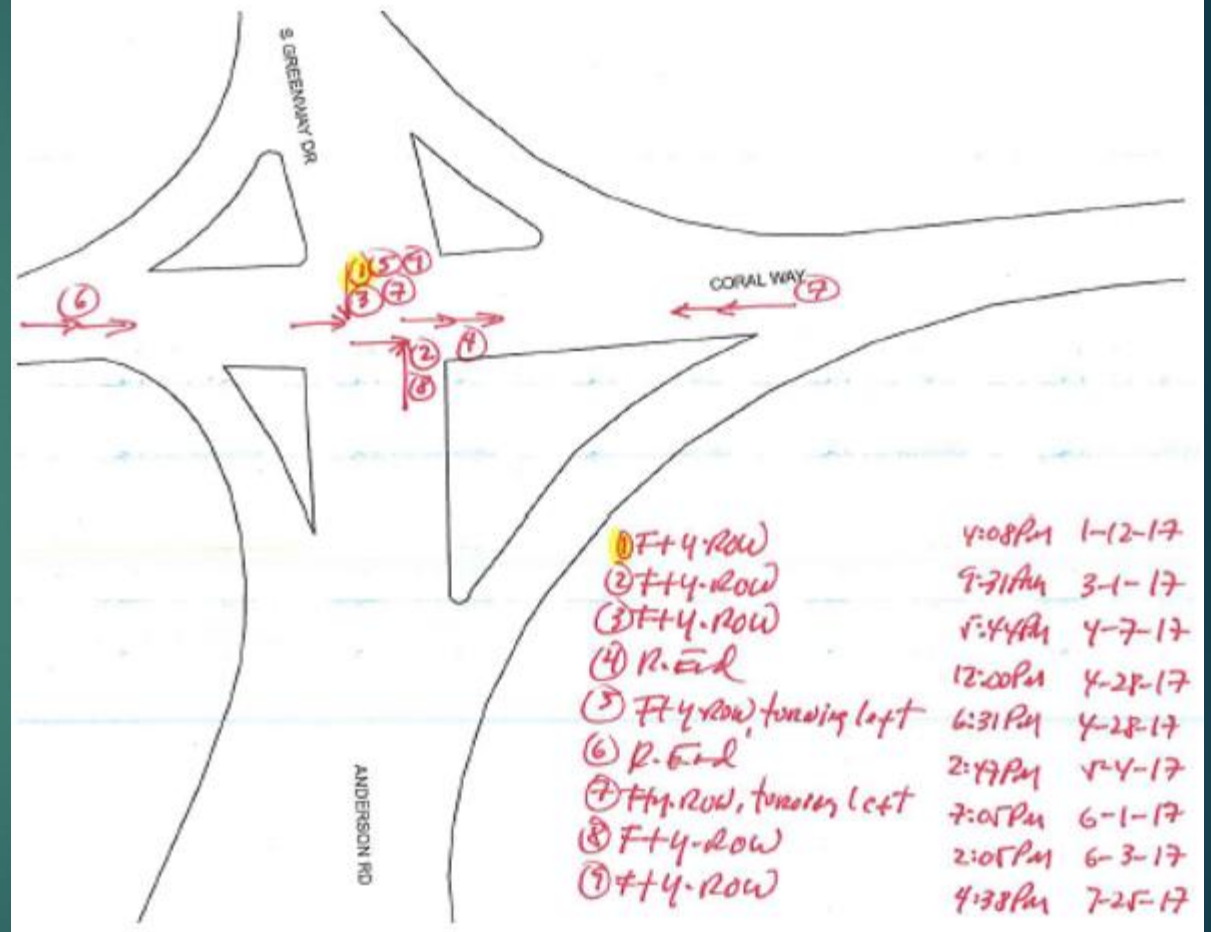
A safety analysis was performed and crashes from 2015 to 2017 were analyzed. TED confirmed previous recommendation "A traffic circle is recommended at the study intersection as a traffic calming device will mitigate the angle crashes occurring at the subject intersection. Overall, installing a traffic circle at the study intersection will improve intersection safety and community livability. The design of this improvement can include providing pedestrian crosswalks on east and west legs which has been previously requested by the City Officials to facilitate pedestrian crossings in the vicinity."



## 2016 Crashes



## 2017 Crashes



Safety analysis performed by County revealed that angle crashes are the predominant type of crashes at this location and confirmed previous recommendation “A traffic circle is recommended at the study intersection as a traffic calming device will mitigate the angle crashes occurring at the subject intersection”.

