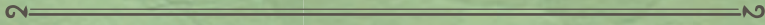


CORAL GABLES®

THE CITY BEAUTIFUL



8

TRAFFIC
CALMING



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TRAFFIC CALMING

Traffic calming works to

Reduce

traffic

speed & volume through

Horizontal and

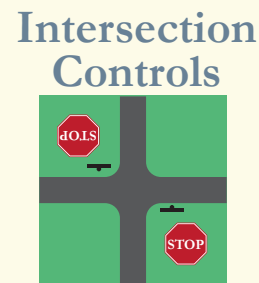
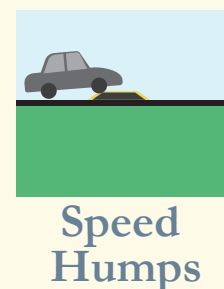
Vertical

deflection of vehicles



Smart phone apps are routing through traffic through local streets

Many types of traffic calming devices:

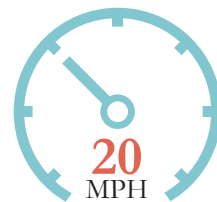


82 existing traffic circles & roundabouts

Speed humps and speed cushions can reduce speeds on residential streets by more than

20%

Slower speeds reduce pedestrian risk



13% Likelihood of fatality or severe injury



40% Likelihood of fatality or severe injury



73% Likelihood of fatality or severe injury

Source: *Impact Speed and a Pedestrian's Risk of Severe Injury or Death*, Brian Effete, AAA Foundation for Traffic Safety, 2011

8 TRAFFIC CALMING

Traffic calming in Coral Gables is focused on reducing the impact of excessive traffic volumes and speed on residential neighborhoods. One of the best ways to improve neighborhood livability and safety is to reduce traffic speeds while discouraging cut-through traffic.

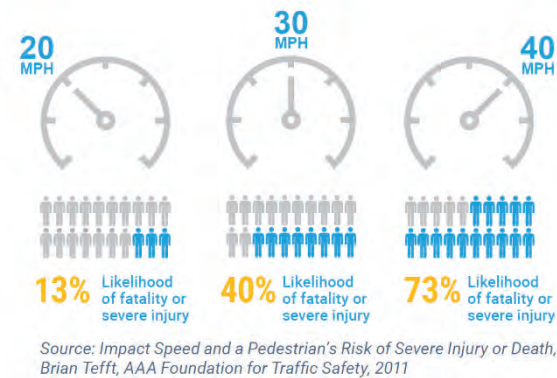
A robust definition of traffic calming was developed by the Federal Highway Administration (FHWA) and the Institute of Transportation Engineers (ITE) for the online ePrimer for Traffic Calming (https://safety.fhwa.dot.gov/speedmgt/ePrimer_modules/module2.cfm#mod21). That definition follows:

The primary purpose of traffic calming is to support the livability and vitality of residential and commercial areas through improvements in non-motorist safety, mobility, and comfort. These objectives are typically achieved by reducing vehicle speeds or volumes on a single street or a street network. Traffic calming measures consist of horizontal, vertical, lane narrowing, roadside, and other features that use self-enforcing physical or psycho-perception means to produce desired effects.

8.1 CONTEXT

Neighborhoods are the heart of the community, and the City places high importance on “neighborhood livability”. Managing traffic in neighborhoods through traffic calming is part of that bigger picture. Many residential districts in the City experience cut-through traffic, and the city has received numerous complaints about excessive traffic speeds. High traffic speeds not only pose a risk to drivers and passengers, but to pedestrians as well. The likelihood of pedestrian fatalities increases substantially as traffic speeds approaches 40 mph, per **Figure 8.1**.

Figure 8.1: Likelihood of Pedestrian Harm Versus Vehicle Speed



The City has responded to these concerns by consistently pursuing the installation of traffic calming devices in locations demonstrating excessive speeding or traffic volumes. **Figure 8.2** shows the location of traffic calming devices in place at the beginning of this plan preparation.

Figure 8.2: Existing Traffic Calming Devices

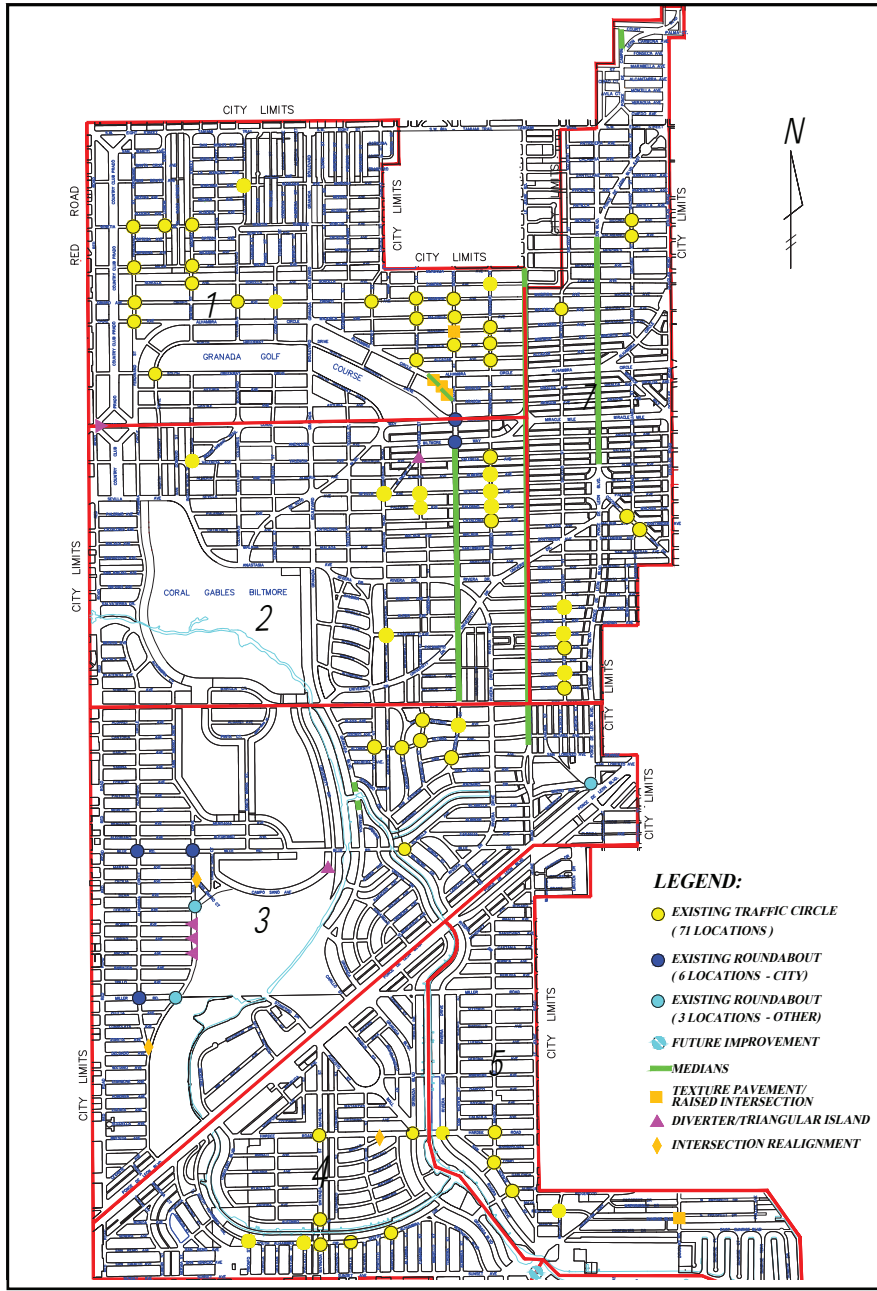
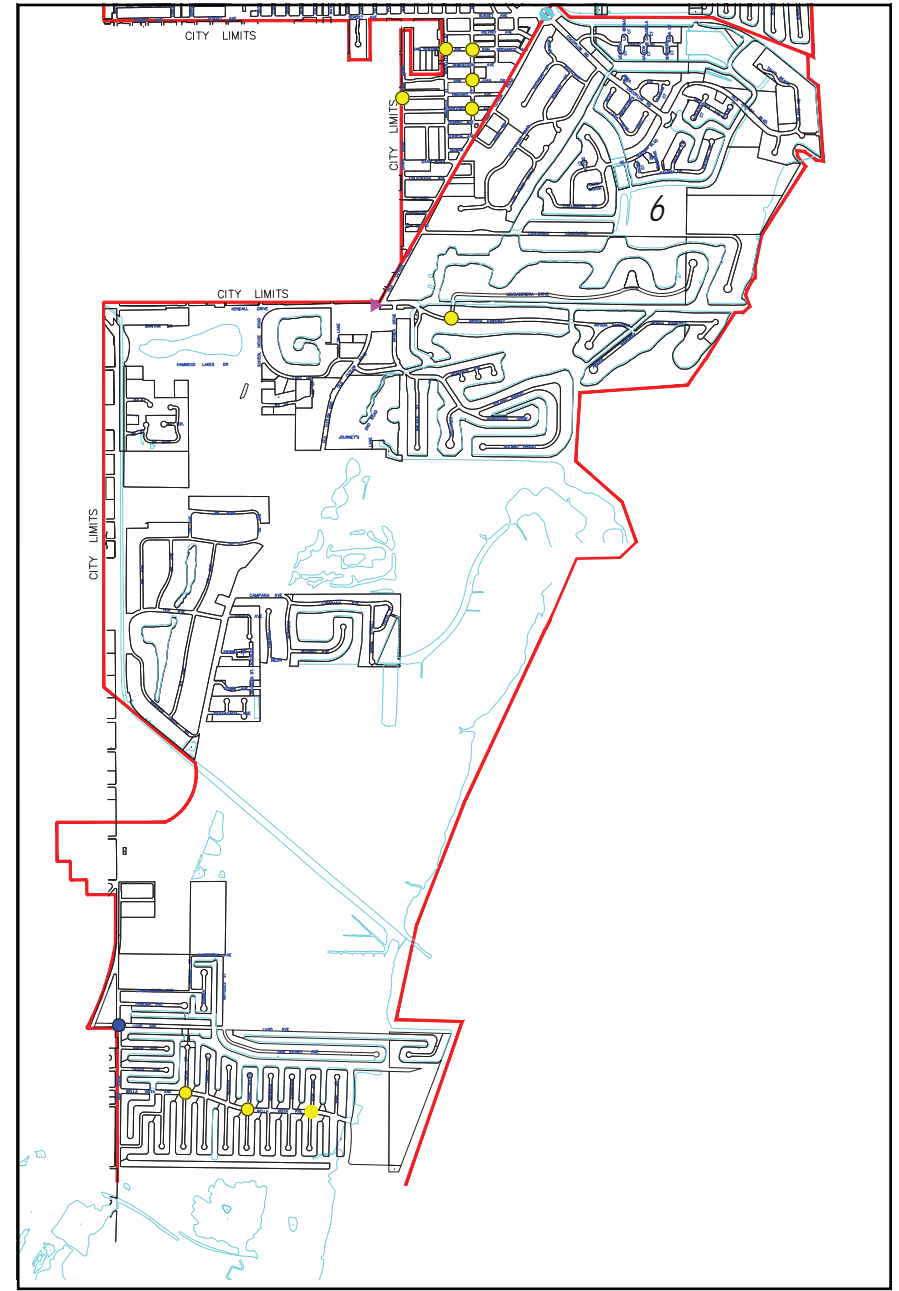


Figure 8.2: Existing Traffic Calming Devices (Continued)



Examples of the types of traffic control devices that the City has deployed are shown in **Figures 8.3 through 8.6.**

Figure 8.3: Typical Intersection Circle



Figure 8.4: Roundabout at Blue Road and Albambra Circle



Figure 8.5: Existing Median Divider



Figure 8.6: Curvilinear T-Intersection



More recently the City has been in the process of installing speed humps or speed tables to more effectively control vehicle speeds. **Figure 8.7** references a Miami Herald traffic calming story which featured temporary speed cushions on Biltmore Drive.

Figure 8.7: Biltmore Drive Speed Humps



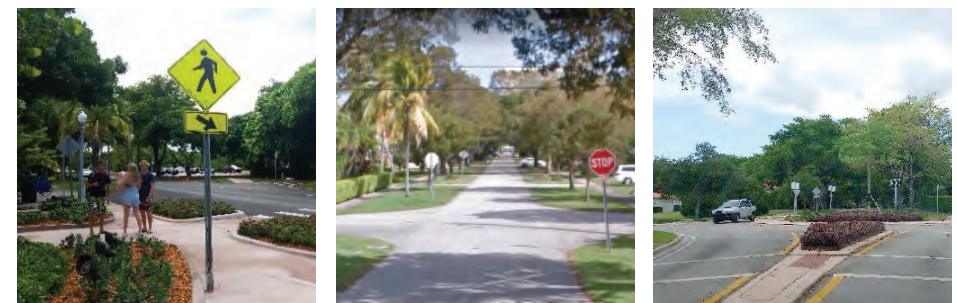
However, under agreements with a city, the County can delegate certain authority over traffic calming management to that city. Coral Gables decided to pursue a new traffic calming agreement with the County that was more tailored to the needs of the City, would establish a different threshold methodology, and would grant the City more authority over some traffic calming decisions.

The process of negotiations and approval of the new agreement with the County took almost two years, but the outcome of the agreement will make more local Coral Gables streets eligible for traffic calming.

The new traffic calming agreement, approved in August 2018, provides for:

- Traffic calming thresholds better tailored to Coral Gables residential streets.
- Pre-approval by the County of specific traffic calming treatments.
- More investigation still required for treatments not pre-approved for use in the City.

The new Coral Gables traffic calming methodology uses a point system and is shown in **Table 8.1**. Proposed locations for traffic calming improvements are evaluated against the list of factors shown, including traffic volume and traffic speed, and points are awarded accordingly. Those sites with more than 10 points are eligible for possible traffic calming improvement actions.



A rubberized speed hump is designed to slow the streams of rush-hour traffic on Blue Road in Coral Gables.

Source: Posted on November 5, 2018 – Miami Herald: “ Sick of speeders on your street? Put away the middle finger, try ‘traffic calming’ “

Traffic Calming Management

Traffic calming management is a traffic engineering function involving problem identification, data collection and technical analysis, development of engineering plans, and construction of the improvement.

Locally, Miami-Dade County has an oversight role for all public streets, with approval authority over roadway geometry and traffic controls. The County has established rules pertaining to analysis and approval of traffic calming improvements. In the past, applying the standard County traffic calming thresholds led to few sites of concern in Coral Gables being eligible for traffic calming improvement actions.

Table 8.1: Revised Traffic Calming Methodology for Residential Streets Only

	Narrow Residential Local Street	Residential Local Street	Residential Collector Street	Points
Daily Volume	0 to 500 VPD	0 to 1,000 VPD	0 to 2,000 VPD	0
	501 to 750 VPD	1,001 to 1,250 VPD	2,001 to 2,500 VPD	1
	751 to 1,100 VPD	1,251 to 1,750 VPD	2,501 to 3,000 VPD	2
	1,101 to 1,700 VPD	1,751 to 2,500 VPD	3,001 to 4,000 VPD	3
	1,701 to 2,300 VPD	2,501 to 3,000 VPD	4,001 to 5,000 VPD	4
	> 2,300 VPD	> 3,000 VPD	5,001 to 8,000 VPD	5
85th Percentile Speed	0 to 1.0 MPH > speed limit			0
	1.1 to 2.0 MPH > speed limit			1
	2.1 to 3.0 MPH > speed limit			2
	3.1 to 4.0 MPH > speed limit			3
	4.1 to 5.0 MPH > speed limit			4
	5.1 to 6.0 MPH > speed limit			5
	6.1 to 7.0 MPH > speed limit			6
	7.1 to 8.0 MPH > speed limit			7
	8.1 to 9.0 MPH > speed limit			8
	9.1 to 10.0 MPH > speed limit			9
	> 10 MPH > speed limit			10
Presence of Pedestrian Facilities	Both sides			0
	One Side			1.5
	None			3
Pedestrian Generators	Schools within 0.5 miles (each)			1
	Parks within 0.5 miles (each)			0.5
	Transit lines with stops			0.5
Number of correctable crashes	≥ 10 Driveway per 500 feet (Circular driveways should be considered as one)			1
	≥ 3 per year		≥ 6 per year	5

The general steps in the traffic calming problems process are listed here:

1. A traffic calming issue is identified by City staff or the public.
2. Traffic speed and volume data, as well as other needed data, is collected at the specific location.
3. Data and criterion are tested to determine if the traffic calming threshold is met.
4. If the traffic calming warrant is met, the traffic calming solution is designed.
5. The traffic calming solution is voted on by homeowners, with the approval requiring 50% or more of the homeowners.
6. If approved by the homeowners, then the traffic calming solution is constructed once funds are programmed.

The flow chart below summarizes the traffic calming project process:

There are a variety of technical considerations in the evaluation of the need for a traffic calming improvement. These include the following:

- Traffic volume data
- Traffic speed data (85th percentile speed)
- Street width
- Functional classification
- Historical designation, if any
- Speed limits
- Sidewalks
- Existing traffic calming features
- Street responsibility (city, county, state)
- Bicycle facilities (existing and planned)
- Traffic flow continuity
- Proximity to pedestrian/bicycle activity generators

Key factors include the traffic volume and traffic speed data collected for the proposed improvement site as well as other existing traffic calming features nearby.

Figure 8.8 shows a graph of the 85th percentile speed concept. The 85th percentile speed is the speed at which 85% of observed traffic **travels at or below**.

