

Bicycle & Pedestrian Plan Update

JUNE 13, 2017

**CORAL
GABLES**
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History

May 2012 - the Miami-Dade County Metropolitan Planning Organization (MPO) approves award of a grant to the City to develop a “Citywide Bicycle and Pedestrian Master Plan”.

August 2012 – City Commission authorizes execution of the Interlocal Agreement between the City of Coral Gables and the MPO for the purpose of funding the plan.

October 2012 - Department of Public Works selects Stantec, an existing continuing services consultant, who partnered with Street Plans Collaborative, an urban planning, design, and research-advocacy firm, to develop the plan.

June 2014 - Commission adopts City of Coral Gables Bicycle and Pedestrian Master Plan.

History

November 2014 - Staff presents status update and implementation strategy.

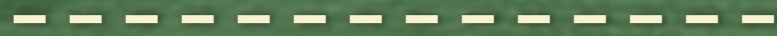
November 2015 - City awards a transportation alternatives grant for \$597,670 for the construction of bike lanes along Alhambra Circle from Coral Way to San Amaro Drive. The funds will be available by 2021.

August 2016 - City awards a citywide bicycle infrastructure design contract to Toole Design, Inc, arguably one of the best bicycle infrastructure design firms in the Country.

Bicycle Master Plan

Legend

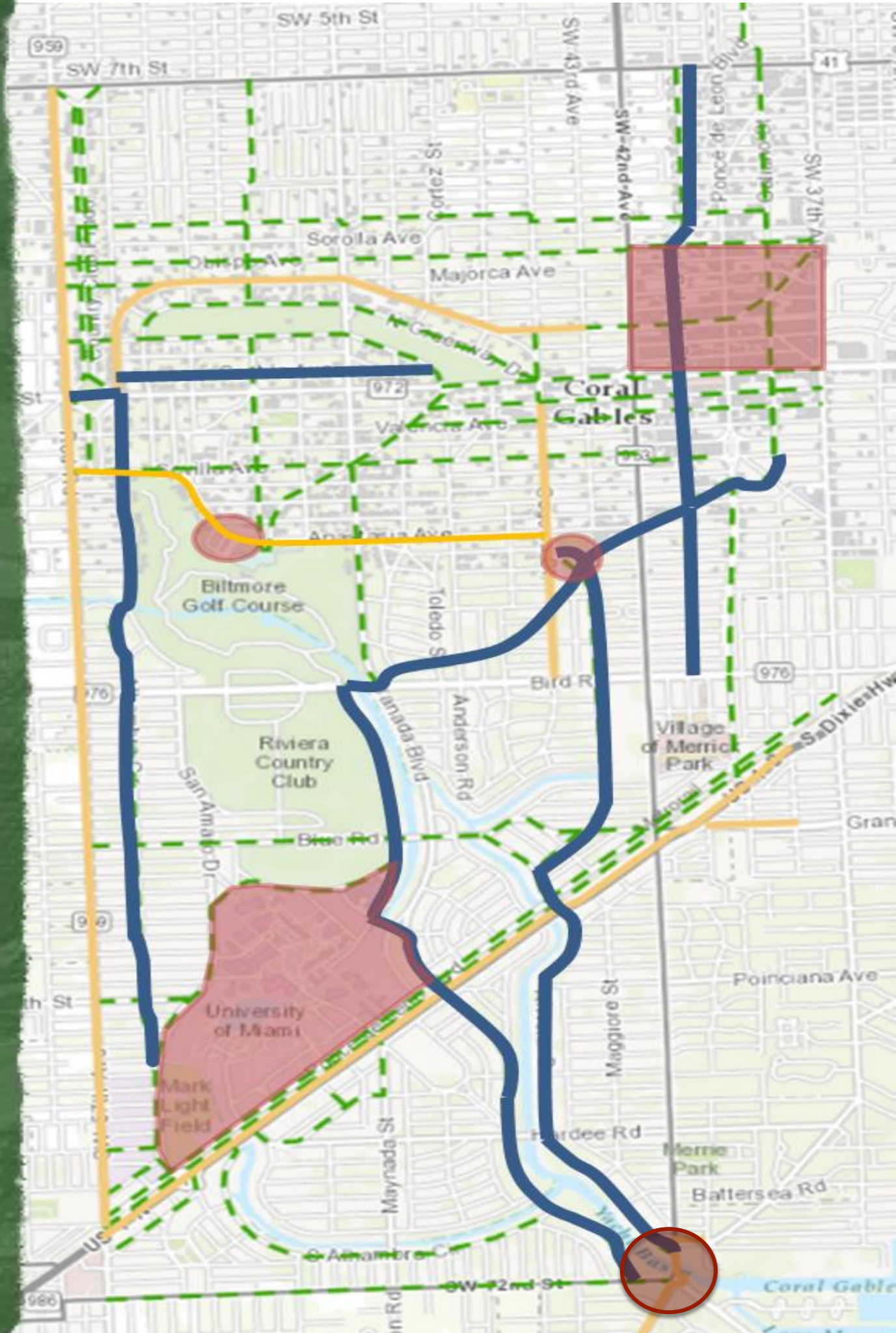
Proposed Network



Existing Bike Route



Proposed Bike Route (2-3 years)



Better Mobility

- Benefits everyone who uses the public right-of-way
 - People who drive
