



# Coral Gables Bicycle/ Pedestrian Plan

June 10, 2014

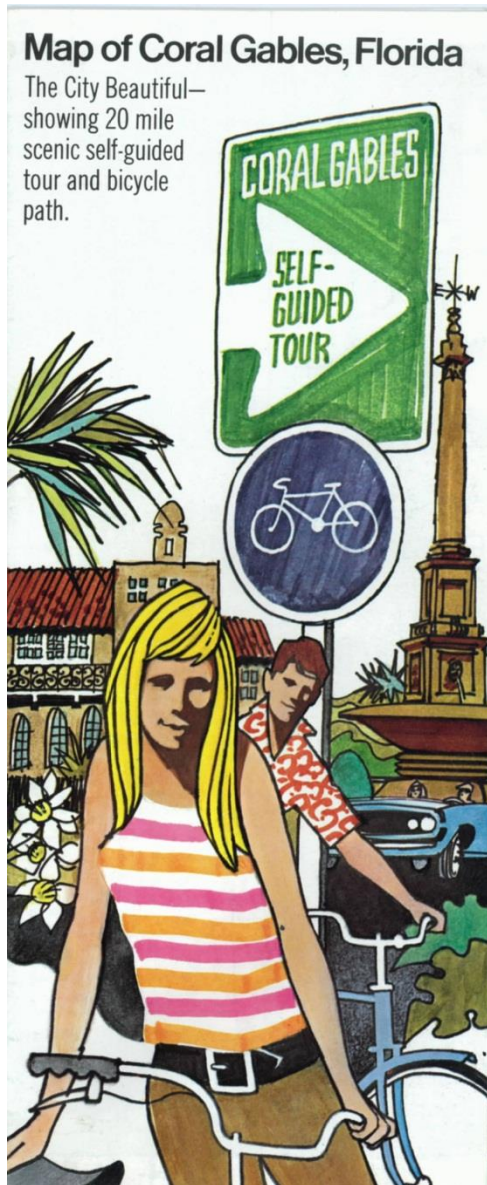
Coral Gables City Commission

**STREETPLANS**  
MIAMI NEW YORK

 **Stantec**



# A PLAN TO DEVELOP BIKE INFRASTRUCTURE & EMBRACE BICYCLE CULTURE



1967 Map

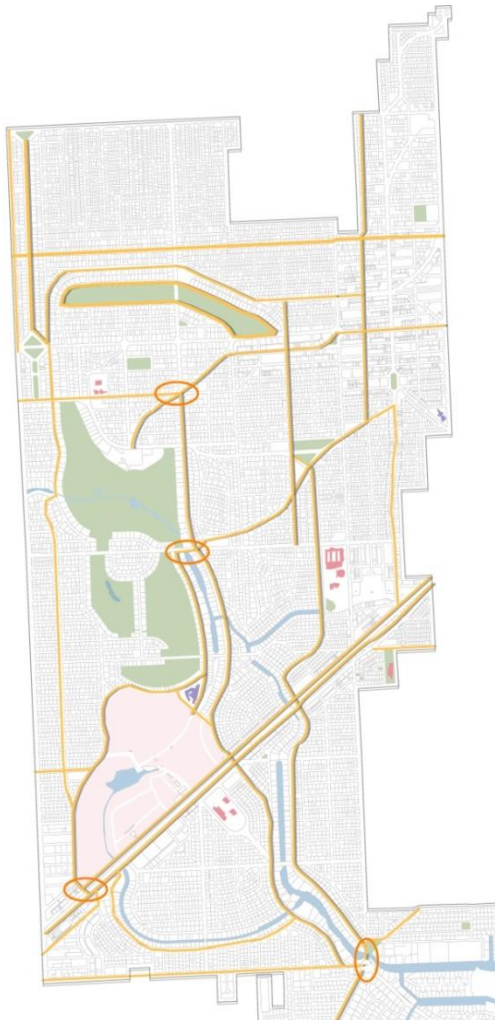


Gables Bike Day, October 2011

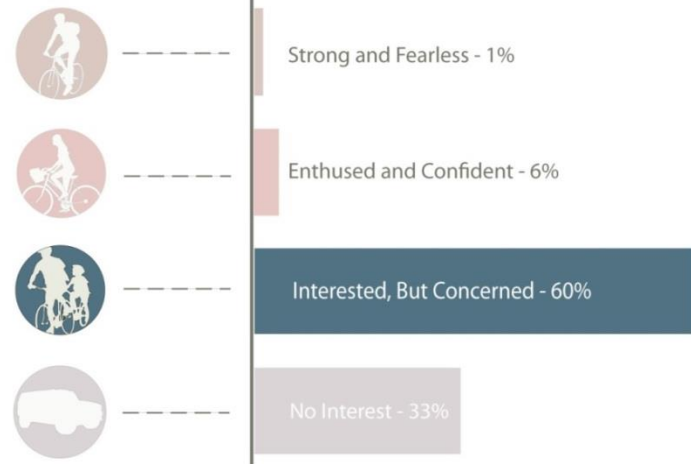
- Largest city investment in bicycle facilities in history – City Commission allocates \$400,000 for bicycle facilities
- Renaissance Repaving Plan