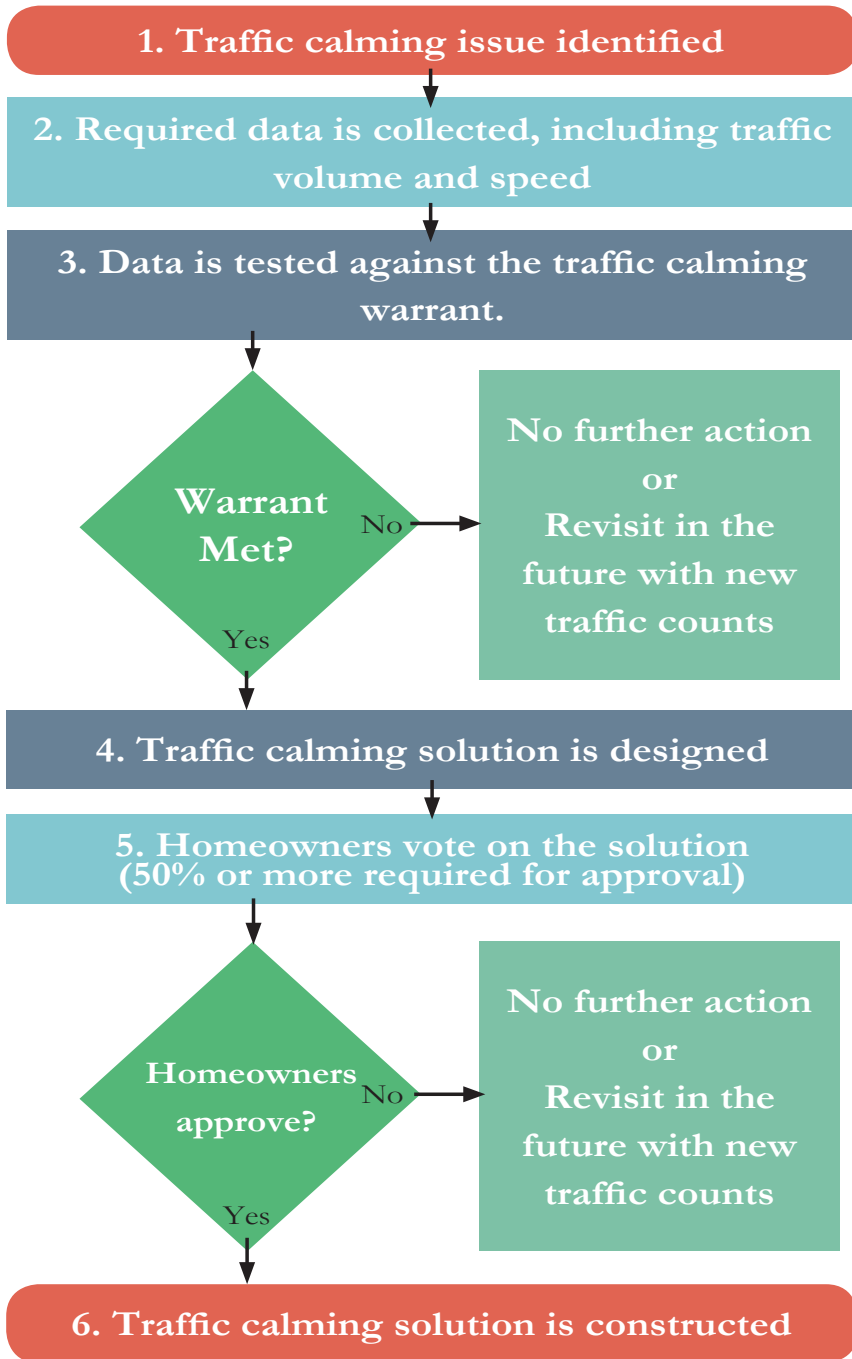


Figure 8.8: 85th Percentile Speed

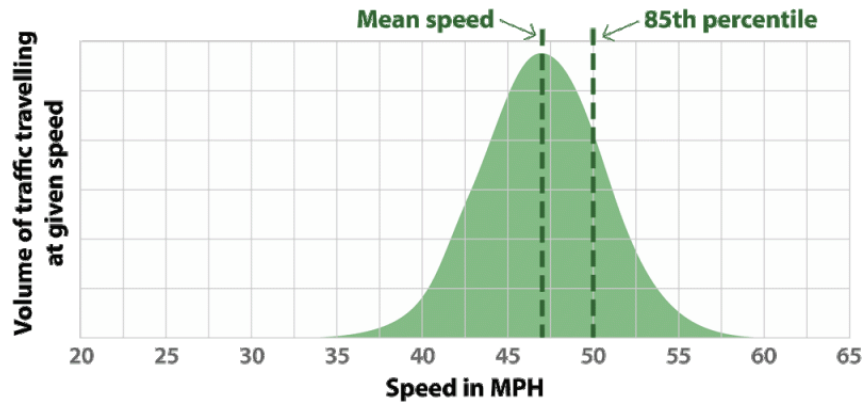
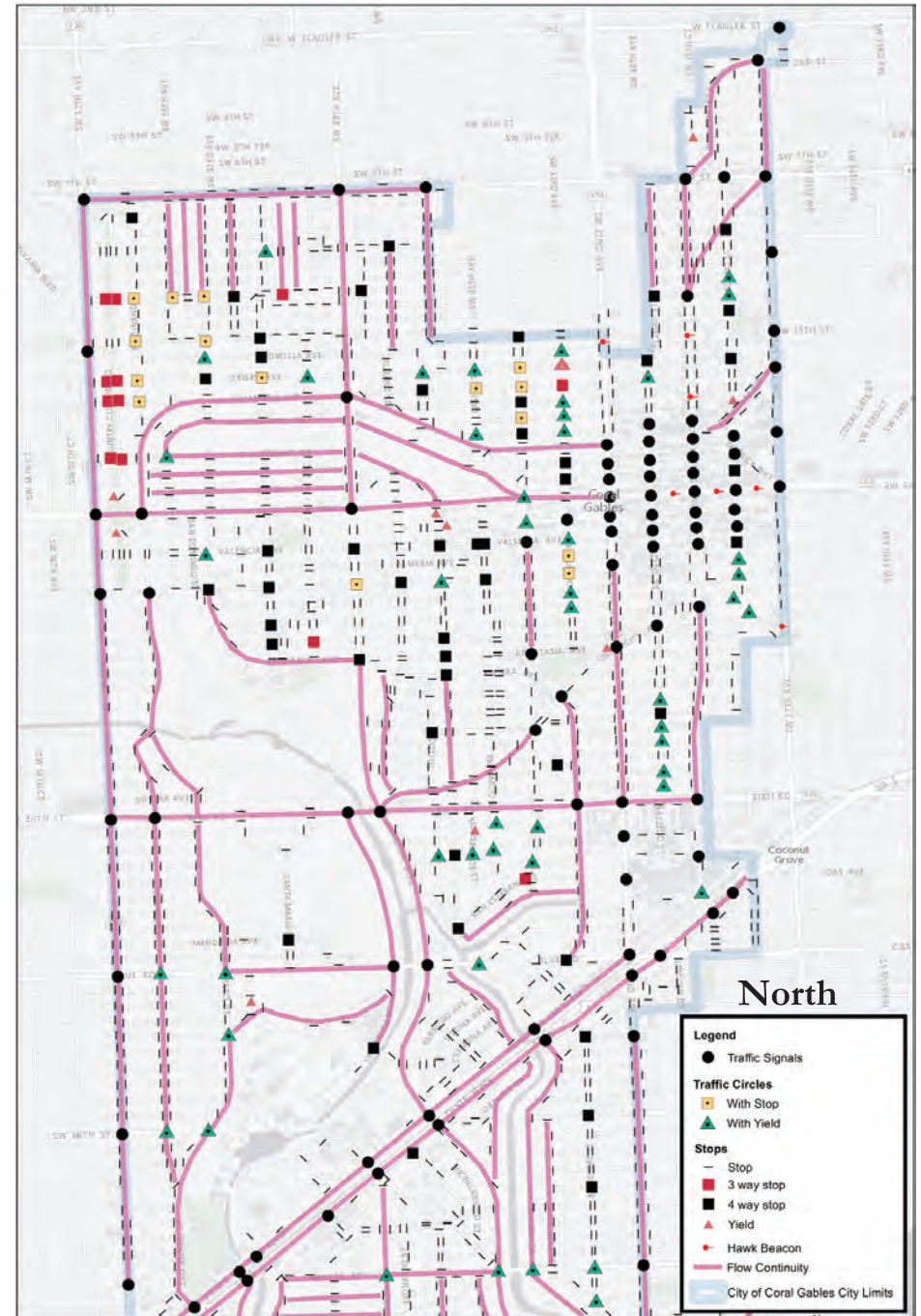


Figure 8.9: Intersection Controls and Street Flow Continuity

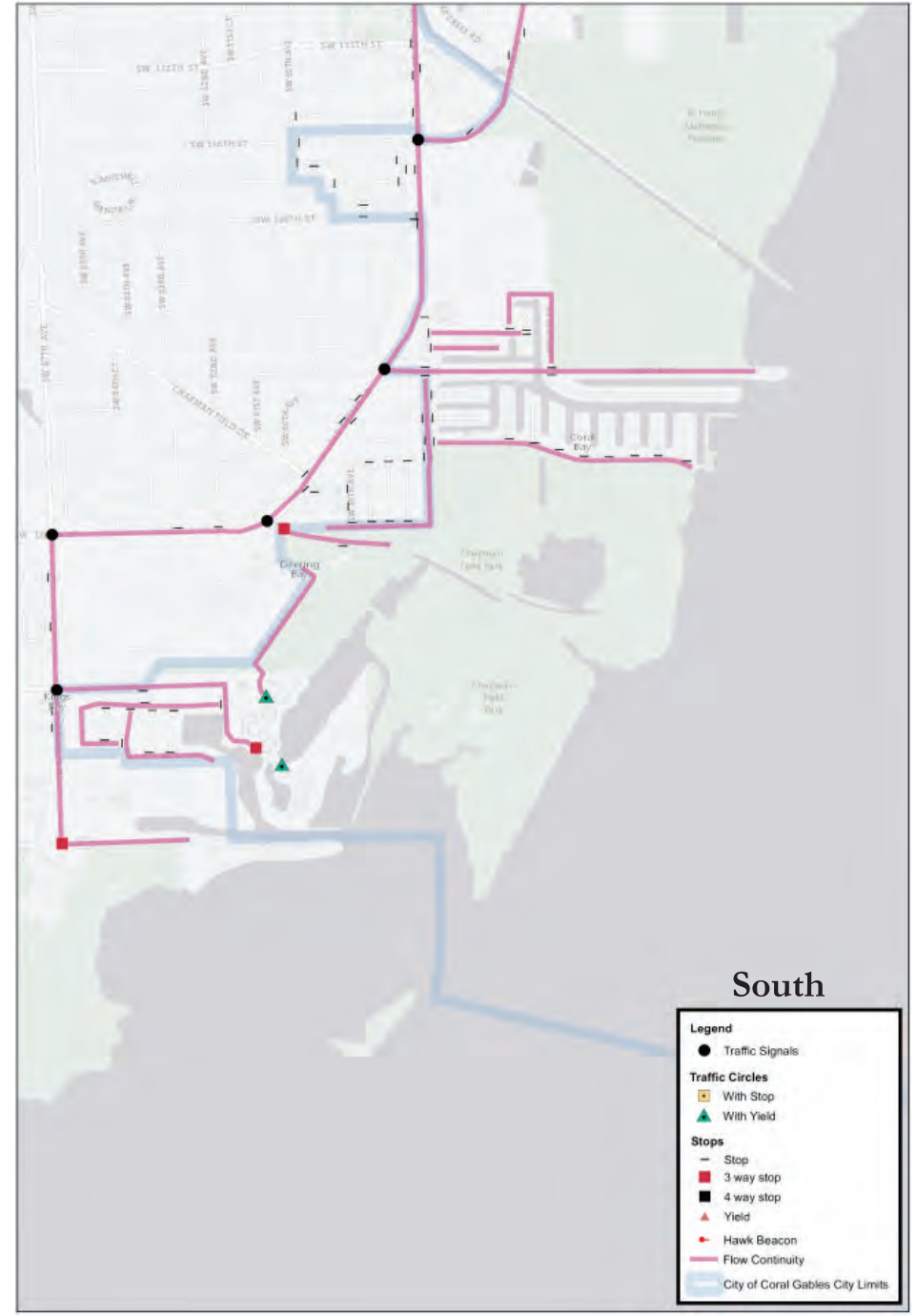
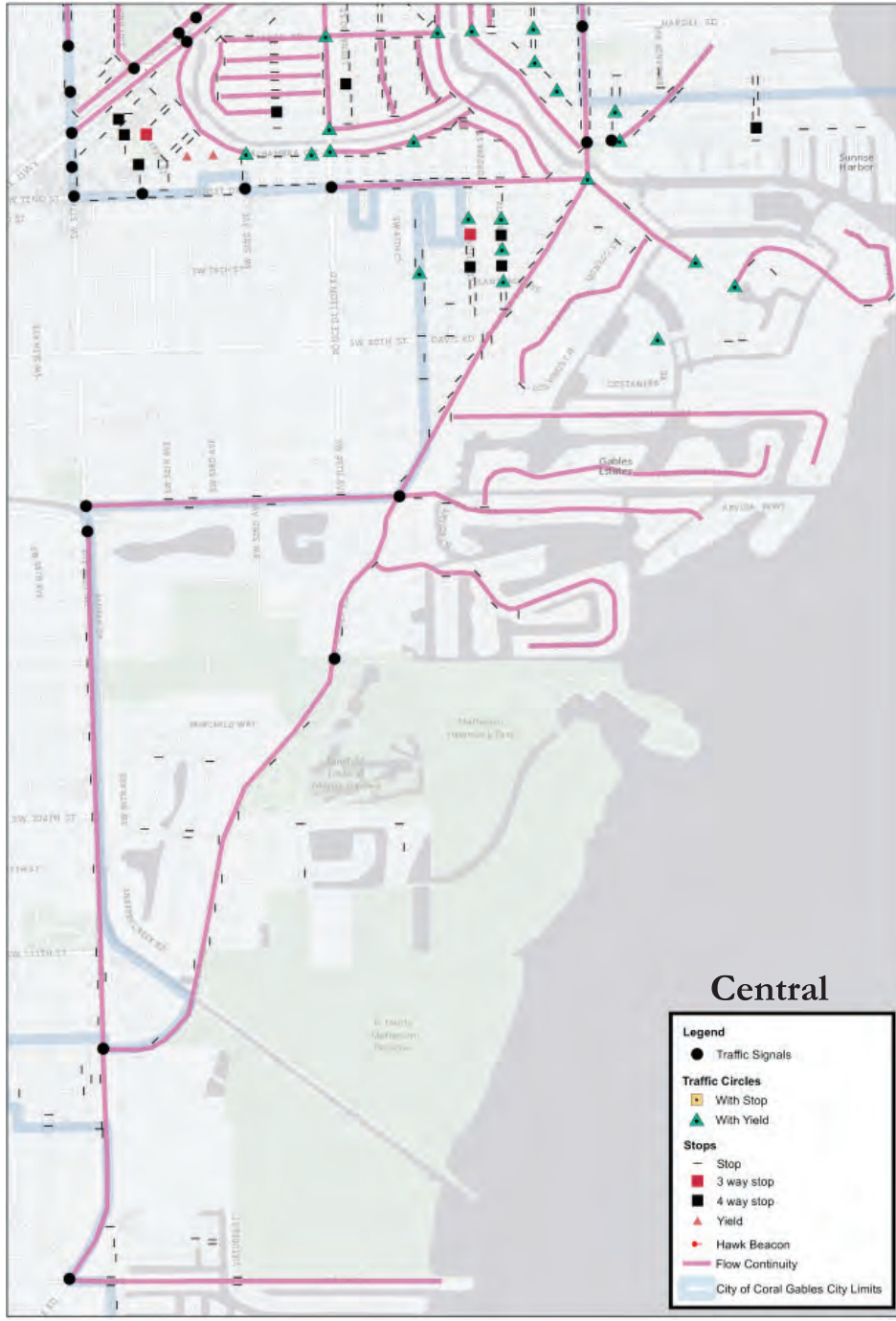


Other key considerations include the location of existing traffic control devices, as shown in **Figure 8.8**, as well as existing intersection traffic controls. As part of this plan, traffic controls at all intersections in the City were inventoried and mapped as shown in **Figure 8.9**. Besides showing intersection controls themselves, the figure also shows “traffic flow continuity”, those street segments where traffic control types and orientation permit the unimpeded flow of vehicles along a street. Long segments of uninterrupted traffic flow can be expected on major arterial streets.

However, where they appear on local streets, there can be opportunities to modify intersection controls to shorten segments of flow continuity, especially where there are traffic calming concerns. Installing stop signs and signals, where warranted, on local streets can also improve pedestrian connectivity and create safer intersection crossings. The figure shows several local street segments that may be candidates for strategic revisions to intersection traffic controls.

Figure 8.9: Intersection Controls and Street Flow Continuity (Continued)

Figure 8.9: Intersection Controls and Street Flow Continuity (Continued)



Under its new traffic calming agreement with Miami-Dade County, there are presently five “pre-approved” traffic calming devices in the traffic calming toolkit that the City can install at sites which meet the new traffic calming threshold. The advantages of using these devices is that they require no further County review and thus allow for quicker turnaround in implementation. These pre-approved devices are:

- **Speed humps and speed tables:** These have raised shapes that force vehicles to travel at an acceptable speed to negotiate the device, which extends across the entire road. The speed table can also be used for a mid-block pedestrian crossing.
- **Speed cushions:** These are like speed humps but do not extend across the entire road. They are designed so that cars have to slow down, but wider axle vehicles such as fire trucks do not need to slow down.
- **Pedestrian crossings:** These are denoted by signing and pavement markings for the passage of pedestrians across a street. They could be used with a speed table as described previously.
- **Traffic circles/roundabouts:** These devices involve the placement of a central raised area in an intersection, requiring vehicles to move in a circular manner to exit the intersection. The center island is usually landscaped. Approaches typically have a splitter island to direct traffic into and out of the circle. Coral Gables has already installed dozens of circles and roundabouts across the city. Traffic circles are small radius circles that fit within small intersections, with usually with limited pavement markings and no splitter islands. Roundabouts are larger radius circles with full design features including splitter islands, center aprons to accommodate larger vehicles, and pedestrian crossings integrated into the design.
- **Raised intersections:** These devices are like speed tables but cover an entire intersection. The intersection platform is raised above the level of

the intersecting streets, and often has a brick pattern.

