



RE-IMAGINING MOBILITY IN COCONUT GROVE: Mobility Action Plan

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EXECUTIVE SUMMARY

BACKGROUND

Coconut Grove is Miami-Dade's oldest continuously inhabited community. The region's first hotel opened here (1884), its first schoolhouse (1889), and first public library (1896). By the time of its annexation by the City of Miami in 1925, Coconut Grove was a thriving and self-contained village of diverse residential neighborhoods radiating from two distinct commercial hubs – one, abutting the coastline, to serve the mostly white population of residents and visitors; and the other, toward its western boundary with South Dixie Highway (U.S.1), serving a predominately Black population of Bahamian descent.

Throughout the ensuing century Coconut Grove has remained one of the region's most desirable locations. The community's proximity to the bay, its lush tree canopy, and its compact, walkable scale continue to attract significant development and investor interest in both the residential and commercial sectors. Current growth, along with its location between the region's southern suburbs and downtown, challenge the walking and biking networks integral to maintaining the health and well-being of Coconut Grove's residents and the profile of its village character.

COMMUNITY WORKSHOP

On November 2, 2019, the Shared Pathways community workshop convened 75 community stakeholders to “explore the goal of connecting all Coconut Grove residents and visitors through a flexible network that accommodates walking, cycling and other public and private transit options.” Cosponsored by Grove 2030, the Coconut Grove Village Council and Bike Coconut Grove, the workshop was hosted by Ransom Everglades School.

Following an overview presentation by Victor Dover, founder and principal of the town planning firm Dover, Kohl & Partners, event participants addressed Coconut Grove's mobility challenges through a series of group exercises adapted from the IDEO Design Thinking and Phillips Co-create processes.

After lively expressions of a range of viewpoints represented by the diverse perspectives of participants at each of eight work tables, an assessment of present mobility conditions in Coconut Grove produced three consistent themes: concern for pedestrian and bicyclist safety; insufficient infrastructure to support alternative transportation options to the single-driver automobile; and policy-making inefficiencies that deter effective action planning.

A framework of four general areas - Natural Environment, Built Environment, Operations, and Policy--emerged from the recommended solutions. Within those four areas, the most commonly referenced action items included infrastructure projects to improve pedestrian connectivity and safety; street and pathway configuration to allow protected bicycle lanes; incentives to encourage alternatives to automobile use; and enhanced measures to calm traffic.



COCONUT GROVE MOBILITY WORKING GROUP

In February 2020, a working group of workshop planning team members and other community representatives initiated a strategic planning process to identify and prioritize key action items needed to fulfill the shared vision of a more walkable, bicycle-friendly village. The group adopted the name “GroveConnect” to distinguish and promote the workshop’s leading planning recommendations. Needless to say, the profound economic and public-health consequences of pandemic-response planning has greatly influenced the group’s recommendations. Mobility patterns in Coconut Grove have shifted considerably in recent months. With more residents choosing biking and walking options, sidewalks and trails are seeing record use. Automobile traffic has diminished. Pedestrian-only street closures are gaining favor. In cities across the world, these disruptions have facilitated a reconsideration of the range of possibilities that may lead to more sustainable, more equitable mobility planning. Similar opportunities await local officials and civic leaders here in Coconut Grove and the City of Miami.



Following a review of all workshop data, and an analysis of present and expected challenges facing the community – including climate change and the short- and long-term health and economic consequences of Covid-19 – the Coconut Grove Mobility Working Group identified three strategies for policy planning and implementation. The Group then identified four to six action steps to support each strategy. The ensuing document is the GroveConnect Mobility Action Plan, which, upon implementation, will move Coconut Grove’s mobility systems and infrastructure toward a preferred future as envisioned by the community.





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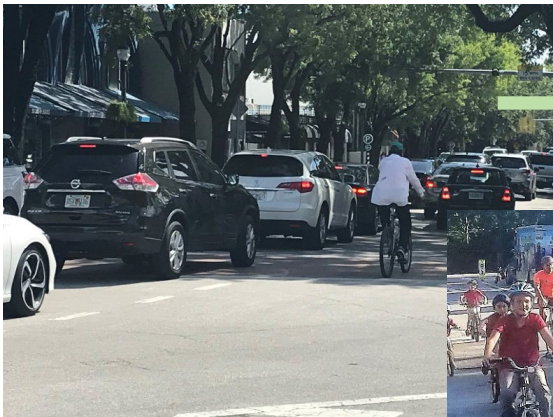
PROPOSED ACTION PLAN

STRATEGY 1: IMPROVE PEDESTRIAN & BICYCLIST SAFETY



ACTION STEPS:

- **REDESIGN MAIN/MCFARLANE/ GRAND INTERSECTION TO ENHANCE AND PRIORITIZE PEDESTRIAN MOVEMENT AND SAFETY.**
- **COMPLETE SIDEWALK INSTALLATION AND TREE CANOPY ALONG ALL MAJOR EAST/WEST AND NORTH/SOUTH THOROUGHFARES.**
- **IMPROVE/INSTALL ROADWAY SAFETY MARKINGS AT ALL VEHICLE INTERSECTIONS THROUGHOUT THE COMMODORE TRAIL.**
- **CONNECT SOUTH GROVE AND VILLAGE WEST PEDESTRIANS AND BICYCLISTS TO COMMODORE TRAIL, PEACOCK AND KENNEDY PARKS, WITH IMPROVED CROSSWALKS AT MAIN HIGHWAY/DOUGLAS RD./ BAYSHORE AND AT ALL OTHER KEY INTERSECTIONS.**
- **INSTALL RETRACTABLE BOLLARDS ON COMMODORE PLAZA AND FULLER ST. TO ALLOW PERIODIC STREET CLOSINGS FOR SPECIAL EVENTS.**



POLICY:

- **REDUCE SPEED LIMIT TO 25 MPH IN ALL APPLICABLE AREAS.**

STRATEGY 2: PROMOTE AND INVEST IN INFRASTRUCTURE TO SUPPORT ALTERNATIVE TRANSPORTATION OPTIONS.



ACTION STEPS:

- **INSTALL PROTECTED OR BUFFERED BIKE LANES ALONG 37TH AVE. FROM COMMODORE TRAIL AT MAIN HIGHWAY/INGRAHAM TO DOUGLAS STATION/UNDERLINE AT US 1.**
- **INSTALL PROTECTED OR BUFFERED BIKE LANES ALONG 27TH AVE. FROM S. BAYSHORE DR./ COMMODORE TRAIL TO COCONUT GROVE STATION/UNDERLINE AT US1.**
- **INSTALL DEDICATED BIKE LANES ALONG GRAND AVE. FROM MARY ST. TO US1.**
- **INSTALL SHELTERED BUS STOPS ALONG ALL MAJOR EAST/WEST AND NORTH/SOUTH THOROUGHFARES THROUGHOUT VILLAGE WEST AND CENTER.**

POLICY:

- **EXPAND FREEBEE AND TROLLEY SERVICES THROUGHOUT GROVE INCLUDING EXPRESS OPTIONS FROM METRORAIL STATIONS TO VILLAGE CENTER.**
- **IMPLEMENT PRIVATE-BUS SERVICE ALONG MAIN HIGHWAY TO SUPPORT ALL NON-MDPS SCHOOLS WITHIN COCONUT GROVE.**



STRATEGY 3: STREAMLINE PROCEDURES FOR PLANNING, POLICY-MAKING AND PROJECT IMPLEMENTATION



ACTION STEPS:

- **PARTNER WITH LOCAL BUSINESS INTERESTS, NEIGHBORHOOD AND CIVIC GROUPS, AND OTHER COMMUNITY STAKEHOLDERS TO SPEARHEAD IMPLEMENTATION OF TARGETED MOBILITY INITIATIVES.**
- **SUPPORT CREATION OF AN INDEPENDENT, REGIONAL TRANSPORTATION AUTHORITY TO CONSOLIDATE POLICY PLANNING.**
- **CREATE VILLAGE-WIDE COCONUT GROVE MOBILITY ADVISORY BOARD TO UNIFY PLANNING, FUNDING AND IMPLEMENTATION STRATEGIES.**
- **AMEND CITY CODE TO ALLOW MORE FLEXIBLE STANDARDS FOR SIDEWALK CONSTRUCTION AND OTHER MOBILITY ENHANCEMENTS.**

Acknowledgments:

Acknowledgments Special thanks to Victor Dover and his team at Dover, Kohl & Partners for their workshop support and guidance; event sponsors Grove 2030, the Coconut Grove Village Council and Bike Coconut Grove; Ransom Everglades School for generously hosting the visioning workshop; and the office of City of Miami Commissioner Ken Russell for providing refreshments.

GroveConnect Mobility Planning Committee:

Rachel Cardello
Mark Coleman
Marcelo Fernandes
Barbara Lamb
Joanna Lombard
Lotte Purkis
Hank Sanchez-Resnik
Tom Roth
Dave Villano

The logos on this page represent the many different organizations that participated in the workshop.



A-1

MAPS & DIAGRAMS

CONNECTIVITY DIAGRAM





One of Coconut Grove's most important assets is its enduring sense of place – a community where people walk, bike and are not entirely dependent on the automobile. Children and parents walk and bike to school. Residents and visitors walk and bike to the community's stores, markets and restaurants. The Shared Pathways workshop revealed a strong preference for enhancements to the bike and pedestrian infrastructure as a way to promote usage and to improve safety. Connectivity is a central theme of the Mobility Workshop report. The map shown here clearly illustrates that Coconut Grove already has important elements of a well-connected mobility network. Our recommended strategies, action steps and policies will help to realize and fulfill this potential. Our hope is that one day Coconut Grove will be a model of non-motorized and low-impact mobility for the region.

