

# LIVABLE COMMUNITIES INITIATIVE

## State Road 7 Livable Communities Corridor Study

Golden Glades Interchange  
to County Line Road

**DRAFT**

*Prepared for:  
City of Miami Gardens*



*Prepared by:*  
Kimley-Horn and Associates, Inc.  
Fort Lauderdale, Florida



Kimley-Horn  
and Associates, Inc.

©Kimley-Horn and Associates, Inc.  
February 2007  
042602001

## TABLE OF CONTENTS

	<u>Page</u>
INTRODUCTION .....	1
Livable Communities Initiative .....	3
Study Purpose .....	3
Study Overview .....	4
Study Corridor .....	4
EXISTING CONDITIONS ANALYSIS .....	6
Land Use and Building Conditions .....	6
Existing Land Use .....	6
Zoning .....	9
Building Conditions .....	11
Existing Roadway Characteristics .....	14
Right-of-Way .....	24
Functional Classification .....	24
Access Management Classification .....	24
Lighting .....	25
Posted Speed Limit .....	25
Existing Transit Conditions .....	27
Transit Routes .....	27
Transit Level of Service .....	31
Existing Pedestrian Conditions .....	34
Sidewalks .....	34
Pedestrian Level of Service .....	34
Existing Bicycle Conditions .....	37
Bicycle Facilities .....	37
Bicycle Level of Service .....	37
Existing Traffic Conditions .....	39
Existing Traffic Volumes .....	39
Level of Service .....	40
Intersection Capacity Analysis .....	42
COMMUNITY GOALS AND MOBILITY EXPECTATIONS .....	43
Community Meetings .....	43
Community Meeting #1 .....	43
Community Meeting #2 .....	45
Mobility Summary from Existing Conditions Analysis .....	46
Community Goals and Mobility Expectations .....	46
MOBILITY OPTIONS .....	48
Regional Mobility Options .....	48
Strategy Screening .....	49

ALTERNATIVES.....54

    No-Build Alternative .....54

    Alternative 1 (Bike Lanes).....57

    Alternative 2 (Frontage Buffer) .....61

    Alternative 3 (Back Buffer) .....68

    Community Meeting #2 .....72

RECOMMENDATIONS.....73

    Recommended Alternative.....73

    Corridor Plan.....73

    Consideration of Land Use Regulations .....75

**LIST OF FIGURES**

	<u>Page</u>
Figure 1: Corridor Location Map.....	2
Figure 2: Study Location Map.....	5
Figure 3: Existing Land Use Map.....	7
Figure 4: Generalized Zoning Districts.....	10
Figure 5: Roadway Cross-Sections with Building Locations.....	12
Figure 6: Existing Roadway Characteristics (1 of 9).....	15
Figure 7: Existing Roadway Characteristics (2 of 9).....	16
Figure 8: Existing Roadway Characteristics (3 of 9).....	17
Figure 9: Existing Roadway Characteristics (4 of 9).....	18
Figure 10: Existing Roadway Characteristics (5 of 9).....	19
Figure 11: Existing Roadway Characteristics (6 of 9).....	20
Figure 12: Existing Roadway Characteristics (7 of 9).....	21
Figure 13: Existing Roadway Characteristics (8 of 9).....	22
Figure 14: Existing Roadway Characteristics (9 of 9).....	23
Figure 15: Existing Transit Routes.....	28
Figure 16: Transit Level of Service.....	32
Figure 17: Pedestrian Level of Service.....	36
Figure 18: Bicycle Level of Service.....	38

Figure 19: Roadway Level of Service .....41

Figure 20: Frequency of Comments from Community Meeting #1 .....45

Figure 21: No-Build Alternative – Plan View .....55

Figure 22: No-Build Alternative – Cross-Section .....56

Figure 23: Alternative 1 (Bike Lanes) – Cross-Section.....58

Figure 24: Alternative 1 (Bike Lanes) – Plan View .....59

Figure 25: Alternative 2 (Frontage Buffer) – Cross-Section .....62

Figure 26: Alternative 2 (Frontage Buffer) – Phase I.....63

Figure 27: Alternative 2 (Frontage Buffer) – Phase II.....64

Figure 28: Alternative 2 (Frontage Buffer) – Phase III .....65

Figure 29: Alternative 2 (Frontage Buffer) – Conceptual Bus Stop Plan.....66

Figure 30: Alternative 3 (Back Buffer) – Cross-Section .....69

Figure 31: Alternative 3 (Back Buffer) – Plan View .....70

## LIST OF TABLES

	<u>Page</u>
Table 1: Land Use Within 1/4-mile of S.R. 7 .....	8
Table 2: FDOT Access Management Criteria .....	24
Table 3: Existing Access Management Conditions .....	26
Table 4: Bus Stop Inventory .....	33
Table 5: Existing Sidewalk Conditions.....	35
Table 6: Existing Traffic Data .....	40
Table 7: Community Goals and Mobility Expectations .....	46
Table 8: FSUTMS 2030 Traffic Volume Forecasts.....	49

## LIST OF APPENDICES

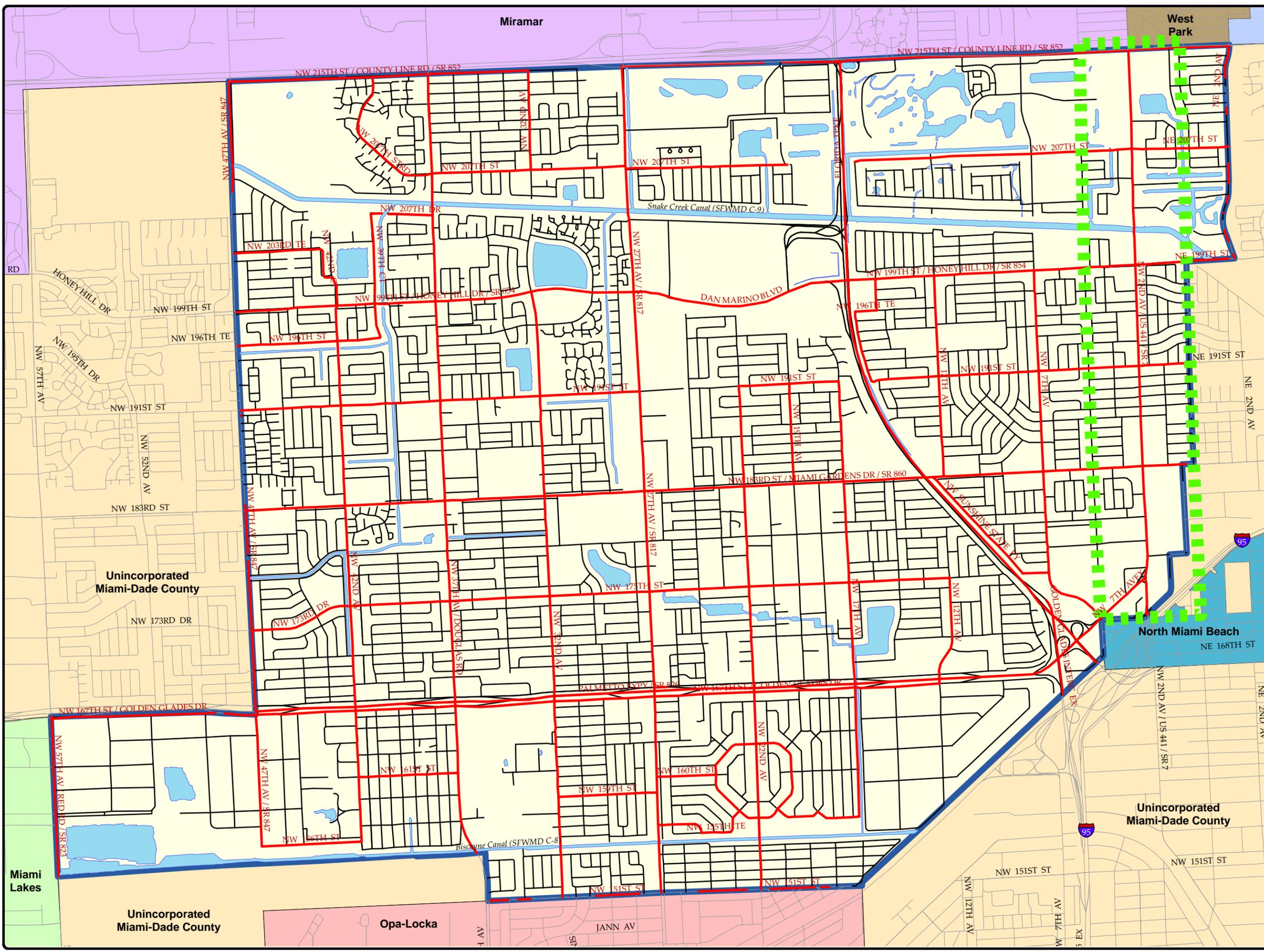
- APPENDIX A: Bus Stop Photographs
- APPENDIX B: Detailed Traffic Information
- APPENDIX C: Turning Movement Counts
- APPENDIX D: Community Meeting #1
- APPENDIX E: Community Meeting #2
- APPENDIX F: Alternative Renderings

## INTRODUCTION

State Road 7 (S.R. 7) from the Golden Glades Interchange to County Line Road (NW 215<sup>th</sup> Street) is part of a significant commercial roadway corridor that provides regional transportation mobility, as well as access to employment, shopping, and community services for the surrounding area. S.R. 7, also designated as U.S. 441 and NW 2<sup>nd</sup> Avenue, is primarily a six-lane divided north-south roadway facility in the eastern portion of the City of Miami Gardens. Figure 1 presents the location of the S.R. 7 corridor in relation to the City of Miami Gardens.

From a regional perspective, S.R. 7 connects the southern portion of Broward County to the Golden Glades Interchange, which is a transportation hub at the confluence of Interstate 95, the Palmetto Expressway, Florida's Turnpike, and S.R. 7. Regional transit routes also connect to the Golden Glades Interchange including Tri-Rail commuter rail, several Miami-Dade Transit (MDT) routes, and Broward County Transit (BCT) routes. A 650-space park-and-ride lot is located in the southwestern corner of the Golden Glades Interchange adjacent to the commuter rail station.

S.R. 7 also provides access to several local shopping and employment centers. The major intersections along the corridor at Miami Gardens Drive (NW 183<sup>rd</sup> Street), Ives Dairy Road / Honey Hill Drive (NW 199<sup>th</sup> Street), and County Line Road serve as commercial activity nodes that are important to the economy and vibrancy of the local community. Several residential neighborhoods are located along or directly adjacent to S.R. 7. Along most of the corridor, the commercial land uses along S.R. 7 serve as a buffer to the residential neighborhoods located "behind" the corridor, although south of NW 183<sup>rd</sup> Street the residential neighborhood on the west side of the roadway has no commercial buffer.



**City of  
Miami Gardens**

**Assessment of Existing  
Roadway Conditions**

-  Municipal Boundary
-  Water
-  State Road 7 Corridor

**Figure 1.  
Corridor Location Map**

Prepared by:  
**Kimley-Horn and Associates, Inc.**



**-DRAFT-**



0 0.25 0.5 Miles

July 2006

### **Livable Communities Initiative**

The S.R. 7 Corridor Study was conducted under the Florida Department of Transportation's (FDOT) Livable Communities Initiative, which seeks to balance the goals of residents, businesses, and other stakeholders in the corridor with FDOT's responsibility for ensuring mobility in the region. The study process is intended to engage the community in a meaningful discussion of issues and solutions for the corridor and to arrive at a set of recommended improvements that best meet the needs of the parties involved.

The Livable Communities Initiative (LCI) is defined in United States Code 49 Section 5309(a)(5) and (7). The objectives of the LCI are to improve mobility and quality of life through improvements that encourage the use of alternative transportation modes. These objectives are accomplished through broad-based strategies such as the following.

- Linking communities to public transportation
- Developing transit-supportive land uses
- Creating a more positive environment for bicyclists and pedestrians
- Obtaining support of stakeholders
- Encouraging innovative urban design

Characteristics of livable communities include community participation in the decision-making process; well-planned mixed-use neighborhoods; transit, pedestrian, and bicycle access that is compatible with land use; and safety, security, and accessibility for all users of the transportation system.

### **Study Purpose**

The purpose of the *S.R. 7 Livable Communities Corridor Study* is as follows.

- To identify/define corridor problems and issues.
- To define community goals and mobility expectations.
- To evaluate alternatives and prepare a corridor plan.

## **Study Overview**

The study process consists of several components intended to address transportation mobility issues and community livability.

- Community Meetings
- Intergovernmental Coordination
- Field Reviews
- Data Collection
- Existing Conditions Analysis
- Identification of Alternatives
- Development of Recommendations

## **Study Corridor**

The study corridor consists of S.R. 7 from the Golden Glades Interchange to County Line Road, which is approximately three miles long. The study corridor also consists of the area within one-quarter mile on either side of S.R. 7. Figure 2 presents an overview of the study corridor.



FIGURE 2: STUDY LOCATION MAP

## EXISTING CONDITIONS ANALYSIS

As part of the *S.R. 7 Livable Communities Corridor Study*, a review of the corridor's existing conditions was performed. The review includes an examination of land use conditions, roadway characteristics, roadway cross-sections, roadway level of service inventory, transit service, bicycle conditions, and pedestrian conditions. The purpose of the Existing Conditions Analysis is to establish a baseline of existing transportation and land use conditions in the S.R. 7 corridor.

S.R. 7 provides a major north-south connection between Broward County and Miami-Dade County. The width of the roadway corridor is six lanes throughout its entire length, although the corridor transitions to four lanes north of the study area at County Line Road. The overall design and character of the corridor experiences only minor variations between the Golden Glades Interchange and County Line Road. Land use along the corridor is primarily commercial; a frontage road exists along certain segments of the corridor to serve adjacent uses.

### **Land Use and Building Conditions**

#### ***Existing Land Use***

The land use adjacent to the S.R. 7 roadway is primarily commercial, including shopping centers, fast food restaurants, and automobile dealerships. An industrial area is located at the southern end of the corridor near the Golden Glades Interchange. Adjacent to the roadway, within the ¼-mile area established for this study, are significant areas of residential land usage. In addition, a significant office employment node is located near the intersection of S.R. 7 and Miami Gardens Drive. Figure 3 presents the existing land use map for the S.R. 7 corridor.

The three major sections of the S.R. 7 corridor are divided by three arterial roadways and one interchange: County Line Road, Ives Dairy Road/Honey Hill Drive, Miami Gardens Drive, and the Golden Glades Interchange. Between County Line Road and Ives Dairy Road, the corridor exhibits office, roadway-oriented commercial, shopping center uses, and automobile dealerships. Past these areas within ¼-mile of S.R. 7 lies a mix of single-family, low-density multi-family, recreation, and a few vacant parcels.

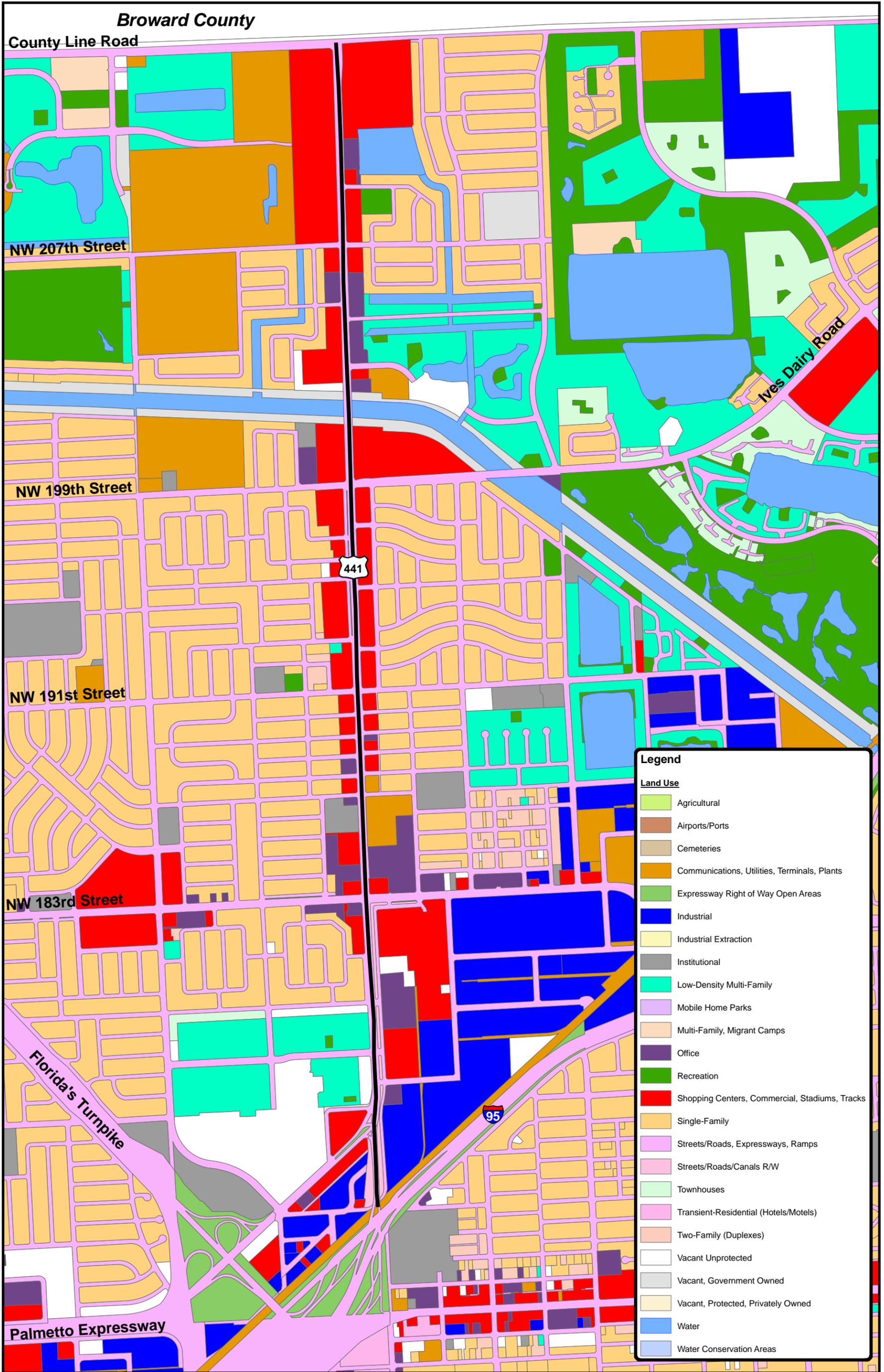
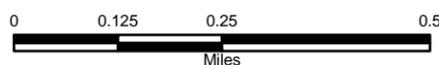


FIGURE 3: EXISTING LAND USE MAP



Kimley-Horn  
and Associates, Inc.

Between Ives Dairy Road and Miami Gardens Drive is also a predominant area of shopping centers and commercial area adjacent to the roadway with more single-family residential located beyond the commercial area. The southern portion of this section contains office buildings near the Miami Gardens Drive intersection

Primarily commercial and industrial land uses exist from Miami Gardens Drive to the Golden Glades Interchange on the east side of the corridor. The west side of the corridor in this section is largely residential with office/commercial uses on the southwest corner of S.R. 7 and Miami Gardens Drive. S.R. 7 splits to form NW 7<sup>th</sup> Avenue Extension and NW 2<sup>nd</sup> Avenue just north of the Golden Glades Interchange. Surrounding land use in the area immediately around the Golden Glades Interchange is commercial and industrial.

Table 1 presents a summary of the land use types within the ¼-mile S.R. 7 corridor area. Table 1 demonstrates that although the area immediately adjacent to the roadway is predominantly commercial, the residential areas that exist generally “behind” these commercial areas form a significant component of the overall study corridor area.

**Table 1: Land Use Within ¼-mile of S.R. 7**

<b>Land Use Type</b>	<b>Acres</b>	<b>Percent</b>
Single-Family	203.6	33.5 %
Multi-Family	18.6	3.0 %
Commercial	209.4	34.4 %
Industrial	105.3	17.3 %
Educational	6.3	1.0 %
Institutional	9.1	1.5 %
Undeveloped	55.3	9.1 %
<b>Total</b>	<b>607.6</b>	<b>100 %</b>

## **Zoning**

Current zoning adjacent to the S.R. 7 corridor in Miami Gardens is shown on the map in Figure 4 as provided by the City. The majority of the land adjacent to the corridor is zoned BU-1A or BU-2, which is consistent with the commercial land use designation. The zoning designations BU-1A and BU-2 allow commercial development.

The current zoning designations within Miami Gardens shown in Figure 4 are established in Miami-Dade County's zoning ordinance.

The City of Miami Gardens has embraced the principles of "Smart Growth," and is incorporating these principles into future land use and zoning plans. Examples of "Smart Growth" principles include the following.

- Create a mix of land uses within walking distance.
- Take advantage of compact building designs.
- Create a range of housing opportunities and choices.
- Foster distinctive, attractive communities with a strong sense of place.
- Preserve open space.



# City of Miami Gardens

## Generalized Zoning Districts

- Corporate Boundary
- Major Roadways
- Local Streets
- Water

### Zoning Districts

- [RU-1] Single-Family Residential
- [RU-1MA] Modified Single-Family
- [RU-1Z] Zero Lot Line
- [RU-2] Two-Family Residential
- [RU-3] Four Unit Apartment
- [RU-TH] Townhouse
- [RU-3M] Minimum Apt. House
- [RU-4L] Limited Apt. House
- [RU-4M] Modified Apt. House
- [RU-4] Apartments 50 units/acres
- [RU-4A] RU-4 + Hotel 75 units/acre
- [PAD] Planned Area Development
- [RU-5] Semi-Professional Offices
- [RU-5A] RU-5 + 10,000 sq. ft. net
- [OPD] Office Park District
- [BU-1] Business-Neighborhood
- [BU-1A] Business-Limited
- [BU-2] Business-Special
- [BU-3] Business-Liberal
- [IU-1] Industry-Light
- [IU-2] Industry-Heavy
- [IU-C] Industry-Controlled
- [GU] Interim
- [AU] Agricultural
- Government Property
- No Zoning Designation

**-DRAFT-**

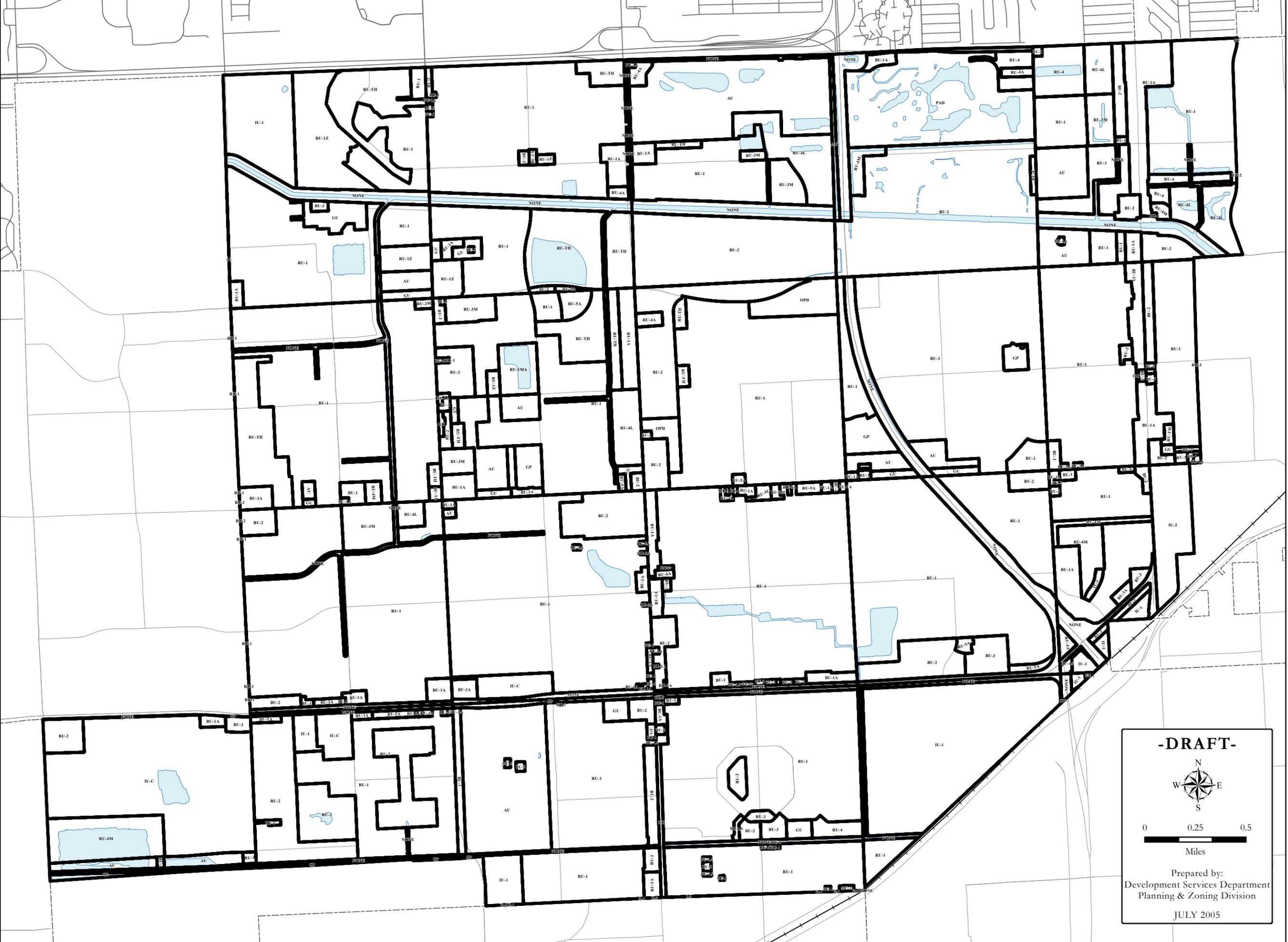


0 0.25 0.5  
Miles

Prepared by:  
Development Services Department  
Planning & Zoning Division

JULY 2005

**DISCLAIMER:**  
Every attempt has been made to ensure the accuracy of this map. This map is not to be construed as a survey instrument. The City of Miami Gardens does not assume any liability arising from the use of this map. Users of this map should consult the planning & zoning division for verification of information provided on this map.



### ***Building Conditions***

Currently, buildings along the S.R. 7 corridor in Miami Gardens are in various conditions of appearance and occupancy ranging from unoccupied and in need of repair to newer construction with existing commercial tenants.

Several strip shopping centers exist along the corridor with buildings set-back from the roadway by 20 to 700 feet. The strip shopping centers typically have parking located between the roadway and the commercial buildings. Two larger shopping centers with large grocery store anchors exist – a Publix shopping center in the northeast corner of the S.R. 7/Ives Dairy Road intersection and an Albertson’s shopping center in the southeast corner of the S.R. 7/County Line Road intersection. These shopping centers exhibit out-parcel buildings located close to the S.R. 7 roadway, but vehicular parking forms a wide separation between the roadway and the majority of the businesses in the shopping center. Out-parcel uses are typically gas stations, branch banks, and fast food restaurants.

Cross-sections were prepared that illustrate general building locations in relation to the S.R. 7 right-of-way. Other corridor elements such as typical roadway lane configuration and location of sidewalks are also illustrated on the cross-sections. The average building set-back width within each segment of S.R. 7 is illustrated on the cross-sections along with the closest building set-back width within that segment. Separate cross-sections were prepared for each change in the typical roadway section, such as changes in lane configuration or right-of-way width. Roadway and building location cross-sections are shown in Figure 5.





### **Existing Roadway Characteristics**

An assessment of the existing roadway characteristics of the S.R. 7 corridor was performed utilizing FDOT Straight Line Diagrams and information gathered from field reviews performed for this study. Roadway cross-section dimensions were measured in the field. The corridor was segmented into areas of uniform cross-sections, as presented in Figure 5 on the preceding pages. Although the S.R. 7 corridor typical section contains six travel lanes (three northbound and three southbound lanes) throughout the length of the study area, separate typical sections were segmented based on varying right-of-way widths, presence of frontage roads, and other roadway characteristics. The corridor segments of like typical sections are listed below.

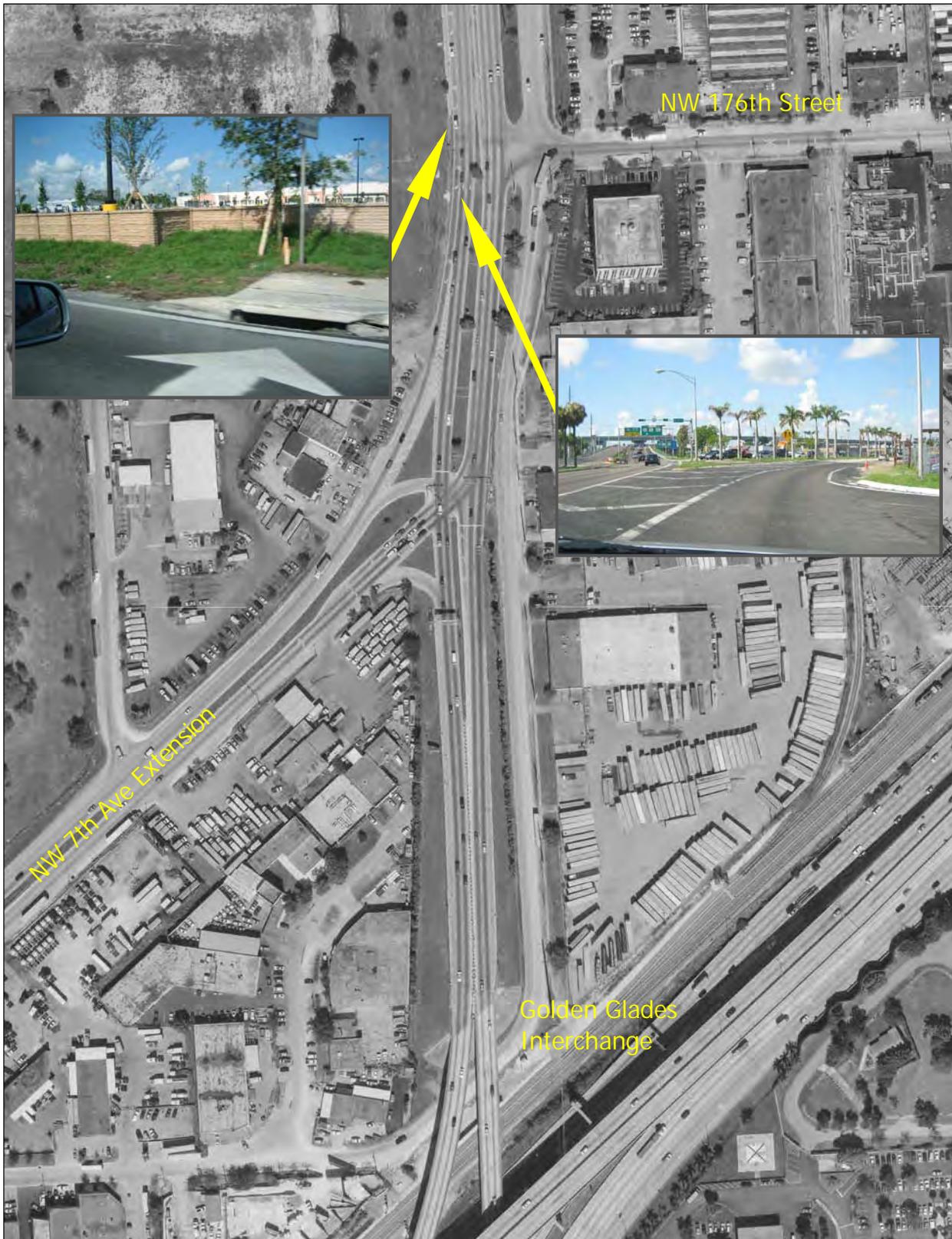
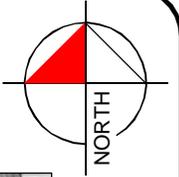
- NW 179<sup>th</sup> Street to NW 181<sup>st</sup> Street
- NW 176<sup>th</sup> Street to NW 179<sup>th</sup> Street and NW 181<sup>st</sup> Street to NW 183<sup>rd</sup> Street
- NW 199<sup>th</sup> Street to NW 215<sup>th</sup> Street and NW 183<sup>rd</sup> Street to NW 193<sup>rd</sup> Street
- NW 193<sup>rd</sup> Street to NW 199<sup>th</sup> Street

S.R. 7 is a six-lane divided roadway with travel lanes ranging from 11 to 12 feet in width, curb and gutter, and a raised median with sidewalk along both sides of the roadway. Typical section drawings are provided in Figure 5. A frontage road exists along three (3) portions of the subject segment of S.R. 7: (1) on the east side of S.R. 7 from NW 176<sup>th</sup> Street to NW 183<sup>rd</sup> Street (Miami Gardens Drive), (2) along the west side of S.R. 7 from NW 179<sup>th</sup> Street to NW 181<sup>st</sup> Street, and (3) along the west side of S.R. 7 from NW 193<sup>rd</sup> Street to NW 199<sup>th</sup> Street (Honey Hill Drive).

Photographs taken during field reviews are included in existing conditions maps presented in Figures 6 through 14. Aerial photography was obtained from Miami-Dade County to help illustrate existing planimetric views along the corridor including roadway characteristics and land use. The photographs taken during field reviews show the relationships of roadway conditions and land use along the corridor. The photographs of the existing conditions along the corridor have arrows that point to their appropriate location.

Figures 6 through 14 also illustrate the existing residential areas along the corridor and their relationship to the S.R. 7 roadway and commercial land use.

# State Road 7 Livable Communities Corridor Study



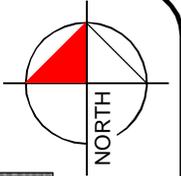
 Residential Areas Along Corridor

Figure 6. Existing Conditions  
NW 176th Street to Golden Glades Interchange



Kimley-Horn  
and Associates, Inc.

# State Road 7 Livable Communities Corridor Study



 Residential Areas Along Corridor

Figure 7. Existing Conditions  
NW 181st Street to NW 176th Street

# State Road 7 Livable Communities Corridor Study

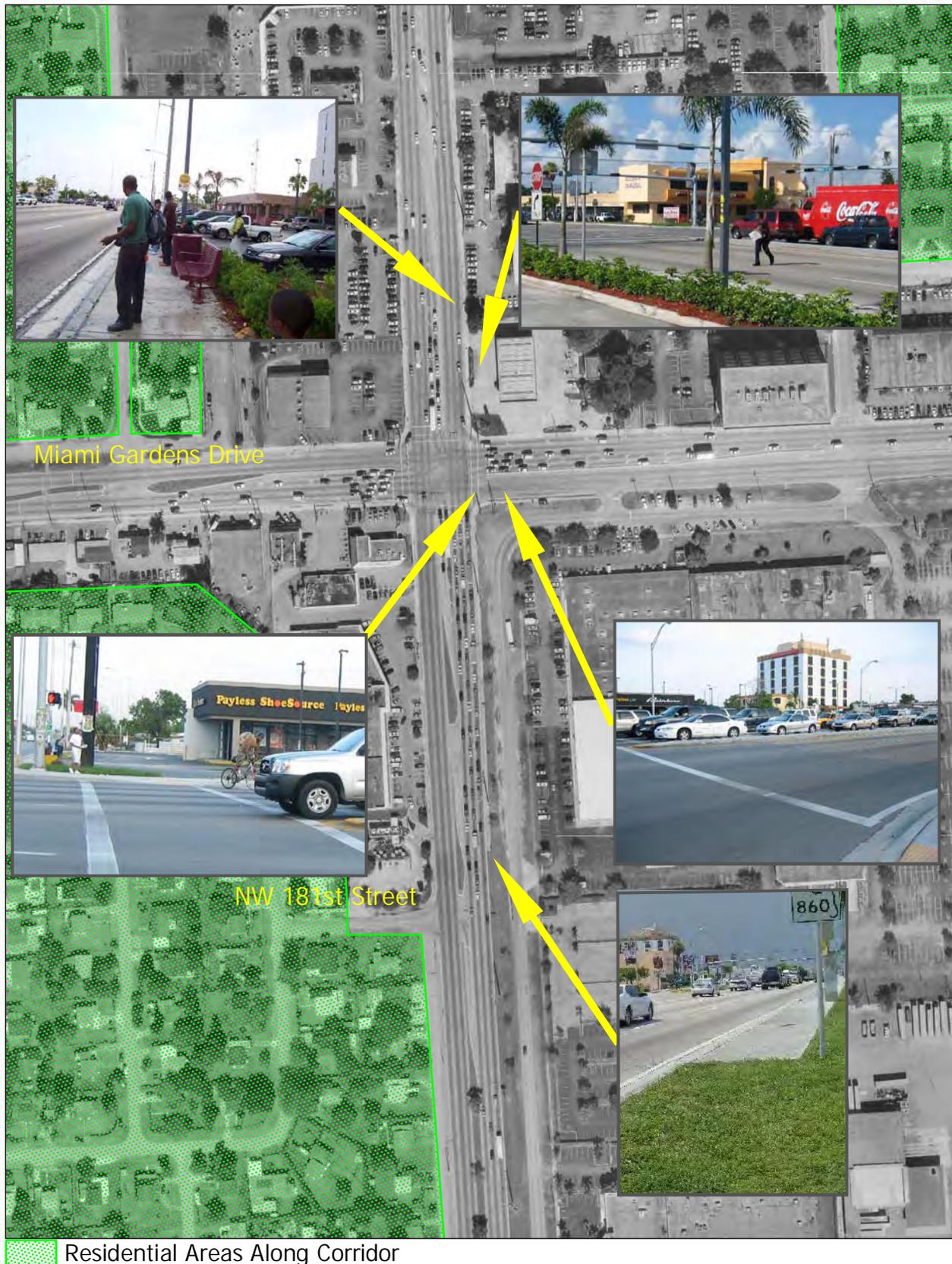
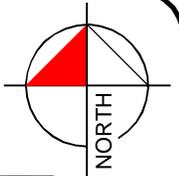
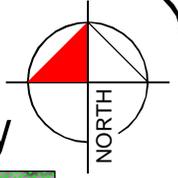


Figure 8. Existing Conditions  
NW 185th Terrace to NW 179th Terrace



# State Road 7 Livable Communities Corridor Study



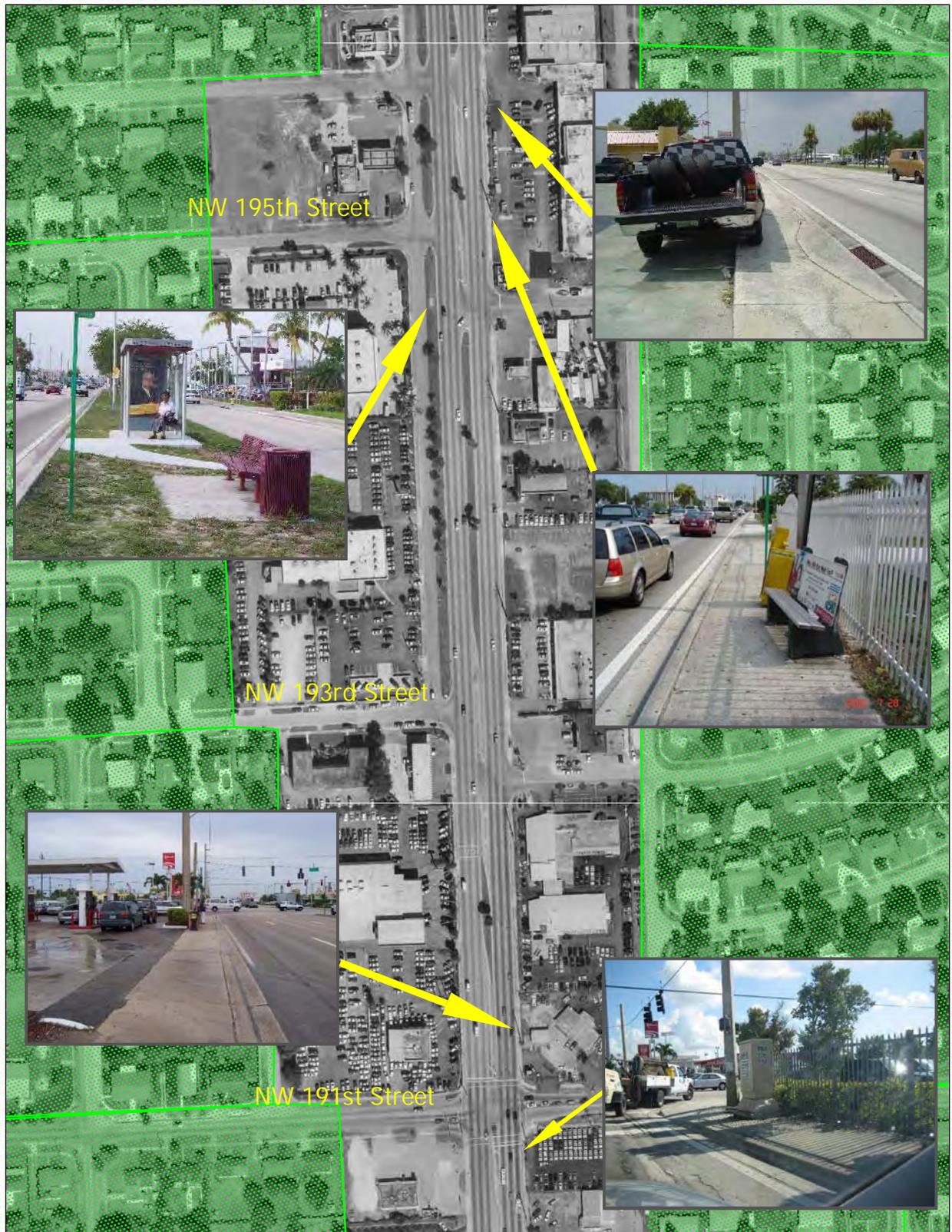
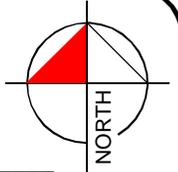
 Residential Areas Along Corridor

Figure 9. Existing Conditions  
NW 191st Street to NW 185th Terrace



Kimley-Horn  
and Associates, Inc.

# State Road 7 Livable Communities Corridor Study



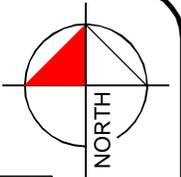
 Residential Areas Along Corridor

Figure 10. Existing Conditions  
NW 196th Street to 191st Street



Kimley-Horn  
and Associates, Inc.

# State Road 7 Livable Communities Corridor Study



 Residential Areas Along Corridor

Figure 11. Existing Conditions  
Snake Creek Canal to NW 196th Street

# State Road 7 Livable Communities Corridor Study

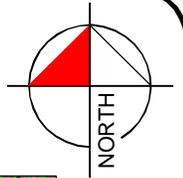
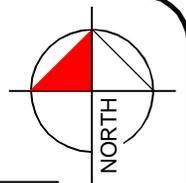


Figure 12. Existing Conditions  
NW 204th Terrace to NW 201st Street



# State Road 7 Livable Communities Corridor Study



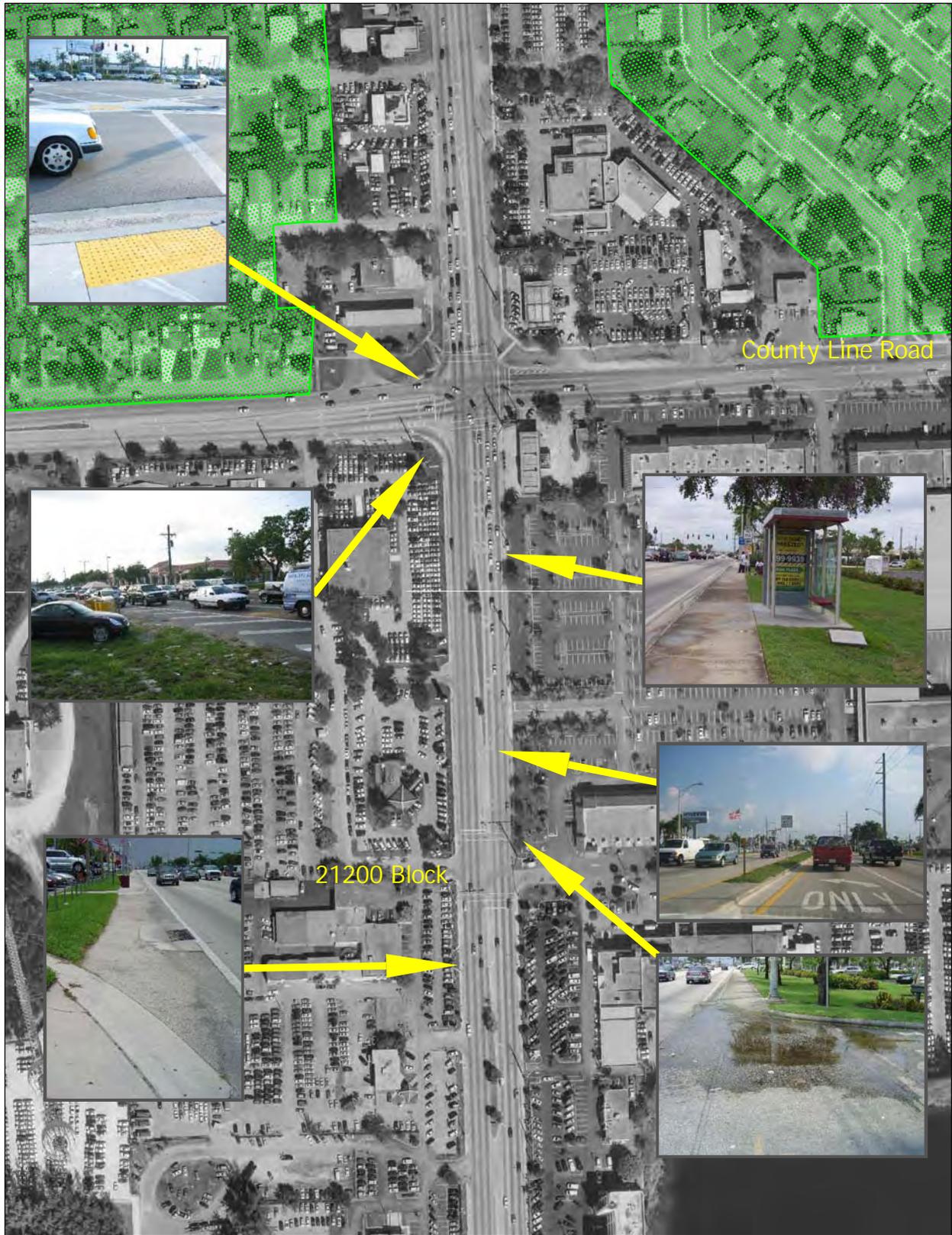
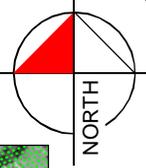
 Residential Areas Along Corridor

Figure 13. Existing Conditions  
21000 Block to NW 205th Terrace



Kimley-Horn  
and Associates, Inc.