 - Less congestion for those who will never drive - residents and non-residents
 - In our proposed plan, bikes remain separate from motorists
 - People who walk
 - Enjoy better air quality from reduced emissions
 - Better walking experience
 - People who use transit
 - Often use bikes to get to transit stops
 - People who ride bikes
 - Will ride Safer!

Better Economy

- A healthy population is better for the economy
 - High levels of population health directly relate to high levels of national income
 - Higher productivity
 - Lower costs of healthcare
 - In San Francisco
 - Two-thirds of merchants surveyed on Valencia Street say that bike lanes have improved business.
- On North Carolina's Outer Banks
 - Bicycle tourism has generated \$60 million in annual economic activity on its \$6.7 million bicycle infrastructure investment.

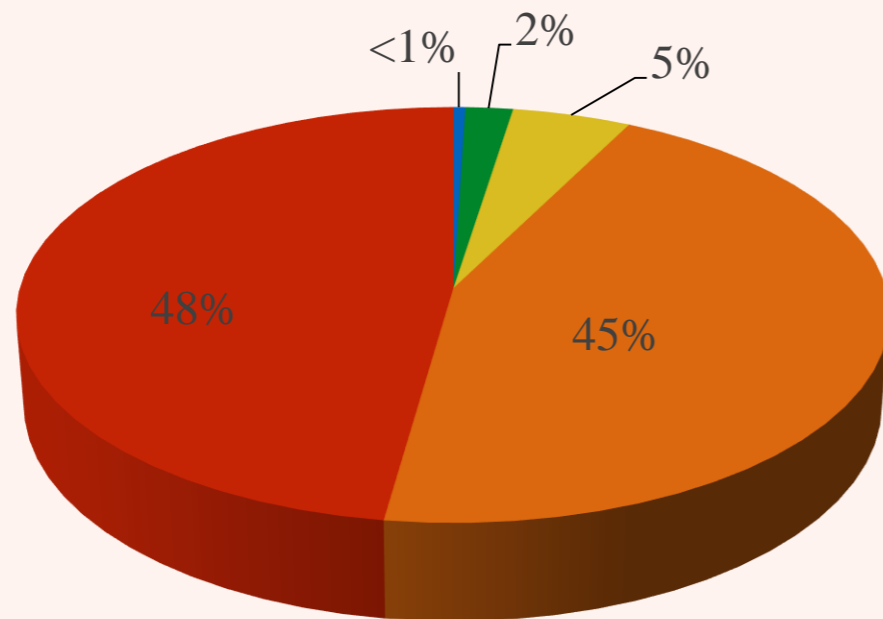
Better Economy

- Building bike infrastructure creates an average of 11.4 jobs for every \$1 million spent. Road-only projects create 7.8 jobs per \$1 million.
- Along the Indianapolis Cultural Trail
 - Value of properties within a block of the high-quality biking and walking trail have increased 148%.
 - Value of the nearly 1,800 parcels within 500 feet of the trail increased by more than \$1.01 billion from 2008 to 2014.
- Along the Atlanta BeltLine
 - REMAX realty firm claimed homes near the BeltLine and other city cycling infrastructure that used to stay on the market for 60 to 90 days are now selling within 24 hours. “The new bike lanes are absolutely the selling point”

