CITY OF MIAMI GARDENS

COMPREHENSIVE DEVELOPMENT MASTER PLAN

TRANSPORTATION ELEMENT

DATA INVENTORY AND ANALYSIS

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CHAPTER II - TRANSPORTATION ELEMENT DATA, INVENTORY AND ANALYSIS

A. INTRODUCTION

The purpose of the Transportation Element is to provide direction for the City's transportation system in a manner that sustains, develops and promotes the City's social, aesthetic, economic, and natural resources. The foundation for this Element was derived from the series of workshops and meetings held by the City as part of its Transportation Master Planning and Compressive Development Master Planning processes, as well as from the State of Florida statutory requirements.

B. GUIDING PRINCIPLES

As part of the Transportation Master Planning process, a series of Guiding Principles were discussed. These were refined into the Goals, Objectives and Policies for the Transportation Element. The Goals, Objectives and Policies have been expressed as the City's Transportation Vision and have shaped the plan. They are:

Safe

Diverse

Potential

Proud

Multimodal

Attractive

Clean

Responsible

Vital

Creative

A description of the element's general relationship to these guiding principles follows. Members of the community desire that the transportation system provide for the efficient movement of people and goods not only through the city, as part of the regional transportation system, but within the city, in a safe, convenient, accessible and attractive manner. In doing so the City desires to, in partnership with other entities focused on transportation, capitalize on its strengths to build an array of multimodal transportation options, specifically; various transit modes, automobile, bicycle and pedestrian facilities. This will lead to the development and service of a diverse and vital land use mix, with appropriate intensities around transit hubs. The City's vision is for its transportation and land use systems to be developed in coordination with each other.

Creating and maintaining safe neighborhoods is a theme of the Transportation Element. The Element recognizes that expediting traffic flow must occur within the context of sustaining the regional system, but it must service the neighborhoods and residents within the City. The resources of the City and funds from the State and Federal Governments limit improvements to the transportation system. Miami Gardens seeks to further strengthen its relationships with these agencies, and become an integral component of the transportation planning and development process within its boundaries.

The intent of the Transportation Element is to provide the optimum transportation infrastructure relative to funding levels. In order to attract and retain businesses and therefore enhance the tax base there is a need for an efficient transportation system to service land uses, receive materials, deliver services, and interact with customers. The efficient movement of people and goods must be balanced against neighborhood preservation, environmental quality, architectural and pedestrian scale of existing and future business and transit centers, and fiscal constraints. These balances are intended to lend a voice to the citizens of Miami Gardens to ensure that the insensitive creation of transportation systems without concern for community context is no longer permitted, so as to create the opportunity for the place, character and charm that this new city desires.

C. INVENTORY OF EXISTING TRANSPORTATION SYSTEM

1. Existing Facilities and Services

This section of the Miami Gardens Transportation Master Plan presents a detailed inventory of the existing facilities and services. Information herein is presented in primarily a graphic format with supplemental text. There are many levels of connectivity in Miami Gardens, from major interstates, regional rail transit, and sub regional county and state roads, to prevalent pedestrian and bicycle facilities.

a. The Roadway Network

Miami Gardens has an ample street network set up on a grid system. The grid system is based on County Section Line Roads, spaced every mile in both the north/south and east/west directions. This grid system could be considered interrupted, since only four of eight streets traverse the city end to end in the east/west direction, and only four of ten traverse the city end to end in a north/south direction.

East/West

- NW 215 St (SR 852)
- NW 199 St
- NW 183 St (SR 860)
- SR 826

North/South

- NW 37 Ave

- NW 27 Ave (SR 817)
- NW 2 Ave (SR 7)
- SR 91 (Florida's Turnpike)

A well-developed hierarchy of streets provides ample connectivity to and through Miami Gardens. . The City's lone US Highway is US-441, (SR-7 or NW 2nd Ave). As shown on **Map TRAN II - 1**: The Roadway Network, six State Roads border or cross the City. Nine County facilities exist in the City. Other major roads exist connecting the State and County facilities. Inside the section lines is the local street network, which consists of mainly local streets, which provide for neighborhood access. Number of Lanes

As shown on **Map TRAN II -2**: Existing Number of Lanes, there are six "6-lane" roadways consisting of US-441, Florida's Turnpike, NW 27 Ave, NW 183 St, SR 826, and a portion of NW 199 St (Dan Marino Blvd) to the south of Dolphins Stadium. There are nine segments of road with four lanes. The bulk of the through transportation, (non neighborhood) or regional traffic moves on these facilities.

b. Roadway Functional Classification

One interstate highway (Principal Arterial), Interstate 95, moves adjacent to the City. I-95 connects several major facilities at the Golden Glades Interchange, a major hub of roadway connectivity. At this location the only two expressways that go through the City (also Principal Arterials) connect, these are Florida's Turnpike and the Palmetto Expressway (SR 826). Other principal arterials include a portion of NW 57 Ave, NW 27 Ave and NW 2 Ave. There are also six minor arterials servicing the City. Minor Collectors connect the local street system to these major more regional facilities. For details, see Map TRAN II – 3: Roadway Functional Classification.

c. Parking Facilities

There are several existing private parking facilities located within the City as shown on **Map TRAN II – 4** Parking Facilities. They are generally located on the main local spine of the community, along NW 27 Avenue or near Dolphins Stadium. The capacity of the parking structures ranges from 785 spaces to 24,137 spaces (at the stadium). Parking facilities are proposed at each of four proposed transit stations along NW 27th Avenue.

d. Rail Roads

The CSX tracks, located along the southeast boundary of the City, are the only rail facility located within the City of Miami Gardens. See **Map TRAN II – 5** Railroads for details. The tracks carry the TriRail trains through the Golden Glades Interchange between the Miami International Airport and west Palm Beach County.

e. Bicycle and Pedestrian Facilities

Sidewalks can be found throughout the City as seen in **Map TRAN II – 6** Presence of Sidewalks. Major streets with sidewalks on both sides of the street include:

- NW 199 St
- NW191 St (east of NW 37 Ave)
- NW 183
- NW 175 St
- NW 151 St
- NW 42 Ave
- NW 37 Ave
- NW 32 Ave
- NW 27 Ave
- NW 22 Ave (south of 183rd street)
- NW 17 Ave
- NW 12 Ave
- NW 7 Ave
- NW 2 Ave

As shown on **Map TRAN II – 7: Existing and Currently Planned Bicycle Facilities**, the only designated bicycle facility located with the City of Miami Gardens is the Library Walking Trail. The Trail runs north of the Library parallel to NW 27th Avenue. While the trail is identified as a bicycle facility, it is primarily utilized by pedestrians.

f. Airports / Seaports

There are no airports or seaports within the City of Miami Gardens. however the Opa-Locka Airport is located immediately adjacent to the City limits. See **Map TRAN II – 8: Airport Clear Zones Map**. The maintenance of the facility is currently and shall continue to be provided by the Miami-Dade County Aviation Dept.

2. Transit and Additional Transportation Data

As depicted on **Map TRAN II – 8**: Miami Dade County Transit Routes, twenty bus routes are sponsored by Miami Dade Transit plus two by Broward County Transit (not shown on map) for a total of twenty-two (22) existing routes. About 72,000 passengers board these routes on the average weekday. Weekday boarding's equate to about 1.5 million, of the 1.9 million monthly boardings. The most popular routes include BCT

Route 18, which carries about 321,000 boardings each month. MDT Route 77 accounts for over 258,000 boardings each month. MDT Route 27 accounts for over 224,000 boardings per month. Headways range from 15 to 60 minutes. Nine routes have headways of 20 minutes or less.

Table TRAN II -1 Transit Data, **Table TRAN II – 2** Roadway Facilities Existing Conditions, E/W Corridors and **Table TRAN II – 3** Roadway Facilities Existing Conditions, N/S Conditions contain much of the information provided above, plus additional data including condition of roadway pavement, Right-of-Way (ROW) encroachments, etc. As excerpted from the 2006 Miami Dade County Transit Development Plan: **Table III – 1**: 2011 Recommended Service Plan For Existing Routes, a host of projected improvements relevant to the City of Miami Gardens are summarized as follows:

- E – Improve peak headways from 30 to 20
- E – Improve peak headways from 20 to 15
- G – Improve peak headways from 30 to 20
- G – Improve peak headways from 20 to 15
- 2 – Golden Glades Intermodal Terminal
- 2 – Extend weekend service to 167th Street Terminal
- 17 – Improve early evening headway
- 17 – Extend service to the Golden Glades Intermodal Terminal
- 21 – Improve peak headway from 30 to 20 minutes
- 21 – Improve daily headway north of the northside station from 60 to 30
- 21 – Imiprove peak headway from 20 to 15
- 21 – Extend route from Bunche Park to the future Golden Glades Intermodal Terminal
- 27 - Improve Saturday headway from 20 to 15 and Sunday headway from 30 to 20
- 29 – Improve peak headways from 30 to 20
- 29 – Improve peak headways from 20 to 15
- 29 – Improve midday service from 45 to 30
- 29 – Introduce weekend service at 60
- 29 - Improve weekend service from 60 to 30
- 42 – Improve peak headways from 30 to 20
- 42 – Improve peak headways from 20 to 15

- 73 – Improve peak headways from 30 to 20
- 73 – Improve peak headways from 20 to 15
- 73 – Begin Sunday service earlier than 9:00 AM
- 75 – Improve peak headways from 30 to 20
- 75 – Improve peak headways from 20 to 15
- 75 – Extend service to the Northeast Transit Terminal
- 83 – All night service, every 60 minutes, 7 days a week
- 83 – Extend Sunday service to Miami Lakes
- 91 – Extend service to Northeast Transit Terminal
- 95 – Introduce midday service into the Civic Center
- 95 – Introduce weekend service
- 97 27th Avenue MAX – Improve peak headways from 15 to 10
- 241 – North Dade Connection – Improve peak headways from 30 to 20
- 241 – North Dade Connection – Improve peak headways from 20 to 15
- 241 – North Dade Connection – Improve midday headways from 60 to 30
- Red Road MAX – Proposed new service; in Table III-3; Limited-stop weekday service during the morning and evening peak periods at 15 minute headways

Appendix 1, Transit Development Program Service Improvements Through 2007 For Miami Gardens, provides additional information regarding funding improvements for transit within the City.

D. TRANSPORTATION SYSTEM ANALYSIS

The analysis has been coupled with the information gathered as part of the City's Transportation Master Plan's (TMP) public involvement process to develop a series of multimodal mobility projects in the Project Bank. One overriding principle that transportation and land use are inextricably linked has been used as the basis for this analysis. Quality transportation planning and land use development is best achieved if the two are closely coordinated. Transportation and land use is the framework on which our communities are built. Coordination of them creates places with high quality of life. Misalignment of them creates urban sprawl, which has negative affects on communities and regions, and in the long run may have economic consequences, as areas can loose their competitive advantage in the marketplace.

In Miami Dade County, employment centers are connected to residential areas primarily by the roadway network. There are limited transit options. Most people live miles from where they work, and must take one of few connecting routes to get there. The perception is that commute times lengthen each season, and frustration mounts. Many transportation experts believe that

there is a reasonable limit to the time an employee will spend in a daily commute, and subsequently outside of the house on a daily basis. Aside from the time, the cost of transportation also influences commuting patterns. Studies have shown that on average households spend about $8,000 annually on transportation. This represents 19 percent of all household expenditures. Only housing cost households more. As fuel prices rise so do costs. In highly congested areas, higher hourly cost associated with delay is realized. This relates to lost production time and additional fuel expenditures. While this cost is initially born by the individual, it is theorized that as congestion worsens the costs shift to the employers as productivity deteriorates.

Land use, demographic, and transportation infrastructure shifts result from market pressures initiated by the cost to employees and employers. Regions begin to bear the costs as larger geographic shifts result from congestion; therefore, regional economic health is directly tied to transportation. Miami-Dade County would benefit from mitigating the ever-growing commute times by further implementing growth management strategies that more adequately mix land uses. More specifically, strategies that allow pockets of mixed-use intensities that can be supportive of transit and will allow employees to live in closer proximity to their work place. These centers of more intense mixed uses will need to be connected by transit and roadways in order to be successful.

Miami Gardens' role, through this plan element, is to present multimodal strategies contained in the TMP, with the consensus of the community, which can be implemented through the appropriate means at the City, County and State levels. These may be relative to physical capacity, transit or transportation management strategies.

1. Socio-Economic Trends

At a population of 105,414, Miami Gardens is the third largest city in Miami-Dade County (after Miami and Hialeah). The city is located in North-Central Miami Dade County and covers an area of approximately 20 square miles. By 2030 the population is estimated to be 141,087. Currently the vast majority of the City land area is single family residential. Commercial and industrial uses are associated with the major transportation corridors, specifically the SR-7 corridor, the NW 27 Avenue corridor and the Palmetto Expressway corridor. This trend will continue, in fact, as will be explained later in the report, growth will continue to take place within and outside the City of Miami Gardens to a level that many of the main arterial roadways would begin to operate at undesirable levels of service (LOS). To address these issues, several transportation improvements and growth management measures are contained within this element as well as in the recently adopted City's Transportation Master Plan

2. Land Use

Map TRAN II – 9 Future Land Use Map, reinforces the City's policy of encouraging redevelopment and a mix of uses in the major transportation corridors. The Future Land Use Map contains three future land uses designations: Commerce, Neighborhood, and Preservation. The names of these three mixed-use designations reflect their primary purpose.

There are over 2,600 acres of land around three main corridors where the City desires to focus mixed use, primarily commercial and industrial with medium to high density residential. The main corridors includes NW 27 Avenue, which is home to several major generators, such as Calder Race Track, and Dolphins Stadium. The City's proposed Town Center at NW 183rd Street proposes redevelopment of existing strip commercial development. Along NW 27th Avenue the North Corridor Metrorail Extension is being developed, which shall have four transit stations.

The Commerce designation also encompasses the SR 7 / NW 2nd Avenue corridor. NW 2nd Avenue includes Broward County's planned Fast Bus and Broward Transit Bridge projects with intensified developments along the proposed bus stations at 215th, 199th and 183rd Streets. Broward County already operates express bus service on this corridor.

Similarly, the Palmetto Expressway corridor has several commercial generators, including the Palmetto Lakes industrial area, the Florida Memorial University Area, the St. Thomas University Area, the Sunshine International Park industrial Area and the proposed Golden Glades Multimodal Center (outside of city).

Each of these three major transportation corridor areas are linked by roads and transit. The primary nexus are at the Palmetto Expressway and NW 27 Avenue and in the area just west of the Golden Glades Interchange.

Map Tran II – 20: Major Public Transit Trip Generators and Attractions provides another graphical depiction of the aforementioned corridors with committed developments and anticipated businesses.

The Future Land Use Map also designates Neighborhood use. There are over 6,000 acres of Neighborhood which consists primarily of existing low to medium density residential with small-scale commercial uses. Neighborhood areas can be seen to feed into the transportation corridors. Preservation areas are designated for parks, open space, lakes, canals, environmental land and the landscape.

3. Level of Service

Existing peak hour two-way Level of Service (LOS) was examined as a measure of how the transportation system is performing. The analysis of street systems is based upon the concept of level of service (LOS). The presentation of LOS is indicated by the letters "A" through "F" with LOS A representing the best operating conditions and LOS F the worst. For typical urban streets, LOS is generally expressed as a qualitative measure describing operational conditions within the traffic stream, based on service measures such as speed, travel time, delays, freedom to maneuver, traffic interruptions, comfort and convenience.

The following narrative and **Table TRAN II – 4** Average Travel Speeds depicts LOS and operating speeds for different types of arterial roadways.

These LOS standards represent a range of operating conditions and the driver's perception of those conditions, as described below.

LOS A describes free-flow operations at average travel speeds, usually at about 90% of the free flow speed. Vehicles are unimpeded in their ability to maneuver within the traffic stream. On many of roads within the study area (assuming a speed limit of 35 mph) this is generally represented by a speed of 30 mph or greater.

LOS B describes reasonably unimpeded operation at an average travel speed, usually about 70% of the free flow speed. The ability to maneuver is only slightly restricted. On many of Miami Garden's roads (35 mph) this is generally represented by average speeds of about 25 mph.

LOS C describes stable operating conditions with some restrictions of driver ability to maneuver and change lanes in mid-block locations. Longer queues and adverse signal coordination may contribute to a lower average speed of about 50% of free flow speed. On many of Miami Garden's roads (35 mph) this is represented by average speeds of about 18 to 20 mph.

LOS D borders on a range in which small increases in flow may cause substantial increases in delay in travel speed. LOS D may be caused by poor signal progression, inappropriate signal timing, high volumes or a combination of these factors. Average travel speed is about 40% of the free flow speed. On many of Miami Garden's roads (35 mph) this is represented by average speeds of about 15 mph.

LOS E is characterized by significant delays and average travel speed of 33% or less of the free flow speed. LOS E may be caused by a combination of high traffic volumes, high signal density, adverse signal progression, and inappropriate signal timing, all of which result in extensive delays and longer vehicular queues at critical intersections. On many of Miami Garden's roads (35 mph) this is represented by average speeds of about 10mph.

LOS F is characterized by urban street flow at extremely low speeds. Intersection congestion exists at critical signalized intersections with high delay, high volumes and extensive queuing. On many of Miami Garden's roads (35 mph) this is represented by average speeds well below 10 mph.

a. Existing Level of Service Conditions

For the City of Miami Gardens' Transportation Master Plan, four colors are shown in **Map TRAN II – 11** Year 2004 Peak Hour Levels of Service (green, blue, yellow and red). Green indicates that the roadway link is operating at or better than LOS C, meaning that in general, there is no significant congestion and the roadway segment can absorb additional traffic volumes. Blue indicates LOS D, meaning that there is additional room for more vehicles, although limited. Yellow indicates LOS E or that the roadway segment is operating right at capacity and may be able to absorb only minor amount of additional traffic volumes depending on the specific case at hand. Finally, the red is indicative of LOS F meaning that capacity may have been exceeded and that the standards have been exceeded, in others words, the roadway segment is experiencing higher traffic congestion with associated longer delays and should not absorb significant

amount of additional traffic volumes. The LOS was obtained by applying the methodology of the Yr 2000 Highway Capacity Manual and using traffic volume data from the networks of the Miami-Dade MPO's adopted Long Range Transportation Plan.

It is important for Miami Gardens to adopt LOS standards that will service its desired land use intensities, so that appropriate infill and redevelopment can take place.

The Miami Gardens transportation network is set up on a grid system based on section lines and half section lines. This forms a mile to a half-mile grid of roadways to carry traffic. At the present time, levels of service would be classified as adequate, with the majority of segments operating at LOS D or LOS E. Few segments are operating better than LOS C. These included portions of Florida Turnpike portions of NW183 St west of NW22 Ave. Fewer segments are operating at LOS F. These include NW 199 St between NW 32 Ave and NW 27 Ave, and again between NW 2 Ave and the City limits, most of NW 2 Ave and half-mile segments on NW 37 Ave, NW 22 Ave and NW 17 Ave around the Palmetto Expressway. Most of the LOS E and F conditions are on roadway segments entering/exiting the city.

b. Projected Levels of Service

As indicated above, the LOS was obtained by applying the methodology of the Yr 2000 Highway Capacity Manual and using traffic volume data from the networks of the Miami-Dade MPO's Long Range Transportation Plan.

By 2015 the overall LOS begins to deteriorate. Very few segments will operate better than LOS C. The majority will be LOS D or E, which are appropriate. More will operate at LOS F. Again, these are focused on segments that enter/exit the city, particularly, both ends of NW 37 Ave, the north end of NW 27 Ave, The eastern side of NW 215 St, NW 199 St, NW 191 St and NW 183 St. See **Map TRAN II – 12** Projected Peak Hour Levels of Service for the Year 2015.

By 2030 even fewer segments will operate at LOS C or better. Segments operating at LOS D or E will be confined to portions of NW 57 Ave, NW 47 Ave, NW 37 Ave, NW 27 Ave, the Palmetto Expressway, NW 183 St, and NW 191 St. Large contiguous segments of many other roadways will operate at LOS F. This includes NW 215 St, NW 199 St, the northern portion of NW 47 Ave, NW 42 Ave, The northern and southern links on NW 37 Ave, all of NW 32 Ave and Florida's Turnpike. See **Map TRAN II – 13** Projected Peak Hour Levels of Service for the Year 2030.

The analysis shows that, for the most part, existing internal circulation is moving at acceptable levels of service and that mobility is beginning to breakdown at some of the entries/exits of the community. Over time, as can be seen from the 2015 and 2030 LOS maps, conditions worsen. Also reference **Appendix 2** for

Miami Gardens Transportation Concurrency Management Areas A1 to A 4 for Peak Hour Two-Way Level of Service From Year 2004 to Year 2030.

Mitigation of the future lack of mobility can take place through a focus of increasing physical capacity where feasible, increasing transit capacity, utilization of transportation management policies as well as through the use of effective growth management tools and incentives through land use policies, and concurrency management tools of infill development, redevelopment, and more dense mixed use development. As such concepts in this report have been developed in three main broad areas: Physical Capacity, Alternative Mode, and Transportation Management.

4. Physical Capacity

Information from the public involvement portion of the Transportation Master Plan has shown that there is a perception that there are many major transportation facilities that traverse the city and are designed to provide transportation on a regional basis. Further examination shows that this is true. The Turnpike and the Palmetto Expressway are the two major expressways that carry traffic through the City. Major surface facilities include SR 7/NW 2nd Ave, NW 27 Ave, NW 37 Ave, NW 57 Ave, NW 199 St, and NW 183 St.

Stakeholders are concerned that these facilities are not sensitive to the context of the local community, and that they are merely conduits of through traffic. While it is difficult to be context sensitive with an elevated expressway, the county section line and half section line roads would be appropriate facilities to lend character for the community. In many instances there are LOS deficiencies on these facilities.

It is suggested, that where appropriate and warranted, that these facilities be maximized in right of way to provide for enough physical capacity along the links and at the intersections. This will ease congestion and improve traffic operations. In addition, under-performing intersections should be analyzed to provide enhanced flow.

There are several existing intersections that have been examined. These intersections are listed in **Table TRAN II – 5** based on the City's Transportation Master Plan. They are depicted graphically on **Map TRAN II-22**: Proposed Intersection Improvements. Of the many intersections examined, the main issues seen are relative to poor traffic operations stemming from congestion and delays. Many of these have already been observed and remedial recommendations made. Others will need to go through more detailed operational analysis to discover the appropriate remedy, which may consist of additional turning lanes or through lanes at particular locations, as well as improvements to signal phasing and/or timing. FDOT or Miami Dade County Public Works can assist with the study of the appropriate facilities.

A review of many of these facilities has revealed that the rights of way (ROW's) are wide and generally unfriendly to the pedestrian. There are many schools in the City. On afternoons after these are dismissed, large numbers of children walk home or to and from after school activities. Crossing the large thoroughfares can be potentially hazardous.

An accommodation to remedy this situation in these high pedestrian periods would be impact full. New traffic signal phasing, Pedestrian level lighting, count down pedestrian-signals and enhanced signage would be examples. Attractive landscaping is lacking in the area. This type of treatment is important in developing community pride and character. Often speeds on these facilities can be high. This, coupled with multiple ingress and egress points from peripheral land uses, creates congested and potentially dangerous conditions. Programs such as FDOT's Livable Communities Initiative as well as various access management techniques would assist. Miami Gardens is interested in having these facilities focus on serving the surrounding uses, and becoming attractive components in the community. Roadway capacity can also be enhanced by connecting interrupted portions of the section line and half section line network wherever possible. This would provide for a connected grid and utilization of its dispersal ability to move traffic on parallel routes to common origins and destinations.

5. Alternative Modes

As time progresses, land use changes focused on improving vitality will be implemented along these major corridors. This will lend to the attractiveness of the city as a place of business. The thought is develop employment and residential centers in the City, which will provide incentive to the commuter, who currently drives through Miami Gardens to live, work or shop in the area. This will serve the City and the region by shortening commute times. Metrorail along the North Corridor will be integral to this.

Additionally there is a feeling that the bus transit does not adequately service the local community. There is a call for a community circulator. Many communities in Miami Dade County have their own circulator systems. Several such systems in North Miami Dade County are linking their systems at key locations. These include North Miami Beach, Aventura, Bal Harbor, North Miami and Surfside. A review of the bus routing reveals that most of the routes also move through the community connecting with other destinations. Most of the major roadways have bus routes on them. The routing is regional in nature. This may require several transfers for a rider to reach an in-city destination. A circulator may help in this respect. The bulk of the transit routes are focused along the Palmetto, Golden Glades, NE 167 ST and NW 22 Ave corridors.

Overall Miami Gardens is highly accessible with the automobile bus and rail transit. This fact bodes well for the future development of the City, and is a tremendous asset. M-Dade Transit, FDOT, and Miami Dade County have done well in providing connectivity. Enhancing these connections within the city and making them more local in nature is the focus of Miami Gardens.

Most of the city is well served by sidewalks. These should be enhanced when possible. To this end, the City is spending approximately $500,000 per year on sidewalks. Additionally, pedestrian and bicycle facilities along canal right-of ways should be implemented and coordinated with county plans. To this end, the City has adopted a Recreational Trails Plan. Bicycle lanes should be implemented on roadways as appropriate. As transit stations are developed appropriate bicycle and pedestrian facilities should connect them.

E. TRANSPORTATION MANAGEMENT

Within the realm of traffic management, the fields of access management and transportation demand management (TDM), are key policy components of the transportation network. Access management relates to how people physically access an area. TDM, relates more management or policy related methods, as opposed to physical tools for traffic control. The following describes both.

1. Access Management

As defined by the Transportation Research Board, Access Management programs seek to limit and consolidate access along major roadways, while promoting a supporting street system, unified access and circulation systems for development. The result is a roadway that functions safely and efficiently for its useful life, becoming a more attractive corridor.

Provide a Specialized Roadway System: Different types of roadways serve different functions. It is important to design and manage roadways according to the primary functions that they are expected to serve.

Limit Direct Access to Major Roadways: Roadways that serve higher volumes of regional through traffic need more access control to preserve their traffic function. Frequent and direct property access is more compatible with the function of local and collector roadways.

Promote Intersection Hierarchy: An efficient transportation network provides appropriate transitions from one classification of roadway to another. For example, freeways connect to arterials through an interchange that is designed for the transition. Extending this concept to other roadways results in a series of intersection types that range from the junction of two major arterial roadways, to a residential driveway connecting to a local street.

Locate Signals to Favor Through Movements: Long, uniform spacing of intersections and signals on major roadways enhances the ability to coordinate signals and to ensure continuous movement of traffic at the desired speed. Failure to carefully locate access connections or median openings that later become signalized, can cause substantial increases in arterial travel times. In addition, poor signal placement may lead to delays that cannot be overcome by computerized signal timing systems.

Preserve the Functional Area of Intersections and Interchanges: The functional area of an intersection or interchange is the area that is critical to its safe and efficient operation. This is the area where motorists are responding to the intersection or interchange, decelerating, and maneuvering into the appropriate lane to stop or complete a turn. Access connections too close to intersections or interchange ramps can cause serious traffic conflicts that result in crashes and congestion.

Limit the Number of Conflict Points: Drivers make more mistakes and are more likely to have collisions when they are presented with the complex driving situations created by

numerous conflict points. Conversely, simplifying the driving task contributes to improved traffic operations and fewer collisions. A less complex driving environment is accomplished by limiting the number and type of conflicts between vehicles, vehicles and pedestrians, and vehicles and bicyclists.

Separate Conflict Areas: Drivers need sufficient time to address one set of potential conflicts before facing another. The necessary spacing between conflict areas increases as travel speed increases, to provide drivers adequate perception and reaction time. Separating conflict areas helps to simplify the driving task and contributes to improved traffic operations and safety.

Remove Turning Vehicles from Through Traffic Lanes: Turning lanes allow drivers to decelerate gradually out of the through lane and wait in a protected area for an opportunity to complete a turn. This reduces the severity and duration of conflict between turning vehicles and through traffic and improves the safety and efficiency of roadway intersections.