# State Road 7 Livable Communities Corridor Study



 Residential Areas Along Corridor

Figure 14. Existing Conditions  
County Line Road to 21000 Block

### ***Right-of-Way***

According to FDOT right-of-way maps for the subject section of S.R. 7, the right-of-way width within the corridor is 100 feet. An additional 35 feet of right-of-way is present along the west side of S.R. 7 between NW 193<sup>rd</sup> Street and NW 199<sup>th</sup> Street, and along the east side of S.R. 7 between NW 176<sup>th</sup> Street and NW 183<sup>rd</sup> Street for the frontage roads that exist in those segments.

### ***Functional Classification***

The subject segment of S.R. 7 is functionally classified as an urban principal arterial, which is the highest classification in the hierarchy of urban roadways. Urban principal arterials are intended to carry higher traffic volumes than minor arterials, collectors, or local streets.

### ***Access Management Classification***

According to FDOT's Access Management Classification System, the S.R. 7 corridor is a Class 7 roadway with a restrictive median. Field reviews indicate the posted speed limit is 45 mph along the subject segment; however, a small portion of northbound S.R. 7 between NW 196<sup>th</sup> Street and NW 199<sup>th</sup> Street has a posted speed limit of 40 mph. Table 2 summarizes the access management criteria for Access Class 7 roadways.

**Table 2: FDOT Access Management Criteria**

<b>Access Class</b>	<b>Minimum Connection Spacing</b>	<b>Minimum Directional Median Opening Spacing</b>	<b>Minimum Full Median Opening Spacing</b>	<b>Minimum Signal Spacing</b>
7	125 feet	330 feet	0.125 miles (660 feet)	0.25 miles (1,320 feet)

According to FDOT Straight Line Diagrams, three (3) public access connections, thirteen (13) full median openings, and ten (10) signalized intersections exist along the subject segment. It was observed during the field review that ten (10) signalized intersections are present along the subject segment; however, two signalized intersections conflicted with information contained on the Straight Line Diagrams. The intersection of S.R. 7 and NW 204<sup>th</sup> Terrace was not signalized and a signal is present at the NW 21200 block of S.R. 7 providing access to driveways along either side of S.R. 7. The field review also indicated an additional six (6) full median openings

and one (1) directional median opening exist at driveways along the corridor. Therefore, a total of three (3) public access connections, one (1) directional median opening, nineteen (19) full median openings, and ten (10) signalized intersections exist along the subject segment on S.R. 7.

Multiple sidestreets along the subject segment of S.R. 7 have the westbound and eastbound approaches offset. The project corridor includes a significant number of private driveway connectors on both sides of the roadway.

Table 3 summarizes the existing access connection spacing. As indicated, numerous connectors, median openings, and signals are not in compliance with FDOT access management standards.

### ***Lighting***

A field review observed that street lighting exists within the study corridor along both sides of S.R. 7. The streets lights are vertical luminaries located along the sidewalk, approximately 175 feet apart. The cobra head single luminaries are mounted on metallic poles. A light pole appeared to be missing on the east side of S.R. 7 just south of the signal located at NW 21200 block during the field review. A light pole foundation with exposed conduit and wires was noted at this location.

### ***Posted Speed Limit***

According to the FDOT Straight Line Diagrams, the posted speed limit along S.R. 7 within the majority of the subject roadway segment is 45 mph. The segment of S.R. 7 between NW 196<sup>th</sup> Street and NW 199<sup>th</sup> Street has a posted speed limit of 40 mph. This information was observed in the field. Regulatory speed limit signs are present in both directions of travel within the roadway segment's limits; however, in the vicinity of the 40 mph speed zone no regulatory speed limit signs were observed for southbound S.R. 7.

**Table 3: Existing Access Management Conditions**

Location	Existing Median Type	Milepost	Connection Spacing	Deviation from Connection Standard	Directional Median Opening Spacing	Deviation from Directional Median Opening Standard	Full Median Opening Spacing	Deviation from Full Median Opening Standard	Signal Spacing	Deviation from Signal Standard
NW 176 <sup>th</sup> Street	Connector	12.157	-	-	-	-	-	-	-	-
NW 177 <sup>th</sup> Street	Signal	12.221	338 ft	-	-	-	-	-	-	-
NW 179 <sup>th</sup> Street	Full	12.343	644 ft	-	644 ft	-	644 ft	2%	-	-
NW 181 <sup>st</sup> Street	Full	12.458	607 ft	-	607 ft	-	607 ft	8%	-	-
Driveway	Full	12.514	296 ft	-	296 ft	10%	296 ft	55%	-	-
Miami Gardens Drive	Signal	12.604	475 ft	-	475 ft	-	475 ft	28%	2022 ft	-
Driveway	Directional	12.723	628 ft	-	628 ft	-	-	-	-	-
NW 187 <sup>th</sup> Street	Full	12.844	639 ft	-	639 ft	-	1267 ft	-	-	-
NW 188 <sup>th</sup> Street	Signal	12.894	264 ft	-	264 ft	20%	264 ft	60%	1531 ft	-
NW 189 <sup>th</sup> Street	Full	12.943	259 ft	-	259 ft	22%	259 ft	61%	-	-
NW 189 <sup>th</sup> Terrace	Full	12.991	253 ft	-	253 ft	23%	253 ft	62%	-	-
NW 190 <sup>th</sup> Street	Full	13.042	269 ft	-	269 ft	18%	269 ft	59%	-	-
NW 191 <sup>st</sup> Street	Signal	13.102	317 ft	-	317 ft	4%	317 ft	52%	1098 ft	17%
NW 193 <sup>rd</sup> Street WB	Full	13.198	507 ft	-	507 ft	-	507 ft	23%	-	-
NW 193 <sup>rd</sup> Street EB	Connector	13.221	121 ft	3%	-	-	-	-	-	-
NW 195 <sup>th</sup> Street	Full	13.346	660 ft	-	781 ft	-	781 ft	-	-	-
NW 195 <sup>th</sup> Terrace	Connector	13.370	127 ft	-	-	-	-	-	-	-
NW 196 <sup>th</sup> Street	Full	13.418	253 ft	-	380 ft	-	380 ft	42%	-	-
NW 197 <sup>th</sup> Street EB	Full	13.470	275 ft	-	275 ft	17%	275 ft	58%	-	-
NW 197 <sup>th</sup> Street WB	Full	13.497	143 ft	-	143 ft	57%	143 ft	78%	-	-
NW 199 <sup>th</sup> Street	Signal	13.598	533 ft	-	533 ft	-	533 ft	19%	2619 ft	-
Driveway	Full	13.704	560 ft	-	560 ft	-	560 ft	15%	-	-
Driveway	Full	13.824	634 ft	-	634 ft	-	634 ft	4%	-	-
NW 203 <sup>rd</sup> Terrace	Signal	13.882	306 ft	-	306 ft	7%	306 ft	54%	1500 ft	-
NW 204 <sup>th</sup> Street	Signal	13.998	612 ft	-	612 ft	-	612 ft	7%	612 ft	54%
NW 204 <sup>th</sup> Terrace	Full	14.034	190 ft	-	190 ft	42%	190 ft	71%	-	-
Driveway	Full	14.114	422 ft	-	422 ft	-	422 ft	36%	-	-
NW 207 <sup>th</sup> Street	Signal	14.177	333 ft	-	333 ft	-	333 ft	50%	945 ft	28%
Driveway	Full	14.248	375 ft	-	375 ft	-	375 ft	43%	-	-
NW 209 <sup>th</sup> Street	Full	14.317	364 ft	-	364 ft	-	364 ft	45%	-	-
Driveway	Full	14.436	628 ft	-	628 ft	-	628 ft	5%	-	-
NW 21200 Block	Signal	14.528	565 ft	-	565 ft	-	565 ft	14%	1932 ft	-
NW 215 <sup>th</sup> Street	Signal	14.680	723 ft	-	723 ft	-	723 ft	-	723 ft	45%

## **Existing Transit Conditions**

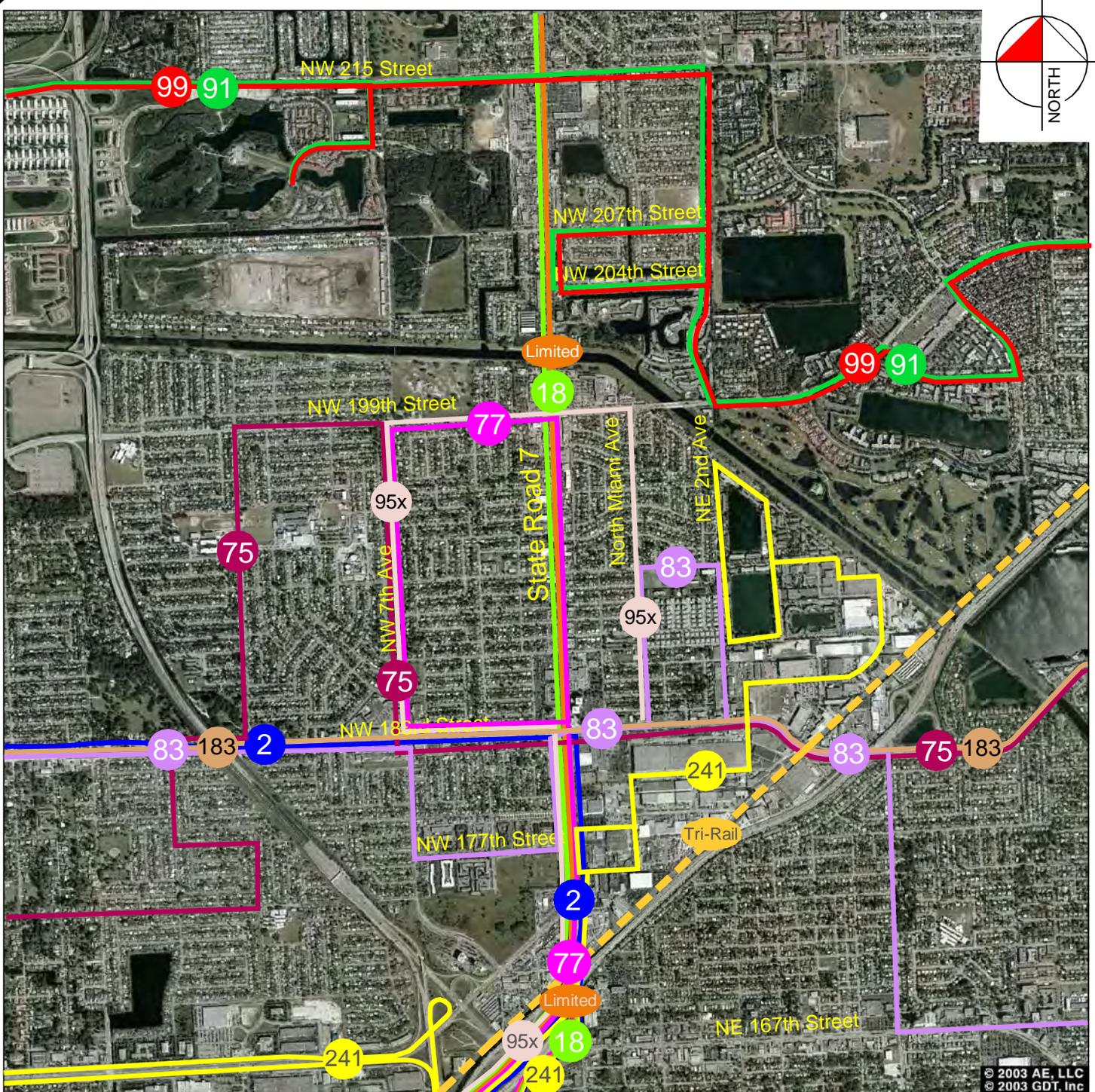
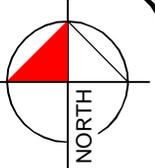
### ***Transit Routes***

Existing transit service within the study area was inventoried to gauge current transit service levels. Characteristics that were identified for this study include route alignments, hours of operation, headways, ridership, and planned service expansion. Two (2) public transit services currently operate along the subject segment of S.R. 7: Miami-Dade Transit (MDT) and Broward County Transit (BCT). MDT operates the 16<sup>th</sup> largest public transit system in the United States and the largest transit system in Florida. Within Miami-Dade County, MDT's fixed-route transit service consists of (1) the Metrobus bus system, (2) the Metrorail heavy rail transit system, and (3) the Metromover automated people mover (APM) system. The BCT service area includes Route 18, which is BCT's first bus route to service the tri-county area of Miami-Dade, Broward, and Palm Beach Counties.

The study area is serviced by eight (8) MDT Metrobus routes, three (3) BCT bus routes, and Tri-Rail commuter rail. MDT currently operates the following routes within the study area: Routes 75, 77, 83, 91, 95X/Brickell Norwood, 99, 183<sup>rd</sup> Street MAX, and 241 (North Dade Connection). BCT currently operates the following routes within the study area: Routes 2, 18, and 18 Limited Stop (18L). Bus stops are located along the S.R. 7 corridor on both the northbound and southbound directions. Figure 15 presents a map depicting the transit routes that pass through the S.R. 7 corridor.

A description of each of the transit routes within the study area is provided below.

- **Metrobus Route 75** serves the Miami Lakes Technical Education Center, Town of Miami Lakes, NW 175<sup>th</sup> Street, North Miami Beach, The Mall at 163<sup>rd</sup> Street, City of North Miami via NE 16<sup>th</sup> Avenue and West Dixie Highway (no Saturday/Sunday service), NE/NW 119<sup>th</sup> Street (no Saturday/Sunday service), and Miami Dade College North Campus (no Saturday/Sunday service). Route 75 crosses the study corridor along NW 183<sup>rd</sup> Street. Route 75 operates Monday through Friday on 30-minute headways.



BUS ROUTE	COLOR	BUS ROUTE	COLOR
Route 75		Route 183rd St MAX	
Route 77		Route 241	
Route 83		BCT Route 2	
Route 91		BCT Route 18	
Route 95x/Brickell Norwood		BCT 18 Limited Service Route	
Route 99		Tri-Rail	

- **Metrobus Route 77** operates along S.R. 7 from NW 199<sup>th</sup> Street to the Golden Glades Interchange and connects to Downtown Miami along S.R. 7 via NW 7<sup>th</sup> Avenue south of the Golden Glades Interchange. Route 77 operates Monday through Friday on 8-minute headways during peak hours, and on 8- to 60-minute headways during off-peak hours. Weekend service is also provided with various headways.
- **Metrobus Route 83** serves Miami Lakes, American Senior High School, Miami Gardens Drive, the Carol City Shopping Center, The Mall at 163<sup>rd</sup> Street, North Miami Beach, and the FIU Biscayne Bay Campus. Along S.R. 7, Route 83 operates between NW 177<sup>th</sup> Street and NW 183<sup>rd</sup> Street. Route 83 primarily serves Miami Gardens Drive. Route 83 operates Monday through Friday on 15-minute headways during peak hours and on 15- to 60-minute headways during off-peak hours. Weekend service is provided along Route 83 on 30-minute headways.
- **Metrobus Route 91** serves Dolphins Stadium, Calder Race Track, Hamlet at Walden Pond, California Club Mall, Skylake Mall, and The Mall at 163<sup>rd</sup> Street. Along S.R. 7, Route 91 operates between NW 207<sup>th</sup> Street and NW 204<sup>th</sup> Street. Route 91 also operates east-west along NW 215<sup>th</sup> Street. Route 91 operates Monday through Friday on 30-minute headways during peak hours and on 30- to 60-minute headways during off-peak hours. Weekend service is also provided with various headways.
- **Metrobus Route 95X/Brickell Norwood** operates along S.R. 7 from NW 183<sup>rd</sup> Street to the Golden Glades Park-and-Ride Lot. This route also operates as an express route between Golden Glades and Brickell via the I-95 HOV lanes (high-occupancy vehicle lanes). Route 95X/Brickell Norwood operates Monday through Friday on variable headways during peak hours. No weekend service is provided.
- **Metrobus Route 99** serves NW 47<sup>th</sup> Avenue, NW 203<sup>rd</sup> Terrace, Honey Hill Drive, Dolphins Stadium, Calder Race Track, California Club Mall, and the Aventura Mall. Along S.R. 7, Route 99 operates between NW 207<sup>th</sup> Street and NW 204<sup>th</sup> Street. Route 99 also operates east-west along NW 215<sup>th</sup> Street. Route 99 operates Monday through Friday on 30-minute headways during peak hours and on 30- to 60-minute headways during off-peak hours. Weekend service is also provided with various headways.
- **Metrobus Route 183 Street MAX** operates along Miami Gardens Drive with limited stops connecting NW 87<sup>th</sup> Avenue to Biscayne Boulevard. From Biscayne Boulevard,

Route 183 operates north to Aventura Mall and south to the FIU Biscayne Bay Campus. Route 183 operates Monday through Friday on 30-minute headways. Weekend service is also provided with various headways.

- **Metrobus Route 241 North Dade Connection** serves Miami Lakes Technical Education Center, Florida Memorial College, St. Thomas University, NW 151<sup>st</sup> Street Industrial Park, NW 22<sup>nd</sup> Avenue, Palmetto Service Road, Sunshine Industrial Park, and the Golden Glades Park-and-Ride Lot. Route 241 also serves NE 2<sup>nd</sup> Avenue/NE 191<sup>st</sup> Street and Sierra Drive/NE 2<sup>nd</sup> Avenue. Along S.R. 7, Route 241 operates between the Golden Glades Interchange and NW 177<sup>th</sup> Street. Route 241 operates Monday through Friday on 30-minute headways during peak hours and on 60-minute headways during off-peak hours. No weekend service is provided.
- **BCT Route 2** operates along S.R. 7 from NW 183<sup>rd</sup> Street to the Golden Glades Park-and-Ride Lot and connects Westview Drive in northern Broward County to Golden Glades primarily along University Drive and NW 27<sup>th</sup> Avenue. Route 2 operates Monday through Friday on 20-minute headways during peak hours and on 20- to 45-minute headways during off-peak hours. Weekend service is provided with 30- to 45-minute headways.
- **BCT Route 18** operates along S.R. 7 throughout Miami Gardens to the Golden Glades Park-and-Ride Lot, and connects Palm Beach County to Golden Glades along S.R. 7. Route 18 operates Monday through Friday on 15-minute headways during peak hours and on 15- to 60-minute headways during off-peak hours. Weekend service is also provided with various headways.
- **BCT Route 18 Limited (18L)** operates along S.R. 7 throughout Miami Gardens to the Golden Glades Park-and-Ride Lot, and connects to Sample Road in northern Broward County. Route 18L operates with limited stops approximately spaced at one-mile intervals. Stops that serve Miami Gardens include NW 183<sup>rd</sup> Street, NW 199<sup>th</sup> Street, and NW 215<sup>th</sup> Street. Route 18L operates Monday through Friday on 30-minute headways and has no service on weekends.
- **Tri-Rail** commuter rail operates within the South Florida Rail Corridor (SFRC) along the west side of I-95 from West Palm Beach to the Miami International Airport Station. Tri-

Rail operates throughout the week on 30-minute peak period headways and 60-minute off-peak headways. Weekend service is provided with 120-minute headways.

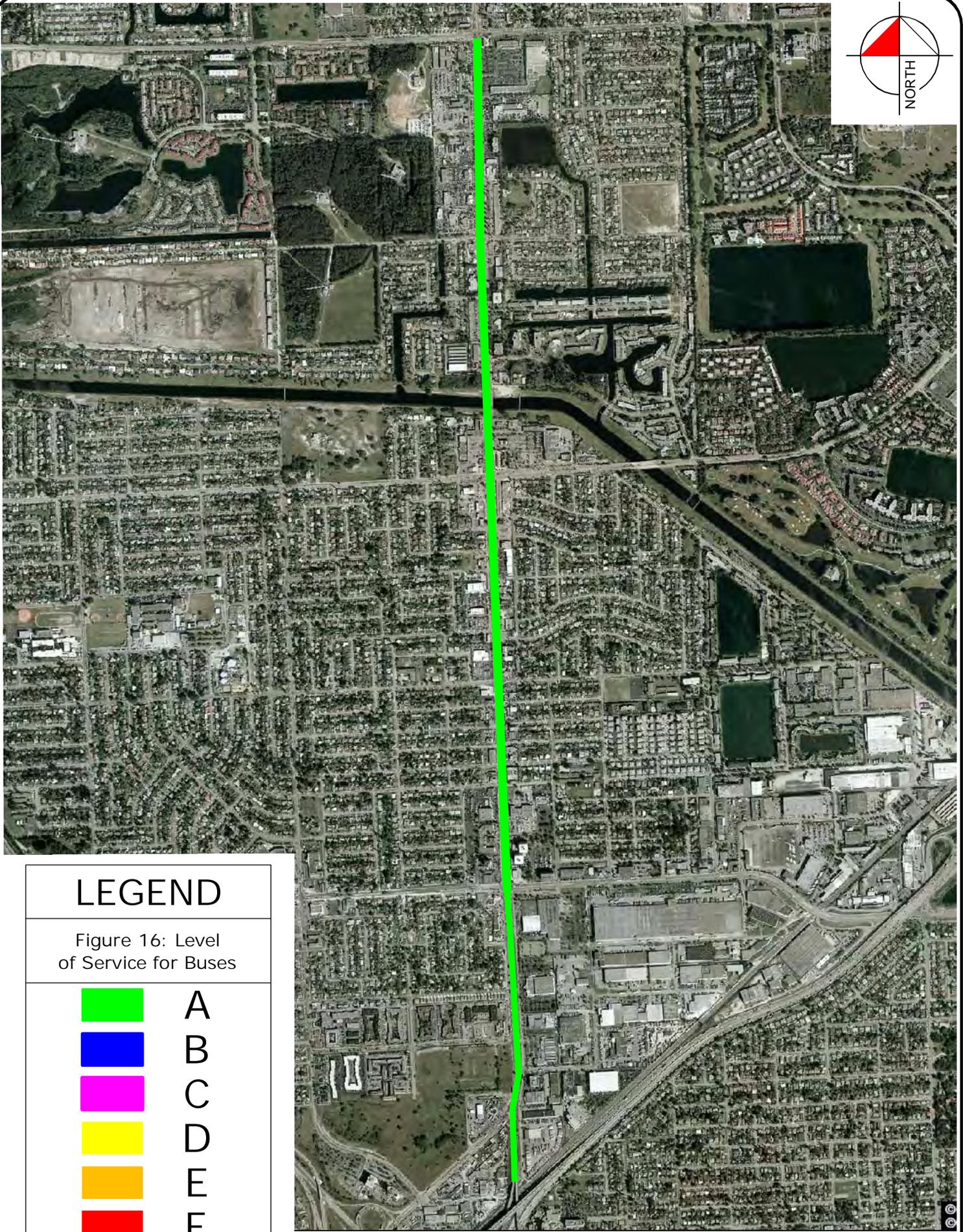
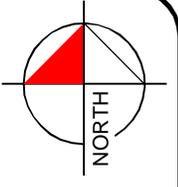
### ***Transit Level of Service***

Transit level of service (TLOS) was calculated for the S.R. 7 corridor utilizing the Florida Department of Transportation's ART-PLAN software. TLOS corridor analysis calculates a letter-grade ranging between A and F based on the frequency of transit service in the corridor. Because each segment of the S.R. 7 corridor within the study limits experiences a peak period bus frequency of at least 10 buses per hour, each segment receives a TLOS grade of A. Figure 16 presents the transit level of service for the S.R. 7 corridor within the study limits.

In general, the southern portion of the corridor has more transit routes than the northern portion of the corridor. Some segments exhibit a frequency of 27-31 bus trips per peak hour. During field observations, numerous passenger boardings were observed throughout the corridor, especially in the southern area.

### ***Bus Stops***

Table 4 lists an inventory of bus stop characteristics along the S.R. 7 corridor. Pictures of bus stops taken during the field review for this study are provided in Appendix A.



# LEGEND

Figure 16: Level of Service for Buses

-  A
-  B
-  C
-  D
-  E
-  F



## CITY OF MIAMI GARDENS

### INVENTORY FOR BUS SHELTER AT SR 7/ US 441/NW 2 AVE

SERIAL #	CLIENT'S ID#	BUS STOP NO.	MAIN STREET/ INTERSECTING STREET	DIRECTION OF TRAVEL	ROUTES SERVED, BUS INFO	DESCRIPTION	DATE OF INSPECTION
1	50	MGD-0050	STATE ROAD 7/NW 177 ST	N	77, 83, 95	Newly build bus shelter located at 110' north of intersection (road crossing), no side walk, see picture	5/23/2006
2	51	MGD-0051	STATE ROAD 7/NW 179 ST	N	77, 83, 95	Newly build bus shelter located at 150' north of intersection, no side walk, see pictures	5/23/2006
3	52	MGD-0052	STATE ROAD 7/NW 181 ST	N	77, 83	Newly build bus shelter located at 140' north of NW 181 ST., no side walk at south direction, see picture	5/23/2006
4	53	MGD-0053	STATE ROAD 7/NW 183 ST	N	77	Bus shelter located at 180' south of NW 183 ST., rewlly build, see picture 7 & 8	5/23/2006
5	54	MGD-0054	STATE ROAD 7/# 18425	N	77, B18	No bus shelter but waste recepticle and bus bench exist	5/30/2006
6	55	MGD-0055	STATE ROAD 7/NW 187 ST	N	77, B18	Bus shelter located at 55' south of NW 187 ST., rewlly build, see picture dated 05/25/06	5/25/2006
7	56	MGD-0056	STATE ROAD 7/NW 189 ST	N	77, B18	No bus shelter/waste recepticles/bus bench	5/26/2006
8	57	MGD-0057	STATE ROAD 7/NW 191 ST	N	77, B18	No bus shelter but waste recepticle and bus bench exist	5/30/2006
9	58	MGD-0058	STATE ROAD 7/NW 193 ST	N	77, B18	No bus shelter but waste recepticle and bus bench exist	5/30/2006
10	59	MGD-0059	STATE ROAD 7/NW 195 ST	N	77, B18	No bus shelter but waste recepticle and bus bench exist	5/30/2006
11	60	MGD-0060	STATE ROAD 7/NW 199 ST	N	B18	No bus shelter but waste recepticle and bus bench exist	5/30/2006
12	61	MGD-0061	STATE ROAD 7/NW 202 TE	N	B18	No bus shelter but waste recepticle and bus bench exist	5/30/2006
13	62	MGD-0062	STATE ROAD 7/NW 204 ST	N	B18	No bus shelter but waste recepticle and bus bench exist	5/30/2006
14	63	MGD-0063	STATE ROAD 7/NW 207 ST	N	91, 99	No bus shelter but waste recepticle and bus bench exist	5/30/2006
15	64	MGD-0064	STATE ROAD 7/NW 209 ST	N	B18	No bus shelter but bus bench & waste collector exist located at 215' south of NW 215 ST./ 60' north of BS	5/26/2006
16	65	MGD-0065	STATE ROAD 7/NW 215 ST	N	91, B18	Bus shelter without waste collector located at 275' south of NW 215 ST., rewlly build, see pictures dated 05/26/06	5/26/2006
17	66	MGD-0066	STATE ROAD 7/NW 209 ST	S	B18	No bus shelter but waste recepticle and bus bench exist	5/30/2006
	66A	MGD-0066A	STATE ROAD 7/ 12 BLK	S	B18	No bus shelter but waste recepticle and bus bench exist	6/9/2006
18	67	MGD-0067	STATE ROAD 7/NW 207 ST	S	B18	No bus shelter but waste recepticle and bus bench exist	5/30/2006
19	68	MGD-0068	STATE ROAD 7/NW 204 ST	S	B18	No bus shelter but waste recepticle and bus bench exist	5/30/2006
20	69	MGD-0069	STATE ROAD 7/NW 203 TE	S	B18	No bus shelter but waste recepticle and bus bench exist	5/30/2006
21	70	MGD-0070	STATE ROAD 7/NW 199 ST	S	B18	No bus shelter but waste recepticle and bus bench exist	5/30/2006
22	71	MGD-0071	STATE ROAD 7/NW 195 ST	S	77, B18	Bus shelter with waste recepticles located adjacent to Harley Davidson car dealer, rewlly build, see picture	5/30/2006
23	72	MGD-0072	STATE ROAD 7/NW 191 ST	S	77, B18	No bus shelter but waste recepticle and bus bench exist	5/30/2006
24	73	MGD-0073	STATE ROAD 7/NW 188 ST	S	77, B18	No bus shelter but waste recepticle and bus bench exist	5/30/2006
25	74	MGD-0074	STATE ROAD 7/OP # 18601	S	77	No bus shelter but waste recepticle and bus bench exist	5/30/2006
26	75	MGD-0075	STATE ROAD 7/NW 183 ST	S	77, 83, 95	No bus shelter but waste recepticle and bus bench exist	5/30/2006
27	76	MGD-0076	STATE ROAD 7/NW 181 ST	S	77, 83, 95	No bus shelter/waste recepticles/bus bench, see pic. 11	5/30/2006
28	77	MGD-0077	STATE ROAD 7/NW 179 ST	S	77, 83, 95	No bus shelter/waste recepticles/bus bench, see pic. 12	5/30/2006
29	78	MGD-0078	STATE ROAD 7/NW 177 ST	S	77, 83, 95	No bus shelter but waste recepticle and bus bench exist	5/30/2006

## **Existing Pedestrian Conditions**

### ***Sidewalks***

Sidewalks are present on both sides of the roadway along a majority of the subject segment of S.R. 7 and are generally continuous. Where frontage roads exist along the corridor, the sidewalk is typically located along the frontage road rather than along S.R. 7. Numerous sidewalk deficiencies were observed during the field review. Pedestrian activity becomes more infrequent in the northern sections of the corridor although the southern areas have high amounts of activity. Table 5 summarizes the sidewalk deficiencies observed in the field. Cracks were observed in the sidewalk at multiple locations.

The majority of the existing public sidewalk curb ramps on both sides of the roadway are not consistent with current Americans with Disabilities Act (ADA) standards. Curb-cut ramps are missing at returns and many existing curb-cut ramps do not comply with FDOT *Design Standards*. The existing turnouts within the corridor do not comply with FDOT *Design Standards*. No pedestrian (ADA) access was present at three (3) bus stop locations along the project corridor. The referenced bus stops are located along the section of S.R. 7 that contains a parallel frontage road and does not have a sidewalk present along S.R. 7.

### ***Pedestrian Level of Service***

Pedestrian level of service (PLOS) was calculated for the S.R. 7 corridor utilizing the Florida Department of Transportation's ART-PLAN software. PLOS corridor analysis calculates a letter-grade ranging between A and F based on the environment experienced by pedestrians in the corridor. Factors that are used to calculate the pedestrian level of service include volume of adjacent automobile traffic, sidewalk width, presence of a protective barrier for pedestrians, and width of separation between the sidewalk and the outside travel lane. A separate PLOS grade was calculated for each change in the roadway or sidewalk cross-section. Figure 17 presents the pedestrian level of service for the S.R. 7 corridor within the study limits. A majority of the corridor experiences a PLOS grade of E, primarily attributed to the high volume of adjacent automobile traffic, lack of a protective barrier between the sidewalk and the street, and lack of separation between the sidewalk and the S.R. 7 travel lanes.

**Table 5: Existing Sidewalk Conditions**

Location	Deficiency
<i><b>Pedestrian Signals</b></i>	
NW 177 <sup>th</sup> Street	On the northeast corner of the intersection, the pedestrian push button is not operational.
Miami Gardens Drive	At the intersection, the pedestrian signals for the north leg are not operational. On the northeast corner the wires located in the signal pole are exposed. This intersection has recently been resurfaced and had mast arms installed. The intersection is still under construction.
NW 199 <sup>th</sup> Street	On the southeast corner of the intersection, the pedestrian push buttons are damaged but still operational.
NW 215 <sup>th</sup> Street	Pedestrian signals and push buttons are not present at this intersection; however, pedestrian crossings are present.
<i><b>Cracks/Damage</b></i>	
NW 191 <sup>st</sup> Street	On the northeast corner of the intersection, the curb is damaged.
NW 193 <sup>rd</sup> Street to NW 195 <sup>th</sup> Street	Along the east side of SR 7, various cracks and damage are present in the sidewalk.
NW 195 <sup>th</sup> Street	On the southeast corner of the intersection, the sidewalk reduces in size by approximately 6 inches; it is a sudden reduction not a gradual reduction in size.
NW 199 <sup>th</sup> Street	Approximately 500 feet north of the intersection, on the west side of SR 7, a retaining wall is located along the sidewalk and a section of the hand railing is missing.
NW 203 <sup>rd</sup> Terrace	On the southeast corner of the intersection, the sidewalk is damaged.
NW 204 <sup>th</sup> Terrace to NW 215 <sup>th</sup> Street	Various cracks and damage in the sidewalk and curb are present along the west side of SR 7.
NW 207 <sup>th</sup> Street	On the southeast corner of the intersection, the sidewalk is severely cracked.
NW 209 <sup>th</sup> Street	On the southeast corner of the intersection, the sidewalk and curb are damaged.
NW 215 <sup>th</sup> Street	On the southeast corner of the intersection, the sidewalk is severely damaged and is section of sidewalk is missing. It appears that there is some type of construction at this location.
<i><b>Missing Sidewalk</b></i>	
NW 176 <sup>th</sup> Street	On west side of SR 7, the sidewalk ends and does not provide connectivity.
NW 177 <sup>th</sup> Street	On the northeast corner of the intersection, a pedestrian ramp exists and does not connect to any sidewalk.
Miami Gardens Drive	Approximately 800 feet south of the intersection, on the east side of SR 7, the sidewalk ends with no connection to any other sidewalk.
NW 212 <sup>th</sup> Street	Approximately 100 feet south of the intersection, on the west side of SR 7, a section of sidewalk is missing. This area appears to have been a driveway at one time that is now closed.
<i><b>No Pedestrian Ramps</b></i>	
NW 181 <sup>st</sup> Street	No forms of pedestrian ramps are present on the southwest corner of the intersection.
NW 187 <sup>th</sup> Street	No forms of pedestrian ramps are present on the northeast, southeast, northwest, and southwest corners of the intersection.
NW 189 <sup>th</sup> Street	No forms of pedestrian ramps are present on the northwest and southwest corners of the intersection.
NW 189 <sup>th</sup> Terrace	No forms of pedestrian ramps are present on the northwest and southwest corners of the intersection.
NW 190 <sup>th</sup> Street	No forms of pedestrian ramps are present on the northwest corner of the intersection.
NW 193 <sup>rd</sup> Street (westbound)	No forms of pedestrian ramps are present on the southeast corner of the intersection.
NW 195 <sup>th</sup> Street	No forms of pedestrian ramps are present on the northeast and southeast corners of the intersection.
NW 197 <sup>th</sup> Street (eastbound)	No forms of pedestrian ramps are present on the northeast and southeast corners of the intersection.
NW 204 <sup>th</sup> Terrace	No forms of pedestrian ramps are present on the northwest and southwest corners of the intersection.
<i><b>Obstructions in Sidewalk</b></i>	
NW 177 <sup>th</sup> Street	On the northwest corner of the intersection, the signal pole is located in sidewalk and the sidewalk does not meet current FDOT horizontal clearance standards.
NW 187 <sup>th</sup> Street	On the southeast corner of the intersection, a light pole is located in the sidewalk and the sidewalk does not meet current FDOT horizontal clearance standards.
NW 189 <sup>th</sup> Street	On the northwest corner of the intersection, the light pole is located in the sidewalk and the sidewalk does not meet current FDOT horizontal clearance standards.
NW 190 <sup>th</sup> Street	On the northeast corner of the intersection, the used car dealership utilizes the sidewalk to display their vehicles, motorcycles, and scooters and blocks almost the entire sidewalk.
NW 195 <sup>th</sup> Street	Approximately 25 south of the intersection, a vehicle was parked partially on the sidewalk. There is a service station located on the southeast corner of the intersection.
NW 199 <sup>th</sup> Street	Approximately 600 feet north of the intersection, on the west side of SR 7, is a Broward County bus stop. The garbage can located at this bus stop is located in the sidewalk and the sidewalk does not meet current FDOT horizontal clearance standards.



# LEGEND

Figure 17: Level of Service for Pedestrians

	A
	B
	C
	D
	E
	F



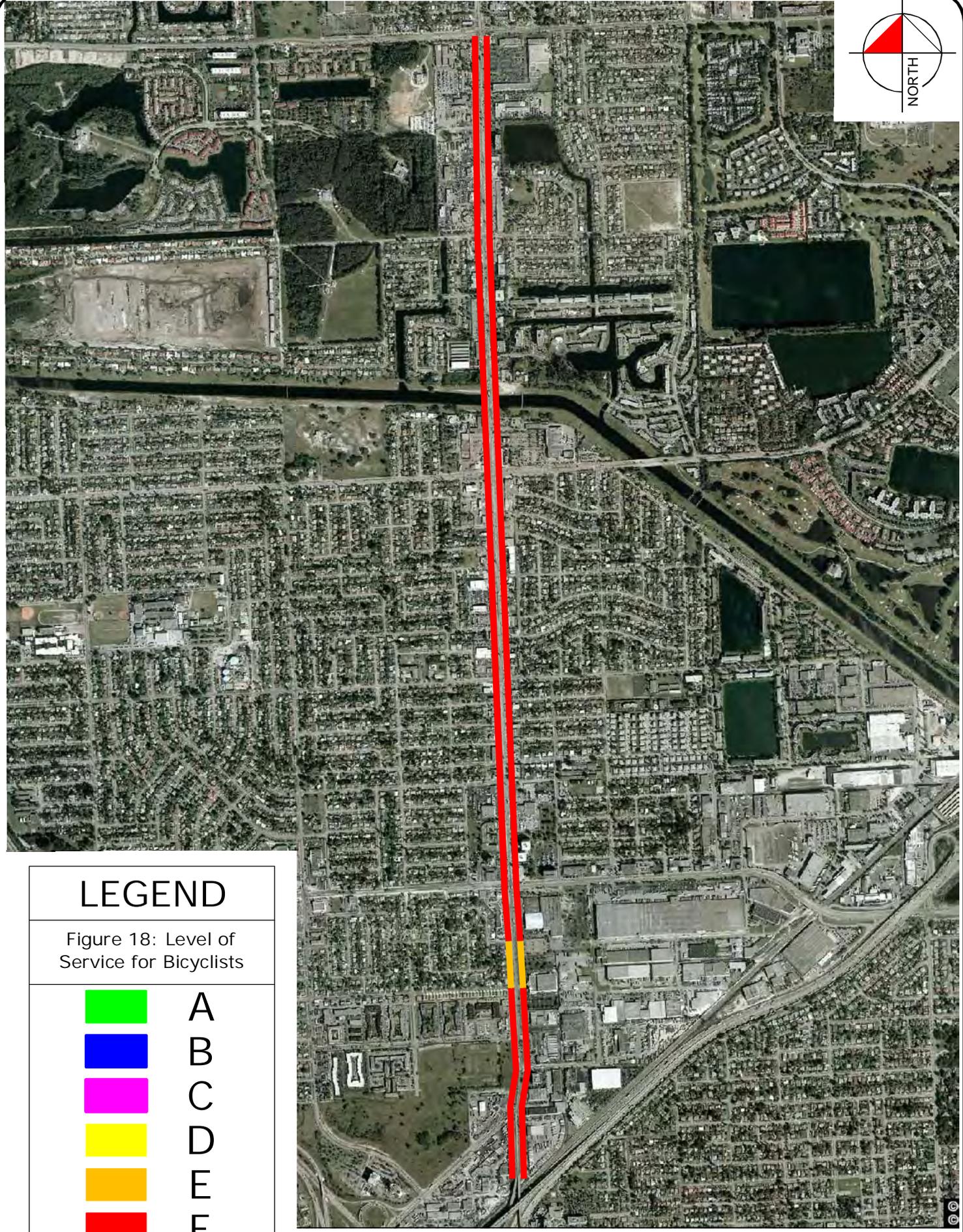
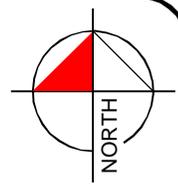
## **Existing Bicycle Conditions**

### ***Bicycle Facilities***

Despite frequent bicycle use observed throughout the corridor, there are no bicycle facilities along the corridor. The lack of bicycle facilities is a significant deficiency because of the proposed east-west linear park and bike trail along the Snake Creek Canal right-of-way that bisects the S.R. 7 corridor north of NW 199<sup>th</sup> Street. There is a need to provide a future north-south connection to the proposed Snake Creek Bike Trail.

### ***Bicycle Level of Service***

Bicycle level of service (BLOS) was calculated for the S.R. 7 corridor utilizing the Florida Department of Transportation's ART-PLAN software. BLOS corridor analysis calculates a letter-grade ranging between A and F based on the environment experienced by bicyclists in the corridor. Factors that are used to calculate the bicycle level of service include volume of adjacent automobile traffic and width of separation between the bicyclist and the adjacent automobiles. A separate BLOS grade was calculated for each change in the roadway cross-section. Figure 18 presents the bicycle level of service for the S.R. 7 corridor within the study limits. A majority of the corridor experiences a BLOS grade of F, primarily attributed to the high volume of adjacent automobile traffic and lack of a dedicated facility for bicyclists.



# LEGEND

Figure 18: Level of Service for Bicyclists

-  A
-  B
-  C
-  D
-  E
-  F



### **Existing Traffic Conditions**

As part of the *State Road 7 Livable Communities Corridor Study*, a review of existing and future traffic conditions was conducted. The review included the examination of existing traffic volumes, future traffic projections, capacity, and consideration of the multimodal transportation system.

S.R. 7 is a principal north-south arterial facility that provides a connection for southern Broward County and northern Miami-Dade County to access Interstate 95, the Palmetto Expressway, and Florida's Turnpike. An assessment of existing traffic conditions was conducted using FDOT traffic count data, the *2002 FDOT Quality/LOS Handbook*, and FDOT District VI *2030 Traffic Forecast Analysis – October 2004 Edition*. The following sections summarize this assessment.

The corridor is traversed by several key east-west roads, forming three critical intersections. In Miami Gardens, critical intersections include County Line Road (NW 215<sup>th</sup> Street), Ives Dairy Road (NW 199<sup>th</sup> Street), and Miami Gardens Drive (NW 183<sup>rd</sup> Street).

### ***Existing Traffic Volumes***

Three (3) FDOT Traffic Count Stations are located along the subject segment of SR 7:

- Count Station #87-0021 is located 200 feet south of NW 183<sup>rd</sup> Street;
- Count Station #87-5006 is located 200 feet north of NW 183<sup>rd</sup> Street;
- Count Station #87-0365 is located 200 feet north of NW 199<sup>th</sup> Street.

According to FDOT's 2004 *Traffic Information CD*, these count stations experience an Average Annual Daily Traffic (AADT) volume of between 63,000 to 69,500 vehicles per day. Table 6 summarizes the existing traffic data associated with these count stations. Detailed traffic information is provided in Appendix B.

