OVERVIEW

• Goal: To provide a greener, safer, more livable street that boosts quality of life and supports the downtown business district
• Funding sources to be determined
• Project Limits
  • Anderson Road to LeJeune Road
OVERVIEW

• Concept Development Project Schedule
  • Meeting #1 (Tonight): Discuss phasing of the project and conduct a workshop to determine resident goals, priorities and concerns for corridor
  • Meeting #2 (Fall 2019): Presentation of 2 or 3 design alternatives, based on input from Meeting #1
  • Meeting #3 (Spring 2020): 10%-20% design of selected alternative from Meeting #2
• Biltmore Way is a major link between residential neighborhoods west of downtown and Miracle Mile
• Approximately 9,000 cars per day travel between Anderson Road to Segovia Street
• Existing condition is 4 car travel lanes with angle parking
• Wide, uninviting street with no tree shade, fast traffic and uncomfortable for pedestrians
EXISTING CROSS SECTION
Existing Conditions
Existing Conditions
Existing Conditions
Existing Conditions
PHASING DISCUSSION

Phase 1 – Anderson Road to Segovia Street
Design → Construction

Phase 2 – Segovia Street to LeJeune Road
Feasibility → Design → Construction

No Phasing – Anderson Road to LeJeune Road
Design → Construction
PLANNING DOCUMENTS

• Commission adopted Comprehensive Plan, Sustainability Plan and Strategic Plan call for creation of multi-modal streets to support environmental goals

• Sustainable Complete Streets Resolution also calls for creation of multi-modal streets
PLANNING DOCUMENTS

• Biltmore Way is identified in Commission adopted Coral Gables’ 2014 Bike Plan as a bike route

• Multi-Modal Plan (in progress)
  • 70% of residents surveyed prioritized transit, walking and biking improvements on city streets
Road Diet

- A road diet is the conversion of automobile lanes for more sustainable uses (landscaping, sidewalks, bike lanes, etc)
- A 2015 traffic study concluded a road diet is possible on Biltmore Way between Anderson Road and LeJeune Road due to excess capacity
- A road diet would free up space for other uses and provide traffic calming
ROAD DIET
ROAD DIET
WORKSHOP

- Table moderator will guide discussion about corridor assets, issues and goals. Everyone gets a chance to speak
- Please write all comments on maps or comment forms
- Design component voting exercise will gauge preferences for various design features
- 30 minutes for discussion, then select a representative to report out
Next Steps

- Staff and consultants will review all comments collected at meeting, as well as email/phone comments from people who could not attend
- All comments will be posted online
- 2 or 3 design alternatives will be developed and presented at next public meeting in several months
- Public will provide comment on which alternative should be built at next public meeting
CONTACT

For follow up questions/comments, please contact:

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Thank You!