

# Coming of Age in Coral Gables

Gables Good Government

February 17, 2026



THE ROLE OF

# Transportation

IN PROMOTING PHYSICAL ACTIVITY

## SIDEWALKS

People who live in neighborhoods with sidewalks on most streets are

**47%**

more likely to be active at least 30 minutes a day.

## TRAFFIC CALMING

Medians, speed bumps and other traffic-calming efforts can reduce the number of automobile crashes with pedestrian injuries by up to

**15%**

## PUBLIC TRANSPORTATION

Public transit users take

**30%**

more steps per day than people who rely on cars.

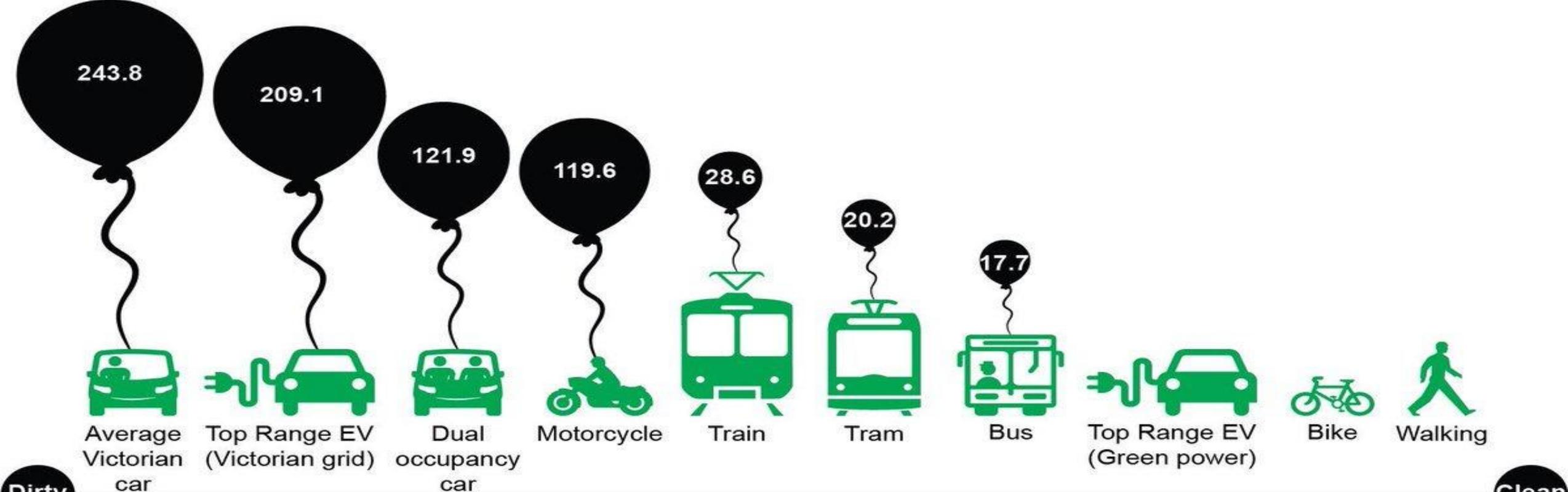
## BIKE FACILITIES

In Portland, Ore., bicycle commuters ride

**49%** of their miles

on roads with bike facilities, even though these are only 8% of road miles.

Active Living Research  
[www.activelivingresearch.org](http://www.activelivingresearch.org)



Dirty

Clean

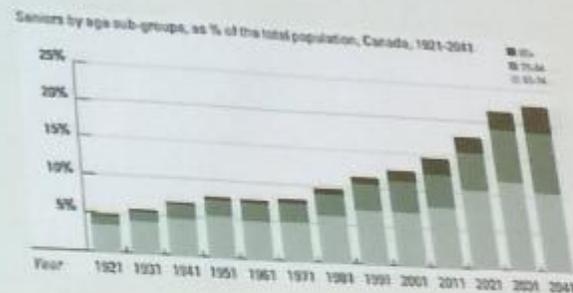
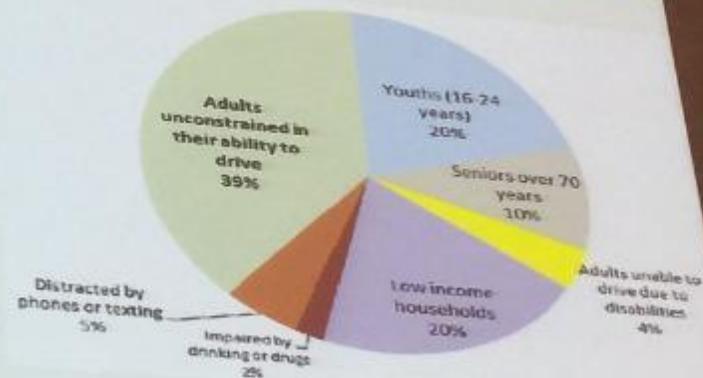


= Grams of CO<sub>2</sub> per person kilometre travelled

= Space in square metres required per occupant

# Who Benefits from Multi-modalism?

- Youths 10-20 (10-30% of population).
- Seniors over 70 who do not or should not drive (5-15% of total population and increasing).
- Adults unable to drive due to disability (3-5%).
- Lower income households burdened by vehicle expenses.
- Law-abiding drinkers.
- People who walk or bike for enjoyment and health.
- Pets that want to be walked for enjoyment and health.
- Residents who don't want vehicle pollution.
- Drivers who want to avoid chauffeuring burdens.
- Motorists who want convenient parking.