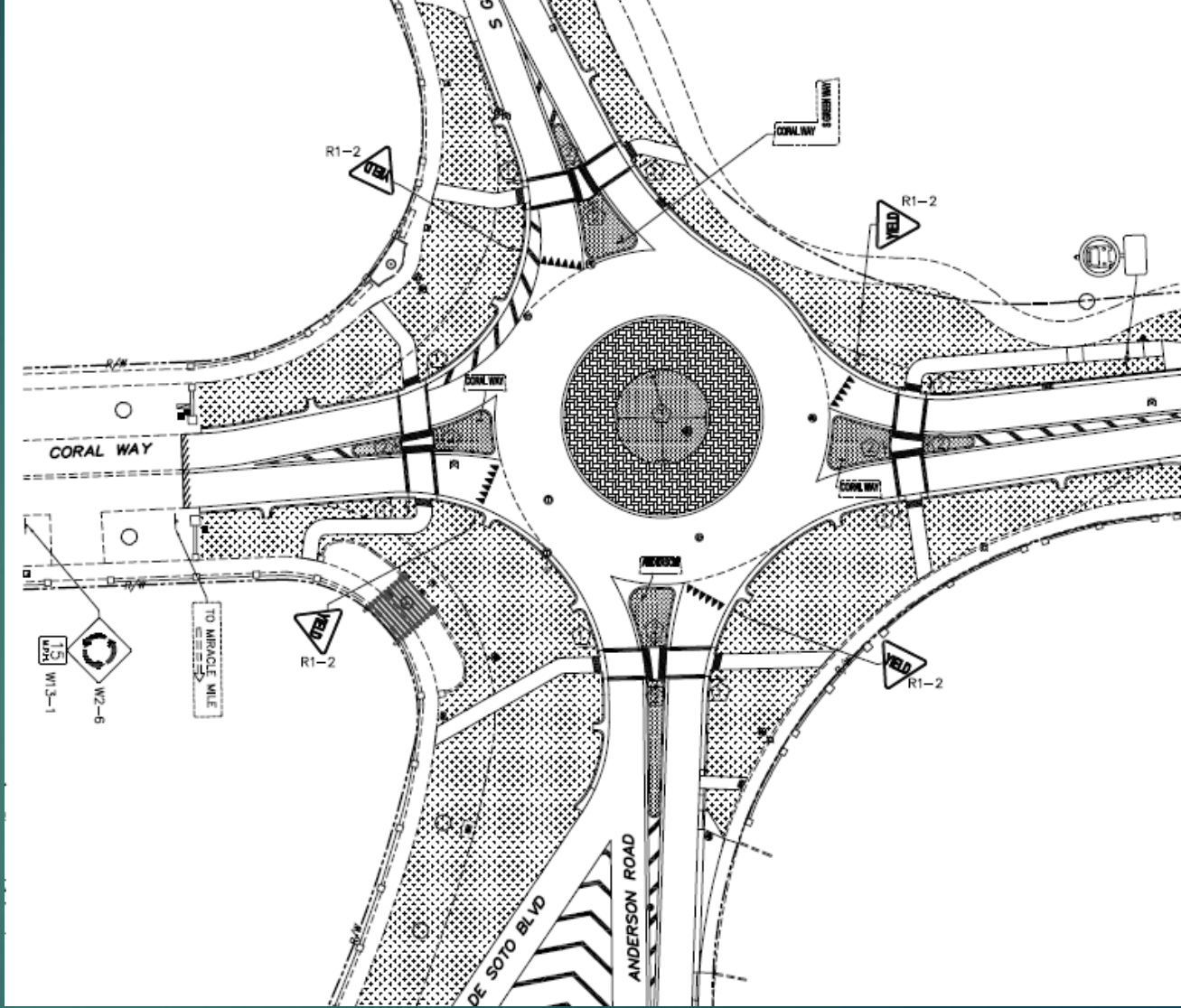
		<b>Coral Way and Anderson Rd</b>			
<b>COLLISION TYPE</b>	<b>TYPE OF CRASH</b>	<b>NUMBER OF CRASHES YEAR</b>			<b>3 YEAR TOTAL CRASHES</b>
		<b>2017</b>	<b>2018</b>	<b>2019</b>	
	Rear End	3	0	0	3
	Head On	0	0	0	0
	Angle	7	2	3	12
	Left Turn	0	0	0	0
	Right Turn	0	0	0	0
	Sideswipe	0	0	0	0
	Backed Into	0	0	0	0
	Coll. w/ Parked Car	0	0	0	0
	Coll. w/ Pedestrian	0	0	0	0
	Coll. w/ Bicycle	0	0	0	0
	Fixed Object	0	0	0	0
	Ran Off Road	0	0	0	0
	Overtuned	0	0	0	0
	Other	0	0	0	0
	<b>Total Crashes</b>	<b>10</b>	<b>2</b>	<b>3</b>	<b>15</b>

		<b>Coral Way and Anderson Rd</b>			
<b>COLLISION TYPE</b>	<b>TYPE OF CRASH</b>	<b>NUMBER OF CRASHES YEAR</b>			<b>3 YEAR TOTAL CRASHES</b>
		<b>2020</b>	<b>2021</b>	<b>2022</b>	
	Rear End	0	0	0	0
	Head On	0	0	0	0
	Angle	5	4	4	13
	Left Turn	2	3	0	5
	Right Turn	0	0	2	2
	Sideswipe	0	0	0	0
	Backed Into	0	0	0	0
	Coll. w/ Parked Car	0	0	0	0
	Coll. w/ Pedestrian	0	0	0	0
	Coll. w/ Bicycle	0	0	0	0
	Fixed Object	0	0	0	0
	Ran Off Road	0	0	0	0
	Overtuned	0	0	0	0
	Other	0	0	0	0
	<b>Total Crashes</b>	<b>7</b>	<b>7</b>	<b>6</b>	<b>20</b>