- Growing regional bicycle culture
- New types of bicycle facilities
- Public safety

# GOALS

1. Close existing gaps in the network
2. Get more people riding – for commuting and recreation



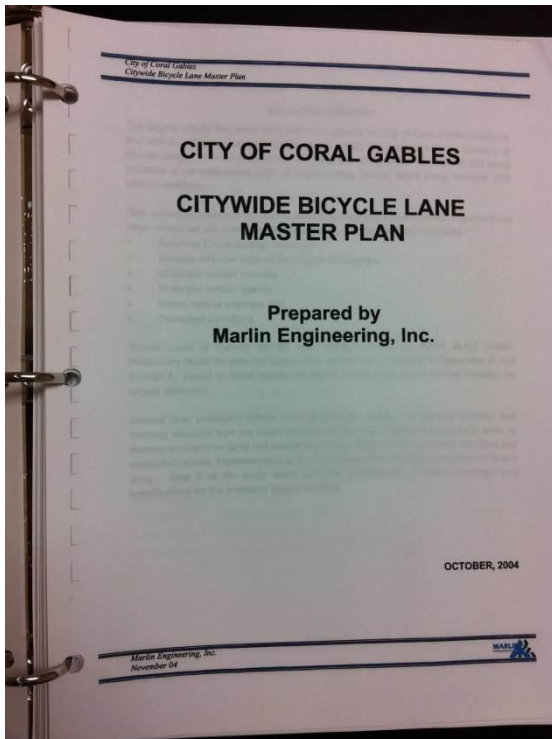
The Segovia bike lane ends shy of the Alhambra Circle bike lane.





# Literature Review

- Take a closer look at previous plans
- Prevent duplication, look for opportunities to dovetail with other projects
- Examine street volume/speed
- Meet with local advocacy groups