**Table 6: Existing Traffic Data**

Count Station	Count Year	AADT	AADT Northbound	AADT Southbound	K <sub>30</sub> Factor	D <sub>30</sub> Factor	T Factor <sup>1</sup>	Directional Design Hour Volume
0021	2004	63,000	31,000	32,000	9.01	53.31	5.45	3,030
5006	2004	69,000	34,000	35,000	9.01	53.31	9.47	3,315
0365	2004	69,500	33,500	36,000	9.01	53.31	4.46	3,340

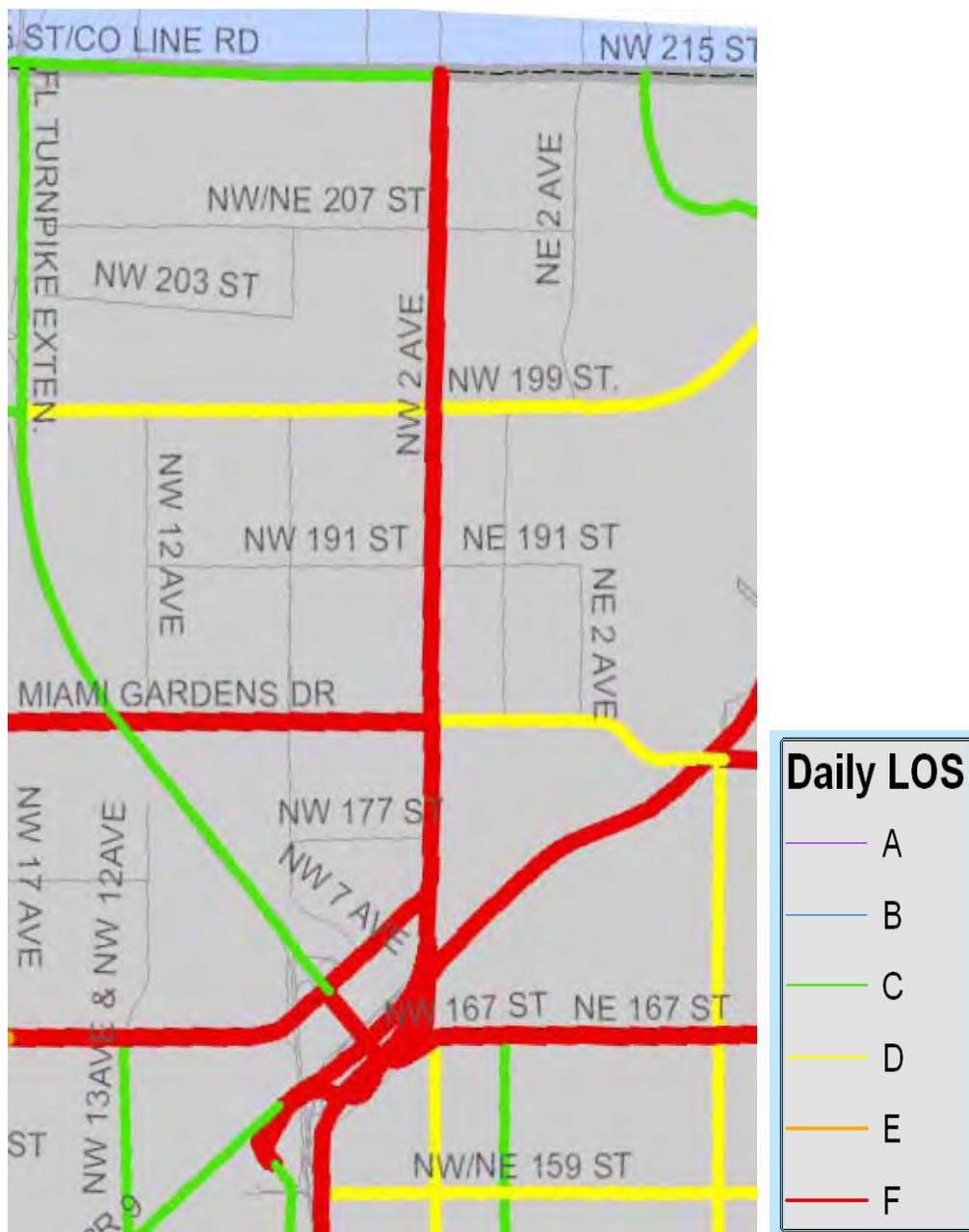
1: T Factor corresponds to the peak hour T Factor.

***Level of Service***

Utilizing the existing directional design hour volume, a level of service (LOS) analysis was conducted for the subject segment of S.R. 7. The subject segment was considered to be in an area with a population over 5,000 in an urbanized area. As a result, the appropriate minimum level of service standard is LOS D. This corresponds to a peak hour directional volume threshold of 2,570 vehicles per hour. Therefore, the subject segment of S.R. 7 currently operates at LOS F. Figure 19 presents the existing roadway level of service in the study area.

The City of Miami Gardens is considering establishing a transportation concurrency management area (TCMA) for S.R. 7, which would allow the roadway to operate at 150 percent of LOS E capacity due to express transit routes that operate along the corridor. The S.R. 7 corridor would currently operate at an acceptable level of service if the TCMA were in place and evaluated using existing traffic volumes.

Figure 19: Roadway Level of Service



### ***Intersection Capacity Analysis***

Intersection capacity analyses were performed to determine the level of service of the significant intersections in the study corridor as defined previously in this study.

- S.R. 7 @ Miami Gardens Drive (NW 183<sup>rd</sup> Street)
- S.R. 7 @ Ives Dairy Road / Honey Hill Drive (NW 199<sup>th</sup> Street)
- S.R. 7 @ County Line Road (NW 215<sup>th</sup> Street)

These critical intersections were analyzed during the morning and afternoon peak travel periods using the Synchro software, which is based upon the intersection capacity analysis described in the *2000 Highway Capacity Manual*. Similar to roadway and transit level of service, intersection capacity analyses use a rating system of A through F to measure level of service (LOS) at each intersection. The turning movement counts are located in Appendix C.

The intersection capacity analysis performed for this study indicates that each of the three primary intersections along the corridor currently operates at LOS F. This indicates that significant travel delay exists.

## COMMUNITY GOALS AND MOBILITY EXPECTATIONS

One of the guiding principles of the Livable Communities Initiative is for the community to be involved in the planning and decision-making process. The purpose of this chapter of the report is to define the corridor issues from the perspective of stakeholders, residents, business owners, and business operators, and to summarize those issues into a set of community goals and mobility expectations. The goals and expectations are also intended to be consistent with the existing and projected transportation needs in the corridor; therefore, a brief mobility summary from the Existing Conditions Analysis is presented in this chapter.

### **Community Meetings**

Two community meetings were held in workshop format for the study team to interact with residents, business owners, and business operators along the study corridor. The format of the community meetings included an informational presentation by members of the study team, followed by breakout groups where members of the study team facilitated discussions with small groups of meeting participants. Comments, concerns, ideas and questions were recorded on flip charts. Finally, all meeting participants came back together as a whole to discuss the outcomes developed by each breakout group.

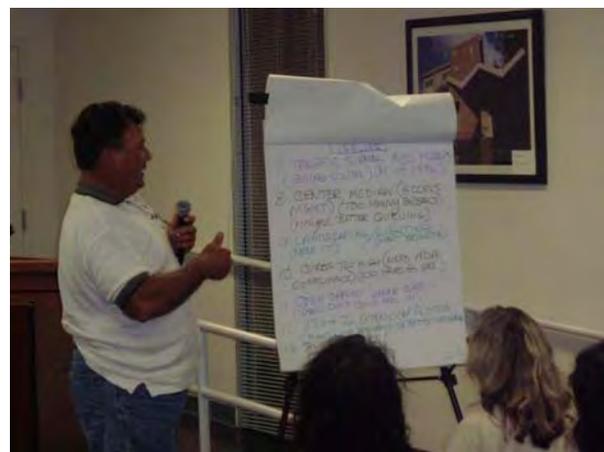
### ***Community Meeting #1***

Community Meeting #1 was held on August 23, 2006, at Miami Gardens City Hall. Appendix D includes the agenda and the meeting notes from each participant group from Community Meeting #1. Approximately 50 people were in attendance at Community Meeting #1. The purpose of Community Meeting #1 was to have corridor stakeholders, residents, and property owners help define corridor specific issues that can be translated into goals and objectives, and can set the stage for the remainder of the study. Meeting participants were asked to identify:

- Problems and issues along the S.R. 7 corridor
- Vision for the future of the S.R. 7 corridor

Community members expressed several common themes throughout Community Meeting #1, as can be seen from the notes in Appendix D. Some of the most common are listed below.

- The S.R. 7 corridor needs aesthetic beautification.
- Lighting is poor for signs and sidewalks.
- Walking and bicycling is very dangerous along the S.R. 7 corridor.
- Buses stopping in the road block intersections and are a safety issue.
- Drainage problems exist in the roadway and adjacent parking lots.
- Traffic congestion is a problem during peak travel periods.



**Images from Community Meetings**

The study team tallied the comments received from participants at Community Meeting #1 and analyzed the results. Comments could generally be divided into one of four categories – appearance/aesthetics, traffic, pedestrian, and transit. The most frequent type of comment received during Community Meeting #1 was regarding the appearance and aesthetics of the corridor. Many people expressed the opinion that the S.R. 7 corridor represents what the perception of Miami Gardens is within the region. The Corridor should therefore be treated as a gateway to Miami Gardens.

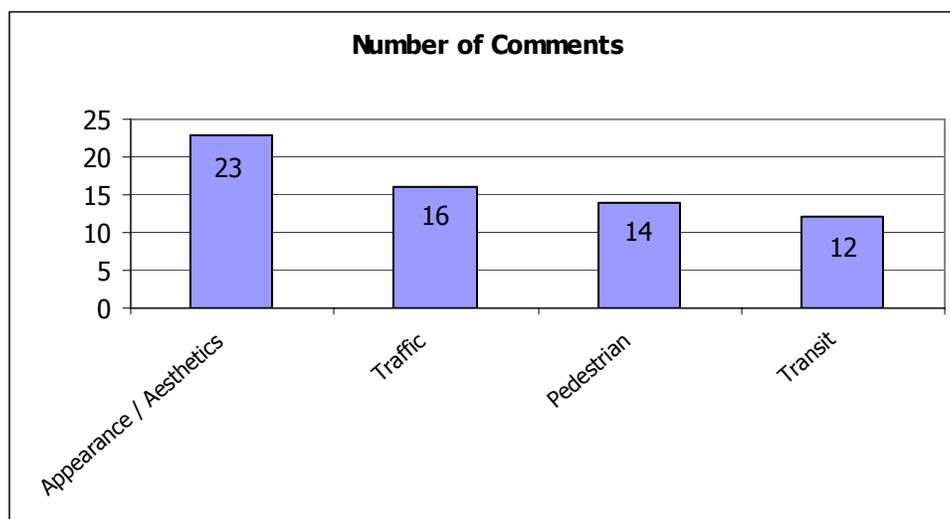


Figure 20: Frequency of Comments from Community Meeting #1

### ***Community Meeting #2***

Community Meeting #2 was held on November 29, 2006, at Miami Gardens City Hall. Appendix E includes the agenda and the meeting notes from each participant group from Community Meeting #2. Approximately 40 people were in attendance at Community Meeting #2. The purpose of Community Meeting #2 was to present the draft corridor alternatives to community stakeholders and receive comments for inclusion into the final corridor plan. Meeting participants were asked to state what they saw as advantages and disadvantages for each of the corridor alternatives. The corridor alternatives and feedback received at Community Meeting #2 will be presented in subsequent chapters of this report.

**Mobility Summary from Existing Conditions Analysis**

The results of the existing conditions mobility analysis demonstrate that transit level of service is good within the corridor, based on the frequency of existing bus service. Transit LOS A conditions exist throughout the corridor, according to the FDOT methodology utilized by the ART-PLAN software. However, pedestrian and bicycle level of service is primarily LOS E and LOS F throughout the corridor. Therefore, although a relatively high level of bus service is provided within the corridor, significant access deficiencies exist for passengers attempting to use transit.

Roadway level of service was determined to be LOS F throughout the S.R. 7 corridor based on daily roadway volume and capacity. However, the S.R. 7 corridor is within a proposed Transportation Concurrency Management Area (TCMA). Therefore, the traffic volume along the roadway would be allowed to be within 150 percent of LOS E capacity. This condition is currently being met along the S.R. 7 corridor. Localized traffic congestion exists at the three major intersections along the S.R. 7 corridor – Miami Gardens Drive, Ives Dairy Road / Honey Hill Drive, and County Line Road.

**Community Goals and Mobility Expectations**

The study team combined input from the Community Meetings with the results of the Existing Conditions Analysis to form the Community Goals and Mobility Expectations. The goals are listed in Table 7.

**Table 7: Community Goals and Mobility Expectations**

Enhance the function of the S.R. 7 corridor as an attractive gateway for the City of Miami Gardens.
Develop adequate capacity and safety for regional traffic flows.
Promote choice in transportation options by improving the bicycle/pedestrian environment.
Encourage “accessible” land uses without the necessity for an automobile.

A set of evaluation measures was developed for each goal for implementation guidance and evaluating the effectiveness of strategies in meeting the Community Goals and Mobility Expectations. The evaluation measures are listed below for each goal.

GOAL: Enhance the function of the S.R. 7 corridor as an attractive gateway for the City of Miami Gardens.

- Design features that are aesthetically pleasing
- Develop a unique theme for the corridor
- Use of Miami Modern (MiMo) architecture

GOAL: Develop adequate capacity and safety for regional traffic flows.

- Level of service on S.R. 7 within the proposed TCMA.
- Number of operational conflict points.
- Regional transit mobility.
- Transit level of service.

GOAL: Promote choice in transportation options by improving the bicycle/pedestrian environment.

- Bicycle and pedestrian level of service
- Access to transit stops
- Presence of bicycle facilities
- Presence of sidewalks and crossing treatments

GOAL: Encourage “accessible” land uses without the necessity for an automobile.

- Safe pedestrian access along the S.R. 7 corridor
- Smart growth redevelopment patterns
- Develop transit-supportive land uses

## MOBILITY OPTIONS

Prior chapters of the *State Road 7 Livable Communities Corridor Study* include the Existing Conditions Analysis and the Community Goals and Mobility Expectations. The purpose of this chapter (Mobility Options) is to identify and evaluate mobility options in the State Road 7 corridor based on the identified goals and expectations.

The Mobility Options chapter begins with an assessment of how improvements along parallel north-south facilities might influence travel demand along S.R. 7. Next, non-automobile mobility strategies that are viable in the corridor are identified and described.

### **Regional Mobility Options**

Prior to identifying transportation strategies within the S.R. 7 corridor, the potential for improvements to parallel facilities was examined for their ability to induce a shift in traffic away from the S.R. 7 corridor.

As presented in previous chapters of this report, S.R. 7 is a regional facility that serves as an urban principal arterial connecting Miami-Dade and Broward Counties. Other roadway facilities within three miles that serve a similar function include NW 27<sup>th</sup> Avenue, Florida's Turnpike, and Interstate 95. Each of these facilities is constrained from roadway widening based on current right-of-way configurations. Therefore, opportunities for improvements to parallel facilities to induce a traffic diversion along S.R. 7 appear quite limited.

The proposed alignment for the Miami-Dade Transit (MDT) Metrorail North Corridor extension runs along NW 27<sup>th</sup> Avenue. The introduction of Metrorail service along NW 27<sup>th</sup> Avenue may cause a certain amount of modal shift away from automobiles that could affect traffic volumes along State Road 7. Therefore, traffic forecasts from the Miami-Dade MPO's Florida Standard Urban Transportation Model Structure (FSUTMS) travel demand tool were examined to determine the forecasted future year (2030) traffic volume along State Road 7. The FSUTMS model includes a transit component; therefore, the FSUTMS traffic volumes forecasted for State

Road 7 would include the modal shift impacts of the Metrorail North Corridor extension. Table 8 presents the FSUTMS projected traffic volume forecasts for 2030.

**Table 8: FSUTMS 2030 Traffic Volume Forecasts**

Roadway	Segment From	Segment To	Analysis Year	Projected Daily Traffic Volume
State Road 7	NW 215 <sup>th</sup> Street	NW 199 <sup>th</sup> Street	2030	73,900
State Road 7	NW 199 <sup>th</sup> Street	NW 183 <sup>rd</sup> Street	2030	84,100
State Road 7	NW 183 <sup>rd</sup> Street	Golden Glades Interchange	2030	88,400

The forecast 2030 traffic volumes for State Road 7 are expected to exceed the level of service (LOS) E capacity for State Road 7. Furthermore, it should be noted that parallel roadways are also expected to operate beyond their respective capacities in 2030; therefore, planned capacity changes in parallel corridors are expected to have negligible effects on traffic volumes in the State Road 7 corridor. Mobility strategies need to be explored for State Road 7 including traffic, transit, bicycle, and pedestrian improvements.

### **Strategy Screening**

A screening process was applied to the S.R. 7 corridor to determine viable strategies for enhancing non-automobile travel, reducing vehicle trips, and improving overall mobility. The process uses a series of screening questions about specific conditions within the corridor, such as congestion levels, population density, and employment levels. Based on the answers to the questions, strategies can be identified as having potential application within the corridor.

The screening process is based on a hierarchy of strategy types. The first level includes those strategies that eliminate the need for a vehicle trip, such as changing land use patterns to encourage more walking trips or telecommuting. The next level includes those strategies that

shift person trips from automobile to transit, bicycle, or pedestrian. The third level includes those strategies that increase the number of persons per vehicle, such as car-pooling programs and high occupancy vehicle (HOV) lanes. The fourth level includes strategies that improve operations along a roadway, such as access management or bus bays. The final level focuses on adding lanes to increase capacity for all vehicles.

Many of the comments from the first round of stakeholder meetings and the first public workshop can be grouped into three categories – (1) concerns about general community appearance (including unattractive buildings, poor lighting, and poor landscaping/aesthetics), (2) pedestrian issues (including safety, ADA issues, and vehicle speeds), and (3) traffic flow issues (including traffic signalization, drainage deficiencies, and driveway connection spacing).

The strategy screening for the S.R. 7 corridor focuses on identifying non-automobile oriented strategies that may improve the viability of alternative travel modes, based on issues and concerns raised during the public involvement process, findings from the existing conditions analysis, and the overall goals of the Livable Communities Initiative. Pedestrian- and transit-based strategies designed to reduce reliance on automobiles may have some effect on mitigating traffic congestion issues. In addition, strategies focused on general community appearance will be considered including code enforcement, smart growth principles, and landscape architecture.

Potentially viable strategies for the S.R. 7 corridor resulting from the first three strategy screen levels include the following.

**Land use policies and regulations:** Several redevelopment projects have been implemented along the corridor in recent years. Several more are being considered for commercial properties along the corridor. Therefore, it is reasonable to assume that the City of Miami Gardens may be able to create a positive transportation and aesthetic impact along the S.R. 7 corridor through implementing “Smart Growth” principles as properties are redeveloped. Smart Growth development focuses on creating sustainable places that create less of a burden on public

infrastructure. Smart Growth principles include creating walkable neighborhoods, having a mix of land uses, preserving open space, and providing a variety of transportation choices.

Smart Growth principles are consistent with the City's Draft Comprehensive Plan, which directs that infill/redevelopment plans along the City's major commercial corridors shall comply with Smart Growth principles as opposed to conventional development standards that encourage urban sprawl. The following principles are listed in the Future Land Use Element associated with Smart Growth.

- Walkability and walkable neighborhoods
- Connectivity
- Mixed-Use and Diversity
- Mixed Housing
- Quality Architecture and Urban Design
- Height Bonus Incentives

**Design standards:** Pedestrian-friendly design encourages people to walk from place to place along the corridor. Design features to consider include build-to lines for redevelopment, which means that buildings would be built at the edge of the right-of-way line and would be more accessible for pedestrians and transit users. Other pedestrian-oriented design standards include wider sidewalks, streetscaping, such as vegetation for shade and benches for resting, human-scale signing, and street lighting.

**Transportation demand management (TDM) strategies:** Transportation demand management (TDM) strategies attempt to address congestion by modifying travel behavior rather than providing physical improvements to the roadway network. TDM strategies are low-cost and cause minimal disruption to existing infrastructure. TDM strategies are commonly applied in large employment centers because of the opportunities to implement many traditional TDM strategies such as carpooling/vanpooling, alternative work schedules, park-and-ride lots, and parking management techniques, such as preferential parking for carpools. TDM strategies may

have applicability in the study corridor due to the commercial nature of the corridor, which includes several office buildings and other employment locations.

**Transit strategies:** Several bus transit routes currently utilize the S.R. 7 corridor. Limited right-of-way availability in the corridor restricts the viability of constructing exclusive transit facilities. The frequency of bus service in the corridor is high enough for the corridor to operate at transit level of service (TLOS) A, according to FDOT's Quality/Level of Service (QLOS) Handbook. Although the frequency of bus service is high, bus stop accessibility is deficient in many locations. Therefore, transit strategies for the State Road 7 corridor should focus on creating accessibility and improving the bus stop environment for transit patrons. Potential improvement strategies include providing bus stop "plazas" with larger waiting areas, shelters, and bus bays to help separate transit patrons from vehicular traffic.

Additional transit strategies may include Advanced Public Transit Systems such as signal priority for buses and intelligent bus stops. Signal priority is a strategy in which traffic signals react to approaching transit vehicles by extending the green time at the signal to allow the bus through. Signal priority in the S.R. 7 corridor could be a viable strategy given the level of bus frequency in the corridor. Intelligent bus stops could enhance non-automobile mobility in the corridor by providing real-time information on bus arrivals and can assist with trip planning. This strategy requires integration with on-board vehicle locator devices and would need to be implemented throughout the S.R. 7 corridor as part of a broader, systemwide initiative.

**Bicycle strategies:** No bicycle facilities currently exist within the S.R. 7 corridor. The Snake Creek Canal corridor, which intersects S.R. 7, has been identified as a potential linear park and multi-use trail facility. S.R. 7 could provide north-south bicycle mobility and connections to the Snake Creek Trail. Potential bicycle strategies include bike lanes, which provide bicycle mobility for experienced users adjacent to travel lanes, and multi-use trails, which are typically separated from the roadway travel lanes and are wider, buffered paths that may encourage usage from less experienced bicyclists. Additional bicycle strategies include providing bike racks and

lockers at bus stops, office buildings, and shopping centers, to make them more accessible to bicyclists.

**Pedestrian strategies:** Currently, a standard 5- to 6-foot sidewalk exists throughout the S.R. 7 corridor. Bus benches, utility poles, signs, newspaper racks, and other forms of street furniture often block pedestrian mobility. Providing wider sidewalks would encourage walking for transportation purposes and would provide a more positive environment for pedestrians. Creating wider sidewalks would require either a lane width reduction or usage of the adjacent utility easement for transportation purposes. In addition, crosswalks could be enhanced with pavement markings or textured pavement. An enhanced pedestrian path from surroundings properties to transit stops is another pedestrian strategy that would also increase transit accessibility.

**Roadway strategies:** Roadway strategies include alternative typical sections that may include bike lanes, wider sidewalks, and lane width modifications. Due to existing and projected traffic demand, a reduction in travel lanes is not considered a viable alternative for S.R. 7. Other roadway strategies may include illuminated signage, providing pedestrian-scale lighting, drainage improvements, and landscaping improvements.

## ALTERNATIVES

The purpose of this chapter is to build upon the strategies and mobility options studied in the last chapter to develop corridor alternatives intended to enhance the livability of the S.R. 7 corridor. The study team identified three potential corridor cross-sections for consideration by community stakeholders in Community Meeting #2. The three alternative cross-sections were evaluated along with the no-build alternative. There is a relationship between roadway cross-section and the type and scale of adjacent development. Since there is already an established development pattern along the corridor, potential cross-sections were identified in this context.

### **No-Build Alternative**

The No-Build Alternative maintains the existing cross-section of S.R. 7.

Figure 21 presents a detailed plan view of typical conditions representative of the S.R. 7 corridor within Miami Gardens.

Generally, it is required to examine the No-Build Alternative to provide a baseline evaluation condition. Under the No-Build Alternative, the corridor would continue to exhibit poor pedestrian and bicycle level of service. No bicycle lanes or shared use paths are provided in the No-Build Alternative. Standard 5-foot sidewalks are provided immediately adjacent to the travel lanes. Since no additional space is provided within the right-of-way, sidewalks generally are where street furniture and utilities are placed. Examples of sidewalk blockages include bus benches, utility poles, fire hydrants, newspaper racks, and signs. Relatively frequent transit service is provided along the corridor, although no bus bays are provided along the corridor due to space constraints within the existing cross-section. Parking lots serving adjacent properties are typically located near the right-of-way line or just behind a narrow landscaping strip. Numerous driveway curb cuts are located along the corridor to serve adjacent retail properties.

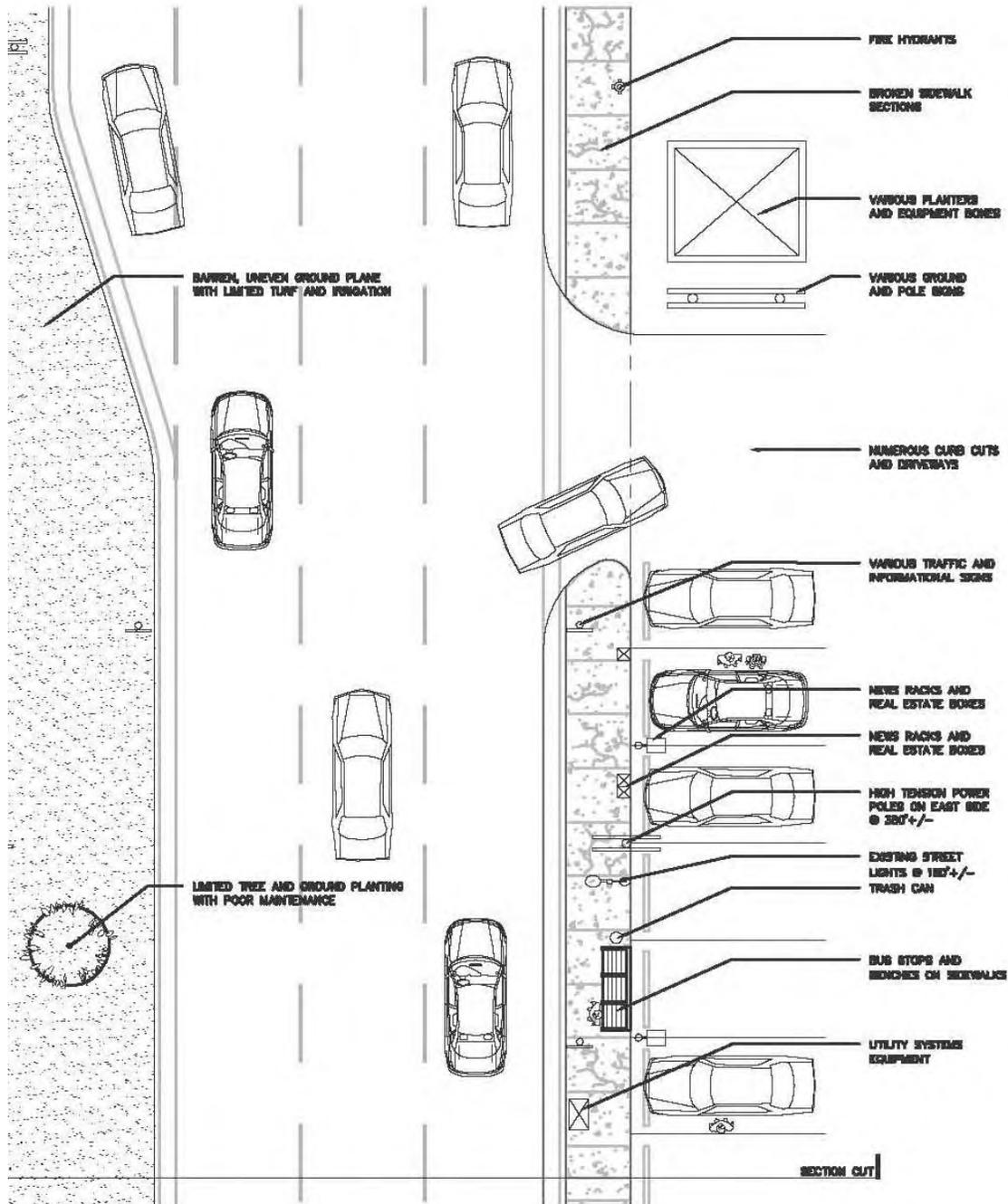


Figure 21: No-Build Alternative – Plan View

Note: No-Build Alternative is symmetrical about the center-line of the median. One side of the roadway is shown here to enhance detail.

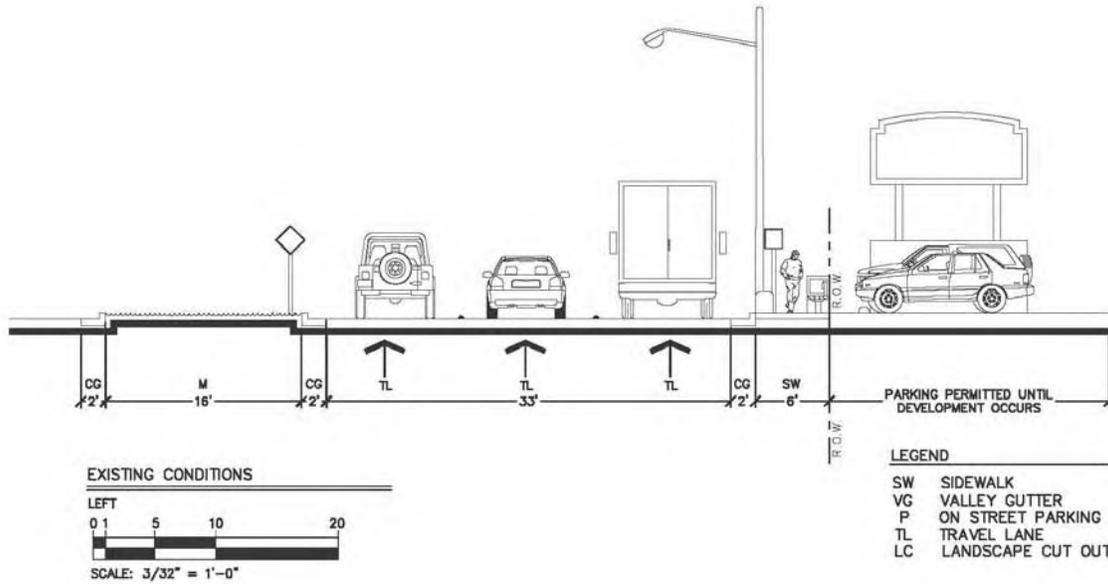


Figure 22: No-Build Alternative – Cross-Section

Note: No-Build Alternative is symmetrical about the center-line of the median. One side of the roadway is shown here to enhance detail.



Corridor Images Showing Barriers to Pedestrian Mobility

### **Alternative 1 (Bike Lanes)**

Alternative 1 provides improvements within the existing right-of-way. The primary mobility improvement provided in Alternative 1 is the inclusion of bike lanes along the length of the corridor. Space for bike lanes is created in Alternative 1 by reducing the median width and reducing lane width striping. The primary modifications to the existing cross-section are described below.

- Add 4-foot bike lanes to the S.R. 7 corridor between the Golden Glades Interchange and County Line Road.
- Reduce the median width from 16 feet to 10 feet.
- Reduce lane width from 11.5 feet to 11 feet.

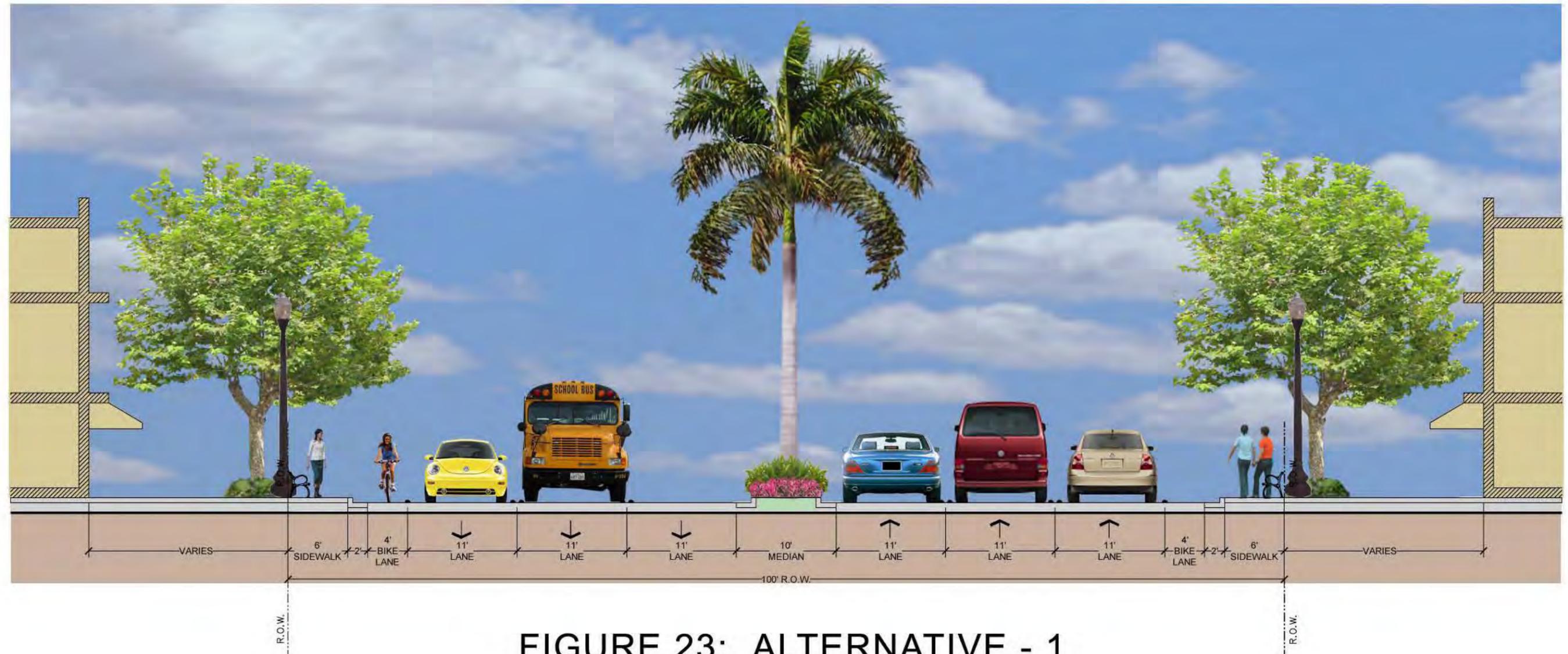
Figure 23 presents the Alternative 1 cross-section.

In Alternative 1, the bicycle level of service along the corridor would significantly improve because of the addition of the bike lanes. However, pedestrians and transit patrons waiting at bus stops would still be served by standard 5-foot sidewalks immediately adjacent to the travel lanes. Space for bus bays and other transit improvements would not be provided as part of Alternative 1. Lane widths of 11 feet are permissible within FDOT Livable Communities design criteria.

The advantages of Alternative 1 include enhanced mobility for bicyclists, although “experienced” bicyclists would benefit more than casual bicyclists. Various skill and comfort levels of bicyclists exist, and experience bicyclists tend to prefer bike lanes while moderate or novice bicyclists prefer separated shared use paths. Disadvantages include that Alternative 1 would require median narrowing and that no benefit would be provided for sidewalks or bus stops. Median narrowing would be expensive because of extensive curb and gutter work that would be required.

# Miami Gardens State Road 7

## Livable Communities Corridor Study



**FIGURE 23: ALTERNATIVE - 1**  
Improvements Within Existing Right-of-Way

- Add 4' bike lanes within existing 100' right-of-way
- Reduce median width from 16' to 10'
- Reduce lane width from 11.5' to 11'

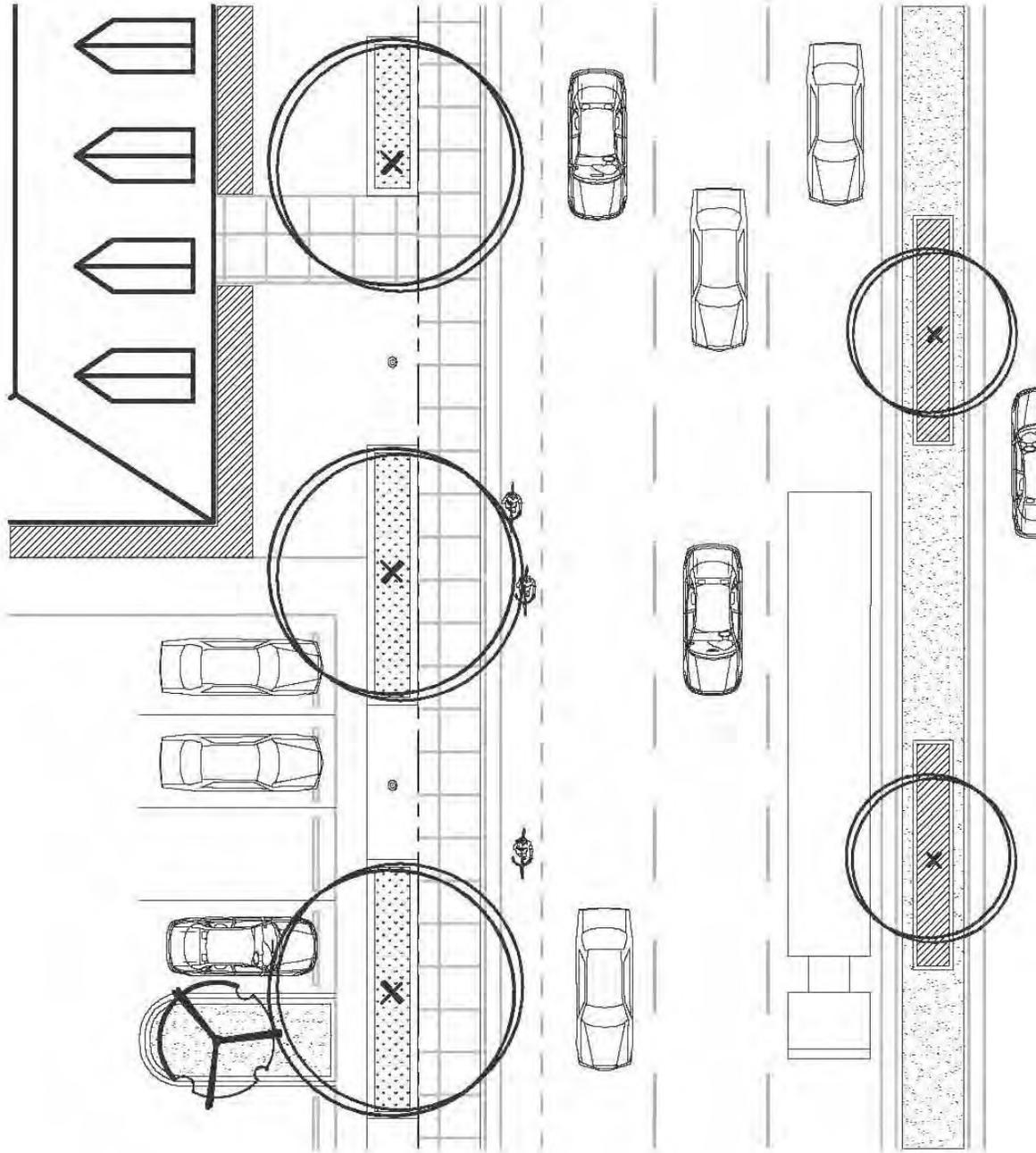


Figure 24: Alternative 1 (Bike Lanes) – Plan View



**Examples of Bike Lanes**



**Alternative 1 would require narrowing the median width**

### **Alternative 2 (Frontage Buffer)**

Alternative 2 provides transportation improvements within the adjacent 19-foot buffer / utility easement along S.R. 7. The primary mobility improvement provided in Alternative 2 is the inclusion of a wide sidewalk and additional pedestrian paths along the length of the corridor. The buffer provides space for pedestrian improvements, wider bus stop “plazas,” and bus bays at key locations. The primary features are described below.

- Roadway cross-section remains the same (no reduction in median width or lane width).
- Create a 19-foot buffer/utility easement along both sides of the corridor. This width was chosen because portions of the corridor already include a 19-foot utility easement.
- Include space for mobility improvements such as 10-foot wide sidewalks, pedestrian paths, bus shelters, and bus bays.
- Include livability improvements such as enhanced landscaping and pedestrian-scale lighting.

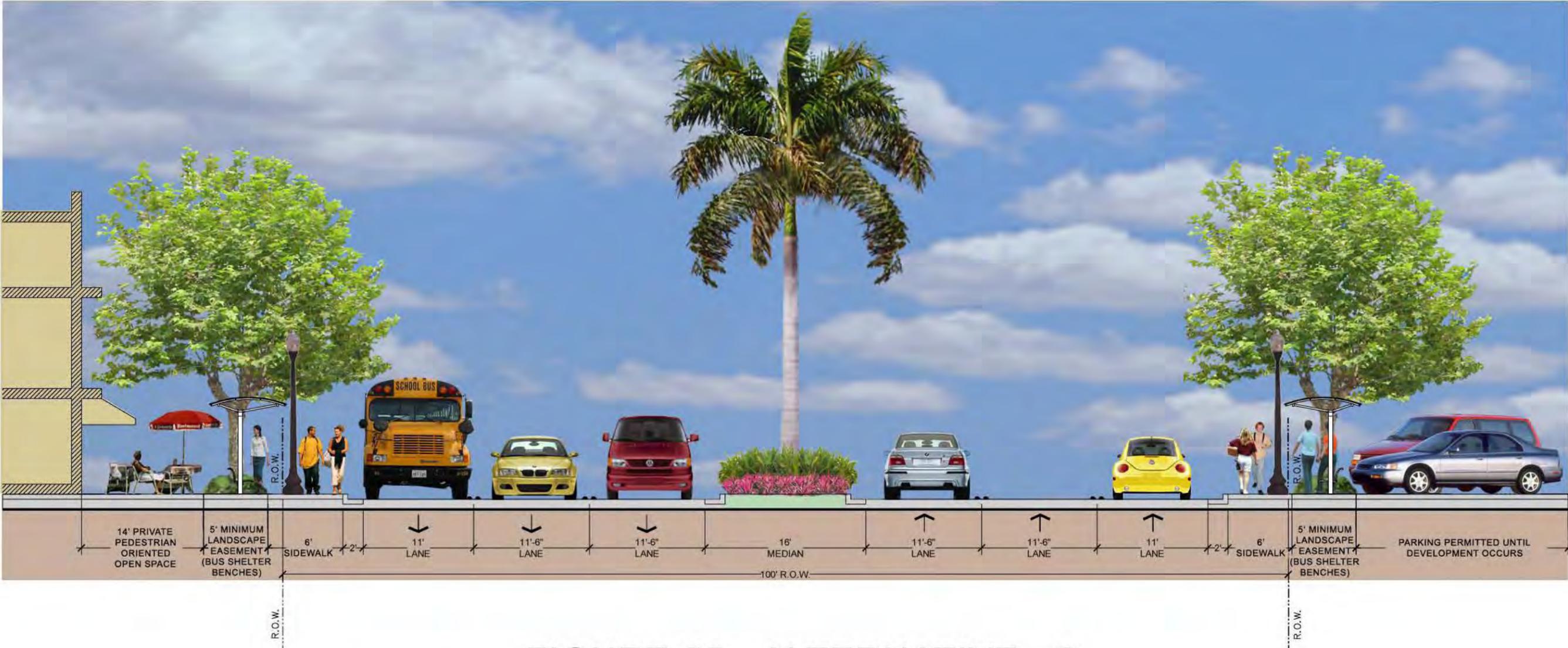
Figure 25 presents the Alternative 2 cross-section.

In Alternative 2, pedestrian and bicycle level of service would improve because of additional space for bicycle and pedestrian travel and additional separation from traffic. Alternative 2 would expand the space used for transportation improvements and would likely have to be phased in over time throughout the corridor. For example, as properties re-develop, site plans would have to reserve a 19-foot buffer adjacent to the S.R. 7 right-of-way for pedestrian paths, sidewalks, and landscaping.

The advantages of Alternative 2 include increased space for bus shelters, landscaping, bus bays, and other non-automobile transportation improvements. Additionally, Alternative 2 can be implemented over time in phases. Disadvantages include that a continuous 19-foot buffer could be accomplished only as properties re-develop.

# Miami Gardens State Road 7

## Livable Communities Corridor Study



**FIGURE 25: ALTERNATIVE - 2**  
 Bike/Pedestrian Path within Utility Easement adjacent to State Road 7

- Roadway cross-section within existing right-of-way remains the same
- Create a 19' buffer/utility easement
- Include space for landscaping, bus shelters, and pedestrian paths

As mentioned previously, Alternative 2 would have to be implemented over time and would likely occur in phases. One potential phasing plan is described over the next few pages.

Phase I would include establishing an inter-district corridor along S.R. 7 for the planting of consistent street trees, which would be required to be placed at a prescribed distance on average along the frontage of the corridor. For properties with parking lots that directly abut the right-of-way, this would require property owners to replace every fifth or sixth parking space along the front row of parking spaces with a landscaping pod that includes a street tree. Owners would have to be given a period of time to comply. Figure 26 presents a rendering of Phase I.

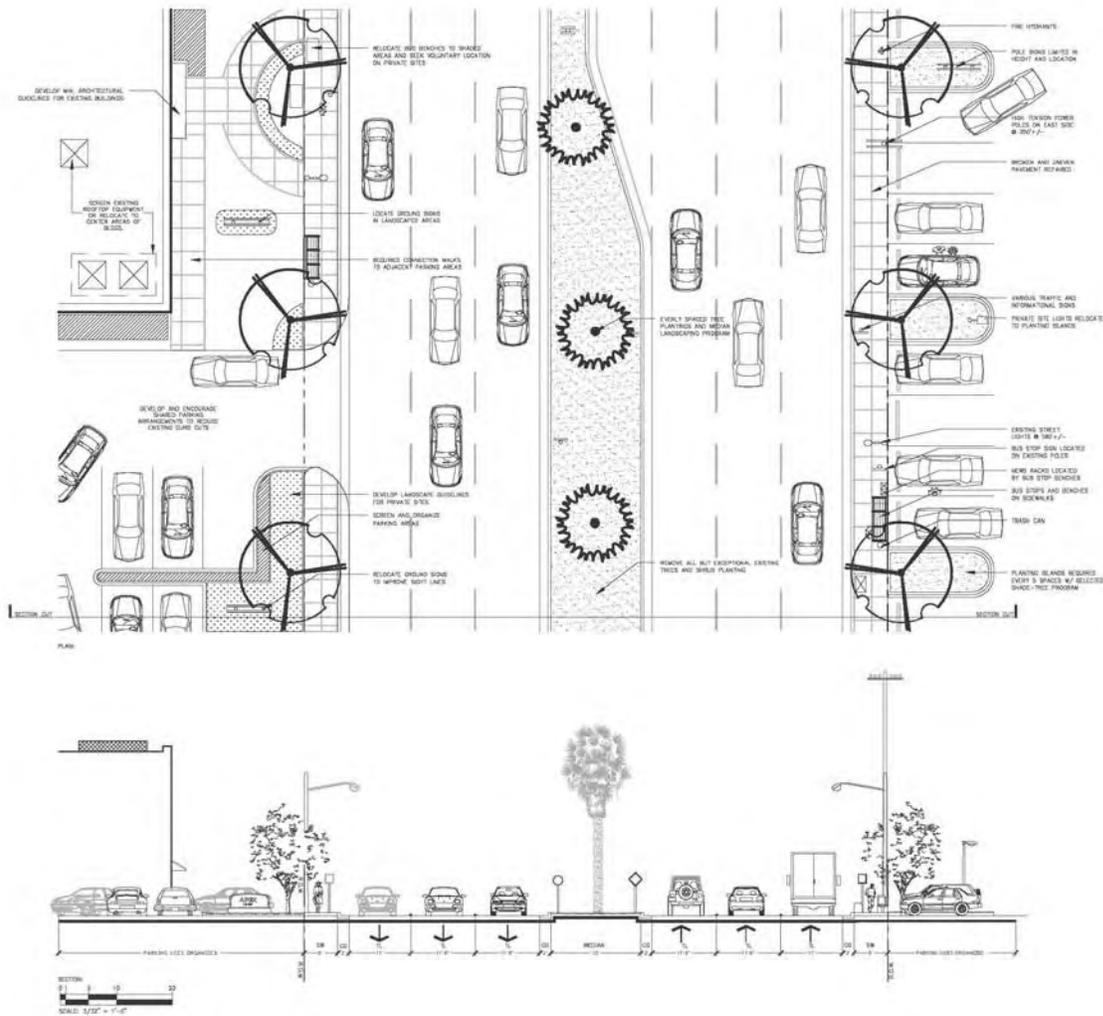


Figure 26: Alternative 2 (Frontage Buffer) – Phase I



Phase III would include the establishment of the full 19 feet width of the buffer along S.R. 7. Unlike Phase I and II, it is anticipated that Phase III could only be accomplished as properties re-develop. The purpose of the 19-foot buffer is provide space for a continuous path along the corridor, to increase the amount of pedestrian space, to provide space for bus bays at key locations, and to provide for pedestrian paths from bus stops to adjacent land use. In Phase III, parking would be re-located to the sides and backs of adjacent properties. Site developers would be encouraged to build up to the edge of the 19-foot buffer, thus providing for maximum pedestrian and transit accessibility to and from surrounding land uses. Figure 28 presents a rendering of Phase III.