Use Non-traversable Medians to Manage Left-Turn Movements: Medians channel turning movements on major roadways to controlled locations. Research has shown that the majority of access-related crashes involve left turns. Therefore, non-traversable medians and other techniques that minimize left turns or reduce the driver workload can be especially effective in improving roadway safety.

Provide a Supporting Street and Circulation System: Well-planned communities provide a supporting network of local and collector streets to accommodate development, as well as unified property access and circulation systems. Interconnected street and circulation systems support alternative modes of transportation and provide alternative routes for bicyclists, pedestrians, and drivers. Alternatively, commercial strip development with separate driveways for each business forces even short trips onto arterial roadways, thereby reducing safety and impeding mobility.

2. Transportation Demand Management

Transportation Demand Management (TDM) is defined as the use of incentives, disincentives, and market management to affect travel behavior to shift to non-motorized and/or higher-occupancy modes, reduce or eliminate the need to travel, and/or shift travel onto less congested routes. TDM is also used to mean the provision or expansion of alternatives to Single Occupancy Vehicle (SOV) travel, such as transit, bicycling, and walking. In recent years TDM has been targeted in federal legislation as potentially important pieces of the overall strategy to address congestion and air quality issues.

This section describes programs or initiatives that can be included in such TDM strategies. It then discusses the programs made available in our region, by the South Florida Commuter Services (SFCS). It is recommended that the City of Miami Gardens, coordinate and implement TDM strategies, in partnership with the South Florida Commuter Services.

Transportation Management Associations (TMA's), like SFCS are organizations that operate within a city, district or are made up of employers in a district or city. They are

formed to assist in the planning and coordinating and implementing of TDM measures, and to provide the private sector with an organized means of providing input into public sector planning, decision-making, and project development.

The goal of TMA's is synergistic, in that individual employers will be able to create more effective TDM programs by pooling their resources with other employers than they would be able to alone. TMA's are especially beneficial to their smaller members who are able to offer their employees more transportation options than they would be able to in isolation.

Transportation Demand Management can be grouped into three general categories:

Alternative Transportation Modes

Alternative Work Schedules and Sites

Incentives and Disincentives

a. Alternative Transportation Modes

(1) Carpooling

Carpooling is done between at least two people who desire to share driving duties and/or costs, using their own private vehicles. These are either arranged independently or with the assistance of a ride matching service. SFCS provides matching service in our region. Often carpools are more formalized, to the extent that an employer, a Transportation Management Association, a private contractor, or a public agency provides the vehicles.

Often the provider also assists in the creation of the carpools and the administration of the program, although in some cases the two tasks are handled by separate entities. This is more similar to vanpooling which is done with larger groups. These consist of 7-to-15 passenger vans which are used instead of automobiles. In general, vanpools are only used for longer commute trips due to time, cost, and convenience factors.

(2) Ridesharing

The concept behind ridesharing is fairly straightforward; reduce the number of vehicles on the road by shifting drivers of single-occupant vehicles into multi-occupant vehicles. In part because of this, ridesharing is the most widely utilized and most commonly recognized of all the TDM measures. The two oldest and most common forms of ridesharing are carpooling and vanpooling.

(3) Ride matching

Although, not exactly alternative transportation mode, ride matching is integral to ridesharing. Ride matching is a service that assists individuals in the creation or expansion of carpools and vanpools, and also provides information on vanpool and transit routes, and the location of park-and-

ride lots. Such a service can be limited to a specific employer or an individual site, or it can be organized through a regional ride matching provider. The actual service can be as simple as a bulletin board or as complex as a GIS-based computer system.

(4) Walking and Bicycling

Two of the most basic transportation modes, which TDM measures try to encourage, are bicycling and walking. People begin and end each trip as a pedestrian. In some areas within Miami Gardens, the urban environment precludes convenient walking and bicycle trips. These are frequently seen as hazardous. Many urban design and management techniques can be developed to make these trips more attractive. These include:

- Use of FDOT Livable communities initiative
- Colored and or textured crosswalks
- Sidewalks around individual sites
- Wide curb lanes for bicyclists
- Facilities to allow pedestrians and bicyclists to bypass natural and man-made barriers
- Off-road bicycle paths
- Designated bike lanes (with appropriate striping and signing)
- Sidewalks on both sides of arterial and collector streets
- Traffic control devices allowing pedestrians to safely cross at intersections
- Bicycle-sensitive loop detectors to enable bicyclists to trip traffic signals
- Showers and locker rooms at individual sites
- Adequate bicycle storage facilities at individual sites

(5) High Occupancy Vehicles (HOV) Lanes

Any vehicle carrying more than two occupants gets to bypass back-ups and cut commute time by an average of 20 minutes a day by using an HOV lane. HOV lanes re-open to all traffic during non-commute hours.

(6) Land Use Techniques

Land use and transportation cannot be separated. Transportation inadequacies are symptomatic of land use decisions. Again, while not an alternative mode, land use techniques are mentioned in this category because of their importance in encouraging the use of alternative modes. Land use techniques that enhance the viability of alternative modes center

primarily around zoning requirements to encourage high density, mixed-use development that is easily accessible to transit, and provides quality bicycle, pedestrian, and transit links between homes, shops, and jobs.

b. Alternative Work Schedules

Alternative work schedules (AWS) is a TDM technique that seeks to relieve congestion by shifting the hours an employee reports to and leaves work. The types of AWS are:

(1) Compressed Work Week

Employees work more hours per day, but work fewer days per week. The most common programs involve employees working four 10-hour days in a one-week period, or working 80 hours in nine days during a two-week period.

(2) Flextime

Employees are allowed to set their own workday start and finish times, provided that they work an agreed upon number of hours. Generally, employees are required to be at work during a "core" period each day (for example, between 9 a.m. and 3 p.m.).

(3) Telecommuting

Employees are enabled to work at a location other than their conventional office, in order to reduce or eliminate their normal commute. The most common alternative site is the employee's home, although in some cases "satellite" work offices are also used. Additional costs associated with telecommuting from an employee's home may be covered entirely by the employer, entirely by the employee, or jointly between the two. Costs may include computer hardware and software, additional phone lines, and utility costs. Telecommuting is most often applied on a part-time basis, with the majority of participants only telecommuting one or two days per week.

(4) Staggered Work Hours

Employees' work times are staggered in such a way that their arrival and departure times are spread over a longer period of time.

c. Incentives and Disincentives

These are measures that motivate people to use a particular mode. Incentives generally focus on the cost and convenience of particular items.

(1) Parking Management

The availability and cost of parking are key factors underlying travelers' choice of travel mode. In short, if parking is expensive and scarce, individuals will be more likely to select alternative modes of

transportation such as transit and ridesharing. A range of methods to alter parking supply and costs involving both the public and private sector are available. Measures that can be used by municipalities include:

- Establishing differential parking fees at public parking facilities, based upon the number of vehicle occupants, with single-occupant vehicles paying the highest fee.
- Reserving the most desirable parking locations at public parking facilities for high occupancy vehicles.
- Installing on-street parking controls (meters, timed zones, neighborhood preferential parking).
- Imposing parking pricing through regulations.
- Placing controls on the amount of parking built and operated in an area.
- Altering parking codes to discourage oversupplying parking.
- Giving High-Occupancy-Vehicles (HOVs) priority in constrained parking situations.
- Eliminating or monthly discounts favoring long-term commuter parking.

(2) Transportation Allowances and Other Financial Incentives

In order to encourage the use of transportation alternatives, a number of different incentives are available. The majority of such incentives are usually provided by employers and developers; however, there are several incentives that can be provided by the public sector.

(a) Employer-based incentives include the following:

General Transportation Allowances: Employer provides each employee with a fixed amount of money to cover their transportation costs, regardless of the commute mode which is selected. Parking fees are generally increased in combination with the allowance in one of two ways: Parking fees are increased by an amount equivalent to the allowance. In this way, individuals are provided with an incentive to use a transportation alternative, yet they are still not penalized for driving. Parking fees are increased by an amount greater than the allowance. In this way, individuals are penalized for driving, while users of alternatives are not. Often the excess revenue which is collected from single-occupant-vehicles (SOV's) is used to help fund the allowance program.

Targeted Transportation Allowances: Employer provides those employees who travel by selected modes with a set amount of

money to cover their transportation costs. The most frequently used allowance is a free or reduced-cost transit pass, although in some cases the allowance is broadened to include carpooling, vanpooling, bicycling, and/or walking.

New Vanpooler Benefits: In order to attract new vanpoolers, employers cover all or part of the fares for the first several months of usage.

Miscellaneous Financial Incentives: Employer provides those employees who travel by selected modes with incentives which, although they are not a direct payment, still provide a financial benefit to users of alternative modes. Examples include:

- Allowing the use of fleet vehicles for ridesharing.
- Providing free or discounted fuel for pooling vehicles.
- Providing free or discounted maintenance and repair for pooling vehicles.
- Providing free or discounted equipment for users of alternative modes.
- Awarding additional vacation time to users of alternative transportation modes.

(b) Financial incentives under the control of public agencies include:

New Vanpooler Benefits: In order to attract new vanpoolers, a local agency pays for all or part of the vanpool fares for the first several months of usage.

HOV Facilities/Park-and-Ride Lots: HOV facilities serve as an incentive for people to use buses, carpools, and vanpools by providing travel time savings to them. Generally, an HOV lane is available to buses and vehicles with 2 or more occupants, although in some cases it is limited to buses only. Such facilities are generally oriented to serve the downtown core of a metropolitan area along radial corridors, and are focused on downtown oriented work trips. In many cases the facilities are in operation only during the morning and afternoon peak periods.

Transit Fare Incentives: A local agency provides employers with the opportunity to purchase transit passes at reduced fees, which the employers then provide to their employees for a free or reduced price.

Park-and-Ride: Park-and-Ride lots are often developed in conjunction with HOV facilities, although they are also used in

areas that do not have a designated HOV facility. In general, park-and-ride lots are developed to serve as a collection point for individuals using HOV modes such as transit, vanpooling, and carpooling.

No-Drive Days: The concept behind no-drive day programs is to reduce congestion and air pollution problems by restricting the number of vehicles that are allowed to use the roadways. Although mandatory no-drive days have been established in several foreign cities, including Athens and Mexico City, only voluntary no-drive days have been tried in the United States, most notably in Phoenix and Denver. Generally, such programs are aimed at private automobile users and are tied to their license plate numbers

Pricing Measures: Pricing measures related to TDM can be classified under one of the following three categories:

- General Tolls: Flat fees that users of a transportation facility are charged regardless of the time of day that the facility is used. The same fee is enforced throughout the day.
- Congestion Tolls: Variable fees that users of a specific transportation facility are charged that are dependent upon the time of day that the facility is used.
- Generally, congestion tolls are set at a relatively high level during peak periods, and are set at a very low rate (or eliminated altogether) during off-peak periods.

Area wide Pricing Measures: Congestion tolls that motor vehicle users are charged for entering a congested zone, regardless of the facility that is utilized. Of these measures, only general tolls have been used extensively to date. However the primary reason for using tolls on such facilities is not to manage transportation demand. Instead, the major impetus for using tolls to date has been to provide another means to finance a facility that otherwise may not have been built. Congestion tolls and area wide pricing measures have been studied and proposed for implementation in several areas of the United States over the past 25 years. Some have been successfully implemented in California and Texas, while others have not due primarily to public opposition.

Trip Reduction Ordinances: Trip reduction ordinances (TRO's) are local, regional, or state regulations requiring developer and employer participation in the implementation of TDM. TRO's can be applied based on a variety of different criteria, including number of employees, size of development, type of development,

and motor vehicle trip generation. In most cases, the key component of the TRO is the creation and implementation of a TDM plan. Generally, TDM plans must include a description of what measures will be used to meet the requirements of the TRO, and a timetable for implementing the TDM program. Once an initial plan has been developed, it is then reviewed and updated on a regular basis by a regulatory agency. If the review shows the plan is not meeting the requirements of the TRO, further action is often required. The enforcement of TRO's can vary widely, from no penalties at all (in voluntary programs) to a scale of fines for failing to meet the requirements of the TRO. Generally, fines are not assessed if an entity fails to meet trip reduction requirements. In most cases, punitive action is taken only if an entity fails to make a good- faith effort to meet the requirements of a TRO.

Complementary Incentives: Although the measures described above are generally regarded as the most effective means of encouraging the use of transportation alternatives, several other TDM measures are also often identified as playing a complementary role, primarily by addressing the reasons individuals frequently give for using SOVS. These measures include:

- Providing fleet vehicles for at-work trips, in order to offset the need to drive a personal vehicle to work for work-related use during the day.
- Providing shuttle service between multiple sites of an individual employer, to offset the need for a personal vehicle to make at-work trips between sites.
- Providing on-site day care, to offset the need for a vehicle to pick up and drop off children before and after work.
- Providing mid-day shuttle service to nearby activity centers, to offset the need for a vehicle to run errands or go to lunch over the noon hour.
- Establishing a guaranteed ride home program, to offset the need for a vehicle should an employee need to leave work during the day in the case of an emergency or should they need to work overtime.

All of these complementary measures are in most cases primarily the responsibility of an individual employer or a Transportation Management Association.

Control of Truck Movements: Trucks can be major contributors to congestion and air pollution problems in urban areas, particularly

during peak travel periods. Because of this, methods of controlling and directing truck movements are often explored as one means to address congestion and air quality problems. Such methods include techniques such as incident management programs, adjustments in sign placement, and variable message signs. In addition, other techniques that have been explored but not implemented in other parts of the country include:

- Requirements that businesses do most of their shipping and receiving at night when there is generally excess capacity is available.
- Bans on truck travel on freeways during peak periods.

3. South Florida Commuter Services

South Florida Commuter Services acts as a large Transportation Management Association, (TMA) for our region. Among the services provided by TMA's are:

- Vanpools;
- Ride matching;
- Coordination of alternative work schedules;
- Guaranteed Ride Home programs;
- Promotion and marketing of TDM strategies;
- Shuttle services between work sites and commercial areas.

South Florida Commuter Services (SFCS), is a regional commuter assistance program funded by the Florida Department of Transportation (FDOT) providing assistance to commuters and businesses in Miami-Dade, Broward and Palm Beach Counties. This program was established to increase the use of alternative modes of transportation by offering South Florida employers and their employee's alternatives to driving to work alone. SFCS provides free assistance to employers that would like to implement transportation solutions within their company. There are several TDM initiatives that are offered for organization by SFCS. It is important to note that TDM is most potent and flexible, given that local municipalities and the private sector are able to use resources as they see fit. The will or incentive to do so becomes integral to the success of each program. SFCS provides free assistance to employers in the tri-county area that would like to implement transportation solutions at their company. Programs offered include:

a. <u>Work Plan Needs Assessments & Program Development</u>

SFCS Outreach Coordinators assist employers with conducting on-site analysis of the work-site and employee commuting habits and behaviors to establish tailored strategies to meet the needs of the employer and employees.

b. Carpooling Programs

SFCS will create a Zip Code Analysis identifying clusters of possible carpools. The state ride matching software can match employees commuting patterns with those people who live and work near them and commute at the same time.

c. Vanpooling Programs

A vanpool is a group of 5-15 individuals sharing the ride and commuting costs to get to work. SFCS can provide a fully insured van, offer employees a flexible month-to-month lease, and provide a subsidy toward the operating expenses of the van, all at no cost to employers.

d. Emergency Ride Home (ERH)

SFCS gives employees a "commuter insurance". Commuters who carpool, vanpool, bike, use transit, or walk get a free taxi ride in the event of an emergency or unscheduled overtime. Registered users receive up to six free taxi rides per year.

e. Employer Tax Benefits Assistance

There are several ways an employer can save on taxes by offering employees benefits that encourage commuting to work by vanpooling or using transit. SFCS can provide employers with information on these programs and assistance in implementing them at the worksite.

F. TRANSPORTATION CONCURRENCY MANAGEMENT AREAS

In 2006 Senate Bill 360 becomes the most revolutionary planning tool, since the mid 1980's. Every municipality in Miami Dade County, particularly those that use the various exceptions currently, will feel the ramifications. Transportation Concurrency Exception Areas (TCEA), are widely used east of the Palmetto Expressway. SB 360 will have each area rejustified, and monitored, using a concurrency management system. This will evolve the TCEA. The intent of the TCEA is to exempt a selected area from transportation concurrency. Currently they are used over vast areas. The new legislation may lead to their use in a more prudent manner, particularly in confined areas around major transit, transportation or mixed-use locations.

Transportation Concurrency Management Areas (TCMA) allow for development to occur in adequately justified areas as approved by DCA, as long as mobility is maintained. These also allow for the use of an area wide level of service, which enables level of service to be aggregated over a series of parallel facilities, as opposed to on one specific link. This is a useful concept on a grid network. Many feel this is an excellent growth management tool. Person trip methodologies for measuring loss may also be used within the TCMA. Currently only eight TCMA's exist in the State. It is expected that many areas focused on infill, redevelopment or densification of mixed-use areas will utilize this concept in the upcoming years.

The City of Miami Gardens has undertaken the development of four Transportation Concurrency Management Areas (TCMAs), across the City. During the performance of

the inaugural Comprehensive Development Master Plan, and Transportation Master Plan, the City discovered the need to address growth management in a proactive manner. The City's Future Land Use Element encourages higher density, transit oriented development along major transportation corridors, especially in terms of redevelopment opportunities. The Data and Analysis in this Transportation Element discovered that many facilities were approaching undesirable Level-of-Service (LOS) thresholds. To continue growth in a responsible manner, establishing a system of area-wide level of services will provide a balanced approach to careful growth that emphasizes and provides incentives for transit within already established transportation corridors.

The State of Florida states the intent of a TCMA in Section 163.3180(7), Florida Statutes: "In order to promote infill development and redevelopment, one or more transportation concurrency management areas may be designated in a local government comprehensive plan. A transportation concurrency management area must be a compact geographic area with an existing network of roads where multiple, viable alternative travel paths or modes are available for common trips. A local government may establish an area wide level-of-service standard for such a transportation concurrency management area based upon an analysis that provides for a justification for the area wide level of service, how urban infill development or redevelopment will be promoted, and how mobility will be accomplished within the transportation concurrency management area..."

The administrative requirements to establish a TCMA are established in section 9J-5.0055(5), Florida Administrative Code. Miami Garden's Concurrency Management System focuses on the development of an area wide level of service that is supported by data and analysis in the City's Comprehensive Development Master Plan, which will:

Demonstrate that the TCMA is compatible with other elements of the Plan

Justify size and boundaries of the TCMA

Demonstrate that the TCMA contains an integrated and connected network of roads

Demonstrate the basis for establishing area wide LOS

Demonstrate the basis for the establishment of the area wide LOS standards and determine the existing and projected transportation service and facility requirements to maintain the LOS

Demonstrate that such programs will support infill development

Demonstrate that planned roadway improvements and alternative transportation improvements and programs will accomplish mobility within the TCMA

1. Demonstrate Compatibility with the Comprehensive Plan

A major goal of this criterion is to ensure that the area wide level of service standards are established as policies in Miami Gardens Comprehensive Plan, and that the concept is supported by the existing goals, objectives and policies. The TCMA concept in Miami Gardens directly supports of many of the City's Comprehensive Plan goals and objectives. In a broad sense, the City's Commerce designation aligns directly with the City's three main transportation corridors.

The objective is supportive of providing a safe, convenient and accessible transportation system, which meets applicable level of service standards, works to provide alterative modes of travel, is coordinated with the City's Future Land Use Map, as well as the transportation plans of other jurisdictions. The implementation of the TCMAs will serve to allow for continued infill development and significant redevelopment which will serve to enhance and preserve the City's neighborhoods. The incentivization of alternative modes of transportation will promote safe and convenient pedestrian and bicycle mobility. The TCMAs are being developed under the parameters of the States Growth Management Legislation, and represent a proactive approach to managing transportation and land use. They serve to allow the implementation of planned major regional transit investments.

The basic tenant of Miami Garden's Transportation Concurrency Management Area program is to support redevelopment within the City's well defined transportation corridor areas through the utilization of an integrated and connected network of roads. This process will promote an area wide level of service and increase uses of multi-modal efforts to accomplish mobility within the area.

Additionally, the TCMAs are in harmony with the City's Future Land Use Element which is depicted on Map Tran II-10: Future Land Use Map. The Future Land Use Plan has a goal of emphasizing infill and redevelopment in the three major transportation corridors, all of which plays into the intent of establishing TCMAs. The TCMAs enable development, and especially redevelopment, to continue in harmony with planned transit expansions, and will be done within the parameters of the State rules. These are fully coordinated with the future land use categories, especially Commerce areas, by attempting to attain sufficient transportation capacity to focus infill development in the form of mixed use transit oriented development along the appropriate corridors, deemed special areas, along SR-7 / NW 2nd Avenue, the Golden Glades Interchange, the Sunshine State International Park, SR 826 / Palmetto Expressway, the University Areas, the sports complex / stadium / race track, town center area and along SR 9 / NW 27th Avenue. This in turn will maintain the character of the residential areas designated Neighborhood with existing neighborhood-oriented commercial areas, and open space areas primarily with the Neighborhood areas. The TCMAs also allow the implementation of Smart Growth Principles, relative to the land development standards. Without the ability to intensify mixed uses, these principles become cumbersome for redevelopment projects and supporting lending institutions.

2. Justification of Boundaries

As the purpose of Transportation Concurrency Management Area is to promote infill development and redevelopment, there must be compact geographic areas with an existing network of roads where multiple, viable alternative travel paths or modes are available for common trips. Four TCMAs have been developed, and each represents areas that are similar, in terms of the development that may occur in each, and the potential common origins and destinations that travelers would utilize in traversing the area. The areas are described below and graphically shown on **Map TRAN II – 14: TCMA Area Map.**

Transportation Concurrency Management Area Descriptions					
Area	Name	Western Limit	Eastern Limit	Southern Limit	Northern Limit
1	Northwest	West City Limits	West of NW 37th Ave	North of SR 826	County Line
2	North 27th Avenue	NW 37th Ave	Turnpike / 17th Ave	North of SR 826	Turnpike
3	SR-7/441	NW 17 Ave	East City Limits	North of SR 826	County Line
4	South Palmetto	West City Limits	NW 12 Ave	South City Limits	SR 826

TCMA Area -1, Northwest, is west of NW 37th Avenue and is primarily residential. The City is not anticipating intensive commercial development. TCMA Area -2, the North portion of the 27th Avenue corridor, although heavily residential, will contain the proposed City's Town Center and the high density concentrated residential/office/commercial re-development along the Metrorail North Corridor extension. TCMA Area -3, again although heavily residential in nature, contains one of the three main corridors – NW 2nd Avenue – where the City wishes to encourage mixed use re-development which would be served by the express bus service being planned by the FDOT and the bus route enhancements being recommended as part of the adopted Transportation Master Plan (TMP). Finally, TCMA Area – 4 or the South Palmetto, is the TCMA containing most of the warehousing and light industrial uses within the City as well as major furniture and appliance outlets. It generally revolves around the SR 826 / Palmetto Expressway. The SR 826 corridor is being supported, according to the adopted MPO Long Range Transportation Plan (LRTP), by a series of improvements considering high-occupancy (HOV) lanes, express bus service, etc.

As indicated above, there are three main corridors in which the City of Miami Gardens desires to focus on higher-intensity mixed use redevelopment, mainly commercial and office with medium to high density residential. The highest public investment corridor of the three is SR 9/NW 27th Avenue where the North Corridor Extension of the Metrorail will consist of 4 stations within the city limits. Excellent bus service is already in evidence. The MetroRail extension from NW 79th Street is estimated at almost $1 billion. Another important corridor to the city is SR 7 / NW 2nd Avenue where FDOT has plans to implement a Rapid Bus Transit system with at least two stops within the city limits. This will include a "Transportation Bridge" link with MetroRail on NW 215th Street between NW 27th Avenue and SR-7. See **Map Tran II – 17**: Proposed Transit Bridge Project. The third corridor will be SR 826 / Palmetto Expressway where the Miami Dade County Metropolitan Planning Organization's 2030 Long Range Transportation Plan depicts major projects considering alternatives such as HOV, HOT, and Express Lanes on the freeway. The provision of rapid transit, enhanced bus service and provision for high-occupancy vehicles along these corridors would facilitate higher intensity, mixed land use and redevelopment opportunities being pursued by the City of Miami Gardens.

3. Basis for Establishment of Area Wide Level of Service / Integrated and Connected Roadway Network

The basis for the establishment of an area wide level of service stems from the fact that today and in the future, several individual links in the study area, exceed level of service standards, and as such, may preclude further redevelopment, or infill development in the area. Miami Gardens typifies this situation as an already development area with infill and redevelopment opportunities. The State provides that when this condition occurs a Transportation Concurrency Management Area may be applied for.

Maps TRAN II-11, TRAN II-12 and TRAN II-13 depicting roadway LOS for the years 2004 through 2030 were developed as part of the City's Transportation Master Plan (TMP). They utilize data from the roadway networks from the adopted Long Range Transportation Plan (LRTP) by the Miami Dade MPO. The maps demonstrate that many of the roadway links are currently operating at LOS E with a limited number that are operating at LOS F. If these projections hold true, conditions will deteriorate further to a point that might preclude appropriate development or re-development due to failure of individual links.

Table TRAN II - 6 Available Capacity for Two Way Hourly Volumes within the TCMAs, and the corresponding series of tables in Appendix 2 that show Miami Gardens Transportation Concurrency Management Areas A1 to A 4 for Peak Hour Two-Way Level of Service From Year 2004 to Year 2030 depict all major roadway links within each TCMA area. These tables depict related traffic volume, roadway classification, capacity, other pertinent traffic data, as well as remaining available capacities. Table TRAN II - 6 depicts the resulting available roadway capacities assuming the continuation of existing LOS standards and the available capacities assuming the LOS E being proposed as part of the TCMAs.

Review of **Table TRAN II - 6** clearly indicates that if current LOS standards were to remain, little development or re-development could take place in Area # 2 with a significant capacity deficit in Area # 3 by the year 2015. On the other hand, establishing the TCMAs at LOS E, as being proposed, will allow additional development or re-development to take place by the year 2015. It should be noted that under the LOS E scenario, both Areas # 2 and # 3 would have a deficit by the year 2030, but nowhere near the magnitude of deficits if current LOS standards were utilized. Both Areas # 2 and # 3 are where the City desires to concentrate high density development and re-development which will be supported by rail transit, express bus services and headway and coverage improvements to regular bus routes. In addition to reflecting these improvements in the City's TMP and the MPO's LRTP, the Miami Dade County 2006 Transit Development Program (TDP) for 2007 through 2011 provides an extensive list of proposed transit improvements that will positively effect the City of Miami Gardens. A summary of those improvements is provided under the heading "Alternative Modes previously noted in this document. Also, Appendix 1 includes an excerpt of the Transit Development Program Service Improvements in Miami Gardens Through 2007 derived from Miami-Dade Transit as funded by the People's Transportation Plan.

4. Integrated and Connected Network of Roads

Centrally located in northern Miami-Dade County, Miami Gardens is the county's third largest city, with a population of 105,000 people living in about 30,000 households. Incorporated in 2003, as the Counties 33rd city and covering over 20 square miles of land, Miami Gardens is centrally located in the region. The boundaries are from I-95 and NE 2nd Avenue on the East; NW 47th Avenue and NW 57th Avenue on the west; County Line Road on the north; and NW 151st Street on the South. This location at the boarder of Miami-Dade and Broward Counties, makes Miami Gardens extremely accessible, and a viable residential and business destination. The city is easily accessed by I-95, the Palmetto Expressway (SR 826), the Florida Turnpike, as well as numerous other county and state surface roads that form a relatively uninterrupted grid through the City. In addition, the city boasts multi-modal access to rail through the Florida East Coast Railway and the South Florida Tri-Rail System and is easily connected to the Miami International Airport and Fort Lauderdale / Hollywood International Airport. The Tri-Rail station is located at the Golden Glades Interchange which also includes a park-and-ride lot. The City's centrality was key in locating Dolphin Stadium, which is near the county line in a sports complex that is also in close proximity to Calder Race Track. A Florida Turnpike Interchange at NW 199th Street/Ives Dairy Road provides excellent access to these activity generators.