Figure 8.10 illustrates these five traffic control devices.

Figure 8.10: Pre-Approved Traffic Calming Devices

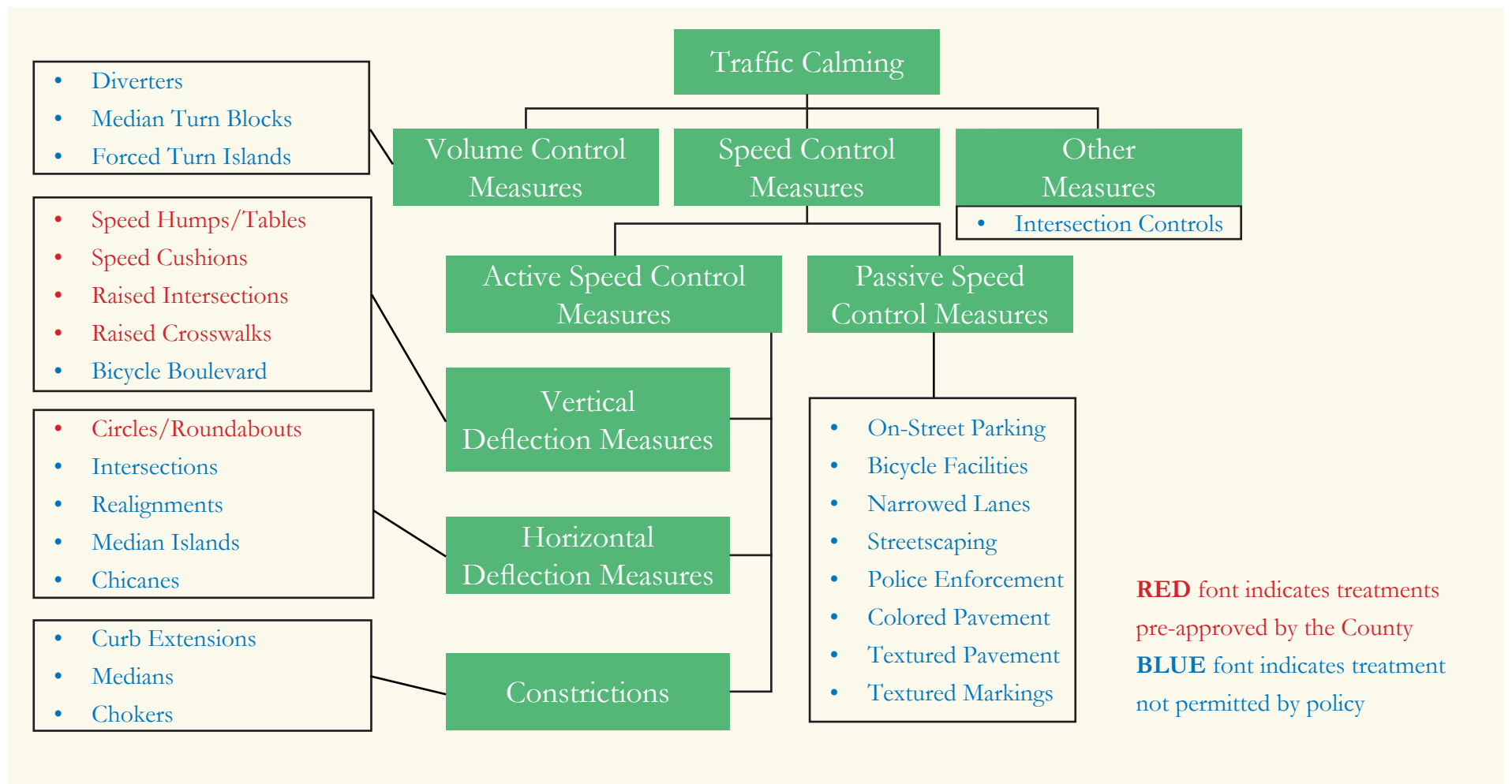


There are several other traffic control devices that can be considered to address particular traffic concerns in neighborhoods. By policy, the City will not use those types of devices shown in bright blue type that block or close off movements at intersections. In **Figure 8.11** are a variety of traffic calming devices, organized into several categories. Under speed control measures are active and passive treatments. Shown in red are those devices which are pre-approved by the County, and in dark blue, other potential traffic control devices which could be considered.

Examples of some of the other traffic calming options include the following:

- **Raised medians:** These can be used in mid-block areas to constrain the roadway and force slower travel speeds, or at intersections to better define turning patterns.
- **Chicanes:** These devices introduce curved travel paths into the roadway alignment, also to manage travel speeds of vehicles.
- **Chokers:** These are a less commonly used traffic calming device that

Figure 8.11: Pre-Approved Traffic Calming Devices



require opposing traffic movements to yield to each other in order to traverse the device.

- **Intersection controls:** The application of intersections controls should conform to accepted traffic engineering practice for warrants and usage, but there are situations where their appropriate use can contribute to traffic calming.
- **Intersection realignments:** These treatments are another way to improve driver understanding and expected behavior at intersections, usually by simplifying intersection geometry and removing confusing paved areas.
- **Bulb-outs:** These are another geometric treatment to better define intersection geometry and in some cases shorten the length of pedestrian crosswalks.

These traffic calming treatments are shown in **Figure 8.12**.

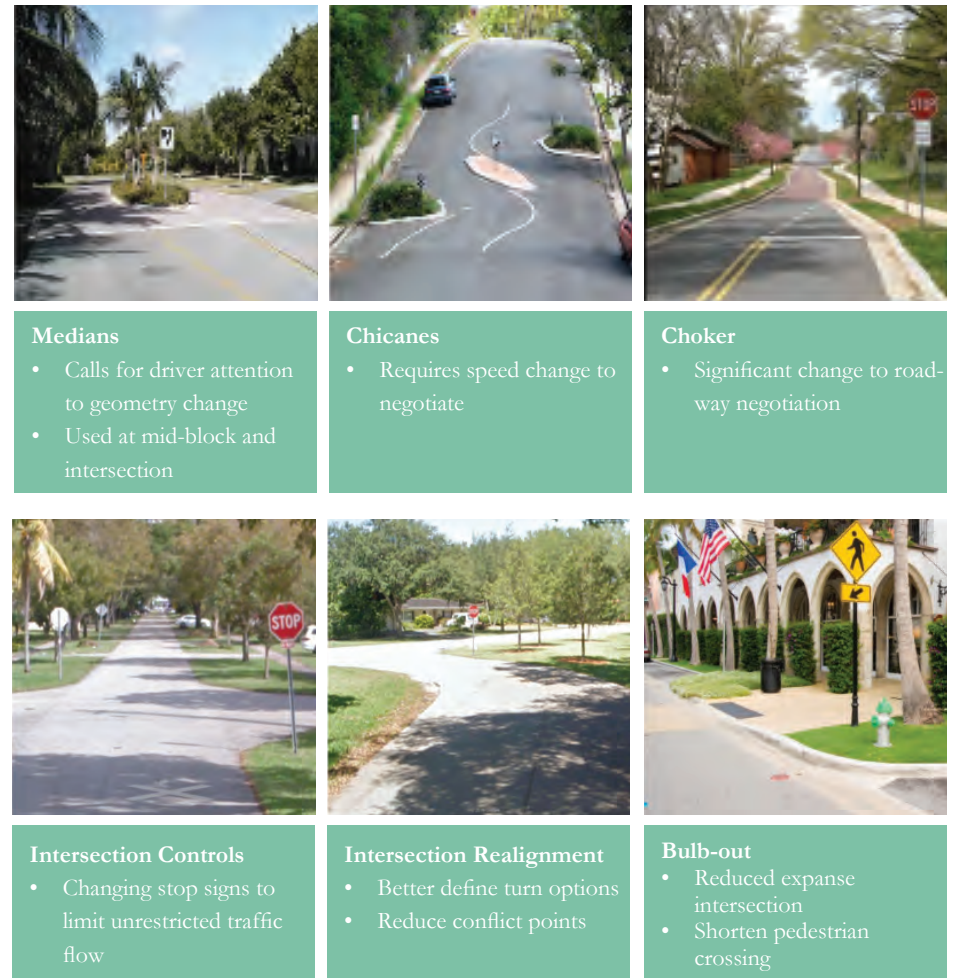
Traffic calming treatments can address concerns about vehicular volumes and speeds in residential districts, and in so doing, contribute to enhanced neighborhood livability.

Other Neighborhood Livability Initiatives

Speed Limit Reduction

During the development of this transportation plan, the City undertook the process of seeking to reduce neighborhood speed limits from a statutory 30 mph to 25 mph. The purpose of this effort was to reduce typical vehicular speeds on neighborhoods to enhance safety for other users of the street, and in so doing make excessive speeds incrementally easier to enforce by virtue of the 25 mph threshold versus a 30 mph threshold. Typically police do not issue tickets unless speeds about 7 mph over the limit are observed to allow for arguments in court regarding speed measurement device accuracy.

Figure 8.12: Other Types of Traffic Calming Devices



This speed limit change required to conduct an organized collection of vehicle speed data at 25 residential locations across the City for a seven-day period. The results of that data collection and analysis demonstrated results that met the thresholds for speed limit reduction. The City petitioned Miami-Dade County with the results of the study, and in August 2018 received approval for the speed reduction to 25 mph in neighborhoods. About 70% of attendees at the first round of open houses conducted for this plan supported the speed limit reduction.

The City designed a signing plan to post the new speed limits on the perimeters of neighborhoods, and procured a contractor to implement the sign installations. A publicity and education effort was undertaken as well to make residents and others aware of the change. The City plans to conduct future speed studies to assess the effectiveness of the speed limit change.



Pace Car Program

The City promotes the Pace Car Program which enlists residents to drive prudently in neighborhoods. By operating at the 25 mph speed limit, Pace Car drivers demonstrate compliance and can cause following cars to experience the same. Participants receive a Neighborhood Pace Car magnet if they pledge to:

- Be aware of their speed and observe the speed limit.
- Slow down near schools and other areas such as playgrounds, parks, residential streets where children are present.
- Always yield to pedestrians crossing the street
- Come to a complete stop at stop signs and then look carefully before proceeding.
- Be courteous to bicyclists and other road users
- Not tailgate.
- Not block walkways, bike lanes, or driveways when parking.
- Consider using alternate means of transportation and consolidate car trips to lessen traffic on residential streets.
- Display the Pace Car Bumper Sticker on their vehicle so other drivers know why they are driving courteously and at a safe speed.
- Encourage others to sign the pledge. The more Pace Car drivers, the safer City streets will become.

Figure 8.13 shows the Pace Car application form.

Figure 8.13 Pace Car Application Form

8.2 ANALYSIS

This subsection addresses the development of traffic calming actions that begin to address issues identified by the public in a manner compatible with the context and requirements for traffic calming as discussed in the previous subsection.

Traffic Calming Process Summary

The traffic calming analysis performed as part of this transportation plan development consisted of these basic steps:

1. The City provided a set of emails relating to traffic calming issues received in the Public Works Department from citizens extending back 2-3 years. There

were 143 emails in the data set.

2. The consultant created a tabulation of these comments referred to as the traffic calming tracking table, to include an identification number, date, traffic analysis zone, email sender and address, nature of the comment (speed issue, volume issue, other issue), and a short narrative summary of the comment. Using street addresses, the comments were geocoded and mapped by issue and ID number to provide a graphic depiction of patterns of distribution and issues.
3. Using available resources, 48 locations were selected for field data collection of vehicular speed data. Another 20 locations previously counted by the City yielded a total of 68 locations for which data became available
4. Another City consultant tested the 68 locations against the newly approved City traffic calming threshold to determine which sites met the required standard of at least 10 points when scored against the rating criteria. Of the 68 locations, 50 were found to satisfy the new traffic calming warrant.
5. For each site for which traffic calming comments were received, the consultant reviewed the comment content, the traffic calming warrant results, field conditions, and other relevant background data, including nearby traffic calming devices, traffic flow continuity, and citizen feedback from open house meetings.
6. Traffic calming improvement proposals were made for each location which met the new traffic calming warrant, based on the analysis and assessment. In some cases, proposals were made for nearby locations for which field speed counts and the subsequent warrant test had not been performed. This analysis was captured in the traffic calming tracking table. Proposals were posted onto mapping of City streets which also showed the locations of existing

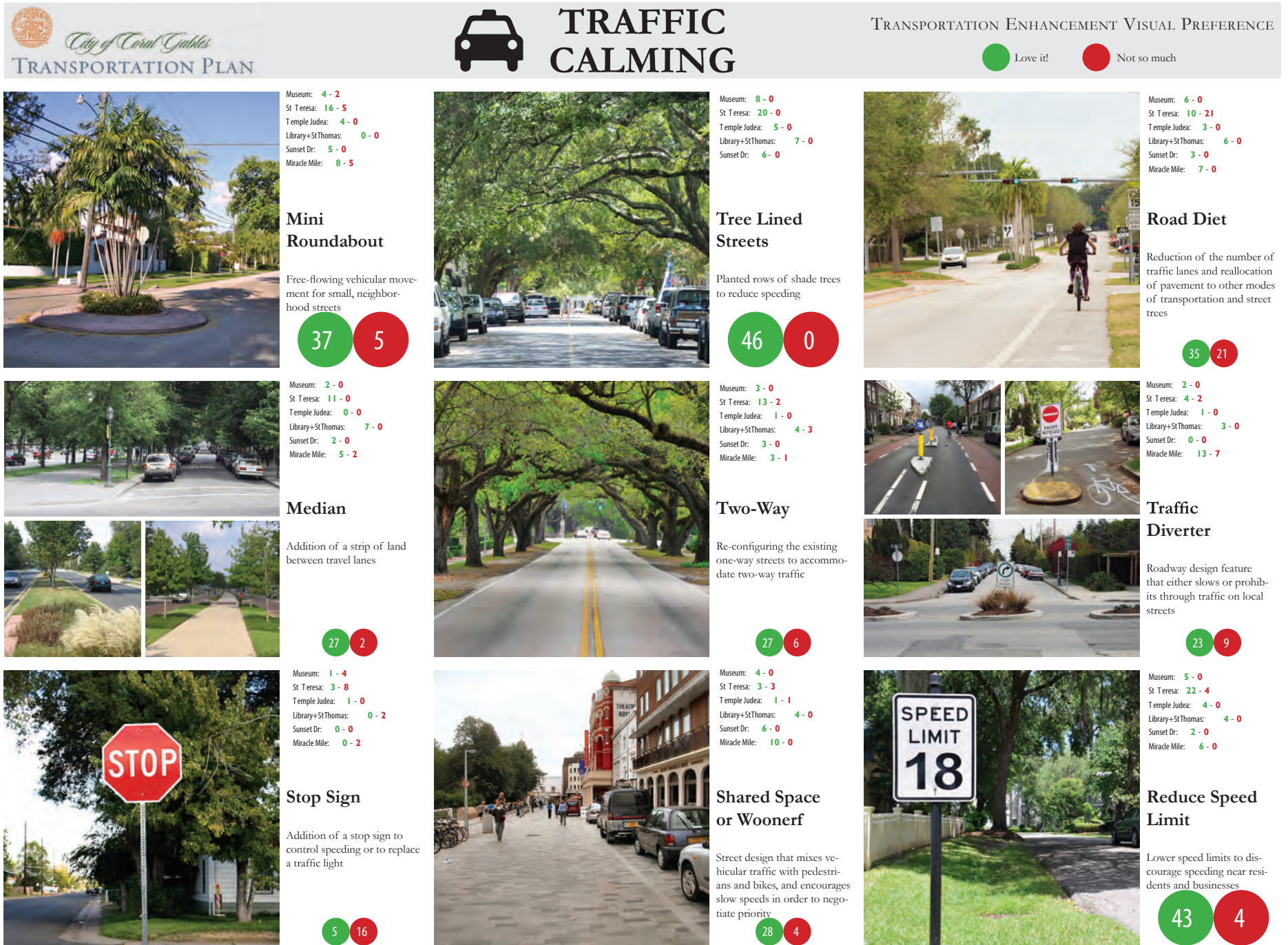
traffic calming devices.

7. Another round of open house meetings at six locations around the City was conducted to present the traffic calming proposals to the public for reaction and feedback. The public comments related not only to the traffic calming proposals on the maps, but also to other additional traffic calming issues they perceived in their neighborhoods. These additional reported “problem areas” were added to the traffic calming tracking table: there were an additional 79 comments tabulated, for a total of 222 comments. Of those, 42 related to the City’s arterial streets and were segregated for consideration in Section 7 – Vehicles of the plan. The 60 net new traffic calming comments were not analyzed further but will be included with those traffic calming issue locations in the original group which have not yet been tested against the new traffic calming warrant.

Because of its scale, the City traffic calming program is a continuous, long-term effort. The City has been budgeting a significant amount of its operating and Capital Improvement Program funds to address further analysis, design, and construction of new traffic calming treatments.

As was discussed in Section 3 of this plan, extensive civic engagement occurred through the plan development process. This began with a kick-off meeting that was held at the Coral Gables Library. There were two additional rounds of open houses, the first consisting of five meetings in September 2017. At these meetings, additional public input was sought on a variety of topics, including neighborhood traffic issues. The second set of open houses were held in September/October 2018. At these meetings, proposals for traffic calming actions in neighborhoods were presented for feedback and additional input on traffic issues across the City was received as well.