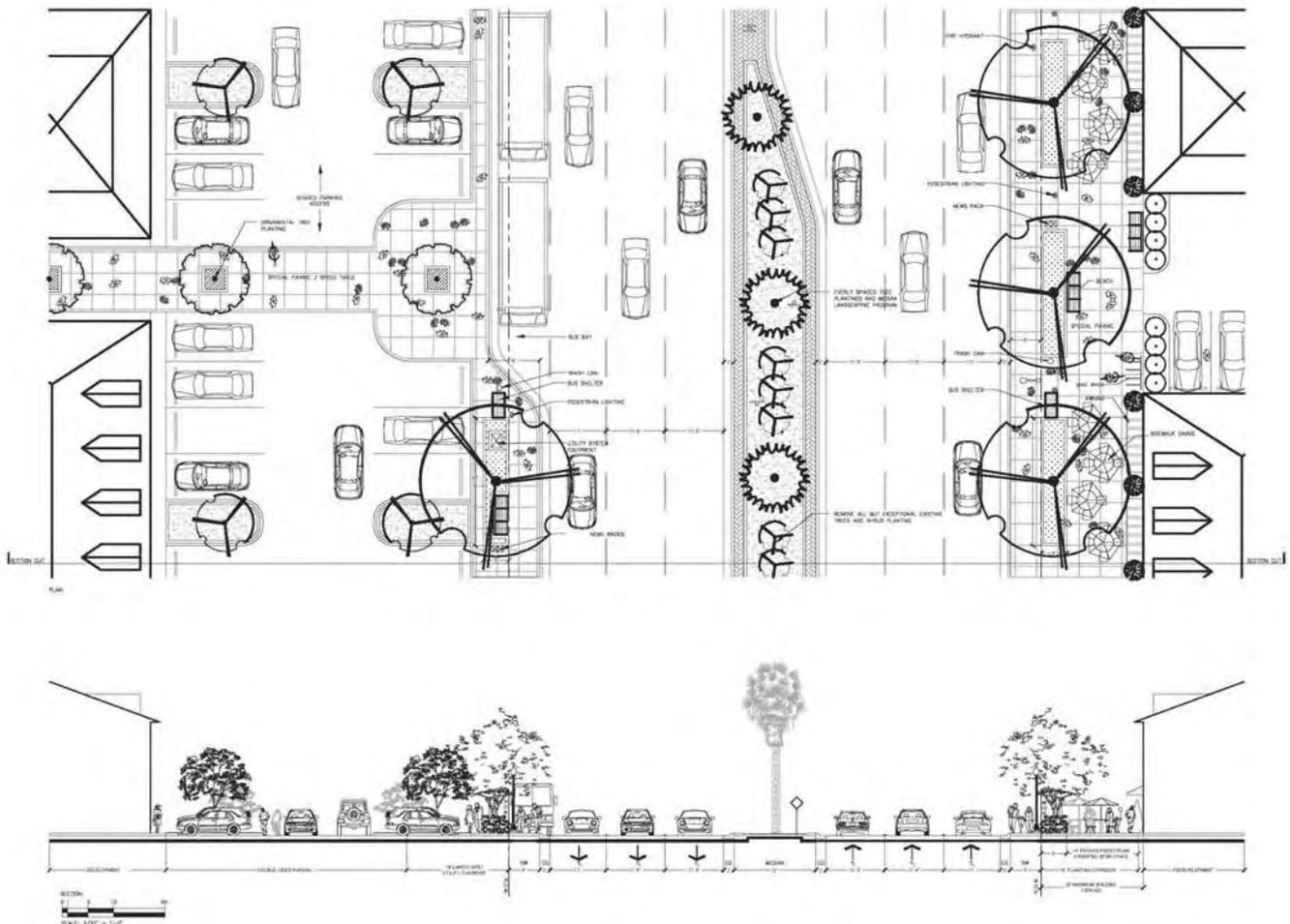
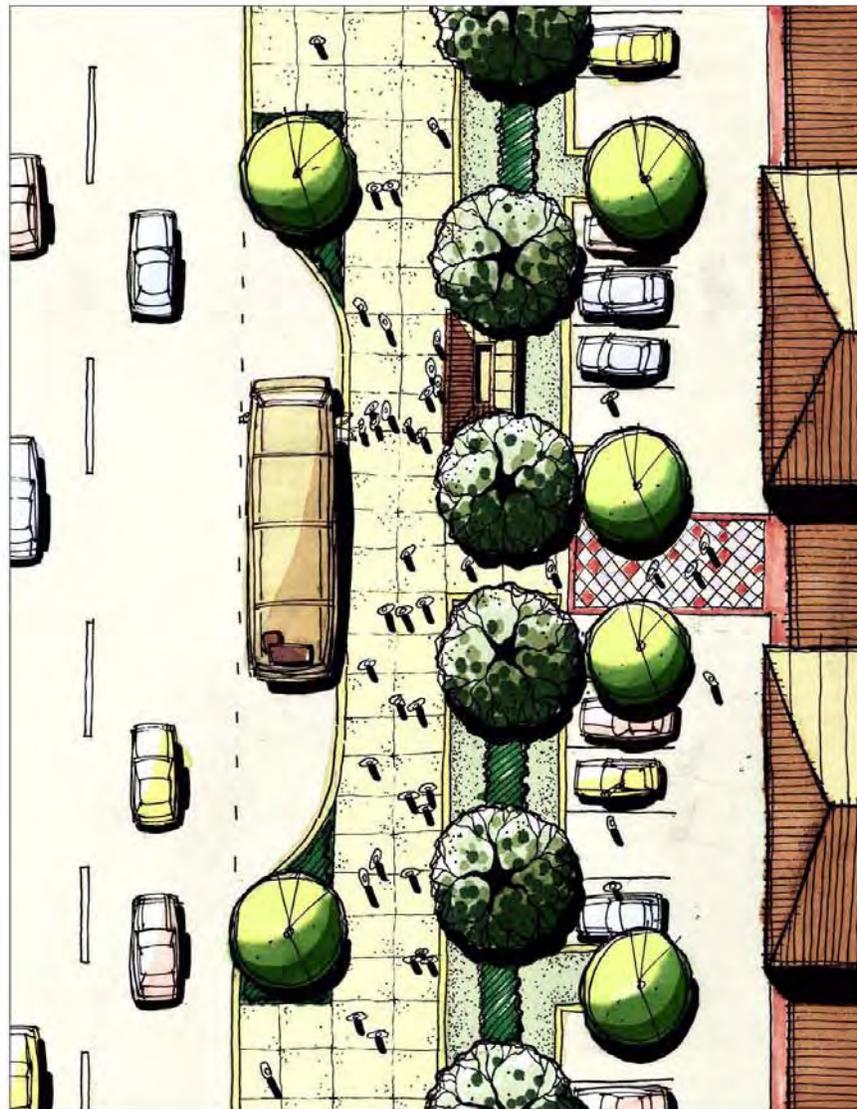


Figure 28: Alternative 2 (Frontage Buffer) – Phase III

Alternative 2 (Frontage Buffer) allows space for bus bays to be provided within the corridor. Figure 29 depicts the conceptual layout of a bus bay showing an enhanced pedestrian path that orients toward the entrance of adjacent buildings. This example shows that a small amount of parking may still be provided in the front of the building even when the building is oriented closer to the street and an enhance pedestrian path is provided.



Miami Gardens State Road 7  
Livable Communities Corridor Study  
ALTERNATIVE - 2  
Proposed Bus Drop-Off Area

Figure 29: Alternative 2 (Frontage Buffer) – Conceptual Bus Stop Plan



**Examples of Wide Sidewalks with Landscaping Buffers**

### **Alternative 3 (Back Buffer)**

Alternative 3 provides bicycle/pedestrian improvements and a landscape buffer behind the commercial properties that abut the S.R. 7 corridor. The purpose of Alternative 3 is to help visually separate and provide an aesthetic definition for the boundary between the commercial properties and the surrounding residential. The primary mobility improvement provided in Alternative 3 is the inclusion of a continuous bicycle/pedestrian path between the commercial properties and the adjacent residential streets along the length of the corridor. This would separate bicycle and pedestrian traffic from the vehicular traffic along the busy S.R. 7 corridor. The primary features are described below.

- Roadway cross-section remains the same (no reduction in median width or lane width).
- Create a landscape buffer behind commercial property.
- Provide a continuous bicycle/pedestrian path within the landscape buffer.

Figure 30 presents the Alternative 3 cross-section.

In Alternative 3, pedestrian and bicycle level of service along S.R. 7 would not improve because no additional space for bicycle and pedestrian travel nor separation from traffic would be provided. However, Alternative 3 would provide an enhanced level of service for trips that could utilize the back buffer, such as bicycle and pedestrian trips between the residential neighborhoods and the commercial properties.

The advantages of Alternative 3 include providing space for bicyclists and pedestrians away from S.R. 7 traffic. Additionally, Alternative 3's landscape buffer would provide screening between the commercial properties and the residential neighborhoods. Disadvantages include that a continuous buffer could be accomplished only as properties re-develop. Another significant disadvantage is that Alternative 3 does not provide space for bus stop improvements along S.R. 7.

# Miami Gardens State Road 7

Livable Communities Corridor Study



**FIGURE 30: ALTERNATIVE - 3**  
 Bike/Pedestrian Path with Landscape Buffer behind Commercial Property

- Roadway cross-section within existing right-of-way remains the same
- Create a landscape buffer behind commercial property
- Provide a 10' bike/pedestrian path in buffer

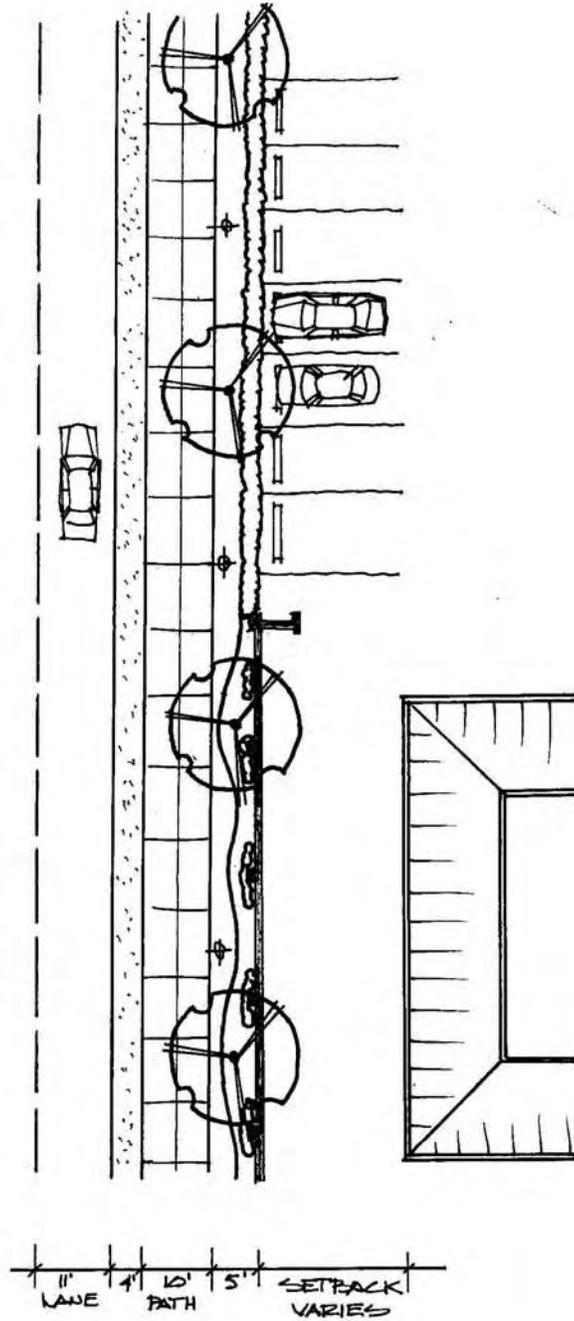


Figure 31: Alternative 3 (Back Buffer) – Plan View



**Examples of Back Buffers  
between Commercial  
Properties and Adjacent  
Residential Neighborhoods**

## **Community Meeting #2**

Community Meeting #2 was held on November 29, 2006, at Miami Gardens City Hall. Appendix E includes the agenda and the meeting notes from each participant group from Community Meeting #2. Approximately 40 people attended Community Meeting #2, notably many participants also had attended the first public meeting.

The purpose of Community Meeting #2 was to present the corridor alternatives to community stakeholders, residents, business owners, and business operators, and to receive comments and feedback on the corridor alternatives for inclusion in the final plan.

Following an informational presentation by members of the study team, meeting participants formed breakout groups where members of the study team facilitated discussions with small groups. Comments, concerns, ideas and questions were recorded on flip charts. Meeting participants were asked to identify two major topics:

- What do you like and dislike about the three alternatives?
- How would you prioritize the alternatives?

Finally, all meeting participants came back together as a whole to discuss the outcomes developed by each breakout group.

In general, meeting participants agreed that the S.R. 7 corridor does not meet livable communities goals and the No Build Alternative was not acceptable. The majority of the meeting respondents prioritized Alternative 2 (Frontage Buffer) as the highest priority alternative. Alternative 1 was generally seen as not “going far enough” to develop positive changes along the corridor. Alternative 3 did not receive much support because of perceived concerns over opening up the residential neighborhoods to outside bicycle and pedestrian traffic.

## RECOMMENDATIONS

The final chapter presents the recommended strategy for the S.R. 7 corridor based on the results of the alternatives evaluation and input from stakeholders within the community.

### **Recommended Alternative**

Based on the results of the alternatives evaluation and feedback received at the final community meeting, Alternative 2 (Frontage Buffer) is the recommended alternative for the corridor. Alternative 2 achieved the greatest balance between the livability goals and mobility expectations for the corridor. In addition, Alternative 2 received the most support from the community.

The actual implementation along the corridor may be a blend of the different ideas and concepts that have been presented along the corridor. For instance, just because Alternative 2 may be implemented, this does not preclude the City from establishing a landscape buffer requirement between the back of commercial properties and the adjacent residential neighborhoods. However, depth of commercial property concerns would have to be considered in the establishment of a back buffer assuming 19 feet is already established for the front of the property. It should be noted that several participants in Community Meeting #1 stated concerns over visual and lighting impacts from commercial properties that affect adjacent residential properties. Likewise, the establishment of a frontage buffer for pedestrian and landscaping improvements would not preclude FDOT from establishing bike lanes within the existing right-of-way if median reduction activities are undertaken in the future.

### **Corridor Plan**

- Pursue implementation of Alternative 2 (*Frontage Buffer Alternative*). This will establish a 19-foot frontage buffer along the S.R. 7 corridor that must be utilized for pedestrian improvements, bus stop improvements, site furnishings (bus shelters, newspaper racks, etc.), landscaping, utilities, and open space. This would be accomplished through a series of transportation, landscaping, and regulatory improvements.

- Encourage *mixed-use development* along the S.R. 7 corridor utilizing *smart growth* principles. Smart growth principles include a mix of land uses, compact building designs that encourage pedestrian accessibility, and fostering attractive communities that instill a strong sense of place.
- Establish a *gateway treatment* at each end of the corridor to define the entrance to Miami Gardens. The gateway treatments may incorporate community themes (such as establishment and maintenance of a garden) to provide a positive definition for the community and indicate the entrance to Miami Gardens.
- Implement *bus bays* at FAST Bus stops. Bus bays will allow the bus to not block traffic flow while picking up and dropping off passengers. In addition, the bus bay will provide additional separation for passengers waiting for the bus from passing vehicular traffic. With the additional space for transportation improvements provided by the frontage buffer, FAST Bus stops should be developed into *bus stop plazas* with additional seating, lighting, and landscaping amenities. The proposed FAST Bus implementation would include limited stop service, unique vehicles and stops, transit signal priority, and other infrastructure. Proposed FAST Bus stops within Miami Gardens include NW 199<sup>th</sup> Street and NW 183<sup>rd</sup> Street.
- Additional *bus bays* should be implemented at NW 215<sup>th</sup> Street and Wal-Mart due to passenger activity in the area.
- Local bus stops should be designed with a similar unifying look as FAST Bus stops, but on a smaller scale to be easily distinguishable.
- Implement a community *transit circulator* that would connect residents in the surrounding residential communities with the business and commercial establishments along S.R. 7. The transit circulator should be a branded vehicle that is clearly distinguishable from regional buses. S.R. 7 is already a commercial hub for the area, and the demand for such a service may even increase as properties re-develop.
- Establish a *trailhead park* at the intersection of the proposed Snake Creek Bike Trail, which crosses S.R. 7 north of NW 199<sup>th</sup> Street. The proposed trailhead park should provide a gathering space for the community and help connect the Snake Creek Corridor with the S.R. 7 corridor.

- Establish a *consistent, unifying visual theme* along the S.R. 7 corridor utilizing aspects of Alternative 2 such as street trees, planters within the buffer, and a consistent bus stop design. Four primary elements should be considered for establishing the unifying theme.
  - Landscape
  - Site principles
  - Signage and site furnishings
  - Architectural style and appearance
- *Landscaping improvements* should add to the consistent visual theme of the corridor. A theme of palm trees in the median and shade trees in the buffer along the sidewalk would be both visually impressive and functional.
- Pursue intersection improvements aimed at making the community more livable and walkable. Intersection improvements include *lighted street signage, ADA accessible curb cuts, brick paver crosswalks, and thematic gardens* in the medians and street corner planters. One idea developed at community meetings was for each major intersection to have a theme flower that would be displayed within the landscaping.
- Conduct *traffic signal synchronization* along the S.R. 7 corridor, especially between NW 207<sup>th</sup> Street and NW 202<sup>nd</sup> Terrace where three signals are located within 1,500 feet.
- The City and FDOT should pursue *driveway consolidation* for commercial areas along the corridor.
- Provide *preferential parking* for carpools and vanpools at future office redevelopment projects and mixed-use projects that include office space.
- *Land use policies and regulations* are discussed in more detail below.

### **Consideration of Land Use Regulations**

Many of the improvements recommended in this study would come about through modifications to land use regulations. Key recommendations are provided below.

- The Land Use Plan and Zoning Land Development Regulations (LDRs) must be made compatible.
- Two actions should be considered for the Zoning Code:
  - Create a code for the City with a mixed-use provision for individual properties.

- Create a zoning overlay district along the S.R. 7 corridor in which standards are established for certain design elements within the district.
- Provide incentives for developers to create open space on site. Open space can include plazas, pedestrian-ways, and green space.
- Implement a street clutter ordinance. This may include conducting education programs, periodic “code sweeps” for private properties, and documenting street clutter on public rights-of-way and coordinating clean-up with the appropriate maintaining agency. Holding community clean-up events are a good way to build community pride and involve stakeholders in the clean-up of the community.
- Encourage buildings to be developed at a “build-to” line established at a prescribed distance from the S.R. 7 frontage buffer. This would encourage pedestrian and transit accessibility.
- Provide incentives for parking to be provided behind buildings or along the side of buildings. This will allow the front of the buildings to be visible from the street and will orient the buildings toward pedestrians and transit users.
- Establish an inter-district corridor along S.R. 7 for the provision of unifying street trees at a prescribed distance along the buffer. Owners would have to be given a period of time to comply. Potential incentives may include not having to replace any parking spaces that may be lost due to the provision of street trees.

APPENDIX A:  
Bus Stop Photographs

**CITY OF MIAMI GARDENS  
PHOTOGRAPH OF BUS SHELTER**



PICTURE#001 DATED 05/23/06  
SR 7/NW 177 ST  
North Bound  
Looking North  
Bus Shelter with Ramp  
Shelter # MGD-0050



PICTURE#002 DATED 05/23/06  
SR 7/NW 177 ST  
North Bound  
Looking South  
Shelter with ADA Ramp  
Shelter # MGD-0050

**CITY OF MIAMI GARDENS  
PHOTOGRAPH OF BUS SHELTER**



PICTURE#003 DATED 05/23/06  
SR 7/NW 179 ST  
North Bound  
Looking North  
Bus Shelter with Ramp  
Shelter # MGD-0051

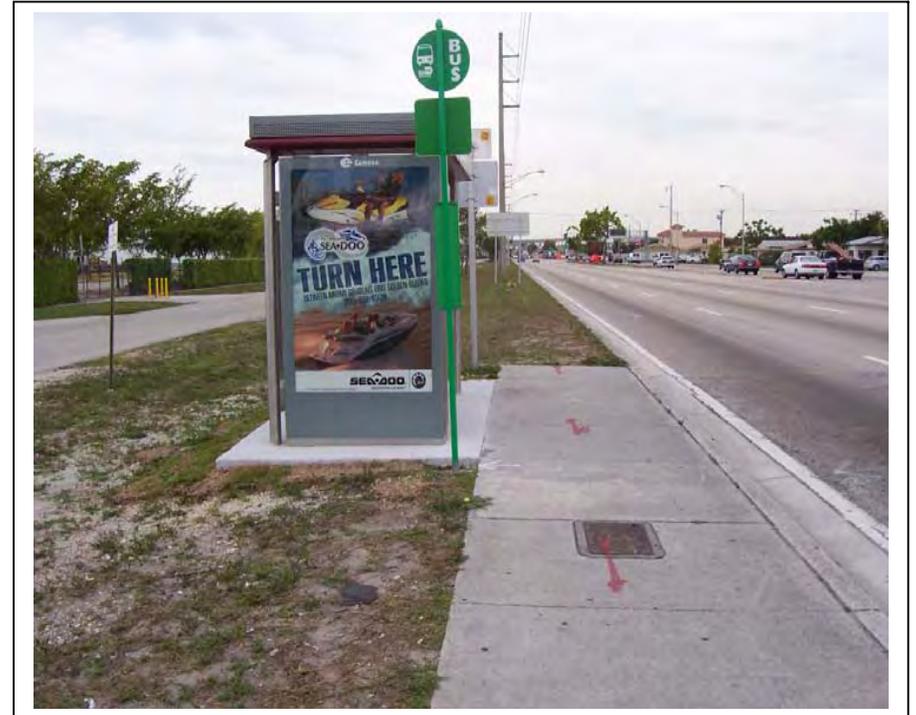


PICTURE#004 DATED 05/23/06  
SR 7/NW 179 ST  
North Bound  
Looking South  
Shelter with ADA Ramp  
Shelter # MGD-0051

**CITY OF MIAMI GARDENS  
PHOTOGRAPH OF BUS SHELTER**



PICTURE#005 DATED 05/23/06  
SR 7/NW 181 ST  
North Bound  
Looking North  
Bus Shelter with Ramp  
Shelter # MGD-0052

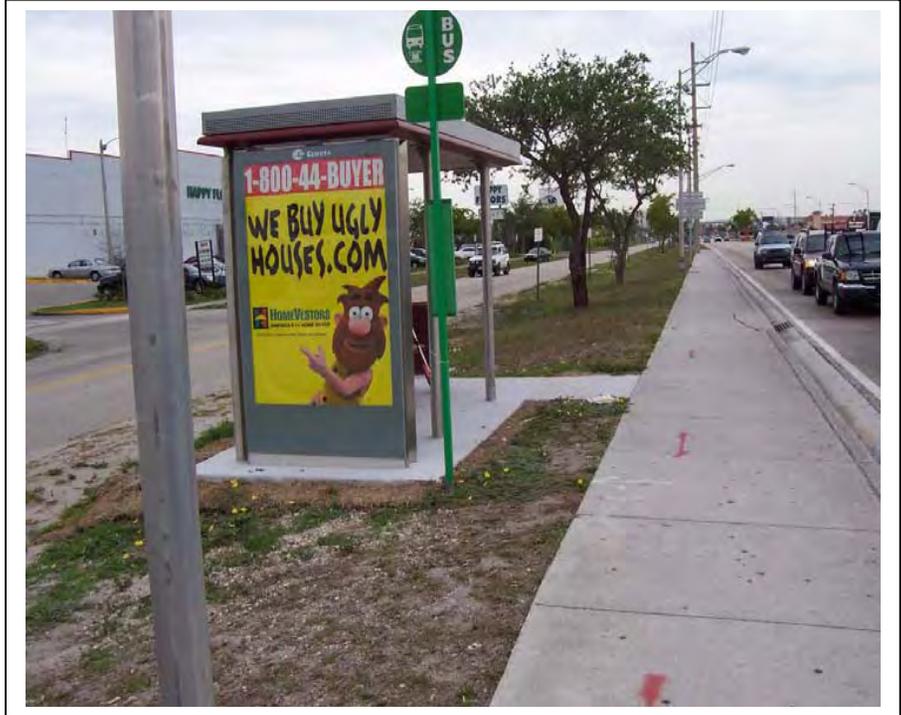


PICTURE#006 DATED 05/23/06  
SR 7/NW 181 ST  
North Bound  
Looking South  
Shelter with ADA Ramp  
Shelter # MGD-0052

**CITY OF MIAMI GARDENS  
PHOTOGRAPH OF BUS SHELTER**



PICTURE#007 DATED 05/23/06  
SR 7/NW 183 ST  
North Bound  
Looking North  
Bus Shelter with Ramp  
Shelter # MGD-0053



PICTURE#008 DATED 05/23/06  
SR 7/NW 183 ST  
North Bound  
Looking South  
Shelter with ADA Ramp  
Shelter # MGD-0053

**CITY OF MIAMI GARDENS  
PHOTOGRAPH OF BUS SHELTER**



PICTURE#007 DATED 05/23/06  
SR 7/# 18425  
North Bound  
Looking South  
No Bus Shelter, Bus Bench/Waste Receptacles exist  
Shelter # MGD-0054

**CITY OF MIAMI GARDENS  
PHOTOGRAPH OF BUS SHELTER**

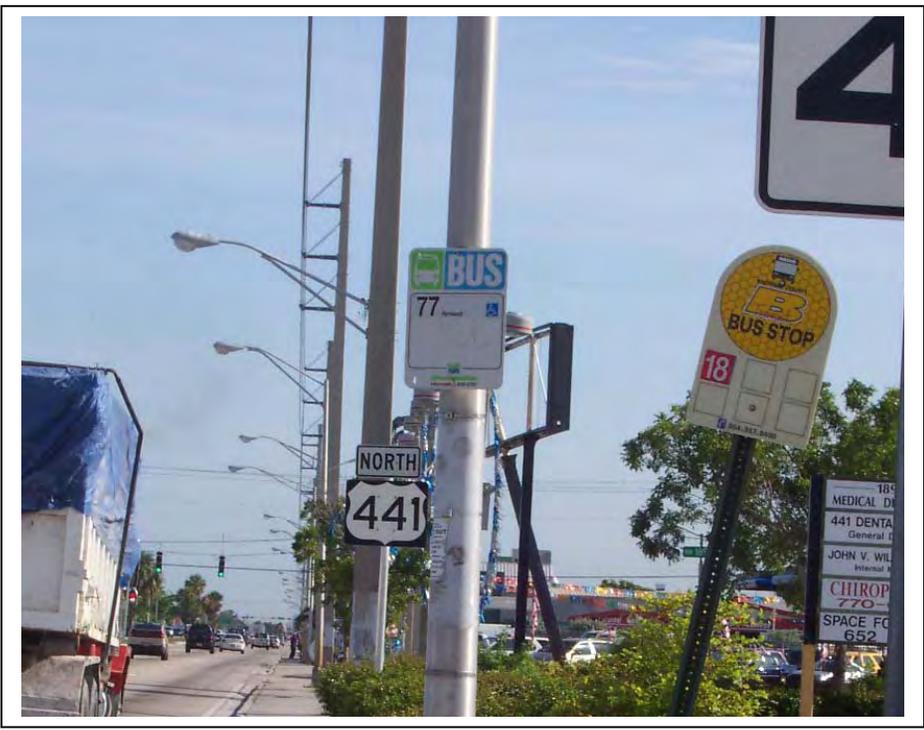


PICTURE#001 DATED 05/25/06  
SR 7/NW 187 ST  
North Bound  
Looking North  
Bus Shelter with Ramp  
Shelter # MGD-0055

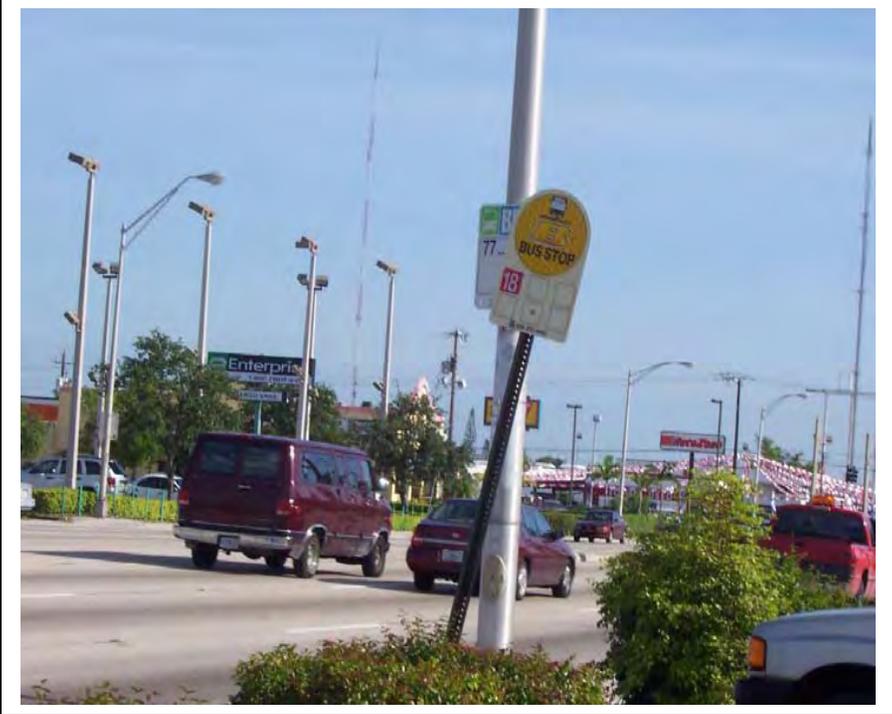


PICTURE#002 DATED 05/25/06  
SR 7/NW 187 ST  
North Bound  
Looking South  
Shelter with ADA Ramp  
Shelter # MGD-0055

**CITY OF MIAMI GARDENS  
PHOTOGRAPH OF BUS SHELTER**

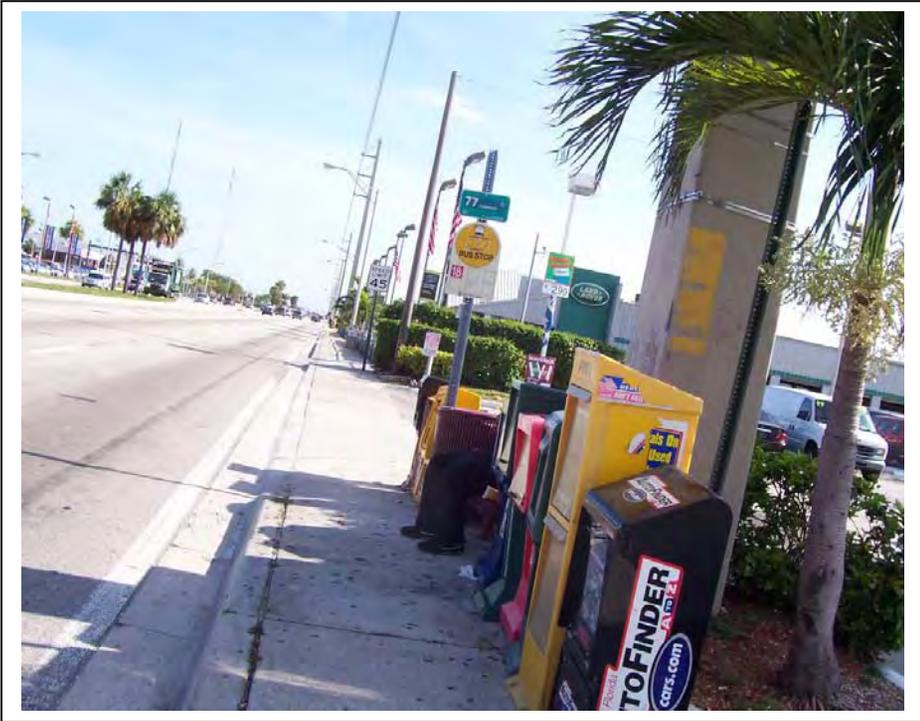


PICTURE#001 DATED 06/09/06  
SR 7/NW 189 ST  
North Bound  
Looking North  
No Bus Shelter/Bus Bench/Waste Collector  
Shelter # MGD-0056

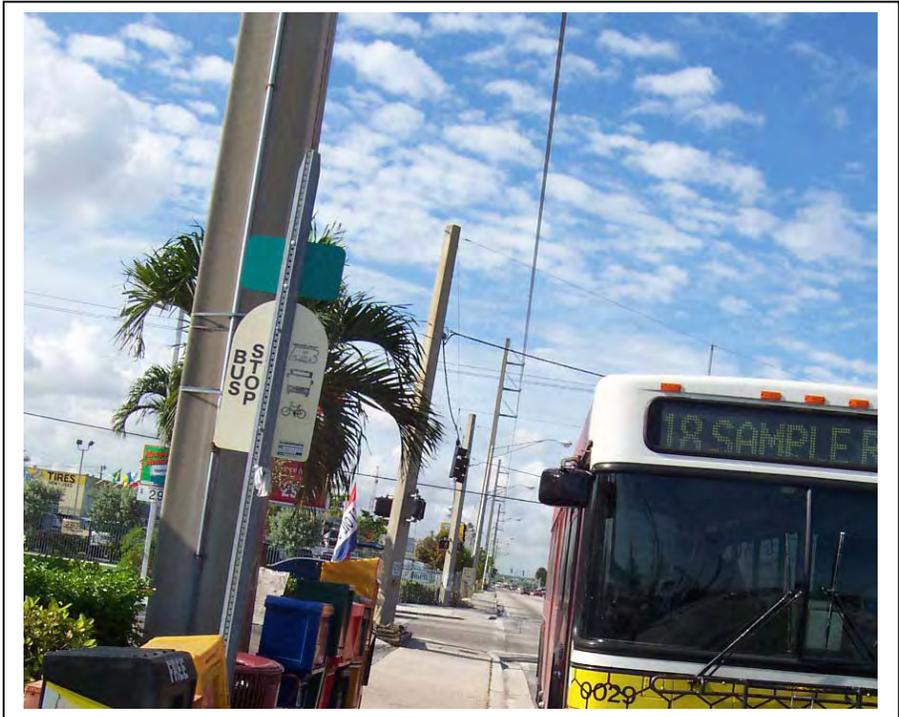


PICTURE#002 DATED 06/09/06  
SR 7/NW 189 ST  
North Bound  
Looking North West  
No Bus Shelter/Bus Bench/Waste Collector  
Shelter # MGD-0056

**CITY OF MIAMI GARDENS  
PHOTOGRAPH OF BUS SHELTER**

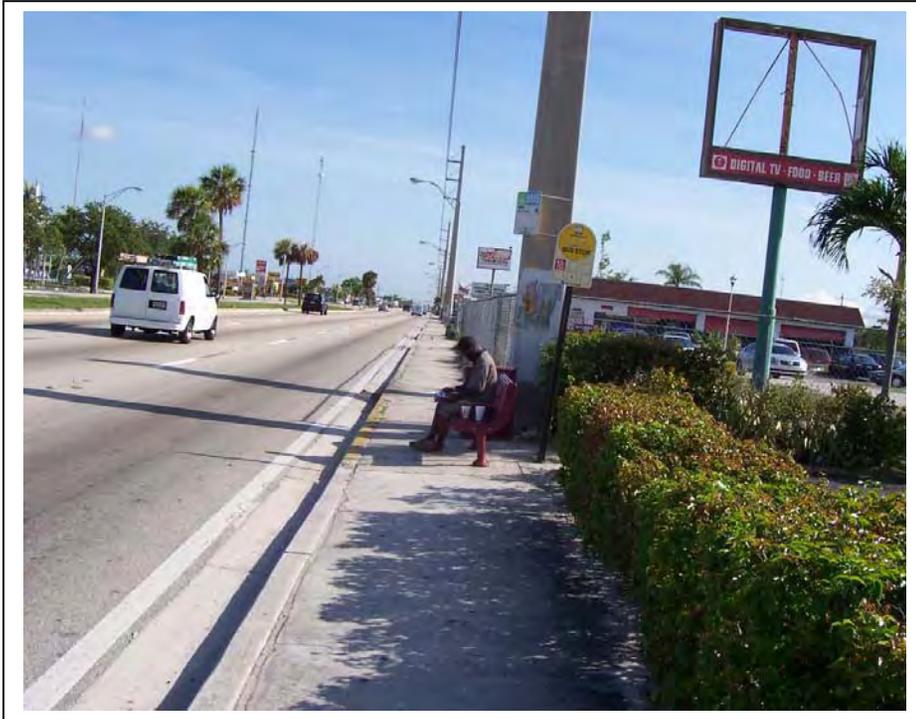


PICTURE#003 DATED 06/09/06  
SR 7/NW 191 ST  
North Bound  
Looking North  
Bus Bench & Waste Collector exist  
Shelter # MGD-0057

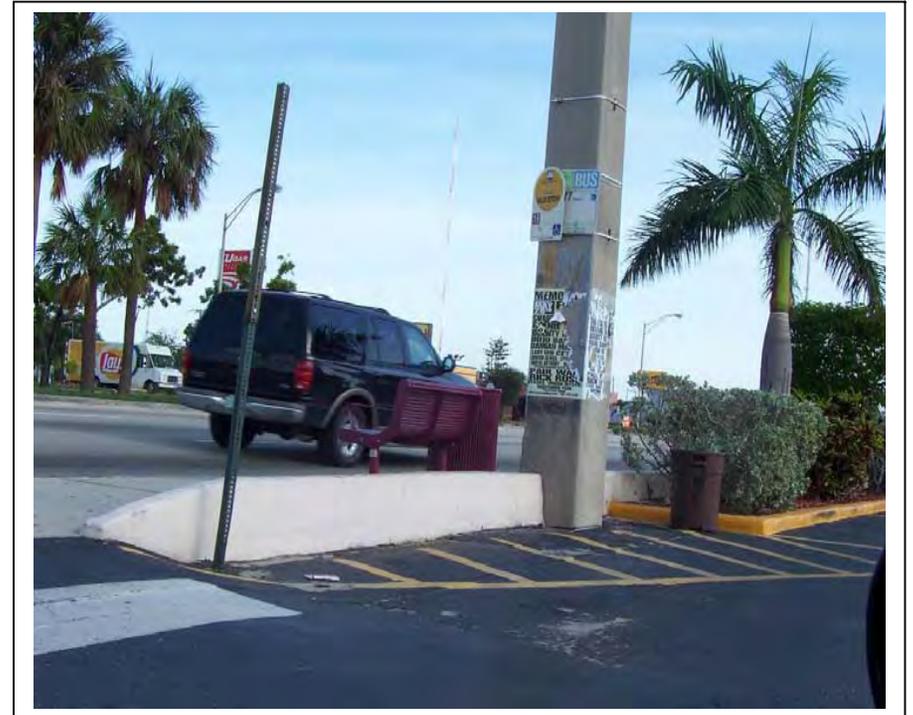


PICTURE#004 DATED 06/09/06  
SR 7/NW 191 ST  
North Bound  
Looking South  
Bus Bench & Waste Collector exist  
Shelter # MGD-0057

**CITY OF MIAMI GARDENS  
PHOTOGRAPH OF BUS SHELTER**



PICTURE#006 DATED 06/09/06  
SR 7/NW 193 ST  
North Bound  
Looking North  
Bus Bench & Waste Collector exist  
Shelter # MGD-0058



PICTURE#007 DATED 06/09/06  
SR 7/NW 195 ST  
North Bound  
Looking North West  
Bus Bench & Waste Collector exist  
Shelter # MGD-0059

**CITY OF MIAMI GARDENS  
PHOTOGRAPH OF BUS SHELTER**



PICTURE#008 DATED 06/09/06  
SR 7/NW 199 ST  
North Bound  
Looking North  
Bus Bench & Waste Collector exist  
Shelter # MGD-0060

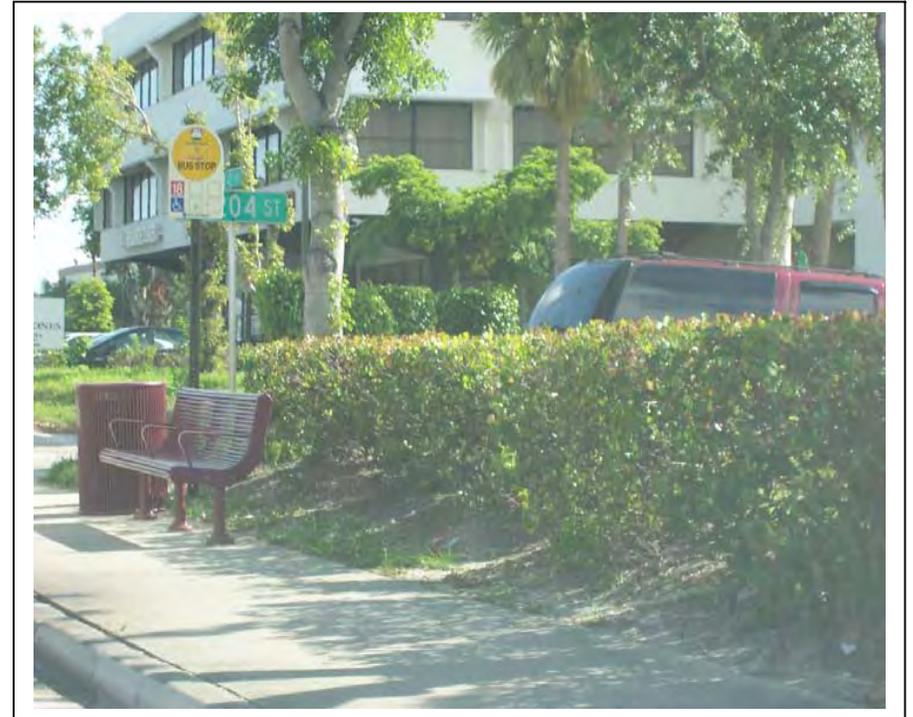


PICTURE#009 DATED 06/09/06  
SR 7/NW 199 ST  
North Bound  
Looking North West  
Bus Bench & Waste Collector exist  
Shelter # MGD-0060

**CITY OF MIAMI GARDENS  
PHOTOGRAPH OF BUS SHELTER**

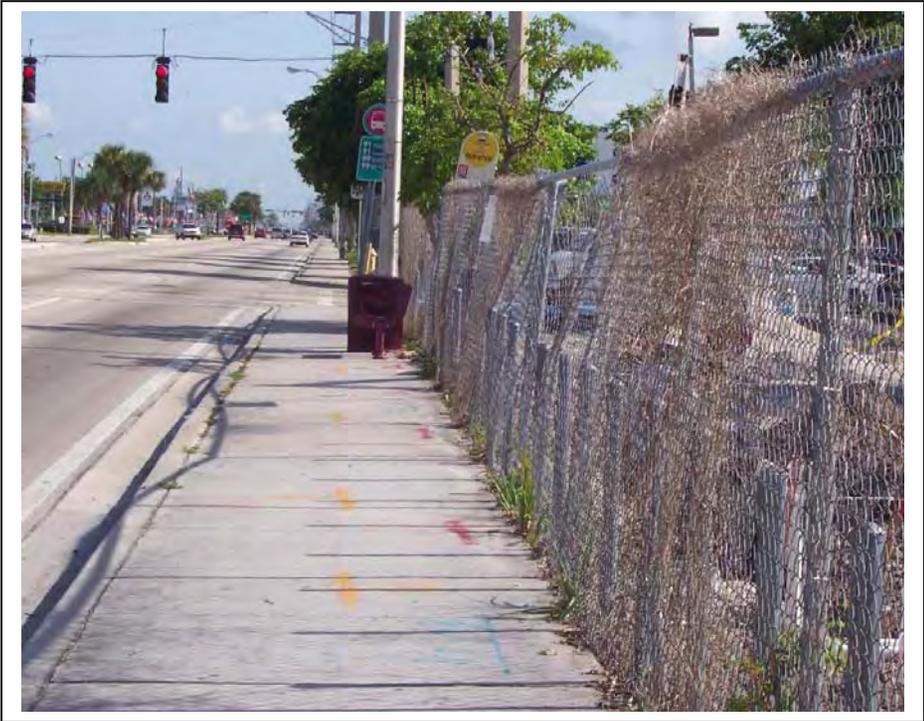


PICTURE#010 DATED 06/09/06  
SR 7/NW 202 TE  
North Bound  
Looking North  
Bus Bench & Waste Collector exist  
Shelter # MGD-0061