Each TCMA is built on an integrated and connected network of roads, as dictated by the section line and half-section line network that is responsible for carrying the bulk of the traffic.

5. Major TCMA Roadways

TCMA – 1: Northwest

- NW 215 St
- NW 199 St
- NW 191 St
- SR 860 / Miami Gardens Dr
- NW 173 / 175 St
- NW 47 Ave
- NW 42 Ave

TCMA – 2: North NW 27th Avenue

- NW 215 St
- NW 207 St
- NW 199 St
- NW 191 St

- SR 860 / Miami Gardens Dr
- NW 175 St
- NW 37 Ave
- NW 32 Ave
- NW 27 Ave
- NW 22 Ave
- NW 17th Ave

TCMA – 3: State Road 7/US 441

- NW 215 St
- NW 207 St
- NW 199 St
- NW 191 St
- SR 860 / Miami Gardens Dr
- SR 826 / Palmetto Expressway
- NW 2 Ave
- NW 7 Ave
- NW 12 Ave
- SR 91 / Florida Turnpike

TCMA – 4: South Palmetto

- NW 167 St
- SR 826 / Palmetto Expressway
- NW 160 St
- NW 159 St
- NW 151 St
- NW 156 St
- NW 12 Ave

Again, the TCMA areas are shown on **Map TRAN II -14**: Transportation Concurrency Management Area Map.

6. Determine Existing and Projected Transportation Service and Facility Requirements to Maintain the LOS

Area wide capacity at the appropriate level of service is the essence of the TCMA concept. A determination is made as to whether area wide capacity will exist in the network today, in 2015 and in 2030. Therefore, an examination of traffic was conducted on TCMA links for the existing condition, 2015 and 2030. A tabular compilation of this analysis is included in Appendix 2.

a. Existing and Future Conditions

As previously indicated in this report, many of the roadway links are currently operating at LOS E with a limited number operating at LOS F. As far as the future is concerned, as can be seen from the years 2015 and 2030 LOS maps, conditions will continue to deteriorate to a point that could preclude appropriate development or redevelopment due to failure of individual links.

b. Area-wide Level of Service

The area wide level of service concept provides an incentive for infill development or redevelopment in particular areas, recognizing that certain links may not be able to meet level of service standards while overall level of service will be maintained due to alternatives within a grid street system. Travel patterns though an area will use various paths to common origins and destinations with an assumption that trip patterns will avoid problematic links in favor of alternative links. As long as capacity is maintained in the area, efficient use of the system can be made. As roadways capacities are built out, transit can be incentivized and enhanced. Area-wide level of service standards are depicted in **Table TRAN II – 7**: Transportation Concurrency Management Area Roadways LOS.

c. Demonstrate the Future Projects and Programs Will Support Infill/Redevelopment

This section demonstrates that future redevelopment projects and infill development will be supported by the TCMA's because development will be able to continue as a result of the implementation of the area wide level of service so long as it is positively maintained.

As the data and analysis contained in the Future Land Use Element demonstrates, Miami Gardens is nearly built out. Almost all significant lands that are vacant at this time are committed to specific development projects. Map Tran II-20: Major Public Transit Trip Generators and Attractors provides a graphic depiction of such committed development projects within the context of major transportation corridor development. Very little uncommitted vacant land is available and most of it is found on scattered sites. The committed vacant lands are rapidly being completed per existing development plans. These include 2 WalMarts, a Home Depot, several commercial projects plus approximately 2,500 housing units. The majority of those projects have been in the planning stage prior to the City's incorporation. Most new development activity seen in Miami Gardens is

redevelopment and infill. For example, the City's Town Center Master Plan at the NW 27th Avenue/NW 183rd Street intersection anticipates redevelopment of an already developed strip commercial area. While redevelopment or infill development is a natural part of the evolution of a city, in south Florida, there is a general misconception that the land supply is limitless, and must meet the demands of the exploding population. Additionally the unintended consequences of the transportation concurrency, is maintaining mobility for automobiles, which has in turn restrained the ability for communities to reach goals for more compact developments, hence the creation of the TCMA concept.

Providing more efficient mobility options assists in encouraging redevelopment that is supportive of various modes of transportation, including transit, bicycling and walking. The flexibility introduced with the TCMA is important for encouraging mobility options to communities while focusing on infill and redevelopment. As this redevelopment occurs it is largely replacing or reusing buildings that are under utilized or poorly utilized or economically or physical inadequate. For example, a new commercial center at the southeast corner of NW 199th Street and SR-7/NW 2nd Avenue leveled the existing obsolete structure and is replacing it with a slightly larger, modern building that will house a Starbucks coffee shop, a Chili's restaurant and other new shops. The area wide level of service allows this type of development to take place.

d. Demonstrate Planned Roadway Improvements and Alternative Transportation Efforts will Accomplish Mobility within the TCMA

Because each of the four TCMA's has a positive capacity, no roadway improvements other than those currently included in the MPO's Long Range Transportation Plan (LRTP) and the City's Transportation Master Plan (TMP) (as incorporated into this plan element) will take place, unless subjected to further analyses and evaluations. The majority of transportation improvements in the City's adopted TMP promote alternative modes of transportation, thus supporting the concept behind a TCMA. Examples of these projects are: Metrorail extension, an internal-to-the-City transit circulator, FDOT SR 7 Rapid Bus project, TMP's recommended improvements to bus route frequencies and area coverage, and the several potential Transportation System Management (TSM) and Travel Demand Management (TDM) recommendations made as part of both the city's TMP and the MPO's LRTP. There are no significant road projects, such as additional laneage or new roadways, contemplated or proposed in the City's TMP. In fact, all improvements, including transit, are the responsibility of agencies other than the City. In addition to **Table TRAN II-1**: Transit Data, additional proposed 2007 transit improvements are included in Appendix 1 based on the Miami Dade Transit Development Program Service Improvements from Miami-Dade Transit and People's Transportation Plan.

7. Monitoring Measures

In addition to the **Table Tran II – 7**: Transportation Concurrency Management Area Roadway Level of Service, **Map Tran II – 21**: Projected Peak Hour Level of Service within Transportation Concurrency Management Areas depicts the TCMA Level of Service Standard applied to each roadway in a graphical format. Monitoring the transportation network in the TCMA will be accomplished at the time of platting or site plan review/approval. An automated monitoring tool will measure transportation concurrency in the long term, tracking development traffic and available capacities. This will be performed by an automated concurrency management system, (CMS), which will track capacities and development. Such a system predicts the cumulative demands that will be created by proposed development on public services for which Level of Service Standards have been established. The proposed CMS will be a Windows-based application that will utilize the City's Eden software permitting application and the City's current ArcView software.

The CMS will locate a proposed project based on address. An address-matchable street file will be utilized as the basis for the mapping component of the CMS. Growth data will be allocated within the TCMA's and traffic zones. Once located, the applicable traffic generation is identified for the proposed development or land use change. This can be done for any concurrency category. The demand on public services is projected based on project characteristics provided by the applicant. These demands are then compared against the remaining capacities in the applicable service zones and, if adequate, capacities are then reserved for the project subject to permitting or other project approvals and the continuous progress towards completion of the proposed project.

It is anticipated that the CMS will have the ability to: reflect changes to Concurrency applications; extensions to reservations; credit for demolition, termination of reservations; re-allocation to subsequent development applications and approval of applications that have failed the screening analysis but upon a site-specific study have been shown to fulfill concurrency requirements.

G. FUTURE TRANSPORTATION SYSTEM

1. Existing, Planned and Programmed Improvements

As the data and analysis contained in the Future Land Use Element demonstrates, Miami Gardens is nearly built out. Almost all significant lands that are vacant at this time are committed to specific development projects. Very little uncommitted vacant land is available and most of it is found on scattered sites. The committed vacant lands are rapidly being completed per existing development plans. Most new development activity seen in Miami Gardens is redevelopment and infill. For example, the City's Town Center Master Plan at the NW 27th Avenue/NW 183rd Street intersection anticipates redevelopment of an already developed strip commercial area.

Miami Gardens current roadways are generally arranged in a grid system which is nearly built out; therefore, alternative modes of providing more efficient mobility options need to be identified, which in turn, assists in encouraging redevelopment that is supportive of

various modes of transportation, including transit, bicycling and walking. There is still a need to identify physical roadway improvements, which given the limited opportunities that exists for major capacity improvement projects, would need to be concentrated in making the system operate more efficiently such as traffic operations, signalization and transportation system management improvements as well as identifying travel demand management related projects and measures to reduce single occupant vehicles on the roadways.

Miami Dade County has 10 projects programmed for Miami Gardens in its Transportation Improvement Program. Proposed funding for these are over one billion between 2005 and 2010. The bulk of this is approximately $900 million of proposed funds for the North Corridor. The other projects mainly focused on roadway resurfacing or general county-wide efforts that may impact the community.

North Corridor: The North Corridor is one of nine transit lines proposed in Miami Dade County, for which voters approved the ½ penny sales tax in 2001 as part of the Peoples Transportation Plan. The extent of this project is from the Dr. Martin Luther King, Jr. (MLK) MetroRail Station to the Miami-Dade/Broward County Line Station. The project is a MetoRail extension, being implemented by Miami Dade Transit. It is currently in the Project Development and Environment (PD&E) phase and is to be funded in equal shares (+/-$142 million FDOT / PTP) to match the +/-$ 285 million which is being requested from the Federal Transit Administration (FTA). This project currently remains unfunded for construction by the FTA. This heavy rail transit line is to have approximately eight stops (four of which are in Miami Gardens) as it runs along NW 27 Avenue. See Map TRAN II – 14 Metrorail North Corridor and the Golden Glades Intermodal Facility for a graphic portrayal of these facilities.

SR 817/NW 27 Avenue: SR 817/NW 27 Avenue is being resurfaced between NW 203 St and NW 215 St. This project that is being funded with approximately $1.3 million through the Surface Transportation Program and being implemented by FDOT is in the Construction Incentive Phase. It should be completed by 2007.

SR 847 / NW 47 Avenue is being resurfaced between NW 183 St and NW 215 St. This project is being funded with approximately $1.8 million through the State In-House Funds and being implemented by FDOT. It is currently in the Preliminary Engineering phase and is due to be completed by 2008.

SR-7 is being resurfaced between NW 159 St to just south of NW 177 St. This project is being funded with approximately $90,000 through the Surface Transportation Program and being implemented by FDOT. It is currently in the Construction Incentive phase and is due to be completed in 2006.

Florida's Turnpike is being resurfaced from the extension of SR 826 to the Southbound off ramp. This project is being funded with approximately $366,000 through the State Primary Funds and being implemented by FDOT. It is currently in the Construction Incentive phase and is due to be completed by 2008.

SR 817/NW 27 Avenue is being resurfaced between SR 9 and NW 187 St. This project is being funded with approximately $4.4 million through the State Transportation Program funds and being implemented by FDOT. It is currently in the Construction phase and is due to be completed by 2008.

The above resurfacing improvements are depicted on **Map TRAN II – 16** Proposed Resurfacing Projects- Major Roadways.

There are several other projects that may affect Miami Gardens, but are more countywide or regional in nature. These include a toll plaza at the Golden Glades Interchange as well as an Intelligent Transportation Systems (ITS) Manager, Regional Traveler Information and general countywide maintenance of the ITS system.

In Broward County there are three projects that are focused mainly in the SR 7 area.

SR-7 is due to have two lanes added and four lanes reconstructed between the county line and north of Hallandale Beach Boulevard, and is to be completed by the end of 2009. This project is funded with $582 million from a variety of sources, and is being implemented by FDOT.

The Transit Bridge project as shown on **Map TRAN II – 17** Proposed Transit Bridge Project, a transit route connection between the Golden Glades Interchange and I-595 is in the Preliminary Engineering phase, is being implemented by Broward Transit. Funding for this study was set at $750,000. This project; however, has received strong opposition in Miami Gardens mainly due to its proposal to exclude vehicles from one of the through lanes along SR-7/NW 2nd Avenue.

There is another significant project being developed by FDOT district four called the SR-7 Rapid Bus. As the name implies, this would provide efficient and fast service along SR-7 (NW 2nd Ave in Miami Gardens) from West Palm Beach to the Golden Glades Interchange in Miami-Dade County. There are two bus stops planned within the City of Miami Gardens. One at NW 199th Street, and the other at Miami Gardens Drive.

The Miami Dade County Metropolitan Planning Organization's 2030 Long Range Transportation Plan includes six projects in Miami Gardens. See **Map TRAN II – 18** Miami-Dade MPO's Long Range Transportation Plan.

These include:

- MetroRail North Corridor
- Turnpike Improvements
- Turnpike Interchange Improvement
- NW 183rd Street Improvement
- Palmetto Expressway, Alternative Use Lanes

2. Proposed Improvement Projects

As part of the City of Miami Gardens Transportation Master Plan process several projects were identified that will contribute to not only improving the overall performance of the City's transportation system, but the region as well. These projects will accommodate growth by enabling it, through the provision of physical capacity, alternative modes, traffic operations improvements and policy initiatives.

As noted by the data and analyses presented in this report, there are very few issues that the City of Miami Gardens is in sole control of. The City is influenced by issues that are regional in nature. Many of the issues that are faced are in the ultimate control of either Miami-Dade County or the Florida Department of Transportation (FDOT).

Several projects have been developed in three general broad categories, Physical Capacity, Alternative Modes, and Transportation Management. Some of these have been broken down further into sub categories such as transit, transportation planning, safety, roadway, and traffic operations/safety. Some projects are broad in nature, and have several specific efforts listed within them. Physical capacity deals with capacity and physical improvements to the roadway, like traffic operations and safety. Alternative modes deal with walking, biking or transit. Transportation Management deals with methods of controlling the way and times that people travel, as well as growth management and concurrency issues in addition many planning and coordination issues relative to developing transportation policy. **Table TRAN II - 8** shows a list of The Proposed Improvement Projects for Miami Gardens in each category that make up the Project Bank. Individual project sheets are included in the Transportation Master Plan and are available upon request. Projects are prioritized and ranked as part of the public involvement process that was an integral part of the master plan's development.

Table TRAN II - 1: Transit Data

ROUTES	AVERAGE WEEKDAY	BOARDING'S BY DAY OF WEEK			CURRENT HEADWAYS (MINUTES)	TOTAL MONTHLY BOARDING'S
		Weekdays	Saturdays	Sundays		
E	1,201	26,425	1,875	1,401	30	29,702
G	2,794	61,465	10,034	8,113	15	79,612
2	3,510	77,231	9,799	4,831	40	91,861
17	4,335	95,362	16,605	7,171	30	119,138
21	2,311	50,840	7,970	3,629	15	62,439
22	3,768	82,896	11,168	7,091	15	101,154
27	8,375	184,258	26,573	13,783	60	224,614
29	769	16,922	N/A	N/A	30	16,922
32	3,752	82,545	10,605	4,380	30	97,530
42	1,443	31,737	5,005	3,514	30	40,255
73	2,161	47,539	3,713	1,411	30	52,663
75	2,985	65,664	3,003	1,809	20	70,476
77	9,952	218,938	25,028	14,413	15	258,379
83	4,060	89,316	9,836	6,892	15	106,044
91	1,296	28,508	2,641	1,508	30	32,658
95	1,690	37,170	N/A	N/A	30	37,170
97	633	13,925	N/A	N/A	15	13,925
99	641	14,102	2,128	1,175	30	17,404
241 – North Dade Conn	285	6,269	N/A	N/A	30	6,269
246 – Night Owl	400	8,799	1,684	1,710	60	12,193
BCT – Route 2	4,749	103,248	20,650	13,766	20	137,664
BCT – Route 18	11,076	240,781	48,156	32,104	15	321,041

Sources: Miami-Dade Transit Ridership Technical Report – June 2005; Broward County Transit Development Plan FY 2005 – FY 2009
Headways of 20 min or less

Table TRAN II - 2: Roadway Facilities Existing Conditions, E/W Corridors

EAST-WEST CORRIDORS			MIAMI GARDENS TMP							
Roadway										
Name	From	To	Functional Classification	Presence of Sidewalks	Proposed Bicycle Facilities	Condition of Road Pavement	ROW Encroachments	Bus Routes	Headways 20 Minutes or Less	Rapid Transit Within ½ Mile
NW 215th St	NW 47 Ave	NW 37 Ave	N/A	None	Yes	7.5	None	N/A	N/A	No
	NW 37 Ave	NW 27 Ave	N/A	None	Yes	6	None	N/A	N/A	No
	NW 27 Ave	NW 17 Ave	Minor Arterial	None	Yes	7.5	None	Route 91	No	No
	NW 17 Ave	NW 7 Ave	Minor Arterial	None	No	7.5	None	Route 91	No	No
	NW 7 Ave	NW 2 Ave	Minor Arterial	Scattered	Yes	7	None	Route 91	No	No
	NW 2 Ave	NE 2 Ave	Collector	Scattered	Yes	7	None	Route 91	No	No
NW 207 St	NE 2 Ave	TPK	Local	Scattered	Yes	6.5	Trees and Parked Cars	Route 91	No	No
	TPK	NW 37 Ave	Local	Both	Yes	10	Trees and Signs	Routes 2, 27, and 97	Routes 27 and 97 – Yes; Route 2 – No	No
NW 203 St	TPK	NW 7 Ave	Local	None	Yes	7	None	N/A	N/A	No
NW 199th St	NW 47 Ave	NW 37 Ave	Minor Arterial	Both	Yes	8	None	Route 91	No	No
	NW 37 Ave	NW 27 Ave	Minor Arterial	Both	No	8	None	Route 27 – Yes; Route 91 – No	No	No
	NW 27 Ave	NW 17 Ave	Minor Arterial	Both	Yes	9	None	N/A	No	No
	NW 17	NW 7	Minor Arterial	Both	No	7	None	Routes 17 and	No	No

EAST-WEST CORRIDORS			MIAMI GARDENS TMP							
Roadway										
	Ave	Ave						75		
	NW 7 Ave	NE 2 Ave	Minor Arterial	Both	No	6.5	None	Routes 77 and 95 – Earlington Heights	Yes	Yes
NW 191st St	N Miami Ave	TPK	Collector	Both	Yes	8	Parked Cars	N/A	N/A	No
	NW 17 Ave	NW 24 Ave	Local	Both	Yes	8	Trees and Parked Cars	Route 17	No	No
	NW 27 Ave	NW 37 Ave	Collector	Both	Yes	7	Trees and Parked Cars	Route 27	Yes	No
	NW 37 Ave	NW 47 Ave	Collector	Scattered	Yes	5	Parked Cars	Route 32	Yes	No
NW 183rd St	NW 47 Ave	NW 37 Ave	Minor Arterial	Both	Yes	10	None	Routes 83 and 95 – Carol City	Yes	Yes
	NW 37 Ave	NW 27 Ave	Minor Arterial	Both	Yes	10	None	Routes 27, 83, and 95 – Carol City	Yes	Yes
	NW 27 Ave	NW 17 Ave	Minor Arterial	Both	Yes	9	None	Routes 83 and 95 – Carol City	Yes	Yes
	NW 17 Ave	NW 7 Ave	Minor Arterial	Both	No	10	None	Routes 17, 75, and 83	Routes 17 and 75 – No; Route 83 – Yes	No
	NW 7 Ave	N Miami Ave	Minor Arterial	Both	No	10	None	Routes 75, 77, 83, and 95 – Earlington Heights	Routes 77, 83, 95 – Yes; Route 75 – No	Yes
NW 175th St.	NW 12 Ave	NW 17 Ave	Collector	Both	Yes	7	Cars and Furniture	Routes 42, 75, and 95 – Carol	Routes 42 and 75 – No;	Yes

EAST-WEST CORRIDORS			MIAMI GARDENS TMP							
Roadway										
								City	Route 95 – Yes	
	NW 17 Ave	NW 27 Ave	Collector	Both	Yes	7	Trees and Parked Cars	Routes 42, 75, and 95 – Carol City	Routes 42 and 75 – No; Route 95 – Yes	Yes
	NW 27 Ave	NW 37 Ave	Collector	Both	Yes	6	Trees and Parked Cars	Route 75	No	No
	NW 37 Ave	NW 47 Ave	Collector	Both	Yes	9	Trees and Parked Cars	Route 75	No	No
NW 167th St	NW 57 Ave	NW 47 Ave	Local	North Side	No	8	None	N/A	N/A	No
	NW 47 Ave	NW 37 Ave	Local	None	No	8	Trees at NW 39 Ct	Routes 32 and 241	Route 32 – Yes; Route 241 – No	No
	NW 37 Ave	NW 27 Ave	Local	None	Yes	8	None	N/A	N/A	No
	NW 27 Ave	NW 17 Ave	Local	None	No	8	None	Routes 21, 22, 241, and 246	Routes 21, 241, and 246 – No; Route 22 – Yes	No
	NW 17 Ave	SR 9	Collector	South Side	Yes	6	None	Routes 22, 241, and 246	Route 22 – Yes; Routes 241 and 246 – No	Yes
NW 161st St	NW 42 Ave	NW 37 Ave	Local	Both	Yes	8	None	N/A	N/A	No
NW 160th St/Bunche Park	NW 27 Ave	NW 17 Ave	Local	Both	Yes	6	Parked Cars	Route G	No	No

EAST-WEST CORRIDORS			MIAMI GARDENS TMP							
Roadway										
Dr.										
NW 159th St	NW 32 Ave	NW 27 Ave	Local	Both	Yes	7	Parked Cars	N/A	N/A	No
NW 156th St	NW 47 Ave	NW 42 Ave	Collector	North Side	Yes	7	Trash	N/A	N/A	No
NW 155th St	NW 27 Ave	NW 22 Ave	Local	South Side	No	6.5	Parked Cars	N/A	N/A	No
NW 151st St	NW 37 Ave	NW 27 Ave	Collector	Both	Yes	8	None	Routes E, 32, 42, 241	Routes E, 42, and 241 – No; Route 32 – Yes	No
	NW 27 Ave	NW 17 Ave	Collector	Both	No	7	None	Routes E, 42, and 241	No	No

Source: Miami Gardens Transportation Master Plan

Table TRAN II - 3: Roadway Facilities Existing Conditions, N/S Corridors

NORTH-SOUTH CORRIDORS			MIAMI GARDENS TMP							
Roadway			Functional Classification	Presence of Sidewalks	Proposed Bicycle Facilities	Condition of Road Pavement	ROW Encroachments	Bus Routes	Headways 20 minutes or less	Rapid Transit within ½ Mile
Name	From	To								
NW 57th Ave	NW 167 St	Biscayne Canal	Other Principal Arterial	East Side	No	9	None	Routes 75 and 95 – Carol City	Route 75 – No; Route 95 – Yes	Yes
NW 47th Ave	NW 215 St	NW 199 St	Minor Arterial	None	Yes	7.5	None	Route 32	Yes	No
	NW 199 St	NW 183 St	Minor Arterial	Scattered	Yes	7	None	Route 32	Yes	Yes
	NW 183 St	NW 167 St	Minor Arterial	Both	No	8	None	Route 32	Yes	Yes
	NW 167 St	NW 156 St	Collector	None	No	5	None	Route 32	Yes	No
NW 42nd Ave	NW 156 St	NW 167 St	Collector	Both	Yes	8	None	Route 32	Yes	No
	NW 167 St	NW 183 St	Collector	Both	Yes	9	Parked Cars	N/A	N/A	No
	NW 183 St	NW 199 St	Collector	Both	Yes	7	Parked Cars	N/A	N/A	No
NW 37th Ave	NW 215 St	NW 199 St	Minor Arterial	Both	No	8	None	Route 27	Yes	No
	NW 199 St	NW 183 St	Minor Arterial	Both	No	8	None	Route 27	Yes	Yes
	NW 183 St	NW 167 St	Minor Arterial	Both	No	8	None	N/A	N/A	Yes
	NW 167 St	Biscayne Canal	Minor Arterial	Both	No	8.5	None	Route 32	Yes	No
NW 32nd Ave	NW 151 St	NW 167 St	Collector	Both	Yes	8	Trees & Cars	Route 32	Yes	No

NORTH-SOUTH CORRIDORS			MIAMI GARDENS TMP							
Roadway			Functional Classification	Presence of Sidewalks	Proposed Bicycle Facilities	Condition of Road Pavement	ROW Encroachments	Bus Routes	Headways 20 minutes or less	Rapid Transit within ½ Mile
Name	From	To								
	NW 167 St	NW 183 St	Collector	Both	Yes	7	Pedestrian Signs	Route 32	Yes	Yes
	NW 183 St	NW 199 St	Collector	Both	Yes	7	Pedestrian Signs	Route 27	Yes	Yes
NW 27th Ave	NW 215 St	NW 199 St	Other Principal Arterial	Both	Yes	9	None	Routes 27 and 91	Route 27 – Yes; Route 91 – No	No
	NW 199 St	NW 183 St	Other Principal Arterial	Both	Yes	8.5	None	Route 27	Yes	Yes
	NW 183 St	NW 167 St	Other Principal Arterial	Both	No	8.5	None	Routes 21 and 27	Route 21 – No; Route 27 – Yes	Yes
	NW 167 St	NW 151 St	Other Principal Arterial	Both	No	8.5	None	Routes 21 and 27	Route 21 – No; Route 27 – Yes	No
NW 24th Ave	NW 196 Tr	NW 183 St	Local	Both	Yes	8	Trees	N/A	N/A	Yes
NW 22nd Ave	NW 196 Tr	NW 183 St	Collector	Only fronting Crestview Elementary	Yes	7	None	Route 17	No	Yes
	NW 183 St	NW 167 St	Minor Arterial	Both	Yes	6	Trees at NW 176th	Routes 17 and 42	No	Yes
	NW 167 St	NW 151 St	Minor Arterial	Both	Yes	6	Trees at NW 162nd	Routes G, 17, 22, 42, 241, and 246	Routes G, 17, 42, 241, and 246 – No; Route 22 – Yes	No

NORTH-SOUTH CORRIDORS			MIAMI GARDENS TMP							
Roadway			Functional Classification	Presence of Sidewalks	Proposed Bicycle Facilities	Condition of Road Pavement	ROW Encroachments	Bus Routes	Headways 20 minutes or less	Rapid Transit within ½ Mile
Name	From	To								
NW 17 Ave	NW 191 St	NW 183 St	Local	Both	Yes	10	Trees	Route 17	No	Yes
	NW 183 St	NW 167 St	Collector	Both	Yes	7.5	None	Route 17	No	Yes
	NW 167 St	NW 157 St	Local	None	Yes	7	None	Route 22	Yes	No
NW 13 Ave	NW 167 St	NW 155 Dr	Collector	Both	No	8.5	None	Routes 22 and 241	Route 22 – Yes, & Route 241 – No	No
NW 12 Ave	NW 202 Tr	NW 183 St	Collector	Both	Yes	7	Trees, Signs, and parked cars	Routes 17 and 75	No	Yes
	NW 179 St	NW 167 St	Collector	Both	Yes	7.5	Trees	Routes 42 and 95 – Carol City	Route 42 – No; Route 95 – Yes	Yes
NW 7th Ave	NW 202 St	NW 199 St	Collector	None	Yes	6	None	N/A	Yes	No
	NW 199 St	NW 183 St	Collector	Both	Yes	6	None	Routes 17, 75, 77 and 95 – Earlington Heights	Routes 17 and 75 – No; Routes 77 and 95 – Yes	Yes
	NW 183 St	NW 7 Ave Ext	Collector	Both	Yes	5	None	Route 83	Yes	Yes
NW 7th Ave Ext	NW 7th Ave	NW 2nd Ave	Principal Arterial – Expressway	None	No	7.5	None	N/A	N/A	No
NW 2nd Ave (441)	NW 215 St	NW 199 St	Other Principal Arterial	Both	No	8.5	None	N/A	N/A	Yes