## PHYSICAL HEALTH

- People in walkable neighborhoods tend to be **healthier** than people in auto-oriented areas.
- People who live in neighborhoods with sidewalks are **47% more likely to be physically active** at least 30 minutes per day.
- Areas with more sidewalks and bike lanes are associated with **more active commuting to school**.



## ECONOMIC HEALTH

- Walkable environments usually lead to **higher economic productivity**.
- In concentrated, walkable neighborhoods with plenty of shops and restaurants, **people are more likely to stop in** than in car-centric environments.
- Walkable neighborhoods demonstrate **greater tax revenue per square foot** than any other type of development.

# Four Ways Protected Bike Lanes Boost Economic Growth



**Fueling redevelopment to boost real estate value.** As city populations grow, motor vehicle congestion increases. New roads are rarely an option in mature cities. Protected bike lanes bring order and predictability

to streets and provide transportation choices while helping build neighborhoods where everyone enjoys spending time. By extending the geographic range of travel, bike lanes help neighborhoods redevelop without waiting years for new transit service to debut.



**Helping companies score talented workers.** Savvy workers, especially millennials and members of generation X, increasingly prefer downtown jobs and nearby homes. Because protected bike lanes make biking

more comfortable and popular, they help companies locate downtown without breaking the bank on auto parking space, and allow workers to reach their desk the way they increasingly prefer: under their own power.



**Making workers healthier and more productive.** From D.C. to Chicago to Portland, the story is the same: people go out of their way to use protected bike lanes. By creating clear delineation between auto and bike

traffic, protected bike lanes get more people in the saddle—burning calories, clearing minds, and strengthening hearts and lungs. As companies scramble to lower health care costs, employees who benefit from the gentle exercise of pedaling to work help boost overall hourly productivity and cut bills.



**Increasing retail visibility and sales volume.** In growing urban communities, protected bike lane networks encourage more people to ride bikes for everyday trips. And when people use bikes for errands, they

are the ideal kind of retail customers: regulars. They stop by often and spend as much or more per month as people who arrive in cars. Plus, ten customers who arrive by bike fit in the parking space of one customer who arrives by car.



How does Ms. Kaddour's class travel to school?

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
Drive																				
Walk																				
Bike																				
Bus																				
Train																				

94%

How would Ms. Kaddour's class LIKE to travel to school?

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
Drive																				
Walk																				
Bike																				
Bus																				
Train																				

Do you think transportation is kid-friendly?

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
es																				

94%

# Community Values

What are yours?



# Community Street Values Tournament Bracket





2012 Salvadore Park



2012 Gables Bike Day



How it started

Where are we today?



Riding bikes to fish in canals and  
looking for his first job



# Real Life

How many have gone to a drive through this week?

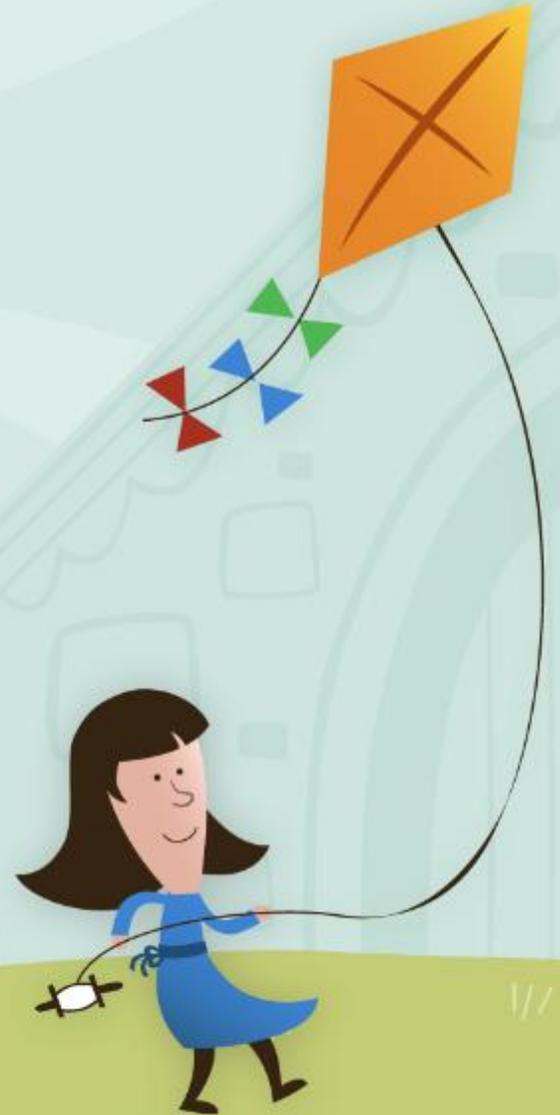
How many have gone to a restaurant this week?



# Thank you

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# Community Street Values Tournament Bracket

First Round

Elite 8

What we value most

Elite 8

First Round

Safe and comfortable walking on neighborhood streets

Walking feels secondary to driving

Residents have multiple ways to get around

Most trips require driving

Biking is a safe and practical option for children

Biking is not expected for children

Adds value to homes and neighborhood life

Reduce travel time when I drive

Fewer crashes and safer crossings

I can drive faster

Works for all ages (kids, seniors, families)  
vs

Works best for drivers

Healthier environment and cleaner air

More pavement dedicated to driving and parking

Street design helps reduce traffic over time

Street design focuses on accommodating traffic volume