Coral Gables Bicycle Master Plan 2004

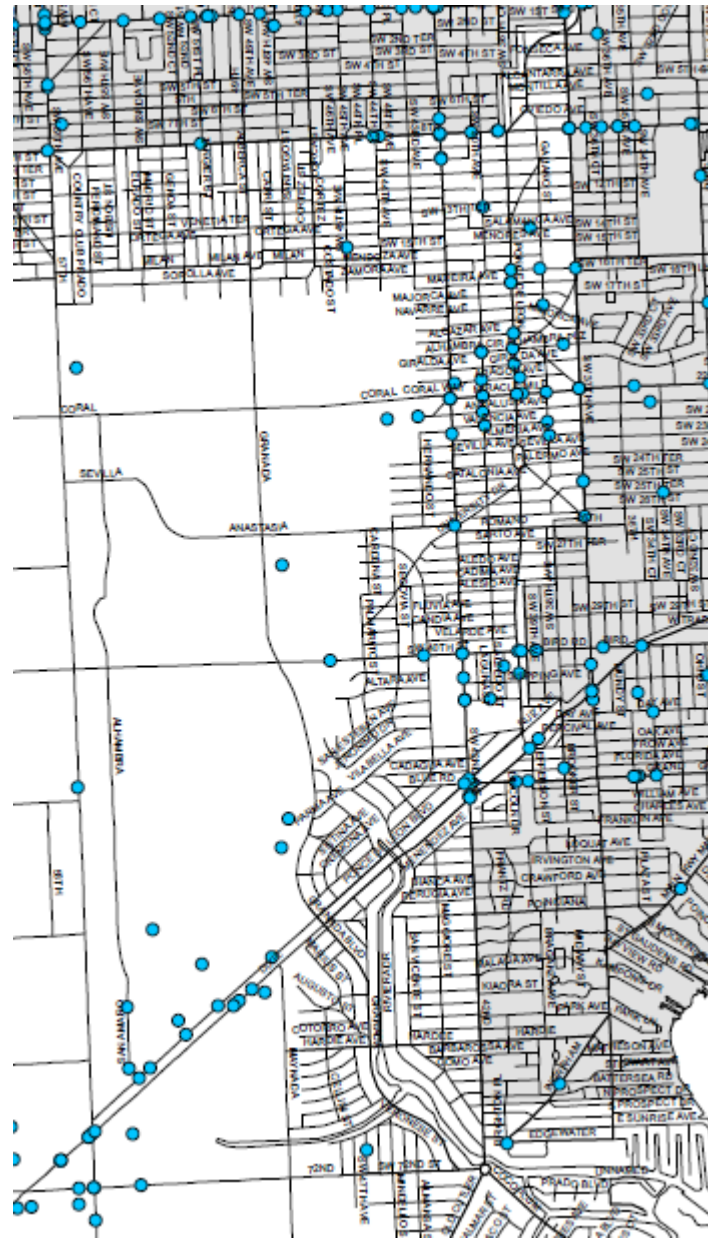


Miami Dade MPO Transportation Improvement Program 2013

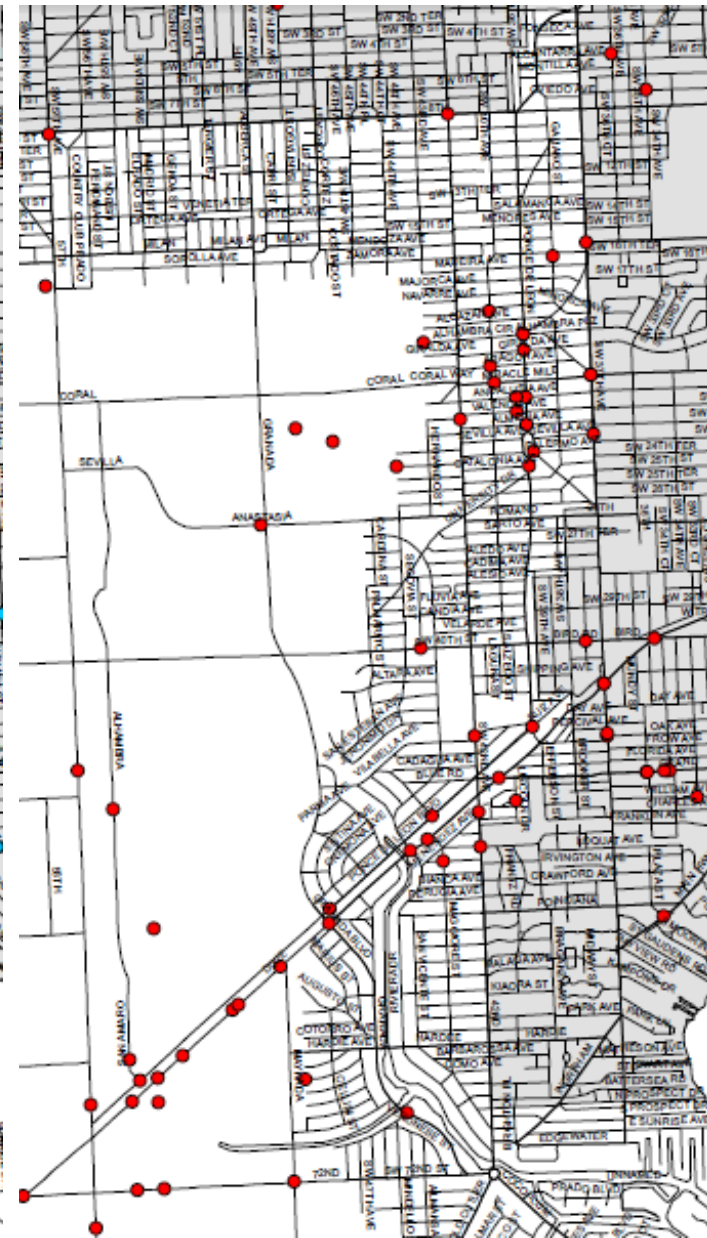
- Positive: Good network plan
- Negative: Focus on road widening
- Data still relevant

