

#4



Rio Grande

Paseo Del Bosque Trail

Candelaria Road

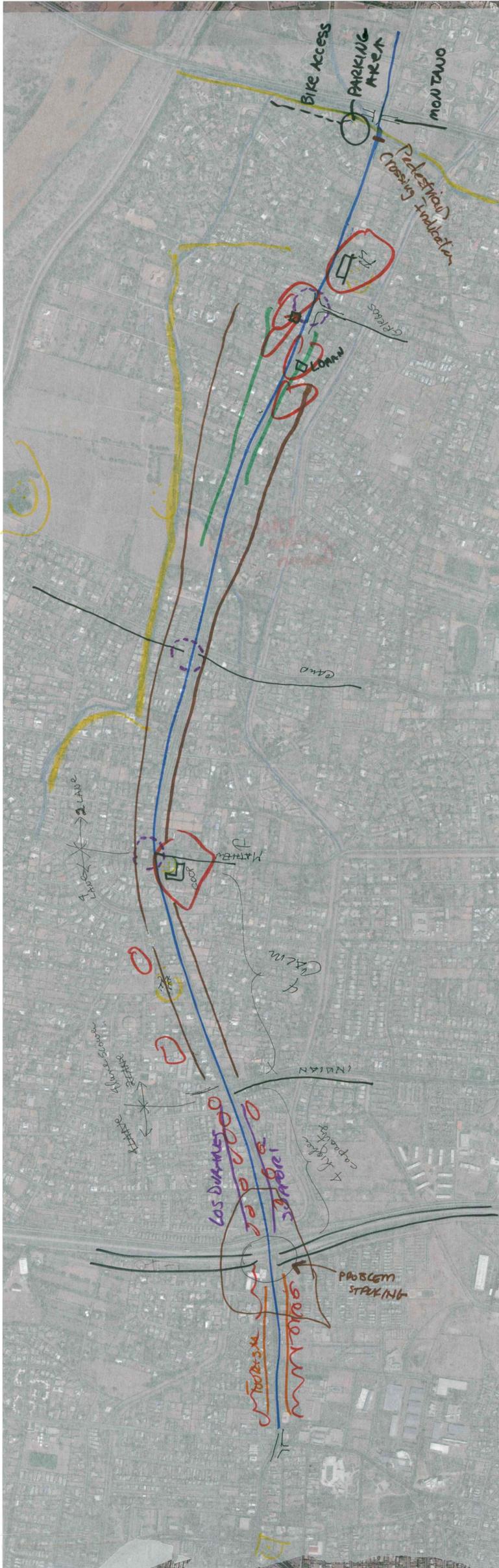
Campbell Road

Don Quixote Drive

Floral Road

Interstate 40 / Coronado Freeway

Mountain Road



Griegos Drain

Montano Road

Griegos Lateral

Dietz Place

Griegos Road

Candelaria Road

Matthew Avenue

Alameda Drain

Indian School Road

Interstate 40 / Coronado Freeway

Aspen Avenue

Mountain Road

- Residential
- agricultural
- Roundabout
- Tourism support
- community support
- Residential
- POSTCARD QUALITY



July 2010

250' 500' 1000' 1500'

Rio Grande Boulevard Corridor

DOVER, KOHL & PARTNERS
 town planning
 1571 Sunset Drive, Coral Gables, FL 33143
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Rio Grande Boulevard Corridor Master Plan Los Griegos Focus Area

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TABLE #4

1. CONNECTIVITY OF EAST & WEST RIO GRANDE BLVD. CONNECTIVITY = PEDESTRIAN;
2. SLOWER TRAFFIC
3. BIKE PATH, SIDE WALKS
4. MULTIPLE DRIVEWAYS.
5. PHYSICAL BARRIER BETWEEN PEDESTRIANS & VEHICLES.