MISSING SIDEWALK SURVEY

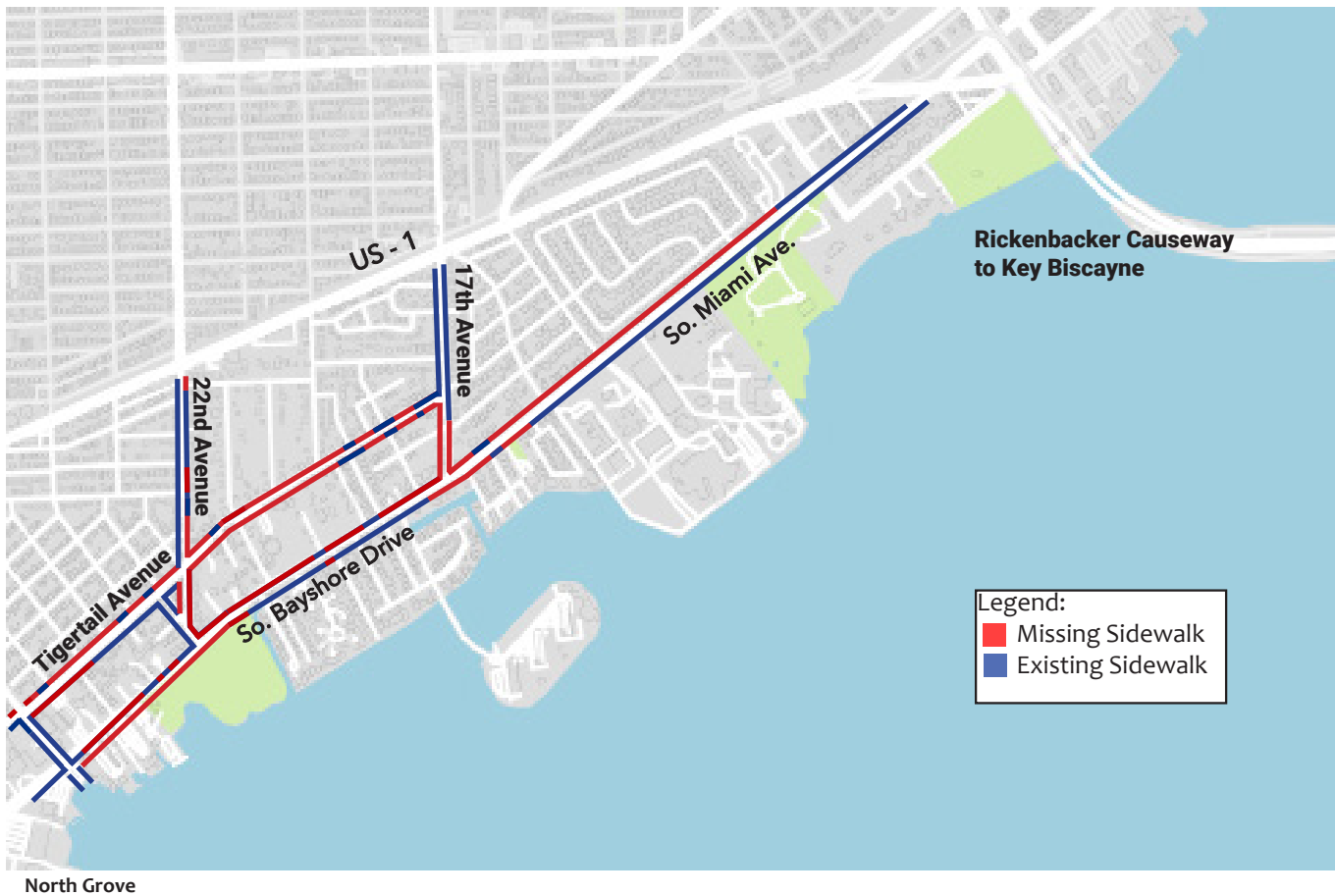


Center & South Grove

GroveConnect | Re-Imagining Mobility in Coconut Grove

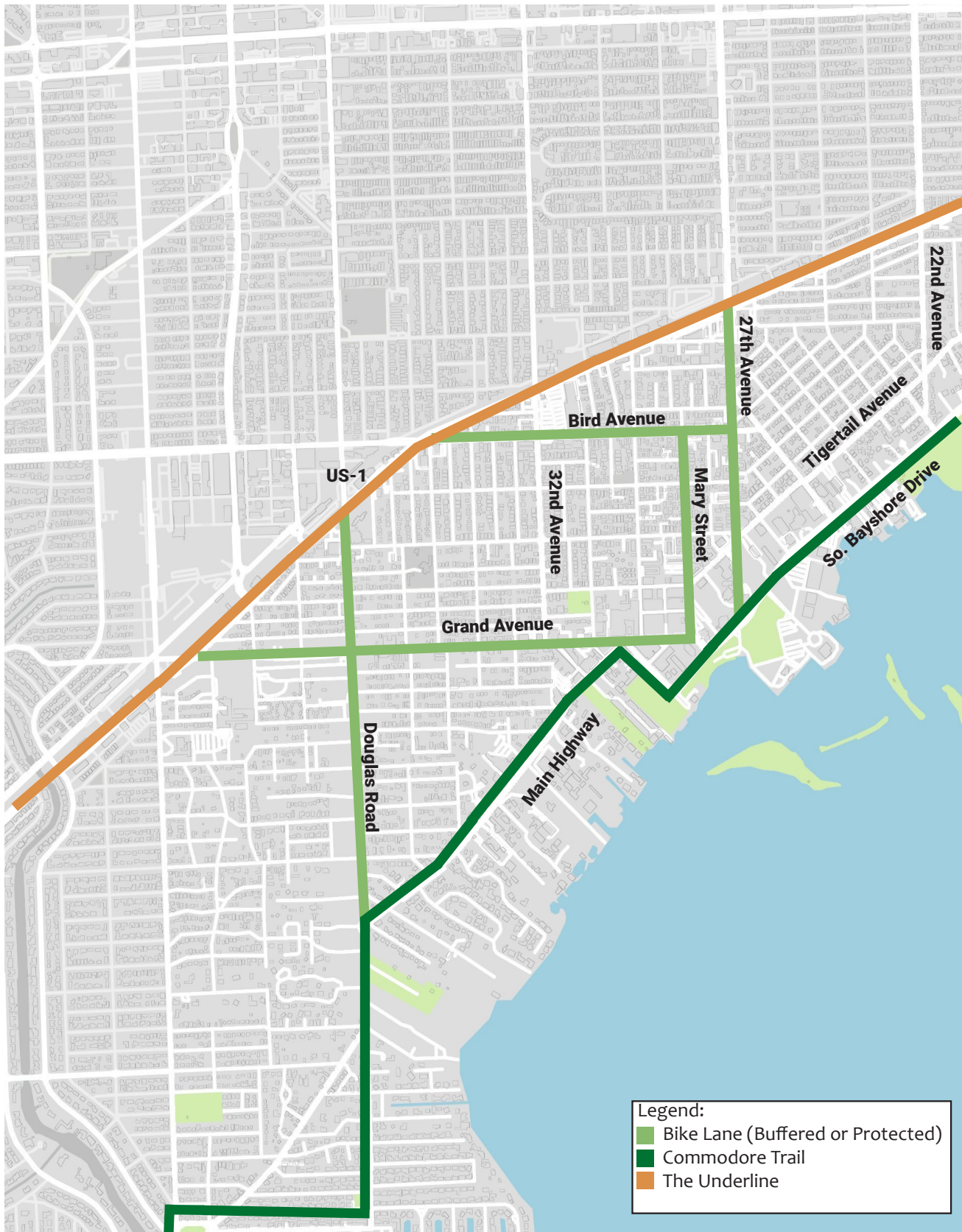


MISSING SIDEWALK SURVEY (CONT'D.)



A network of well-designed, well-maintained, and interconnected sidewalks is an essential element of the Shared Pathways vision and critical for life safety, especially on high-traffic streets. Despite its walkable scale and its long history of nonmotorized movement patterns and resident behavior, Coconut Grove's present infrastructure falls short of true pedestrian-oriented communities. Motor vehicle flow is prioritized, creating crossing and movement hazards for bicyclists and pedestrians. The village's residential streets are more amenable to walking, but sidewalks remain an inconsistent patchwork. The Mobility Working Group's survey of missing sidewalks offers ideas for completing and improving the network and filling the gaps.

BIKE PATHS - BASED ON CITY OF MIAMI BICYCLE NETWORK PLAN



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North Grove

While bicycling has advanced significantly in Coconut Grove and throughout Miami-Dade in the last decade, the City of Miami Bicycle Master Plan has not been updated since its adoption in 2009. Among the Plan's shortcomings are its heavy reliance on so-called "sharrows" (shared-use roadways where bicyclists and motorists have equal priority) which are now widely out of favor among transportation planners due to inherent safety concerns. Our approach emphasizes "buffered" and "protected" bike lanes. A new and updated plan for bicycling is needed to make Coconut Grove – where the Commodore Trail remains one of Miami-Dade's most popular facilities -- a true bicycle-friendly community.

PUBLIC TRANSPORTATION



Shown on this page is the current (Nov. 2020) route of the Coconut Grove trolley. Both the trolley route and the county bus routes in Coconut Grove are likely to be changed significantly as a result of the Better Bus Project, which the Board of County Commissioners approved in October 2020.