NORTH-SOUTH CORRIDORS			MIAMI GARDENS TMP							
Roadway			Functional Classification	Presence of Sidewalks	Proposed Bicycle Facilities	Condition of Road Pavement	ROW Encroachments	Bus Routes	Headways 20 minutes or less	Rapid Transit within ½ Mile
Name	From	To								
	NW 199 St	NW 183 St	Other Principal Arterial	Both	No	8.5	None	Route 77	Yes	Yes
	NW 183 St	NW 171 St	Other Principal Arterial	Both	No	8.5	None	Routes 77, 83, 95 – Earlington Heights, and 241	Routes 77, 83, and 95 – Yes; Route 241 – No	Yes
NE 2nd Ave	NE 215 St	NE 199 St	Collector	None	Yes	7	None	Route 91	No	No
N Miami Ave	NE 199 St	NE 183 St	Local	Both	Yes	7.5	Trees at NW 191st	Routes 83 and 95 – Earlington Heights	Yes	Yes

Source: City of Miami Gardens Transportation Master Plan

Table TRAN II - 4: Average Travel Speeds for Typical Urban Roadways

URBAN STREET CLASS	I	II	III	IV
Range of free-flow speeds (FFS)	55-45 MPH	45-35 MPH	35-30 MPH	35-25 MPH
Typical FFS	50 MPH	40 MPH	35 MPH	30 MPH
LOS	Average Travel Speed (MPH)			
A	>42	>35	>30	>25
B	>34-42	>28-35	>24-30	>19-25
C	>27-34	>22-28	>18-24	>13-19
D	>21-27	>17-22	>14-18	>9-13
E	>16-21	>13-17	>10-14	>7-9
F	<16	<13	<10	<7

Source: TRB Year 2000 Highway Capacity Manual

Table TRAN II - 5: Candidate Intersections / Roadway Links for Operational Studies / Operational / Safety Improvements

INTERSECTION	ISSUE / CONCERN	REQUESTED BY	REMARKS	JURISDICTION
NW 27th Ave / 175th St	Need protected LT arrow NB & SB 27th Ave	Council member	Perform detailed capacity/ oper analysis	FDOT
NW 27th Ave / 170th Terr	Many veh disregarding the LT prohibition on WB 170th Terr	Council member	Confirmed by field observations. Request FDOT to address. Offer solutions	FDOT
NW 27th Ave / 199 St	Congestion / operations	Council member	Perform detailed capacity/ oper analysis	FDOT
NW 27th Ave / 207 St	Congestion / operations -long delays for residents on 207 St	Council member/citizens	Perform detailed capacity/ oper analysis	FDOT
NW 27th Ave / 215 St	Operations - SB LT - congested, veh going past intersection & making U-turns	Citizen	Perform detailed capacity/ oper analysis	FDOT
NW 12th Ave / M Gardens Dr	Congestion / operations	Council member	Perform detailed capacity/ oper analysis	City
NW 12th Ave / 191 St	Congestion / operations	Council member	Perform detailed capacity/ oper analysis	City
NW 12th Ave / 199 St	Congestion / operations	Council member	Perform detailed capacity/ oper analysis	City
SR 826 Service Rd / 27 Ave	Veh accident prone / confusing signage	Council member	Request FDOT to address. Offer solutions	FDOT
SR 826 Service Rd / Ramps 17 ave to 57 Ave	Inconsistencies between stop and yield signs application and weaving conflicts	Council member/citizens	Request FDOT to address. Offer solutions	FDOT
NW 17th Ave / 183rd St	operational concerns w/existing signal placement in SB direction, school xing	Council member	Request FDOT to address. Offer solutions	FDOT
NW 32nd Ave / 159 St	Operations	TCG	Perform detailed capacity /oper analysis	County
NW 32nd Ave / 175 ST	Operations	TCG	Perform detailed capacity/ oper analysis	County
NW 47th Ave / 191 St	Operations	TCG	Perform detailed	FDOT

INTERSECTION	ISSUE / CONCERN	REQUESTED BY	REMARKS	JURISDICTION
			capacity/oper analysis	
NW 2nd Ave / 207 St	Need protected LT arrow SB on 2nd Ave	Citizen	Perform detailed capacity/oper analysis	FDOT
NW 2nd Ave / 215 St	Congestion / operations	TCG	Perform detailed capacity/oper analysis	FDOT
NW 2nd Ave / 191 St	Operations	TCG	Perform detailed capacity/oper analysis	FDOT
NE 2nd Ave / 215 St	Operations	TCG	Perform detailed capacity/oper analysis	City
N Miami Ave / 191 St	Operations	TCG	Perform detailed capacity/oper analysis	City
NW 37th Ave / 207 St	Operations	TCG	Perform detailed capacity/oper analysis	County
NW 37th Ave / 199 St	Operations	TCG	Perform detailed capacity/oper analysis	County
NW 37th Ave / 191 St	Operations	TCG	Perform detailed capacity/oper analysis	County
NW 37th Ave / 175 St	Operations	TCG	Perform detailed capacity/oper analysis	County
Miami Gardens Dr	Delays, poor signal progression	Council member/citizens	Request M-D Public Works to address or do signal progression study on arterial	FDOT
NW 2nd Ave/US 441	Delays, poor signal progression	Council member/citizens	Request M-D Public Works to address or do signal progression study on arterial	FDOT

INTERSECTION	ISSUE / CONCERN	REQUESTED BY	REMARKS	JURISDICTION
NW 27th Ave	Delays, poor signal progression	Council member/citizens	Request M-D Public Works to address or do signal progression study on arterial	FDOT
NW 12th Ave	speeding /safety school xing	Council member/citizens	Request MD Public Works to address. Offer potential solutions	City
NE 2nd Ave	Traffic intrusion/ speeding / safety	Council member/citizens	Perform traffic calming study.	City
N Miami Ave	Traffic intrusion/ speeding / safety	Council member/citizens	Perform traffic calming study.	City
NW 207th St	Traffic intrusion/ speeding / safety	Council member/citizens	Perform traffic calming study.	City
NW 175th St	Traffic intrusion/ speeding / safety	Council member/citizens	Perform traffic calming study.	County

Source: City of Miami Gardens Transportation Master Plan

Table TRAN II – 6: Available Capacity for Two-Way Hourly Volumes in Transportation Concurrency Management Areas

MIAMI GARDENS TCMAs						
Available Capacity (Two-Way Hourly Volumes)						
	Current LOS Standards			LOS E		
Area/Year	2004	2015	2030	2004	2015	2030
A1	1,829	985	152	2,187	1,343	509
A2	924	26	-1,486	2,315	1,417	-95
A3	400	-1,077	-3,293	1,847	370	-1,846
A4	2,145	1,497	664	2,145	1,497	664
Total	**5,298**	**1,431**	**-3,963**	**8,493**	**4,626**	**-768**

Table TRAN II – 7: Transportation Concurrency Management Area Roadway Level of Service

TCMA – 1 NORTHWEST NON-FIHS ROADWAYS				
		Transit Availability		
Location	**Facility**	**No Transit Service**	**20 Min. Headway Transit Service Within ½ Mile**	**Extraordinary Transit (Commuter Rail or Express Bus) Within ½ Mile**
TCMA - 1	Principal Arterials	LOS E (100% of Capacity)	120% of Capacity	150% of Capacity
	Minor Arterials	LOS E (100% of Capacity)	120% of Capacity	150% of Capacity
	Collectors	LOS E (100% of Capacity)	120% of Capacity	150% of Capacity
	Local Roads	LOS E (100% of Capacity)	120% of Capacity	150% of Capacity
TCMA – 2 NORTH 27TH AVENUE NON-FIHS ROADWAYS				
		Transit Availability		
Location	**Facility**	**No Transit Service**	20 Min. Headway Transit Service Within 1/2 Mile	**Extraordinary Transit (Commuter Rail or Express Bus) Within ½ Mile**
TCMA - 2	Principal Arterials	LOS E (100% of Capacity)	120% of Capacity	150% of Capacity
	Minor Arterials	LOS E (100% of Capacity)	120% of Capacity	150% of Capacity
	Collectors	LOS E (100% of Capacity)	120% of Capacity	150% of Capacity
	Local Roads	LOS E (100% of Capacity)	120% of Capacity	150% of Capacity
TCMA – 3 SR 7 / US 441 NON-FIHS ROADWAYS				
		Transit Availability		
Location	**Facility**	**No Transit Service**	**20 Min. Headway Transit Service Within 1/2 Mile**	**Extraordinary Transit (Commuter Rail or Express Bus) Within ½ Mile**
TCMA - 3	Principal Arterials	LOS E (100% of Capacity)	120% of Capacity	150% of Capacity

	Minor Arterials	LOS E (100% of Capacity)	120% of Capacity	150% of Capacity
	Collectors	LOS E (100% of Capacity)	120% of Capacity	150% of Capacity
	Local Roads	LOS E (100% of Capacity)	120% of Capacity	150% of Capacity

TCMA – 4 SOUTH PALMETTO NON-FIHS ROADWAYS

Location	Facility	Transit Availability		
		No Transit Service	**20 Min. Headway Transit Service Within 1/2 Mile**	**Extraordinary Transit (Commuter Rail or Express Bus) Within ½ Mile**
TCMA - 4	Principal Arterials	LOS E (100% of Capacity)	120% of Capacity	150% of Capacity
	Minor Arterials	LOS E (100% of Capacity)	120% of Capacity	150% of Capacity
	Collectors	LOS E (100% of Capacity)	120% of Capacity	150% of Capacity
	Local Roads	LOS E (100% of Capacity)	120% of Capacity	150% of Capacity

FIHS ROADWAYS WITHIN MIAMI GARDENS*

FIHS Facility – State Jurisdiction Type	Location			
	Inside Miami Gardens	**Roadways Parallel to Exclusive Transit Facilities**	**Inside Transportation Concurrency Management Areas**	**Constrained or Backlogged Roadways**
Limited Access Facilities	LOS D [E]	LOS D [E]	LOS D [E]	Manage
Controlled Access Facilities	LOS D [E]	LOS E	LOS E	Manage

Notes: LOS inside of [brackets] applies to general use lanes only when exclusive through lanes exist. Currently there are no exclusive lanes on both SR 826 and the Turnpike. However, the MPO LRTP calls for the implementation of them on both facilities.

FIHS = Florida Intrastate Highway System

*SR 826/Palmetto Expressway = Limited Access
SR 91/Florida Turnpike = Limited Access

Table TRAN II - 8: Proposed Transportation Improvement Summary in Miami Gardens (Summary of Project Bank Per City Transportation Master Plan)

	PROJECT	CATEGORY	SUB-CATEGORY
01	North Corridor Project Support	Alternative Modes	Transit
02	Participate in State & Regional Projects	Transportation Management	Transportation Planning
03	Greenways along Canal	Transportation Management	Transportation Planning
04	ADA Compliant Sidewalks	Physical Capacity	Safety
05	Street Repaving Program (including markings & signs)	Physical Capacity	Roadway
06	Safe Routes to School	Physical Capacity	Traffic Operations & Safety
07	Participate in LRTP	Transportation Management	Transportation Planning
08	Concurrency Management System	Transportation Management	Transportation Demand Management
09	Municipal Transit Circulator	Alternative Modes	Transit
10	Attain FTP Funding	Physical Capacity	Roadway
11	Transit Bus Route Improvements	Physical Capacity	Transit
12	Vehicular Access to Walmart from Neighborhood	Physical Capacity	Traffic Operations & Safety
13	South Florida Commuter Services Liaison	Transportation Management	Transportation Planning
14	Maximize Roadway Intersection Capacity/Opertations	Physical Capacity	Traffic Operations & Safety
15	Promote Infill Development at Transit Stations	Transportation Management	Transportation Demand Management
16	Access Management	Physical Capacity	Traffic Operations & Safety
17	Coordinate with Surrounding Communities	Transportation Management	Transportation Planning
18	Livable Communities on Major Corridors	Transportation Management	Transportation Planning
19	Traffic Calming	Physical Capacity	Traffic Operations & Safety
20	Bus Shelters	Alternative Modes	Transit

	PROJECT	CATEGORY	SUB-CATEGORY
21	Transportation Impact Fees	Transportation Management	Transportation Demand Management
22	Signal Progression and Analysis	Physical Capacity	Traffic Operations & Safety
23	SR 826 Service Roads/Ramp Study	Physical Capacity	Traffic Operations & Safety
24	Park and Ride Feasibility Study	Transportation Management	Transportation Demand Management
25	Stadium Circulation Plan	Physical Capacity	Traffic Operations & Safety
26	Transit Marketing Plan	Alternative Modes	Transit
27	Parking at Bunche Park	Transportation Management	Transportation Demand Management
28	Traffic Flow at Lake Lucerne	Physical Capacity	Traffic Operations & Safety
29	LAP Certification	Physical Capacity	Roadway
30	Support FDOT SR 7 Fast Bus	Alternative Modes	Transit
31	Citywide Streetscape Plan	Physical Capacity	Roadway

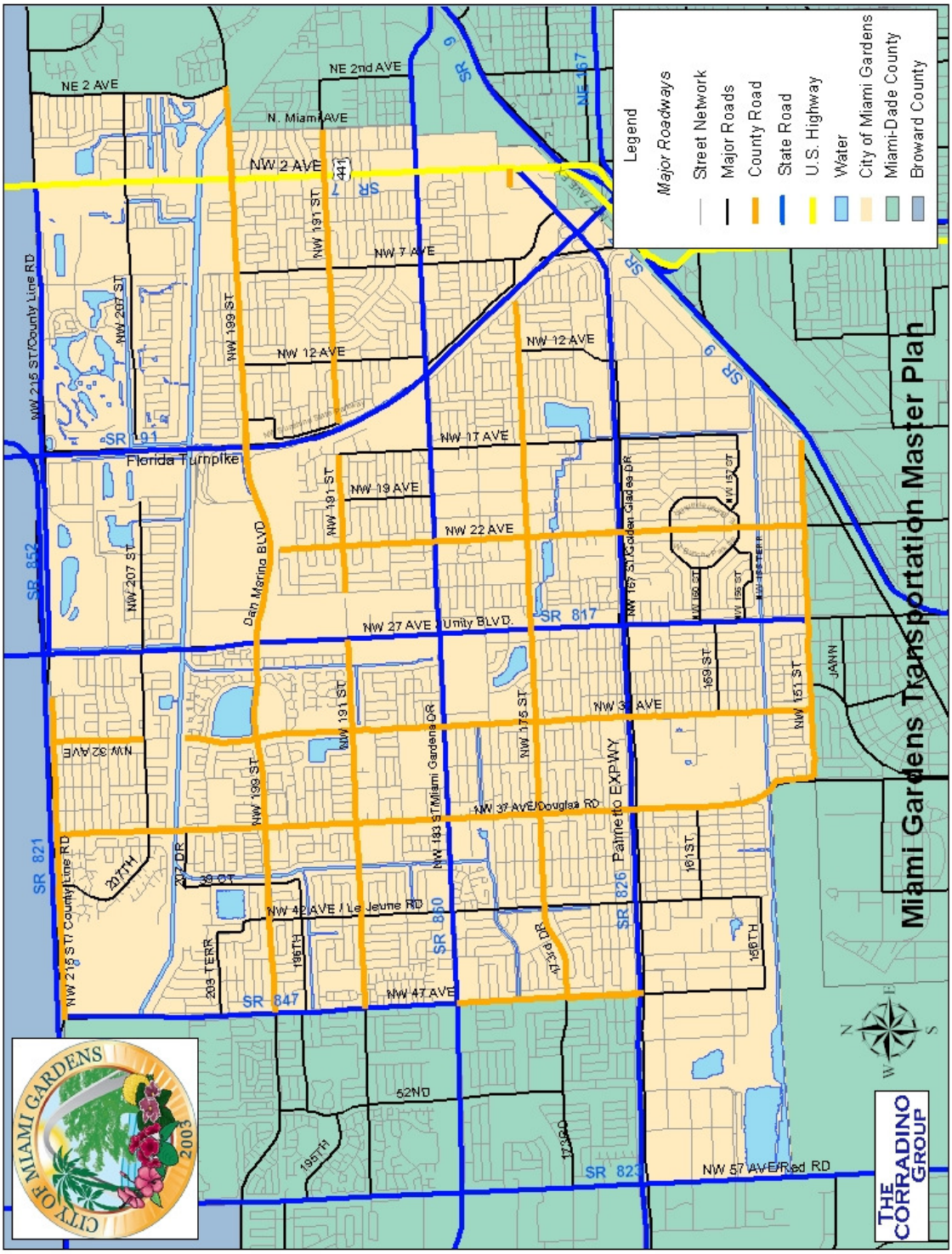
Source: City of Miami Gardens Transportation Master Plan

Map TRAN II - 1: The Roadway Network – Maintenance Responsibility

Note: **As part of the future transportation plan there are no proposed changes to this map.**

Map TRAN II - 1: The Roadway Network – Maintenance Responsibility

Note: **As part of the future transportation plan there are no proposed changes to this map.**



Map TRAN II - 2: Existing Number of Lanes

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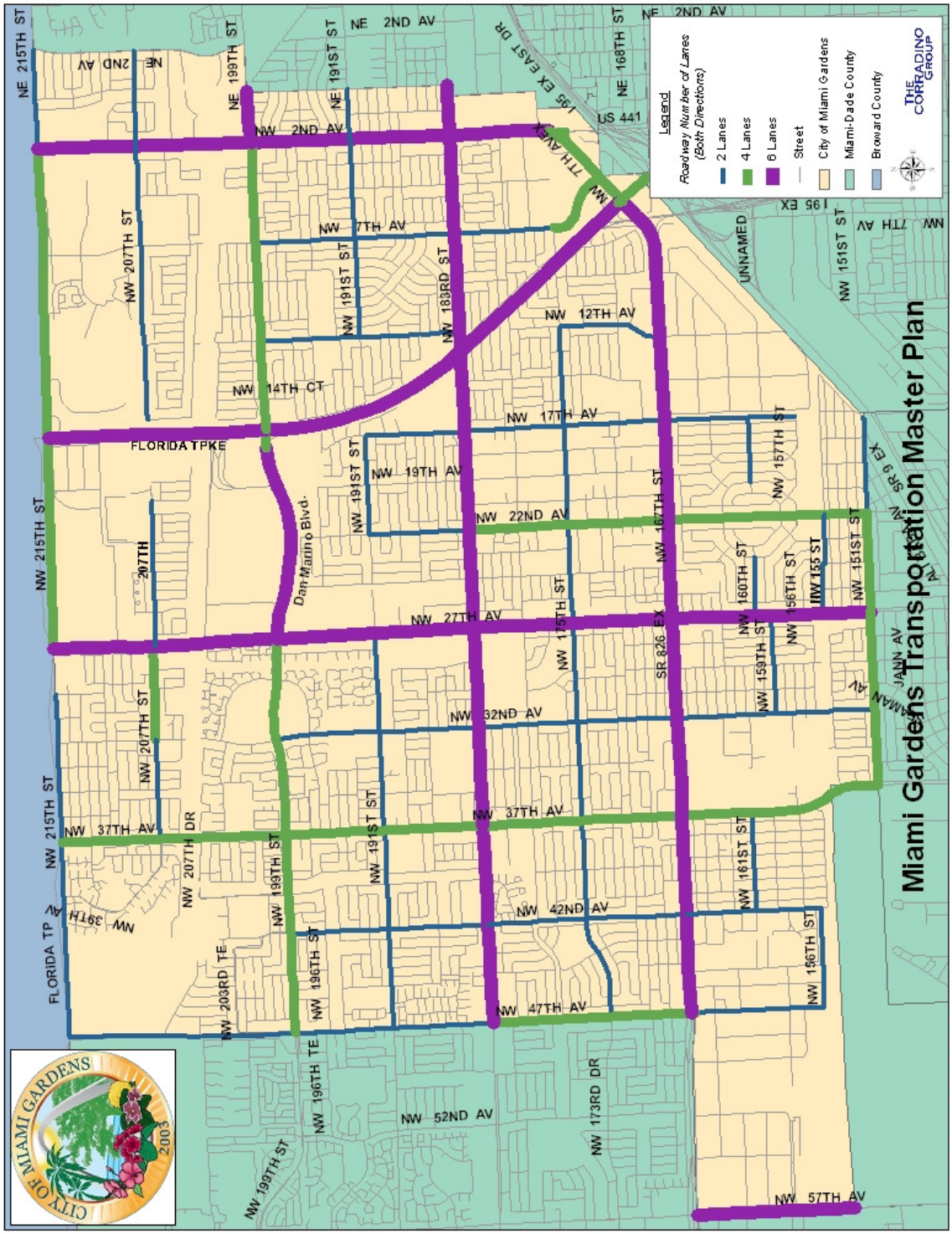

Map TRAN II - 3: Roadway Functional Classification

Note: **As part of the future transportation plan there are no proposed changes to this map.**

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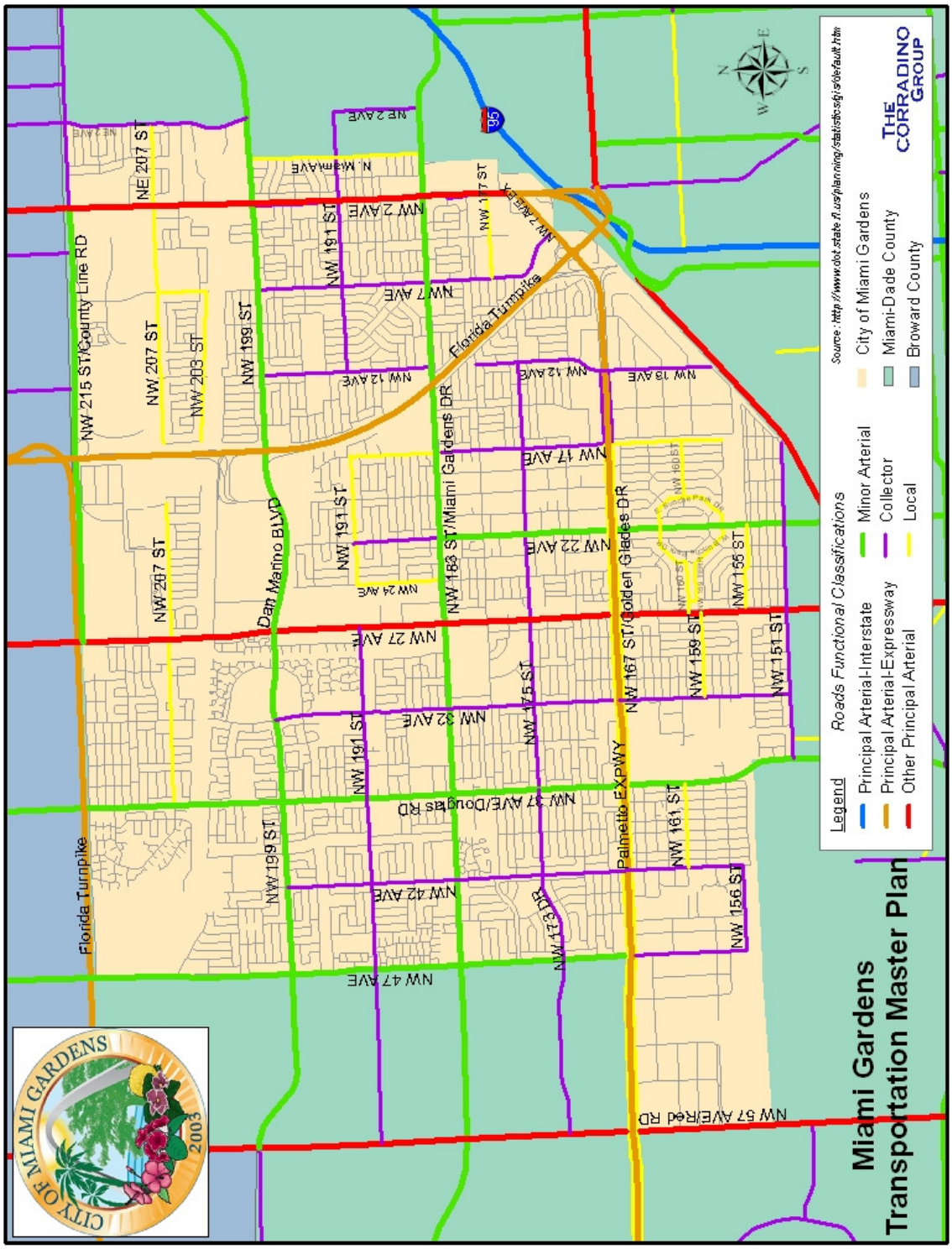

Map TRAN II - 4: Parking Facilities

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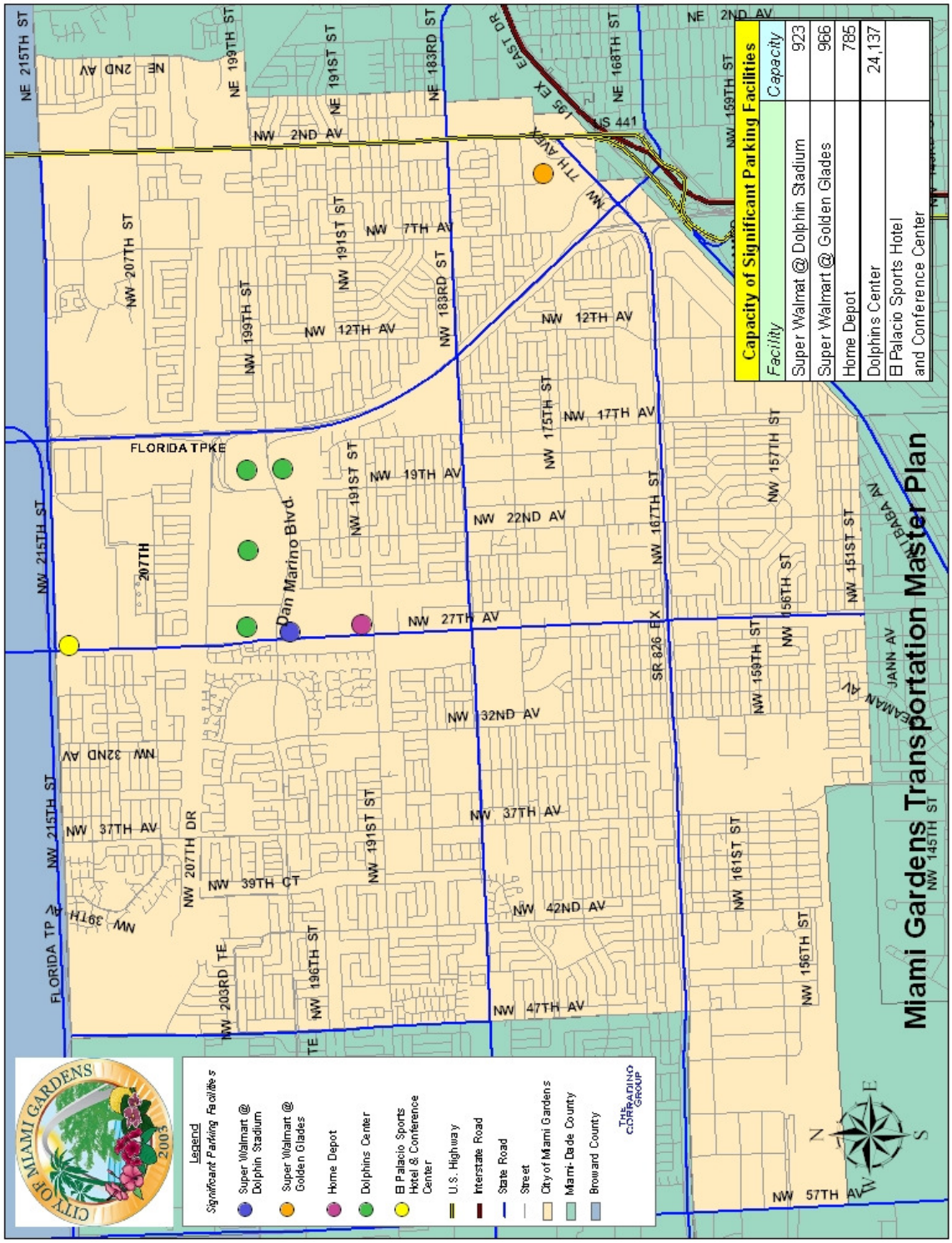
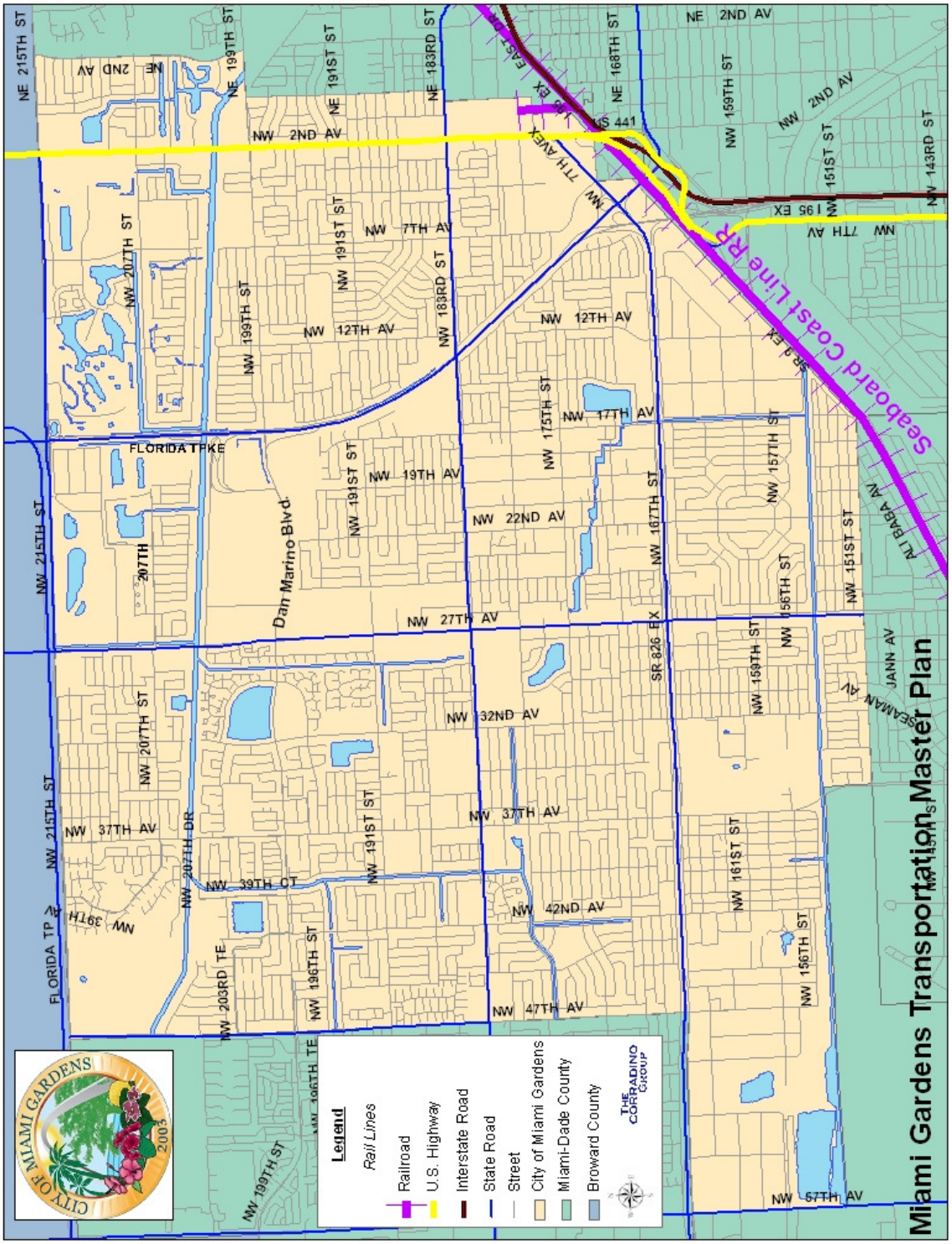