Los Candelarias Focus Area



Matthew Avenue Focus Area



July 2010



Rio Grande Boulevard Corridor Master Plan

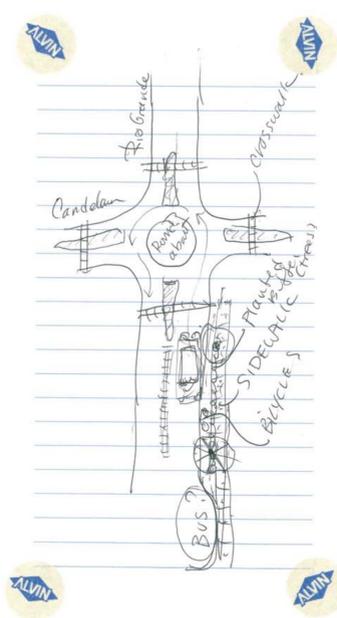
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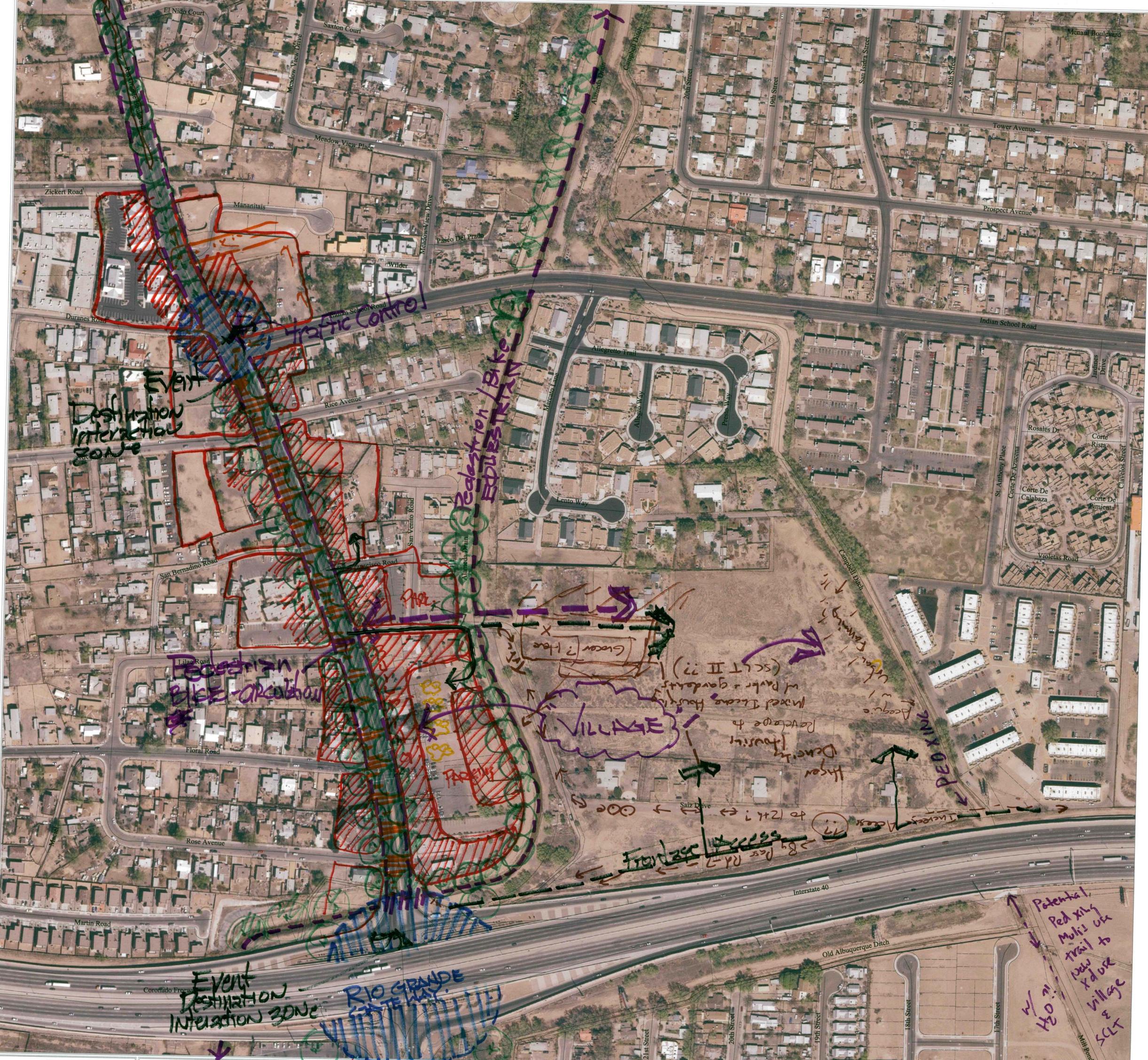
TABLE 7