# Data Collection

## PEDESTRIAN CRASH DATA



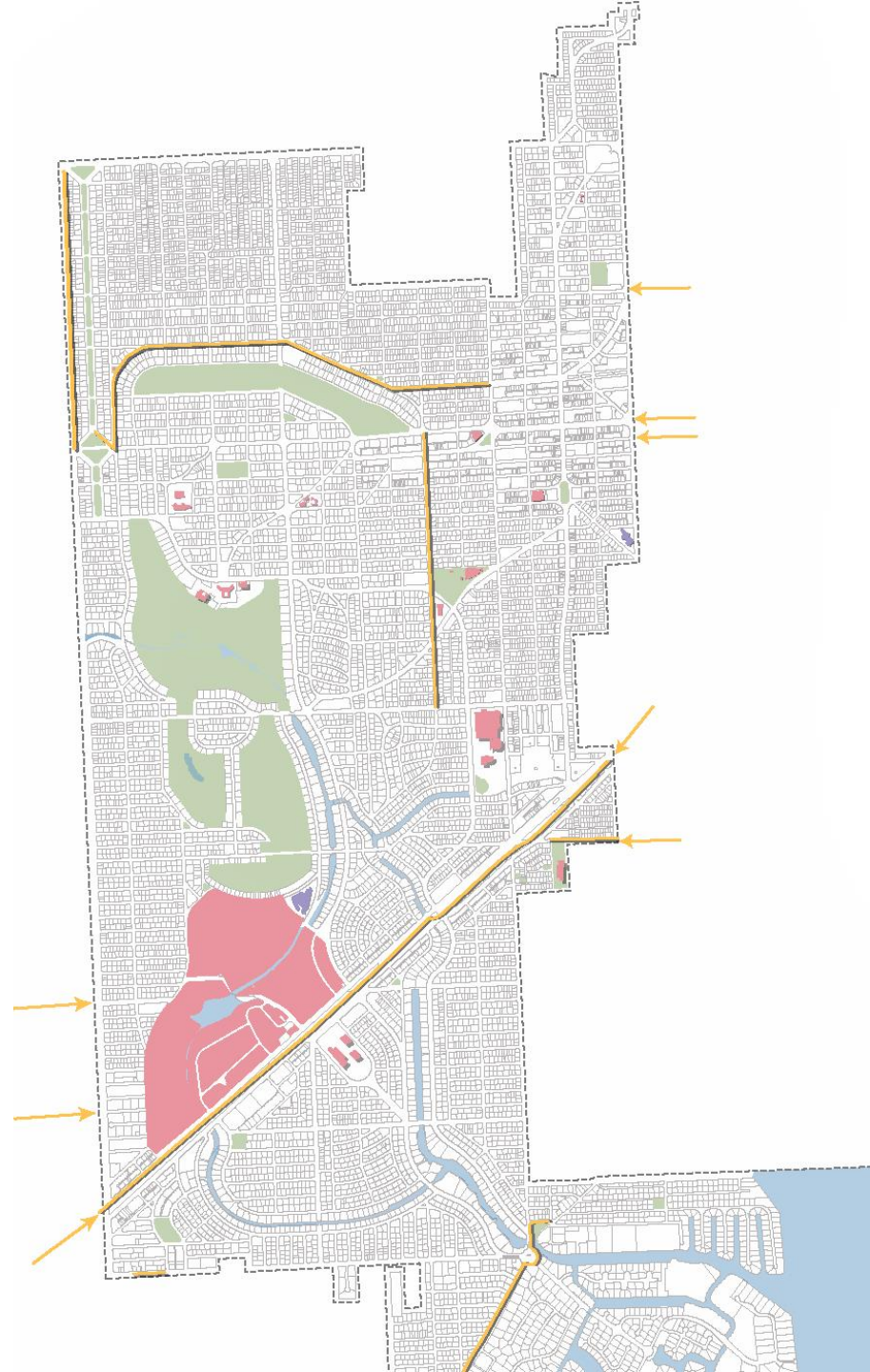
## BICYCLE CRASH DATA



- Concentration of crashes in CBD & along M-Path
- Concentration of crashes along arterials
- Downward crash trends
- 2008 Data

# Opportunities:

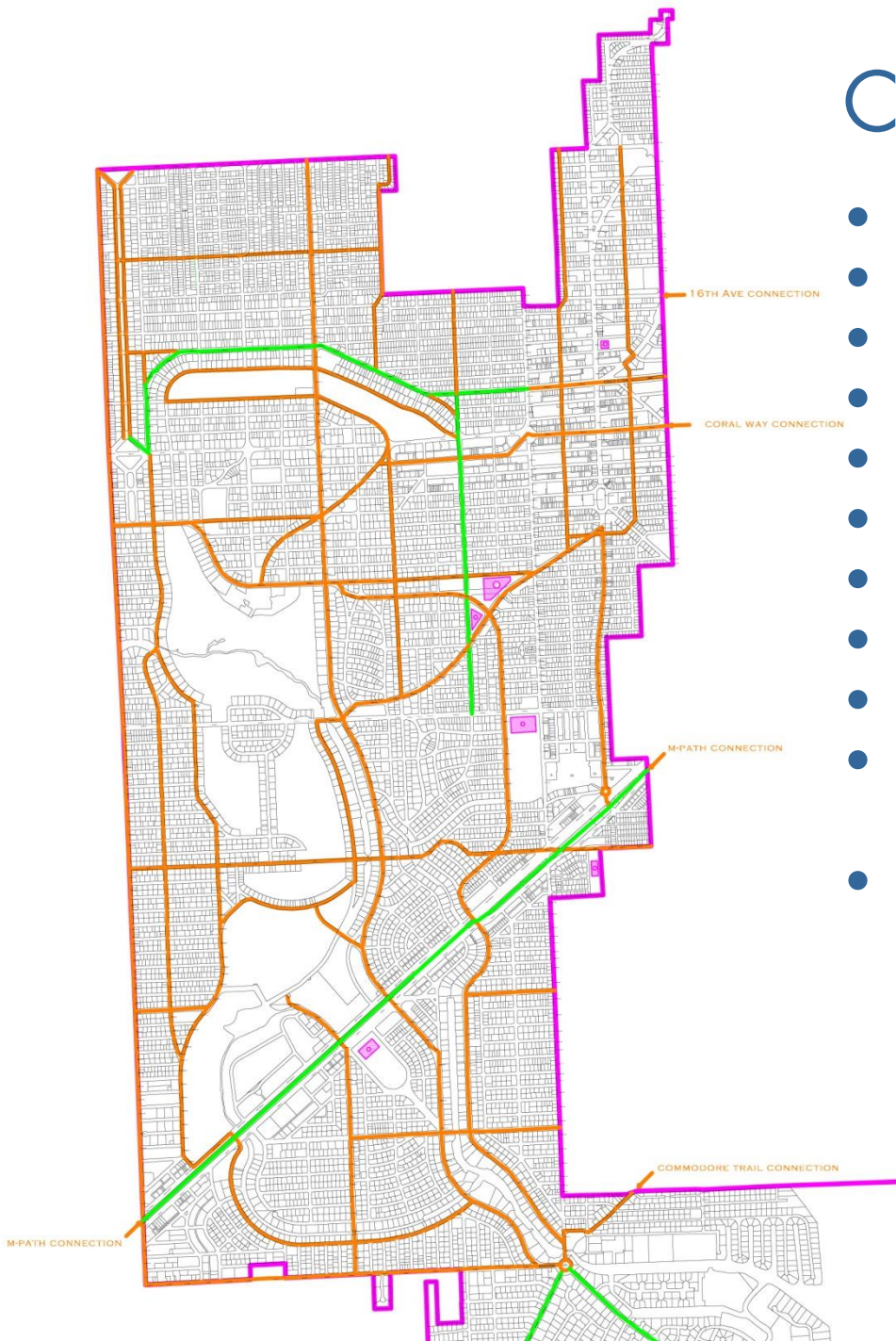
- 4.8 Miles of bike lanes
- 6.5 miles of shared-use path
- 226 Bus Stops, 3,608 ridership daily
- Trolley ridership 5,000
- 2 Metro Stations, 5,500 ridership daily
- Cultural and historic resources
- Regional trails (M-Path, Old Cutler)
- University of Miami
- Regional Connections @:
  - SW 16 Street
  - Coral Way
  - SW 22 Terrace
  - Miller Drive
  - Brescia (SW 62 Ave)
  - Levante
  - Blue Road