Figure 8.14: Citizen Input on Traffic Calming



At all meetings, visitors were invited to make comments, directly on the table maps of the City or with “sticky notes, and on comment forms that were provided. In fact, a significant number of public comments relating to neighborhood traffic calming were received. **Figure 8.14** shows public feedback from the kick-off meeting, and **Figure 8.15** shows example input from the 2018 open house meetings.

Figure 8.15: Example Public Comments from 2018 Open House Meetings



Figure 8.16 shows mapping of all citizen traffic calming comments.

From the mapping it is seen that:

- The density of comments is highest in the northern analysis area north of Coral Way.
- Part of Analysis Area B between Coral Way and Bird Road also has a dense rate of comments. Intensity drops off to the south but there are still many comments.
- Comments about speeding are dominant, but there are numerous comments about traffic volume as well.
- Comment types are generally distributed across the City.
- Coverage of the southern part of the City is omitted as there were no traffic calming comments from this area with limited access and gated access communities.

Figure 8.16: Mapping of All Citizen Traffic Calming Comments

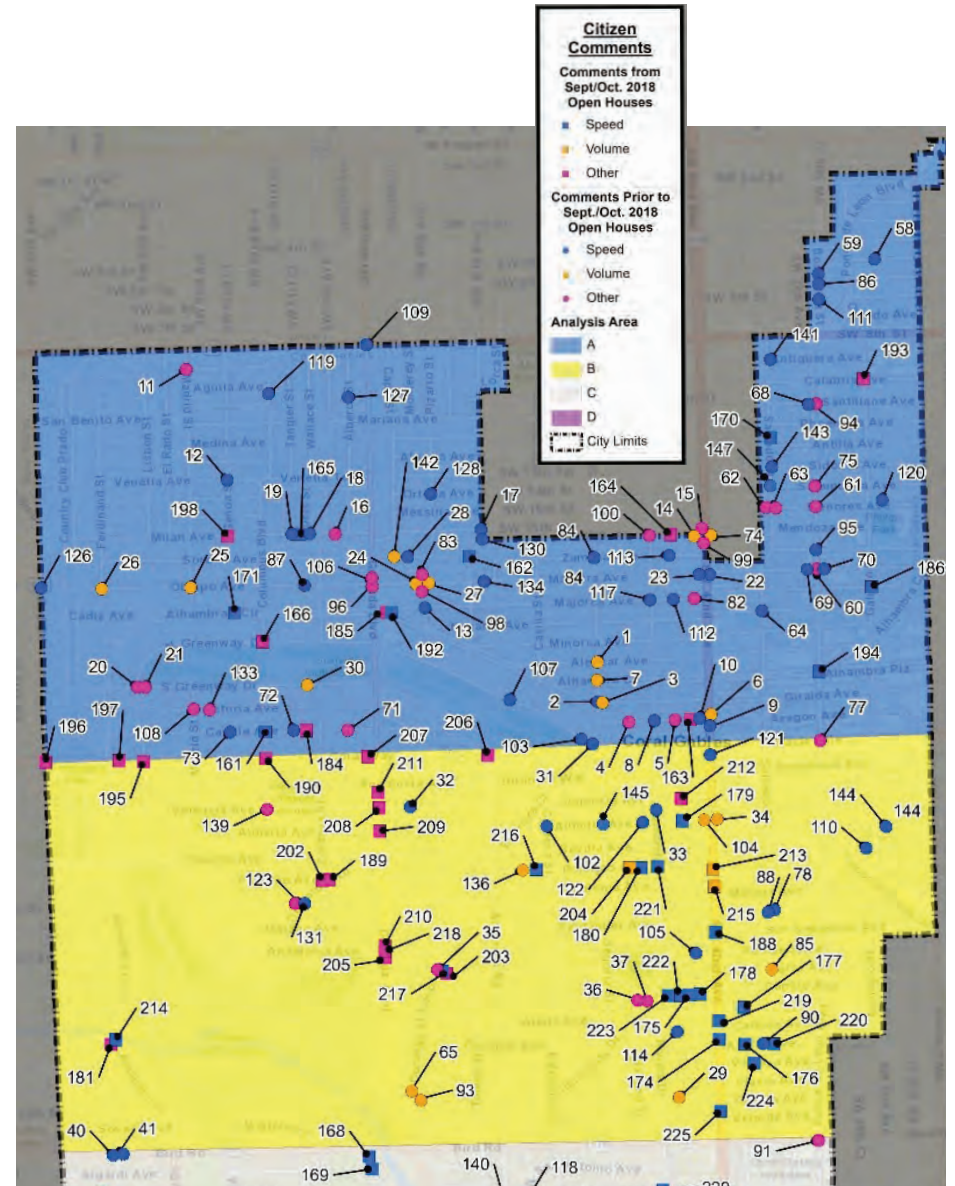


Figure 8.16: Mapping of All Citizen Traffic Calming Comments (Continued)

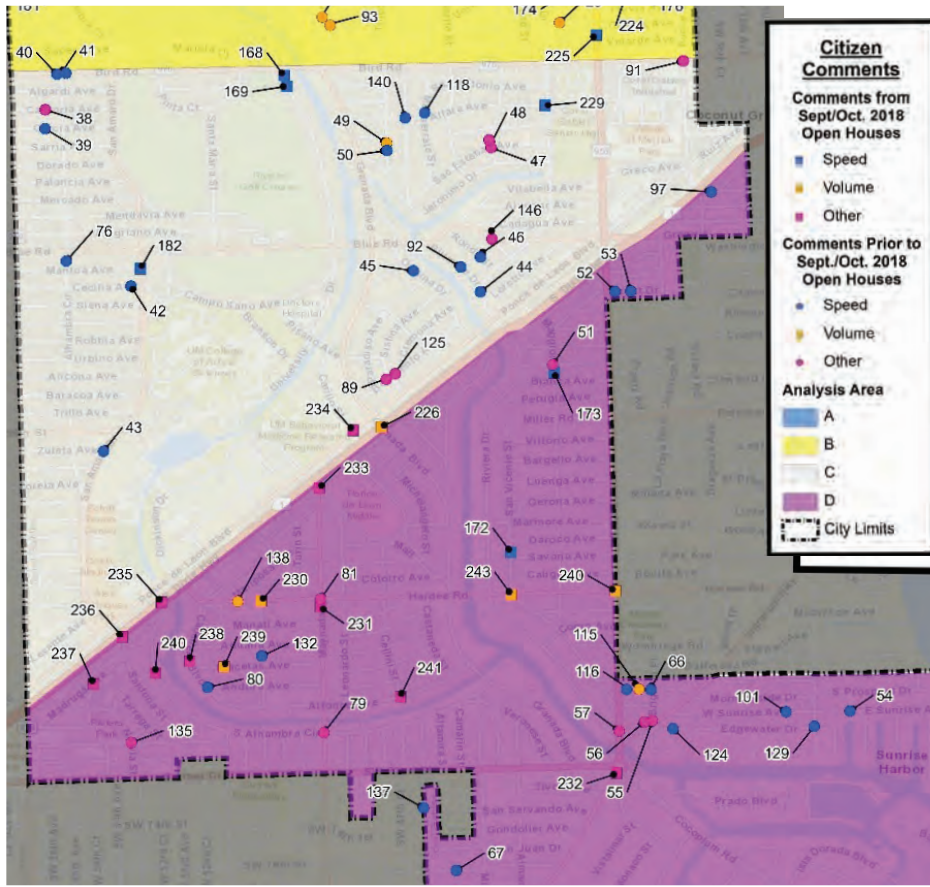
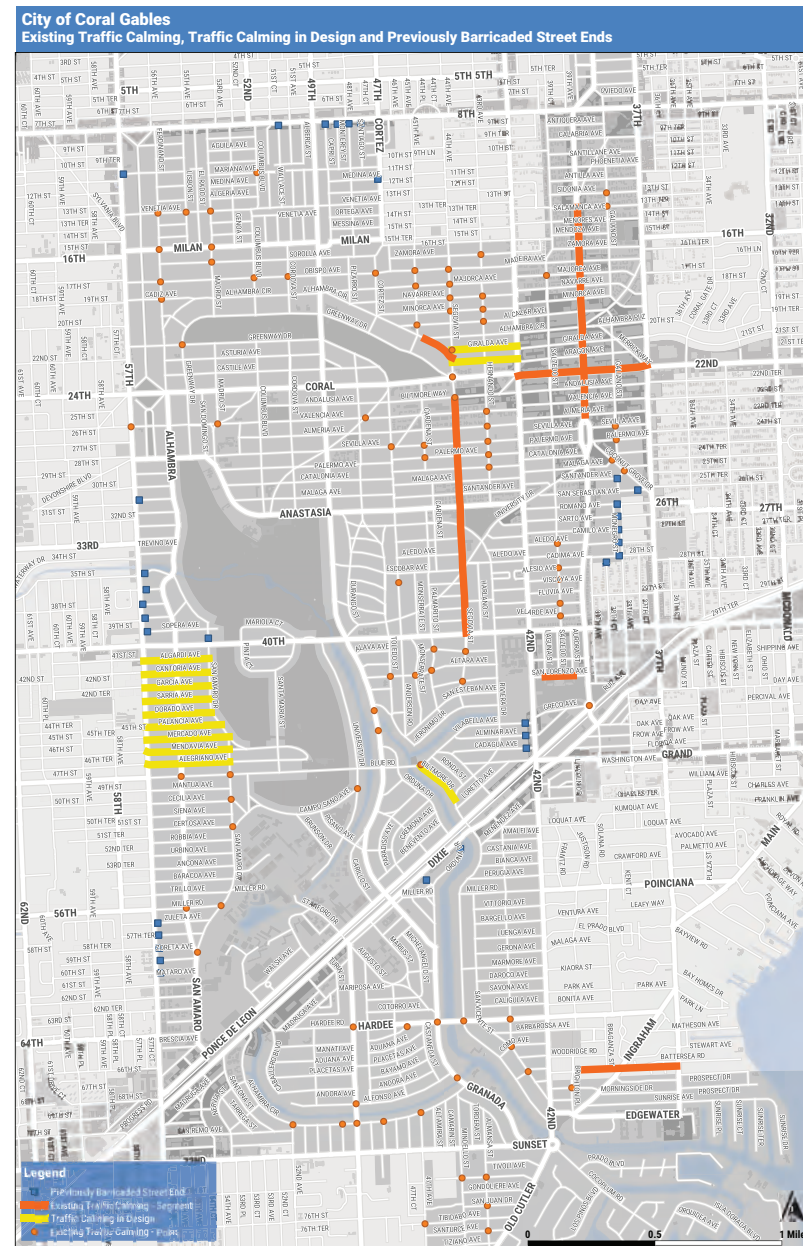


Figure 8.17: Existing Traffic Calming, Those in Design, and Barricaded Street Ends



As noted in the process description above, large maps depicting traffic calming proposals were prepared for the second round of open house meetings. Other exhibits depicting relevant background information and other residential area traffic improvement concepts were also presented.

Figure 8.17 shows the existing traffic calming devices in a simplified format. Figure 8.18 shows the locations that were tested for the new traffic calming warrant, included those which did and did not meet the required threshold. Figure 8.19 shows the information of the two preceding figures in a combined format. Table 8.2 provides an excerpt of the traffic calming tracking table which was used to record the supporting information and analysis.