Map TRAN II - 5: Railroads

Note: **As part of the future transportation plan there are no proposed changes to this map.**

Map TRAN II - 5: Railroads

Note: **As part of the future transportation plan there are no proposed changes to this map.**



Map TRAN II - 6: Presence of Sidewalks

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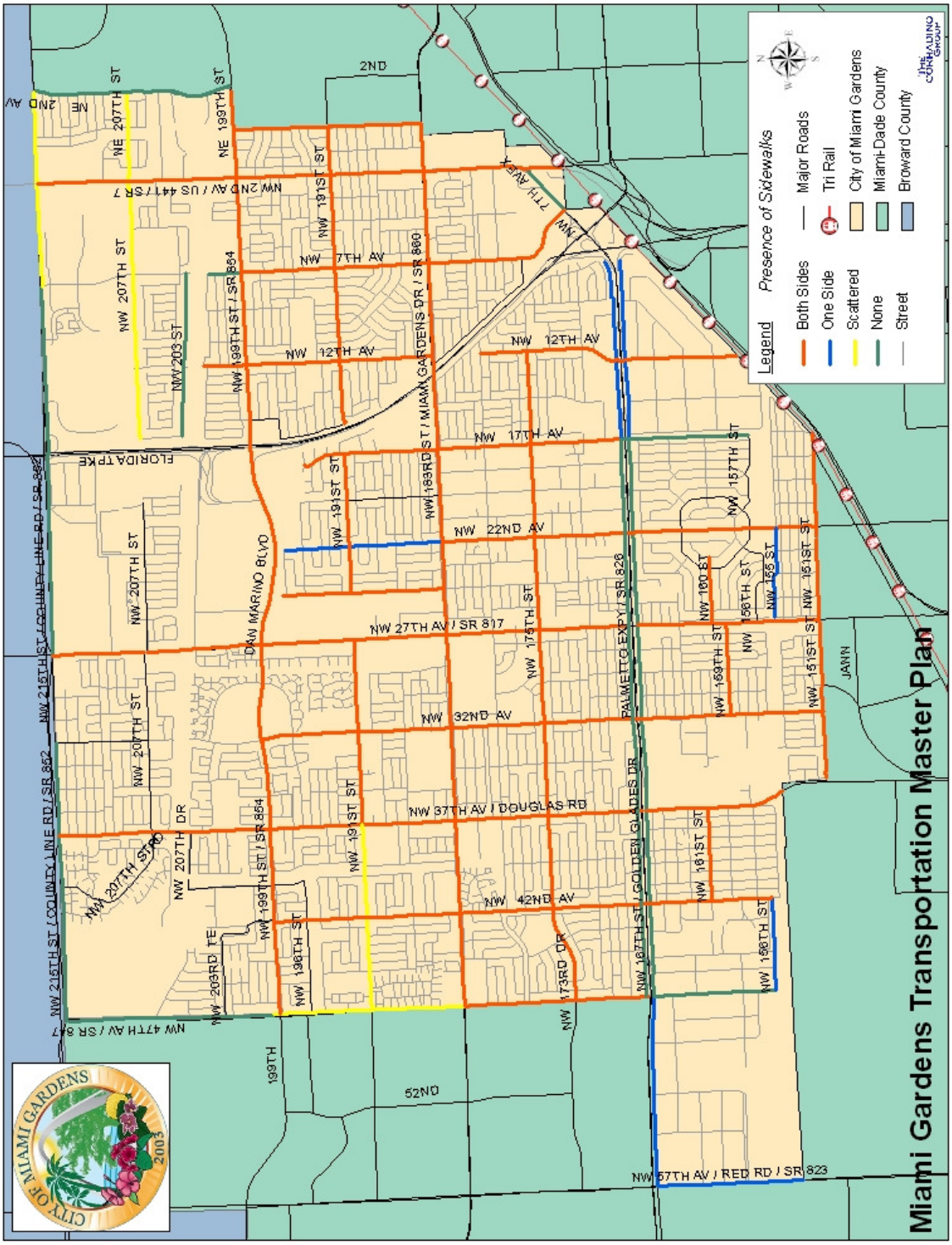

Map TRAN II - 7: Existing and Currently Planned Bicycle facilities

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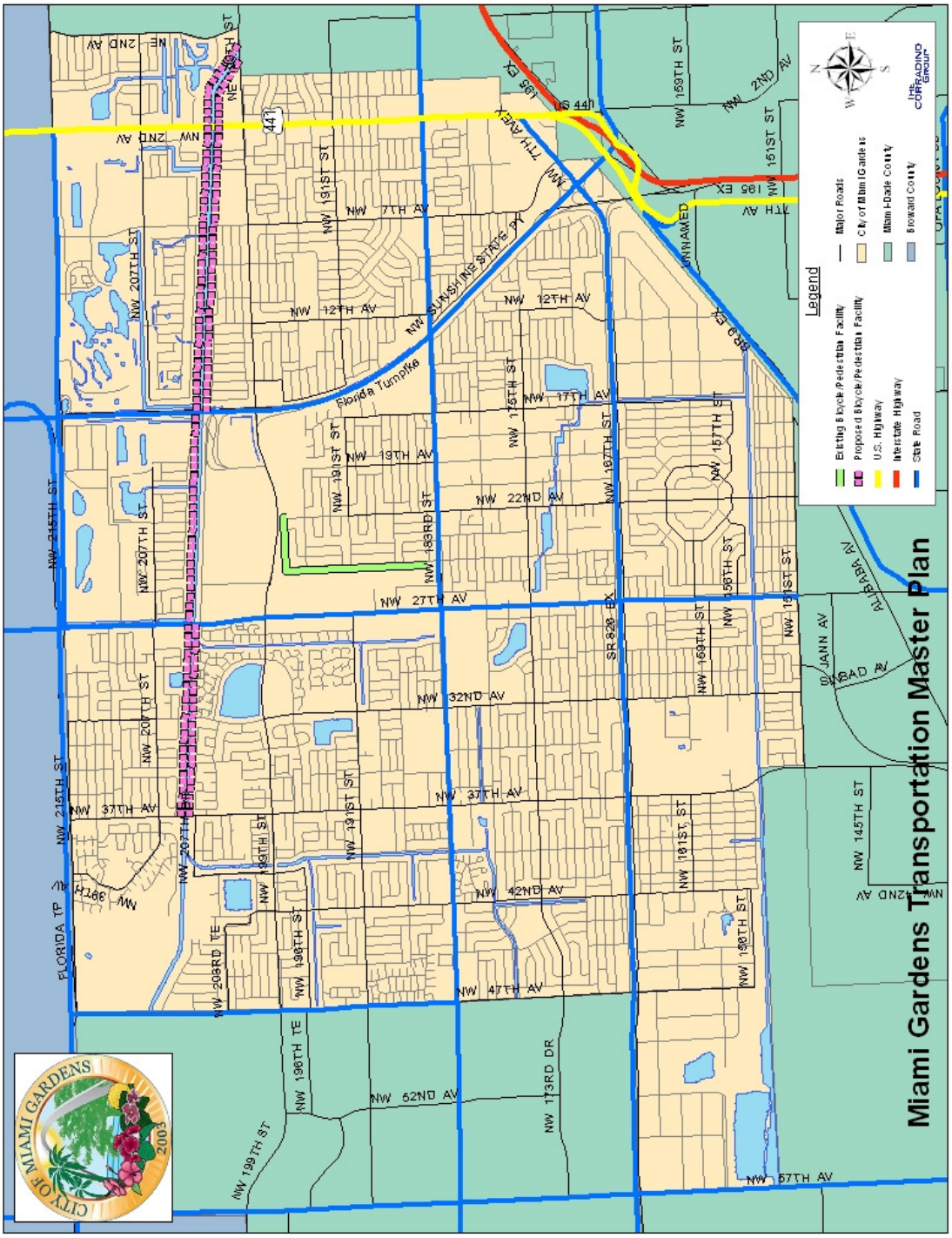

Map TRAN II - 8: Existing Miami Dade County Transit Routes

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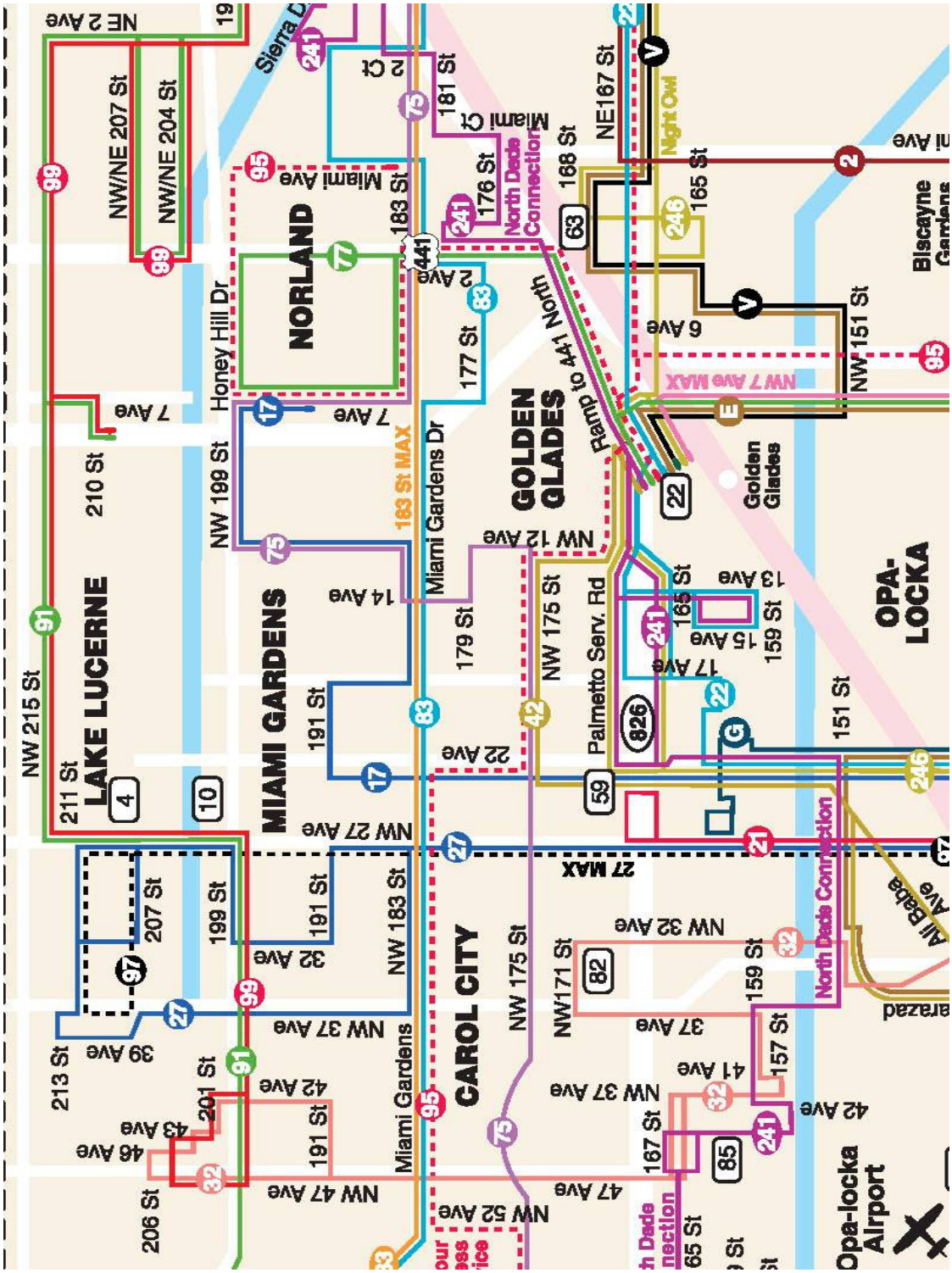
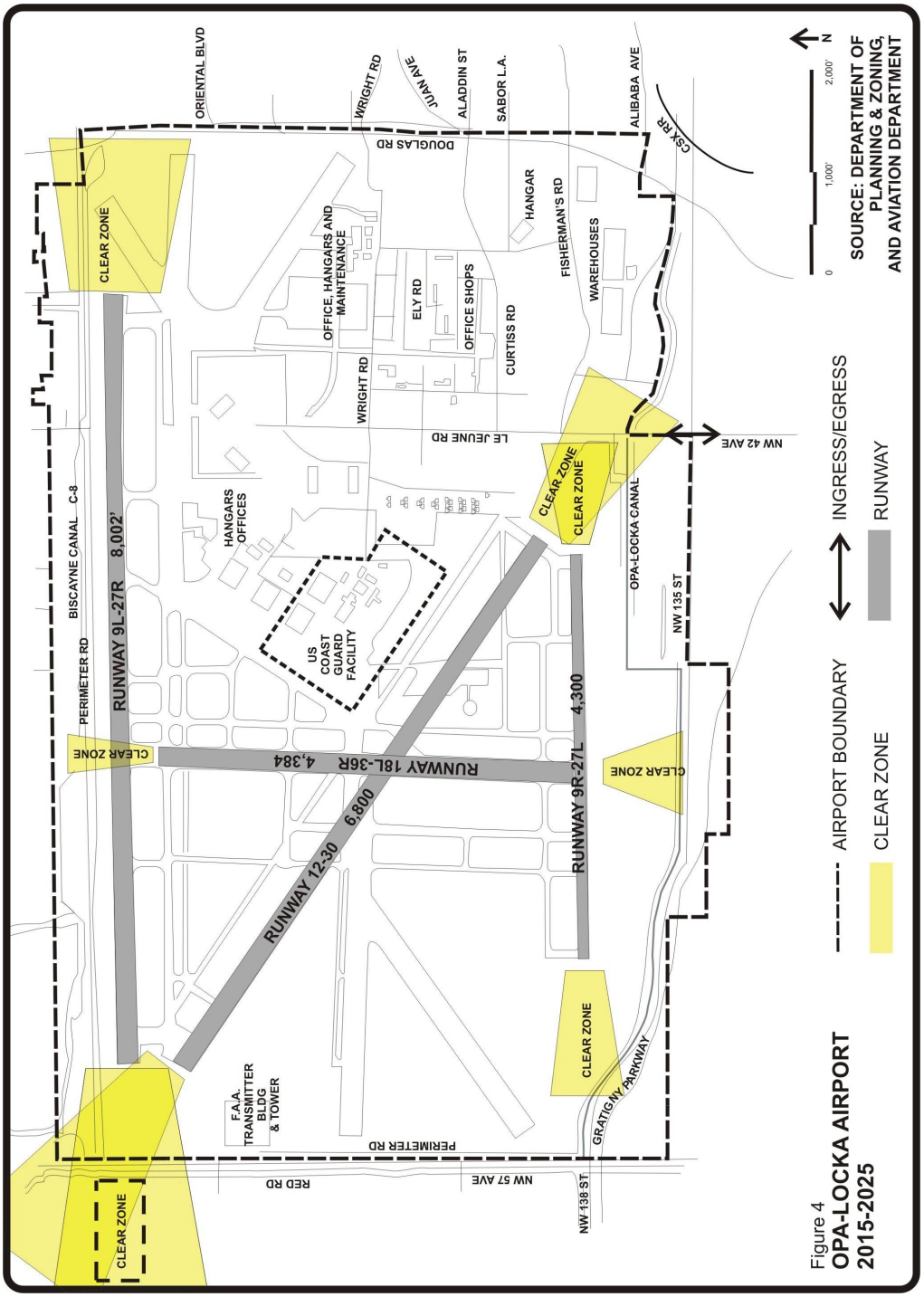


Map TRAN II - 9: Opa Locka Airport Clear Zone Map

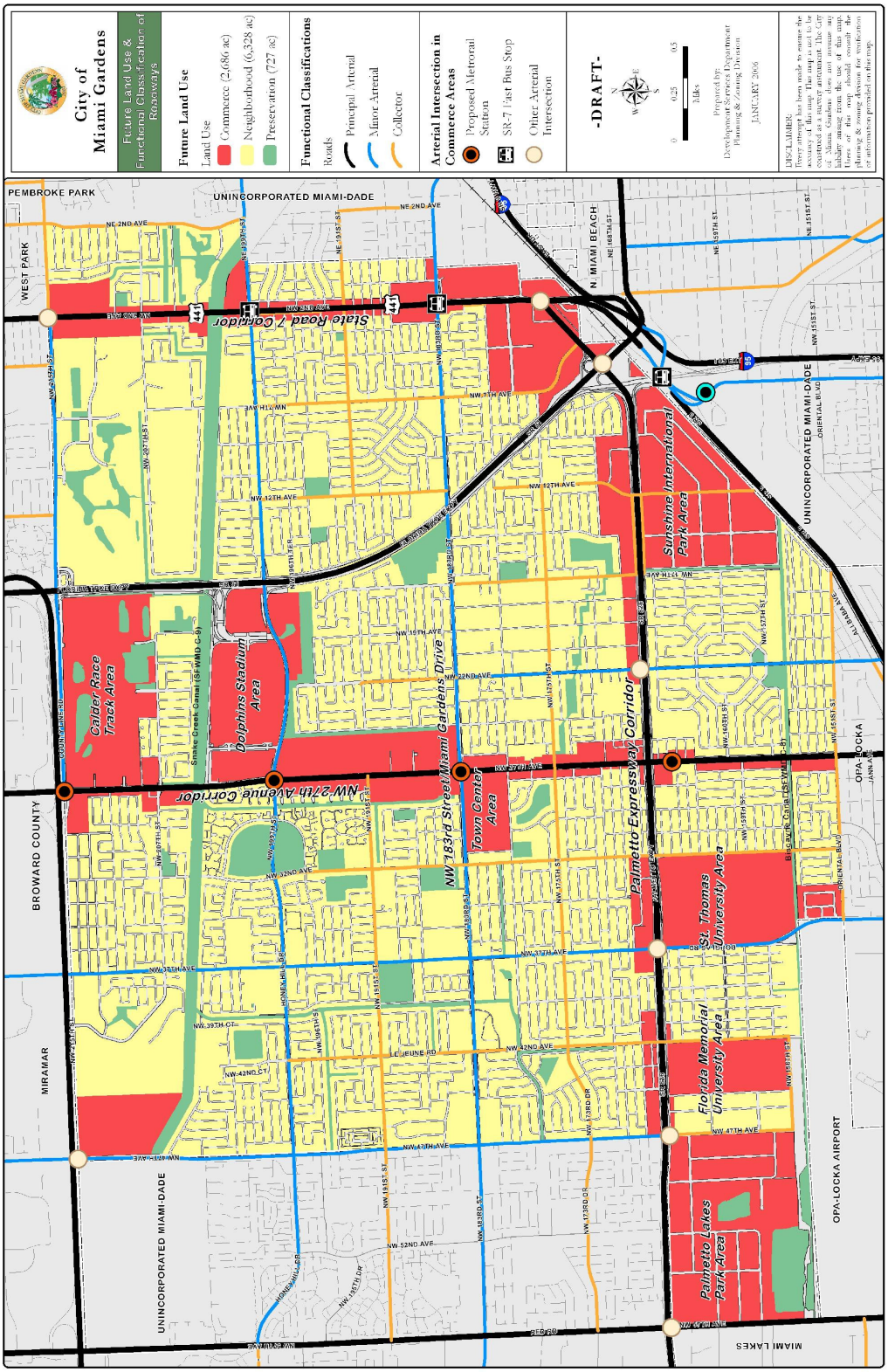
Map TRAN II - 9: Opa Locka Airport Clear Zone Map

Note: The City of Miami Gardens city limits are generally north of Biscayne Canal on the north side of the map.