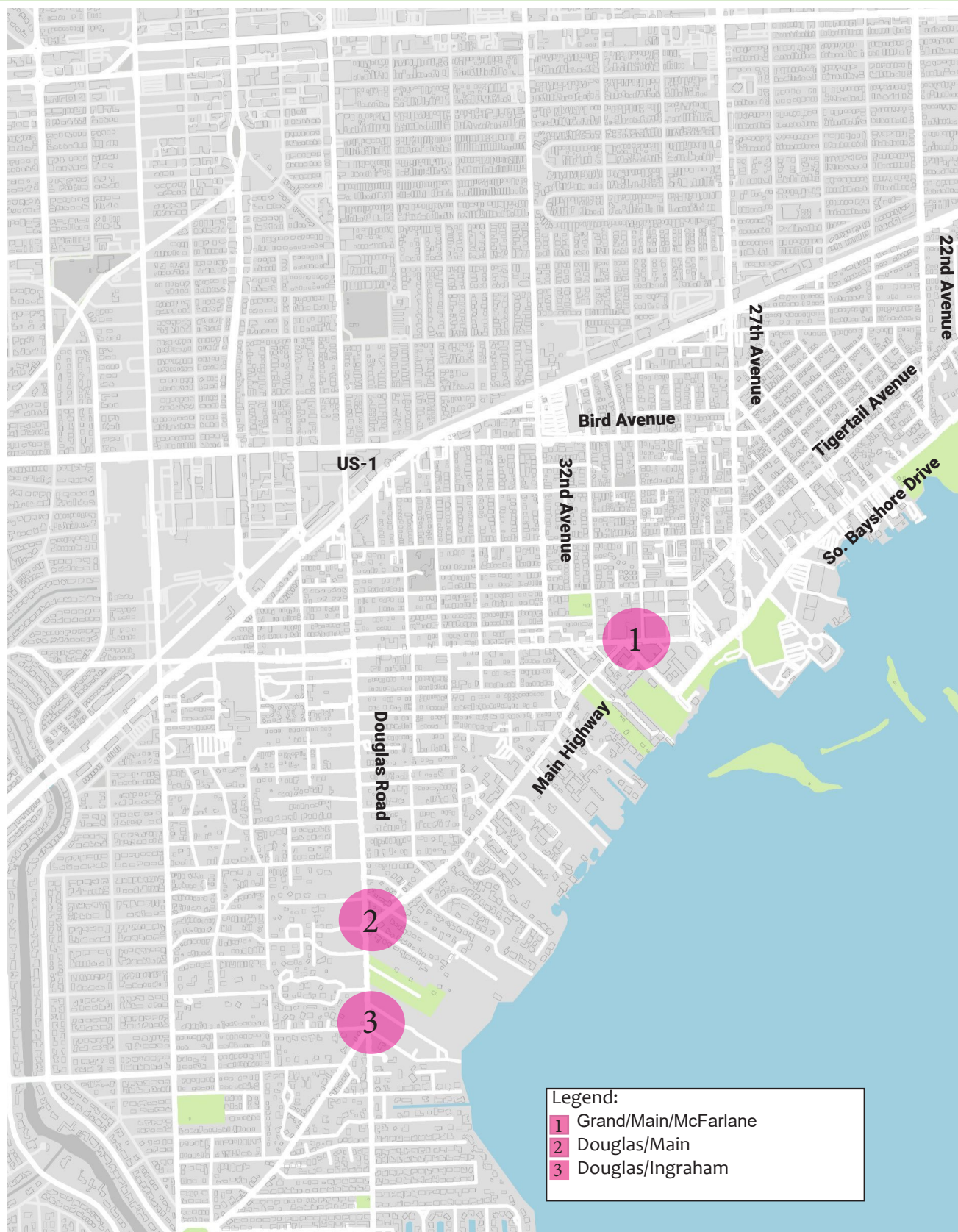
Center & South Grove



North Grove

An efficient and convenient public transportation system will greatly enhance mobility in Coconut Grove. Some pieces are already in place: three Metrorail stations; City-sponsored trolleys; the Coconut Grove Business Improvement District's Freebee ride-share service; and various forms of “micro-mobility” such as rental bikes, scooters and motorbikes. Improvement is needed in the county bus and trolley network. The Better Bus Project proposed by Transit Alliance Miami, a partner in the Shared Pathways workshop, offers great promise to strengthen this aspect of Coconut Grove's public transportation system.

ADDITIONAL AREAS NOTED AS CONCERNS



Center & South Grove

ADDITIONAL AREAS NOTED AS CONCERNS (CONT'D.)



North Grove

Coconut Grove is an established community in which mobility infrastructure has been largely unchanged for generations. Improving and enhancing mobility systems and networks will take years, if not decades, as citizen groups and policymakers grapple with the myriad challenges of transportation planning, funding and implementation. Foremost among these is the central Coconut Grove intersection of McFarlane Rd., Grand Ave. and Main Highway. Other problematic intersections are Douglas Rd./Main Highway and Douglas Rd./Ingraham Highway. Crossing U.S. 1 at both 27th Ave. and Douglas Rd. is a challenge for pedestrians and bicyclists. All of these problem areas will need to be addressed in a comprehensive strategy for improving mobility and connectivity in Coconut Grove.

Grove 2030 Vision Statement for Coconut Grove

In 2030 the village of Coconut Grove will be distinguished by lush, natural beauty; authentic character and traditions; and by a diverse and engaged citizenry. A network of safe, tree-lined neighborhoods will be linked by bike- and pedestrian-friendly pathways to a vibrant, sustainable business core that caters to the Grove's eclectic mix of inhabitants.

A-2

2019 WORKSHOP REPORT

November 2, 2019



Figure 1: Word Cloud of the DISCOVER worksheets representing dominance of key words mentioned by the stakeholders at each of the eight tables

Shared Pathways: Reimagining Mobility in Coconut Grove

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Table 4: Summary of the eight IDEATE worksheets. Concepts are listed for main Headings; Built Environment and Natural Environment. Concepts in bold are mentioned multiple times with the frequency recorded 9

2.2 Frame

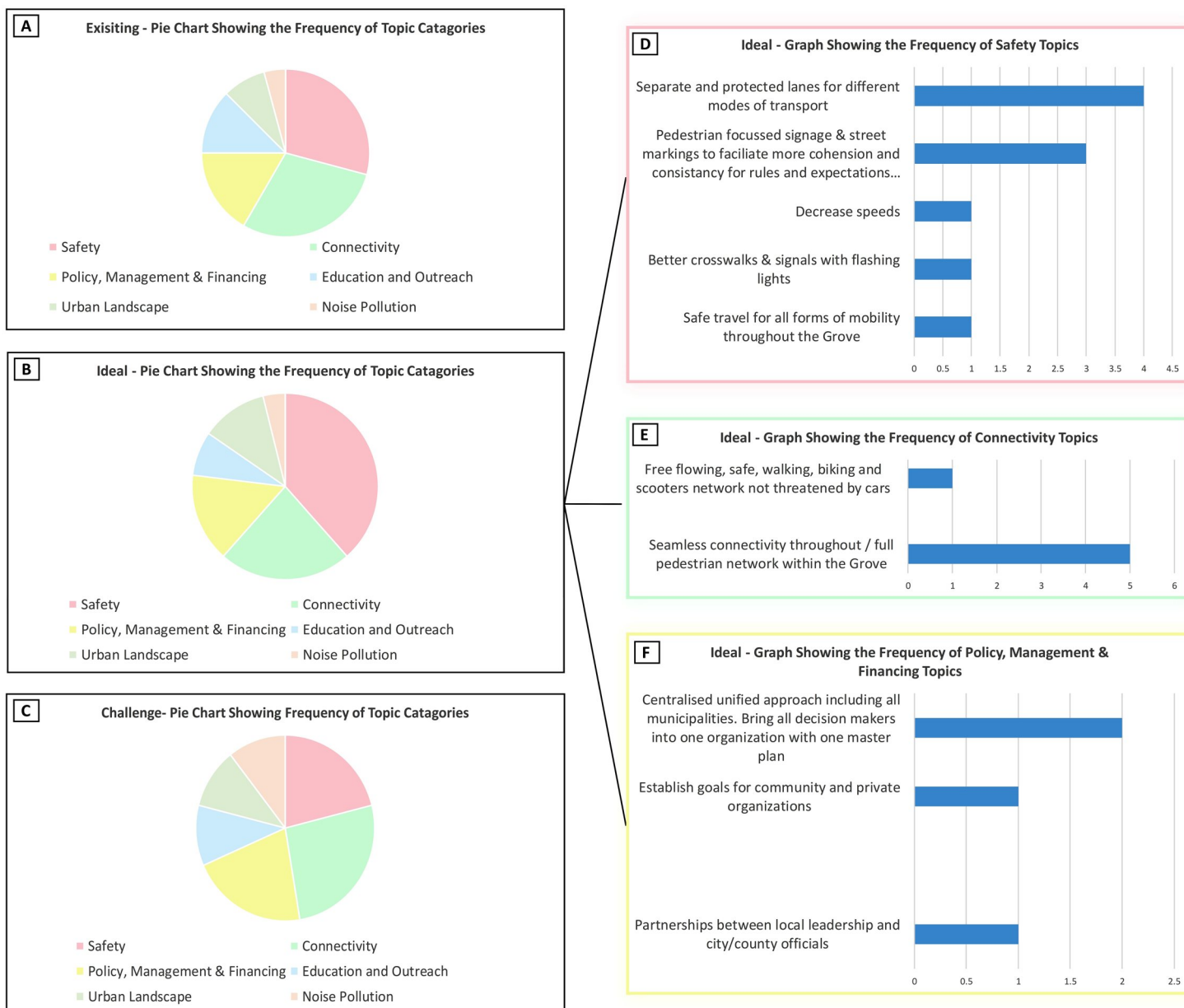
Table 1: Summary of the eight FRAME worksheets. Under the six main Topic Categories (column 1), all mentioned Topics for the; Existing, the Ideal and the Challenge are listed together with the frequency mentioned