# Challenges:

- oversized streets
- lack of bicycle parking
- lack of consistent sidewalks
- lack of crosswalks
- lack of protected & visible bikeways
- lack of wayfinding
- underutilized open spaces
- high vehicular speeds / street design
- entrenched 'car culture'
- differing jurisdictional standards (FDOT, County, City)
- crossing the city's busy avenues and streets





# How do we identify routes?

Does route connect to –

- CBD
- UM
- M-Path
- Existing lanes
- Adjacent lanes
- Old Cutler Trail
- Schools/Museums



M-Path



Old Cutler Trail



University of Miami



Miracle Mile



Segovia bike lane



# Areas of high transit use

- Total Metro-bus daily ridership: 3,608
- Total Metro-rail daily ridership: 5,500
- Total Trolley daily ridership: 5,000





# Dovetail with Ongoing Traffic Calming Projects



- Coral Gables has a strong history of traffic calming via the 'Road Diet'.
- Look for opportunities to install bike facilities without widening road.
- Plan for bike facilities in ongoing capital improvement projects (like Neighborhood Renaissance)



Andalusia Avenue looking east toward Douglas Road before / after.



Campo Sano /University Drive traffic calming island.



# Main Routes

- 
- A detailed map of a city street grid with several main routes highlighted in different colors. The routes are: 1. Salzedo/University/Granada (red), 2. Recreational (Prado, Greenway) (yellow), 3. Riviera (orange), 4. East/West (Coral Way, Biltmore Way) (purple), 5. UM (University, Campo Sano, San Amaro) (blue), and 6. Complete Connections (green). The map also shows existing lanes in green. The city grid is outlined in purple.
1. Salzedo/University/Granada
  2. Recreational (Prado, Greenway)
  3. Riviera
  4. East/West (Coral Way, Biltmore Way)
  5. UM (University, Campo Sano, San Amaro)
  6. Complete Connections  
Sunset  
Alhambra  
Segovia

Existing Lanes



Email us with comments:

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