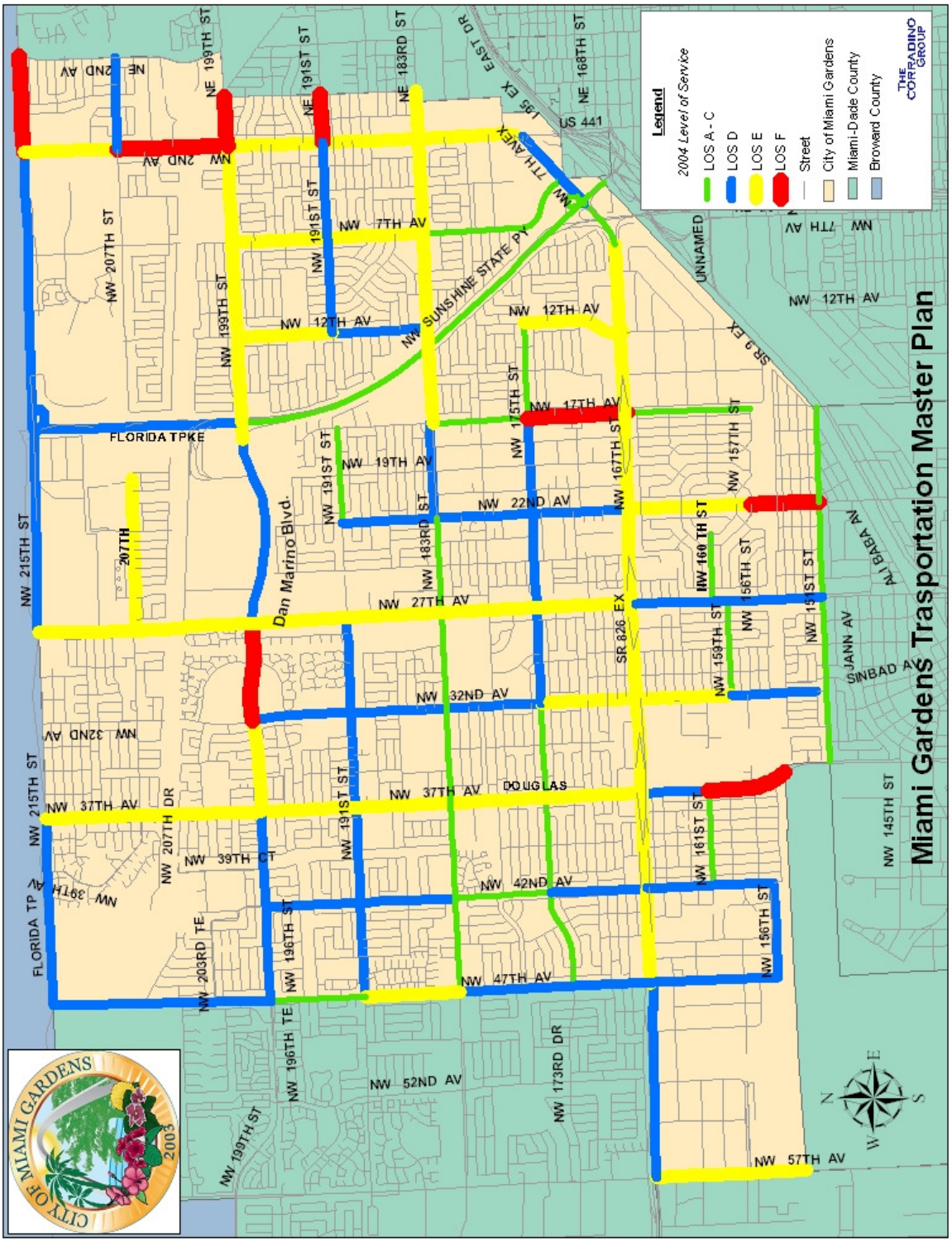
Map TRAN II - 10: Future Land Use Map

Map TRAN II - 10: Future Land Use Map



Map TRAN II - 11: Year 2004 Peak Hour Levels of Service

Map TRAN II - 11: Year 2004 Peak Hour Levels of Service



Map TRAN II - 12: Projected Peak Hour Levels of Service for the Year 2015

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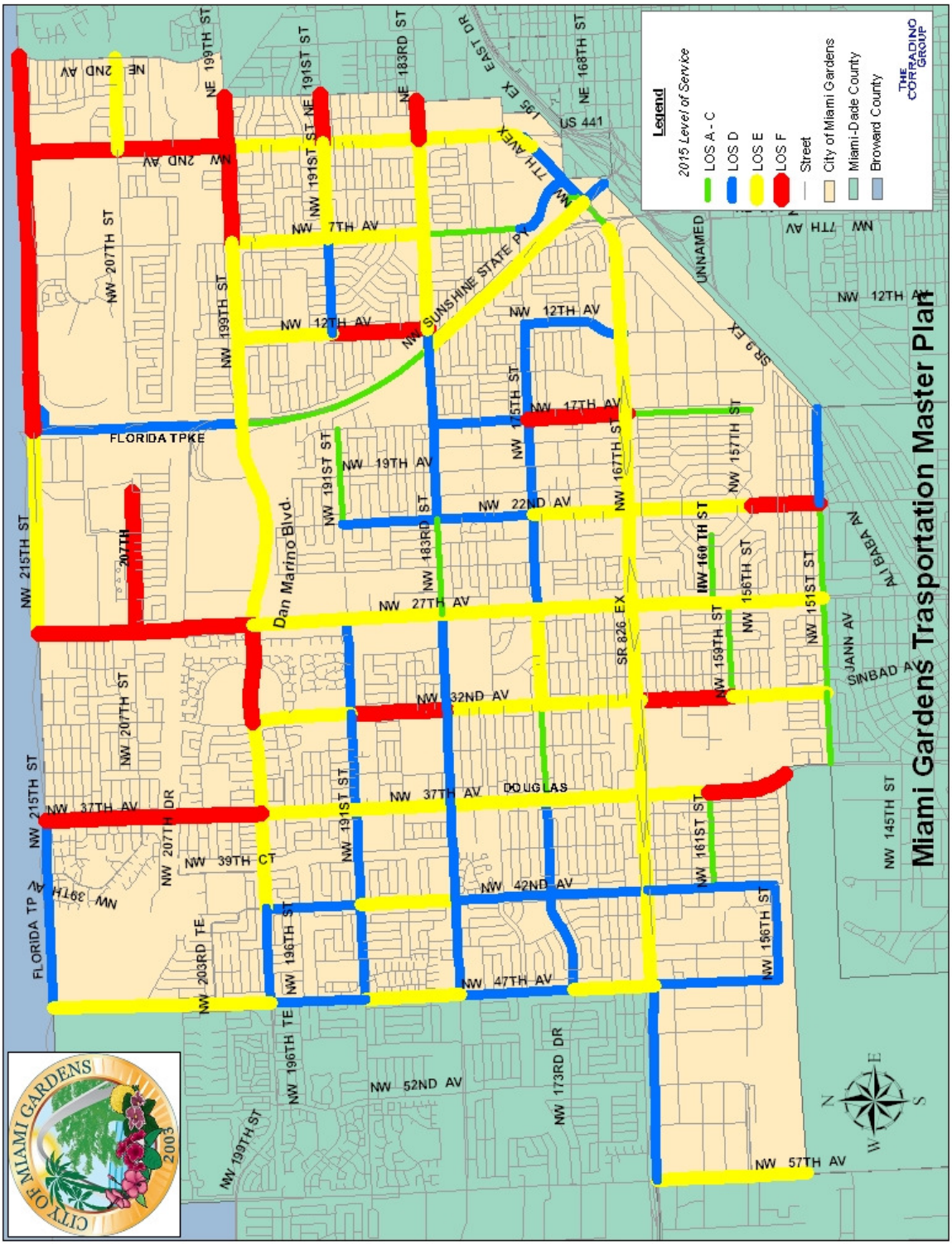
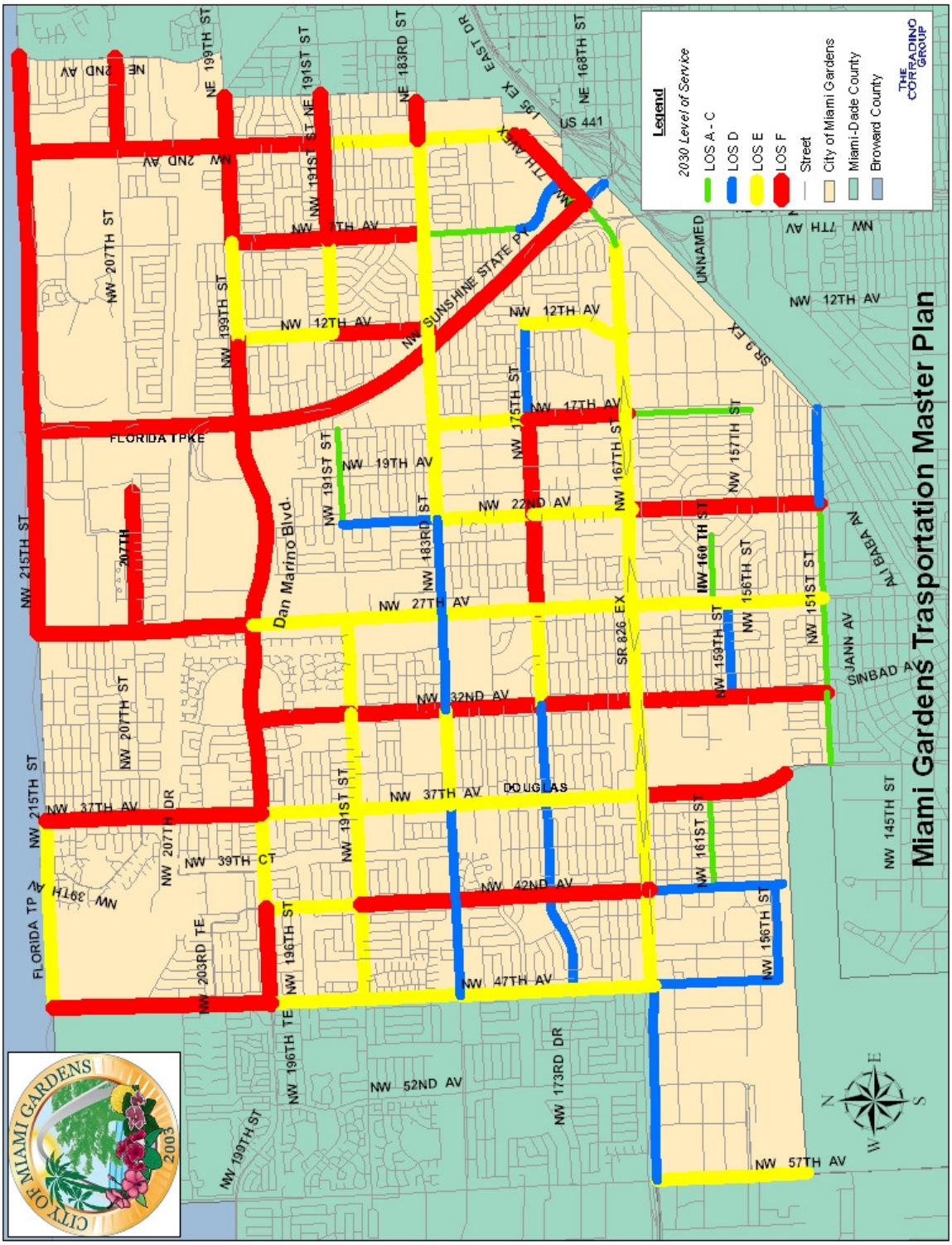


Map TRAN II - 13: Projected Peak Hour Levels of Service for the Year 2030

Map TRAN II - 13: Projected Peak Hour Levels of Service for the Year 2030

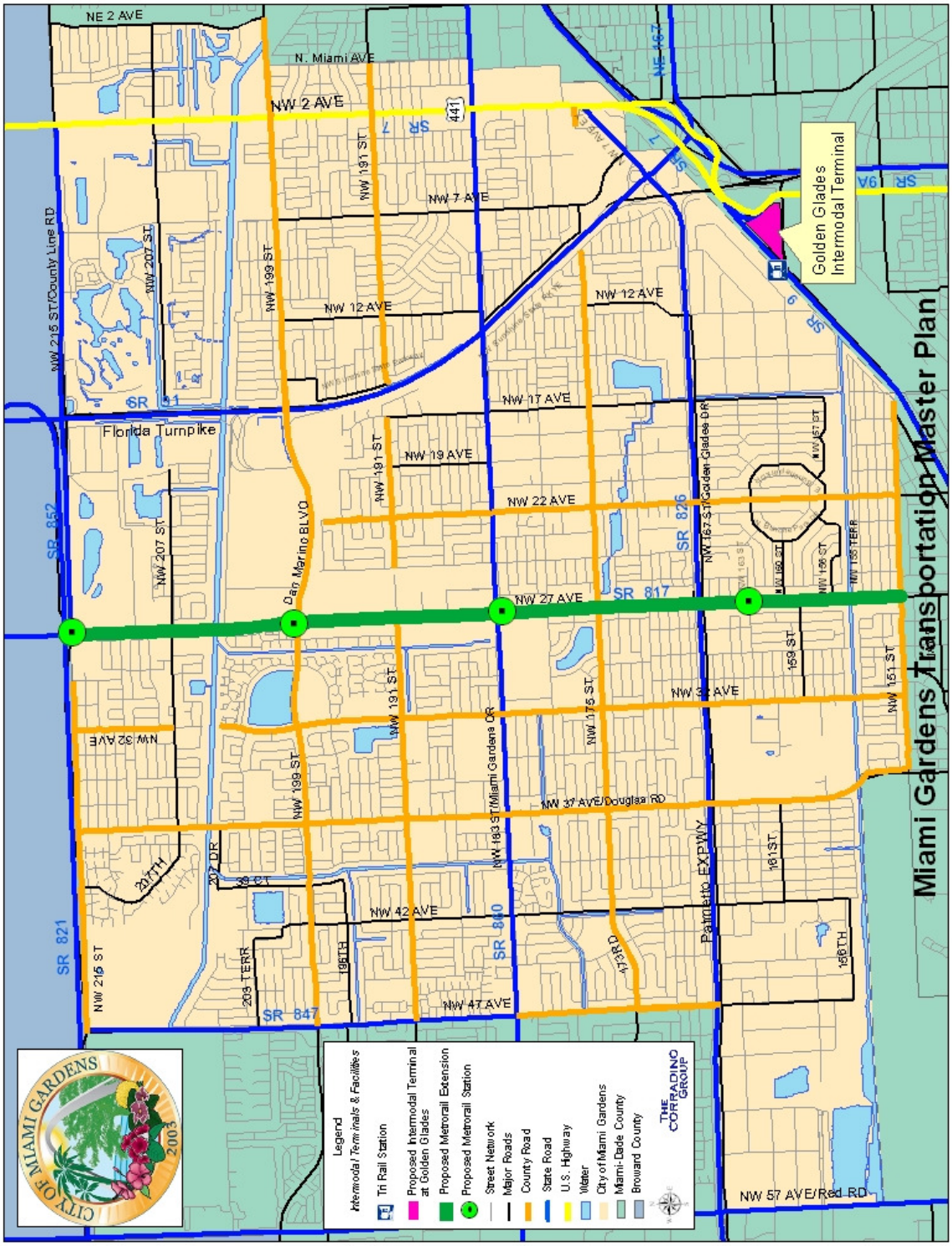


Map TRAN II - 14: Transportation Concurrency Management Area (TCMA)

Map TRAN II - 14: Transportation Concurrency Management Areas (TCMA)

Map TRAN II –15 : MetroRail North Corridor and the Golden Glades Intermodal Facility

Map TRAN II –15 : MetroRail North Corridor and the Golden Glades Intermodal Facility

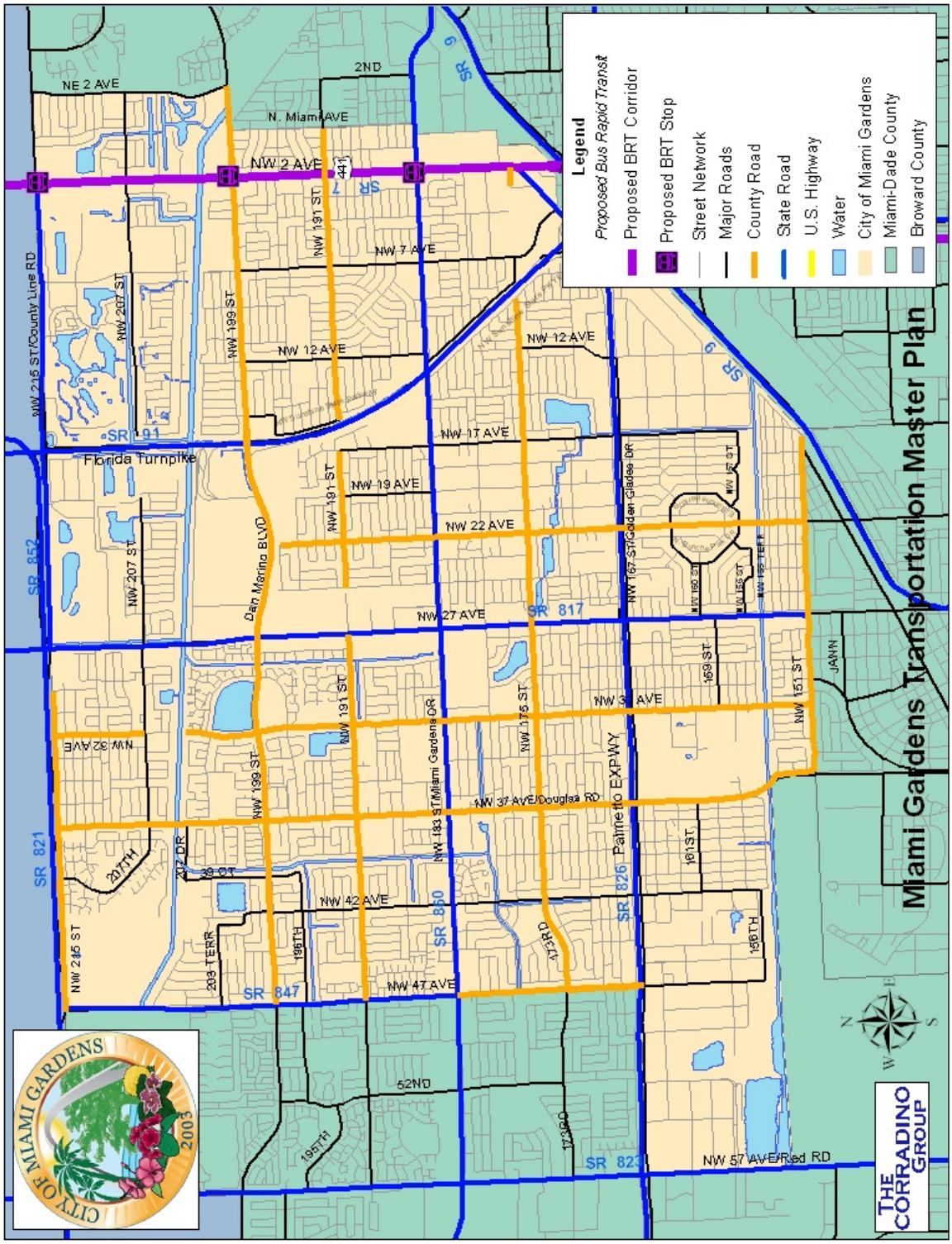


Map TRAN II - 16: Proposed Resurfacing Projects – Major Roadways

Map TRAN II - 16: Proposed Resurfacing Projects – Major Roadways

Map TRAN II - 17: Proposed Transit Bridge Project

Map TRAN II - 17: Proposed Transit Bridge Project



Map TRAN II - 18: Miami-Dade MPO's Long Range Transportation Plan (projects within Miami Gardens)

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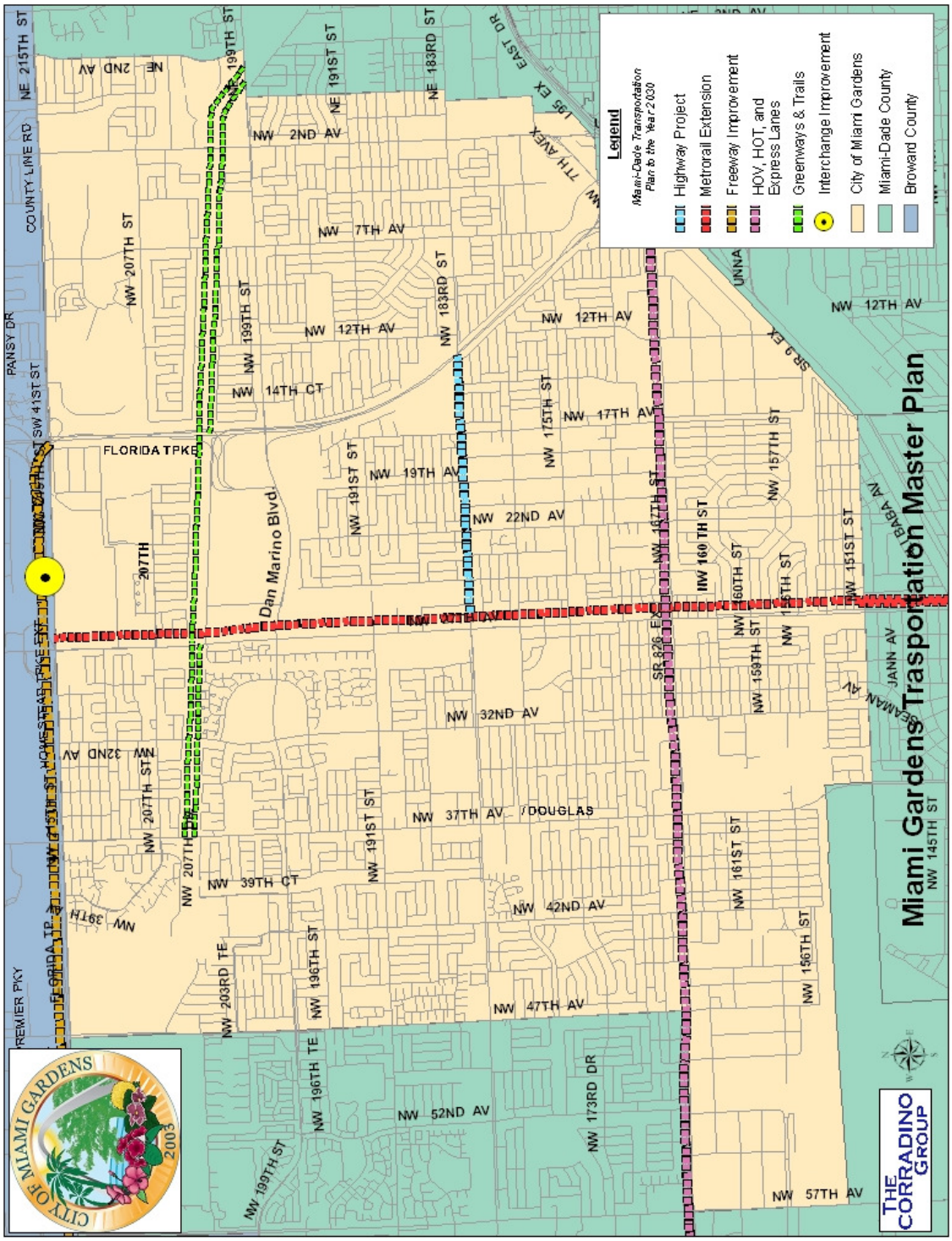


Map TRAN II - 19: Emergency Evacuation Routes

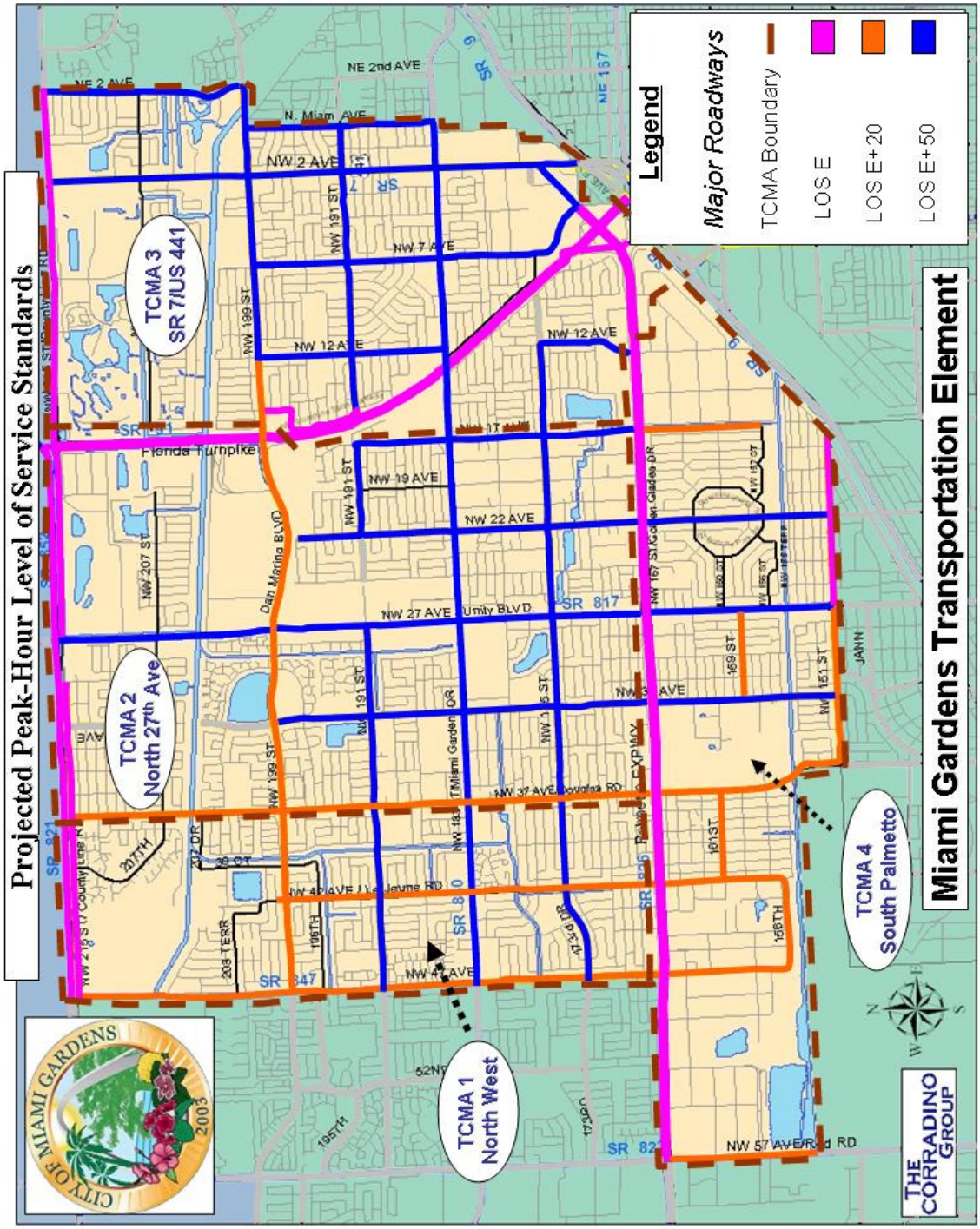
Map TRAN II - 19: Emergency Evacuation Routes

Map TRAN II - 20: Major Public Transit Trip Generators and Attractors

Map TRAN II - 20: Major Public Transit Trip Generators and Attractors

Map TRAN II - 21: Projected Peak Hour Level of Service within Transportation Concurrency Management Areas

Map TRAN II - 21: Projected Peak Hour Level of Service within Transportation Concurrency Management Areas



Map TRAN II-22: Proposed Intersection Improvements

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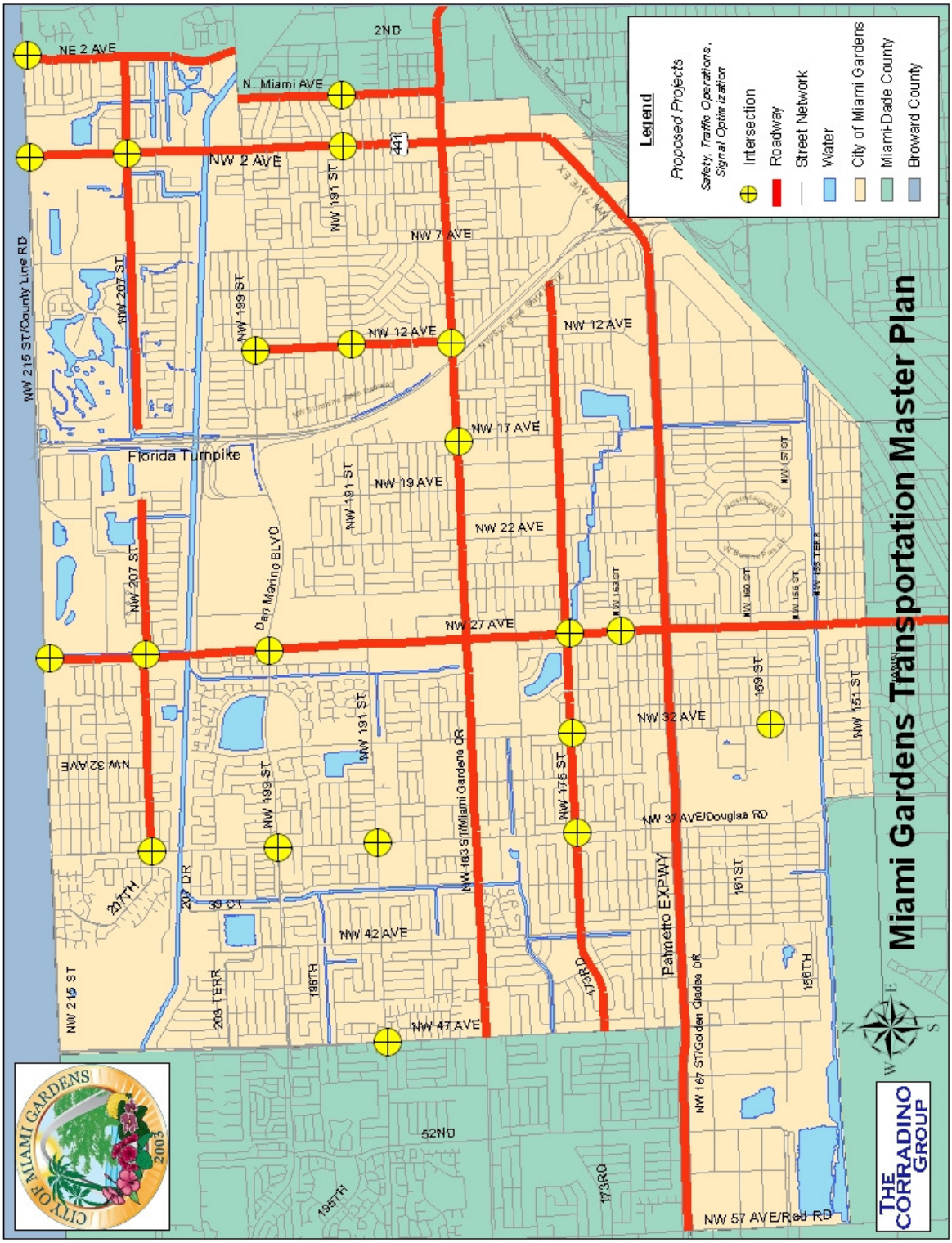

APPENDICES

1. TRANSIT DEVELOPMENT PROGRAM SERVICE IMPROVEMENTS THROUGH 2007 FOR MIAMI GARDENS

PEOPLE'S TRANSPORTATION PLAN (ALPHA-NUMERIC LISTING)
Service Improvements Through 2007 (Existing and New Routes)

Route	Change Description	Increase in Hours per Year	Increase in Miles per Year	Increase in PVR Peak	Off-Peak	Over-Night	Week-end	Current Type of	Start Date
E	Extended midday service to west Miami Lakes area.	149	6,120	0	1	0	0	Full-Sized	Nov. 11, 2002
E	Improved peak headway from 60 to 30 minutes.	7,260	108,146	4	0	0	0	Full-Sized	Feb. 16, 2003
E	Extended to NW 82 Avenue.	0	500	0	0	0	0	Full-Sized	Nov. 21, 2004
E	Improved midday headway from 60 to 30 minutes.	9,422	101,235	0	3	0	0	Full-Sized	Dec. 18, 2005
E	Improved weekend headway from 60 to 30 minutes.	2,664	39,083	0	0	0	3	Minibus	Dec. 18, 2005
E	Improve peak headway from 30 to 20 minutes.	4,080	54,264	4	0	0	0	Full-Sized	2007
E	Improve peak headway from 20 to 15 minutes.	4,080	54,264	4	0	0	0	Full-Sized	2007
G	Increased running times due to detour from Broad Causeway.	2,491	0	1	0	0	0	Full-Sized	Mar. 16, 2003
G	Improved Sunday headway from 60 to 30 minutes.	2,388	24,186	0	0	0	2 (Sunday)	Full-Sized	May 25, 2003
G	Restore alignment to Broad Causeway (remove long-term detour)	(3,600)	(43,000)	-1	0	0	0	Full-Sized	Apr. 23, 2006
G	Improve peak headway from 30 to 20 minutes.	1,300	22,900	1	0	0	0	Full-Sized	2006
G	Improve peak headway from 20 to 15 minutes.	1,300	22,900	1	0	0	0	Full-Sized	2007
2	Realigned weekday alignment by Horace Mann Middle School (CBOA).	(89)	(3,417)	-1	0	0	0	Full-Sized	July 31, 2005
2	Improve weekday headway north of NW 84 Street from 60 to 30 minutes.	7,650	87,210	2	2	0	0	Full-Sized	2007
2	All night service, every 60 minutes, seven days a week. Serves the Overtown station.	4,380	49,932	0	0	2	0	Full-Sized	2007