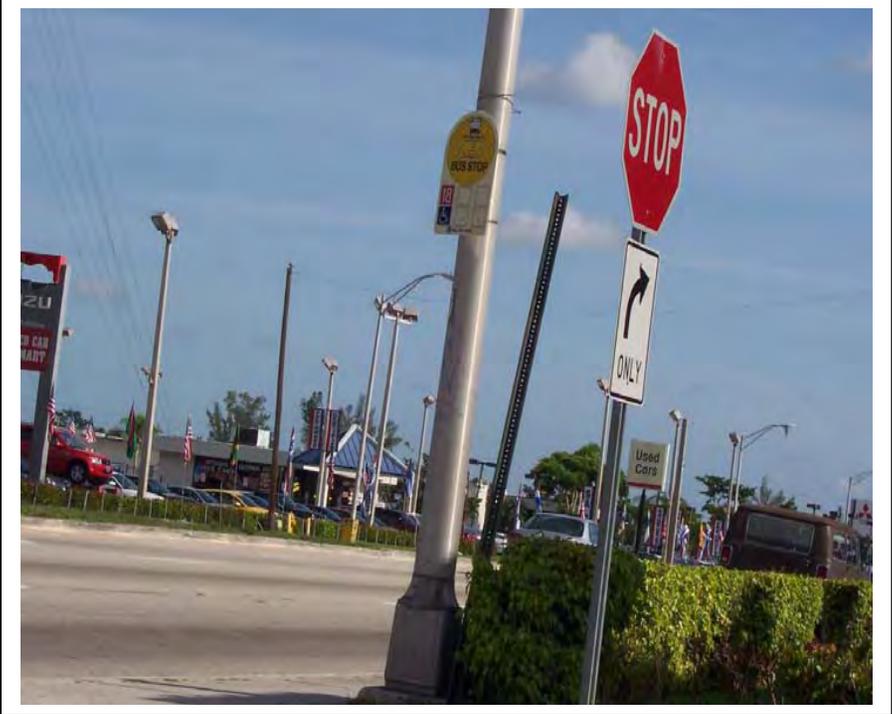


PICTURE#011 DATED 06/09/06  
SR 7/NW 204 ST  
North Bound  
Looking North West  
Bus Bench & Waste Collector exist  
Shelter # MGD-0062

**CITY OF MIAMI GARDENS  
PHOTOGRAPH OF BUS SHELTER**

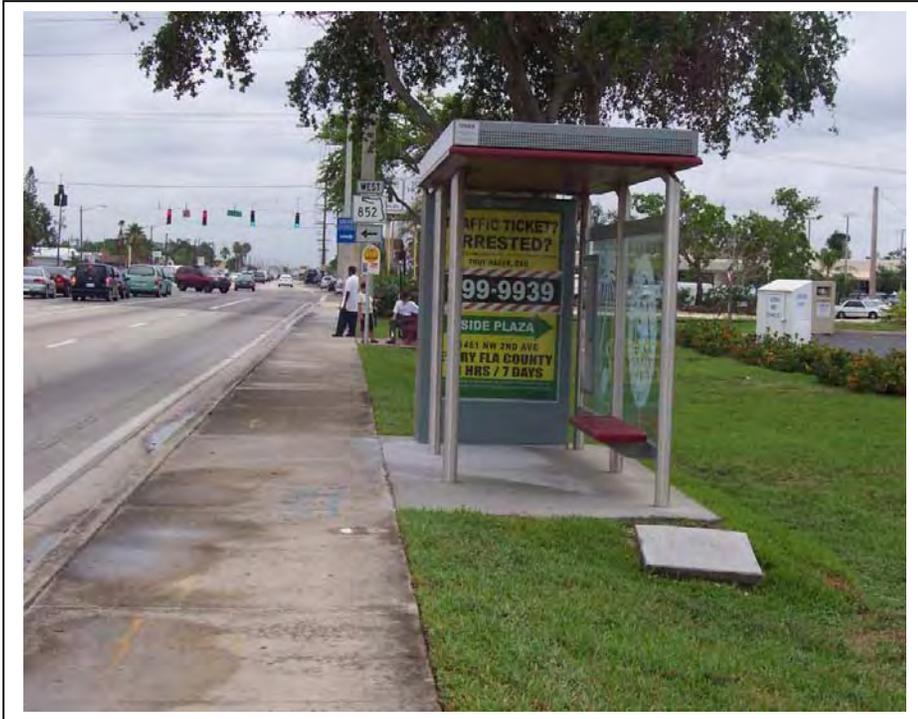


PICTURE#012 DATED 06/09/06  
SR 7/NW 207 ST  
North Bound  
Looking North  
Bus Bench & Waste Collector exist  
Shelter # MGD-0063



PICTURE#014 DATED 06/09/06  
SR 7/NW 209 ST  
North Bound  
Looking North West  
No Bus Shelter/Bus Bench/Waste Collector  
Shelter # MGD-0064

**CITY OF MIAMI GARDENS  
PHOTOGRAPH OF BUS SHELTER**



PICTURE#001 DATED 05/26/06

SR 7/NW 215 ST

North Bound

Looking North

Bus Shelter without waste collector

Shelter # MGD-0065



PICTURE#002 DATED 05/26/06

SR 7/NW 215 ST

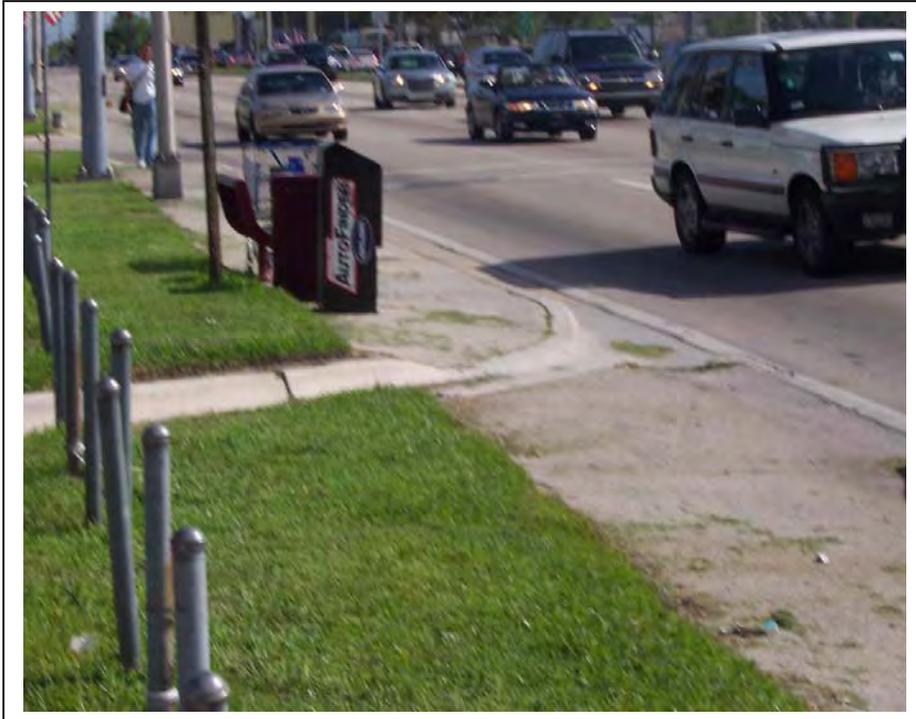
North Bound

Looking South

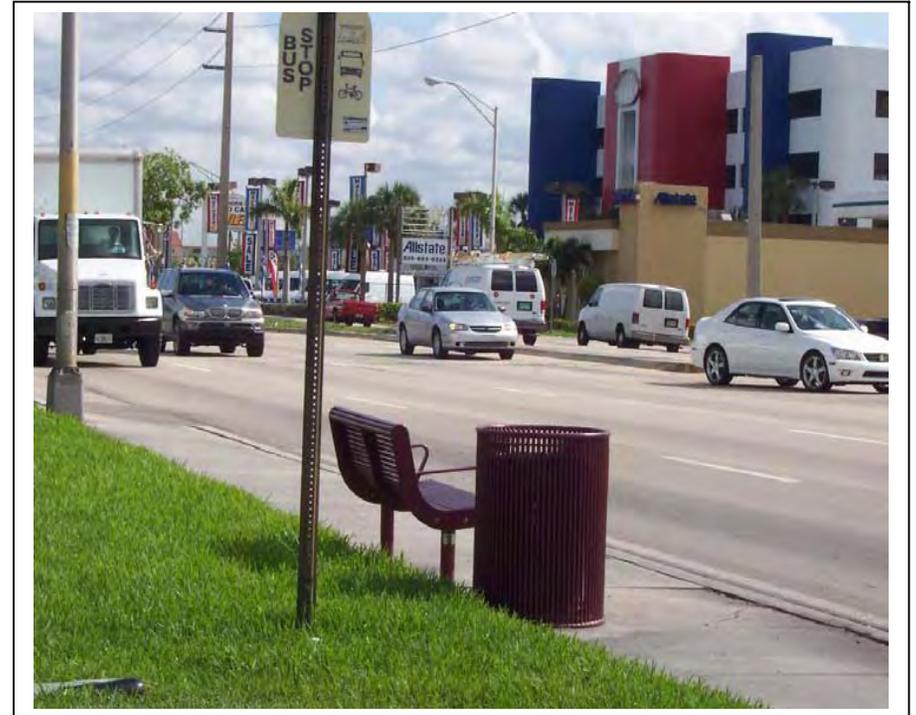
Bus Shelter without waste collector

Shelter # MGD-0065

**CITY OF MIAMI GARDENS  
PHOTOGRAPH OF BUS SHELTER**



PICTURE#015 DATED 06/09/06  
SR 7/NW 12 Block  
South Bound  
Looking North  
Bus Bench & Waste Collector exist  
Shelter # MGD-0066A

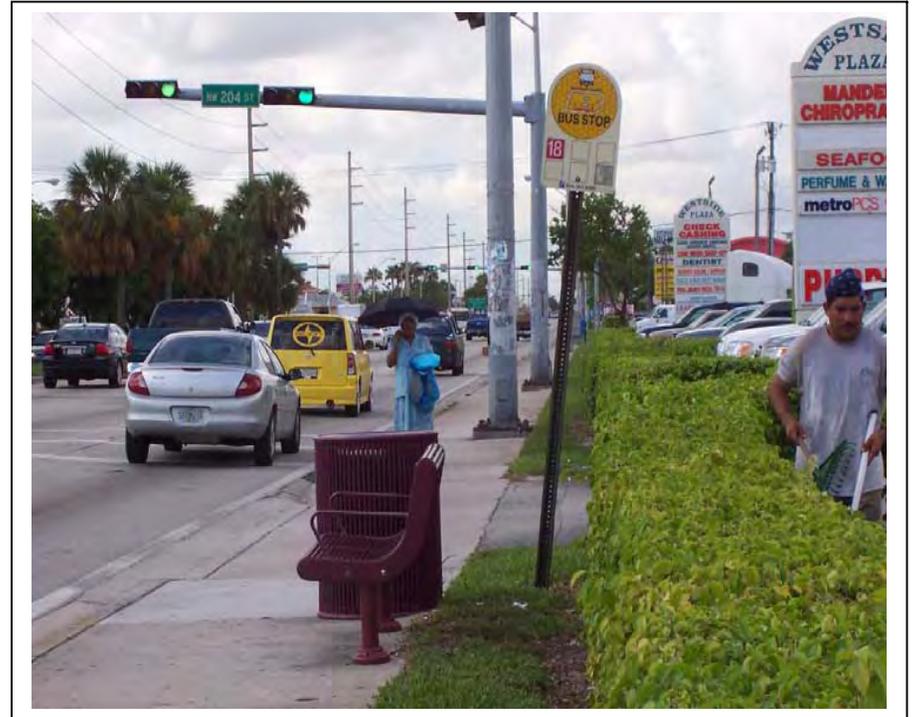


PICTURE#017 DATED 06/09/06  
SR 7/NW 209 ST  
South Bound  
Looking North  
Bus Bench & Waste Collector exist  
Shelter # MGD-0066

**CITY OF MIAMI GARDENS  
PHOTOGRAPH OF BUS SHELTER**

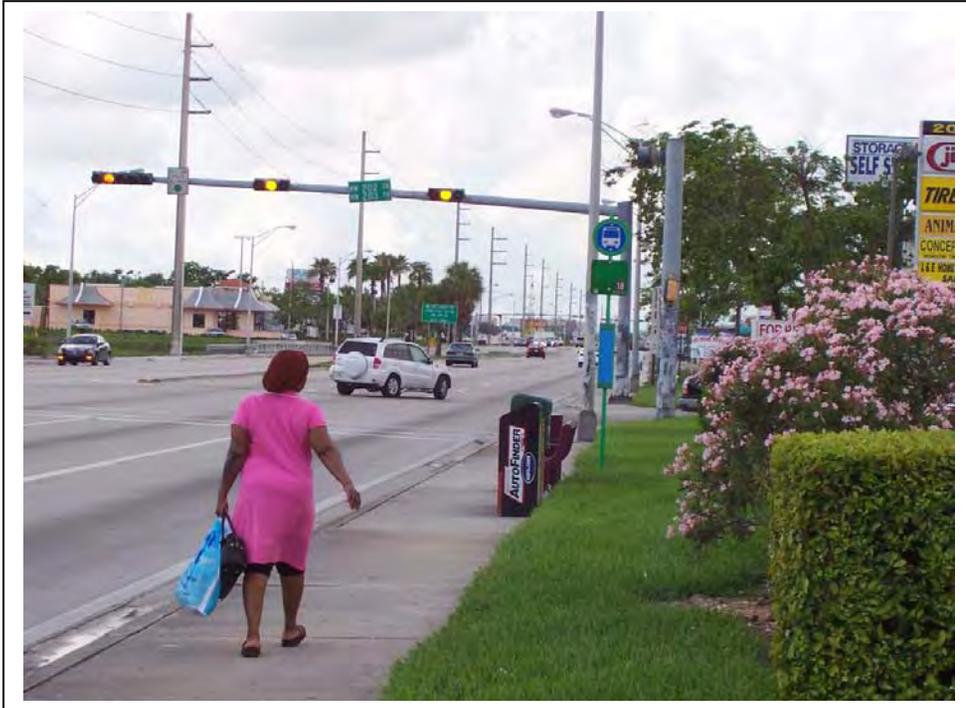


PICTURE#018 DATED 06/09/06  
SR 7/NW 207 ST  
South Bound  
Looking South  
Bus Bench & Waste Collector exist  
Shelter # MGD-0067

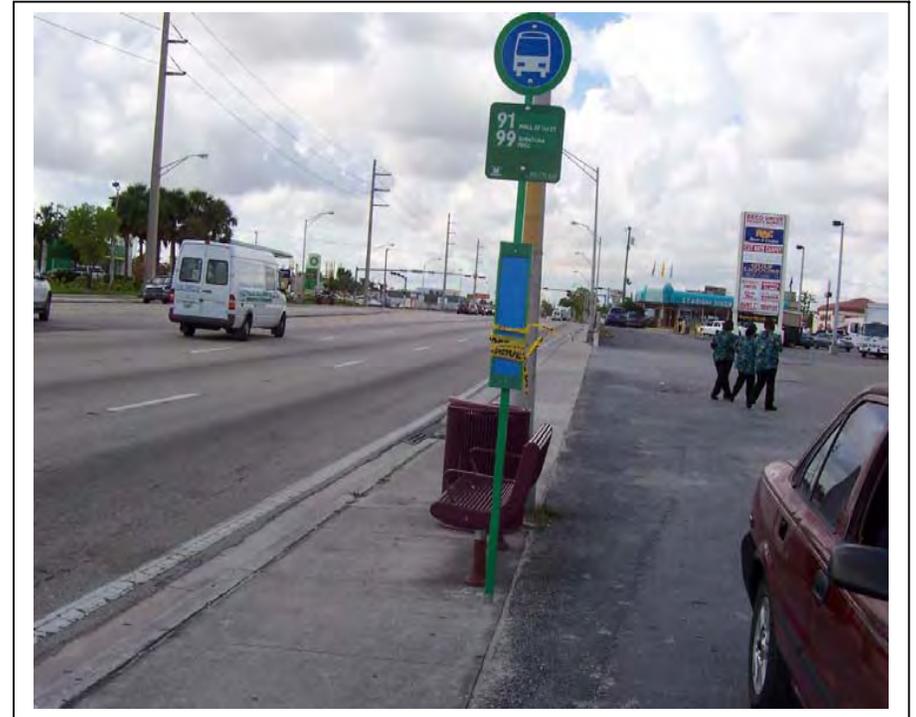


PICTURE#019 DATED 05/30/06  
SR 7/NW 204 ST  
South Bound  
Looking South  
Bus Bench & Waste Collector exist  
Shelter # MGD-0068

**CITY OF MIAMI GARDENS  
PHOTOGRAPH OF BUS SHELTER**



PICTURE#020 DATED 06/09/06  
SR 7/NW 203 TE  
South Bound  
Looking South  
Bus Bench & Waste Collector exist  
Shelter # MGD-0069



PICTURE#021 DATED 05/30/06  
SR 7/NW 199 ST  
South Bound  
Looking South  
Bus Bench & Waste Collector exist  
Shelter # MGD-0070

**CITY OF MIAMI GARDENS  
PHOTOGRAPH OF BUS SHELTER**



PICTURE#005 DATED 05/30/06  
SR 7/NW 195 ST  
South Bound  
Looking South  
Bus Shelter with waste collector  
Shelter # MGD-0071



PICTURE#006 DATED 05/30/06  
SR 7/NW 195 ST  
South Bound  
Looking North  
Bus Shelter with waste collector  
Shelter # MGD-0071

**CITY OF MIAMI GARDENS  
PHOTOGRAPH OF BUS SHELTER**



PICTURE#023 DATED 06/09/06  
SR 7/NW 191 ST  
South Bound  
Looking South  
Existence of Bus Bench/Waste Receptacles  
Shelter # MGD-0072



PICTURE#024 DATED 06/09/06  
SR 7/NW 188 ST  
South Bound  
Looking South  
Existence of Bus Bench/Waste Receptacles  
Shelter # MGD-0073

**CITY OF MIAMI GARDENS  
PHOTOGRAPH OF BUS SHELTER**

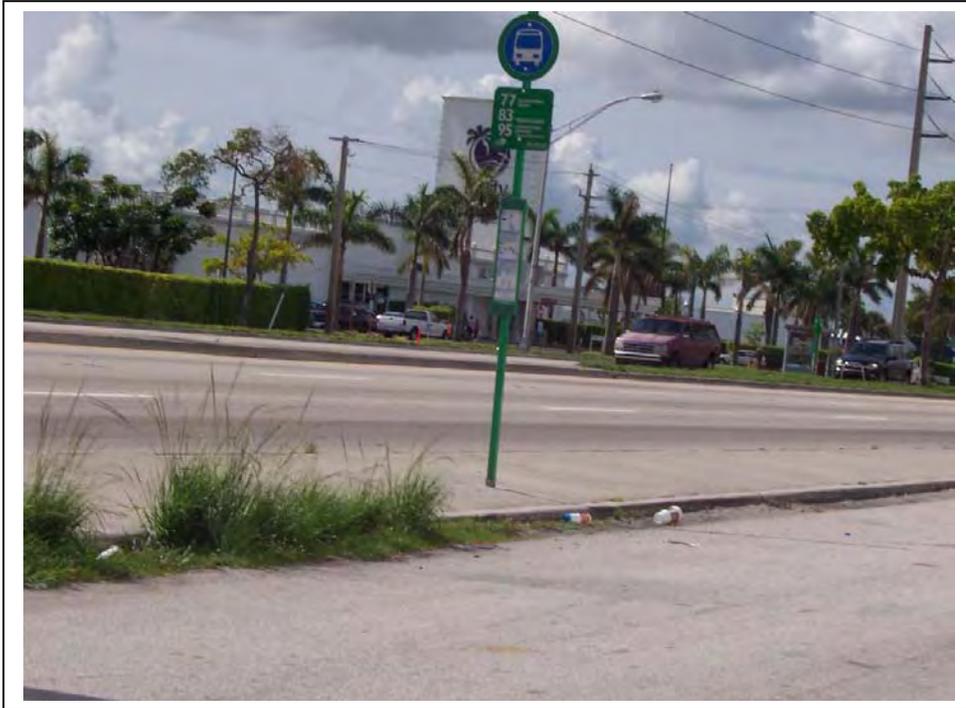


PICTURE#026 DATED 06/09/06  
SR 7/#18601  
South Bound  
Looking South  
Existence of Bus Bench/Waste Receptacles  
Shelter # MGD-0074

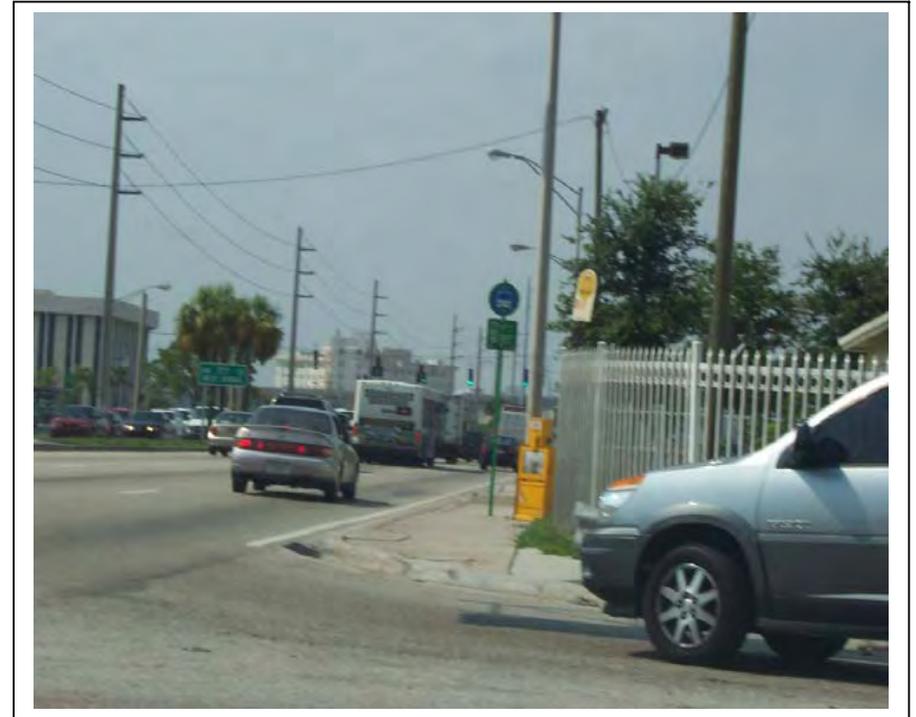


PICTURE#028 DATED 06/09/06  
SR 7/NW 183 ST  
South Bound  
Looking South East  
Existence of Bus Bench/Waste Receptacles  
Shelter # MGD-0075

**CITY OF MIAMI GARDENS  
PHOTOGRAPH OF BUS SHELTER**

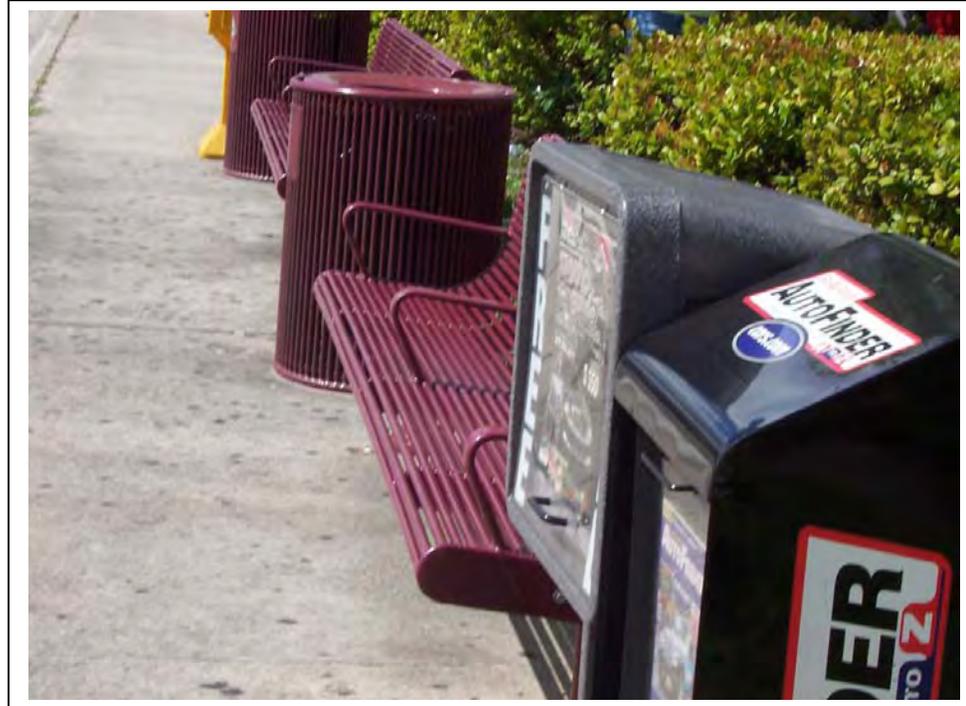


PICTURE#011 DATED 05/30/06  
SR 7/NW 181 ST  
South Bound  
Looking South East  
No Bus Shelter/Bus Bench/Waste Receptacles  
Shelter # MGD-0076



PICTURE#006 DATED 05/30/06  
SR 7/NW 179 ST  
South Bound  
Looking North  
No Bus Shelter/Bus Bench/Waste Receptacles  
Shelter # MGD-0077

**CITY OF MIAMI GARDENS  
PHOTOGRAPH OF BUS SHELTER**



PICTURE#031 DATED 06/09/06  
SR 7/NW 177 ST  
South Bound  
Bus Bench/Waste Receptacles Exist  
Shelter # MGD-0078

**APPENDIX B:**  
**Detailed Traffic Information**

Florida Department of Transportation  
 Transportation Statistics Office  
**2004 Annual Average Daily Traffic Report**

County : 87 -- DADE

<u>SITE</u>	<u>Site Type</u>	<u>Description</u>	<u>Direction 1</u>	<u>Direction 2</u>	<u>Two-Way</u>	<u>AADT</u>	<u>"K30"</u>	<u>"D30"</u>	<u>"T"</u>
							<u>Factor</u>	<u>Factor</u>	<u>Factor</u>
0021	P	SR 7/NW 2 AV, 200' S MIAMI GARDENS DR/NW 183 ST	31,000 N	32,000 S	63000 C		9.01 F	53.31 F	5.45 A

Site type: T = Telemetered; P = Portable  
 AADT Flags: C = Computed; E = Manual Estimate; F = First Year Est; S = Second Year Est; T = Third Year Est; X = Unknown  
 "K/D" Flags: A = Actual; F = Volume Fctr Catg; D = Dist/Functional Class; P = Prior Year; S = State-wide Default; W = One-Way Road  
 "T" Flags: A = Actual; F = Axle Fctr Catg; D = Dist/Functional Class; P = Prior Year; S = State-wide Default; X = Cross-Reference

Florida Department of Transportation  
 Transportation Statistics Office  
**2004 Annual Average Daily Traffic Report**

County : 87 -- DADE

<u>SITE</u>	<u>Site type</u>	<u>Description</u>	<u>Direction 1</u>	<u>Direction 2</u>	<u>Two-Way</u>	<u>AADT</u>	<u>"K30" Factor</u>	<u>"D30" Factor</u>	<u>"T" Factor</u>
5006	P	SR 7/US-441/NW 2 AV, 200' N MIAMI GARDENS DR/SR860	34,000 N	35,000 S	69000 C	9.01 F	53.31 F	9.47 F	

Site type: T = Telemetered; P = Portable  
 AADT Flags: C = Computed; E = Manual Estimate; F = First Year Est; S = Second Year Est; T = Third Year Est; X = Unknown  
 "K/D" Flags: A = Actual; F = Volume Fctr Catg; D = Dist/Functional Class; P = Prior Year; S = State-wide Default; W = One-Way Road  
 "T" Flags: A = Actual; F = Axle Fctr Catg; D = Dist/Functional Class; P = Prior Year; S = State-wide Default; X = Cross-Reference

Florida Department of Transportation  
 Transportation Statistics Office  
**2004 Annual Average Daily Traffic Report**

County : 87 -- DADE

<u>SITE</u>	<u>Site type</u>	<u>Description</u>	<u>Direction 1</u>	<u>Direction 2</u>	<u>Two-Way</u>	<u>"K30"</u>	<u>"D30"</u>	<u>"T"</u>
0365	P	SR 77US-441/NW 2 AV,200' N IVES DAIRY RD/NW 199 ST	33,500 N	36,000 S	69500 C	9.01 F	53.31 F	4.46 A

Site type: T = Telemetered; P = Portable  
 AADT Flags: C = Computed; E = Manual Estimate; F = First Year Est; S = Second Year Est; T = Third Year Est; X = Unknown  
 "K/D" Flags: A = Actual; F = Volume Fctr Catg; D = Dist/Functional Class; P = Prior Year; S = State-wide Default; W = One-Way Road  
 "T" Flags: A = Actual; F = Axle Fctr Catg; D = Dist/Functional Class; P = Prior Year; S = State-wide Default; X = Cross-Reference

**TABLE 4 - 7  
GENERALIZED PEAK HOUR DIRECTIONAL VOLUMES FOR FLORIDA'S  
URBANIZED AREAS\***

UNINTERRUPTED FLOW HIGHWAYS						FREEWAYS					
Level of Service						Interchange spacing ≥ 2 mi. apart					
Lanes Divided	A	B	C	D	E	Lanes	A	B	C	D	E
1 Undivided	100	340	670	950	1,300	2	1,270	2,110	2,940	3,580	3,980
2 Divided	1,060	1,720	2,500	3,230	3,670	3	1,970	3,260	4,550	5,530	6,150
3 Divided	1,600	2,590	3,740	4,840	5,500	4	2,660	4,410	6,150	7,480	8,320
STATE TWO-WAY ARTERIALS						Interchange spacing < 2 mi. apart					
Class I (>0.00 to 1.99 signalized intersections per mile)						Level of Service					
Lanes Divided	A	B	C	D	E	Lanes	A	B	C	D	E
1 Undivided	**	220	720	860	890	2	1,130	1,840	2,660	3,440	3,910
2 Divided	250	1,530	1,810	1,860	***	3	1,780	2,890	4,180	5,410	6,150
3 Divided	380	2,330	2,720	2,790	***	4	2,340	3,940	5,700	7,380	8,380
4 Divided	490	3,030	3,460	3,540	***	5	3,080	4,990	7,220	9,340	10,620
Class II (2.00 to 4.50 signalized intersections per mile)						Level of Service					
Lanes Divided	A	B	C	D	E	6	3,730	6,040	8,740	11,310	12,850
1 Undivided	**	100	590	810	850	BICYCLE MODE					
2 Divided	**	220	1,360	1,710	1,800	(Note: Level of service for the bicycle mode in this table is based on roadway geometrics at 40 mph posted speed and traffic conditions, not number of bicyclists using the facility.) (Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine maximum service volumes.)					
3 Divided	**	340	2,110	2,570	2,710	Paved Shoulder/ Bicycle Lane					
4 Divided	**	440	2,790	3,330	3,500	Coverage	A	B	C	D	E
Class III (more than 4.5 signalized intersections per mile and not within primary city central business district of an urbanized area over 750,000)						0-49%	**	**	170	720	>720
Lanes Divided	A	B	C	D	E	50-84%	**	130	210	>210	***
1 Undivided	**	**	280	660	810	85-100%	160	380	>380	***	***
2 Divided	**	**	650	1,510	1,720	PEDESTRIAN MODE					
3 Divided	**	**	1,020	2,330	2,580	(Note: Level of service for the pedestrian mode in this table is based on roadway geometrics at 40 mph posted speed and traffic conditions, not the number of pedestrians using the facility.) (Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine maximum service volumes.)					
4 Divided	**	**	1,350	3,070	3,330	Sidewalk Coverage					
Class IV (more than 4.5 signalized intersections per mile and within primary city central business district of an urbanized area over 750,000)						0-49%	**	**	**	330	810
Lanes Divided	A	B	C	D	E	50-84%	**	**	**	520	990
1 Undivided	**	**	270	720	780	85-100%	**	120	590	>590	***
2 Divided	**	**	650	1,580	1,660	BUS MODE (Scheduled Fixed Route)					
3 Divided	**	**	1,000	2,390	2,490	(Buses per hour)					
4 Divided	**	**	1,350	3,130	3,250	Level of Service					
NON-STATE ROADWAYS						Sidewalk Coverage	A	B	C	D	E
Major City/County Roadways						0-84%	**	>5	≥4	≥3	≥2
Lanes Divided	A	B	C	D	E	85-100%	>6	>4	≥3	≥2	≥1
1 Undivided	**	**	480	760	810	ARTERIAL/NON-STATE ROADWAY ADJUSTMENTS					
2 Divided	**	**	1,120	1,620	1,720	DIVIDED/UNDIVIDED					
3 Divided	**	**	1,740	2,450	2,580	(alter corresponding volumes by the indicated percent)					
Other Signalized Roadways (signalized intersection analysis)						Lanes	Median	Left Turns Lanes	Adjustment Factors		
Lanes Divided	A	B	C	D	E	1	Divided	Yes	+5%		
1 Undivided	**	**	250	530	660	1	Undivided	No	-20%		
2 Divided	**	**	580	1,140	1,320	Multi	Undivided	Yes	-5%		
Source: Florida Department of Transportation Systems Planning Office 605 Suwannee Street, MS 19 Tallahassee, FL 32399-0450 <a href="http://www11.myflorida.com/planning/systems/sm/los/default.htm">http://www11.myflorida.com/planning/systems/sm/los/default.htm</a>						Multi	Undivided	No	-25%		
						ONE WAY FACILITIES					
						Increase corresponding volume 20%					
*This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Values shown are hourly directional volumes for levels of service and are for the automobile/truck modes unless specifically stated. Level of service letter grade thresholds are probably not comparable across modes and, therefore, cross modal comparisons should be made with caution. Furthermore, combining levels of service of different modes into one overall roadway level of service is not recommended. To convert to annual average daily traffic volumes, these volumes must be divided by appropriate D and K factors. The table's input value defaults and level of service criteria appear on the following page. Calculations are based on planning applications of the Highway Capacity Manual, Bicycle LOS Model, Pedestrian LOS Model and Transit Capacity and Quality of Service Manual, respectively for the automobile/truck, bicycle, pedestrian and bus modes.											
**Cannot be achieved using table input value defaults.											
***Not applicable for that level of service letter grade. For automobile/truck modes, volumes greater than level of service D become F because intersection capacities have been reached. For bicycle and pedestrian modes, the level of service letter grade (including F) is not achievable, because there is no maximum vehicle volume threshold using table input value defaults.											

TABLE 4 - 7 (CONTINUED)  
GENERALIZED PEAK HOUR DIRECTIONAL VOLUMES FOR FLORIDA'S  
URBANIZED AREAS

INPUT VALUE ASSUMPTIONS

ROADWAY CHARACTERISTICS	Freeways		Highways	
	Class III 2-6	Class IV 2-3	Class III 2-6	Class IV 2-3
Number of directional through lanes	1	1	1	2-3
Posted speed (mph)	65	50	50	50
Free flow speed (mph)	70	60	60	55
Basic segment length (mi)	1.5	0	1.5	0.925
Interchange spacing per mile	2.5	1	1	1
Median (ft)	n	n	n	y
Left turn lanes (n,y)	1	1	1	1
Terrain (c,l)	1	1	1	1
% no passing zone	80	80	80	80
Passing lanes (n,y)	n	n	n	n
TRAFFIC CHARACTERISTICS				
Planning analysis hour factor (K)	0.097	0.095	0.095	0.095
Directional distribution factor (D)	0.55	0.55	0.55	0.55
Peak hour factor (PHF)	0.95	0.95	0.925	0.925
Base capacity (pc/hpl)	1700	1700	1700	2100
Heavy vehicle percent	6.0	4.0	2.0	2.0
Local adjustment factor	0.98	1.00	1.0	1.0

INTERRUPTED FLOW FACILITIES

ROADWAY CHARACTERISTICS	State Arterials				Major City/County				Non-State Roadways				Bicycle Class II	Pedestrian Class II	Bus	
	Class I 1-4	Class II 4-5	Class III 3-5	Class IV 2-3	Class I 1-4	Class II 4-5	Class III 3-5	Class IV 2-3	Class I 1-4	Class II 4-5	Class III 3-5	Class IV 2-3				Other Signalized
Number of directional through lanes	1	2-3	4	4	1	2-3	4	4	1	2-3	4	4	1-2	2	2	
Posted speed (mph)	45	45	34	34	35	35	30	30	45	45	45	45	1-2	40	40	
Free flow speed (mph)	50	50	40	40	35	35	35	35	50	50	50	50	1-2	45	45	
Median type (n,art,r)	n	r	n	n	r	r	n	n	n	n	n	n	1-2	r	r	
Left turn lanes (n,y)	y	y	y	y	y	y	y	y	y	y	y	y	1-2	y	y	
Paved shoulder/bicycle lane (n,y)													1-2			
Outside lane width (n,l,w)													1-2			
Pavement condition (u,l,d)													1-2			
Sidewalk (n,y)													1-2			
Sidewalk/roadway separation (n,l,w)													1-2			
Sidewalk/roadway protective barrier (n,y)													1-2			
Obstacle to bus stop (n,y)													1-2			
TRAFFIC CHARACTERISTICS																
Planning analysis hour factor (K)	0.095	0.095	0.095	0.095	0.095	0.095	0.095	0.095	0.095	0.095	0.095	0.095	0.095	0.095	0.095	n,y
Directional distribution factor (D)	0.55	0.55	0.55	0.55	0.55	0.55	0.55	0.55	0.55	0.55	0.55	0.55	0.55	0.55	0.55	n
Peak hour factor (PHF)	0.925	0.925	0.925	0.925	0.925	0.925	0.925	0.925	0.925	0.925	0.925	0.925	0.925	0.925	0.925	n
Base saturation flow rate (pc/hpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	n
Heavy vehicle percent	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	1.5	1.5	1.5	1.5	1.5	2.0	2.0	n
Local adjustment factor	1.0	1.0	0.95	0.95	0.98	0.98	0.95	0.95	0.98	0.98	0.98	0.98	0.98	0.98	0.98	n
% turns from exclusive turn lanes	12	12	12	12	12	12	12	12	14	14	14	14	16	12	12	n
Bus span of service																
CONTROL CHARACTERISTICS																
Signalized intersections per mile	1.5	1.0	3.0	3.0	5.0	5.0	5.0	5.0	8.0	8.0	8.0	8.0	3.0	3.0	3.0	15
Arrival type (1-6)	3	3	4	4	4	4	4	4	4	4	4	4	4	4	4	n
Signal type (a,s,f)	a	a	s	s	s	s	s	s	s	s	s	s	s	s	s	n
Cycle length (C)	120	120	120	120	120	120	120	120	120	120	120	120	120	120	120	n
Effective green ratio (g/C)	0.44	0.44	0.44	0.44	0.44	0.44	0.44	0.44	0.44	0.44	0.44	0.44	0.41	0.41	0.44	n

LEVEL OF SERVICE THRESHOLDS

Level of Service	Freeways				Highways				State Two-Way Arterials				Non-State Roadways				Bicycle	Pedestrian	Bus
	Class III	Class IV	Two-Lane	Multilane	Class I	Class II	Class III	Class IV	Class I	Class II	Class III	Class IV	Major City/County	Other Signalized	Other Signalized	Control/Delay			
A	< 0.32	< 11	> 0.917	< 0.29	> 42 mph	> 35 mph	> 30 mph	> 25 mph	> 35 mph	> 35 mph	> 30 mph	> 25 mph	> 35 mph	> 10 sec	> 10 sec	> 1.5	> 1.5	> 6	
B	< 0.33	< 18	> 0.833	< 0.47	> 34 mph	> 28 mph	> 24 mph	> 19 mph	> 28 mph	> 28 mph	> 24 mph	> 19 mph	> 28 mph	< 20 sec	< 20 sec	< 2.5	< 2.5	> 4	
C	< 0.74	< 26	> 0.750	< 0.68	> 27 mph	> 22 mph	> 18 mph	> 13 mph	> 22 mph	> 22 mph	> 18 mph	> 13 mph	> 22 mph	< 35 sec	< 35 sec	< 3.5	< 3.5	> 3	
D	< 0.90	< 35	> 0.667	< 0.88	> 21 mph	> 17 mph	> 14 mph	> 9 mph	> 17 mph	> 17 mph	> 14 mph	> 9 mph	> 17 mph	< 55 sec	< 55 sec	< 4.5	< 4.5	> 2	
E	< 1.00	< 45	> 0.583	< 1.00	> 16 mph	> 13 mph	> 10 mph	> 7 mph	> 16 mph	> 16 mph	> 13 mph	> 7 mph	> 16 mph	< 80 sec	< 80 sec	< 5.5	< 5.5	> 1	
F	> 1.00	> 45	< 0.583	> 1.00	> 16 mph	> 13 mph	> 10 mph	> 7 mph	> 16 mph	> 16 mph	> 13 mph	> 7 mph	> 16 mph	> 80 sec	> 80 sec	> 5.5	> 5.5	< 1	

v/c = Demis. Capacity Ratio % FFS = Percent Free Flow Speed ATS = A, Travel Speed