MATTHEW TO CANDELARIA

- Ridgley design*
1. Narrow to 2 lanes from Indian School north
 2. *difficult* narrow to 2 lanes *at* Candelaria (single Indian School side?)
 3. In favor of round about @ Candelaria (single Indian School side?)
 4. " & carefully managed residential and broadly
 5. Burrowing power lines
 6. Support for open space, agricultural use of existing open land
- Ultimate support of rural estate



Redevelopment
All to be done in 2010



- MIXED USE: light commercial / retail.
- PARKING.
- CHANGE IN ZONING.

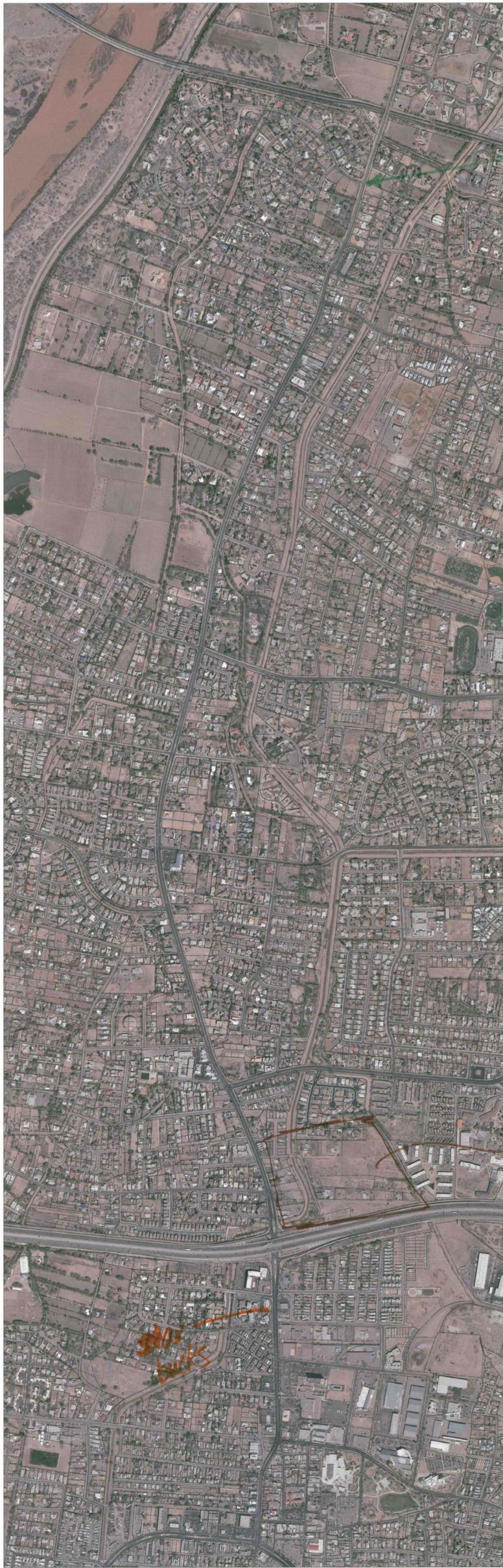
Rio Grande Boulevard Corridor Master Plan Los Duranes Focus Area

#6

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Griegos Drain
 Montano Road
 Griegos Lateral
 Dietz Place
 Griegos Road
 Candelaria Road
 Matthew Avenue
 Alameda Drain
 Indian School Road
 Interstate 40 / Coronado Freeway
 Aspen Avenue
 Mountain Road

wide area -
 gravel path
 curb or barrier separates.
 meanders
 wide for people + bikes