Better Environment

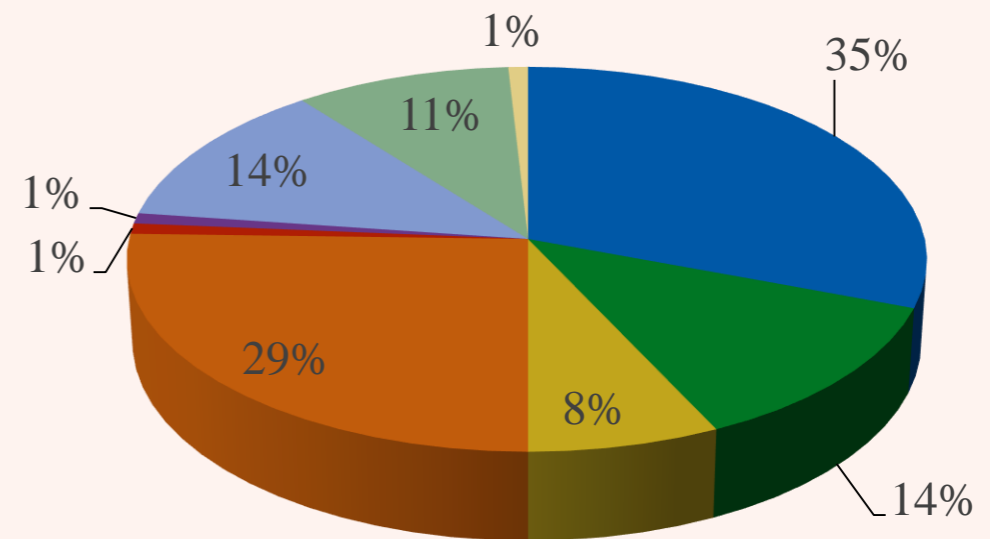
- Transportation accounted for 45% of emissions in Florida in 2007
- 35% is from cars