# MIAMI-DADE COUNTY LOS SPREADSHEET (PAGE 4 OF 9)

ROADWAY CHARACTERISTICS										ROADWAY CLASSIFICATION										2003 TRAFFIC DATA										LINEAR				EXPONENTIAL				LINEAR				EXPONENTIAL			
SR./ROADNAME	FROM	TO	BEGIN MILE POST	END MILE POST	ROADWAY ID	LC/TH	AREA TYPE	EX NO. LANE	EX LOS GROUP	EX SIG NO.	PER MILE	FHS	MBEB	SEMB	TOTAL	STA	r <sup>2</sup>	Growth Rate	2030 AADT	r <sup>2</sup>	Growth Rate	2030 AADT	r <sup>2</sup>	Growth Rate	2030 AADT	r <sup>2</sup>	Growth Rate	2030 AADT	r <sup>2</sup>	Growth Rate	2030 AADT	r <sup>2</sup>	Growth Rate	2030 AADT	r <sup>2</sup>	Growth Rate	2030 AADT								
5/US1/Biscayne Blvd	NE 151st St	NE 203rd St	21.225	24.649	87030000	3.424	U	8LD	II	14	4.09	N	35,500	39,000	71,500	15	0.916	5.4%	176,584	0.922	5.0%	270,294	0.922	5.0%	84,800	1.20%	84,800	1.05%	84,800	1.20%	1.05%	84,800	1.05%	84,800	1.20%	1.05%	84,800								
5/US1/Biscayne Blvd	NE 203rd St	NE 215th St	24.649	25.350	87030000	0.731	U	6LD	II	3	4.10	N	24,500	25,500	47,000	268	0.190	5.1%	112,262	0.188	4.8%	168,233	0.188	4.8%	67,700	1.63%	67,700	1.37%	67,700	1.63%	1.37%	67,700	1.37%	67,700	1.63%	1.37%	67,700								
5/US1/Divine Highway NB	SW 194th St	SW 160th St	0.000	1.080	87020001	1.080	U	3L-1WAY	I	2	1.85	N	37,000	34,000	71,000	332	0.578	3.0%	128,814	0.568	2.9%	153,159	0.568	2.9%	80,400	-0.55%	80,400	-0.60%	80,400	-0.55%	-0.60%	80,400	-0.60%	80,400	-0.55%	-0.60%	80,400								
5/US1/Biscayne Blvd SB	North Spill	SE 4th St	0.000	0.286	87030001	0.286	U	3L-1WAY	III	6	20.98	N	0	22,000	22,000	5048	0.527	0.0%	22,000	0.543	0.0%	22,000	0.543	0.0%	24,500	0.42%	24,500	0.40%	24,500	0.42%	0.40%	24,500	0.40%	24,500	0.42%	0.40%	24,500								
7/7th Ave	SW 8th St	Flagler St	0.000	0.632	87140000	0.632	U	2LU	III	5	9.40	N	6,500	7,900	14,400	5003	0.102	1.6%	20,636	0.118	1.6%	21,910	0.118	1.6%	17,000	0.67%	17,000	0.62%	17,000	0.67%	0.62%	17,000	0.62%	17,000	0.67%	0.62%	17,000								
7/7th Ave	Flagler St	NW 8th St	0.632	1.104	87140000	0.672	U	2LU	III	4	6.99	N	6,500	7,900	14,400	5003	0.102	1.6%	20,636	0.118	1.6%	21,910	0.118	1.6%	17,000	0.67%	17,000	0.62%	17,000	0.67%	0.62%	17,000	0.62%	17,000	0.67%	0.62%	17,000								
7/7th Ave	NW 8th St	NW 14th St	1.104	1.546	87140000	0.442	U	4LD	III	3	6.79	N	6,500	7,900	14,400	5003	0.102	1.6%	20,636	0.118	1.6%	21,910	0.118	1.6%	17,000	0.67%	17,000	0.62%	17,000	0.67%	0.62%	17,000	0.62%	17,000	0.67%	0.62%	17,000								
7/7th Ave	NW 14th St	NW 36th St	1.546	3.075	87140000	1.529	U	4LD	II	6	3.92	N	12,000	9,900	21,900	5005	0.302	0.0%	21,900	0.280	0.0%	21,900	0.280	0.0%	25,600	0.61%	25,600	0.57%	25,600	0.61%	0.57%	25,600	0.57%	25,600	0.61%	0.57%	25,600								
7/7th Ave	NW 36th St	NW 79th St	3.075	5.649	87140000	2.574	U	4LD	II	10	3.89	N	11,000	12,000	23,000	5141	0.027	0.0%	23,000	0.025	0.0%	23,000	0.025	0.0%	26,700	0.59%	26,700	0.55%	26,700	0.59%	0.55%	26,700	0.55%	26,700	0.59%	0.55%	26,700								
7/7th Ave	NW 79th St	NW 119th St	5.649	8.171	87140000	2.522	U	6LD	II	6	2.38	N	13,600	15,500	29,100	295	0.482	0.0%	29,100	0.488	0.0%	29,000	0.488	0.0%	28,500	-0.07%	28,500	-0.07%	28,500	-0.07%	-0.07%	28,500	-0.07%	28,500	-0.07%	-0.07%	28,500								
7/7th Ave	NW 119th St	SR 826	8.171	11.493	87140000	3.322	U	6LD	II	10	3.01	N	11,500	12,500	24,000	438	0.581	2.7%	41,357	0.596	2.6%	47,707	0.596	2.6%	50,800	4.13%	50,800	2.84%	51,200	4.13%	2.84%	51,200	4.13%	2.84%	51,200	4.13%	2.84%	51,200							
7/7th Ave	SR 826	NW 215th St	11.493	14.680	87140000	3.187	U	4LD	II	10	3.14	N	32,000	33,500	65,500	385	0.012	0.6%	75,232	0.017	0.5%	75,670	0.017	0.5%	84,400	1.05%	84,400	0.94%	84,500	1.05%	0.94%	84,500	1.05%	0.94%	84,500	1.05%	0.94%	84,500							
9/27th Ave	US1	SW 8th St	0.000	1.739	87240000	1.739	U	4LD	II	5	2.88	N	19,500	19,000	38,500	5125	0.015	0.0%	38,500	0.014	0.0%	39,600	0.014	0.0%	55,700	1.65%	55,700	1.38%	55,800	1.65%	1.38%	55,800	1.38%	55,800	1.65%	1.38%	55,800								
9/27th Ave	SW 8th St	NW 11th St	1.739	2.875	87240000	1.236	U	6LD	II	5	4.05	N	25,500	30,000	55,500	5128	0.027	0.7%	65,490	0.029	0.7%	66,289	0.029	0.7%	68,400	0.92%	68,400	0.83%	69,400	0.92%	0.83%	69,400	0.83%	69,400	0.92%	0.83%	69,400								
9/27th Ave	NW 11th St	SR 112	2.875	4.955	87240000	2.020	U	6LD	II	8	3.96	N	27,000	26,500	53,500	1166	0.004	0.1%	54,853	0.005	0.1%	54,867	0.005	0.1%	52,600	-0.07%	52,600	-0.07%	52,600	-0.07%	-0.07%	52,600	-0.07%	52,600	-0.07%	-0.07%	52,600								
9/27th Ave	SR 112	NW 103th St	4.955	8.846	87240000	3.893	U	6LD	II	14	3.63	N	19,000	20,000	39,000	0.002	0.0%	39,000	0.002	0.0%	39,000	0.002	0.0%	46,700	0.64%	46,700	0.59%	45,800	0.64%	0.59%	45,800	0.64%	0.59%	45,800	0.64%	0.59%	45,800								
9/27th Ave	NW 103rd St	SR 817 / 27th Ave	8.846	11.120	87240000	2.272	U	6LD	II	9	3.96	N	28,000	31,500	59,500	22	0.845	3.1%	109,232	0.843	3.0%	130,840	0.843	3.0%	76,900	1.02%	76,900	0.81%	75,900	1.02%	0.81%	75,900	1.02%	0.81%	75,900	1.02%	0.81%	75,900							
9/27th Ave	SR 817 / 27th Ave	Golden Glades Interchange	11.120	13.690	87240000	2.570	U	4LD	I	1	0.39	N	29,000	31,500	59,500	22	0.845	3.1%	109,232	0.843	3.0%	130,840	0.843	3.0%	76,900	1.02%	76,900	0.81%	75,900	1.02%	0.81%	75,900	1.02%	0.81%	75,900										
817 / 27th Ave	SR 9	SR 826	0.000	1.654	87019000	1.654	U	6LD	II	6	3.63	N	20,000	22,000	42,000	560	0.456	4.0%	87,863	0.470	3.8%	115,635	0.470	3.8%	61,500	1.72%	61,500	1.43%	61,700	1.72%	1.43%	61,700	1.43%	61,700	1.72%	1.43%	61,700								
817 / 27th Ave	SR 826	NW 215th St	1.654	4.785	87019000	3.131	U	6LD	II	9	2.87	N	24,500	23,000	47,500	1167	0.321	0.6%	55,786	0.322	0.6%	56,393	0.322	0.6%	65,400	1.39%	65,400	1.20%	65,500	1.39%	1.20%	65,500	1.20%	65,500	1.39%	1.20%	65,500								
25 / Okeechobee Rd	Broward Co	SR 821	0.000	5.166	87090000	5.166	U	4LD	I	1	0.19	Y	11,500	11,500	23,000	7	0.866	5.7%	58,163	0.964	5.2%	81,248	0.964	5.2%	30,800	1.26%	30,800	1.09%	30,800	1.26%	1.09%	30,800	1.09%	30,800	1.26%	1.09%	30,800								
25 / Okeechobee Rd	SR 821	SR 826 (W)	5.166	10.270	87090000	5.104	U	6LD	I	9	1.76	Y	20,500	19,000	39,500	2837	0.941	0.0%	39,500	0.947	0.0%	39,500	0.947	0.0%	40,900	0.13%	40,900	0.13%	40,900	0.13%	40,900	0.13%	40,900	0.13%	40,900	0.13%	40,900	0.13%	40,900						
25 / Okeechobee Rd	SR 826 (W)	SR 112/LeJuene Rd	10.270	15.225	87090000	4.955	U	4LD	II	15	3.03	Y	26,500	23,000	49,500	528	0.177	2.6%	83,960	0.177	2.5%	98,070	0.177	2.5%	70,100	1.54%	70,100	1.30%	70,300	1.54%	1.30%	70,300	1.30%	70,300	1.54%	1.30%	70,300								
25 / NW/INE 36th St	SR 112/LeJuene Rd	NW 17th Ave	15.225	17.398	87090000	2.163	U	4LU	II	6	2.77	N	12,500	8,800	21,300	107	0.022	1.1%	27,083	0.033	1.0%	27,856	0.033	1.0%	39,900	3.29%	39,900	2.41%	40,100	3.29%	2.41%	40,100	2.41%	40,100	3.29%	2.41%	40,100								
25 / NW/INE 36th St	NW 17th Ave	N Miami Ave	17.398	19.317	87090000	1.929	U	2LD	III	9	4.87	N	9,200	8,400	17,600	5083	0.031	1.5%	24,800	0.054	1.5%	26,182	0.054	1.5%	35,300	3.72%	35,300	2.63%	35,600	3.72%	2.63%	35,600	2.63%	35,600	3.72%	2.63%	35,600								
25 / NW/INE 36th St	N Miami Ave	US 1	19.317	19.638	87090000	0.321	U	4LD	III	2	6.23	N	8,100	6,600	14,700	5077	0.010	0.3%	15,764	0.009	0.3%	15,787	0.009	0.3%	22,100	1.84%	22,100	1.52%	22,100	1.84%	1.52%	22,100	1.52%	22,100	1.84%	1.52%	22,100								
90/US41/SW 8th St	County Line	Krome Ave	0.000	25.715	87110000	25.715	U	2LU	I	1	0.04	N	2,600	2,600	5,200	3	0.001	0.0%	5,200	0.006	0.0%	5,200	0.006	0.0%	6,900	1.19%	6,900	1.04%	6,900	1.19%	1.04%	6,900	1.04%	6,900	1.19%	1.04%	6,900								
90/US41/SW 8th St	Krome Ave	SW 137th Ave	0.000	4.010	87120000	4.010	U	4LD	I	1	0.25	N	6,900	6,700	13,600	377	0.314	2.9%	24,219	0.325	2.8%	28,472	0.325	2.8%	24,600	2.98%	24,600	2.23%	24,700	2.98%	2.23%	24,700	2.23%	24,700	2.98%	2.23%	24,700								
90/US41/SW 8th St	SW 137th Ave	SW 127th Ave	4.010	5.035	87120000	1.025	U	4LD	II	3	2.93	N	2																																

**2004 Historical AADT Report**

County: 87 - DADE

Site:	0021	Description: SR 7/NW 2 AV, 200' S MIAMI GARDENS DR/NW 183 ST				
Year	AADT	Direction 1	Direction 2	K Factor	D Factor	T Factor
2004	C 63,000	N 31,000	S 32,000	0.09	0.53	5.50
2003	C 63,000	N 31,000	S 32,000	0.09	0.58	9.80
2002	C 78,500	N 38,500	S 40,000	0.10	0.52	9.80
2001	C 69,500	N 34,500	S 35,000	0.08	0.54	9.80
2000	C 72,000	N 35,500	S 36,500	0.08	0.53	15.70
1999	C 58,500	N 28,000	S 30,500	0.09	0.53	4.20
1998	C 58,500	N 29,000	S 29,500	0.09	0.53	3.30
1997	C 60,500	N 28,500	S 32,000	0.09	0.65	2.70
1996	C 58,500	N 28,000	S 30,500	0.09	0.53	3.90
1995	C 57,000	N 27,500	S 29,500	0.08	0.63	9.30
1994	C 63,000	N 31,500	S 31,500	0.09	0.60	5.40
1993	C 54,000	N 28,000	S 26,000	0.00	0.00	0.00
1992	C 55,500	N 27,500	S 28,000	0.00	0.00	0.00
1991	52,878	N 26,413	S 26,465	0.00	0.00	0.00
1990	62,776	N 31,775	S 31,001	0.00	0.00	0.00
1989	65,558	N 31,012	S 34,546	0.00	0.00	0.00
1988	58,050	N 25,985	S 32,065	0.00	0.00	0.00
1987	0	N 0	S 0	0.00	0.00	0.00
1986	0	N 0	S 0	0.00	0.00	0.00
1985	0	N 0	S 0	0.00	0.00	0.00
1977	37,978	N 19,368	S 18,610	0.00	0.00	0.00
1976	39,660	N 19,970	S 19,690	0.00	0.00	0.00
1975	0	N 0	S 0	0.00	0.00	0.00
1974	35,171	N 17,333	S 17,838	0.00	0.00	0.00
1973	33,891	N 16,640	S 17,251	0.00	0.00	0.00
1972	36,244	N 19,640	S 16,604	0.00	0.00	0.00
1971	37,627	N 17,994	S 19,633	0.00	0.00	0.00
1970	34,320	N 16,263	S 18,057	0.00	0.00	0.00

AADT Flags: C = Computed; E = Manual Estimate; F = First Year Est;  
S = Second Year Est; T = Third Year Est; X = Unknown

**2004 Historical AADT Report**

County: 87 - DADE

Site: 5006 Description: SR 7/US-441/NW 2 AV, 200' N MIAMI GARDENS DR/SR860

<u>Year</u>	<u>AADT</u>	<u>Direction 1</u>	<u>Direction 2</u>	<u>K Factor</u>	<u>D Factor</u>	<u>T Factor</u>
2004	C 69,000	N 34,000	S 35,000	0.09	0.53	9.50
2003	C 60,500	N 30,000	S 30,500	0.09	0.58	6.60
2002	C 64,500	N 32,000	S 32,500	0.10	0.52	5.10
2001	C 62,000	N 30,500	S 31,500	0.08	0.54	5.40
2000	C 61,000	N 30,500	S 30,500	0.08	0.53	9.80
1999	C 65,000	N 30,500	S 34,500	0.09	0.53	4.20
1998	C 66,500	N 31,500	S 35,000	0.09	0.53	3.30
1997	C 62,500	N 31,000	S 31,500	0.09	0.65	2.70
1996	C 59,500	N 30,500	S 29,000	0.09	0.53	3.90
1995	C 58,000	N 28,500	S 29,500	0.08	0.63	9.30
1994	C 65,500	N 31,500	S 34,000	0.09	0.60	5.40
1993	C 53,500	N 25,000	S 28,500	0.00	0.00	0.00
1992	C 55,500	N 29,000	S 26,500	0.00	0.00	0.00
1991	55,739	N 28,290	S 27,449	0.00	0.00	0.00
1990	51,424	N 25,564	S 25,860	0.00	0.00	0.00
1989	54,834	N 26,305	S 28,529	0.00	0.00	0.00
1988	50,113	N 25,582	S 24,531	0.00	0.00	0.00
1987	53,230	N 26,184	S 27,046	0.00	0.00	0.00
1985	51,854	N 25,209	S 26,645	0.00	0.00	0.00

**2004 Historical AADT Report**

County: 87 - DADE

Site: 0365 Description: SR 7/US-441/NW 2 AV,200' N IVES DAIRY RD/NW 199 ST

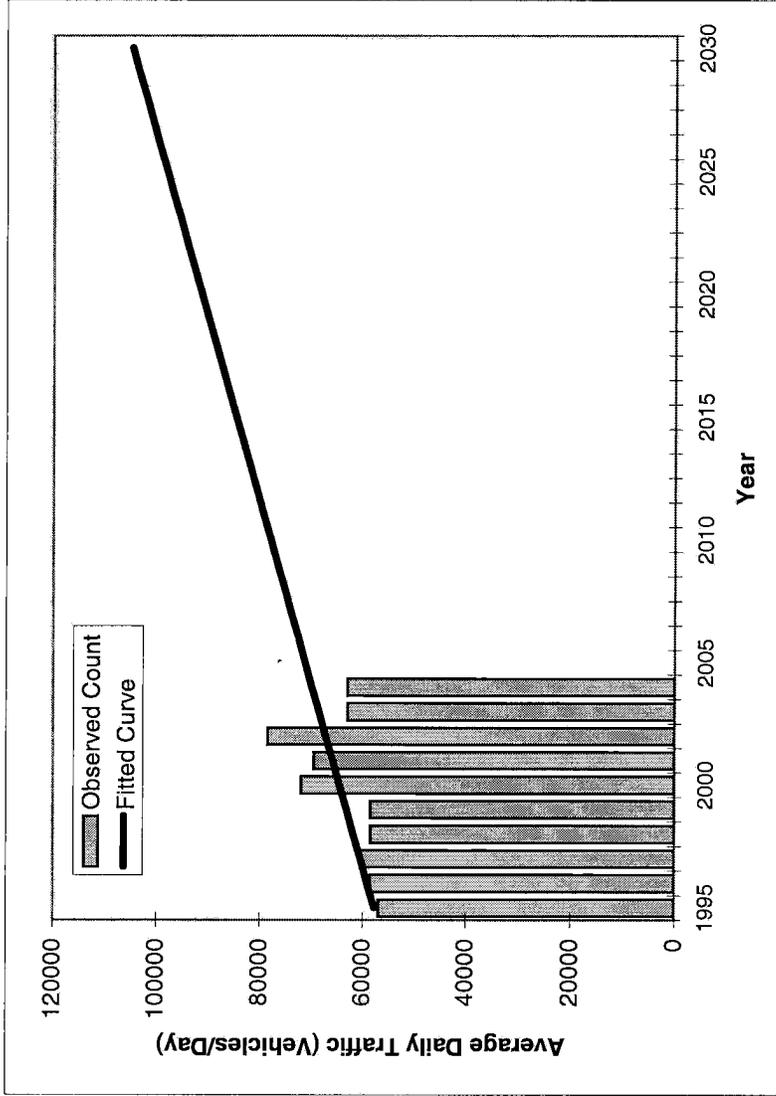
Year	AADT	Direction 1	Direction 2	K Factor	D Factor	T Factor
2004	C 69,500	N 33,500	S 36,000	0.09	0.53	4.50
2003	C 65,500	N 32,000	S 33,500	0.09	0.58	3.20
2002	C 60,000	N 30,000	S 30,000	0.10	0.52	3.20
2001	C 67,000	N 32,500	S 34,500	0.08	0.54	3.50
2000	C 70,500	N 34,000	S 36,500	0.08	0.53	12.70
1999	C 58,500	N 28,500	S 30,000	0.09	0.53	2.70
1998	C 56,000	N 29,000	S 27,000	0.09	0.53	2.40
1997	C 61,000	N 30,000	S 31,000	0.09	0.65	2.40
1996	C 59,000	N 31,000	S 28,000	0.09	0.53	4.20
1995	C 54,500	N 27,500	S 27,000	0.08	0.63	9.30
1994	C 59,500	N 30,500	S 29,000	0.09	0.60	5.40
1993	C 53,500	N 27,500	S 26,000	0.00	0.00	0.00
1992	C 56,500	N 29,000	S 27,500	0.00	0.00	0.00
1991	56,298	N 28,443	S 27,855	0.00	0.00	0.00
1990	55,416	N 27,718	S 27,698	0.00	0.00	0.00
1989	58,604	N 30,456	S 28,148	0.00	0.00	0.00
1988	55,550	N 28,127	S 27,423	0.00	0.00	0.00
1987	52,283	N 26,775	S 25,508	0.00	0.00	0.00
1985	46,421	N 22,235	S 24,186	0.00	0.00	0.00
1984	43,856	N 21,791	S 22,065	0.00	0.00	0.00
1983	43,284	N 21,713	S 21,571	0.00	0.00	0.00
1982	45,620	N 23,265	S 22,355	0.00	0.00	0.00
1981	43,386	N 22,218	S 21,168	0.00	0.00	0.00
1980	40,450	N 20,653	S 19,797	0.00	0.00	0.00
1979	35,980	N 17,970	S 18,010	0.00	0.00	0.00
1978	34,023	N 17,389	S 16,634	0.00	0.00	0.00
1977	38,775	N 20,110	S 18,665	0.00	0.00	0.00
1976	34,006	N 16,883	S 17,123	0.00	0.00	0.00
1975	0	N 0	S 0	0.00	0.00	0.00
1974	38,086	N 19,364	S 18,722	0.00	0.00	0.00
1973	31,798	N 15,876	S 15,922	0.00	0.00	0.00
1972	36,239	N 17,920	S 18,319	0.00	0.00	0.00
1971	29,624	N 14,897	S 14,727	0.00	0.00	0.00
1970	27,680	N 13,308	S 14,372	0.00	0.00	0.00

AADT Flags: C = Computed; E = Manual Estimate; F = First Year Est;  
 S = Second Year Est; T = Third Year Est; X = Unknown

# TRAFFIC TRENDS

SR 7/US 441 -- 200 ft South of Miami Gardens Drive

<b>County:</b>	Miami-Dade County
<b>Station #:</b>	87-0021
<b>Highway:</b>	SR 7/US 441



Year	Traffic (ADT/AADT)	
	Count*	Trend**
1995	57000	57800
1996	58500	59200
1997	60500	60500
1998	58500	61900
1999	58500	63200
2000	72000	64600
2001	69500	65900
2002	78500	67300
2003	63000	68600
2004	63000	70000
<b>2010 Opening Year Trend</b>		
2010	N/A	78000
<b>2020 Mid-Year Trend</b>		
2020	N/A	91500
<b>2030 Design Year Trend</b>		
2030	N/A	104900
<b>TRANPLAN Forecasts/Trends</b>		

**\*\* Annual Trend Increase:** 1,345  
**Trend R-squared:** 32.6%  
**Trend Annual Historic Growth Rate:** 2.35%  
**Trend Growth Rate (2004 to Design Year):** 1.92%  
**Printed:** 30-Aug-05

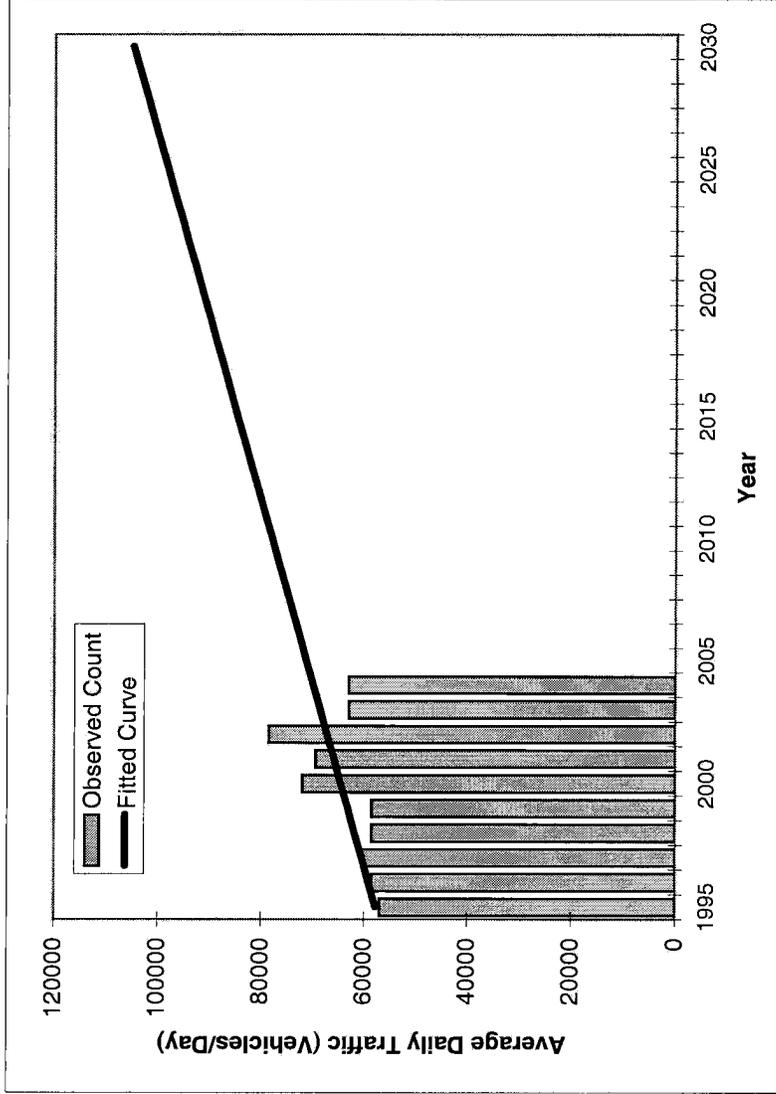
**Straight Line Growth Option**

\*Axle-Adjusted

# TRAFFIC TRENDS

SR 7/US 441 -- 200 ft North of Miami Gardens Drive

<b>County:</b>	Miami-Dade County
<b>Station #:</b>	87-5006
<b>Highway:</b>	SR 7/US 441



Year	Traffic (ADT/AADT)	
	Count*	Trend**
1995	57000	57800
1996	58500	59200
1997	60500	60500
1998	58500	61900
1999	58500	63200
2000	72000	64600
2001	69500	65900
2002	78500	67300
2003	63000	68600
2004	63000	70000
<b>2010 Opening Year Trend</b>		
2010	N/A	78000
<b>2020 Mid-Year Trend</b>		
2020	N/A	91500
<b>2030 Design Year Trend</b>		
2030	N/A	104900
<b>TRANPLAN Forecasts/Trends</b>		

**\*\* Annual Trend Increase:** 1,345  
**Trend R-squared:** 32.6%  
**Trend Annual Historic Growth Rate:** 2.35%  
**Trend Growth Rate (2004 to Design Year):** 1.92%  
**Printed:** 30-Aug-05

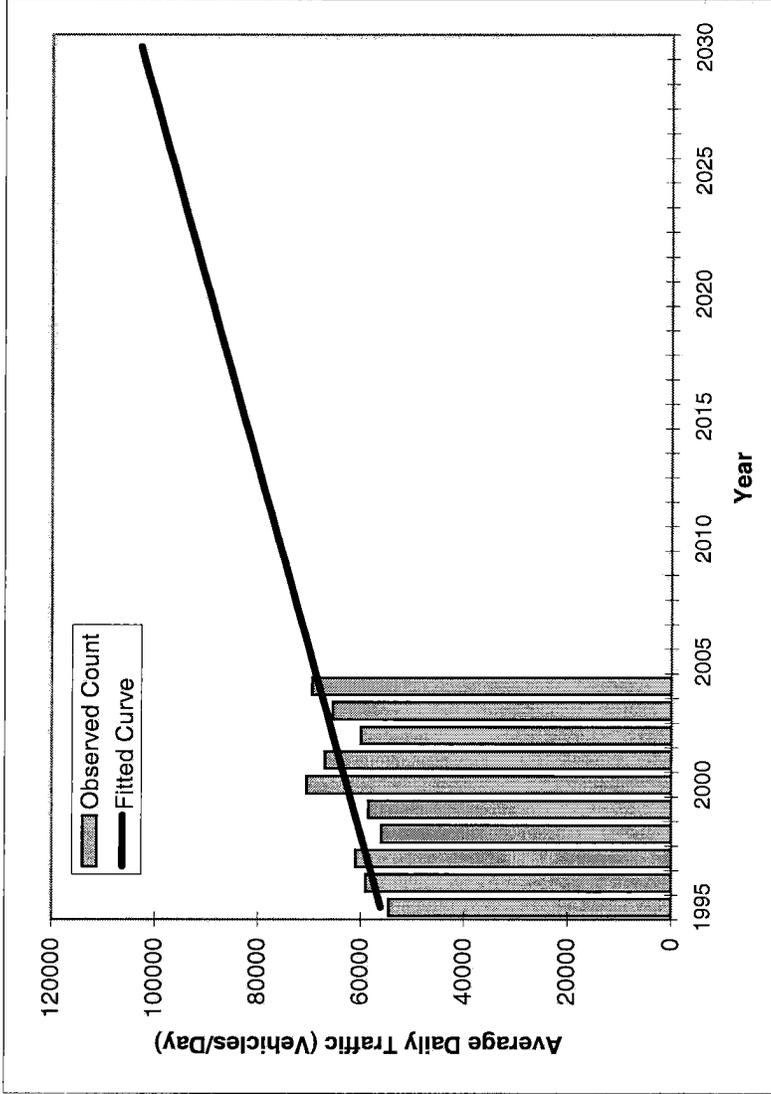
**Straight Line Growth Option**

\*Axle-Adjusted

# TRAFFIC TRENDS

SR 7/US 441 -- 200 ft North of NW 199th Street

<b>County:</b>	Miami-Dade County
<b>Station #:</b>	87-0365
<b>Highway:</b>	SR 7/US 441



Year	Traffic (ADT/AADT)	
	Count*	Trend**
1995	54500	56100
1996	59000	57500
1997	61000	58800
1998	56000	60100
1999	58500	61500
2000	70500	62800
2001	67000	64200
2002	60000	65500
2003	65500	66800
2004	69500	68200
<b>2010 Opening Year Trend</b>		
2010	N/A	76200
<b>2020 Mid-Year Trend</b>		
2020	N/A	89500
<b>2030 Design Year Trend</b>		
2030	N/A	102900
<b>TRANPLAN Forecasts/Trends</b>		

\*Axle-Adjusted

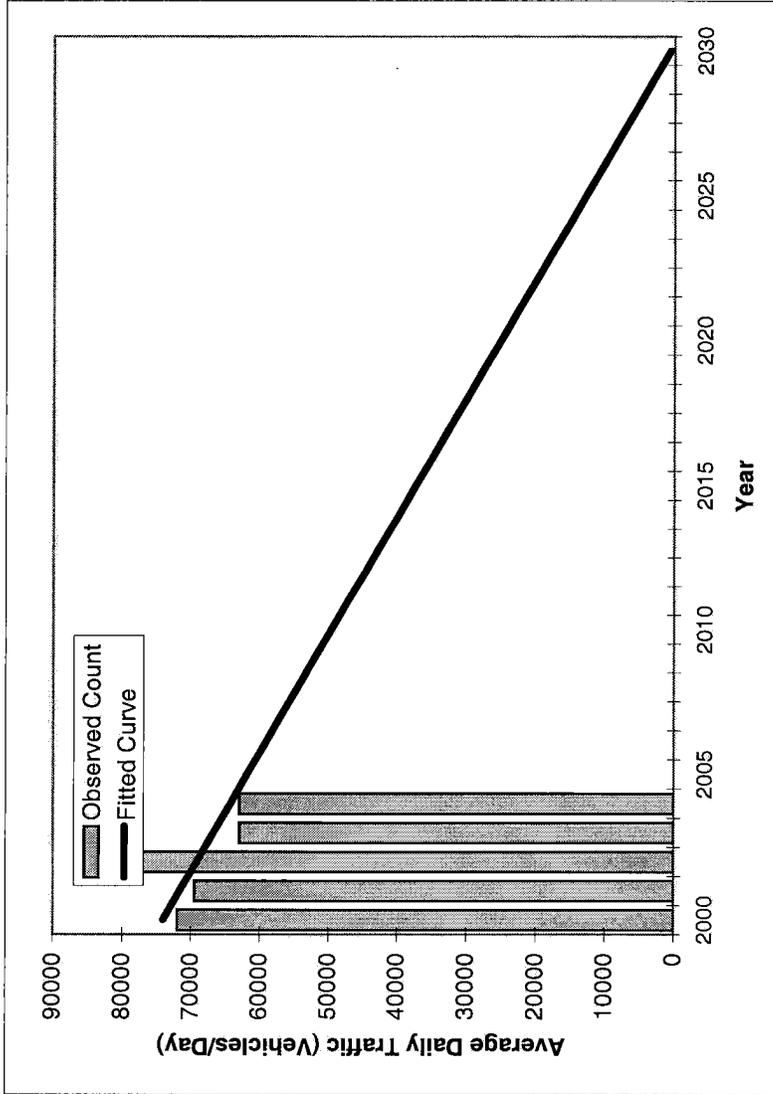
** Annual Trend Increase:	1,336
Trend R-squared:	51.9%
Trend Annual Historic Growth Rate:	2.40%
Trend Growth Rate (2004 to Design Year):	1.96%
Printed:	30-Aug-05

**Straight Line Growth Option**

# TRAFFIC TRENDS

SR 7/US 441 -- 200 ft South of Miami Gardens Drive

<b>County:</b>	Miami-Dade County
<b>Station #:</b>	87-0021
<b>Highway:</b>	SR 7/US 441



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2000	72000	74100
2001	69500	71700
2002	78500	69200
2003	63000	66800
2004	63000	64300
<b>2010 Opening Year Trend</b>		
2010	N/A	49600
<b>2020 Mid-Year Trend</b>		
2020	N/A	25100
<b>2030 Design Year Trend</b>		
2030	N/A	600
<b>TRANPLAN Forecasts/Trends</b>		

**\*\* Annual Trend Increase:** -2,450  
**Trend R-squared:** 35.0%  
**Trend Annual Historic Growth Rate:** -3.31%  
**Trend Growth Rate (2004 to Design Year):** -3.81%  
**Printed:** 30-Aug-05

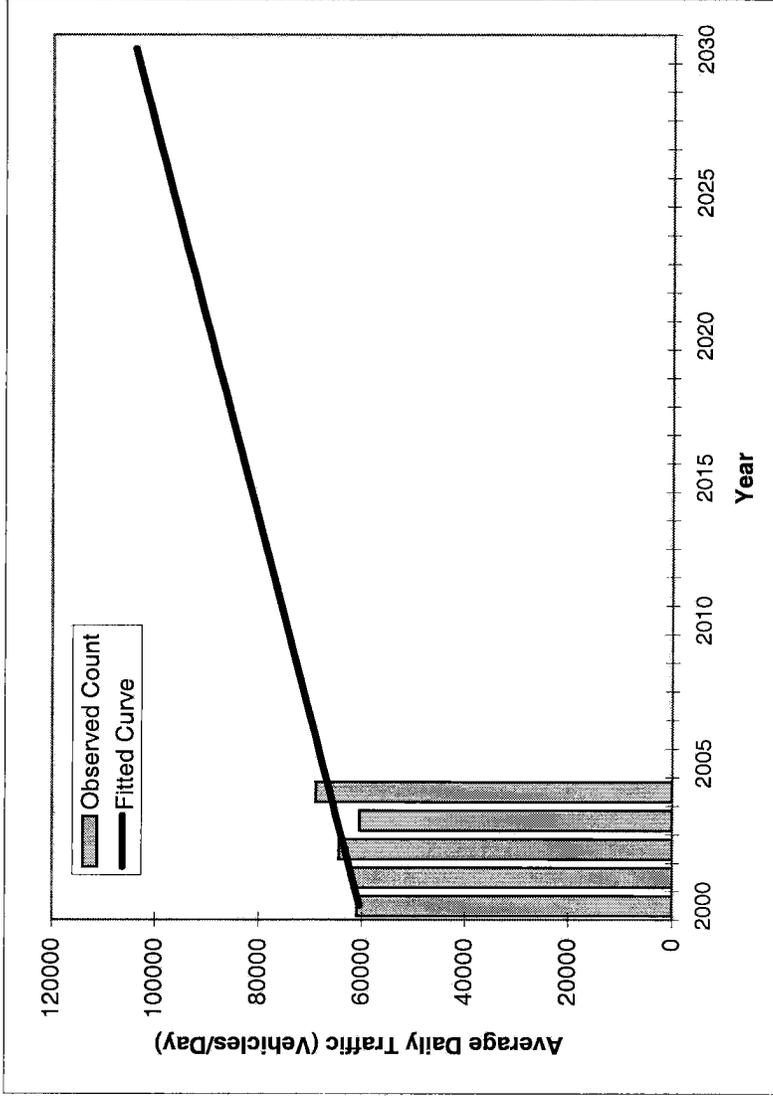
**Straight Line Growth Option**

\*Axle-Adjusted

# TRAFFIC TRENDS

SR 7/US 441 -- 200 ft North of Miami Gardens Drive

<b>County:</b>	Miami-Dade County
<b>Station #:</b>	87-5006
<b>Highway:</b>	SR 7/US 441



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2000	61000	60500
2001	62000	62000
2002	64500	63400
2003	60500	64900
2004	69000	66300
<b>2010 Opening Year Trend</b>		
2010	N/A	75000
<b>2020 Mid-Year Trend</b>		
2020	N/A	89500
<b>2030 Design Year Trend</b>		
2030	N/A	104000
<b>TRANPLAN Forecasts/Trends</b>		

<b>** Annual Trend Increase:</b>	1,450
<b>Trend R-squared:</b>	43.2%
<b>Trend Annual Historic Growth Rate:</b>	2.40%
<b>Trend Growth Rate (2004 to Design Year):</b>	2.19%
<b>Printed:</b>	30-Aug-05

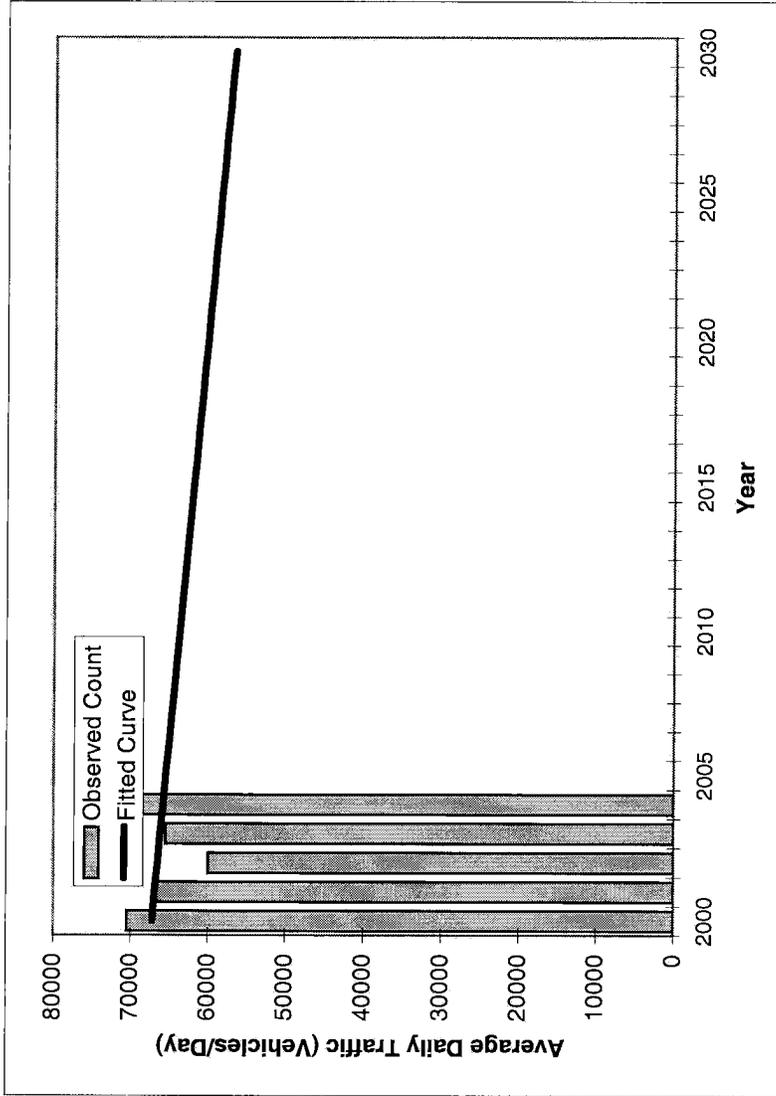
**Straight Line Growth Option**

\*Axle-Adjusted

# TRAFFIC TRENDS

## SR 7/US 441 -- 200 ft North of NW 199th Street

<b>County:</b> Miami-Dade County <b>Station #:</b> 87-0365 <b>Highway:</b> SR 7/US 441	
--	--



<b>** Annual Trend Increase:</b>	-350
<b>Trend R-squared:</b>	1.8%
<b>Trend Annual Historic Growth Rate:</b>	-0.52%
<b>Trend Growth Rate (2004 to Design Year):</b>	-0.53%
<b>Printed:</b>	30-Aug-05

**Straight Line Growth Option**

Year	Traffic Count*	Trend**
2000	70500	67200
2001	67000	66900
2002	60000	66500
2003	65500	66200
2004	69500	65800
2010 Opening Year Trend		
2010	N/A	63700
2020 Mid-Year Trend		
2020	N/A	60200
2030 Design Year Trend		
2030	N/A	56700
TRANPLAN Forecasts/Trends		

\* Axle-Adjusted

APPENDIX C:  
Turning Movement Counts

IVES DAIRY ROAD & SR 7  
 MIAMI GARDENS, FLORIDA  
 COUNTED BY: R. HERNANDEZ & B. WATLEY  
 SIGNALIZED

TRAFFIC SURVEY SPECIALISTS, INC.  
 624 GARDENIA TERRACE  
 DELRAY BEACH, FLORIDA 33444  
 (561) 272-3255 FAX (561) 272-4381

Site Code : 00060149  
 Start Date: 05/23/06  
 File I.D. : IVES\_SR7  
 Page : 1

ALL VEHICLES

Date 05/23/06	SR 7 From North				IVES DAIRY ROAD From East				SR 7 From South				HONEY HILL DRIVE From West				Total
	Right	Thru	UTurn	Left	Right	Thru	UTurn	Left	Right	Thru	UTurn	Left	Right	Thru	UTurn	Left	
07:00	34	406	2	25	20	112	0	122	54	233	0	38	54	167	0	71	1338
07:15	50	409	0	45	31	104	0	152	41	281	1	39	47	133	0	85	1418
07:30	44	360	2	34	36	127	0	154	59	297	0	46	57	162	0	115	1493
07:45	46	479	0	69	33	116	0	143	69	292	0	41	61	168	0	91	1608
Hr Total	174	1654	4	173	120	459	0	571	223	1103	1	164	219	630	0	362	5857
08:00	56	468	1	44	35	127	1	147	70	307	1	43	33	131	0	97	1561
08:15	55	425	0	36	43	143	0	141	80	289	1	41	35	100	0	80	1469
08:30	58	330	1	46	43	113	0	125	52	311	2	47	54	101	0	82	1365
08:45	46	369	1	34	45	106	0	119	65	269	0	53	53	121	0	92	1373
Hr Total	215	1592	3	160	166	489	1	532	267	1176	4	184	175	453	0	351	5768
----- * BREAK * -----																	
16:00	75	416	1	43	26	162	0	127	114	460	2	68	57	125	0	105	1781
16:15	69	427	2	38	17	154	1	145	98	477	2	64	40	125	0	90	1749
16:30	86	375	2	49	36	154	0	151	94	465	2	62	45	127	0	104	1752
16:45	79	408	2	59	34	162	0	156	103	447	4	71	42	125	0	109	1801
Hr Total	309	1626	7	189	113	632	1	579	409	1849	10	265	184	502	0	408	7083
17:00	70	398	5	52	41	167	0	162	101	493	1	87	46	125	0	116	1864
17:15	57	345	3	67	54	256	3	73	73	403	2	80	48	173	0	76	1713
17:30	62	375	1	41	67	218	0	100	75	406	0	60	59	184	0	100	1748
17:45	59	458	3	77	50	198	0	78	80	456	4	60	38	170	0	74	1805
Hr Total	248	1576	12	237	212	839	3	413	329	1758	7	287	191	652	0	366	7130
*TOTAL*	946	6448	26	759	611	2419	5	2095	1228	5886	22	900	769	2237	0	1487	25838

IVES DAIRY ROAD & SR 7  
 MIAMI GARDENS, FLORIDA  
 COUNTED BY: R. HERNANDEZ & B. WATLEY  
 SIGNALIZED

TRAFFIC SURVEY SPECIALISTS, INC.  
 624 GARDENIA TERRACE  
 DELRAY BEACH, FLORIDA 33444  
 (561) 272-3255 FAX (561) 272-4381

Site Code : 00060149  
 Start Date: 05/23/06  
 File I.D. : IVES\_SR7  
 Page : 2

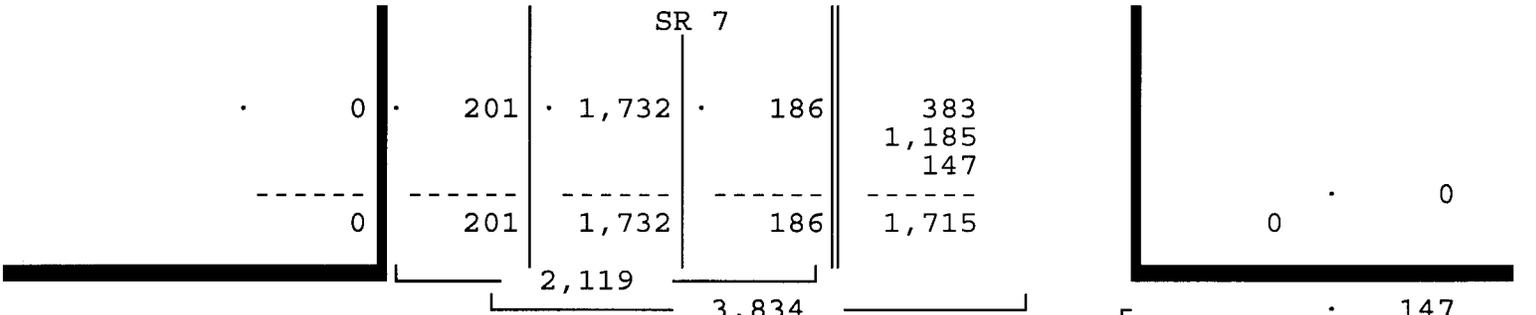
ALL VEHICLES

SR 7				IVES DAIRY ROAD				SR 7				HONEY HILL DRIVE				Total
From North				From East				From South				From West				
Right	Thru	UTurn	Left	Right	Thru	UTurn	Left	Right	Thru	UTurn	Left	Right	Thru	UTurn	Left	

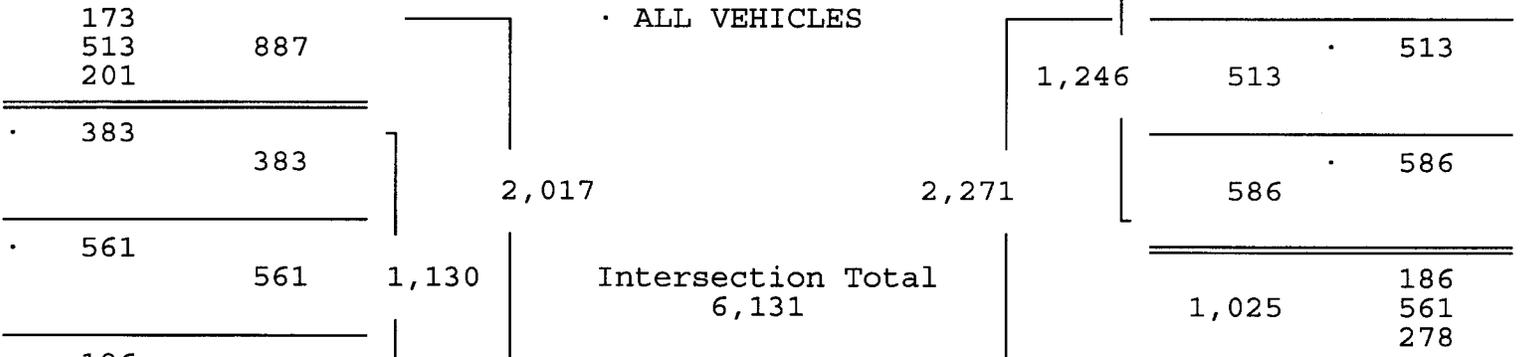
Date 05/23/06

Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 05/23/06

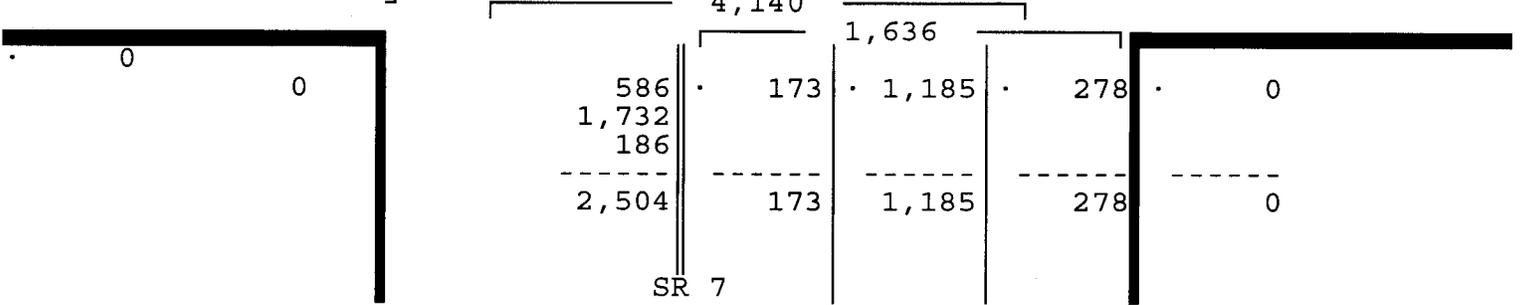
Peak start 07:30				07:30				07:30								
Volume	201	1732	3	183	147	513	1	585	278	1185	2	171	186	561	0	383
Percent	9%	82%	0%	9%	12%	41%	0%	47%	17%	72%	0%	10%	16%	50%	0%	34%
Pk total	2119			1246				1636				1130				
Highest	07:45			08:15				08:00				07:30				
Volume	46	479	0	69	43	143	0	141	70	307	1	43	57	162	0	115
Hi total	594			327				421				334				
PHF	.89			.95				.97				.85				