2 lanes
 w/ Ped/bike
 to 1 side

Table # 3 (Theresa, presenter)
 Four lanes from Freeway to Indian School then two-lane north. This is not a "thru-way" or "race way". Wide area with curb/gravel on one side or the other so that roadway increases pedestrian safety/comfort. Don't affect property owners. Remove utility poles from walkways. Improve walkways, make more continuous. Trolleys or other transit vehicles needed not just on main corridor but also on side streets. Huge busses often not full. Signage needs to be improved. Wayfinding.
 Matthew area: Commercial development should stop in this area. Intersection of Don Quixote needs to be rethought. Roundabout may create problems for people because it encourages continuous flow of traffic. LED lights to signify pedestrian crossings. Destination café or gathering area. Maybe have bike/ped median. Enforcement of traffic laws is needed. Maybe 3 lanes (two lanes + turning lanes) in this section, as an alternative to median street section. Right turn on reds (issue with sight distance).
 Los Candelarias: High School traffic is confused in this area. Needs to be reorganized. Ditches, create crossings. Create pedestrian refuge, additional crossings along blvd. Need protected left turn, more time for pedestrian crossings so that peds don't have to run across. Noise pollution. Security/crime has affected the neighborhood.

walkways - poles out!
 discontinuous
 falling apart
 narrow

need continuity
 transit: trolley's - quicker access
 smaller buses - more routes
 south direction - efficient
 north direction - large loop takes to long
 extend past R.G. west.

2nd Street - expressway
 get traffic off Rio Grande
 issues with sight distance.

TABLE 3



July 2010

Rio Grande Boulevard Corridor

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Matthew Avenue Focus Area

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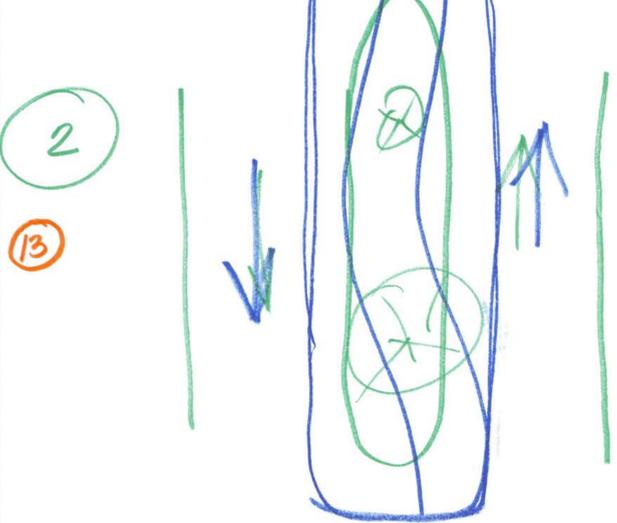
Rio Grande Boulevard Corridor Master Plan

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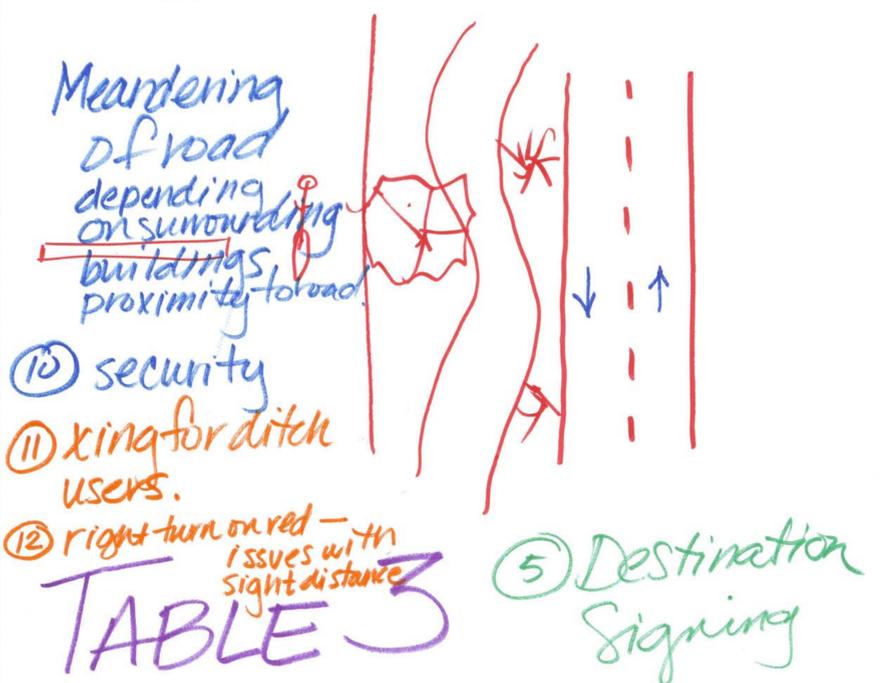
- ⑥ in pavement or overhead LED flashing lights
- ④ overpass - ped xing signals