Topic Categories	Existing		FRAME Ideal		Challenge	
	Topics	#	Topics	#	Topics	Frequency
Safety	Unsafe - particularly for cyclists and pedestrians	3	Safe travel for all forms of mobility throughout the Grove	1		
	Crossings are dangerous	1	Better crosswalks & signals with flashing lights	1	Elevated flashing lights at pedestrian crossings	1
	Bayshore / S. Miami Ave. have dangerous pedestrian crossings	1	Decrease speeds	1	Slower speeds - narrow lanes, bumpouts, pedestrian islands, road diets, traffic calming with art representing Coconut Grove	2
	Pedestrians are not prioritized - unsafe	1	Pedestrian focussed signage & street markings to facilitate more cohesion and consistency for rules and expectations throughout the Grove	3		
	Overlapping uses of limited space for pedestrians, cars, scooters and trolleys	1	Separate and protected lanes for different modes of transport	4	Create protected lanes	1
	TOTAL	7	TOTAL	10	TOTAL	4
Connectivity	Discontinuous sidewalks, bike lanes and trolley lanes throughout the Grove	5	Seamless connectivity throughout / full pedestrian network within the Grove	5	Targeted improvement to identify routes - known corridors that people already use, but more people are afraid to try	2
					Better Freebie interconnectivity	1
	No flow for any forms of mobility	1	Free flowing, safe, walking, biking and scooters network not threatened by cars	1	Reallocate space with ROW	1
	Tigertail has no sidewalks or bike lanes	1			Take lanes	1
	TOTAL	7	TOTAL	6	TOTAL	5
Policy, Management & Financing	Implementation processes are bureaucratic, chaotic, long, redundant and divisive	2	Partnerships between local leadership and city/county officials	1	Elect officials that support initiatives / identify leaders at the top levels to represent all stakeholders	1
					Need money	1
	Many local organisations wishing to fund initiatives, but are not coordinated or collaborating with each other or policy makers effectively	1	Establish goals for community and private organizations	1	Community leaders, business owners & elected official to organise goals, improve transparency and create awareness	1
	No shared master plan for the Grove	1	Centralised unified approach including all municipalities. Bring all decision makers into one organization with one master plan	2	Identify community leaders to facilitate collaboration, organise and participate in the process	1
	TOTAL	4	TOTAL	4	TOTAL	4
Education & Outreach	School traffic	1			Education and outreach	1
	Car mindset	1				
	Poor behaviour / lack of respect	1	People engaging with each other on a daily basis and having positive social interactions / creating an environment that encourages connections	2	Education and enforcement	1
	TOTAL	3	TOTAL	2	TOTAL	2
Urban Landscape	Unshaded hot streets	1	Shade trees/larger tree canopy that provides protection to the public, more engagement with nature	3		
	Bayshore / S. Miami Ave. have flooding issues	1			More vegetation that can adapt to flooding issues	1
					Elevated flashing lights at pedestrian crossings	1
	TOTAL	2	TOTAL	3	TOTAL	2
Noise Pollution	Cars, horns, blowers, peacocks etc ...	1	Prioritization of non-motorized and electric vehicles	1	Electric vehicles, more bikes, less cars, vehicle sharing programs, no car days (roads only open to pedestrians and bikes on weekends or certain days)	2
	TOTAL	1	TOTAL	1	TOTAL	2
	TOTAL EXISTING	24	TOTAL IDEAL	26	TOTAL CHALLENGE	17

Table 2: Condensed form of Table 2, showing the frequency that topics were mentioned within the six Topic Categories.

Existing		Ideal		Challenge	
Safety	7	Safety	10	Safety	4
Connectivity	7	Connectivity	6	Connectivity	5
Policy, Management & Financing	4	Policy, Management & Financing	4	Policy, Management & Financing	4
Education and Outreach	3	Education and Outreach	2	Education and Outreach	2
Urban Landscape	2	Urban Landscape	3	Urban Landscape	2
Noise Pollution	1	Noise Pollution	1	Noise Pollution	2

Figure 2: The pie charts in (A) through (C) show the frequency stakeholders mentioned Topic Categories for each of the Existing (A), Ideal (B) and Challenge (C) sections. Histograms (D) through (F) focus on the Ideal section, prioritizing the topics by frequency.



2.3 IDEATE

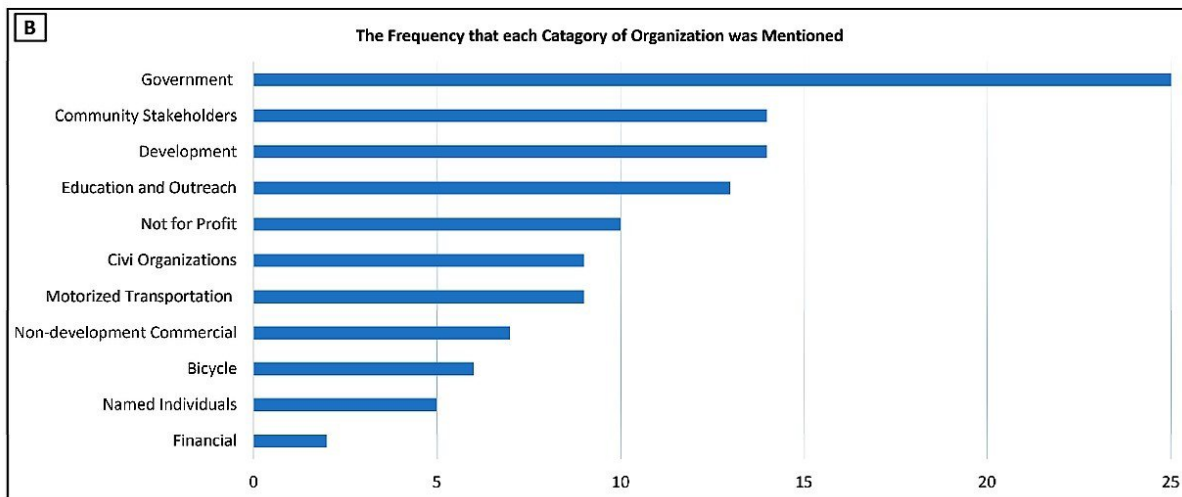
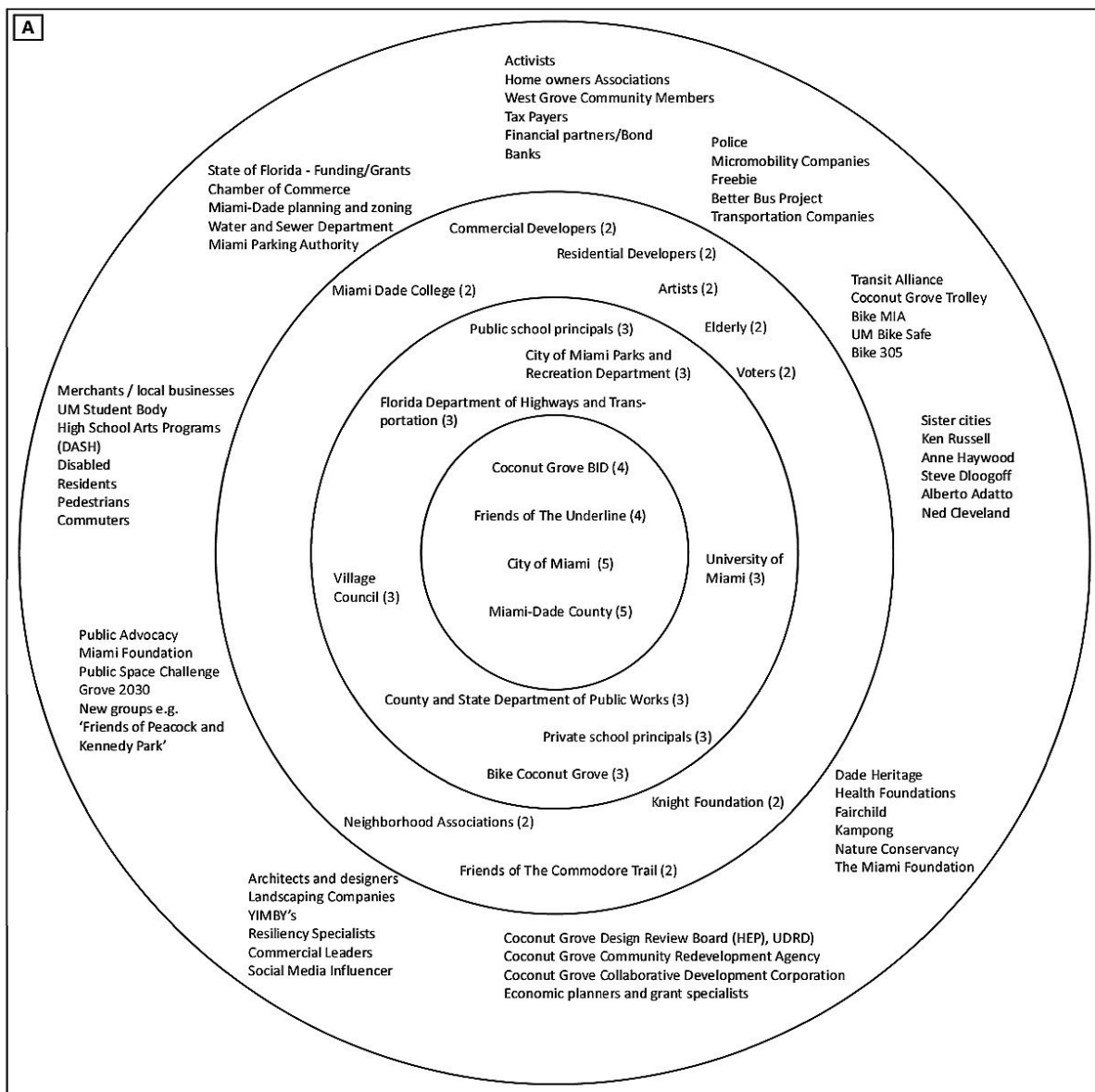
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Operational Concept	#	Policy Concept	#
Bike Incentives-- parking stations, cameras to prevent theft, use encouragement through art & signage, free registrations, repair stands with tools, bike parking at farmers market, collaboration with schools (high school incentives, competitions, safe routes), free bike share day, community bike events	10	Develop public transit incentives and options-- urban adventures for families; campaign to encourage use; discount; public busses and trolley routed by all schools / people mover	6
Education relating to road rules for pedestrians, cyclists and drivers through schools and civic programs; Educating residents to Coconut Grove masterplan i.e. concerns, follow-up, enforce	8	Lower speed limits and expand traffic calming	4
Enhanced enforcement of traffic regulations (speed, crosswalk, failure to yield to bikes and pedestrians, delivery and drop-off violations)	6	Establish school bussing mandate- no private cars; Common bus for all Grove schools with pick up and drop off outside center	2
Dog care-- water stations, poop bag stations	2	Freebie interconnectivity among municipalities (Coral Gables, Grove, Brickell, Pinecrest, South Miami, Palmetto Bay, UM, Metrorail)	
		Establish No Deliveries Day (UPS, FedEx, Car)	
Add charging stations for electric scooters, bikes and vehicles		Change regulations to protect tree canopy	
Say hello to your neighbors		More walkable stores for household needs (grocery, hardware, affordable family friendly stores)	
Use alternative nodes of transportation		Water taxi	2
Encourage people to use the streets		Establish Pedestrian-first policies	2
Add water bottle stations		Establish requirement for greater community information to encourage engagement on future development projects	2
Develop a budget & business goals			
		Promote local business frontage along Main Hwy.	
		Partner with ride/share company for free/reduced ride share for first time users	
		FREE PASS	
Free public community events			
Ride share more		Prioritize Scooter/moped/bike parking over cars	
Breakdown big challenges into small groups and create task forces and workshops		Allow only electric vehicles within 3 mile radius	
Community workshops		Restrict Blower Days	
Getting City & County buy-in		CDE or CDFC (non-profit financing model)	
Volunteers needed		Official support by city on a plan	
Open playhouse		Advocate for reducing pollution - less cars	
Identify unsafe areas		Lower speed limits	
Neighborhood night out		Reduce vehicle speed limits	
		Peacock population management/relocation	
Organizing outreach & events		Divert traffic outside village center	
Holding government accountable		Change zoning to greater density around transit and center grove to foster compact development	
Identifying leaders in different organizations to drive fundraisers & awareness		Divert traffic outside village center	
Political will/ Capital		Increase restaurants & coffee shops in residential areas	
Street furniture		More police	
Impose Change		Cameras for bike theft X 2	
Fund finding		Try it pilot project	
		FREE transportation	
(Park)ing day participation		Adopt better bus plan	
Change traffic patterns		8 level apartments - no parking requirements	
Getting county agencies to work together		Create central approach of alternate modes	
Coalition to intermediate interaction with local governments		Require increased setbacks in new developments	
Get planning czar		Rewards program for using transit	
Get corporate buy in		Fix pedestrian light	
Neighborhood outreach to get advocates		Take back on street parking	
		Get the County onto City Bike and build more stations	
		Change Miami 21 to include greater bike facilities	
Get buy in then just do it!		Restricting car access at specific times to promote business	
Groups and organizations not working together		Center grove only - pedestrian & bike only on first sundays	
Daily bike community through Grove (as is)			
Public maps to show transit networks			