HONEY HILL DRIVE



IVES DAIRY ROAD



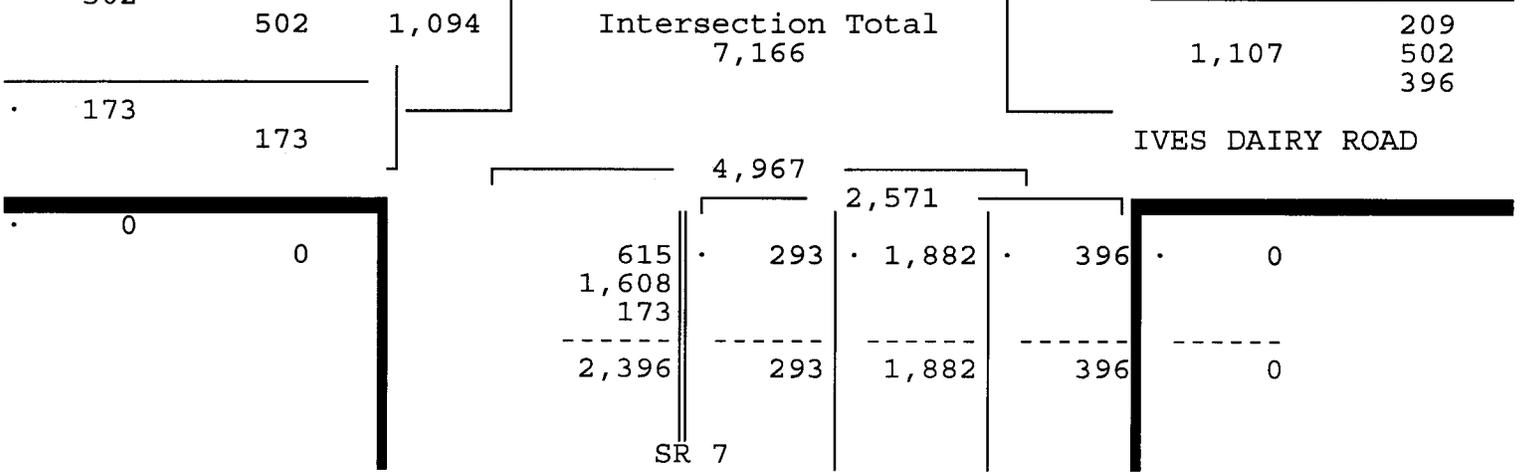
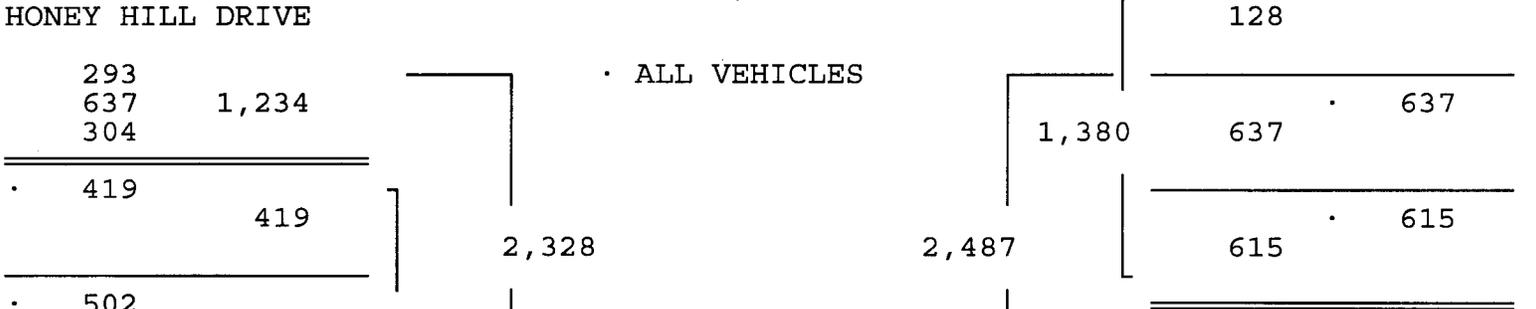
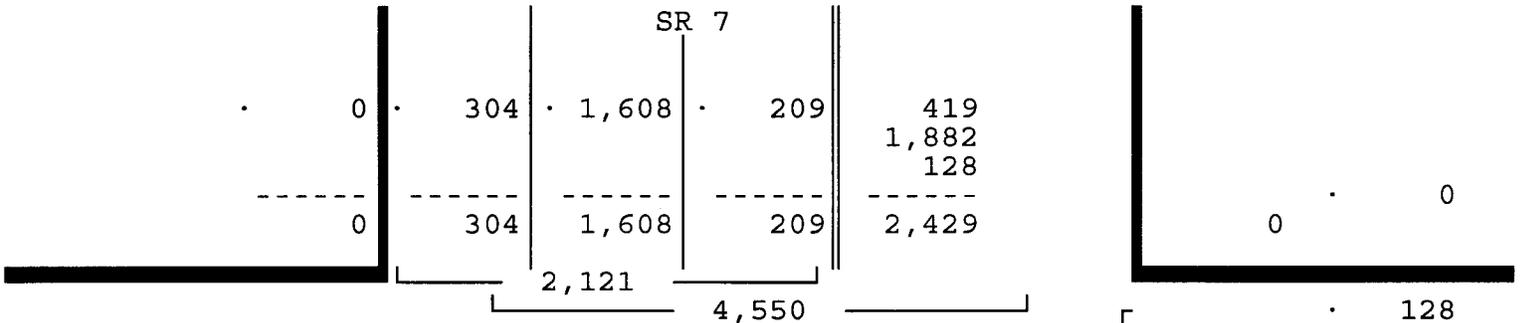
IVES DAIRY ROAD & SR 7  
 MIAMI GARDENS, FLORIDA  
 COUNTEY BY: R. HERNANDEZ & B. WATLEY  
 SIGNALIZED

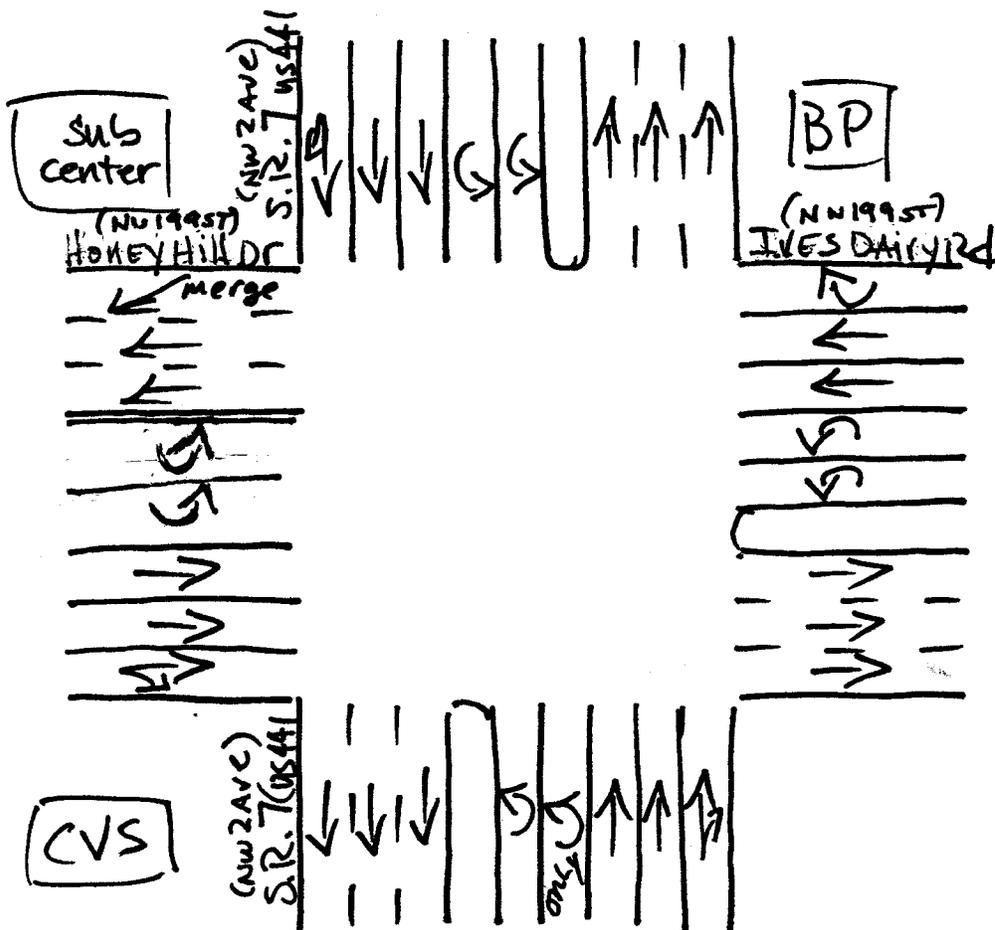
TRAFFIC SURVEY SPECIALISTS, INC.  
 624 GARDENIA TERRACE  
 DELRAY BEACH, FLORIDA 33444  
 (561) 272-3255 FAX (561) 272-4381

Site Code : 00060149  
 Start Date: 05/23/06  
 File I.D. : IVES\_SR7  
 Page : 3

ALL VEHICLES

SR 7 From North				IVES DAIRY ROAD From East				SR 7 From South				HONEY HILL DRIVE From West				Total
Right	Thru	UTurn	Left	Right	Thru	UTurn	Left	Right	Thru	UTurn	Left	Right	Thru	UTurn	Left	
Date 05/23/06																
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 05/23/06																
Peak start 16:15				16:15				16:15				16:15				
Volume	304	1608	11	198	128	637	1	614	396	1882	9	284	173	502	0	419
Percent	14%	76%	1%	9%	9%	46%	0%	44%	15%	73%	0%	11%	16%	46%	0%	38%
Pk total	2121			1380				2571				1094				
Highest	16:45			17:00				17:00				17:00				
Volume	79	408	2	59	41	167	0	162	101	493	1	87	46	125	0	116
Hi total	548			370				682				287				
PHF	.97			.93				.94				.95				





Miami Gardens, Florida

May 25, 2006

drawn by: Luis Palomino

Signalized

**VOLUME DEVELOPMENT SHEET**

**State Road 7 & Ives Dairy Road/Honey Hill  
AM PEAK HOUR**

Description	State Road 7 <u>Southbound</u>				Ives Dairy Road/Honey Hill <u>Westbound</u>				State Road 7 <u>Northbound</u>				Ives Dairy Road/Honey Hill <u>Eastbound</u>		
	Left	Uturn	Through	Right	Left	Uturn	Through	Right	Left	Uturn	Through	Right	Left	Through	Right
<b>2006 Existing Traffic</b>	183	3	1732	201	585	1	513	147	171	2	1185	278	383	561	186
Peak Season Conversion Factor	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
<b>2006 Peak Season</b>	<b>187</b>	<b>3</b>	<b>1767</b>	<b>205</b>	<b>597</b>	<b>1</b>	<b>523</b>	<b>150</b>	<b>174</b>	<b>2</b>	<b>1209</b>	<b>284</b>	<b>391</b>	<b>572</b>	<b>190</b>

**PM PEAK HOUR**

Description	State Road 7 <u>Southbound</u>				Ives Dairy Road/Honey Hill <u>Westbound</u>				State Road 7 <u>Northbound</u>				Ives Dairy Road/Honey Hill <u>Eastbound</u>		
	Left	Uturn	Through	Right	Left	Uturn	Through	Right	Left	Uturn	Through	Right	Left	Through	Right
<b>2006 Existing Traffic</b>	198	11	1608	304	614	1	637	128	284	9	1882	396	419	502	173
Peak Season Conversion Factor	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
<b>2006 Peak Season</b>	<b>202</b>	<b>11</b>	<b>1640</b>	<b>310</b>	<b>626</b>	<b>1</b>	<b>650</b>	<b>131</b>	<b>290</b>	<b>9</b>	<b>1920</b>	<b>404</b>	<b>427</b>	<b>512</b>	<b>176</b>

ALL VEHICLES

Date	SR 7 From North				COUNTY LINE ROAD From East				SR 7 From South				COUNTY LINE ROAD From West				Total
	Right	Thru	UTurn	Left	Right	Thru	UTurn	Left	Right	Thru	UTurn	Left	Right	Thru	UTurn	Left	
07:00	46	256	0	29	30	80	0	50	36	182	0	52	148	94	1	74	1078
07:15	59	251	1	22	40	161	0	59	30	197	1	60	164	88	1	76	1210
07:30	50	278	0	28	43	140	0	44	41	267	0	94	172	95	3	93	1348
07:45	65	343	0	34	19	110	0	42	23	254	0	92	217	114	2	96	1411
Hr Total	220	1128	1	113	132	491	0	195	130	900	1	298	701	391	7	339	5047
08:00	67	332	1	25	35	115	0	51	27	239	1	91	185	92	2	79	1342
08:15	42	294	0	21	25	102	0	46	34	253	0	68	164	83	3	70	1205
08:30	49	228	0	26	28	74	1	43	28	254	0	66	153	68	4	65	1087
08:45	39	280	0	19	33	83	0	25	40	215	0	78	159	67	4	73	1115
Hr Total	197	1134	1	91	121	374	1	165	129	961	1	303	661	310	13	287	4749
* BREAK *																	
16:00	73	344	2	30	35	99	1	47	31	355	2	136	99	71	3	78	1406
16:15	65	350	0	30	34	87	0	47	28	282	2	104	91	78	4	60	1262
16:30	69	359	1	29	35	94	0	37	25	331	1	149	94	88	4	72	1388
16:45	71	327	0	32	35	113	0	57	31	383	1	147	107	104	1	96	1505
Hr Total	278	1380	3	121	139	393	1	188	115	1351	6	536	391	341	12	306	5561
17:00	64	309	0	33	50	99	0	37	35	367	1	150	124	95	4	96	1464
17:15	96	364	1	18	35	122	0	41	40	363	1	111	97	88	4	89	1470
17:30	101	362	0	29	41	138	1	45	31	335	0	117	110	94	8	74	1486
17:45	75	298	0	28	29	130	0	36	34	387	0	118	142	93	2	62	1434
Hr Total	336	1333	1	108	155	489	1	159	140	1452	2	496	473	370	18	321	5854
*TOTAL*	1031	4975	6	433	547	1747	3	707	514	4664	10	1633	2226	1412	50	1253	21211

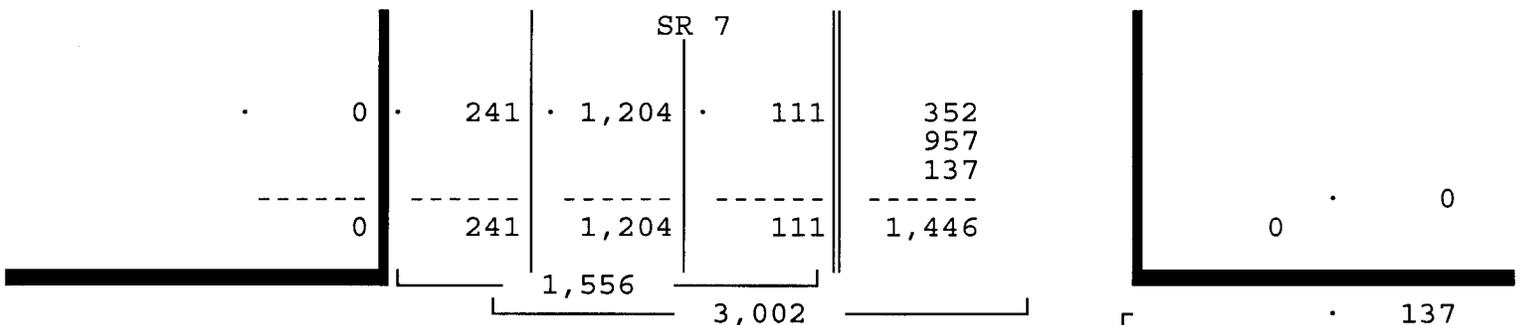
ALL VEHICLES

SR 7				COUNTY LINE ROAD				SR 7				COUNTY LINE ROAD				Total
From North				From East				From South				From West				
Right	Thru	UTurn	Left	Right	Thru	UTurn	Left	Right	Thru	UTurn	Left	Right	Thru	UTurn	Left	

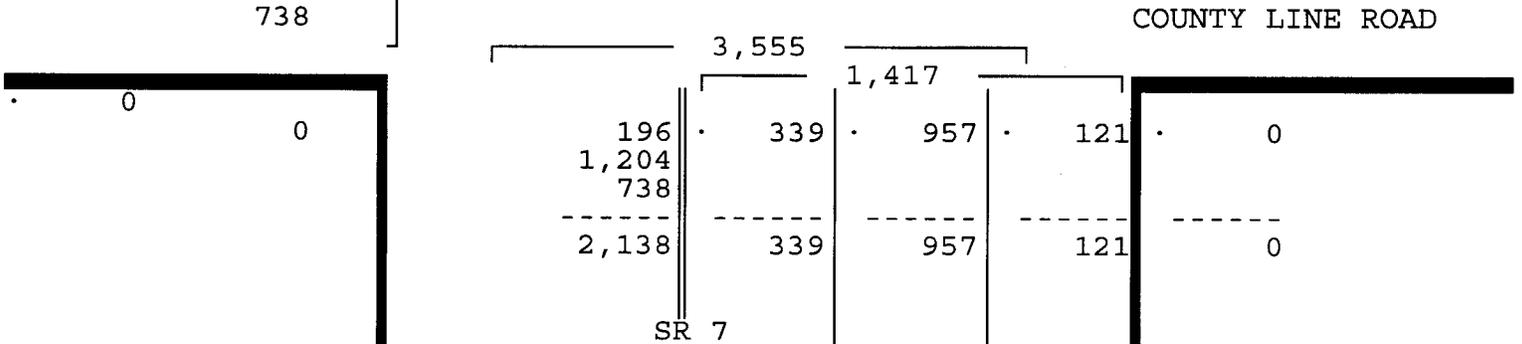
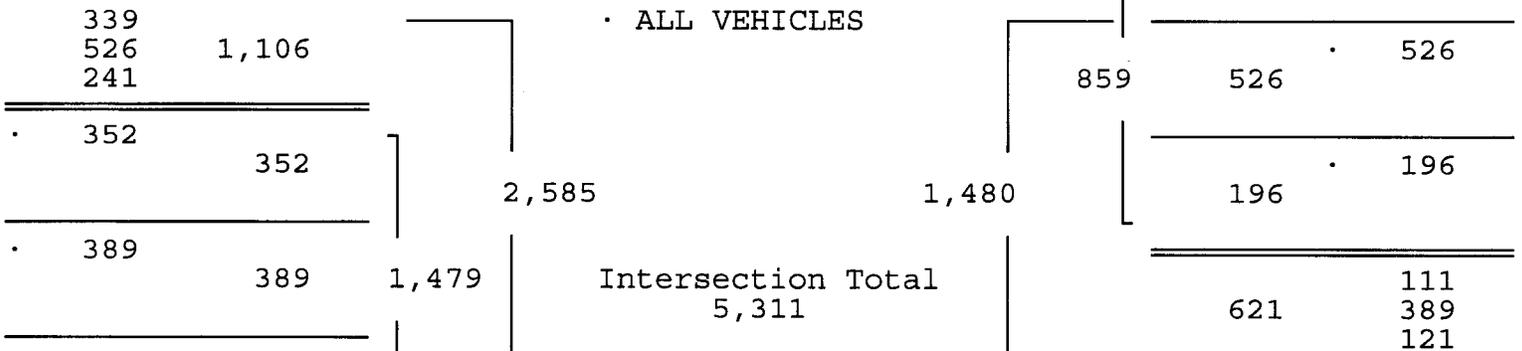
Date 05/23/06

Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 05/23/06

Peak start 07:15					07:15					07:15						
Volume	241	1204	2	109	137	526	0	196	121	957	2	337	738	389	8	344
Percent	15%	77%	0%	7%	16%	61%	0%	23%	9%	68%	0%	24%	50%	26%	1%	23%
Pk total	1556				859				1417				1479			
Highest	07:45				07:15				07:30				07:45			
Volume	65	343	0	34	40	161	0	59	41	267	0	94	217	114	2	96
Hi total	442				260				402				429			
PHF	.88				.83				.88				.86			

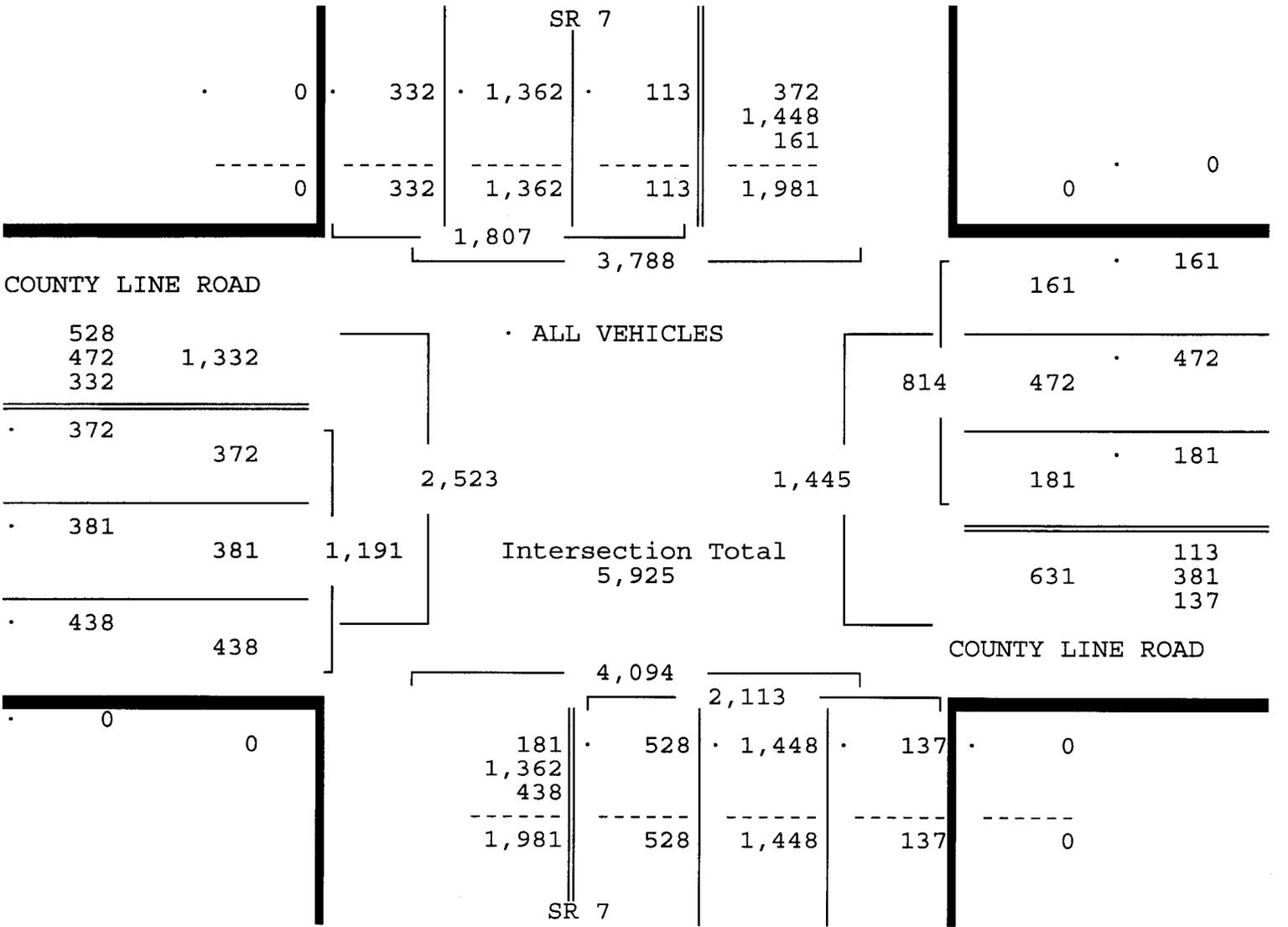


COUNTY LINE ROAD

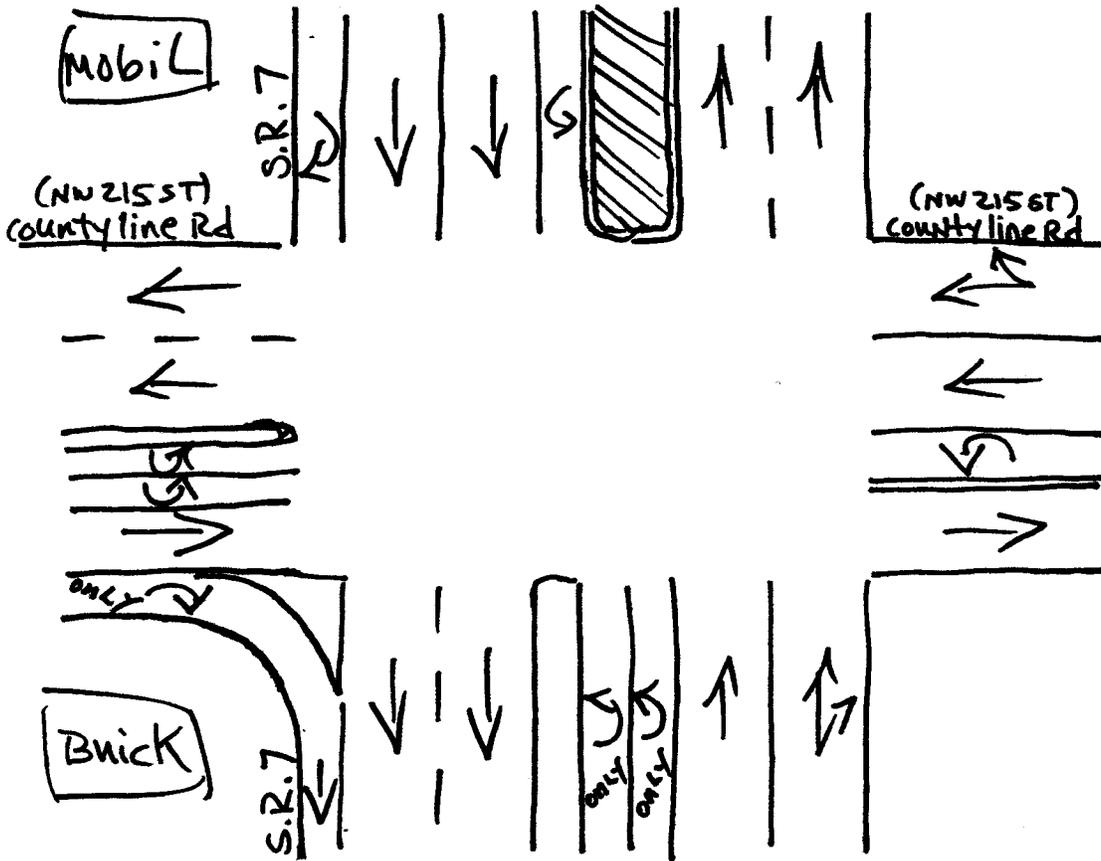


ALL VEHICLES

SR 7		COUNTY LINE ROAD				SR 7		COUNTY LINE ROAD				Total				
From North		From East				From South		From West								
Right	Thru	UTurn	Left	Right	Thru	UTurn	Left	Right	Thru	UTurn	Left	Right	Thru	UTurn	Left	
Date 05/23/06																
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 05/23/06																
Peak start 16:45				16:45				16:45								
Volume	332	1362	1	112	161	472	1	180	137	1448	3	525	438	381	17	355
Percent	18%	75%	0%	6%	20%	58%	0%	22%	6%	69%	0%	25%	37%	32%	1%	30%
Pk total	1807			814				2113				1191				
Highest	17:30			17:30				16:45				17:00				
Volume	101	362	0	29	41	138	1	45	31	383	1	147	124	95	4	96
Hi total	492			225				562				319				
PHF	.92			.90				.94				.93				



↑  
North



MIAMI GARDENS, Florida

May 25, 2006

drawn by: Luis Palomino  
signalized

**VOLUME DEVELOPMENT SHEET**

**State Road 7 & County Line Road  
AM PEAK HOUR**

Description	State Road 7 <u>Southbound</u>				County Line Road <u>Westbound</u>				State Road 7 <u>Northbound</u>				County Line Road <u>Eastbound</u>			
	Left	Uturn	Through	Right	Left	Uturn	Through	Right	Left	Uturn	Through	Right	Left	Through	Uturn	Right
<b>2006 Existing Traffic</b>	109	2	1204	241	196	0	526	137	337	2	957	121	344	389	8	738
Peak Season Conversion Factor	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
<b>2006 Peak Season</b>	<b>111</b>	<b>2</b>	<b>1228</b>	<b>246</b>	<b>200</b>	<b>0</b>	<b>537</b>	<b>140</b>	<b>344</b>	<b>2</b>	<b>976</b>	<b>123</b>	<b>351</b>	<b>397</b>	<b>8</b>	<b>753</b>

**PM PEAK HOUR**

Description	State Road 7 <u>Southbound</u>				County Line Road <u>Westbound</u>				State Road 7 <u>Northbound</u>				County Line Road <u>Eastbound</u>			
	Left	Uturn	Through	Right	Left	Uturn	Through	Right	Left	Uturn	Through	Right	Left	Through	Uturn	Right
<b>2006 Existing Traffic</b>	112	1	1362	332	180	1	472	161	525	3	1448	137	438	381	17	355
Peak Season Conversion Factor	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
<b>2006 Peak Season</b>	<b>114</b>	<b>1</b>	<b>1389</b>	<b>339</b>	<b>184</b>	<b>1</b>	<b>481</b>	<b>164</b>	<b>536</b>	<b>3</b>	<b>1477</b>	<b>140</b>	<b>447</b>	<b>389</b>	<b>17</b>	<b>362</b>

ALL VEHICLES

Date	SR 7 From North				MIAMI GARDENS DRIVE From East				SR 7 From South				MIAMI GARDENS DRIVE From West				Total
	Right	Thru	UTurn	Left	Right	Thru	UTurn	Left	Right	Thru	UTurn	Left	Right	Thru	UTurn	Left	
05/23/06																	
07:00	29	465	4	78	49	100	2	94	67	234	0	30	39	176	5	53	1425
07:15	38	434	6	84	68	95	3	102	58	283	0	46	29	219	2	42	1509
07:30	47	406	2	112	68	93	2	82	74	269	0	22	38	204	2	54	1475
07:45	35	462	4	118	50	122	0	97	71	329	0	37	41	210	3	55	1634
Hr Total	149	1767	16	392	235	410	7	375	270	1115	0	135	147	809	12	204	6043
08:00	54	444	2	112	44	134	2	92	106	313	0	49	30	221	3	64	1670
08:15	51	425	5	114	56	121	2	68	104	317	0	46	33	220	6	63	1631
08:30	44	346	9	86	65	110	3	90	74	271	0	50	39	193	5	87	1472
08:45	39	331	6	90	54	120	8	89	74	272	1	41	24	196	4	76	1425
Hr Total	188	1546	22	402	219	485	15	339	358	1173	1	186	126	830	18	290	6198
* BREAK *																	
16:00	74	413	12	86	34	185	0	119	85	470	0	44	59	139	9	91	1820
16:15	72	428	11	78	66	169	1	109	71	448	0	50	41	153	10	69	1776
16:30	89	434	8	87	50	183	1	111	81	480	0	30	36	133	16	77	1816
16:45	69	418	10	83	52	184	4	114	76	479	0	44	26	183	17	73	1832
Hr Total	304	1693	41	334	202	721	6	453	313	1877	0	168	162	608	52	310	7244
17:00	66	413	11	86	55	193	3	113	61	457	1	45	31	138	7	89	1769
17:15	60	367	7	82	75	192	4	97	65	442	0	33	42	172	13	74	1725
17:30	77	359	11	99	78	196	3	103	66	453	0	65	41	161	10	75	1797
17:45	79	346	9	102	59	209	3	87	61	460	1	55	38	167	4	87	1767
Hr Total	282	1485	38	369	267	790	13	400	253	1812	2	198	152	638	34	325	7058
*TOTAL*	923	6491	117	1497	923	2406	41	1567	1194	5977	3	687	587	2885	116	1129	26543

MIAMI GARDENS DRIVE & SR 7  
 MIAMI GARDENS, FLORIDA  
 COUNTED BY: M. GONZALEZ & F. SANCHEZ  
 SIGNALIZED

TRAFFIC SURVEY SPECIALISTS, INC.  
 624 GARDENIA TERRACE  
 DELRAY BEACH, FLORIDA 33444  
 (561) 272-3255 FAX (561) 272-4381

Site Code : 00060149  
 Start Date: 05/23/06  
 File I.D. : MGDR\_SR7  
 Page : 2

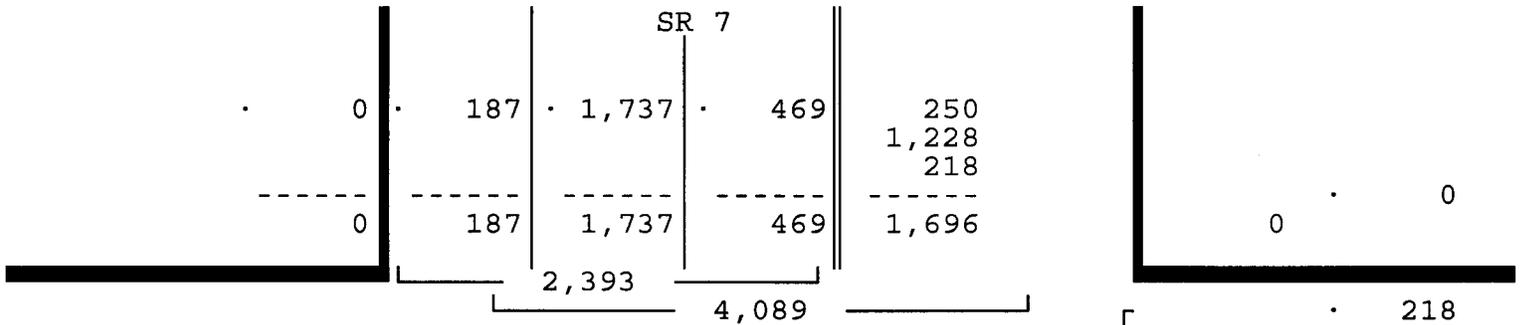
ALL VEHICLES

SR 7 From North				MIAMI GARDENS DRIVE From East				SR 7 From South				MIAMI GARDENS DRIVE From West				Total
Right	Thru	UTurn	Left	Right	Thru	UTurn	Left	Right	Thru	UTurn	Left	Right	Thru	UTurn	Left	

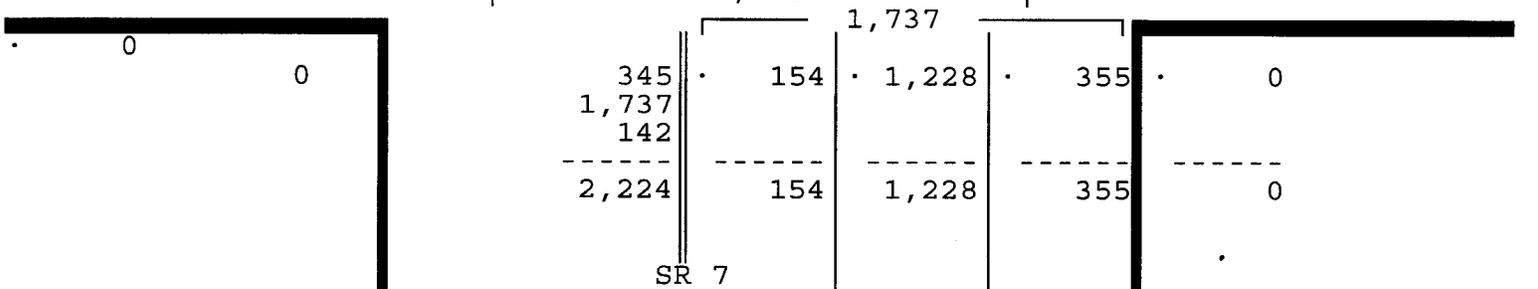
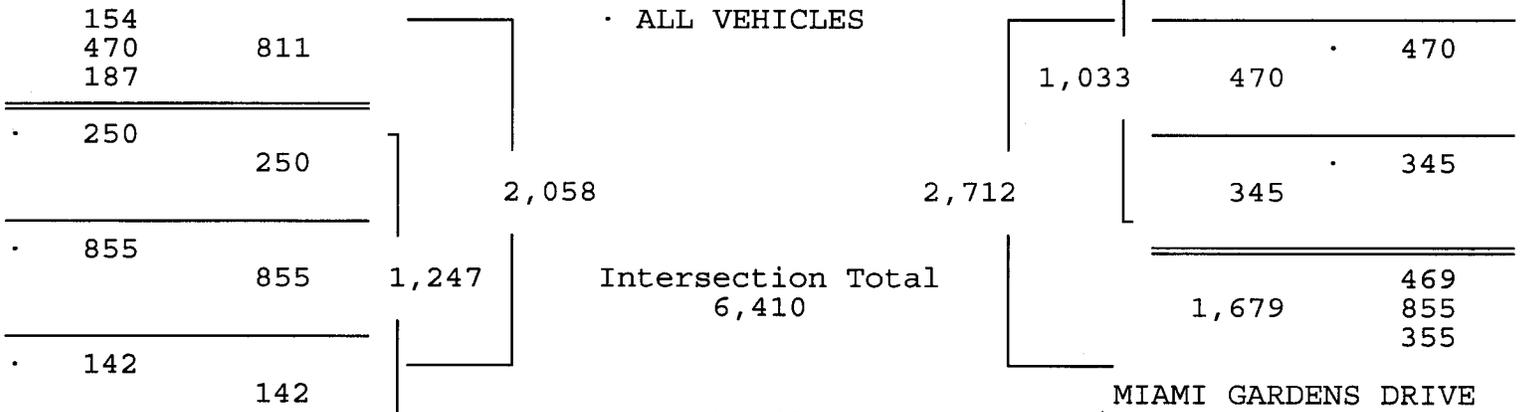
Date 05/23/06

Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 05/23/06

Peak start 07:30				07:30				07:30				07:30				
Volume	187	1737	13	456	218	470	6	339	355	1228	0	154	142	855	14	236
Percent	8%	73%	1%	19%	21%	45%	1%	33%	20%	71%	0%	9%	11%	69%	1%	19%
Pk total	2393			1033				1737				1247				
Highest	07:45			08:00				08:00				08:15				
Volume	35	462	4	118	44	134	2	92	106	313	0	49	33	220	6	63
Hi total	619			272				468				322				
PHF	.97			.95				.93				.97				



MIAMI GARDENS DRIVE



MIAMI GARDENS DRIVE & SR 7  
 MIAMI GARDENS, FLORIDA  
 COUNTED BY: M. GONZALEZ & F. SANCHEZ  
 SIGNALIZED

TRAFFIC SURVEY SPECIALISTS, INC.  
 624 GARDENIA TERRACE  
 DELRAY BEACH, FLORIDA 33444  
 (561) 272-3255 FAX (561) 272-4381

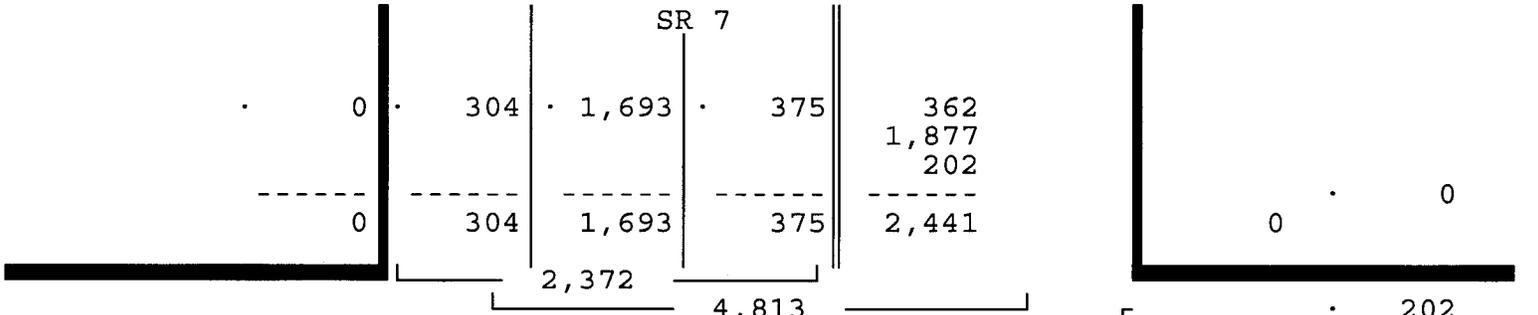
Site Code : 00060149  
 Start Date: 05/23/06  
 File I.D. : MGDR\_SR7  
 Page : 3

ALL VEHICLES

SR 7		MIAMI GARDENS DRIVE				SR 7		MIAMI GARDENS DRIVE								
From North		From East				From South		From West								
Right	Thru	UTurn	Left	Right	Thru	UTurn	Left	Right	Thru	UTurn	Left	Right	Thru	UTurn	Left	Total

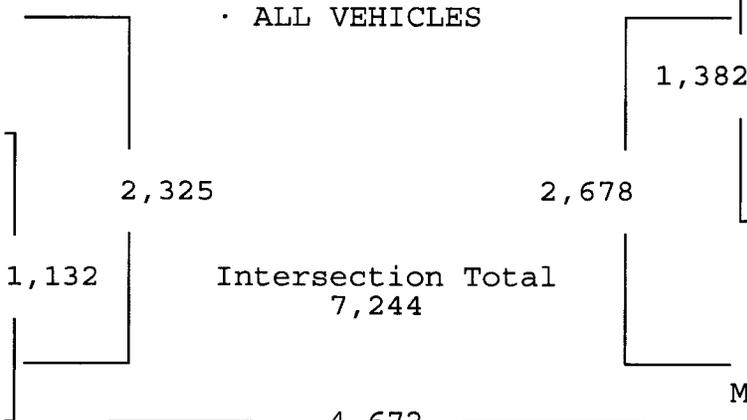
Date 05/23/06  
 Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 05/23/06

Peak start 16:00		16:00				16:00		16:00								
Volume	304	1693	41	334	202	721	6	453	313	1877	0	168	162	608	52	310
Percent	13%	71%	2%	14%	15%	52%	0%	33%	13%	80%	0%	7%	14%	54%	5%	27%
Pk total	2372				1382				2358				1132			
Highest	16:30				16:45				16:00				16:45			
Volume	89	434	8	87	52	184	4	114	85	470	0	44	26	183	17	73
Hi total	618				354				599				299			
PHF	.96				.98				.98				.95			

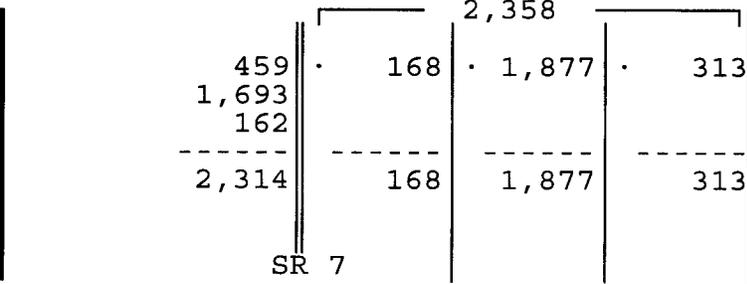
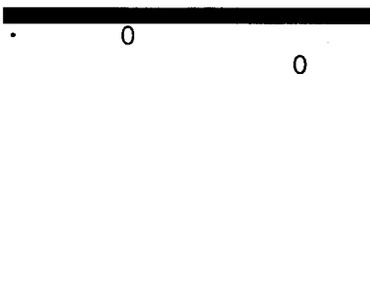


MIAMI GARDENS DRIVE

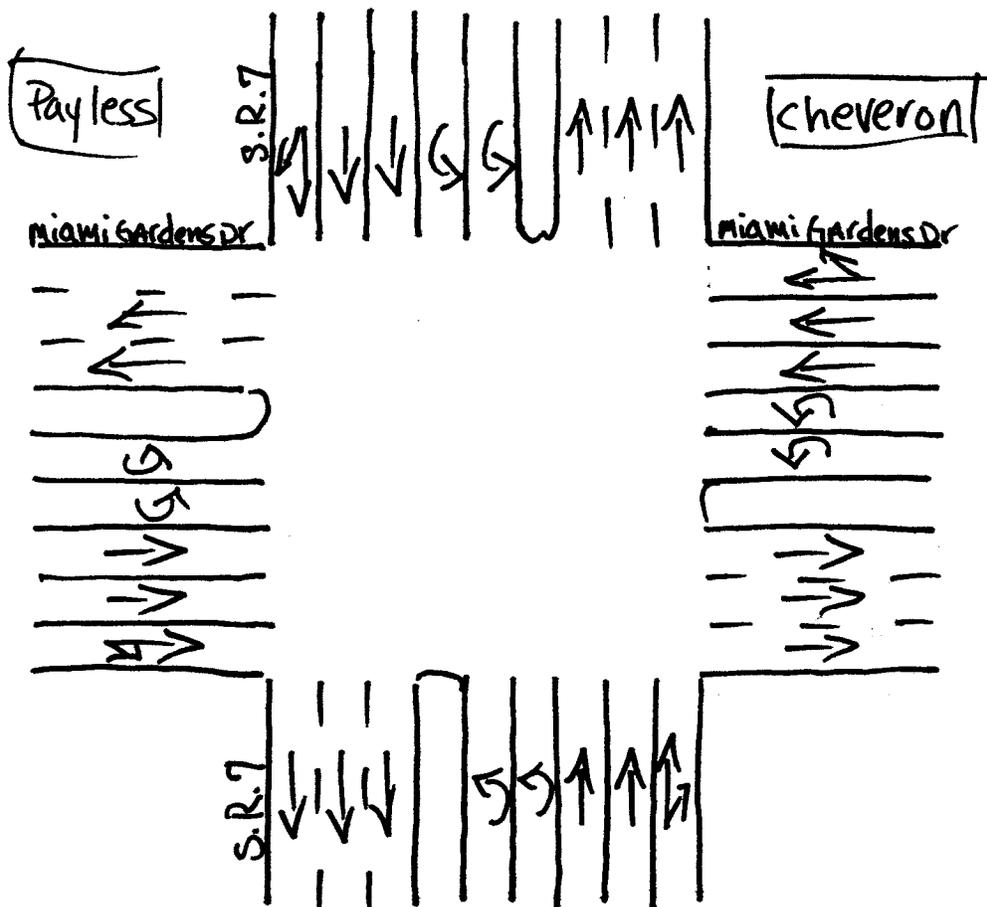
168	
721	1,193
304	
<hr/>	
362	
	362
<hr/>	
608	
	608
<hr/>	
162	
	162



202	
721	721
	459
<hr/>	
459	
	375
<hr/>	
1,296	608
	313



459	168	1,877	313	0
1,693				
162				
<hr/>				
2,314	168	1,877	313	0



MIAMI GARDENS, Florida

May 25, 2006

drawn by: Luis Palomino  
Signalized

**VOLUME DEVELOPMENT SHEET**

**State Road 7 & Miami Gardens Drive  
AM PEAK HOUR**

Description	State Road 7 <u>Southbound</u>				Miami Gardens Drive <u>Westbound</u>				State Road 7 <u>Northbound</u>				Miami Gardens Drive <u>Eastbound</u>			
	Left	Uturn	Through	Right	Left	Uturn	Through	Right	Left	Uturn	Through	Right	Left	Through	Uturn	Right
<b>2006 Existing Traffic</b>	456	13	1737	187	339	6	470	218	154	0	1228	355	236	855	14	142
Peak Season Conversion Factor	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
<b>2006 Peak Season</b>	<b>465</b>	<b>13</b>	<b>1772</b>	<b>191</b>	<b>346</b>	<b>6</b>	<b>479</b>	<b>222</b>	<b>157</b>	<b>0</b>	<b>1253</b>	<b>362</b>	<b>241</b>	<b>872</b>	<b>14</b>	<b>145</b>

**PM PEAK HOUR**

Description	State Road 7 <u>Southbound</u>				Miami Gardens Drive <u>Westbound</u>				State Road 7 <u>Northbound</u>				Miami Gardens Drive <u>Eastbound</u>			
	Left	Uturn	Through	Right	Left	Uturn	Through	Right	Left	Uturn	Through	Right	Left	Through	Uturn	Right
<b>2006 Existing Traffic</b>	334	41	1693	304	453	6	721	202	168	0	1877	313	310	608	52	162
Peak Season Conversion Factor	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
<b>2006 Peak Season</b>	<b>341</b>	<b>42</b>	<b>1727</b>	<b>310</b>	<b>462</b>	<b>6</b>	<b>735</b>	<b>206</b>	<b>171</b>	<b>0</b>	<b>1915</b>	<b>319</b>	<b>316</b>	<b>620</b>	<b>53</b>	<b>165</b>

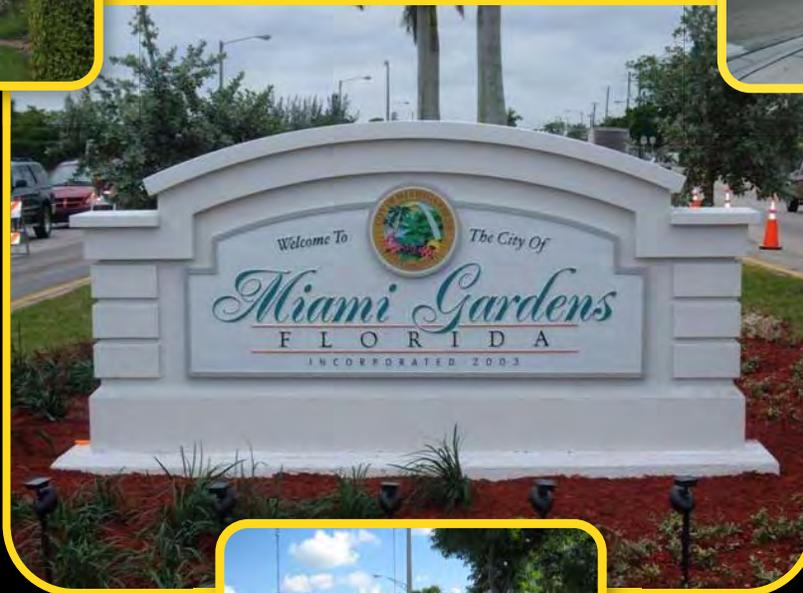
APPENDIX D:  
Community Meeting #1

# CITY OF MIAMI GARDENS

PRESENTS

## STATE ROAD 7

### LIVABLE COMMUNITIES CORRIDOR STUDY FIRST PUBLIC WORKSHOP



Workshop Location:

City Council Chambers

1515 NW 167th Street, Building 5, Suite 200

Miami Gardens, FL 33169

(305) 622-8023

Wednesday, August 23, 2006

7:00 to 9:00 PM

County Economic Development Fund and State Enterprise Zone Opportunities will be discussed at the workshop.