Destination-cafe
 Gathering area
 lots of potential - issues with visibility

- ③ change characteristics based on different areas
- ⑦ cellphone-use!! issue with safety!!



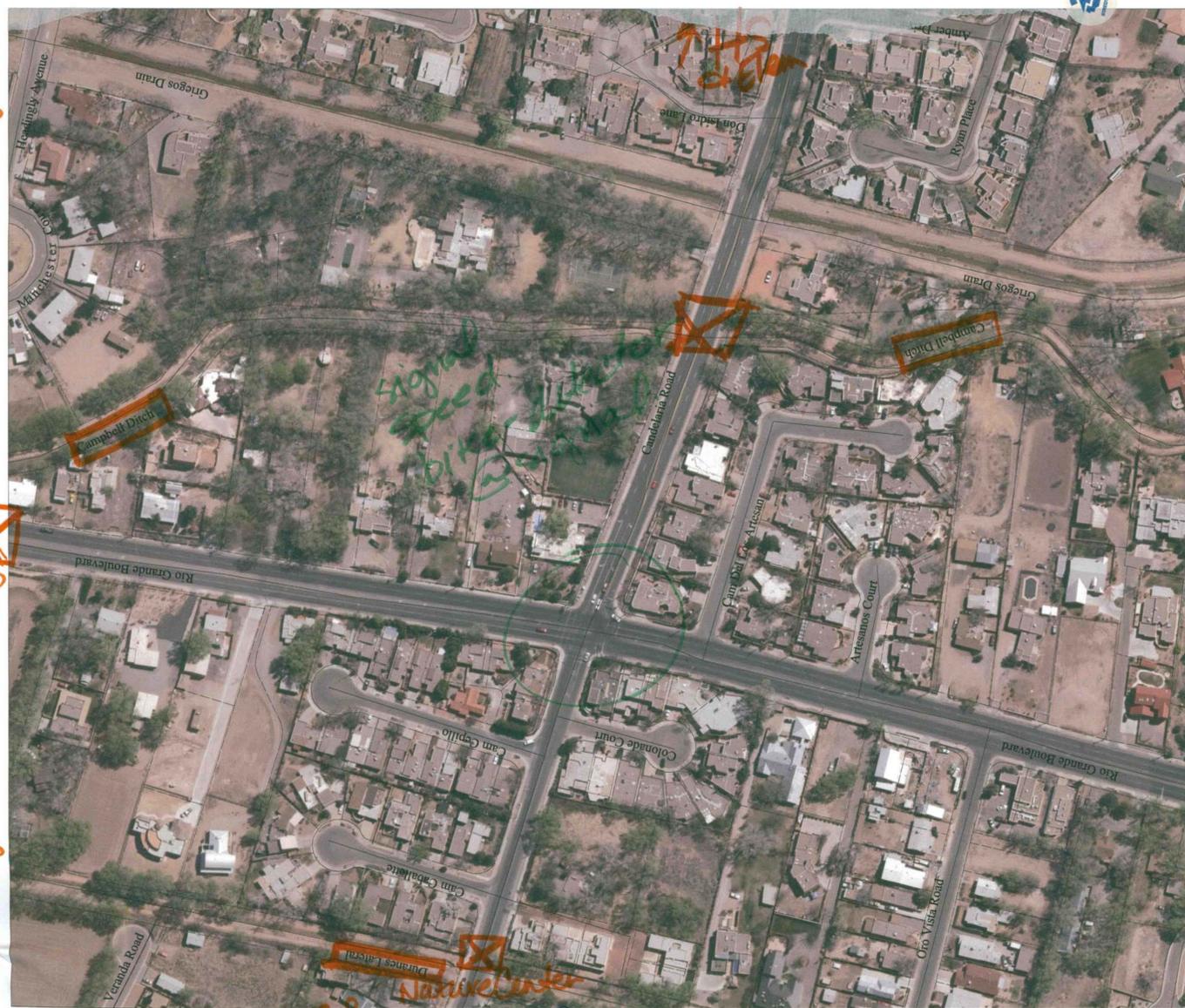
- ① split ROW between roadway + multi-use area
 - ⑧ bikesafety
 - ⑨ enforcement
- reduce traffic safety - peds bikers noise -
 Montano - Indian School