Figure 8.18: Locations Tested Against the New Traffic Calming Warrants

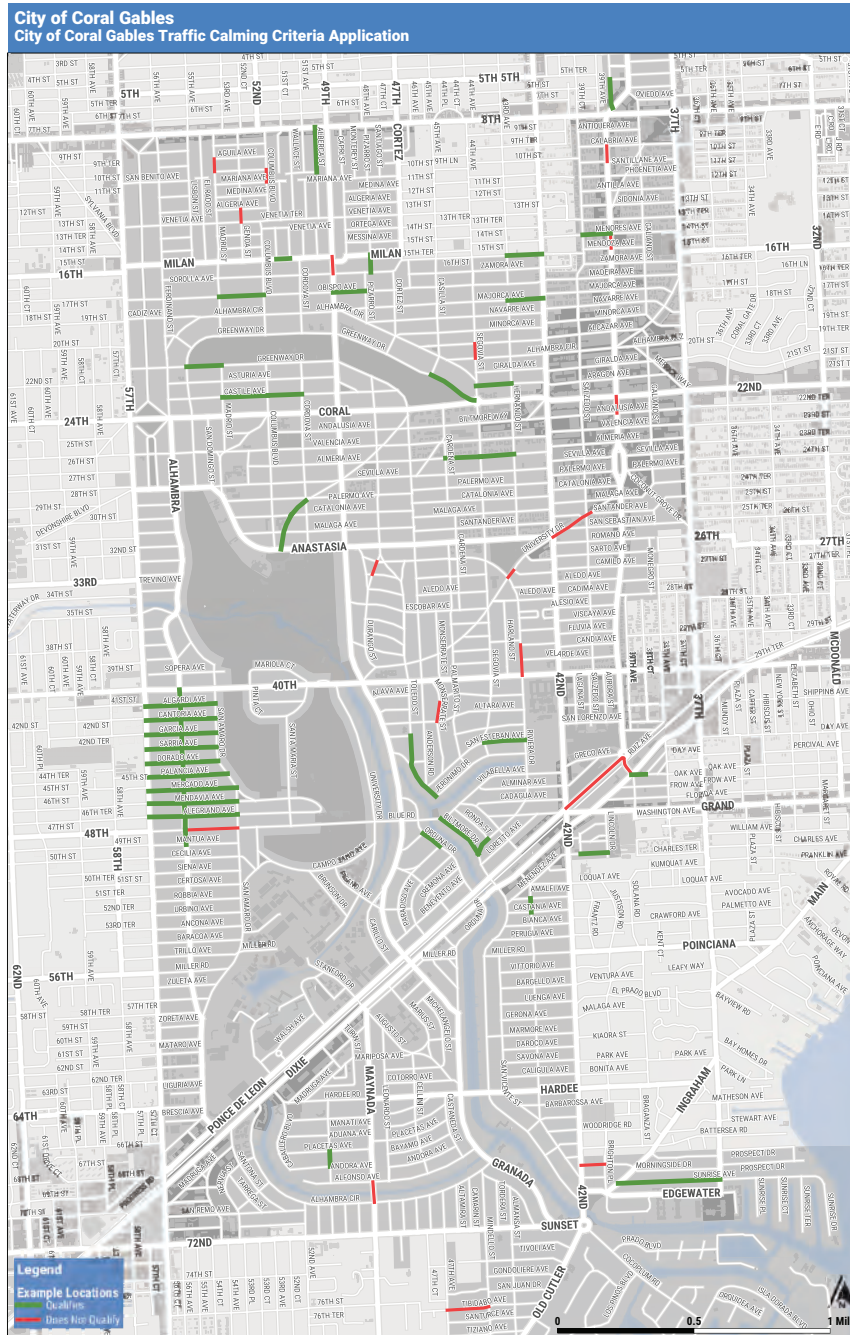


Figure 8.19: Prior Two Figures Combined

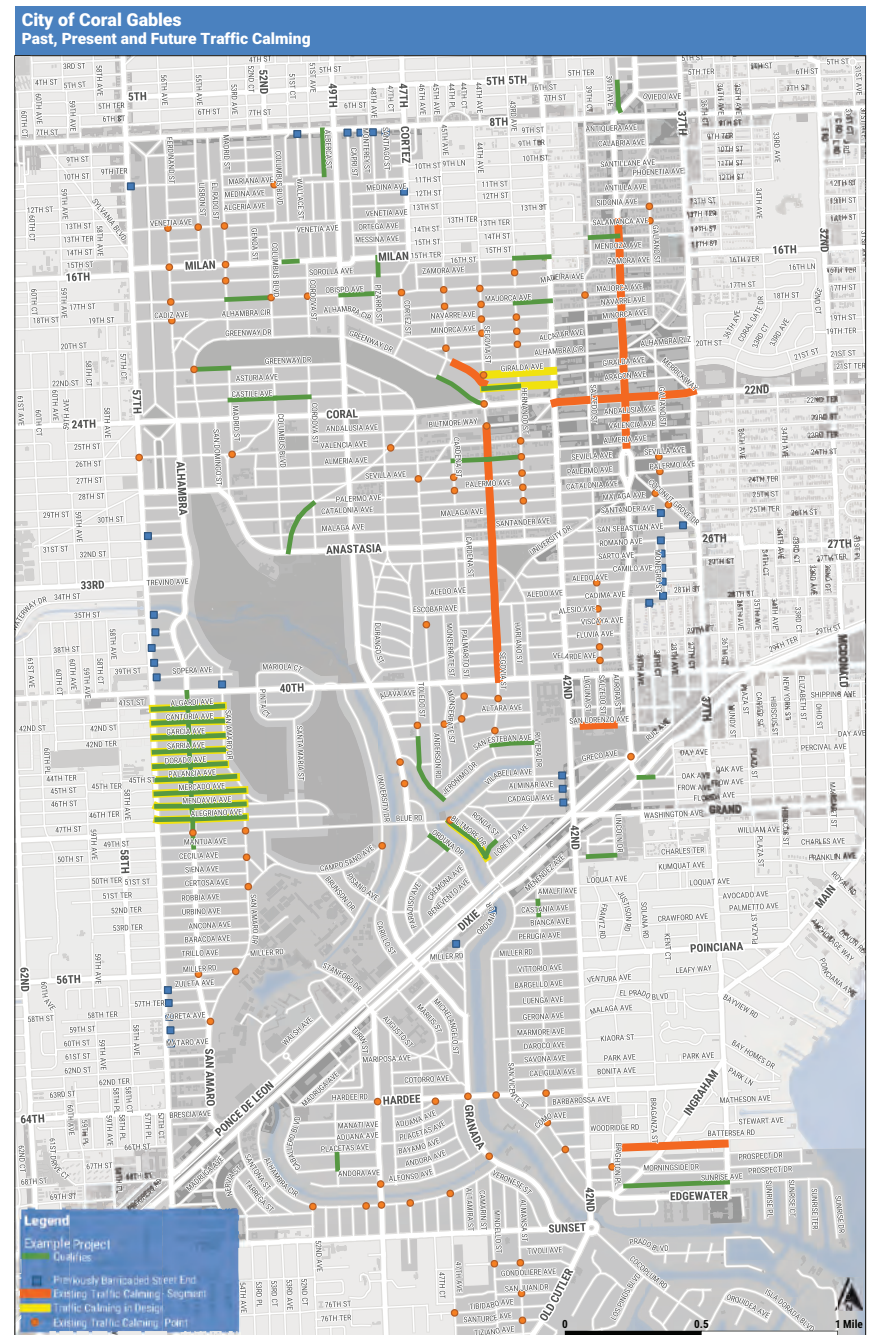


Table 8.2: Excerpt from Traffic Calming Tracking Table

1	A	B	C	D	E	F	G	H	I	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	AA	AB		
▼	▼	▼	▼	▼	▼	▼	▼	▼	▼	▼	▼	▼	▼	▼	▼	▼	▼	▼	▼	▼	▼	▼	▼	▼	▼		
1	Prim	Sec	Thrd	4th	5th	Mo	St	Street_1	Street_2	Comment_Tv	Comment_Su	Notes	POINT	POINT	Rd	Mod	Trm	Am	T	T	Traffic Calm Assessment	Act	Proposal Notes	Mod	Cal	Act	
69	120	S	7	0	8	March	2017	Mercado Avenue		Speeding	Traffic Calming	Requesting traffic calming due to speeding along Mercado across from the park	-80.25645763	25.15650040	120	Speed	T	A			Not tested	See notes	Not tested for TC threshold. Other adjacent streets should be reviewed to a similar problem if there are critical mass. Proposed future traffic volume/speed control.	S	3	20	
70	121	S	1	1	5	March	2017	Lejune		Speeding		Speeding along Lejune all day long. Speeding along Lejune all day long. Can run back into S. 15th from there.	-80.26211664	25.14698524	121	Speed	1	A			Not tested	See notes	Area of critical mass, not part of neighborhood viability effort.	S	3	20	
71	126	S	1	1	26	April	2017	Obispo	Red Road	Speeding		Continues traffic	-80.28157630	25.14682078	126	Speed	1	A			Not tested	See notes	Area of critical mass, not part of neighborhood viability effort.	S	3	20	
72	127	S	1	0	7	April	2017	Alberca Street		Speeding		Volume	-80.27824074	25.16286049	127	Speed	1	A	47		Tested, street traffic calming, street traffic	Speed outflow	Planned future: Speed at 34.3, volume only 420. Camera does not work speed bump, reduce close the area which is not possible. Placement of table very difficult due to narrow street. Inquire if use, use of table for parking. Suggest 2 pairs of speed cushions to assist neighborhood leads.	S	1	2	
73	128	S	1	0	6	March	2017	Pizzo Street	Ortega Avenue	Speeding	Stop sign	Speeding down Ortega, turning stop sign. Requesting 4-way stop at Pizzo/Ortega.	-80.27376311	25.15657663	128	Speed	1	A			Not tested	Traffic circle	4 TC threshold limit, install circle at Pizzo/Ortega.	S	3	4	
74	130	S	1	1	11	January	2018	Mercado Avenue	Conce	Speeding	Traffic Calming	Requesting measures to address the traffic situation at this intersection.	-80.27827600	25.15687600	130	Speed	1	A			Not tested	Intersection realignment	Install curbside T-intersection geometry at this intersection.	S	3	13	
75	133	D	1	1	23	June	2017	Ansalia Avenue		Not speeding		No traffic problems	-80.28103423	25.15044383	133	Other	1	A			Not tested	See notes	Commented.	O	3	20	
76	134	S	1	1	24	August	2017	Madeira Avenue	Todd Block	Speeding	Traffic Volume	Address speeding and traffic volume problem.	-80.27147634	25.15531100	134	Speed	1	A			Not tested	Speed hump	Install 1 speed hump TC threshold met. Intersection geometry, camera camera camera 7-block run with stop signs to help manage traffic speeds. Tested and meet TC threshold, propose to install 4 speed humps along Sábado St. between Salamanca Ave. and SW 56th street. See also comment.	S	3	1	
77	141	S	7	0	12	March	2017	Amisquez	Sábado	Speeding		Cut-through traffic	*****	25.16362633	141	Speed	T	A			Not tested	Speed hump	Install 1 speed hump TC threshold met. Intersection geometry, camera camera camera 7-block run with stop signs to help manage traffic speeds. Tested and meet TC threshold, propose to install 4 speed humps along Sábado St. between Salamanca Ave. and SW 56th street. See also comment.	S	3	1	
78	142	V	1	1	20	March	2018	Socalla	Conce to Granada	Traffic Volume		Concerned about traffic volumes during rush hours	-80.27446707	25.15638566	142	Volume	1	A			Not tested	Speed hump	Install 1 speed hump TC threshold met. Intersection geometry, camera camera camera 7-block run with stop signs to help manage traffic speeds. Tested and meet TC threshold, propose to install 4 speed humps along Sábado St. between Salamanca Ave. and SW 56th street. See also comment.	V	3	1	
79	143	S	7	0	9	March	2017	Sábado	Sidonia	Speeding	Traffic Calming	Would like speed bumps on Sábado.	*****	25.15361513	143	Speed	T	A			Not tested	Speed hump	Install 1 speed hump TC threshold met. Intersection geometry, camera camera camera 7-block run with stop signs to help manage traffic speeds. Tested and meet TC threshold, propose to install 4 speed humps along Sábado St. between Salamanca Ave. and SW 56th street. See also comment.	S	3	1	
80	149	1						Milan Ave	Sidonia						149	1	A			Not tested	Traffic circle	Circle to calm traffic and streamline turn.	O	3	4		
81	150	1						Veneta Ave	Columbo Blvd						150	1	A			Not tested	Traffic circle	Circle to calm traffic and streamline turn.	O	3	4		
82	151	1						Country Club Prado	San Marco Ave						151	1	A			Not tested	Traffic circle	Circle to calm traffic and streamline turn. Also Action 13 at south intersection.	O	3	4		
83	152	1						Milan Ave	Cordeira St						152	1	A			Not tested	Intersection realignment	Modify existing T intersection with curb treatment.	O	3	10		
84	153	1						Ansalia Avenue	Maded Street to Conce Street						153	1	A			S	Intersection control	In line with proposal for Calle Ave. Items 71, 72 and 73, reverse stop sign operation from 65 to 74.	O	5	5		
85	154	1						N. Greenway Dr	Maded Street to Conce Street						154	1	A			S	Intersection realignment	In line with proposal for N. Greenway Dr. east of Columbus St. and for S. Greenway Dr. between Columbus St. and N. Greenway Dr. Install curb treatment. Intersection geometry on N. Greenway Dr. at intersection with Madel St., Columbus St., and Conce St.	O	5	10		
86	155	7						E. Ponce de Leon Blvd	Salamanca Avenue to Calabria Avenue						155	7	A			S	Intersection control	Propose making right-turn lane from Salameda Blvd one-way left to Calabria St. and one-way SB to Caroline St.	O	5	16		
87	23	V	2	2	26	November	2014	Candia Avenue	Rivera to Lejune	Cut-through	Traffic Calming	Speed bumps/traffic calming/school bus using as cutthrough	*****	25.13632433	23	Volume	2	B	22		Tested, does NOT meet traffic calming threshold	See notes	Tested for TC threshold and did not meet. Low traffic volume and slight elevated speed of 30.3. Could be addressed by BTRD lane lane 10 intersection congestion, but volume is only 250 vehicles. City also needs to consider a 4-way yield sign and 1st/3rd stop signs. On-base parking 400 in block has Valencia to Obispo. Needs to be investigated.	V	2	20	
88	32	S	2	2	10	May	2013	Valencia Street	300s Block	Speeding	Salary	Worked about on speeds (kph + per)	-80.27376276	25.14624444	32	Speed	2	B			Not tested	Speed outflow	Tested and TC threshold met. Install speed cushions/redbook on Valencia Ave. between Granada Blvd and Toledo St.	S	3	2	
89	33	S	2	2	27	June	2016	Hernando Avenue	Valencia to Altrera	Speeding	Anti-traffic circle	Youth center, morning/leaving rush hour speeding traffic circle on hernando and valencia "distaster"	*****	25.14650866	33	Speed	2	B			Not tested	Intersection control	Pending speed volume counts and meeting TC threshold, action would be to raise intersection control (half signal) along Hernando St. from Valencia Ave. southward, here are few consecutive circles. 4-way yield sign and 1st/3rd stop signs. On-base parking 400 in block has Valencia to Obispo. Needs to be investigated.	S	3	16	
90	34	V	2	2	6	March	2016	Lejune (SW 42nd)	Alberca Avenue	Left Turn	Signage	*****	-80.26287810	25.14651505	34	Volume	2	B			Not tested	See notes	Investigate under aerial traffic proposals. Open with item 134.	V	3	20	
91	35	D	2	2	8	August	2014	Rivera Drive	Banco Court	Traffic Calming	Traffic Circle	*****	25.14093755	35	Other	2	B	30			Tested, does NOT meet traffic calming threshold	Traffic circle	Banco Ct was tested for TC threshold. Suggest testing of 15' or 16' radius circle. Suggest testing of 15' or 16' radius circle. Suggest testing of 15' or 16' radius circle. Suggest testing of 15' or 16' radius circle.	O	2	4	
92	36	D	2	2	3	April	2016	Rivera Drive	University Drive	Traffic	Traffic Light	Concern with removing traffic, adding traffic circle. Suggest "no left"	-80.28074057	25.13368328	36	Other	2	B	31			Tested, does NOT meet traffic calming threshold	See notes	Tested for TC threshold and passed both camera read and collector street. Consider under aerial traffic actions.	O	2	20
93	37	D	2	2	2	April	2016	Rivera Drive	University Drive	Dangerous Intersection	Traffic Calming/Circle	Requesting traffic circle to promote flow and minimize accidents	*****	25.13968458	37	Other	2	B	31			Tested, does NOT meet traffic calming threshold	See notes	Tested for TC threshold and passed both camera read and collector street. Consider under aerial traffic actions.	O	2	20
94	85	V	2	0	3	March	2018	Durango Street	Algarino Avenue	Traffic	Traffic Calming/Circle	Traffic circle/spacing - lots of traffic at the intersection including left turn buses	-80.27462413	25.13629245	85	Volume	2	B			Not tested	Paired Intersection	If location to tested and meets TC threshold, it is proposed to install a raised intersection, so the clear angle provides a small circle. Comments 85 and 88 are similar at this location.	V	3	5	
95	70	S	7	0	12	July	2016	University Drive	Sanrafael Avenue	Crosswalk	Speeding	Requesting painted sidewalk here/speeding on	*****	25.13236463	70	Speed	T	B	70			Tested, does NOT meet	See notes	Tested against TC threshold - Collector street posted at 30 mph, so considered to be a speed bump proposal. Needs to be investigated.	S	2	20

The following subsections present the results of the traffic calming analysis process just described. These results are summarized for each individual traffic calming analysis area, A, B, C, and D, from north to south across the City.

Traffic Calming Analysis Area A

Traffic calming analysis area A lies north of Coral Way. It is the area of the most citizen comments, and also the area historically that has had the most traffic calming devices, mostly intersection circles, installed.

Figure 8.20 shows the original citizen comment locations, and presents the locations that were tested against the new City traffic calming warrant, and which of those met the old and new threshold. There were 18 locations tested, 11 of which passed the test.

Figure 8.21 depicts the proposed traffic calming improvements, as well as some that are proposed but not yet tested. Those would require further analysis to validate moving forward with traffic calming treatments. The latter were proposed were there were multiple citizen comments speaking to a common issue, adding to the possibility that they would meet the warrant once tested.

It is seen that the proposals are a mix of speed humps, speed cushions, roundabouts, intersection traffic control changes, and intersection improvements. The latter are T-intersection treatments as shown in Figure 8.22 which follows. Proposed traffic calming actions are summarized as follows:

Tested and Warranted Traffic Calming Actions

- Alberca St. (SW 8th St. to Pinero Ave.): two speed cushions
- Obispo Ave (Columbus Blvd. to Madrid St.): two speed cushions
- Obispo Ave. at Pizzaro St.: roundabout
- Mendoza Ave./SW 16th St. (LeJeune Rd. to Hernando St.): speed cushion
- Majorca Ave. (LeJeune Rd. to Hernando St.): speed cushion
- Boabadilla St. (Ponce de Leon Blvd. to Cibao Ct.): speed cushions north and south of Avila Ct.; convert Yield sign on Avila Ct. to Stop sign
- This segment is part of the “Flagler Street Community Vision” that proposes to reduce pavement area and incorporate street trees.
- Menores Ave. (Ponce de Leon Blvd. to Salzedo St.): speed cushion
- Milan Ave. (Tunis St. to Tangier St. and Cordova St. to Alberca St.): two speed cushions
- Milan Ave. at Cortez St.: install curvilinear T-intersection
- South Greenway Dr. at Madrid St.: T-intersection treatment
- Castile Ave. at Cordova St., Columbus Blvd., and Madrid St.: reverse two-way Stops signs from N-S orientation to E-W orientation
- North Greenway Drive (Coral Way to Casilla St.): one speed table midblock and T-intersection treatment at Casilla St.

Untested Proposed Actions

- Genoa St. at LaMancha Ave.: reverse two-way Stops signs from E-W orientation to N-S orientation or install 4-way Stop signs
- San Marco Ave. at Country Club Prado: oval roundabout
- Columbus Boulevard at Venetia Terrace: A twin roundabout configuration is proposed.

- Ortega Ave. at Pizzaro St.: small roundabout
- Milan Ave. at Capri St.: T-intersection treatment
- Sorolla Ave. at Pizzaro St.: speed hump between the two legs of Pizzaro St.
- Obispo Ave. (Granada Blvd. to Columbus Blvd.): two speed cushions
- Obispo Ave. (Madrid St. to Ferdinand St.): two speed cushions
- Madeira Ave. (Costado St. to Casillo St.): speed cushion
- Zamora Ave. at Segovia Ave.: small roundabout
- Madeira Ave. at Hernando St.: small roundabout
- Zamora Ave./SW 16th St. (LeJeune Rd. to Hernando St.): speed cushion
- Madeira Ave. (LeJeune Rd. to Hernando St.): speed cushion
- Galliano Street at East Ponce de Leon Boulevard south of Calabria Avenue: revised East Ponce de Leon Blvd. as one-way away from Galliano Street on both sides for one block
- Salzedo Street (Antiquera Ave. south to Zamora Ave.) (possible bicycle boulevard corridor):
 - Intersection table at Calabria Ave. (per Planning Dept. as a neighborhood focal feature)
 - Calabria Ave. to Antiquera Ave: speed cushion
 - Just north of Santilla Ave: speed cushion
 - Phoenetia Ave. to Antilla Ave. speed cushion
 - Antilla Ave. to Sidonia Ave.: speed cushion
 - Zamora Ave. to Mendoza Ave.: speed cushion
- Asturia Ave. at Madrid St., Columbus Blvd., and Cordova St.: reverse two-way Stops signs from N-S orientation to E-W orientation

- South Greenway Dr. at Columbus Blvd., Cordova St., and Toledo St.: curvilinear T-intersection treatment
- North Greenway Dr. at Madrid St., Columbus Blvd., Cordova St., and Cortez St.: curvilinear T-intersection treatment
- North Greenway Dr. (Granada Blvd. to Casilla St.): two speed tables, one in each midblock area

Planning Department Recommendations

(subject to meeting traffic calming warrant)

- Galiano Ave. from Antiquera St. to Antilla St.: speed humps with crosswalks and/or roundabouts near the trolley stop and the school
- Galiano Ave. at Majorca St.: install a 4-way Stop or relocate 4-way Stop at Madeira Ave.
- Coral Gable Prep Academy area: consider traffic calming to address school traffic issues
- East Ponce de Leon Blvd: traffic calming measures to addressed perceived speeding issue
- Alhambra Circle from LeJeune Rd. to Douglas Rd.: needs traffic calming and narrowing per Planning Dept. schematics from the North Ponce Visioning exercise
- Ponce de Leon Blvd. (Phase III): address perceived speeding issue with traffic calming
- Central Business District: consider lowering speed limit to 20 mph
- Galiano Street at Merrick Way/Giralda Ave.: simplify the confusing intersection – possible actions may be a roundabout, or closing the segment of Merrick Way between Giralda Ave. and Galiano St. with a three-phase signal operation for NB/SB, WB, and SE bound