2	Re-align northern terminus to future Golden Glades Intermodal Terminal.	0	0	0	0	0	0	Full-Sized	2007
17	Improved Sunday headway from 60 to 30 minutes.	4,547	34,916	0	0	0	3 (Sunday)	Full-Sized	May 25, 2003
17	Improve early evening headway	2,031	17,496	0	0	0	0	Full-Sized	Apr. 23, 2006
17	Extend service to the Golden Glades Intermodal Terminal.	4,400	54,120	1	1	0	1	Full-Sized	2007
21	Improved weekend headway from 60 to 30 minutes.	2,860	30,602	0	0	0	2	Full-Sized	May 25, 2003
21	Adjusted PM schedule for last northbound trip.	0	0	0	0	0	0	Full-Sized	Nov. 21, 2004
21	Improved peak headway from 30 to 20 minutes.	3,009	34,512	2	0	0	0	Full-Sized	Apr. 23, 2006
21	Improve daily headway from 60 to 30 minutes north of the Northside Metrorail station.	3,820	40,874	1	1	0	0	Full-Sized	2007
21	Improve peak headway from 20 to 15 minutes.	3,009	34,512	2	0	0	0	Full-Sized	2007
21	Extend route from Bunche Park to the future Golden Glades Intermodal Terminal.	3,820	40,874	1	1	0	1	Full-Sized	2007
22	Introduced Sunday service to Civic Center area (Santa Clara branch). Improved Sunday headway to 30-minutes north of NW 20th Street.	2,138	26,993	0	0	0	3	Full-Sized	Nov. 10, 2002
22	Realigned onto South Bayshore Drive between Aviation Avenue and SW 27 Avenue.	0	0	0	0	0	0	Full-Sized	Apr. 25, 2004
22	Improved peak headway from 20 to 15 minutes on the main line and from 40 to 30 minutes on the Civic Center and Coconut Grove branches.	2,431	46,691	3	0	0	0	Full-Sized	Nov. 21, 2004
22	All night service, every 60 minutes, seven days a week. Serves the Earlington Heights and Coconut Grove stations.	5,800	98,100	0	0		0	Full-Sized	2007
27	Extended all trips to the Coconut Grove Metrorail station.	136	34,604	0	0	0	1	Full-Sized	Nov. 9, 2002
27	Added all night service, every 60 minutes, seven days a week. Serves the Coconut Grove and Dr. Martin Luther King, Jr. stations.	3,549	44,475	0	0	4	0	Full-Sized	June 8, 2003

27	Added later evening southbound weekday trips (CBOA).	969	8,874	0	0	0	0	Full-Sized	July 31, 2005
27	Improve Saturday headway from 20 to 15 minutes and Sunday headway from 30 to 20 minutes.	3,600	55,000	0	0	0	3	Full-Sized	Apr. 23, 2006
29	Improved peak headway from 70 to 30 minutes.	3,048	40,456	3	0	0	0	Minibus	Nov. 21, 2004
29	Improved midday service from 70 to 45 minute headway.	3,047	40,456	0	1	0	0	Minibus	Nov. 21, 2004
29	Improve peak headway from 30 to 20 minutes.	2,040	23,052	2	0	0	0	Minibus	2007
29	Improve peak headway from 20 to 15 minutes.	1,020	11,526	1	0	0	0	Minibus	2007
29	Improve midday service from 45 to 30 minute headway.	2,040	23,052	0	1	0	0	Minibus	2007
29	Introduce weekend service at 60 minute headway.	3,190	49,300	0	0	0	2	Minibus	2007
29	Improve weekend service from 60 to 30 minute headway.	3,416	38,601	0	0	0	2	Minibus	2007
32	Improved peak headway from 20 to 15 minutes.	5,415	67,652	3	0	0	0	Full-Sized	Nov. 21, 2004
32	Improved weekend headway from 40/60 to 30 minutes .	3,630	50,954	0	0	0	3	Full-Sized	Nov. 21, 2004
42	Improved peak headway from 60 to 30 minutes and extended peak hour trips to Coconut Grove station.	7,058	121,125	4	0	0	0	Full-Sized	Jan. 20, 2003
42	Extended all trips to the Coconut Grove station.	0	0	0	0	0	0	Full-Sized	Mar. 16, 2003
42	Improved midday headway from 60 to 30 minutes.	5,312	65,663	0	4	0	0	Full-Sized	Apr. 27, 2003
42	Improved weekend headway from 60 to 30 minutes.	5,187	74,404	0	0	0	4	Full-Sized	Apr. 27, 2003
42	Improve peak headway from 30 to 15 minutes.	5,100	65,790	5	0	0	0	Full-Sized	2007
73	Improved midday headway from 60 to 30 minutes.	4,424	55,412	0	2	0	0	Full-Sized	Nov. 21, 2004
73	Improved weekend headway from 60 to 30 minutes.	3,525	60,980	0	0	0	3	Full-Sized	Dec. 18, 2005

73	Discontinued Miami Children's Hospital trips and extend them to Dadeland South station (CBOA).	2,571	36,669	0	0	0	0	Full-Sized	Dec. 18, 2005
73	Realigned from Okeechobee station to Palmetto station (long-term detour due to Okeechobee Road construction project).	0	0	0	0	0	0	Full-Sized	Dec. 18, 2005
73	Improve peak headway from 30 to 15 minutes.	7,140	75,684	7	0	0	0	Full-Sized	2007
75	Improved weekend headway from 60 to 30 minutes.	2,492	30,866	0	0	0	2	Full-Sized	May 25, 2003
75	Added a later evening southbound trip from 163 Street Terminal.	179	5,891	0	0	0	0	Full-Sized	Nov. 21, 2004
75	Realigned to serve the Wal-Mart on NW 57 Avenue (CBOA).	2,605	22,138	1	0	0	0	Full-Sized	Dec. 18, 2005
75	Improve peak headway from 30 to 20 minutes.	4,600	76,000	3	0	0	0	Full-Sized	2007
75	Improve peak headway from 20 to 15 minutes.	4,600	76,000	3	0	0	0	Full-Sized	2007
75	Extend service to the Northeast Bus Terminal.	1,000	12,000	1	0	0	0	Full-Sized	2007
77	Improved peak headway from 10 to 8 minutes.	4,106	52,938	3	0	0	0	Full-Sized	Mar. 16, 2003
77	Added all night service, every 60 minutes, seven days a week. Serves the Government Center station.	2,820	48,697	0	0	3	0	Full-Sized	June 8, 2003
77	Improved peak headway from 8 to 7½ minutes.	1,708	28,100	1	0	0	0	Full-Sized	Dec. 7, 2003
77	Improved Saturday headway from 20 to 15 minutes.	2,054	25,012	0	0	0	3 (Sat)	Full-Sized	Dec. 7, 2003
77	Added two AM weekday trips.	1,216	4,182	1	0	0	0	Full-Sized	Apr. 24, 2005
83	Improved peak headway from 20 to 15 minutes.	6,039	64,235	3	0	0	0	Full-Sized	Dec. 7, 2003
83	Extended all Sunday trips to Miami Lakes.	905	13,566	0	0	0	0	Full-Sized	Apr. 24, 2005
83	All night service, every 60 minutes, seven days a week.	6,570	78,183	0	0	3	0	Full-Sized	2007
91	Realigned service off of NE 164 Street.	0	0	0	0	0	0	Full-Sized	Nov. 9, 2002
91	Improved peak headway from 60 to 30 minutes.	4,689	73,466	3	0	0	0	Full-Sized	Feb. 16, 2003

91	Improved the frequency along the 199th Street corridor to a combined 15 min in the peak and 30 min in the midday and weekends and restructured route into two separate routes with the Route 99.	0	0	0	0	0	0	Full-Sized	Apr. 25, 2004
91	Realigned service onto NE 21 Avenue.	0	923	0	0	0	0	Full-Sized	Apr. 24, 2005
91	Re-structure route to serve the future Northeast Bus Terminal.	500	7,950	1	0	0	0	Full-Sized	2007
95X	Introduced midday service at 30-minute headway.	2,890	69,896	0	3	0	0	Full-Sized	Nov. 11, 2002
95X	Added a morning trip to downtown and two afternoon/evening trips from Civic Center.	604	9,180	0	0	0	0	Full-Sized	Mar. 16, 2003
95X	Added trips for later evening service from the CBD, Civic Center to Carol City/Miami Lakes.	1,721	32,360	1	0	0	0	Full-Sized	Dec. 7, 2003
95X	Added a later am trip on the Carol City leg.	150	2,000	0	0	0	0	Full-Sized	Nov. 21, 2004
95X	Adjusted afternoon schedule to solve overcrowding problem from Civic Center.	0	0	0	0	0	0	Full-Sized	Nov. 21, 2004
95X	Added a peak hour trip to West Dade.	500	10,000	1	0	0	0	Full-Sized	Oct. 9, 2005
95X	Added a morning trip to downtown.	250	5,000	0	0	0	0	Full-Sized	Oct. 9, 2005
95X	Converted deadhead trips into revenue service trips.	100	1,000	0	0	0	0	Full-Sized	Dec. 18, 2005
95X	Added midday trips to/from Civic Center.	380	7,900	0	0	0	0	Full-Sized	Dec. 18, 2005
95X	Add am peak trips to Civic Center and pm peak trips from CBD	650	9,000	0	0	0	0	Full-Sized	Apr. 23, 2006
95X	Discontinue late evening trip from Civic Center.	(350)	(4,600)	0	0	0	0	Full-Sized	Apr. 23, 2006
99	Restructured from the Route 91 operating a segment from NW 47th Avenue to the Aventura Mall.	14,952	207,438	5	2	0	2	Full-Sized	Apr. 25, 2004
99	Expanded weekday and Saturday evening service span to 9:30 pm.	580	8,900	0	0	0	0	Full-Sized	Dec. 18, 2005

27 Avenue MAX (Route 97)	Increased running times for two am southbound trips to match running times of other am southbound trips	0	0	0	0	0	0	Full-Sized	Apr. 25, 2004
27 Avenue MAX (Route 97)	Introduced midday service at 30-minute headway.	5,767	85,961	0	0	0	0	Full-Sized	Oct. 9, 2005
27 Avenue MAX (Route 97)	Improve peak headway from 15 to 10 minutes.	3,060	60,588	3	0	0	0	Full-Sized	2007
183 Street MAX (Route 183)	This route provides limited-stop service along Miami Gardens Drive between NW 87th Avenue and Aventura Mall and FIU Biscayne Bay Campus seven days a week every 30 minutes except on Sunday's early morning and late evening service span when the service will be hourly.	28,344	470,374	5	5	0	5	Full-Sized	Oct. 9, 2005
Night Owl (Route 246)	Realigned to NW 17 Street	0	0	0	0	0	0	Minibus	Dec. 7, 2003
Night Owl (Route 246)	Discontinued Friday and Saturday supplemental service.	(659)	(12,010)	0	0	0	0	Minibus	Apr. 24, 2005
Night Owl (Route 246)	Realigned to service road.	0	0	0	0	0	0	Minibus	Apr. 25, 2004
North Dade Connection (Route 241)	Realigned service to Sierra Drive.	0	6,000	0	0	0	0	Minibus	Nov. 9, 2003
North Dade Connection (Route 241)	Discontinued last 2 weekday evening trips (CBOA).	(1,020)	(15,632)	0	0	0	0	Minibus	July 31, 2005
North Dade Connection (Route 241)	Improve peak headway from 30 to 20 minutes.	2,040	30,600	2	0	0	0	Minibus	2007
North Dade Connection (Route 241)	Improve peak headway from 20 to 15 minutes.	2,040	30,600	2	0	0	0	Minibus	2007
North Dade Connection (Route 241)	Improve midday headway from 60 to 30 minutes.	3,060	45,900	0	2	0	0	Minibus	2007

NW Dade Express (Route 175)	New premium route from Southwest Broward to the Palmetto Metrorail Station during the weekday peak hours only every 20 minutes.	7,931	153,128	6	0	0	0	Full-Sized	July 31, 2005
South Beach Local (Route 123)	Bi-directional service added on the entire Route W and renamed the South Beach Local.	36,731	259,981	7	0	0	0	Minibus	Sept. 25, 2005
	Existing Routes Sub-Total	**312,561**	**4,121,453**	**102**	**29**	**12**	**37**		
Red Road MAX	This route would provide limited-stop service between the Pembroke's Lakes Mall and Hialeah Metrorail station via Red Road (NW 57 Avenue/West 4 Avenue) during the morning and evening peak periods only every 15 minutes.	7,650	133,000	6	0	0	0	Minibus	2007
Western Express	This route would provide express bus service between Miami-Dade and Broward counties, connecting the new Palmetto Metrorail Station and Sawgrass Mall through Pembroke Pines. Service would run every 15 minutes in the peak and every 30 minutes in the off-peak.	18,360	367,200	12	5	0	5	Minibus	2007
	New Routes Sub-Total	**26,010**	**500,200**	**18**	**5**	**0**	**5**		
	EXISTING AND NEW ROUTES GRAND TOTAL	**338,571**	**4,621,653**	**120**	**34**	**12**	**42**		

2. MIAMI GARDENS TRANSPORTATION CONCURRENCY MANAGEMENT AREAS A1 TO A 4 FOR PEAK HOUR TWO-WAY LEVEL OF SERVICE FROM YEAR 2004 TO YEAR 2030

MIAMI GARDENS TRANSPORTATION CONCURRENCY MANAGEMENT AREA (A1)

PEAK HOUR TWO-WAY LEVEL OF SERVICE FOR YEAR 2004 (EAST-WEST CORRIDORS)

Roadway			Jurisdiction/ Functional Classification	Configuration (No. of Lanes)	AADT	Transit	PEAK Hr. (Two-way)					
Road Number/ Name	From	To					Peak Hr.Volume	LOS	LOS Capacity*	Available Capacity	LOS E Capacity	Available Capacity
NW 173rd ST	NW 47th AVE	NW 42nd AVE	Non-State Road/ Urban Collector/ County Rd	2 lanes/ undiv.	5,738	N/A	574	< C	1,390	816	1,480	906
NW 175th ST	NW 42nd AVE	NW 37th AVE	Non-State Road/ Urban Collector/ County Rd	2 lanes/ undiv.	6,016	N/A	602	< C	1,390	788	1,480	878
NW 183rd ST/ SR 860	NW 47th AVE	NW 42nd AVE	Class II/ Urban Minor Arterial/ State Rd	6 lanes/ div.	26,922	Exclusive **	2,692	C	7,380	4,688	7,380	4,688
NW 183rd ST/ SR 860	NW 42nd AVE	NW 37th AVE	Class II/ Urban Minor Arterial/ State Rd	6 lanes/ div.	27,123	Exclusive **	2,712	C	7,380	4,668	7,380	4,668
NW 191st ST	NW 47th AVE	NW 42nd AVE	Non-State Road/ Urban Collector/ County Rd	2 lanes/ undiv.	6,207	Headways 20 Min or Less	621	D	950	329	1,200	579
NW 191st ST	NW 42nd AVE	NW 37th AVE	Non-State Road/ Urban Collector/ County Rd	2 lanes/ undiv.	6,101	Headways 20 Min or Less	610	D	950	340	1,200	590
NW 199th ST	NW 47th AVE	NW 42nd AVE	Non-State Road/ Urban Minor Arterial/ County Rd	4 lanes/ div	25,303	N/A	2,530	D	2,950	420	3,120	590
NW 199th ST	NW 42nd AVE	NW 37th AVE	Non-State Road/ Urban Minor Arterial/ County Rd	4 lanes/ div	26,335	N/A	2,633	D	2,950	317	3,120	487
NW 215th ST	NW 47th AVE	NW 37th AVE	Non-State Road/ Urban Local/ County Rd	2 lanes/ undiv.	5,909	N/A	591	D	950	359	1,200	609

*LOS per current standards

Total = 12,725 13,995

** Extraordinary Transit such as Metrorail and/or Express bus service within 1/2 mile

Average = 1,414 1,555

MIAMI GARDENS TRANSPORTATION CONCURRENCY MANAGEMENT AREA (A1)

PEAK HOUR TWO-WAY LEVEL OF SERVICE FOR YEAR 2015 (EAST-WEST CORRIDORS)

Roadway			Jurisdiction/ Functional Classification	Configuration (No. of Lanes)	AADT	Transit	PEAK Hr. (Two-way)					
Road Number/ Name	From	To					Peak Hr.Volume	LOS	LOS Capacity*	Available Capacity	LOS E Capacity	Available Capacity
NW 173rd ST	NW 47th AVE	NW 42nd AVE	Non-State Road/ Urban Collector/ County Rd	2 lanes/ undiv.	9,418	N/A	942	D	1,390	448	1,480	538
NW 175th ST	NW 42nd AVE	NW 37th AVE	Non-State Road/ Urban Collector/ County Rd	2 lanes/ undiv.	9,374	N/A	937	D	1,390	453	1,480	543
NW 183rd ST/ SR 860	NW 47th AVE	NW 42nd AVE	Class II/ Urban Minor Arterial/ State Rd	6 lanes/ div.	38,585	Exclusive **	3,859	D	7,380	3,521	7,380	3,521
NW 183rd ST/ SR 860	NW 42nd AVE	NW 37th AVE	Class II/ Urban Minor Arterial/ State Rd	6 lanes/ div.	38,367	Exclusive **	3,837	D	7,380	3,543	7,380	3,543
NW 191st ST	NW 47th AVE	NW 42nd AVE	Non-State Road/ Urban Collector/ County Rd	2 lanes/ undiv.	7,524	Headways 20 Min or Less	752	D	950	198	1,200	448
NW 191st ST	NW 42nd AVE	NW 37th AVE	Non-State Road/ Urban Collector/ County Rd	2 lanes/ undiv.	8,560	Headways 20 Min or Less	856	D	950	94	1,200	344
NW 199th ST	NW 47th AVE	NW 42nd AVE	Non-State Road/ Urban Minor Arterial/ County Rd	4 lanes/ div	28,525	N/A	2,853	D	2,950	97	3,120	267
NW 199th ST	NW 42nd AVE	NW 37th AVE	Non-State Road/ Urban Minor Arterial/ County Rd	4 lanes/ div	30,228	N/A	3,023	E	2,950	-73	3,120	97
NW 215th ST	NW 47th AVE	NW 37th AVE	Non-State Road/ Urban Local/ County Rd	2 lanes/ undiv.	6,037	N/A	604	D	950	346	1,200	596

*LOS per current standards

Total = 8,627 9,897

** Extraordinary Transit such as Metrorail and/or Express bus service within 1/2 mile

Average = 959 1,100

MIAMI GARDENS TRANSPORTATION CONCURRENCY MANAGEMENT AREA (A1)

PEAK HOUR TWO-WAY LEVEL OF SERVICE FOR YEAR 2030 (EAST-WEST CORRIDORS)

Roadway			Jurisdiction/ Functional Classification	Configuration (No. of Lanes)	AADT	Transit	PEAK Hr. (Two-way)					
Road Number/ Name	From	To					Peak Hr.Volume	LOS	LOS Capacity*	Available Capacity	LOS E Capacity	Available Capacity
NW 173rd ST	NW 47th AVE	NW 42nd AVE	Non-State Road/ Urban Collector/ County Rd	2 lanes/ undiv.	12,257	N/A	1,226	D	1,390	164	1,480	254
NW 175th ST	NW 42nd AVE	NW 37th AVE	Non-State Road/ Urban Collector/ County Rd	2 lanes/ undiv.	12,151	N/A	1,215	D	1,390	175	1,480	265
NW 183rd ST/ SR 860	NW 47th AVE	NW 42nd AVE	Class II/ Urban Minor Arterial/ State Rd	6 lanes/ div.	39,425	Exclusive **	3,943	D	7,380	3,437	7,380	3,437
NW 183rd ST/ SR 860	NW 42nd AVE	NW 37th AVE	Class II/ Urban Minor Arterial/ State Rd	6 lanes/ div.	44,075	Exclusive **	4,408	D	7,380	2,972	7,380	2,972
NW 191st ST	NW 47th AVE	NW 42nd AVE	Non-State Road/ Urban Collector/ County Rd	2 lanes/ undiv.	11,110	Headways 20 Min or Less	1,111	E	950	-161	1,200	89
NW 191st ST	NW 42nd AVE	NW 37th AVE	Non-State Road/ Urban Collector/ County Rd	2 lanes/ undiv.	11,358	Headways 20 Min or Less	1,136	E	950	-186	1,200	64
NW 199th ST	NW 47th AVE	NW 42nd AVE	Non-State Road/ Urban Minor Arterial/ County Rd	4 lanes/ div	36,114	N/A	3,611	F	2,950	-661	3,120	-491
NW 199th ST	NW 42nd AVE	NW 37th AVE	Non-State Road/ Urban Minor Arterial/ County Rd	4 lanes/ div	31,615	N/A	3,162	E	2,950	-212	3,120	-42
NW 215th ST	NW 47th AVE	NW 37th AVE	Non-State Road/ Urban Local/ County Rd	2 lanes/ undiv.	11,811	N/A	1,181	E	950	-231	1,200	19

*LOS per current standards

Total = 5,297 6,567

** Extraordinary Transit such as Metrorail and/or Express bus service within 1/2 mile

Average = 589 730

MIAMI GARDENS TRANSPORTATION CONCURRENCY MANAGEMENT AREA (A1)

PEAK HOUR TWO-WAY LEVEL OF SERVICE FOR YEAR 2004 (NORTH-SOUTH CORRIDORS)

Roadway			Jurisdiction/ Functional Classification	Configuration (No. of Lanes)	AADT	Transit	PEAK Hr. (Two-way)					
Road Number/ Name	From	To					Peak Hr.Volume	LOS	LOS Capacity*	Available Capacity	LOS E Capacity	Available Capacity
NW 47th AVE	NW 167th ST	NW 173rd DR	Non-State Road/ Urban Minor Arterial/ County Rd	4 lanes/ undiv	28,786	Exclusive **	2,879	D	2,950	71	3,744	865
NW 47th AVE	NW 173rd RD	NW 183rd ST	Non-State Road/ Urban Minor Arterial/ County Rd	4 lanes/ undiv	26,774	Exclusive **	2,677	D	2,950	273	3,744	1,067
NW 47th AVE/ SR 847	NW 183rd ST	NW 191st ST	Class II/ Urban Minor Arterial/ State Rd	2 lanes/ undiv.	20,300	Exclusive **	1,829	E	1,860	31	1,860	31
NW 47th AVE/ SR 847	NW 191st ST	NW 199th ST	Class II/ Urban Minor Arterial/ State Rd	2 lanes/ undiv.	8,532	Exclusive **	853	C	1,860	1,007	1,860	1,007
NW 47th AVE/ SR 847	NW 199th ST	NW 215th ST	Class II/ Urban Minor Arterial/ State Rd	2 lanes/ undiv.	10,997	Headways 20 Min or Less	1,100	D	1,550	450	1,550	450
NW 42nd AVE	NW 167th ST	NW 173rd DR	Non-State Road/ Urban Collector	2 lanes/ undiv.	9,255	N/A	926	D	1,390	464	1,480	554
NW 42nd AVE	NW 173rd DR	NW 183rd ST	Non-State Road/ Urban Collector	2 lanes/ undiv.	8,015	N/A	802	C	1,390	588	1,480	678
NW 42nd AVE	NW 183rd ST	NW 191st ST	Non-State Road/ Urban Collector	2 lanes/ undiv.	10,317	N/A	1,032	D	1,390	358	1,480	448
NW 42nd AVE	NW 191st ST	NW 199th ST	Non-State Road/ Urban Collector	2 lanes/ undiv.	8,948	N/A	895	D	1,390	495	1,480	585

*LOS per current standards

Total = 3,738 5,686

** Extraordinary Transit such as Metrorail and/or Express bus service within 1/2 mile

Average = 415 632

Total Available Capacity (E-W +N-S) 2004 A1 = 1,829 2,187

MIAMI GARDENS TRANSPORTATION CONCURRENCY MANAGEMENT AREA (A1)

PEAK HOUR TWO-WAY LEVEL OF SERVICE FOR YEAR 2015 (NORTH-SOUTH CORRIDORS)

Roadway			Jurisdiction/ Functional Classification	Configuration (No. of Lanes)	AADT	Transit	PEAK Hr. (Two-way)					
Road Number/ Name	From	To					Peak Hr.Volume	LOS	LOS Capacity*	Available Capacity	LOS E Capacity	Available Capacity
NW 47th AVE	NW 167th ST	NW 173rd DR	Non-State Road/ Urban Minor Arterial/ County Rd	4 lanes/ undiv	34,121	Exclusive **	3,412	E	2,950	-462	3,744	332
NW 47th AVE	NW 173rd RD	NW 183rd ST	Non-State Road/ Urban Minor Arterial/ County Rd	4 lanes/ undiv	30,159	Exclusive **	3,016	D	2,950	-66	3,744	728
NW 47th AVE/ SR 847	NW 183rd ST	NW 191st ST	Class II/ Urban Minor Arterial/ State Rd	2 lanes/ undiv.	23,337	Exclusive **	2,103	E	1,860	-243	1,860	-243
NW 47th AVE/ SR 847	NW 191st ST	NW 199th ST	Class II/ Urban Minor Arterial/ State Rd	2 lanes/ undiv.	11,514	Exclusive **	1,151	D	1,860	709	1,860	709
NW 47th AVE/ SR 847	NW 199th ST	NW 215th ST	Class II/ Urban Minor Arterial/ State Rd	2 lanes/ undiv.	16,217	Headways 20 Min or Less	1,622	E	1,550	-72	1,550	-72
NW 42nd AVE	NW 167th ST	NW 173rd DR	Non-State Road/ Urban Collector	2 lanes/ undiv.	13,390	N/A	1,339	D	1,390	51	1,480	141
NW 42nd AVE	NW 173rd DR	NW 183rd ST	Non-State Road/ Urban Collector	2 lanes/ undiv.	11,820	N/A	1,182	D	1,390	208	1,480	298
NW 42nd AVE	NW 183rd ST	NW 191st ST	Non-State Road/ Urban Collector	2 lanes/ undiv.	14,163	N/A	1,416	E	1,390	-26	1,480	64
NW 42nd AVE	NW 191st ST	NW 199th ST	Non-State Road/ Urban Collector	2 lanes/ undiv.	12,508	N/A	1,251	D	1,390	139	1,480	229

*LOS per current standards

Total = 238 2,186

** Extraordinary Transit such as Metrorail and/or Express bus service within 1/2 mile

Average = 26 243

Total Available Capacity (E-W + N-S) 2015 A1 = 985 1,343

MIAMI GARDENS TRANSPORTATION CONCURRENCY MANAGEMENT AREA (A1)

PEAK HOUR TWO-WAY LEVEL OF SERVICE FOR YEAR 2030 (NORTH-SOUTH CORRIDORS)