Table 4: Summary of the eight IDEATE worksheets. Concepts are listed for main Headings; Built Environment and Natural Environment. Concepts in bold are mentioned multiple times with the frequency recorded

Built Environment		Natural Environment	
Concept	#	Concept	#
Protected bike lanes; Divided bike lane pilot program – temporary barriers; Tigertail protected lanes; Dedicated safe lanes for bikes and pedestrians		Amend polices to require additional tree canopy in new projects	
Bike lanes x 2	3	Bay walk; incentives for homeowners to protect bay from sea level rise, i.e. natural/living shoreline	
Grand/McFarlane intersection; Create traffic separator between McFarlane and Main with a pedestrian island/ isthmus; All red lights @ Grand/McFarlane/Main		Curbless sidewalks & tree canopy along sidewalks with seating	
Improve lighting, wayfinding, daylight, Larger fonts		Plant local resilient landscaping that mitigates flood issues	
Bike parking w/water, shade; Bike racks		Plant trees and increase the shade on 27th Ave.	
Median @ 17th and US1 too slow, merge traffic, add shade; Reconfigure and reduce car lanes		Tree and shade structures	
Identify pathways; Mark and map from north, west, south, into Center Grove		Plant trees	
Identifying congestion points, building traffic circles, expanding sidewalks, speed bumps; Traffic circles at major intersections; Traffic calming grove wide; Traffic Calming; Pedestrian oriented traffic calming		Street full of trees	
Traffic circles at major intersections; Fix things - sidewalks, crosswalk flashers, ???		Street trees!	
Beautifying traffic circles		Boardwalk to spoil islands	
More traffic circles with "Art" sculptures and lighting at night			
More crosswalks; Increase safety at the Viscaya crosswalk			
US overpass for pedestrians, 27th Avenue, 32 Avenue, Vizcaya; Redesign 27th Ave., to connect Metrorail to center Grove; Redesign Aviation & 27th to the waterfront; Hanging garden bridge across US1 for pedestrians & cyclists			
Intermittent lights; Less traffic lanes; Fix lights to cross the street			
Safety" separation of lanes for cars, bikes & walking			
Safe biking pathways connecting Commodore Trail to the Underline; Fix Commodore trail			
S.Bayshore, 2 lanes with bike path; Add bike lanes; Manage sidewalk zones—bikes, scooters, pedestrians; Protected bike lanes			
Painted eye catching crosswalks ;Different paving patterns in the Grove to differentiate from rest of Miami			
Make pedestrian areas attractive with art and activations			
Paint streets bright colors			
Pedestrian scramble x 2 (with rotary) ; Pedestrian safety project: Capital - paint & concrete			
Widen sidewalks ; Build sidewalks			
Widen existing sidewalks			
Add sidewalks at east one side of all streets with heavy traffic ; Wide sidewalks on Main highway			
Longer pedestrian crossing times at lights ; Add more time for pedestrians at US1 & Metrorail			
Speed bumps; Elevated pedestrian crossings with flashing lights			
Traffic calming			
Review and revise street signage			
Scooters			
Freebie			
Pets welcome environments			
Bury overhead traffic lines			
Complete streets			
Create gateways when entering & leaving coconut grove- you are somewhere different			
Improve trails			
i-tree			
Improve signage from transit to center Grove and waterfront ; Signage to bike trails form Metrorail			
Complete street connections to Metrorail stations ; Rethink 27 ave. as connector artery			
Improve waterfront access for bikes and pedestrians			
Fix commodore trail			
Connected networks to Metrorail and neighborhoods			
Raised crosswalks to prioritize pedestrians			
Lighting			
Improve mobility to and from main hubs			
Retractable bollards			
Mixed/shared use street space			

2.4 BUILD





A-3 **NOVEMBER 2019 - WORKSHOP WORKSHEETS**

November 2, 2019

Shown in the following pages are 32 of the 36 images of the worksheets completed at eight of the nine table groups. At the closing of the event, four of the worksheets were accidentally misplaced.

TABLE 1

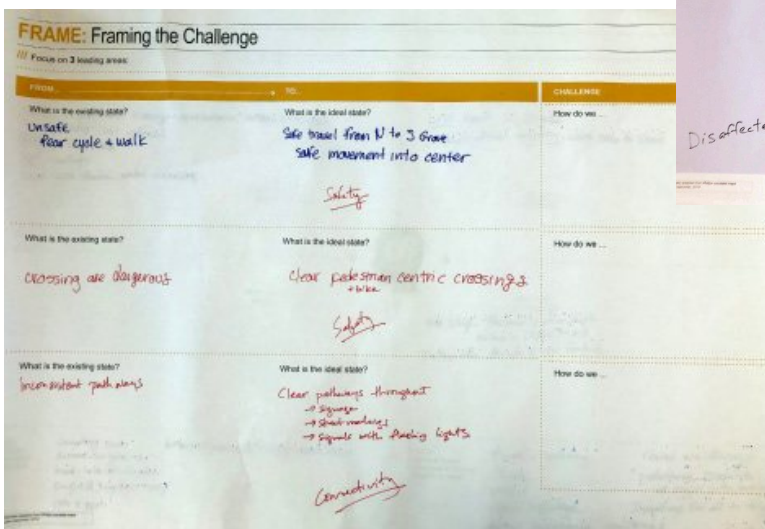
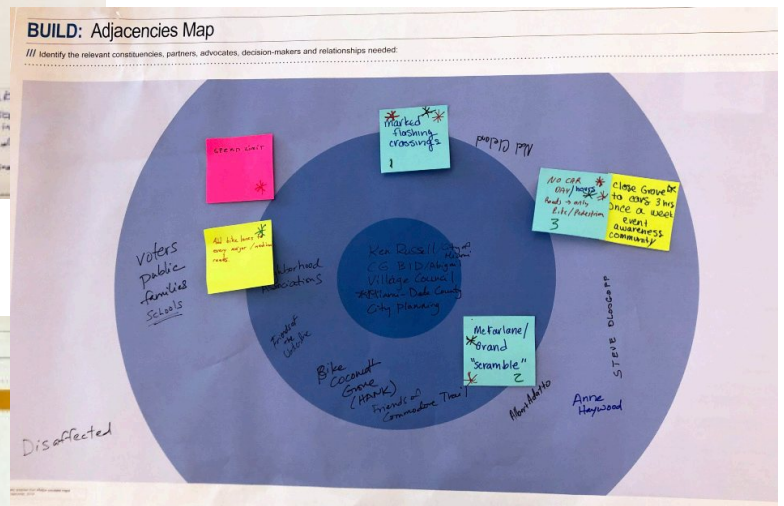
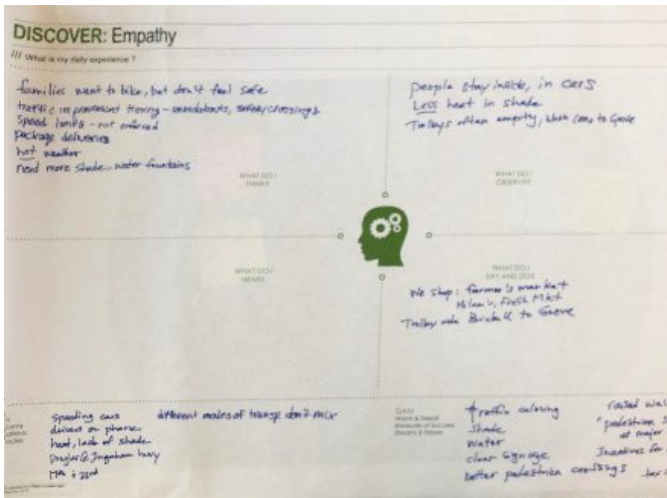
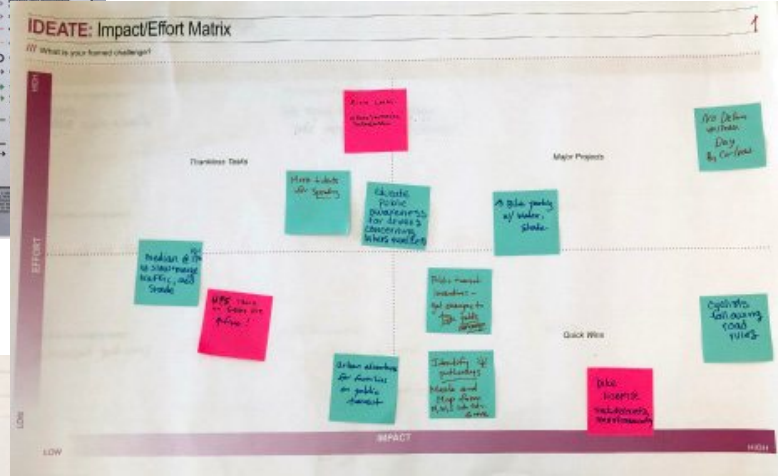