Figure 8.20: Analysis Area A Inputs

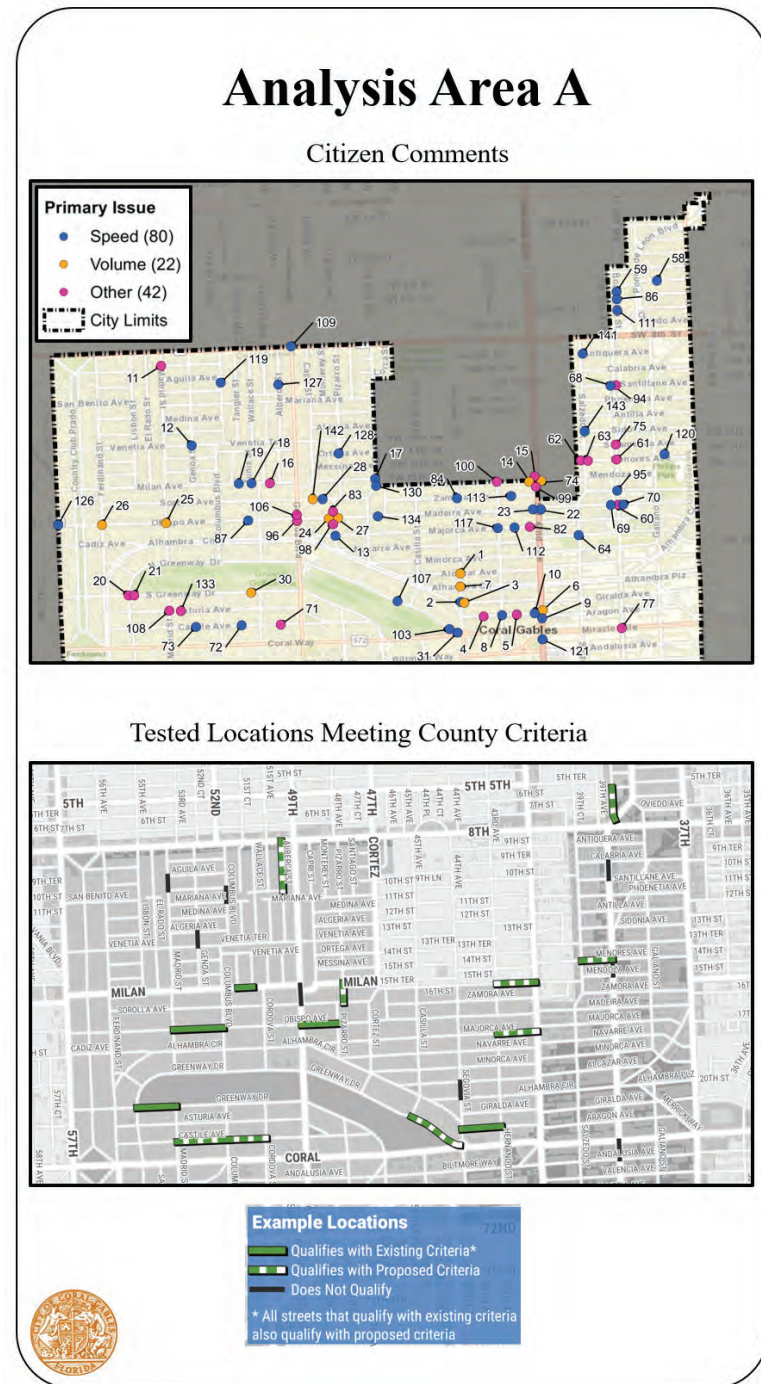
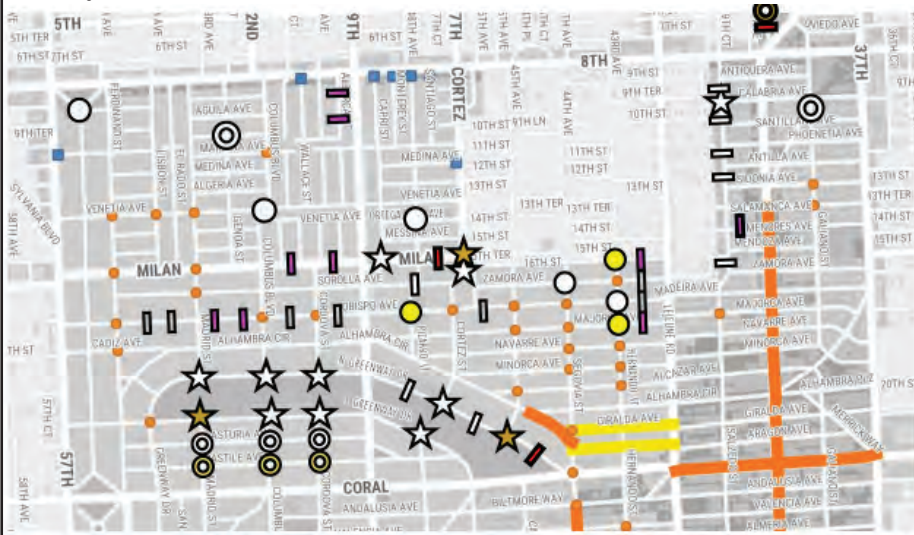


Figure 8.21: Analysis Area A Proposals

**Coral Gables Neighborhood Livability
Traffic Calming Improvement Proposals
Analysis Area A**



Existing		Proposed Criteria Met	Proposed Criteria Not Tested	Traffic Calming Element
				Existing Traffic Calming - Point - Segment
				Previously Barricaded Street End
				Traffic Calming in Design
				Roundabout
				Pedestrian Crossing
				Speed Table
				Speed Cushion
				Median Treatment
				Intersection Improvement
				Intersection Controls

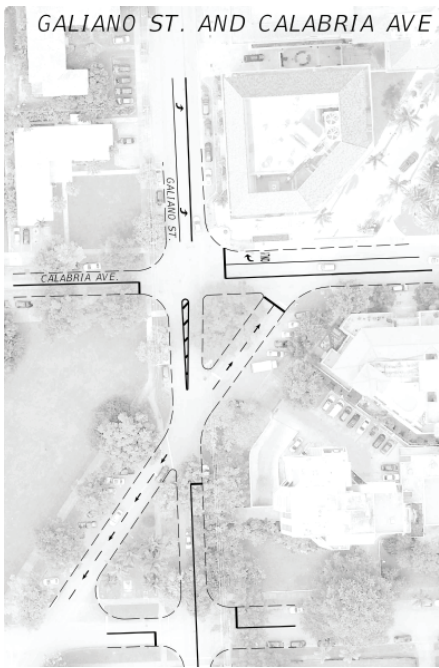
Intersection controls refer to Stop signs and Yield signs.

Figure 8.22 highlights proposed improvements at intersections:

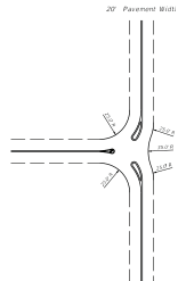
- Milan Avenue and Capri Street: A small roundabout is proposed. It is noted that Milan Avenue is proposed for a bicycle boulevard facility. This site was tested and met the traffic calming warrant.
- Galliano Street at East Ponce de Leon Boulevard south of Calabria Avenue: The proposal is to make the diagonal street one-way away from Galliano Street on both sides for one block to simplify traffic movements. This site has not been tested against the traffic calming warrant.
- The T-intersection treatment would be applied to the “star” locations on North and South Greenway Drive in Figure 8.21. Only one of these locations was tested and met the traffic calming warrant.
- Country Club Prado at San Marco Avenue: An oval roundabout is proposed. Per a comment from the Planning Dept., the pavement curvature around the fountain could be retained as pedestrian plazas with a connecting sidewalk. This site has not yet been tested against the traffic calming warrant.
- Columbus Boulevard at Venetia Terrace: A twin roundabout configuration is proposed. Roundabouts would have pedestrian crossing features on each approach. The smaller roundabout could be replaced by a T-intersection treatment as is shown for the intersection south of the larger roundabout, and a pocket park created on the excess right-of-way. It is noted that Columbus Boulevard is proposed as a bicycle boulevard facility. This site has not yet been tested against the traffic calming warrant.

Figures 8.23 and 8.24 show renderings of the latter two intersection treatments.

Figure 8.22: Analysis Area A Intersection Proposals – Preliminary Concepts



T-INTERSECTION OPTION



MILAN AVE. AND CAPRI ST.

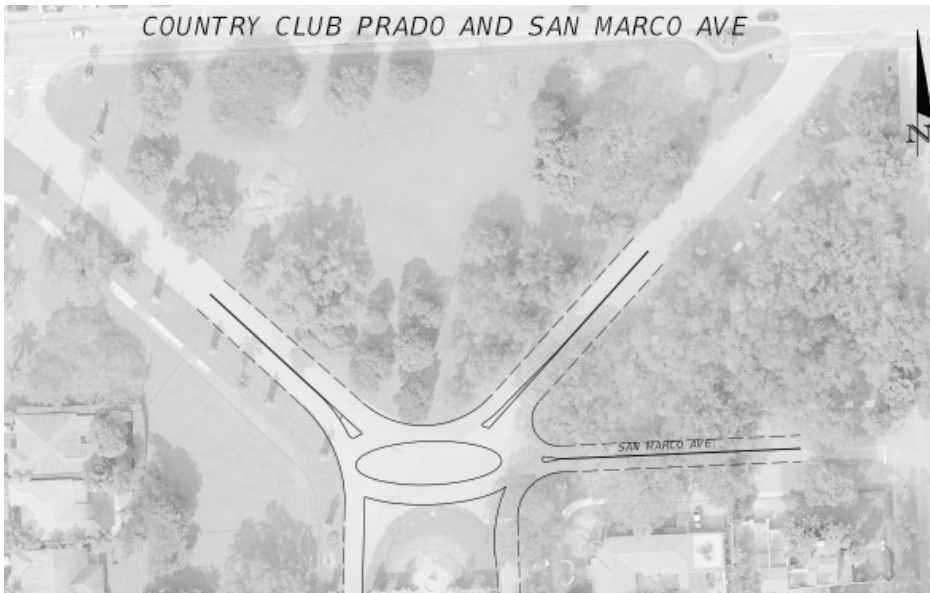
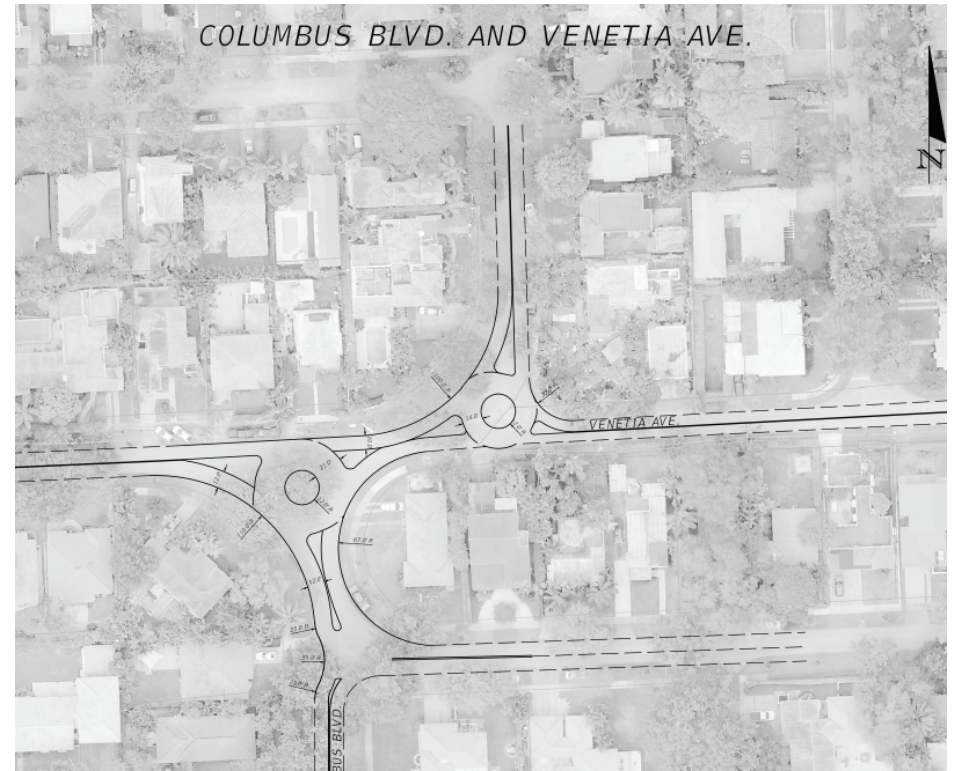
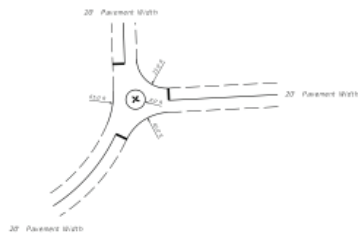


Figure 8.23: Country Club Prado at San Marco Avenue Concepts (Looking Southwest) – Preliminary Concepts

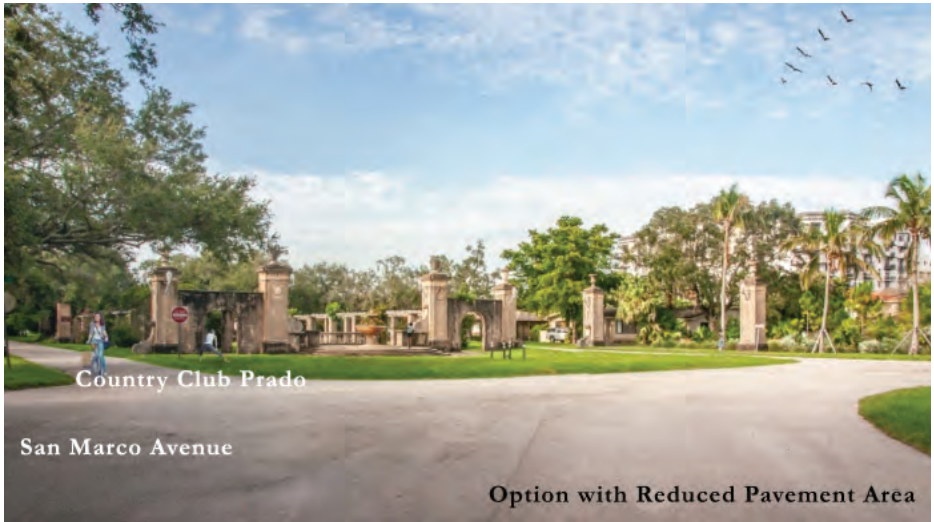


Figure 8.24: Columbus Boulevard at Venetia Terrace Proposed Roundabout

(Looking east along Venetia Terrace) – Preliminary Concepts



Traffic Calming Analysis Area B

Traffic calming analysis area B lies between of Coral Way and Bird Road. This area has numerous citizen comments on traffic issues, and also contains a number of existing traffic calming devices.

Figure 8.25 shows the original citizen comment locations and presents the locations that were tested against the new City traffic calming warrant, and which of those met the old and new threshold. There were nine locations tested, four of which passed the test.

Figure 8.26 depicts the proposed traffic calming improvements, as well as some that are proposed but not yet tested. Those would require further analysis to validate moving forward with traffic calming treatments. The latter were proposed where there were multiple citizen comments speaking to a common issue, adding to the possibility that they would meet the warrant once tested.

It is seen that the proposals are a mix of speed humps, roundabouts, pedestrian crossings and intersection improvements. Proposed traffic calming actions are summarized as follows:

Tested and Warranted Traffic Calming Actions

- Orduna Drive (Paradiso Avenue to Palma Ave.): speed cushion
- Toledo Street/Colma Court/Geronimo Drive: traffic circle
- Oak Avenue at Industrial Drive: T-intersection treatment
- Desoto Boulevard at Palermo Street/Cordova Avenue: Proposal is for twin roundabouts or a single roundabout with intersection realignment.
- Desoto Boulevard and Catalonia Avenue: An intersection realignment and pedestrian crosswalk is proposed.

- Fluvia, Candia, and Velarde Avenues (Riviera Drive to LeJeune Road): speed cushions on each block
- Alhambra Circle (Bird Road to Blue Road): four roundabouts

Untested Proposed Actions

- Sistena Avenue at Benevento Avenue: roundabout
- Orduna Drive (Paradiso Avenue to Benevento Avenue): two speed cushions
- Ronda Drive: two speed humps
- San Esteban Avenue at Segovia Street: roundabout within a larger roundabout
- Durango Street/at Banos Court and Tendilla Avenue: intersection realignment and pedestrian crosswalk
- San Esteban Avenue at Segovia Street: A roundabout within a larger roundabout is proposed
- Toledo Street at Toledo Plaza: An intersection realignment is proposed.
- Riviera Drive at Toledo Street and Banos Court: A roundabout within a larger roundabout is proposed.

Planning Department Actions (subject to meeting traffic calming warrant)

- University Drive east of LeJeune Road: traffic calming to “right-size” the street and manage traffic speeds
- Segovia Street (primarily between Valencia Avenue and Anastasia Avenue): traffic calming/pedestrian crosswalks to further calm the street

Figure 8.27 highlights proposed improvements at intersections:

- Desoto Boulevard at Palermo Street and Cordova Avenue: The proposal is for twin roundabouts or a single roundabout with an intersection

realignment.

- Desoto Boulevard and Catalonia Avenue: An intersection realignment and pedestrian crosswalk is proposed.
- Durango Street/ at Banos Court and Tendilla Avenue: An intersection realignment and pedestrian crosswalk is proposed.
- San Esteban Avenue at Segovia Street: A roundabout within a larger roundabout is proposed.
- Toledo Street at Toledo Plaza: An intersection realignment is proposed.
- Riviera Drive at Toledo Street and Banos Court: A roundabout within a larger roundabout is proposed. It is recommended to retest this area with a speed count on Riviera Drive rather than Banos Court which did not meet the traffic calming warrant.

Figures 8.28 and 8.29 show renderings of the latter two intersection treatments.

Traffic Calming Analysis Area C

Traffic calming analysis area C lies between Bird Road and US 1. This area had fewer citizen comments on traffic issues than the areas to the north. There are about 20 existing traffic calming devices spread through this area.

Figure 8.30 shows the original citizen comment locations and presents the locations that were tested against the new City traffic calming warrant, and which of those met the old and new threshold. There were nine locations tested, four of which passed the test.