Emissions by Sector in Florida



■ Residential ■ Commercial ■ Industrial
■ Transportation ■ Electric Power

Emissions by Transportation Sector



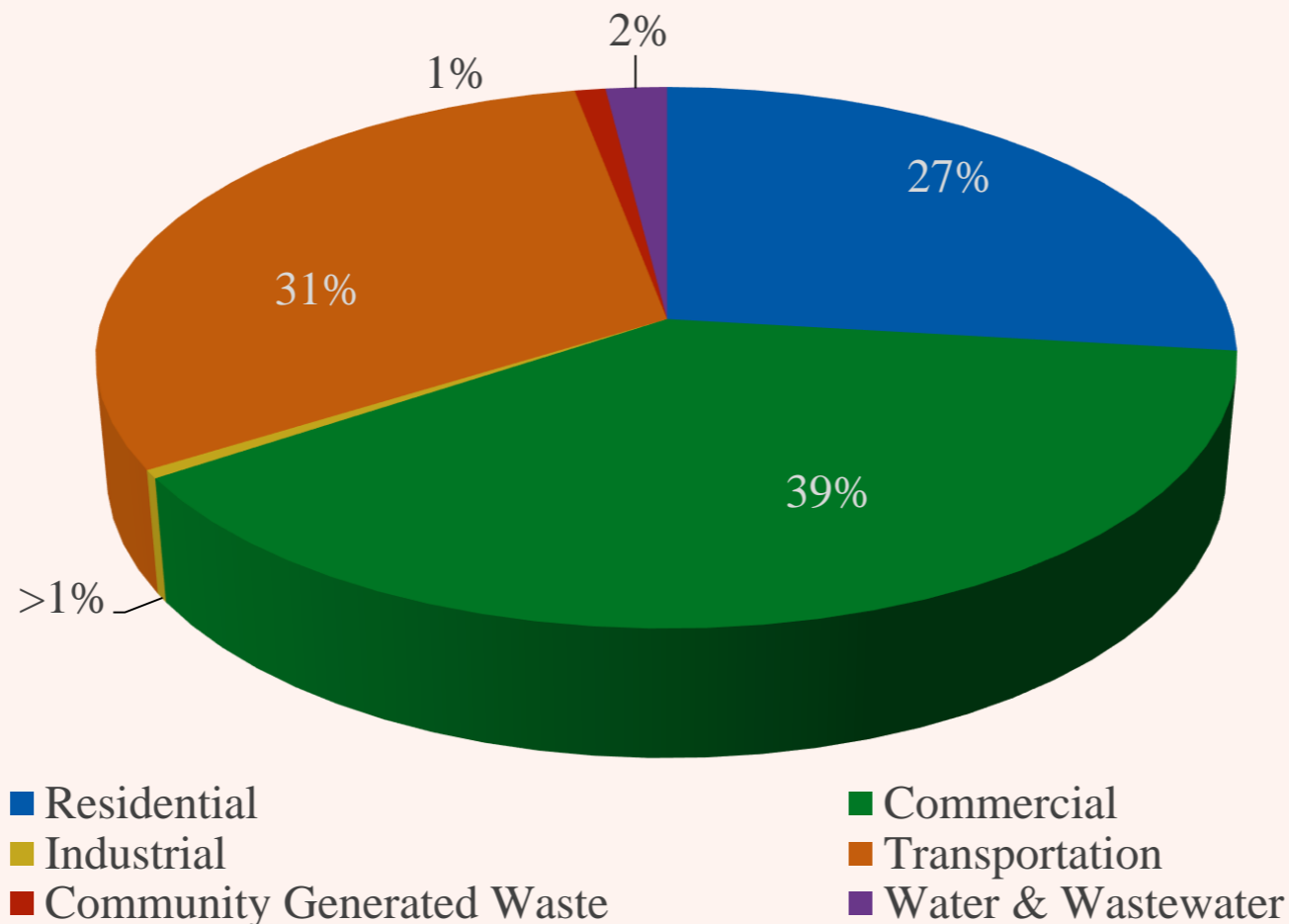
■ Automobiles ■ Buses
■ Ships/boats ■ Light Duty Trucks
■ Motorcycles ■ Locomotive

Better Environment



- Transportation accounted for 31% of emissions in Coral Gables in 2013

Emissions by Sector in Coral Gables



Implementation Strategy

- **Challenges Encountered**

- the level of design and investment significantly exceeded original estimates developed in the master plan
- Master plan estimate for bike lanes on Riviera Drive was \$354, 830
- Third party estimate was \$819,780 for bike lanes
- Third party estimate was \$503,100 for shared use path

Bike Facilities 101

Shared Use Path



Bike Facilities 101

Separated Bike Lane



Bike Facilities 101

Bike Lane



Bike Facilities 101

Bicycle Boulevard



Bike Facilities 101

Sharrows



Implementation Strategy

- Issue an RFQ to design primary routes emphasizing beautiful and functional infrastructure
 - Awarded to Toole Design in January 2017
- Apply for significant grant funding like the Transportation Alternatives Program (TAP) or Recreational Trails Grant
 - Alhambra Circle Bike Lanes funded by TAP in 2015
- Design smaller projects in-house
- Fund facilities through development mitigation

Accomplishments thus Far

- Constructed half mile of bike lanes on Sevilla Ave in 2016
- Installed 2 miles of shared roadway on Anastasia Ave in 2016
- Developed Website
- Get Back on Your Bike Program
- Bicycle Parking
- Bike Racks for Businesses
- 3 Bicycle Friendly Businesses
- Bicycle Master Plan considered in Plan Review
- Certified Staff, bike rodeos and safety
- Police Bike Safety Awareness Campaign
- Transportation Alternatives Program (TAP) Grant

Next Steps

- Demonstration projects will be installed on Salzedo Street and University Drive this summer
- Gables Bike Tour on August 20th to experience the demonstration facilities
- Considering Castile Avenue for improving into a bike boulevard
- Public meetings this fall for proposed bike facilities along:
 - Salzedo Street
 - University Drive
 - Aragon Avenue
 - Segovia Street
 - Riviera Drive
 - Maggiore Street (Alternative)
- Pisano Avenue will be reconstructed to incorporate bike infrastructure by the end of the calendar year
- Complete design August 2018
- Solicit Contractor for Improvements

Questions



THANK YOU

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