- ⑩ security
- ⑪ xing for ditch users.
- ⑫ right-turn on red - issues with sight distance
- ⑤ Destination Signing

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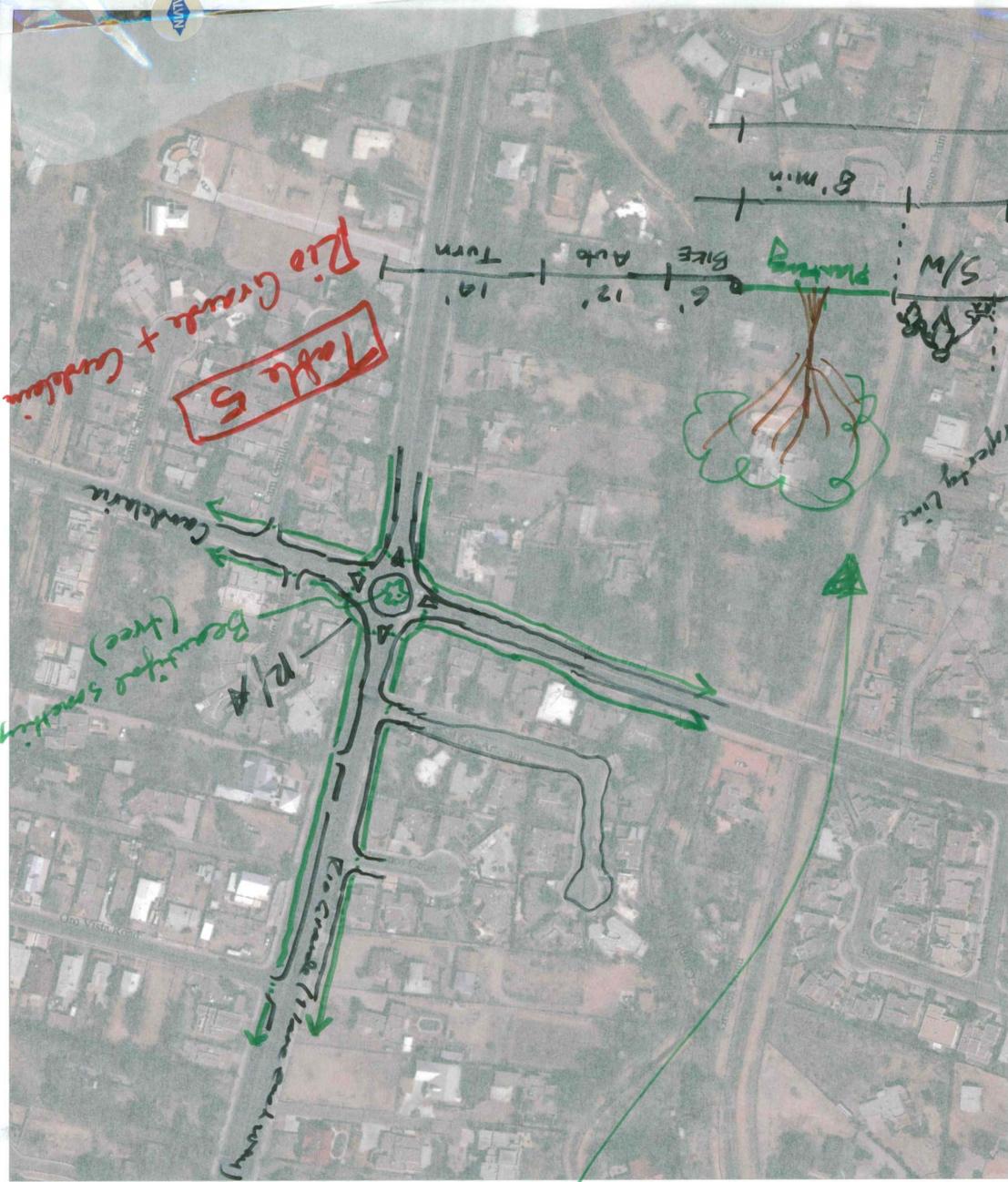
300'
200'
100'