TABLE 2

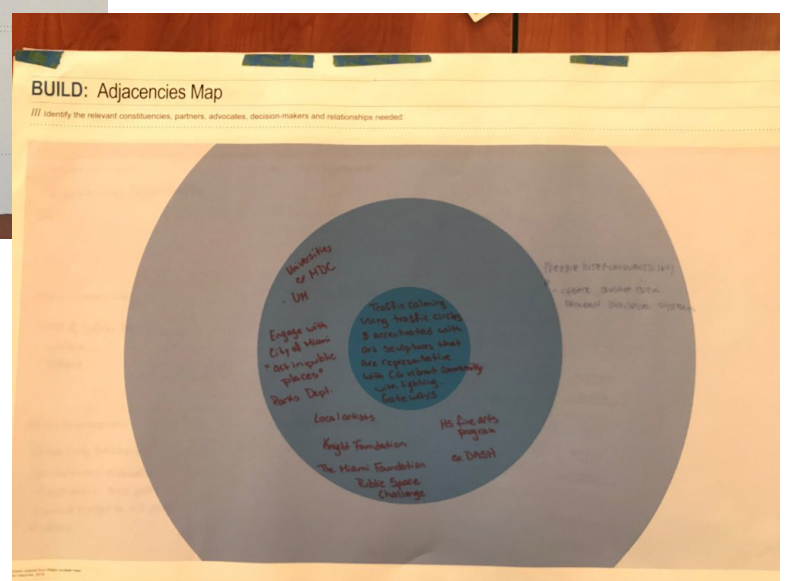
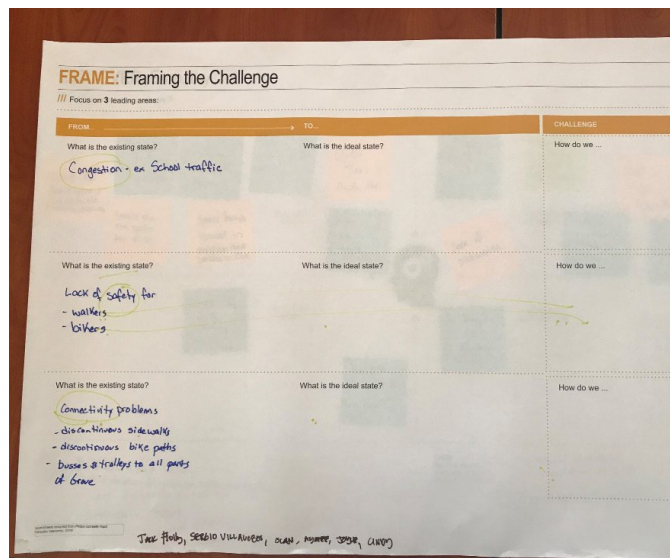
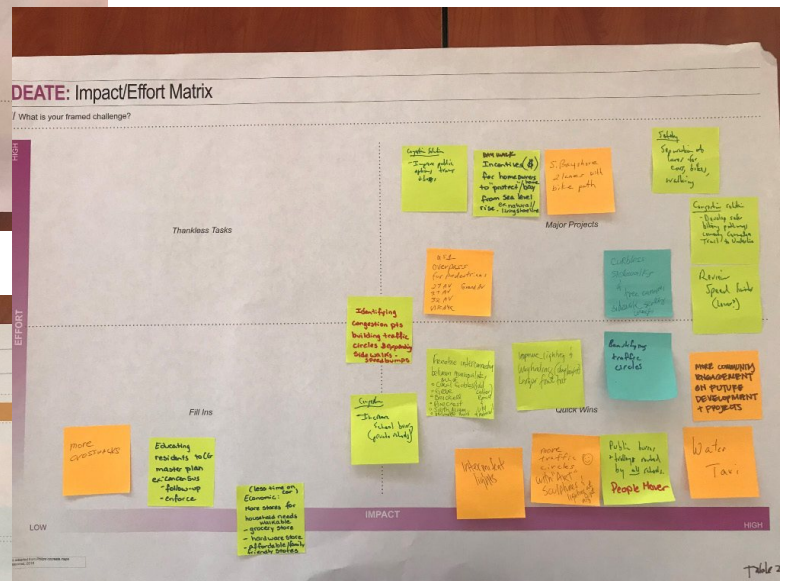
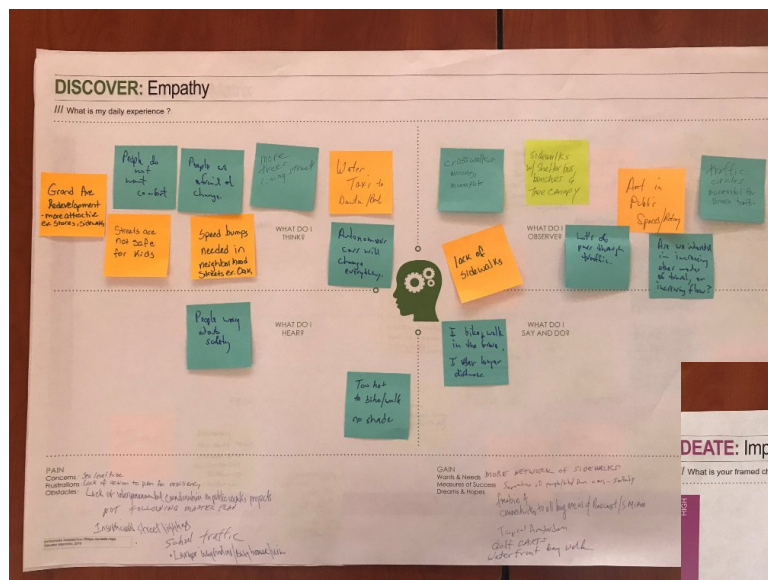


TABLE 3

FRAME: Framing the Challenge

Focus on 3 leading areas:

FROM	TO	CHALLENGE
What is the existing state? LACK OF CONNECTIVITY - feels stop/go - confusing	What is the ideal state? * signage	How do we...
What is the existing state? NO SIDEWALKS, BUS LANES ON TIGER LANE AVE	What is the ideal state? * sidewalks, bike lanes connected * decreased speed	How do we...
What is the existing state? BAYSHORE / S. MIAMI AVE. - dangerous ped. crossings - flooding	What is the ideal state? * sidewalk + bike lane continuity * better crosswalks * decrease car speed limit	How do we... * elevated, flashing lights @ ped. crossings * more vegetation that can adapt to flooding issues

TABLE 3

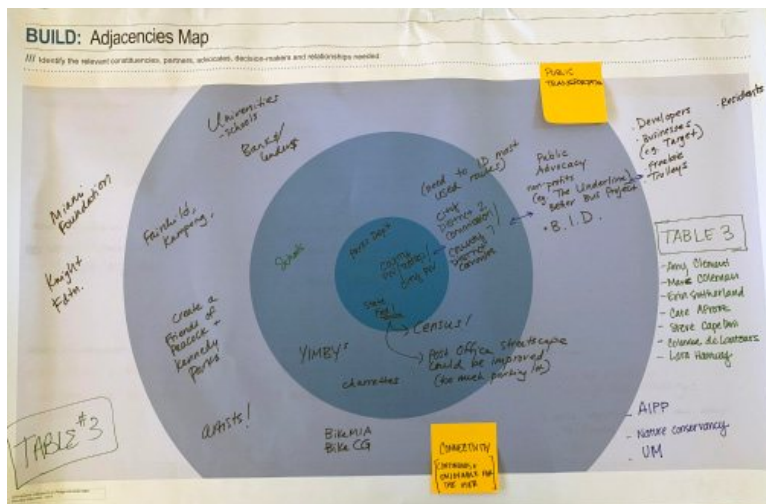
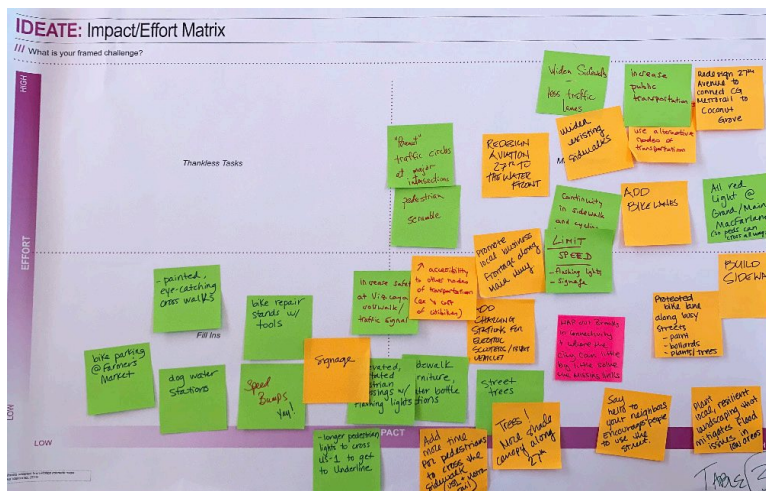