Figure 8.31 depicts the proposed traffic calming improvements, as well as some that are proposed but not yet tested. Those would require further analysis to validate moving forward with traffic calming treatments. The latter were proposed where there were multiple citizen comments speaking to a common issue, adding to the possibility that they would meet the warrant once tested. It is seen that the

Figure 8.25: Analysis Area B Inputs

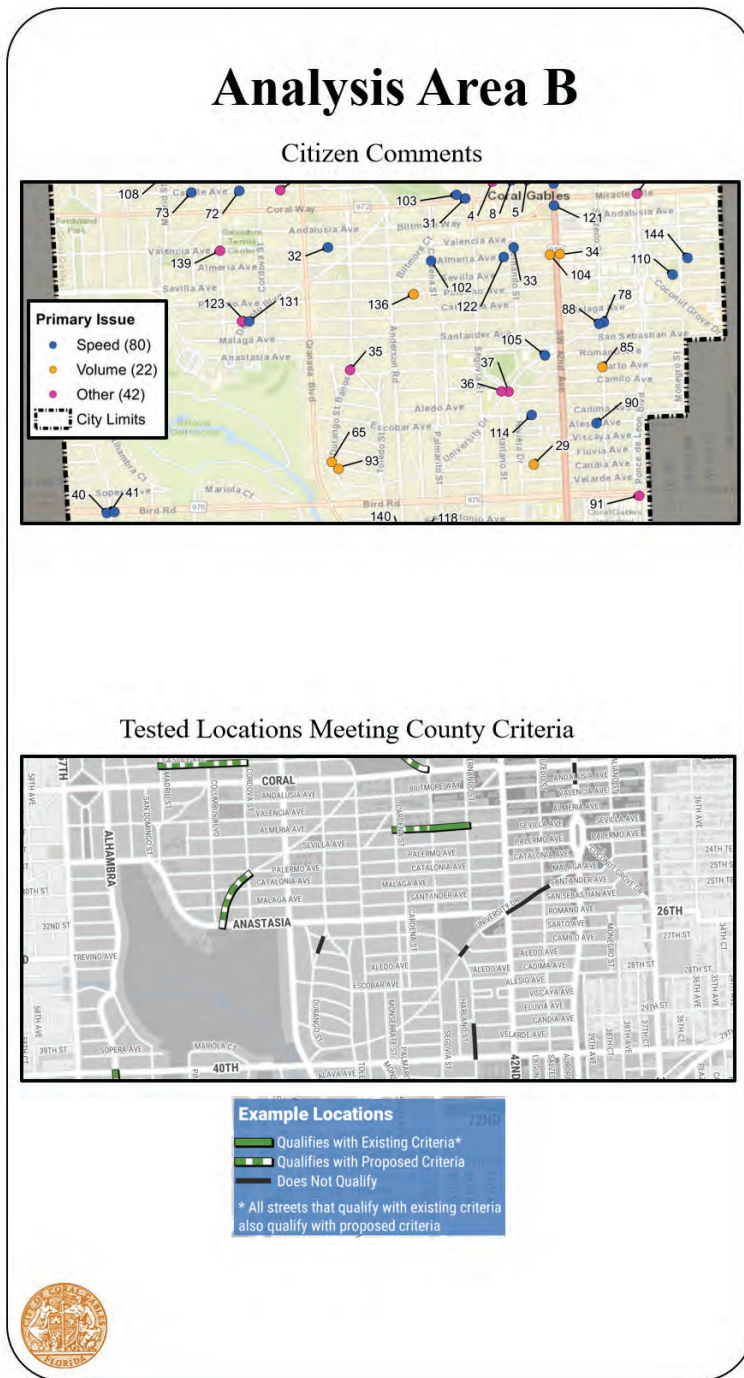


Figure 8.26: Analysis Area B Proposals

Coral Gables Neighborhood Livability Traffic Calming Improvement Proposals Analysis Area B



LEGEND			
Existing	Proposed Criteria Met	Proposed Criteria Not Tested	Traffic Calming Element
			Existing Traffic Calming - Point - Segment
			Previously Barricaded Street End
			Traffic Calming in Design
			Roundabout
			Pedestrian Crossing
			Speed Table
			Speed Cushion
			Median Treatment
			Intersection Improvement
			Intersection Controls

Intersection controls refer to Stop signs and Yield signs.

Figure 8.27: Analysis Area B Intersection Proposals – Preliminary Concepts

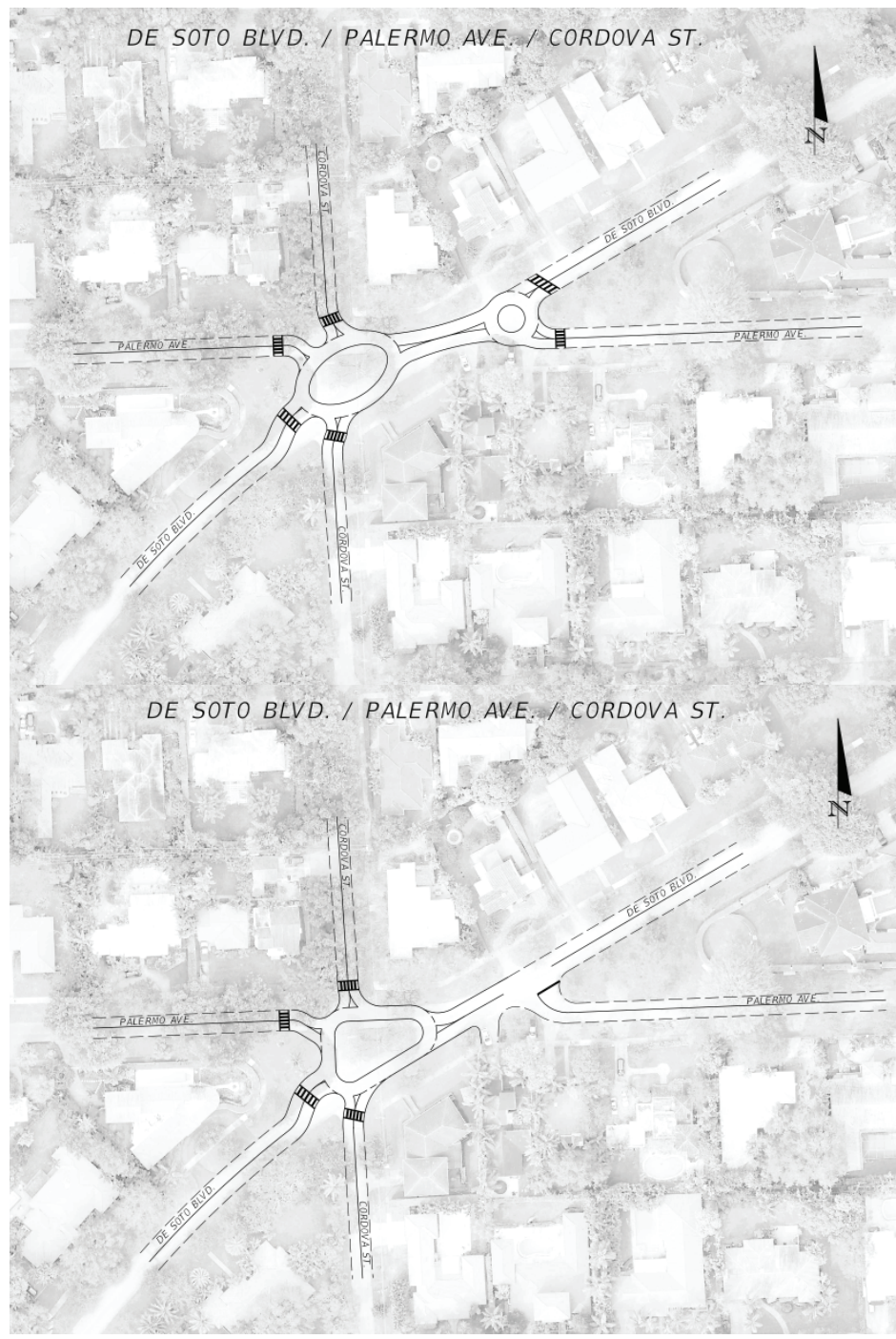


Figure 8.27: Analysis Area B Intersection Proposals – Preliminary Concepts (Continued)



Figure 8.27: Analysis Area B Intersection Proposals – Preliminary Concepts (Continued)

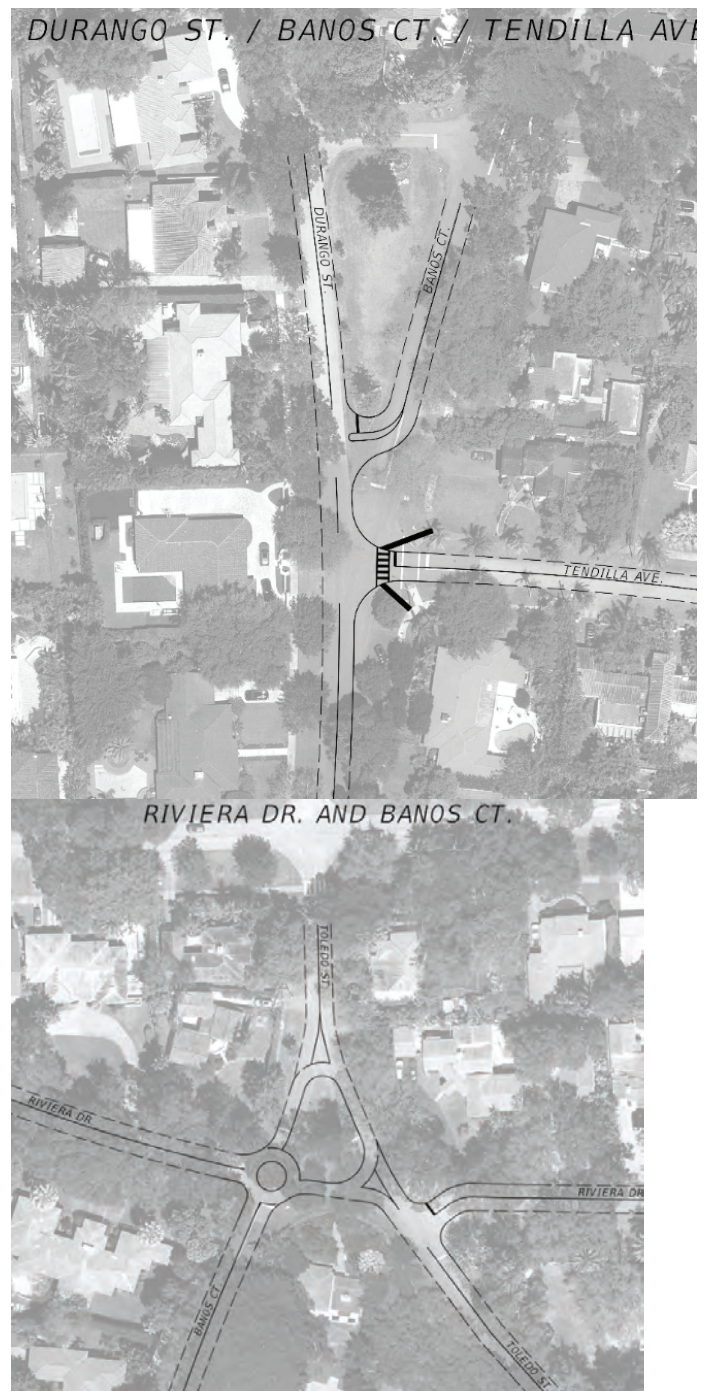


Figure 8.28: Riviera Drive at Toledo Street and Banos Court (Looking Westbound along Riviera Drive) – Preliminary Concepts



Figure 8.29: Toledo Street and Toledo Plaza Realignment
(Looking North along Toledo Street) – Preliminary Concepts



proposals are a mix of speed humps, roundabouts, and intersection improvements. Proposed traffic calming actions are summarized as follows:

Tested and Warranted Traffic Calming Actions

- Orduna Drive (Paradiso Avenue to Palma Ave.): speed cushion
- Toledo Street/Colma Court/Geronimo Drive: traffic circle
- Oak Avenue at Industrial Drive: T-intersection treatment
- Alhambra Circle (Bird Road to Blue Road): four roundabouts

Untested Proposed Actions

- Sistena Avenue at Benevento Avenue: roundabout
- Orduna Drive (Paradiso Avenue to Benevento Avenue): two speed cushions
- Ronda Drive: two speed humps
- Anderson Road: two speed humps
- Cecelia Avenue: speed hump
- Alhambra Circle (Blue Road to Miller Drive): three roundabouts

Figure 8.32 shows the proposed improvement concept for the Segovia Street/San Esteban Ave. intersection which still needs testing for the traffic calming warrant.

Traffic Calming Analysis Area D

Traffic calming analysis area D lies between US 1 and Davis Road/SW 80th Street. This area had fewer citizen comments on traffic issues than the areas to the north. There are about 20 existing traffic calming devices spread through this area.

Figure 8.30: Analysis Area C Inputs

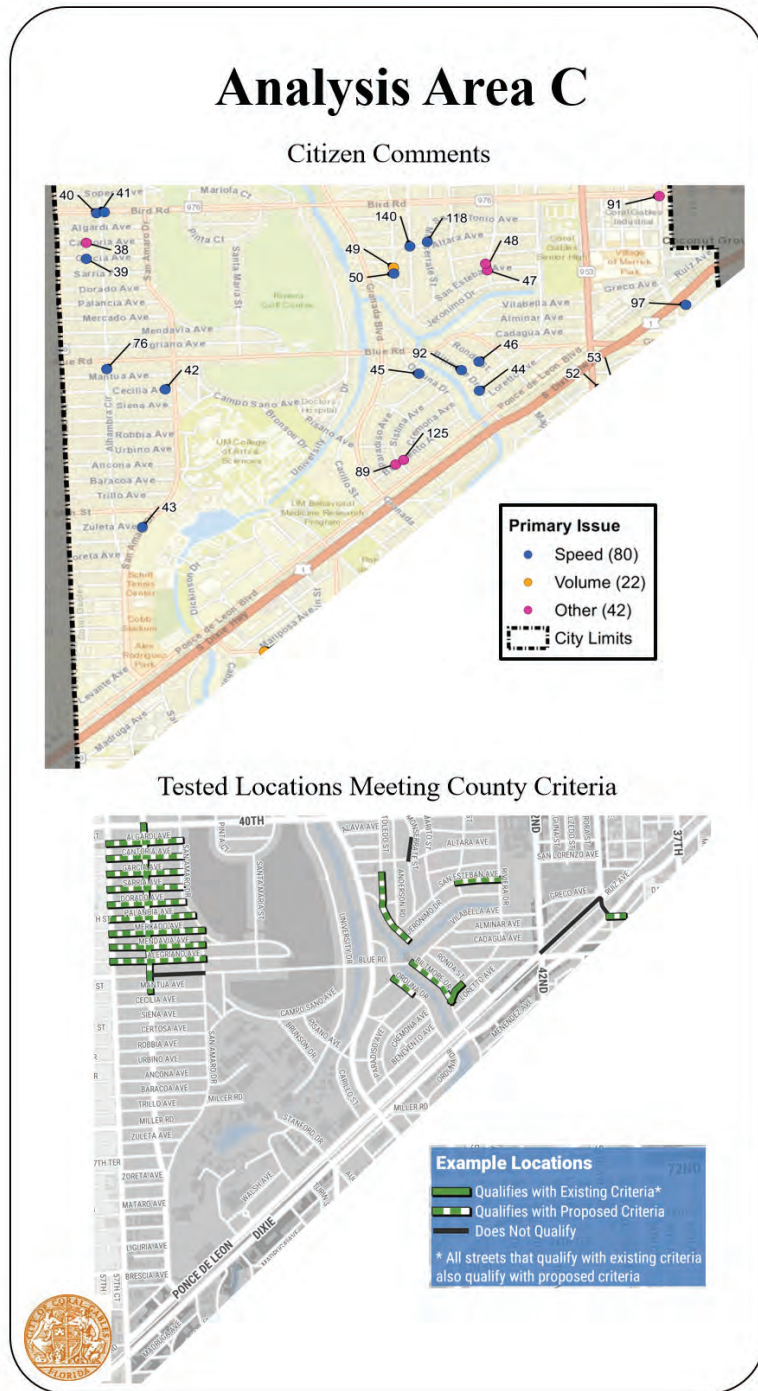
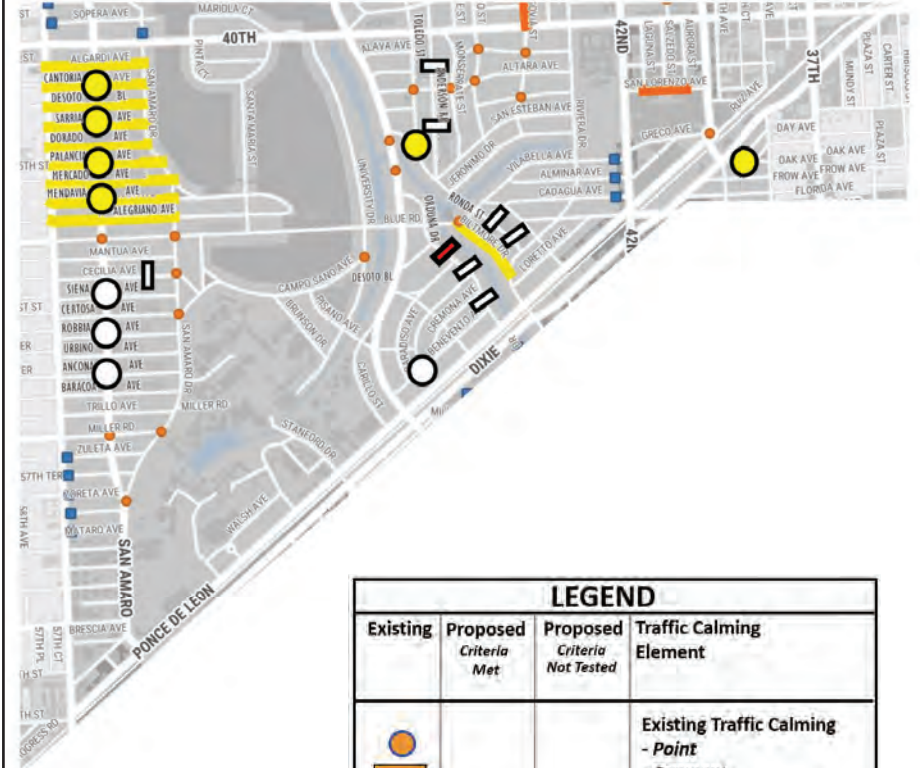


Figure 8.31: Analysis Area C Proposals

Coral Gables Neighborhood Livability Traffic Calming Improvement Proposals Analysis Area C



Intersection controls refer to Stop signs and Yield signs.