Los Candelarias Focus Area

signal for ped crossing

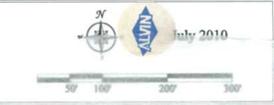
signage :: more time for candelana :: turn signal - left protected



Los Candelarias Focus Area



Matthew Avenue Focus Area



Rio Grande Boulevard Corridor Master Plan

we have
What we've lost

- Ditches
- Trees
- Open space
- Agriculture
- Quiet
- Walkability
- Safety from vehicles

Problems

- Sidewalks too narrow and impeded
- Can't safely cross Rio Grande
- Vehicle speeds high and too close to pedestrians
- Noise
- Bus only runs one direction

Proposals

- At least one lot that fronts on RG and could get water from Conservancy in agriculture use.
- Landscape using agricultural materials (ag-scaping)
 - Grasses
 - Fruit trees
- Narrow Rio Grande to 2 lanes where traffic loads permit
- Trees along sidewalks
- Identify where we want to walk and make sure routes are walkable.
- Keep bike lanes and bus route in both directions
 - No bus pullouts

Proposals (continued)

- Local Improvement District to maintain sidewalks and underground powerlines
- Ivy?

Short term proposals

- Go back to old striping on Candelaria at RG
- Fix pedestrian crossings and sidewalks at Matthew
- Sign for traffic to slow down prior to blind curve south of Matthew.



See above

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TABLE
6

Bike
amp
paths

Rio Grande

Paseo Del Bosque Trail

Destination
NATURE
CENTER

Candelaria Road

Campbell Road

Don Quixote Drive

Floral Road

Interstate 40 / Coronado Freeway

Mountain Road

Griegos Drain

Montano Road

Griegos Lateral

Dietz Place

Griegos Road

Indian School Road

Interstate 40 / Coronado Freeway

Aspen Avenue

Mountain Road

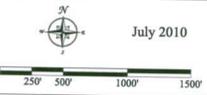


Table # 6 (Tom, table presenter)

Series of destination points. Connect villages once again. Old town draws people off of I-40. Gateway off of I-40 to identify Rio Grande North and South. Small commercial in vicinity of Indian School. Then becomes more suburban toward north, then more rural. Allow each neighborhood to begin to identify itself along the corridor. Enhance commercial, expand village on large undeveloped parcel (Los Duranes), frontage road along I-40. *Pedestrian and bike routes along corridor. Incorporate equestrian mobility. Village has front on Rio Grande, buildings up toward the front. Create edge along those approaching along the Ditch. Indian School/Rio Grande Intersection has traffic control issue. Paving could change to signify village character, less asphalt. Incorporate transit, even horse and carriage. Event center towards Old Town. Energize, interaction zone, for both residents and visitors. Shade trees are an absolute must. Utilities underground. Development similar to Sawmills land trust. Pedestrian access somehow - "skip the highway" from North to South.