Refreshments will be served.



## **City of Miami Gardens**

### **S.R. 7 Livable Communities Corridor Study**

Public Workshop #1

Workshop Agenda

August 23, 2006, 7:00 PM

- I. Welcome – City of Miami Gardens
- II. Enterprise Zone Presentation
- III. Livable Communities Corridor Study Presentation
- IV. Group Break-out Discussions
  - Discussion of Corridor problems and issues
  - Discussion of your future vision for the Corridor
- V. Summary of Group Discussions
- VI. Closing and Next Steps

## GROUP 1 - ISSUES:

1. Pedestrian flyover for across State Road 7. Calder/Dolphin Stadium/School  
Figure out best intersection (199 & L?)  
Issue: Pedestrian safety.
2. Replace left turn signal at 204<sup>th</sup> Street into Romont Gardens (heading south).
3. Improve sidewalks (break from 191 Street N – 199 Street on west side. No sidewalks there.
4. Bus bays.
5. Need buffer between sidewalk and street (Tire Kingdom/KFC).
6. Better timing on pedestrian signals. (Need more time).
7. Traffic signal into Publix (going south) (north of 199<sup>th</sup>).
8. Center median (access management) (too many breaks) (maybe better queuing).
9. Landscaping (need it) - Lighting (want brighter).
10. Curbs too high (need ADA compliance) (also hard for seniors).
11. Open drains under curb (small child could fall in).
12. 826 & 7<sup>th</sup> extension floods (might need regarding or better drainage).
13. Bus shelters!

### Perspective of Residents

14. Signage (coordinate styles).
15. Synchronize lights.

## GROUP 1 - VISION:

1. More restaurants (cafes, sit-down restaurants).
2. Shade trees, shrubbery (Florida shrubs, native plants).
3. Move City Hall to State Road 7 (183<sup>rd</sup> near Lincoln Square – or some other civic usage).
4. Theme: Have gardens to reflect the name “Miami Gardens”. (School kids can participate).
5. Canal access – tie into bike path on Snake Creek.
6. Architectural designs that blend with garden theme.
7. I.D. historic buildings, locations.
8. Upgrade facade of buildings fronting the corridor.
9. Hand rails between side-walk and traffic lane.
10. Coldstone Creamery.

1. Shirley Harden
2. Benjamin S. Essien
3. Vergil Goldson
4. Vince Mancusi
5. Portia Coleman

## GROUP 2 – CORRIDOR ISSUES:

1. Impact of new school
  - traffic
  - pedestrian
2. Aesthetics in back of buildings too.
3. Drainage just north of GGI.
4. NBLT at County Line Road.
5. Aesthetics are bare.
6. Buses have to stop in the road.
7. Number of entrances to businesses.
8. Density of commercial.
9. Code enforcement.

## GROUP 2 – VISION:

1. State Road 7 forms the perception of M.G
  - building facades
  - varied, not necessarily uniform
  - palm trees in median
2. Wider sidewalk.
3. Green space between pedestrians and sidewalk.
4. Signage lighting.
5. Palm trees with lights.
6. Distinctive signing.
7. Shelters for bus stops.
8. Bus bays.
9. Distinctive cross-walks.
10. Clean up trash more often.

### GROUP 3 – ISSUES:

1. Traffic congestion.
2. Not safe for pedestrians.
3. Speeding.
4. Narrow sidewalks on bridge.
5. Too many drive ways.
6. Jaywalkers.
7. Unattractive.
8. Trash thrown and accumulates next to curb.
9. Bus benches not sheltered.
10. Buildings not kept up.
11. Unruly noise and disturbances at night from strip mall (207<sup>th</sup> Street).
12. Loitering at strip mall.
13. No trees or sickly trees.
14. Concert signs etc., on poles etc.
15. Poor lighting.
16. Drainage problems.
17. No continuous sidewalks.
18. No theme.
19. Crime.
20. Building color and signage and codes.
21. Buildings for sale.
22. No consistent landscaping.
23. Ramps and ADA access.

## GROUP 3 – VISIONS:

1. Code Enforcement and Police:
  - a. Property clean-up
  - b. Crime clean-up – safety
  - c. Jaywalkers
  - d. Loitering
  - e. Rid of signs (concert poles)
  
2. Pedestrians:
  - a. Shaded side-walks
  - b. Trash cans – attractive
  
3. Beautification:
  - a. Blooming shade trees
  - b. Attractive lighting (gas lites)
  - c. Brick cross-walks
  - d. Fix drains
  
4. Theme:
  - a. Village
  - b. Colors coordinated
  - c. Sidewalk cafes
  
5. Traffic:
  - a. Improve traffic flow with controls

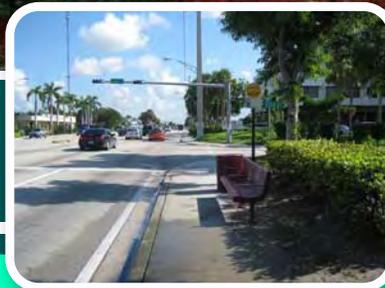
APPENDIX E:  
Community Meeting #2

# CITY OF MIAMI GARDENS

PRESENTS

## STATE ROAD 7

LIVABLE COMMUNITIES CORRIDOR STUDY  
SECOND PUBLIC WORKSHOP



Workshop Location:

City Council Chambers

1515 NW 167th Street, Building 5, Suite 200

Miami Gardens, FL 33169

(305) 622-8023

Wednesday, November 29, 2006

7:00 to 9:00 PM



## **City of Miami Gardens**

### **S.R. 7 Livable Communities Corridor Study**

Public Workshop #2

Workshop Agenda

November 29, 2006, 7:00 PM

- I. Welcome – City of Miami Gardens
- II. Livable Communities Corridor Study Presentation
  - Re-cap of Workshop #1
  - Presentation of Corridor Alternatives
- III. Group Break-out Discussions
  - Discussion of Alternatives developed for the Corridor
- IV. Summary of Group Discussions
- V. Closing and Next Steps

G:\042602001-M Gardens SR 7 Corridor\Public Meeting 2\11.29.06\_Agenda\_rev.doc



**Kimley-Horn  
and Associates, Inc.**

## **Group #1**

### Concerns

- No bike lanes on SR-7
- No reduction of ROW lanes (unsafe)

### Wishes

- Adequate lighting
- Palm Trees along corridor
- Flowering trees at specific locations
- Improved crosswalk lights for pedestrians
- Need Green turn signals at intersections
- Need to address traffic issues
- Better street signage / better visual of street names

### Alternative 1

#### *Don't Like*

- 1) bike lane – no
- 2) ROW lanes – no reduction
- 3) Median reduction – not good if results in 1 and 2 (above)

#### *Like*

- 1) None

### Alternative 2

#### *Don't Like*

- 1) None

#### *Like*

- 1) Bus bays
- 2) Bus shelters
- 3) All ideas

### Alternative 3

#### *Don't Like*

- 1) 2<sup>nd</sup> bike/ped path behind commercial property
- 2) Okay only if bus bays proposed

Group Members:

Inez Rowe  
Annie Lois Jordan  
Enid Marshall  
Rita Pierne  
Courtney Bead

Derrick Campbell  
Andy McCall

## Group #2

### Comments

- Need bus bays and measure to allow buses back into traffic
- Need turn lanes
- Provide median to prevent head-ons
- Flyover at Ives Dairy Road
- Traffic light synchronization
- No bike lanes on S.R. 7
  - Bike lane within 19-foot easement
- Consider exclusive bus lanes

### Alternative 1

#### *Don't Like*

- 1) Don't like bike lanes on the street
- 2) Prefer wider median
  - a. Safety
  - b. Landscape

### Alternative 2

- 1) Move peds behind landscape buffer

### Alternative 3

- 1) Security concerns at night with bike path behind buildings

Note: Need more traffic lights from 27<sup>th</sup> Ave to S.R. 7 on Ives Dairy (Honey Hill Dr)  
35 speed limit not observed  
Side street cannot easily merge onto Ives Dairy (Honey Hill Dr)

## **Group #3**

### Alternative 1

- 1) Does not do enough
- 2) Safety concerns within 4' path
- 3) Simpler and easier to do

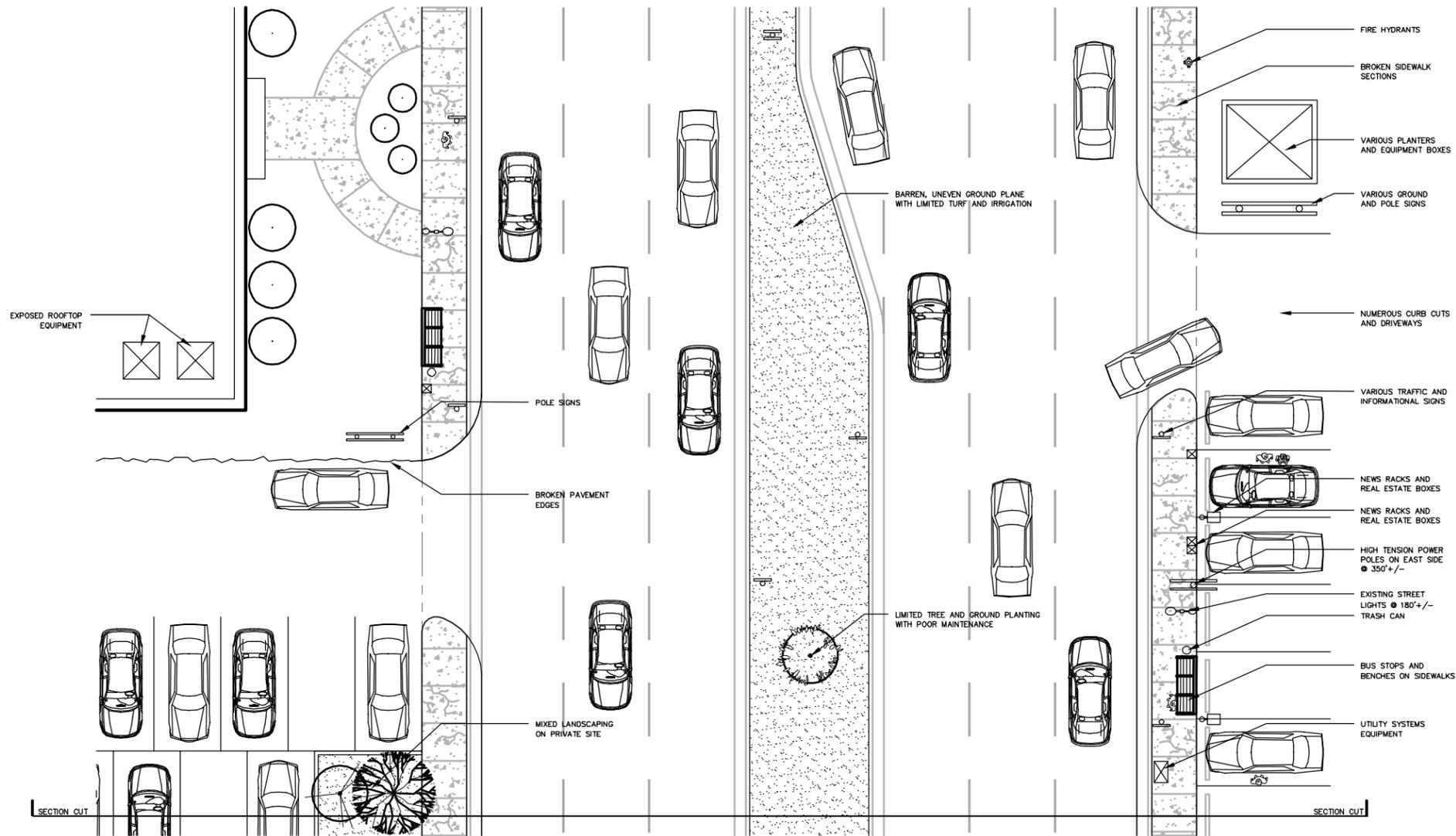
### Alternative 2

- 1) Need to establish setback now (set back ordinance) for sidewalks, signage, swale, parking
- 2) May take a long time to implement
- 3) Land owners may be more willing than we may think
- 4) Go for it

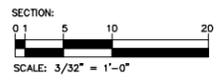
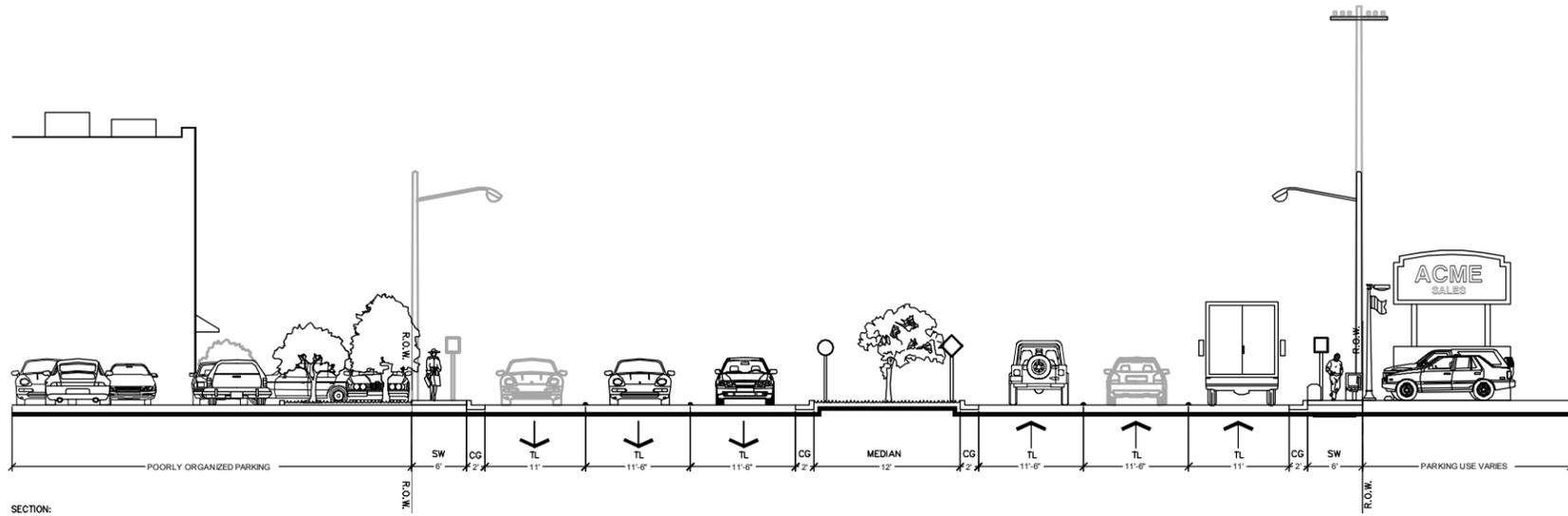
### Alternative 3

- 1) Concerns about increased traffic in neighborhood "strangers"
- 2) Don't want the increased traffic in back of commercial property
- 3) Business lighting is a concern
- 4) More screening is needed
- 5) Traffic signal re-timing is needed

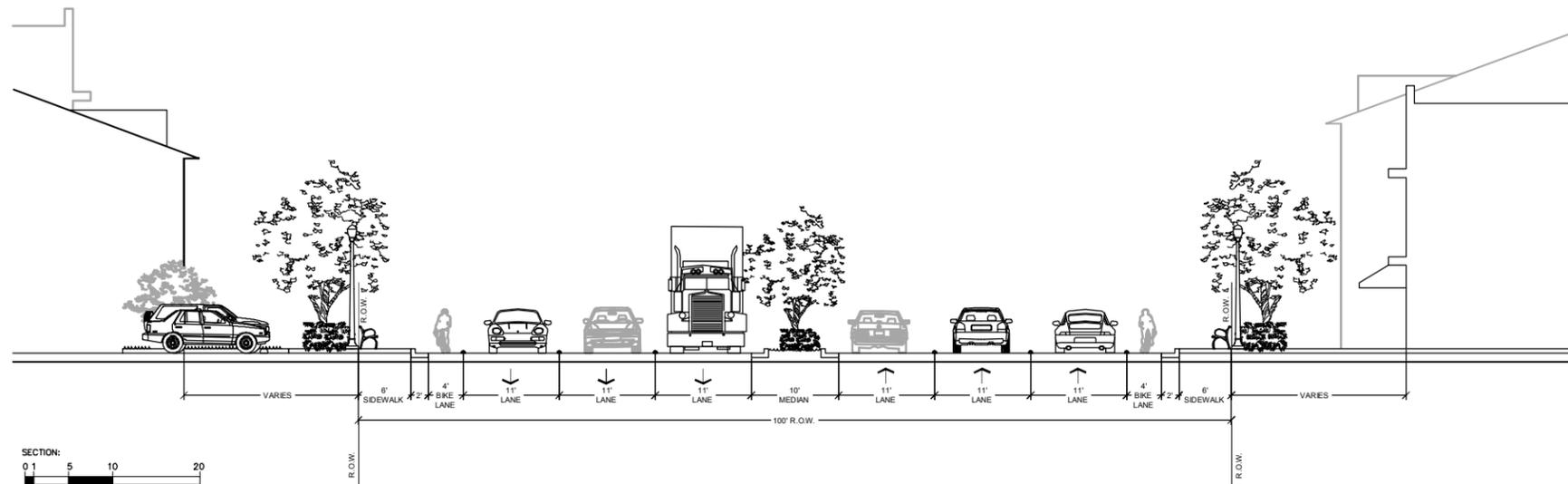
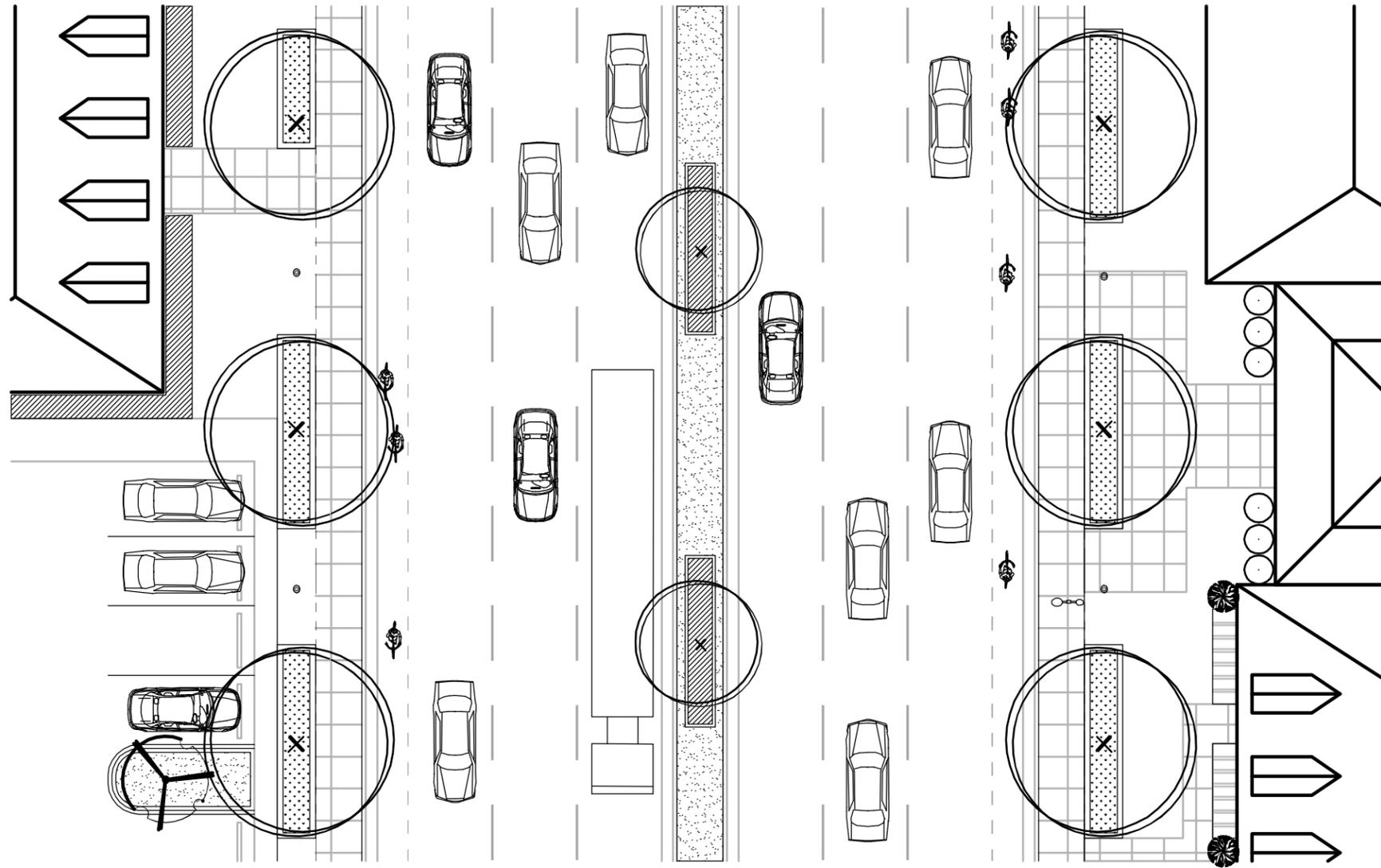
APPENDIX F:  
Alternative Renderings



PLAN:

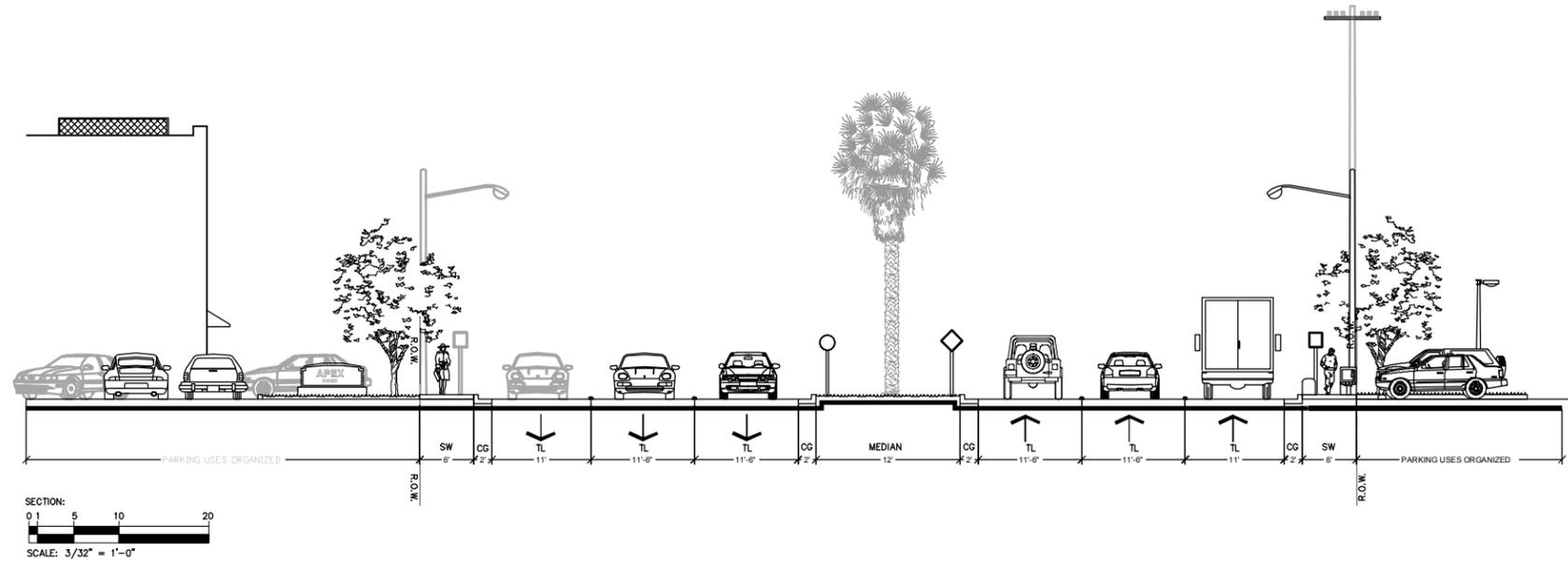
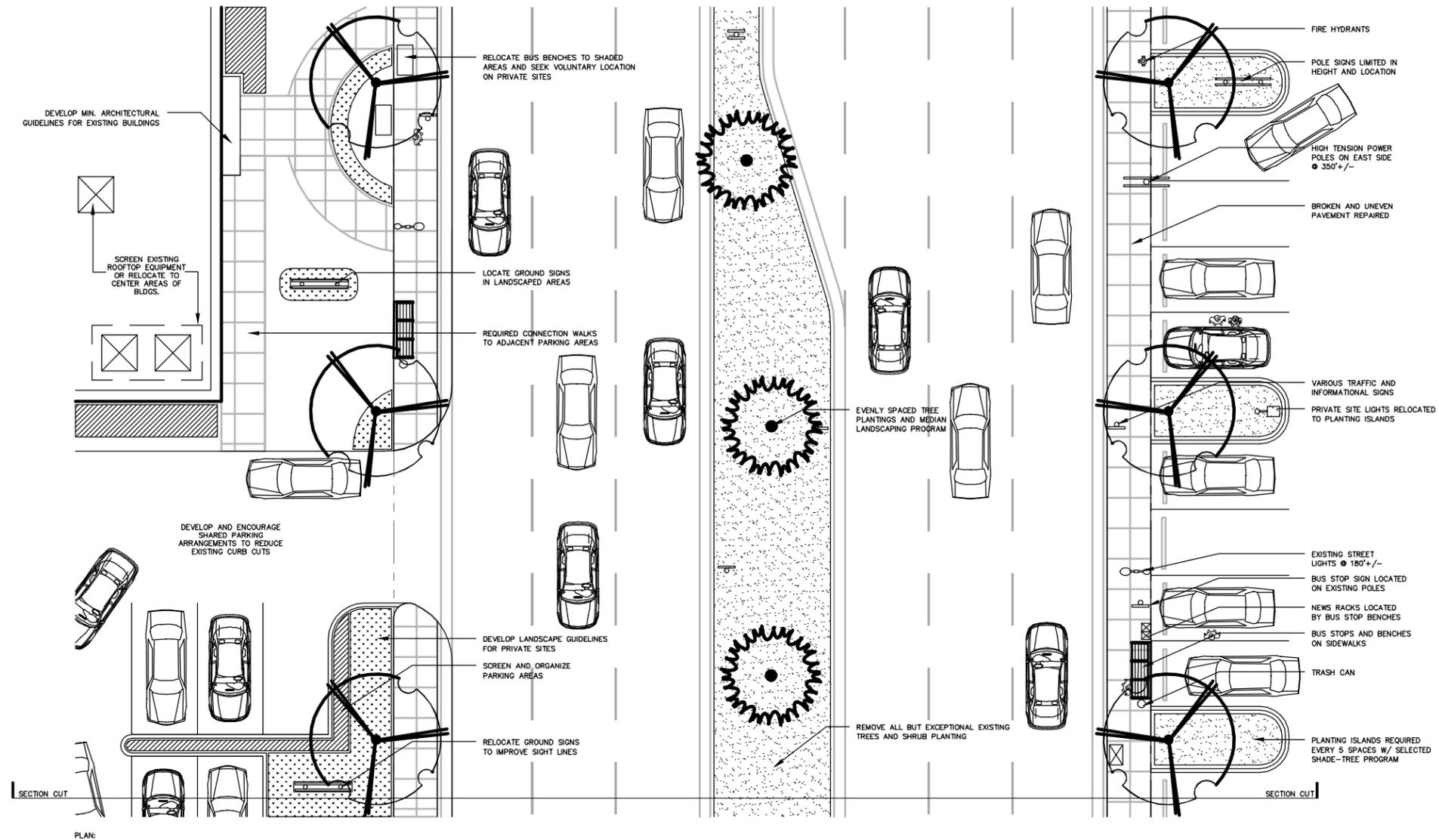


NO-BUILD ALTERNATIVE (EXISTING CONDITIONS)

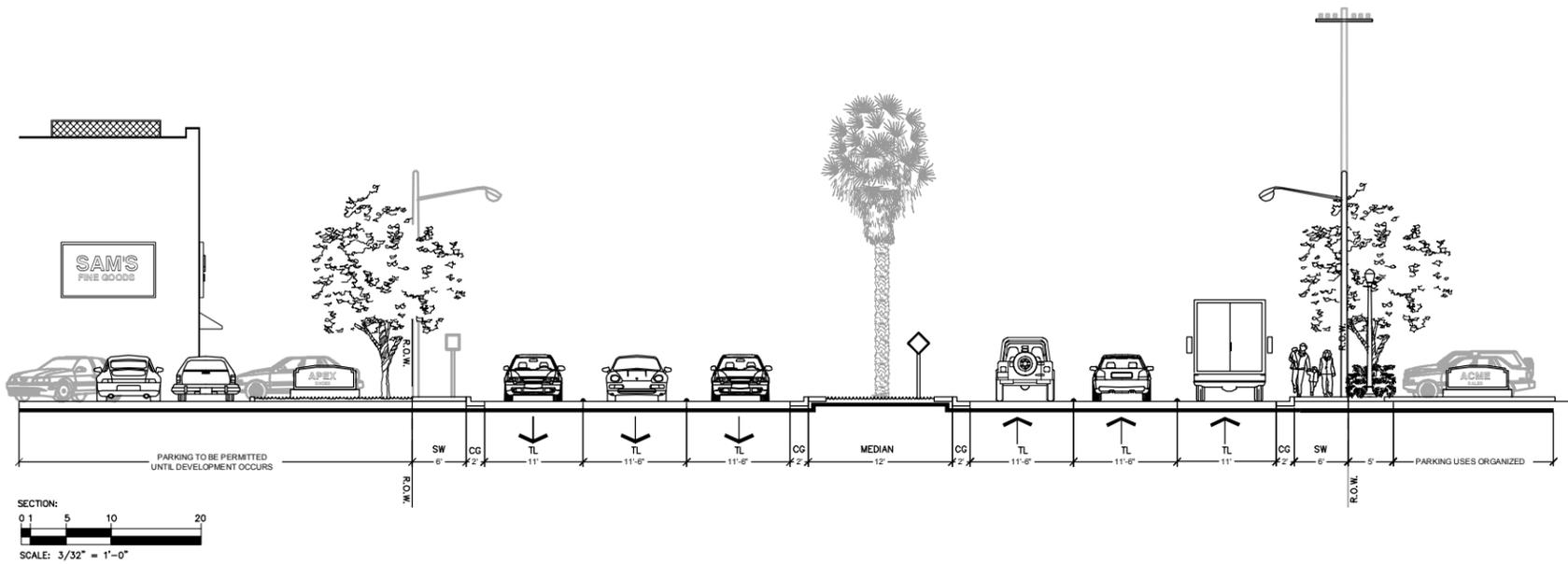
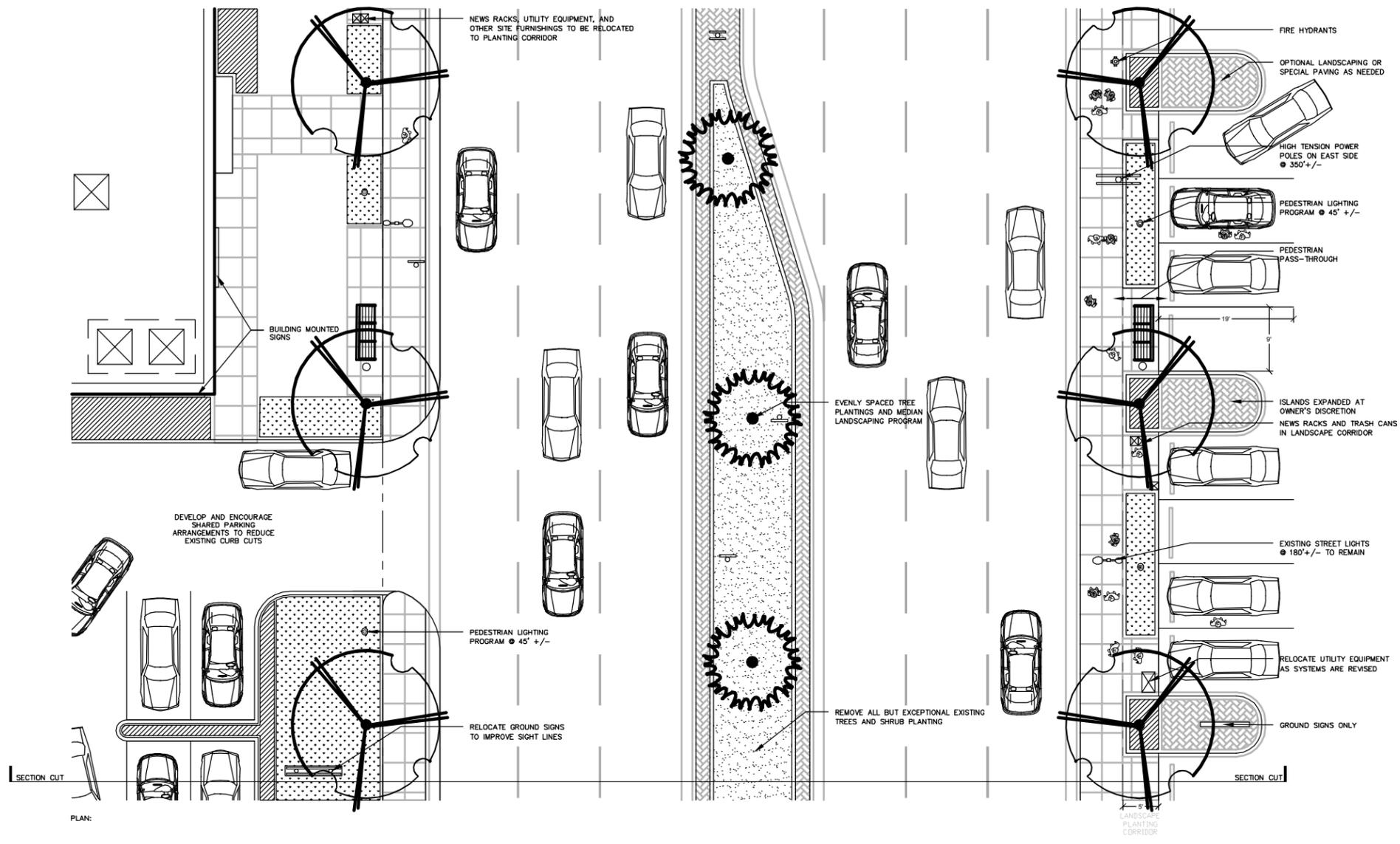


SECTION:  
 0 1 5 10 20  
 SCALE: 3/32" = 1'-0"

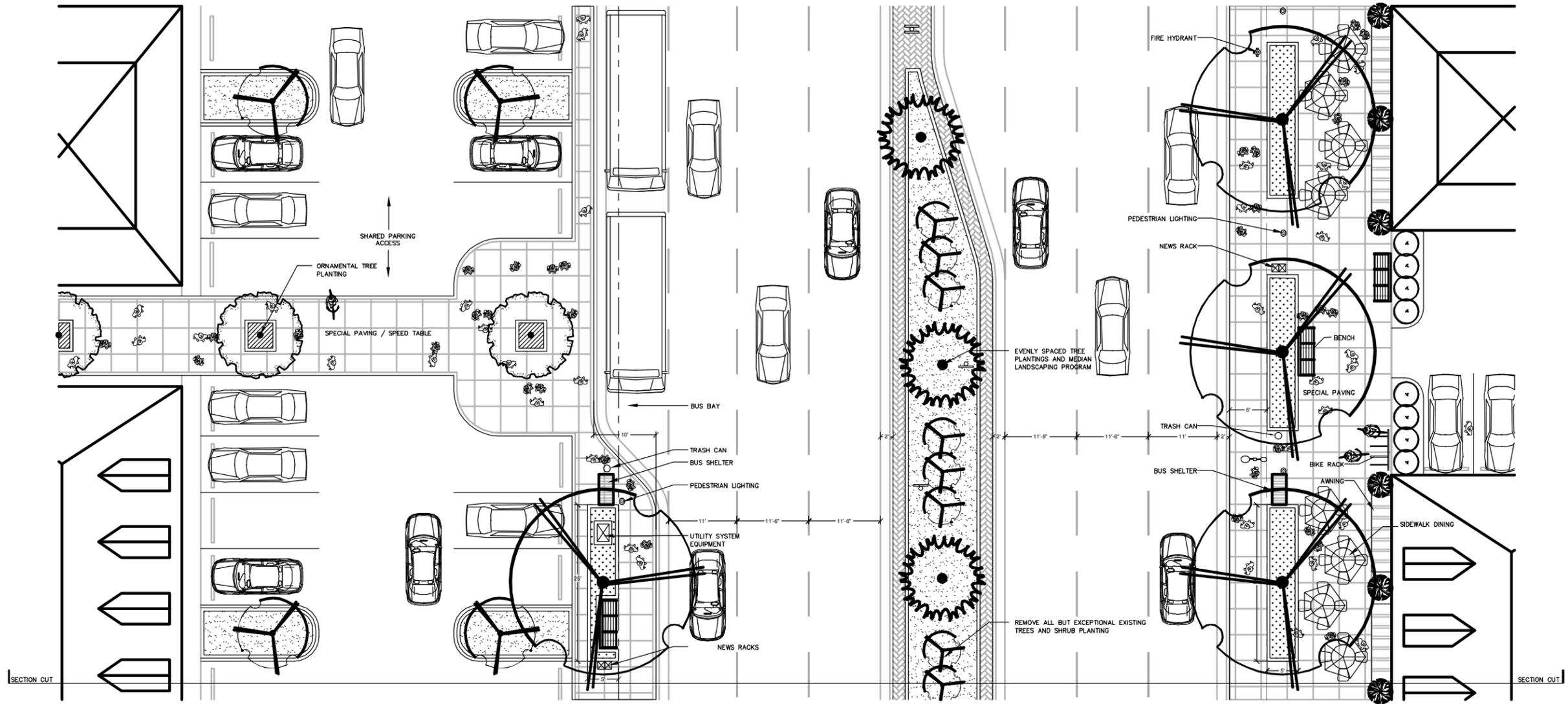
ALTERNATIVE - 1: BIKE LANES WITHIN EXISTING RIGHT OF WAY



ALTERNATIVE - 2: PHASE I - IMPROVED STREET SECTION



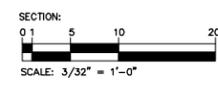
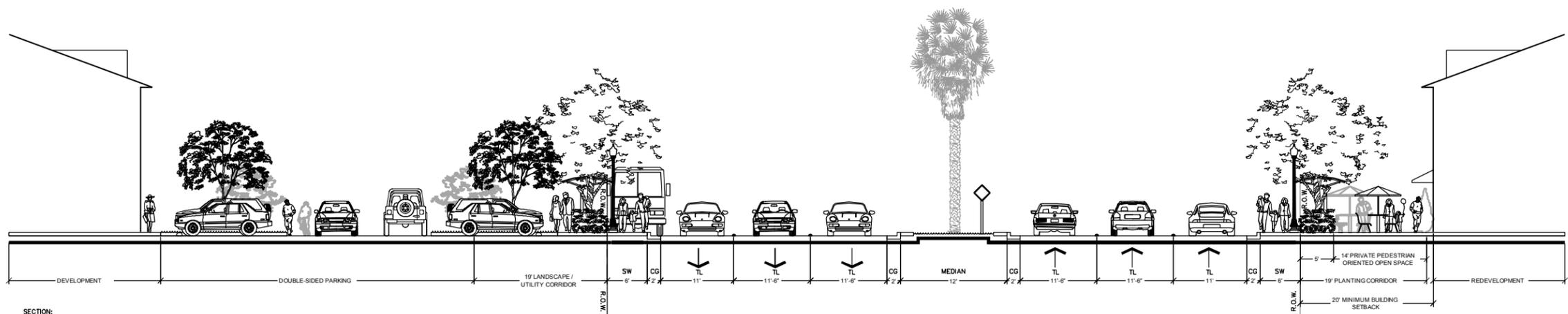
ALTERNATIVE - 2: PHASE II - LANDSCAPE PLANTING CORRIDOR



SECTION CUT

SECTION CUT

PLAN:



ALTERNATIVE - 2: PHASE III - AFTER REDEVELOPMENT