TABLE 4

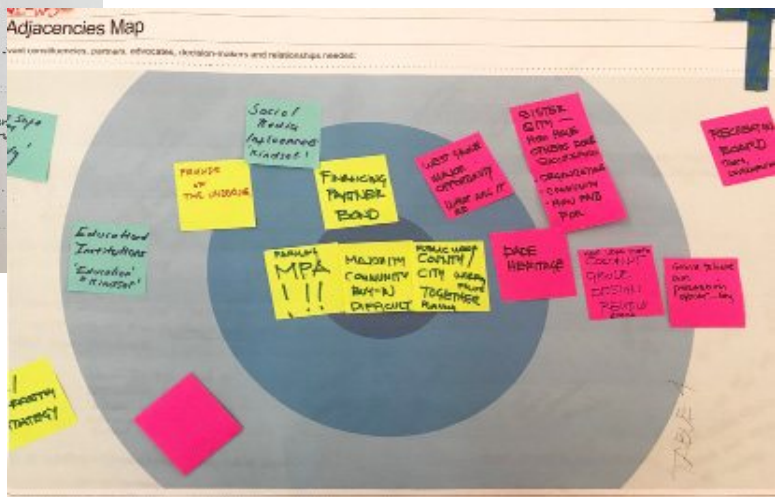
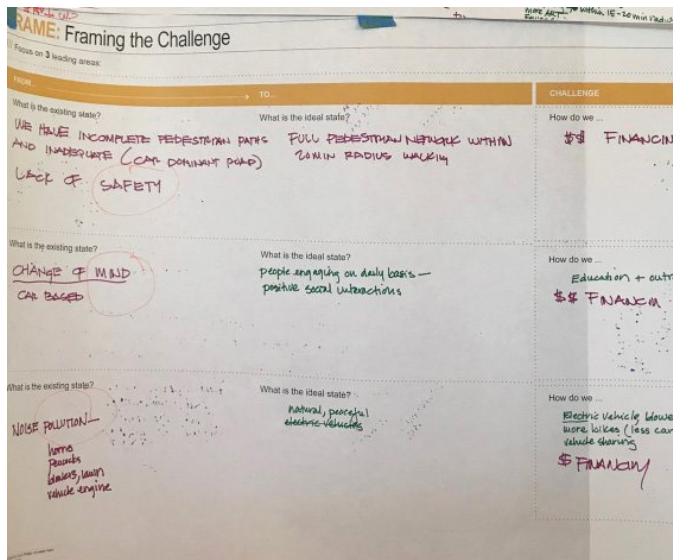
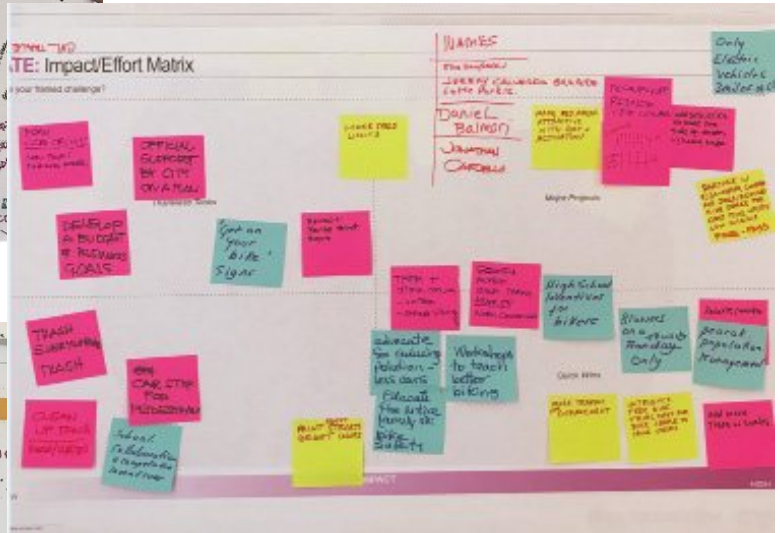
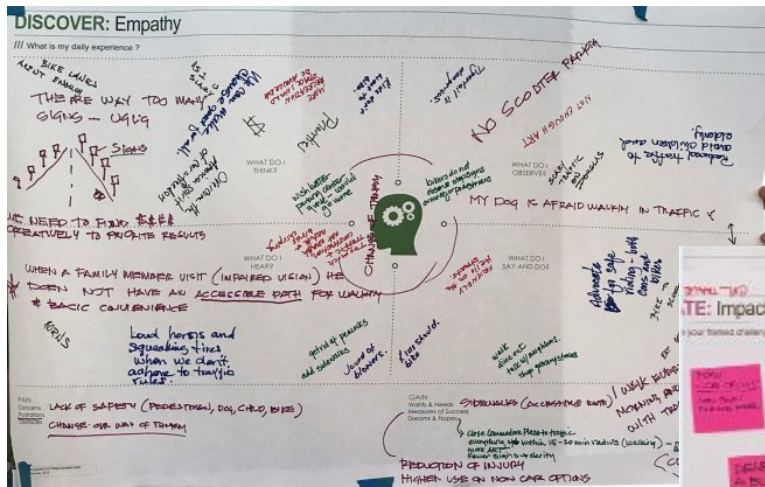