LEGEND			
Existing	Proposed Criteria Met	Proposed Criteria Not Tested	Traffic Calming Element
			Existing Traffic Calming - Point - Segment
			Previously Barricaded Street End
			Traffic Calming in Design
			Roundabout
			Pedestrian Crossing
			Speed Table
			Speed Cushion
			Median Treatment
			Intersection Improvement
			Intersection Controls

Figure 8.32: Segovia Street and San Estaban Street Intersection – Preliminary Concept



Tested and Warranted Traffic Calming Actions

- W. Sunrise Avenue: three speed cushions
- Castania Avenue at Maggiore Street: intersection table
- Maggiore Street at Menendez Avenue: roundabout
- Grant Drive: two speed humps
- Hardee Road at Caballero Boulevard: roundabout as part of the adjacent Paseo development
- Hardee Road at Madruga Avenue: intersection realignment as part of the adjacent Paseo development

Untested Proposed Actions

- Hardee Road: speed tables and median dividers (could be modified if this segment is designated for a bicycle facility)
- Edgewater Drive: four median dividers
- Edgewater Drive at Douglas Road: T-intersection rounded curb treatment
- Morningside Drive: two speed cushions
- E. Sunrise Drive east of Douglas Road: speed cushion
- Nervia Street (south leg at San Remo Avenue): marked crosswalk
- Caballero Boulevard: two speed cushions
- Andorra Avenue: two speed cushions

It is seen that the proposals are a mix of speed humps, speed cushions, roundabouts, and an intersection improvement. The latter is at Castania Avenue and Maggiore Street and is proposed to be an intersection table.

Figure 8.33 shows the original citizen comment locations and presents the locations that were tested against the new City traffic calming warrant, and which of those met the old and new threshold. There were nine locations tested, four of which passed the test.

Figure 8.34 depicts the proposed traffic calming improvements, as well as some that are proposed but not yet tested. Those would require further analysis to validate moving forward with traffic calming treatments. The latter were proposed where there were multiple citizen comments speaking to a common issue, adding to the possibility that they would meet the warrant once tested. Proposed traffic calming actions are summarized as follows:

Figure 8.35 highlights proposed improvements at one intersection:

- Menendez Avenue at Almalfi Avenue and Maggiore Street: The proposal is for an oval roundabout to simplify this five-legged intersection.

Figure 8.36 shows a rendering of the latter intersection treatment.

Figure 8.37 provides details for proposed improvements to Edgewater Drive, assuming the street is tested for and meets traffic calming warrants. Four short median dividers two feet in width and approximately eight feet in length would be installed in the median, near the addresses of 10, 81, 171, and 185 Edgewater Drive. The road would be widened to maintain the 11-foot wide lanes, unless the City receives County approval for 10-foot lanes. The intersection of Edgewater Drive with Douglas Road would be given a modified T-intersection treatment, if traffic calming warrants are met.

Traffic Calming Design

The design of all traffic calming should be context-sensitive and thoughtfully designed to be compatible with the existing character of the neighborhood in terms of design, materials, and colors. To the extent practicable, the traffic calming should serve multiple purposes:

- Speed table also serves as a raised sidewalk.
- Median divider also provides for landscaping.
- Roundabout also allows for shade trees, pedestrian crossing, and sidewalk connections.

In this way, neighborhood enhancement occurs through the traffic management improvements whose design is integrated with the setting.

Figure 8.33: Analysis Area D Inputs

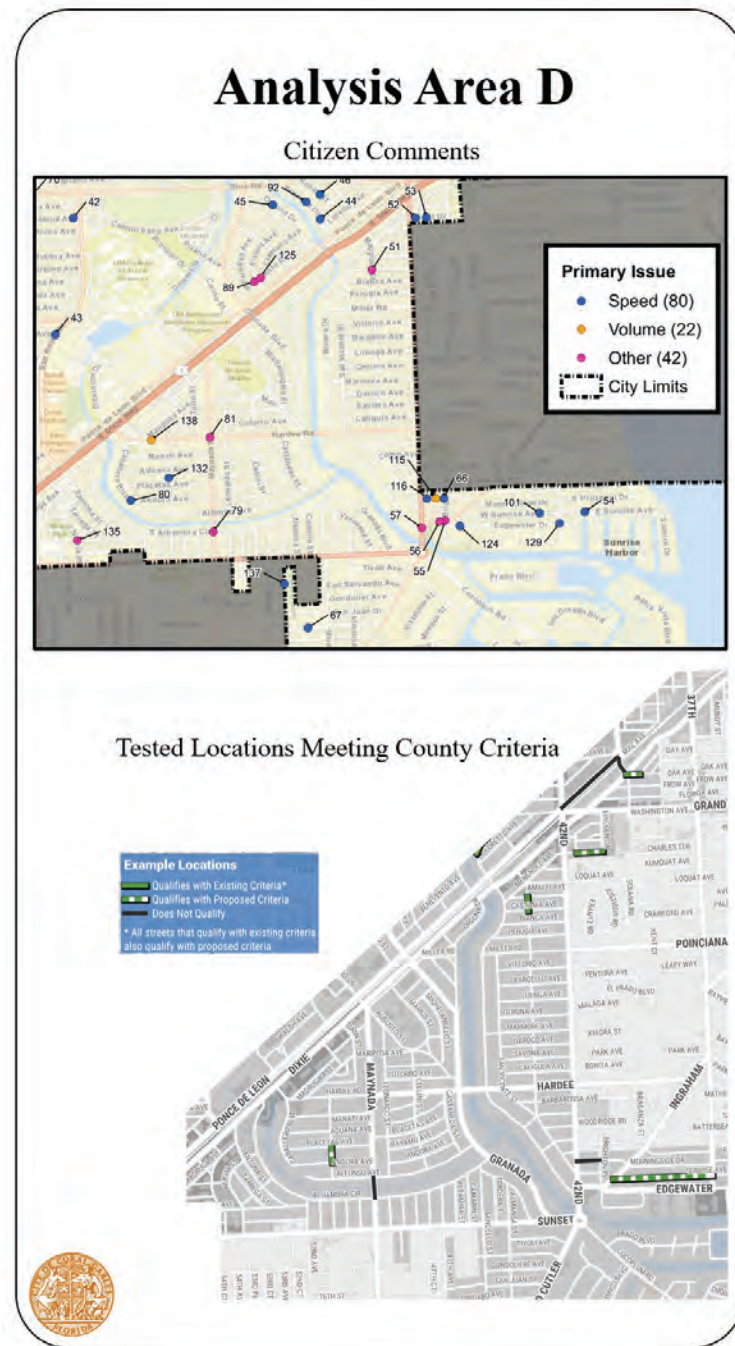


Figure 8.34: Analysis Area D Proposals

**Coral Gables Neighborhood Livability
Traffic Calming Improvement Proposals
Analysis Area D**

LEGEND			
Existing	Proposed Criteria Met	Proposed Criteria Not Tested	Traffic Calming Element
			Existing Traffic Calming - Point - Segment
			Previously Barricaded Street End
			Traffic Calming in Design
			Roundabout
			Pedestrian Crossing
			Speed Table
			Speed Cushion
			Median Treatment
			Intersection Improvement
			Intersection Controls

*Intersection controls refer
to Stop signs and Yield
signs.*



Figure 8.35: Menendez Avenue/Amalfi Avenue /Maggiore Street Roundabout – Preliminary Concept

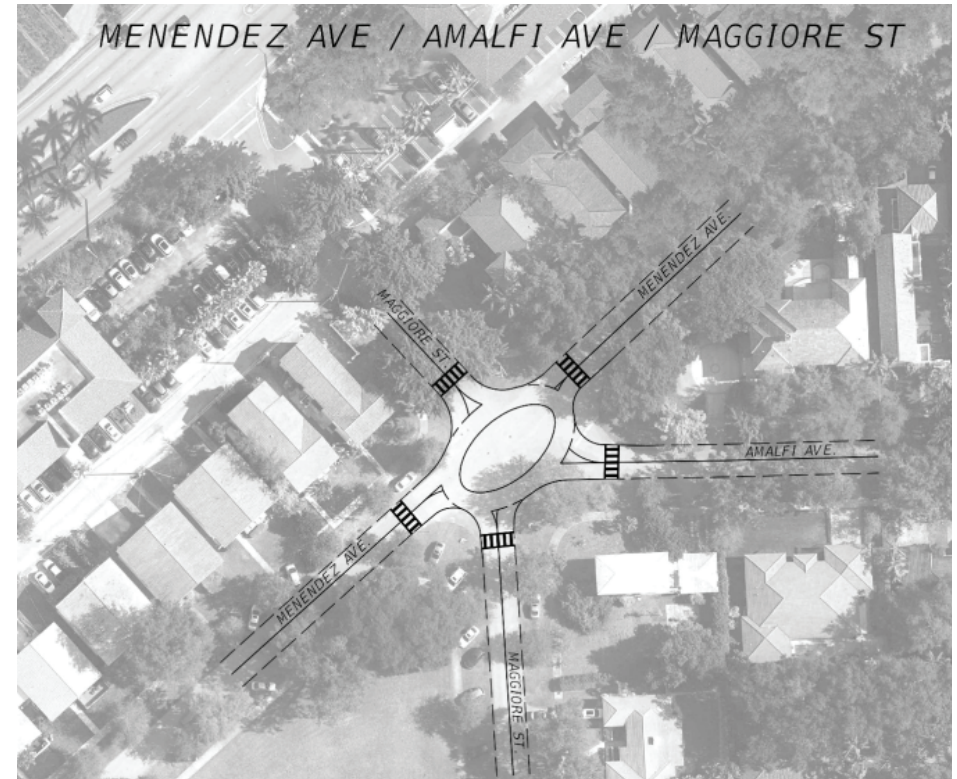
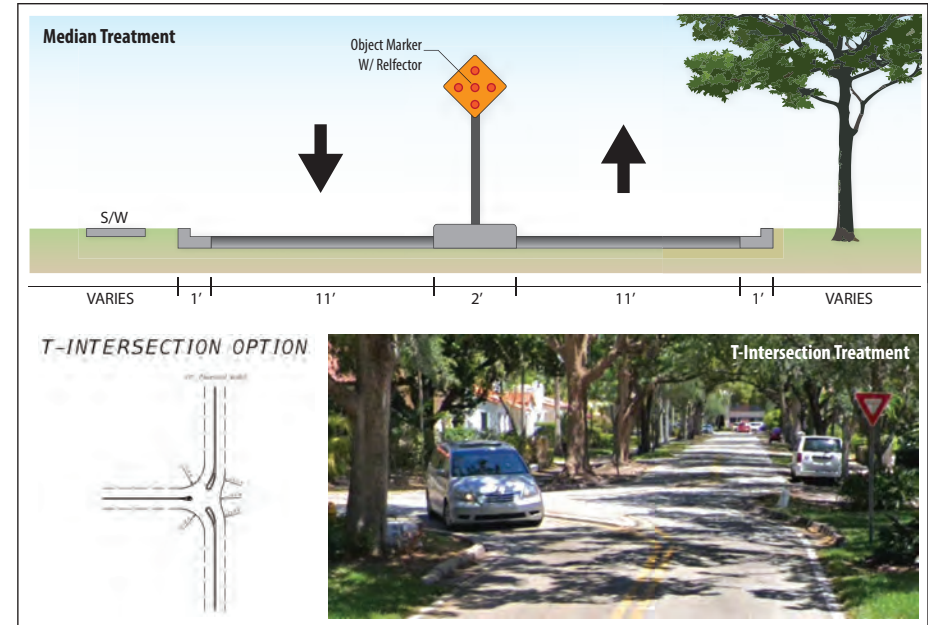


Figure 8.36: Menendez Avenue/Amalfi Avenue/Maggiore Street Roundabout Rendering

(Looking northeast along Menendez Avenue) – Preliminary Concepts



Figure 8.37: Edgewater Drive Treatments – T-Intersection at Douglas Road and Median Dividers – Preliminary Concepts



8.3 RECOMMENDATIONS

Traffic calming is a critical component of neighborhood livability and the city's long term transportation goals. This section has highlighted a large number of additional traffic calming improvements and other intersection specific improvements. **Table 8.3** summarizes the recommendations that were identified to advance the state of neighborhood livability in the City.

Table 8.3: Traffic Calming Actions

Project No.	Policy	Program	Project	Implementation Phase *			Title	Description	Capital Cost	Conceptual Cost Estimate				
				Short Range	Medium Range	Long Range				Planning	Design	Construction, Engineering, Inspection	Soft Cost Subtotal	TOTAL
TC-1			✓	✓			Implement Analysis Area A traffic calming improvements.	Pertains to those locations which have been tested. Involves design and construction. NOTE: current 5-year traffic calming budget is \$2.431 million.	\$321,802	\$22,526	\$57,924	\$32,180	\$112,631	\$434,433
TC-2			✓		✓		Implement Analysis Area A intersection improvements.	Pertains to those locations which have been tested. Involves design and construction. None yet tested.	\$-	\$-	\$-	\$-	\$-	\$-
TC-3			✓			✓	Prioritize additional Analysis Area A traffic calming and intersection improvements for testing against the traffic calming warrant.	Requires testing against new traffic calming warrant, and followup analysis. Assume 50% approval rate.	\$588,026	\$41,162	\$105,845	\$58,803	\$205,809	\$793,834
TC-4			✓	✓			Implement Analysis Area B traffic calming improvements.	Pertains to those locations which have been tested. Involves design and construction.	\$102,733	\$7,191	\$18,492	\$10,273	\$35,957	\$138,690
TC-5			✓		✓		Implement Analysis Area B intersection improvements.	Pertains to those locations which have been tested. Involves design and construction.	\$172,262	\$12,058	\$31,007	\$17,226	\$60,292	\$232,554
TC-6			✓			✓	Prioritize additional Analysis Area B traffic calming and intersection improvements for testing against the traffic calming warrant.	Requires testing against new traffic calming warrant, and followup analysis. Assume 50% approval rate.	\$210,615	\$14,743	\$37,911	\$21,061	\$73,715	\$284,330
TC-7			✓	✓			Implement Analysis Area C traffic calming improvements.	Pertains to those locations which have been tested.	\$252,367	\$17,666	\$45,426	\$25,237	\$88,328	\$340,695
TC-8			✓		✓		Implement Analysis Area C intersection improvements.	Pertains to those locations which have been tested. Involves design and construction.	\$-	\$-	\$-	\$-	\$-	\$-
TC-9			✓			✓	Prioritize additional Analysis Area C traffic calming and intersection improvements for testing against the traffic calming warrant.	Requires testing against new traffic calming warrant, and followup analysis. Assume 50% approval rate.	\$224,958	\$15,747	\$40,492	\$22,496	\$78,735	\$303,693
TC-10			✓	✓			Implement Analysis Area D traffic calming improvements.	Pertains to those locations which have been tested. Involves design and construction.	\$243,134	\$17,019	\$43,764	\$24,313	\$85,097	\$328,231
TC-11			✓		✓		Implement Analysis Area D intersection improvements.	Pertains to those locations which have been tested. Involves design and construction.	\$85,021	\$5,951	\$15,304	\$8,502	\$29,757	\$114,778

* NOTE: Short Range 1-2 years | Medium Range 3-5 years | Long Range 6-10 years | FDOT - Florida Dept. of Transportation | DTPW - Miami-Dade Dept. of Transp. & Public Works

Project No.	Policy	Program	Project	Implementation Phase *			Title	Description	Capital Cost	Conceptual Cost Estimate				TOTAL
				Short Range	Medium Range	Long Range				Planning	Design	Construction, Engineering, Inspection	Soft Cost Subtotal	
TC-12			✓			✓	Prioritize additional Analysis Area D traffic calming and intersection improvements for testing against the traffic calming warrant.	Requires testing against new traffic calming warrant, and follow up analysis. Assume 50% approval rate.	\$181,812	\$12,727	\$32,726	\$18,181	\$63,634	\$245,446
TC-13			✓		✓		Assess additional citizen traffic calming comments from the second round of open house meetings.	These would be prioritized along with those from actions TC-3, -6, -9, and -12. Assume 50 locations meet traffic calming warrant at average cost of \$25,000 each.	\$1,250,000	\$87,500	\$225,000	\$125,000	\$437,500	\$1,687,500
TC-14		✓		✓	✓	✓	Continue to promote the Pace Car Program.		\$-	\$5,000	\$-	\$-	\$5,000	\$5,000
TC-15		✓		✓	✓	✓	Selectively monitor traffic calming implementation with vehicle speed studies.		\$-	\$10,000	\$-	\$-	\$10,000	\$10,000
TC-16		✓		✓	✓	✓	Utilize the traffic calming tracking table to continue to log and monitor citizen comments on issues.		\$-	\$20,000	\$-	\$-	\$20,000	\$20,000
SUBTOTAL									\$3,632,729	\$289,291	\$653,891	\$363,273	\$1,306,455	\$4,939,183

* NOTE: Short Range 1-2 years | Medium Range 3-5 years | Long Range 6-10 years | FDOT - Florida Dept. of Transportation | DTPW - Miami-Dade Dept. of Transp. & Public Works