# PROPOSED VS EXISTING



# PROPOSED DESIGN



- More green area
- Less impervious surface
- Pedestrian crossings on all legs





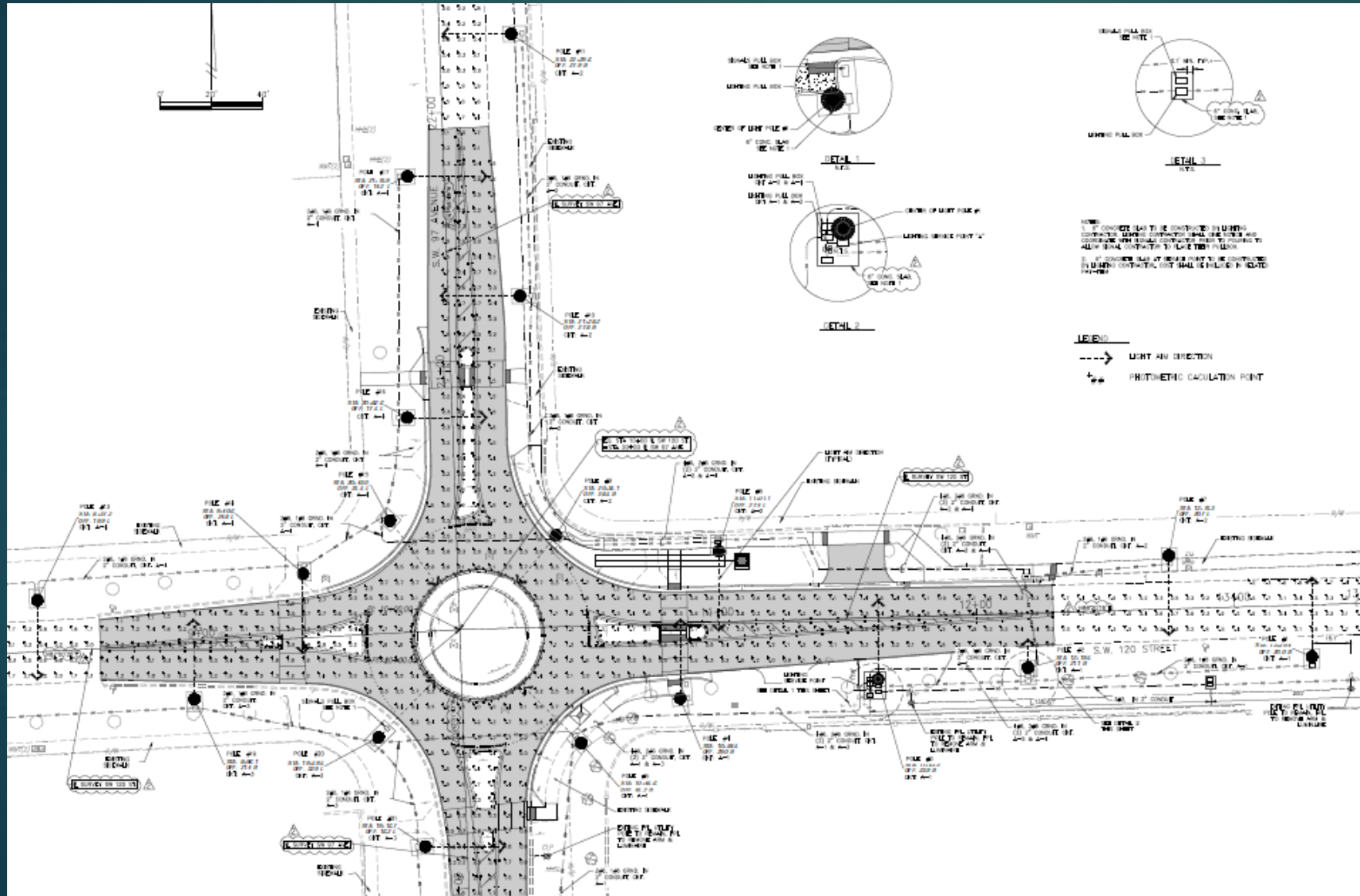
# LANDSCAPING



## TYPICAL LANDSCAPING FOR CIRCLES:

- Groundcovers: Green island ficus, red tip cocoplum and some other species (depending on design and availability etc.)
- Canopy trees: Small to medium stature trees
- Palm trees: Accent palms (e.g. Veitchia palms)

# LIGHTING



-CONVENTIONAL LIGHTING SAMPLE

-CITY REQUESTED DECORATIVE LIGHTS

-DECORATIVE LIGHTS ON WEST LEG TO BE PEDESTAL MOUNTED

-LIGHTING DESIGN TO BE COMPLETED BASED ON CITY'S INPUT

# LIGHTING





# THANK YOU

QUESTIONS? [DTPWOutreach@miamidade.gov](mailto:DTPWOutreach@miamidade.gov)