* Frontage Rd Complete from 12th to Rio Grande

OB ditch Access behind de Saw Mill land Trust And Behind new village. Tunnel for Ped, bike, horse under the highway



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Rio Grande Boulevard Corridor

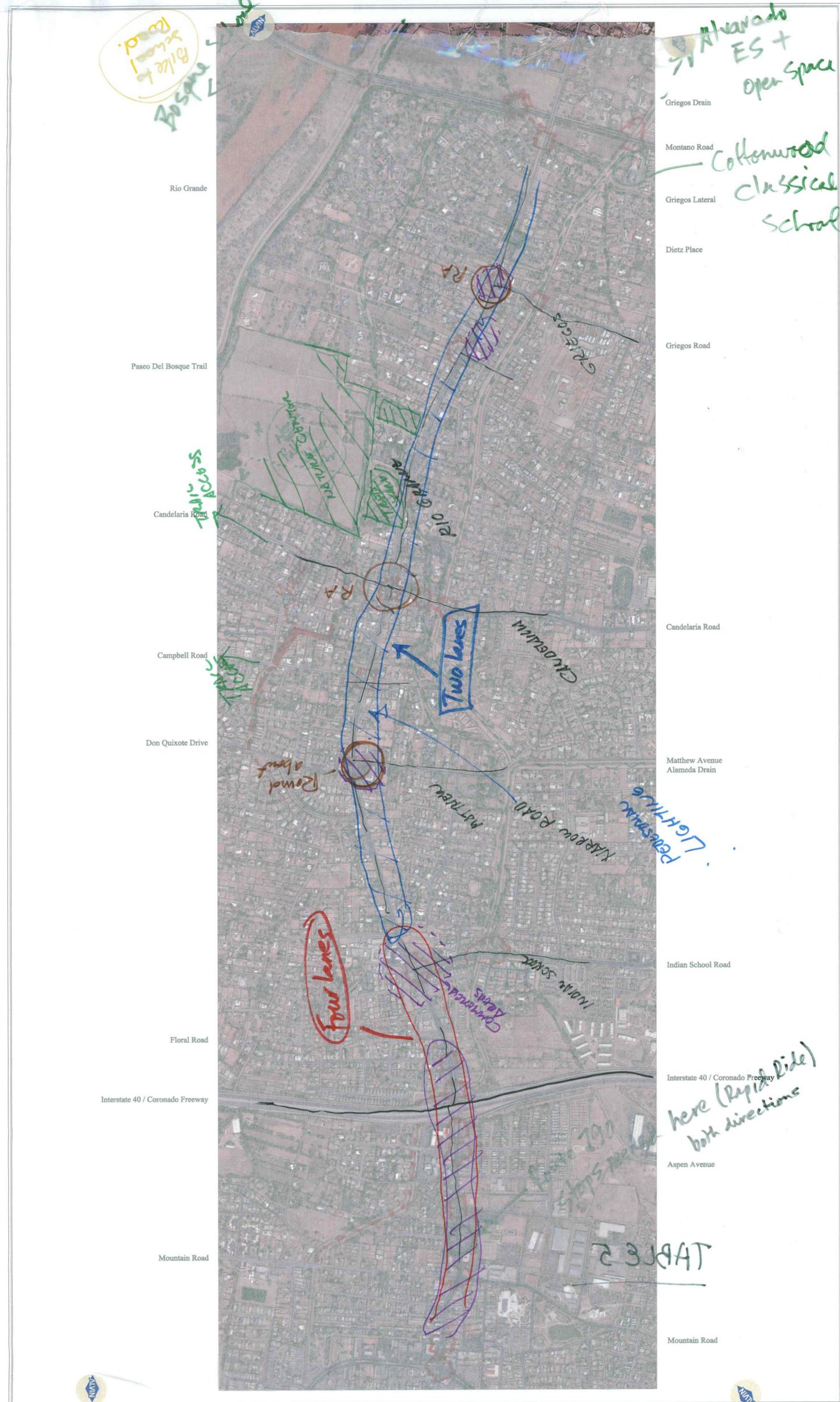
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TABLE 5



No expansion of Commercial zoning

Preserve Agriculture Land + zoning

Street crossings
Pedestrian Safety/BIKE safety

- ✖ Very poor
- poor
- Good
- Excellent

--- Preserve Ditch
- - - Ditches that have not been (well) preserved

- ▶ Local bus both ways on Rio Grande Blvd.
- ▶ Local bus to Montano Rail Primer Station

Table 5

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50' 100' 200' 300'

Rio Grande Boulevard Corridor Master Plan Los Duranes Focus Area

open up some space

open? lighting? under bridge

trump over!

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