TABLE 5

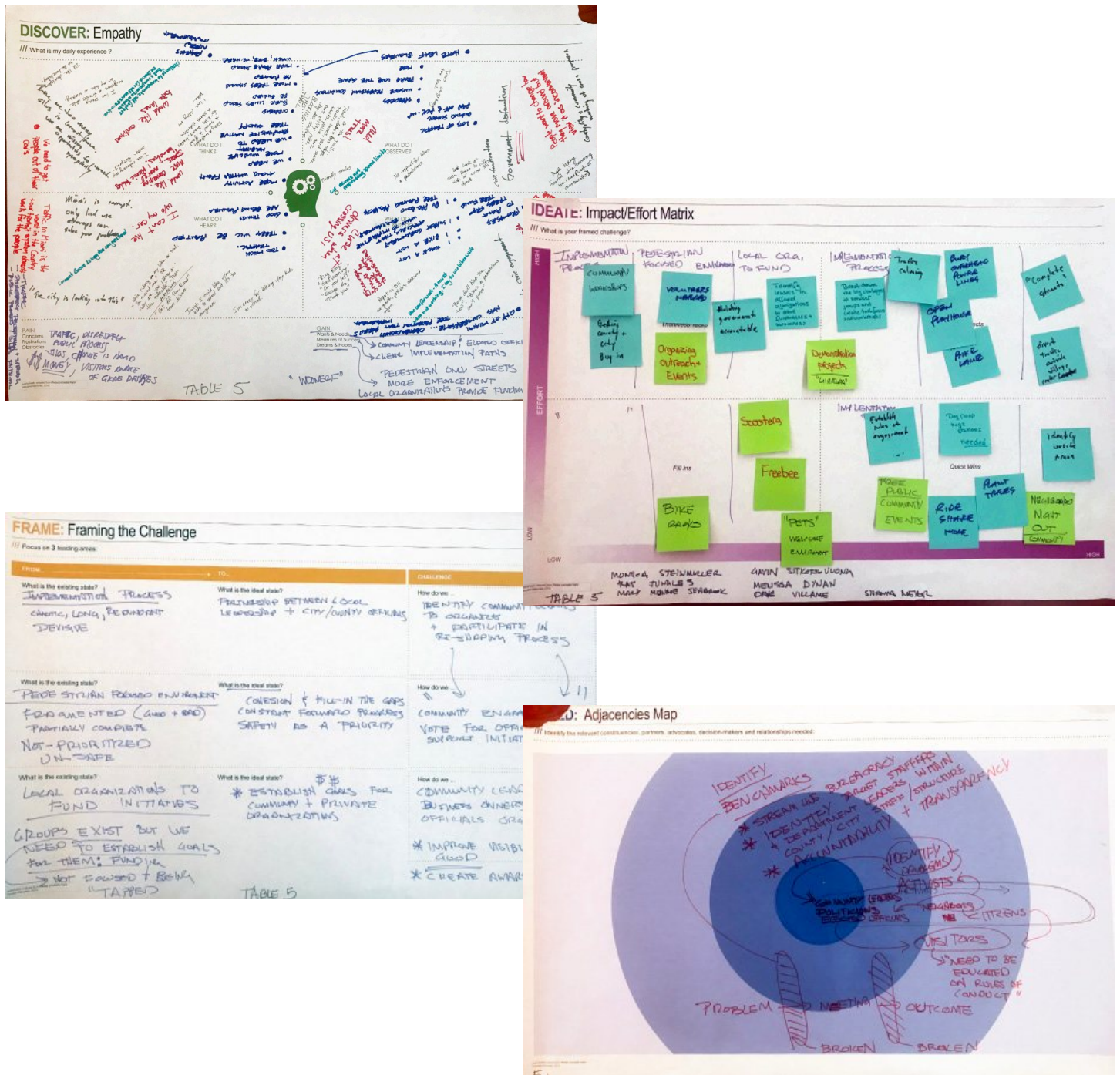


TABLE 6

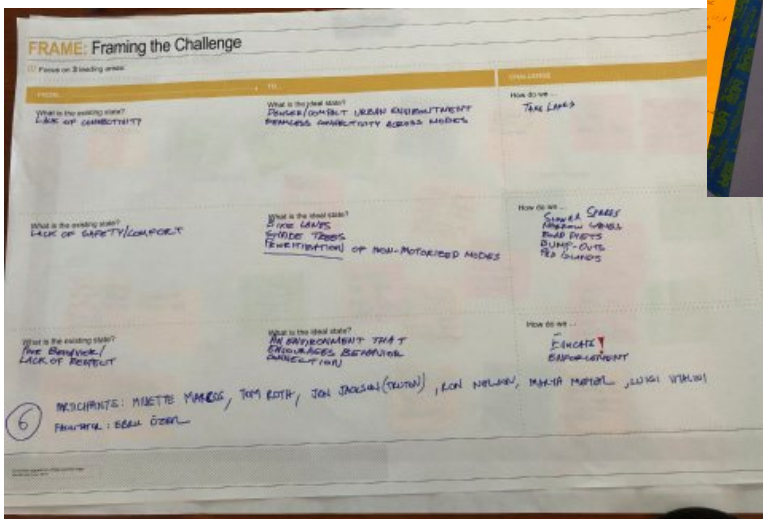
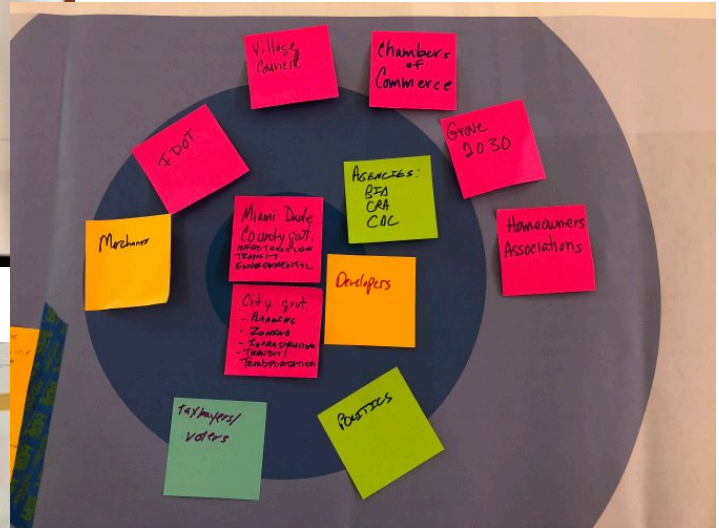
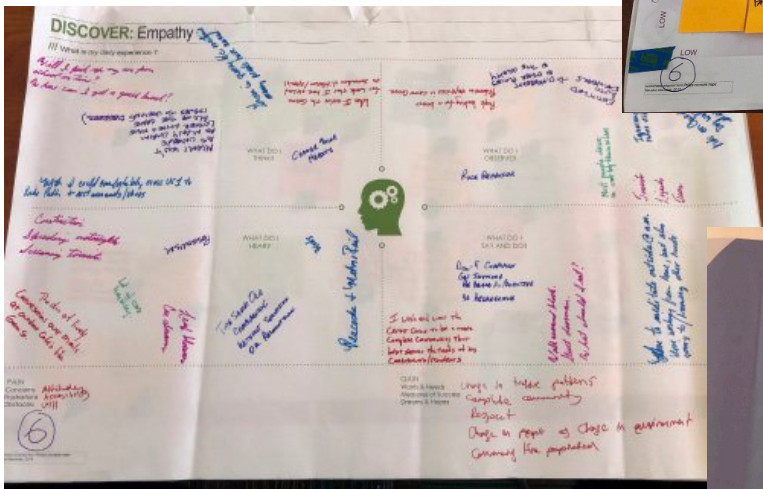
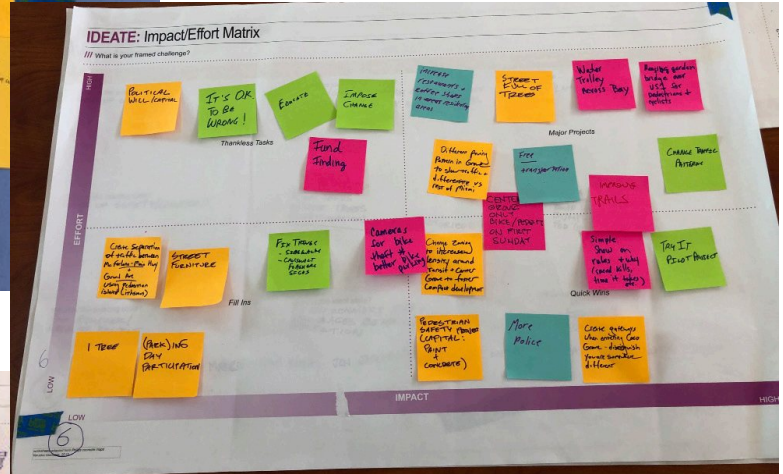
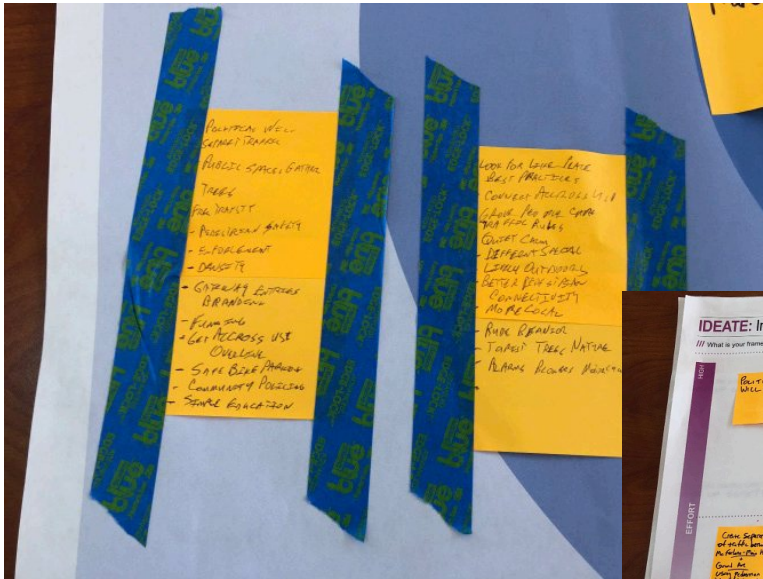
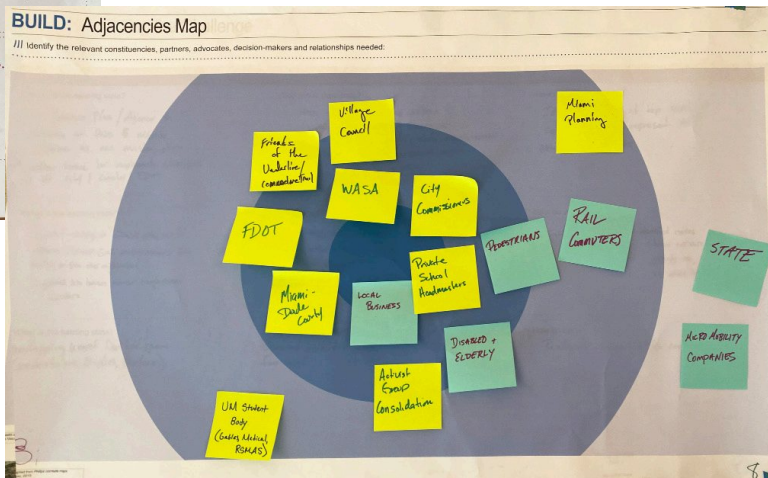
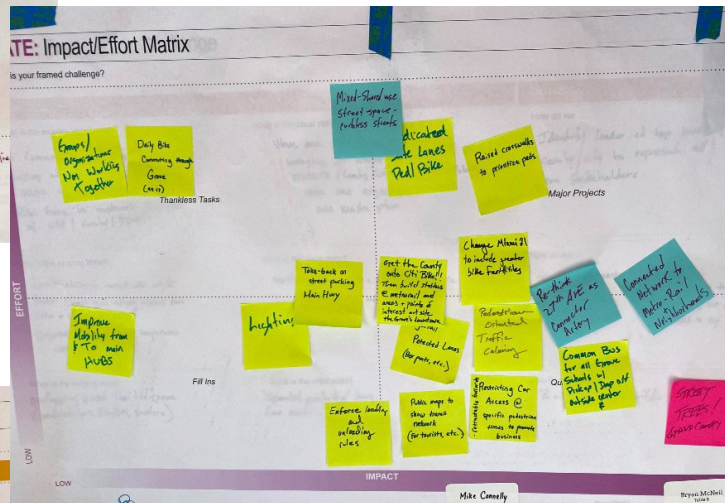
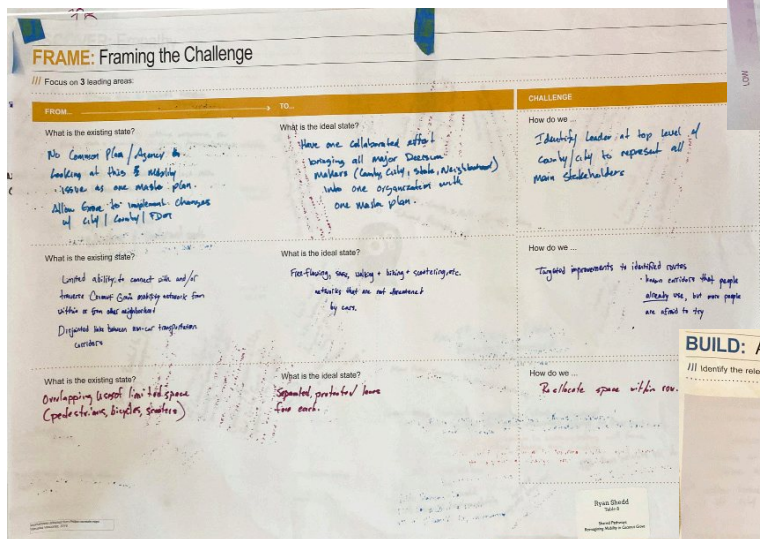
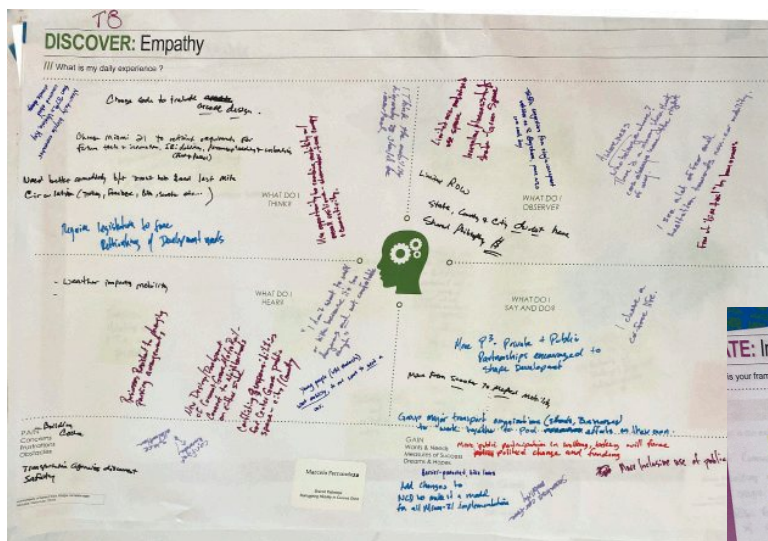


TABLE 8



PHOTOS FROM THE WORKSHOP