Roadway			Jurisdiction/ Functional Classification	Configuration (No. of Lanes)	AADT	Transit	PEAK Hr. (Two-way)					
Road Number/ Name	From	To					Peak Hr.Volume	LOS	LOS Capacity*	Available Capacity	LOS E Capacity	Available Capacity
NW 47th AVE	NW 167th ST	NW 173rd DR	Non-State Road/ Urban Minor Arterial/ County Rd	4 lanes/ undiv	40,993	Exclusive **	4,099	**E**	2,950	-1,149	3,744	-355
NW 47th AVE	NW 173rd RD	NW 183rd ST	Non-State Road/ Urban Minor Arterial/ County Rd	4 lanes/ undiv	35,370	Exclusive **	3,537	**E**	2,950	-587	3,744	207
NW 47th AVE/ SR 847	NW 183rd ST	NW 191st ST	Class II/ Urban Minor Arterial/ State Rd	2 lanes/ undiv.	25,969	Exclusive **	2,340	**E**	1,860	-480	1,860	-480
NW 47th AVE/ SR 847	NW 191st ST	NW 199th ST	Class II/ Urban Minor Arterial/ State Rd	2 lanes/ undiv.	15,484	Exclusive **	1,548	**E**	1,860	312	1,860	312
NW 47th AVE/ SR 847	NW 199th ST	NW 215th ST	Class II/ Urban Minor Arterial/ State Rd	2 lanes/ undiv.	24,952	Headways 20 Min or Less	2,495	**F**	1,550	-945	1,550	-945
NW 42nd AVE	NW 167th ST	NW 173rd DR	Non-State Road/ Urban Collector	2 lanes/ undiv.	16,662	N/A	1,666	**F**	1,390	-276	1,480	-186
NW 42nd AVE	NW 173rd DR	NW 183rd ST	Non-State Road/ Urban Collector	2 lanes/ undiv.	16,550	N/A	1,655	**F**	1,390	-265	1,480	-175
NW 42nd AVE	NW 183rd ST	NW 191st ST	Non-State Road/ Urban Collector	2 lanes/ undiv.	17,009	N/A	1,701	**F**	1,390	-311	1,480	-221
NW 42nd AVE	NW 191st ST	NW 199th ST	Non-State Road/ Urban Collector	2 lanes/ undiv.	16,237	N/A	1,624	**E**	1,390	-234	1,480	-144

*LOS per current standards

Total = -3,935 -1,987

** Extraordinary Transit such as Metrorail and/or Express bus service within 1/2 mile

Average= -437 -221

Total Available Capacity (E-W + N-S) 2030 A1 = 152 509

MIAMI GARDENS TRANSPORTATION CONCURRENCY MANAGEMENT AREA (A2)

PEAK HOUR TWO-WAY LEVEL OF SERVICE FOR YEAR 2004 (EAST-WEST CORRIDORS)

Roadway			Jurisdiction/ Functional Classification	Configuration (No. of Lanes)	AADT	Transit	PEAK Hr. (Two-way)					
Road Number/ Name	From	To					Peak Hr.Volume	LOS	LOS Capacity*	Available Capacity	LOS E Capacity	Available Capacity
NW 175th ST	NW 37th AVE	NW 32nd AVE	Non-State Road/ Urban Collector/ County Rd	2 lanes/ undiv.	4,434	N/A	443	< C	1,390	947	1,480	1,037
NW 175th ST	NW 32nd AVE	NW 27th AVE	Non-State Road/ Urban Collector/ County Rd	2 lanes/ undiv.	11,867	N/A	1,187	D	1,390	203	1,480	293
NW 175th ST	NW 27th AVE	NW 22nd AVE	Non-State Road/ Urban Collector/ County Rd	2 lanes/ undiv.	12,361	Exclusive **	1,236	D	1,390	154	1,480	244
NW 175th ST	NW 22nd AVE	NW 17th AVE	Non-State Road/ Urban Collector/ County Rd	2 lanes/ undiv.	11,985	Exclusive **	1,198	D	1,390	192	1,480	282
NW 183rd ST/ SR 860	NW 37th AVE	NW 32nd AVE	Class II/ Urban Minor Arterial/ State Rd	6 lanes/ div.	27,501	Exclusive **	2,750	C	7,380	4,630	7,380	4,630
NW 183rd ST/ SR 860	NW 32nd AVE	NW 27th AVE	Class II/ Urban Minor Arterial/ State Rd	6 lanes/ div.	25,640	Exclusive **	2,564	C	7,380	4,816	7,380	4,816
NW 183rd ST/ SR 860	NW 27th AVE	NW 22nd AVE	Class II/ Urban Minor Arterial/ State Rd	4 lanes/ div.	26,500	Exclusive **	2,388	C	4,905	2,517	4,905	2,517
NW 183rd ST/ SR 860	NW 22nd AVE	NW 17th AVE	Class II/ Urban Minor Arterial/ State Rd	4 lanes/ div.	30,709	Exclusive **	3,071	D	4,905	1,834	4,905	1,834
NW 191st ST	NW 37th AVE	NW 32nd AVE	Non-State Road/ Urban Collector/ County Rd	2 lanes/ undiv.	6,254	Headways 20 Min or Less	625	D	950	325	1,200	575
NW 191st ST	NW 32nd AVE	NW 27th AVE	Non-State Road/ Urban Collector/ County Rd	2 lanes/ undiv.	5,250	Headways 20 Min or Less	525	D	950	425	1,200	675
NW 191st ST	NW 22nd AVE	NW 17th AVE	Non-State Road/ Urban Local/ County Rd	2 lanes/ undiv.	801	N/A	80	< C	950	870	1,200	1,120
NW 199th ST	NW 37th AVE	NW 32nd AVE	Non-State Road/ Urban Minor Arterial/ County Rd	4 lanes/ div	30,578	N/A	3,058	E	2,950	-108	3,120	62
NW 199th ST	NW 32nd AVE	NW 27th AVE	Non-State Road/ Urban Minor Arterial/ County Rd	4 lanes/ div	33,246	N/A	3,325	F	2,950	-375	3,120	-205

MIAMI GARDENS TRANSPORTATION CONCURRENCY MANAGEMENT AREA (A2)

PEAK HOUR TWO-WAY LEVEL OF SERVICE FOR YEAR 2004 (EAST-WEST CORRIDORS)

Roadway			Jurisdiction/ Functional Classification	Configuration (No. of Lanes)	AADT	Transit	PEAK Hr. (Two-way)					
Road Number/ Name	From	To					Peak Hr.Volume	LOS	LOS Capacity*	Available Capacity	LOS E Capacity	Available Capacity
NW 199th ST	NW 27th AVE	NW 22nd AVE	Non-State Road/ Urban Minor Arterial/ County Rd	6 lane/ undiv.	42,206	N/A	4,221	D	4,450	229	4,456	235
NW 199th ST	NW 22nd AVE	NW 17th AVE	Non-State Road/ Urban Minor Arterial/ County Rd	6 lane/ undiv.	40,985	N/A	4,099	D	4,450	351	4,456	357
NW 207th ST	NW 27th AVE	NW 19th AVE	Non-State Road/ Urban Local	2 lanes/ undiv.	2,292	Headways 20 Min or Less	344	D	950	606	890	546
NW 215th ST	NW 27th AVE	FLORIDA TNPK	Class II/ Urban Minor Arterial/ State Rd	4 lanes/ div.	30,000	N/A	2,703	D	3,270	567	3,270	567

* LOS per current standards

Total = 18,184 19,586

** Extraordinary Transit such as Metrorail and/or Express bus service within 1/2 mile

Average = 1,070 1,152

MIAMI GARDENS TRANSPORTATION CONCURRENCY MANAGEMENT AREA (A2)

PEAK HOUR TWO-WAY LEVEL OF SERVICE FOR YEAR 2015 (EAST-WEST CORRIDORS)

Roadway			Jurisdiction/ Functional Classification	Configuration (No. of Lanes)	AADT	Transit	PEAK Hr. (Two-way)					
Road Number/ Name	From	To					Peak Hr.Volume	LOS	LOS Capacity*	Available Capacity	LOS E Capacity	Available Capacity
NW 175th ST	NW 37th AVE	NW 32nd AVE	Non-State Road/ Urban Collector/ County Rd	2 lanes/ undiv.	8,098	N/A	810	< C	1,390	580	1,480	670
NW 175th ST	NW 32nd AVE	NW 27th AVE	Non-State Road/ Urban Collector/ County Rd	2 lanes/ undiv.	14,462	N/A	1,446	E	1,390	-56	1,480	34
NW 175th ST	NW 27th AVE	NW 22nd AVE	Non-State Road/ Urban Collector/ County Rd	2 lanes/ undiv.	13,515	Exclusive **	1,352	D	1,390	38	1,480	128
NW 175th ST	NW 22nd AVE	NW 17th AVE	Non-State Road/ Urban Collector/ County Rd	2 lanes/ undiv.	12,944	Exclusive **	1,294	D	1,390	96	1,480	186
NW 183rd ST/ SR 860	NW 37th AVE	NW 32nd AVE	Class II/ Urban Minor Arterial/ State Rd	6 lanes/ div.	41,829	Exclusive **	4,183	D	7,380	3,197	7,380	3,197
NW 183rd ST/ SR 860	NW 32nd AVE	NW 27th AVE	Class II/ Urban Minor Arterial/ State Rd	6 lanes/ div.	38,737	Exclusive **	3,874	D	7,380	3,506	7,380	3,506
NW 183rd ST/ SR 860	NW 27th AVE	NW 22nd AVE	Class II/ Urban Minor Arterial/ State Rd	6 lanes/ div.	37,071	Exclusive **	3,340	C	7,380	4,040	7,380	4,040
NW 183rd ST/ SR 860	NW 22nd AVE	NW 17th AVE	Class II/ Urban Minor Arterial/ State Rd	6 lanes/ div.	41,420	Exclusive **	4,142	D	7,380	3,238	7,380	3,238
NW 191st ST	NW 37th AVE	NW 32nd AVE	Non-State Road/ Urban Collector/ County Rd	2 lanes/ undiv.	8,736	Headways 20 Min or Less	874	D	950	76	1,200	326
NW 191st ST	NW 32nd AVE	NW 27th AVE	Non-State Road/ Urban Collector/ County Rd	2 lanes/ undiv.	8,283	Headways 20 Min or Less	828	D	950	122	1,200	372
NW 191st ST	NW 22nd AVE	NW 17th AVE	Non-State Road/ Urban Local/ County Rd	2 lanes/ undiv.	3,003	N/A	300	< C	950	650	1,200	900
NW 199th ST	NW 37th AVE	NW 32nd AVE	Non-State Road/ Urban Minor Arterial/ County Rd	4 lanes/ div	32,569	N/A	3,257	E	2,950	-307	3,120	-137
NW 199th ST	NW 32nd AVE	NW 27th AVE	Non-State Road/ Urban Minor Arterial/ County Rd	4 lanes/ div	36,954	N/A	3,695	F	2,950	-745	3,120	-575

MIAMI GARDENS TRANSPORTATION CONCURRENCY MANAGEMENT AREA (A2)												
PEAK HOUR TWO-WAY LEVEL OF SERVICE FOR YEAR 2015 (EAST-WEST CORRIDORS)												
Roadway			Jurisdiction/ Functional Classification	Configuration (No. of Lanes)	AADT	Transit	PEAK Hr. (Two-way)					
Road Number/ Name	From	To					Peak Hr.Volume	LOS	LOS Capacity*	Available Capacity	LOS E Capacity	Available Capacity
NW 199th ST	NW 27th AVE	NW 22nd AVE	Non-State Road/ Urban Minor Arterial/ County Rd	6 lane/ undiv.	47,431	N/A	4,743	E	4,450	-293	4,456	-287
NW 199th ST	NW 22nd AVE	NW 17th AVE	Non-State Road/ Urban Minor Arterial/ County Rd	6 lane/ undiv.	46,946	N/A	4,695	E	4,450	-245	4,456	-239
NW 207th ST	NW 27th AVE	NW 19th AVE	Non-State Road/ Urban Local	2 lanes/ undiv.	8,595	Headways 20 Min or Less	1,289	F	950	-339	890	-399
NW 215th ST	NW 27th AVE	FLORIDA TNPK	Class II/ Urban Minor Arterial/ State Rd	4 lanes/ div.	35,603	N/A	3,208	E	3,270	62	3,270	62

* LOS per current standards

Total = 13,620 15,022

** Extraordinary Transit such as Metrorail and/or Express bus service within 1/2 mile

Average = 801 884

MIAMI GARDENS TRANSPORTATION CONCURRENCY MANAGEMENT AREA (A2)

PEAK HOUR TWO-WAY LEVEL OF SERVICE FOR YEAR 2030 (EAST-WEST CORRIDORS)

Roadway			Jurisdiction/ Functional Classification	Configuration (No. of Lanes)	AADT	Transit	PEAK Hr. (Two-way)					
Road Number/ Name	From	To					Peak Hr.Volume	LOS	LOS Capacity*	Available Capacity	LOS E Capacity	Available Capacity
NW 175th ST	NW 37th AVE	NW 32nd AVE	Non-State Road/ Urban Collector/ County Rd	2 lanes/ undiv.	9,601	N/A	960	D	1,390	430	1,480	520
NW 175th ST	NW 32nd AVE	NW 27th AVE	Non-State Road/ Urban Collector/ County Rd	2 lanes/ undiv.	15,955	N/A	1,596	E	1,390	-206	1,480	-116
NW 175th ST	NW 27th AVE	NW 22nd AVE	Non-State Road/ Urban Collector/ County Rd	2 lanes/ undiv.	17,077	Exclusive **	1,708	F	1,390	-318	1,480	-228
NW 175th ST	NW 22nd AVE	NW 17th AVE	Non-State Road/ Urban Collector/ County Rd	2 lanes/ undiv.	16,447	Exclusive **	1,645	F	1,390	-255	1,480	-165
NW 183rd ST/ SR 860	NW 37th AVE	NW 32nd AVE	Class II/ Urban Minor Arterial/ State Rd	6 lanes/ div.	49,953	Exclusive **	4,995	E	7,380	2,385	7,380	2,385
NW 183rd ST/ SR 860	NW 32nd AVE	NW 27th AVE	Class II/ Urban Minor Arterial/ State Rd	6 lanes/ div.	45,718	Exclusive **	4,572	D	7,380	2,808	7,380	2,808
NW 183rd ST/ SR 860	NW 27th AVE	NW 22nd AVE	Class II/ Urban Minor Arterial/ State Rd	6 lanes/ div.	45,019	Exclusive **	4,056	D	7,380	3,324	7,380	3,324
NW 183rd ST/ SR 860	NW 22nd AVE	NW 17th AVE	Class II/ Urban Minor Arterial/ State Rd	6 lanes/ div.	50,341	Exclusive **	5,034	E	7,380	2,346	7,380	2,346
NW 191st ST	NW 37th AVE	NW 32nd AVE	Non-State Road/ Urban Collector/ County Rd	2 lanes/ undiv.	10,822	Headways 20 Min or Less	1,082	E	950	-132	1,200	118
NW 191st ST	NW 32nd AVE	NW 27th AVE	Non-State Road/ Urban Collector/ County Rd	2 lanes/ undiv.	11,692	Headways 20 Min or Less	1,169	E	950	-219	1,200	31
NW 191st ST	NW 22nd AVE	NW 17th AVE	Non-State Road/ Urban Local/ County Rd	2 lanes/ undiv.	2,586	N/A	259	< C	950	691	1,200	941
NW 199th ST	NW 37th AVE	NW 32nd AVE	Non-State Road/ Urban Minor Arterial/ County Rd	4 lanes/ div	37,053	N/A	3,705	F	2,950	-755	3,120	-585
NW 199th ST	NW 32nd AVE	NW 27th AVE	Non-State Road/ Urban Minor Arterial/ County Rd	4 lanes/ div	44,943	N/A	4,494	F	2,950	-1,544	3,120	-1,374

MIAMI GARDENS TRANSPORTATION CONCURRENCY MANAGEMENT AREA (A2)

PEAK HOUR TWO-WAY LEVEL OF SERVICE FOR YEAR 2030 (EAST-WEST CORRIDORS)

Roadway			Jurisdiction/ Functional Classification	Configuration (No. of Lanes)	AADT	Transit	PEAK Hr. (Two-way)					
Road Number/ Name	From	To					Peak Hr.Volume	LOS	LOS Capacity*	Available Capacity	LOS E Capacity	Available Capacity
NW 199th ST	NW 27th AVE	NW 22nd AVE	Non-State Road/ Urban Minor Arterial/ County Rd	6 lane/ undiv.	59,643	N/A	5,964	F	4,450	-1,514	4,456	-1,508
NW 199th ST	NW 22nd AVE	NW 17th AVE	Non-State Road/ Urban Minor Arterial/ County Rd	6 lane/ undiv.	59,894	N/A	5,989	F	4,450	-1,539	4,456	-1,533
NW 207th ST	NW 27th AVE	NW 19th AVE	Non-State Road/ Urban Local	2 lanes/ undiv.	10,731	Headways 20 Min or Less	1,610	F	950	-660	890	-720
NW 215th ST	NW 27th AVE	FLORIDA TNPK	Class II/ Urban Minor Arterial/ State Rd	4 lanes/ div.	43,040	N/A	3,878	F	3,270	-608	3,270	-608

* LOS per current standards

Total = 4,234 5,636

** Extraordinary Transit such as Metrorail and/or Express bus service within 1/2 mile

Average = 249 332

MIAMI GARDENS TRANSPORTATION CONCURRENCY MANAGEMENT AREA (A2)

PEAK HOUR TWO-WAY LEVEL OF SERVICE FOR YEAR 2004 (NORTH-SOUTH CORRIDORS)

Roadway			Jurisdiction/ Functional Classification	Configuration (No. of Lanes)	AADT	Transit	PEAK Hr. (Two-way)					
Road Number/ Name	From	To					Peak Hr.Volume	LOS	LOS Capacity*	Available Capacity	LOS E Capacity	Available Capacity
NW 37th AVE	NW 167th ST	NW 175th ST	Non-State Road/ Urban Minor Arterial/ County Rd	4 lanes/ undiv	36,645	Exclusive **	3,664	E	2,950	-714	4,446	782
NW 37th AVE	NW 175th ST	NW 183rd ST	Non-State Road/ Urban Minor Arterial/ County Rd	4 lanes/ undiv	32,338	Exclusive **	3,234	E	2,950	-284	4,446	1,212
NW 37th AVE	NW 183rd ST	NW 191st ST	Non-State Road/ Urban Minor Arterial/ County Rd	4 lanes/ undiv	36,497	Exclusive **	3,650	E	2,950	-700	4,446	796
NW 37th AVE	NW 191st ST	NW 199th ST	Non-State Road/ Urban Minor Arterial/ County Rd	4 lanes/ undiv	34,315	Exclusive **	3,432	E	2,950	-482	4,446	1,014
NW 37th AVE	NW 199th ST	NW 207th ST	Non-State Road/ Urban Minor Arterial/ County Rd	4 lanes/ undiv	29,097	Headways 20 Min or less	2,910	E	2,950	40	2,964	54
NW 37th AVE	NW 207th ST	NW 215th ST	Non-State Road/ Urban Minor Arterial/ County Rd	4 lanes/ undiv	22,228	Headways 20 Min or less	2,223	D	2,950	727	2,964	741
NW 32nd AVE	NW 167th ST	NW 175th ST	Non-State Road/ Urban Collector/ County Rd	2 lanes/ undiv.	9,821	Exclusive **	982	E	950	-32	1,200	218
NW 32nd AVE	NW 175th ST	NW 183rd ST	Non-State Road/ Urban Collector/ County Rd	2 lanes/ undiv.	8,559	Exclusive **	856	D	950	94	1,200	344
NW 32nd AVE	NW 183rd ST	NW 191st ST	Non-State Road/ Urban Collector/ County Rd	2 lanes/ undiv.	9,506	Exclusive **	951	D	950	-1	1,200	249
NW 32nd AVE	NW 191st ST	NW 199th ST	Non-State Road/ Urban Collector/ County Rd	2 lanes/ undiv.	8,537	Exclusive **	854	D	950	96	1,200	346
NW 27th AVE/ SR 817	NW 167th ST	NW 175th ST	Class II/ Urban Principal Arterial/ State Rd	6 lane/ div.	59,500	Exclusive **	5,361	E	4,680	-681	7,380	2,019
NW 27th AVE/ SR 817	NW 175th ST	NW 183rd ST	Class II/ Urban Principal Arterial/ State Rd	6 lane/ div.	59,500	Exclusive **	5,950	E	4,680	-1,270	7,380	1,430
NW 27th AVE/ SR 817	NW 183rd ST	NW 191st ST	Class II/ Urban Principal Arterial/ State Rd	6 lane/ div.	51,382	Exclusive **	5,138	E	4,680	-458	7,380	2,242

MIAMI GARDENS TRANSPORTATION CONCURRENCY MANAGEMENT AREA (A2)

PEAK HOUR TWO-WAY LEVEL OF SERVICE FOR YEAR 2004 (NORTH-SOUTH CORRIDORS)

Roadway			Jurisdiction/ Functional Classification	Configuration (No. of Lanes)	AADT	Transit	PEAK Hr. (Two-way)					
Road Number/ Name	From	To					Peak Hr.Volume	LOS	LOS Capacity*	Available Capacity	LOS E Capacity	Available Capacity
NW 27th AVE/ SR 817	NW 191st ST	NW 199th ST	Class II/ Urban Principal Arterial/ State Rd	6 lane/ div.	51,633	Exclusive **	5,163	E	4,680	-483	7,380	2,217
NW 27th AVE/ SR 817	NW 199th ST	NW 207th ST	Class II/ Urban Principal Arterial/ State Rd	6 lane/ div.	58,604	Headways 20 Min or less	5,860	E	4,680	-1,180	7,380	1,520
NW 27th AVE/ SR 817	NW 207th ST	NW 215th ST	Class II/ Urban Principal Arterial/ State Rd	6 lane/ div.	55,816	Headways 20 Min or less	5,582	E	4,680	-902	7,380	1,798
NW 22nd AVE	NW 167th ST	NW 175th ST	Non-State Road/ Urban Minor Arterial/ County Rd	4 lanes/ div.	29,332	Exclusive **	2,933	D	2,950	17	4,680	1,747
NW 22nd AVE	NW 175th ST	NW 183rd ST	Non-State Road/ Urban Minor Arterial/ County Rd	4 lanes/ div.	24,274	Exclusive **	2,427	D	2,950	523	4,680	2,253
NW 22nd AVE	NW 183rd ST	NW 191st ST	Non-State Road/ Urban Collector/ County Rd	2 lanes/ undiv.	5,120	Exclusive **	512	D	950	438	1,440	928
NW 17th AVE	NW 167th ST	NW 175th ST	Non-State Road/ Urban Collector	2 lanes/ undiv.	13,506	Exclusive **	1,351	F	950	-401	1,200	-151
NW 17th AVE	NW 175th ST	NW 183rd ST	Non-State Road/ Urban Collector	2 lanes/ undiv.	7,656	Exclusive **	766	C	950	184	1,200	434
FLORIDA TURNPIKE SR 91	NW 199th ST	NW 215th ST	Freeway/ Interchange <2mi/ State Rd	6 lanes	69,700	N/A	7,792	D	10,050	2,258	11,180	3,388

* LOS per current standards

** Extraordinary Transit such as Metrorail and/or Express bus service within 1/2 mile

Total =	-3,210	25,582
Average =	-146	1,163

Total Available Capacity (E-W + N-S) 2004 A2 = 924 2,315

MIAMI GARDENS TRANSPORTATION CONCURRENCY MANAGEMENT AREA (A2)

PEAK HOUR TWO-WAY LEVEL OF SERVICE FOR YEAR 2015 (NORTH-SOUTH CORRIDORS)

Roadway			Jurisdiction/ Functional Classification	Configuration (No. of Lanes)	AADT	Transit	PEAK Hr. (Two-way)					
Road Number/ Name	From	To					Peak Hr.Volume	LOS	LOS Capacity*	Available Capacity	LOS E Capacity	Available Capacity
NW 37th AVE	NW 167th ST	NW 175th ST	Non-State Road/ Urban Minor Arterial/ County Rd	4 lanes/ undiv	39,490	Exclusive **	3,949	E	2,950	-999	4,446	497
NW 37th AVE	NW 175th ST	NW 183rd ST	Non-State Road/ Urban Minor Arterial/ County Rd	4 lanes/ undiv	35,964	Exclusive **	3,596	E	2,950	-646	4,446	850
NW 37th AVE	NW 183rd ST	NW 191st ST	Non-State Road/ Urban Minor Arterial/ County Rd	4 lanes/ undiv	40,281	Exclusive **	4,028	E	2,950	-1,078	4,446	418
NW 37th AVE	NW 191st ST	NW 199th ST	Non-State Road/ Urban Minor Arterial/ County Rd	4 lanes/ undiv	38,097	Exclusive **	3,810	E	2,950	-860	4,446	636
NW 37th AVE	NW 199th ST	NW 207th ST	Non-State Road/ Urban Minor Arterial/ County Rd	4 lanes/ undiv	40,804	Headways 20 Min or less	4,080	F	2,950	-1,130	2,964	-1,116
NW 37th AVE	NW 207th ST	NW 215th ST	Non-State Road/ Urban Minor Arterial/ County Rd	4 lanes/ undiv	33,279	Headways 20 Min or less	3,328	F	2,950	-378	2,964	-364
NW 32nd AVE	NW 167th ST	NW 175th ST	Non-State Road/ Urban Collector/ County Rd	2 lanes/ undiv.	12,298	Exclusive **	1,230	E	950	-280	1,200	-30
NW 32nd AVE	NW 175th ST	NW 183rd ST	Non-State Road/ Urban Collector/ County Rd	2 lanes/ undiv.	10,280	Exclusive **	1,028	E	950	-78	1,200	172
NW 32nd AVE	NW 183rd ST	NW 191st ST	Non-State Road/ Urban Collector/ County Rd	2 lanes/ undiv.	13,257	Exclusive **	1,326	F	950	-376	1,200	-126
NW 32nd AVE	NW 191st ST	NW 199th ST	Non-State Road/ Urban Collector/ County Rd	2 lanes/ undiv.	12,431	Exclusive **	1,243	E	950	-293	1,200	-43
NW 27th AVE/ SR 817	NW 167th ST	NW 175th ST	Class II/ Urban Principal Arterial/ State Rd	6 lane/ div.	70,897	Exclusive **	6,388	E	4,680	-1,708	7,380	992
NW 27th AVE/ SR 817	NW 175th ST	NW 183rd ST	Class II/ Urban Principal Arterial/ State Rd	6 lane/ div.	53,007	Exclusive **	5,301	E	4,680	-621	7,380	2,079
NW 27th AVE/ SR 817	NW 183rd ST	NW 191st ST	Class II/ Urban Principal Arterial/ State Rd	6 lane/ div.	60,370	Exclusive **	6,037	E	4,680	-1,357	7,380	1,343

MIAMI GARDENS TRANSPORTATION CONCURRENCY MANAGEMENT AREA (A2)

PEAK HOUR TWO-WAY LEVEL OF SERVICE FOR YEAR 2015 (NORTH-SOUTH CORRIDORS)

Roadway			Jurisdiction/ Functional Classification	Configuration (No. of Lanes)	AADT	Transit	PEAK Hr. (Two-way)					
Road Number/ Name	From	To					Peak Hr.Volume	LOS	LOS Capacity*	Available Capacity	LOS E Capacity	Available Capacity
NW 27th AVE/ SR 817	NW 191st ST	NW 199th ST	Class II/ Urban Principal Arterial/ State Rd	6 lane/ div.	61,180	Exclusive **	6,118	E	4,680	-1,438	7,380	1,262
NW 27th AVE/ SR 817	NW 199th ST	NW 207th ST	Class II/ Urban Principal Arterial/ State Rd	6 lane/ div.	66,538	Headways 20 Min or less	7,985	F	4,680	-3,305	7,380	-605
NW 27th AVE/ SR 817	NW 207th ST	NW 215th ST	Class II/ Urban Principal Arterial/ State Rd	6 lane/ div.	63,098	Headways 20 Min or less	7,572	F	4,680	-2,892	7,380	-192
NW 22nd AVE	NW 167th ST	NW 175th ST	Non-State Road/ Urban Minor Arterial/ County Rd	4 lanes/ div.	32,171	Exclusive **	3,217	E	2,950	-267	4,680	1,463
NW 22nd AVE	NW 175th ST	NW 183rd ST	Non-State Road/ Urban Minor Arterial/ County Rd	4 lanes/ div.	26,019	Exclusive **	2,602	D	2,950	348	4,680	2,078
NW 22nd AVE	NW 183rd ST	NW 191st ST	Non-State Road/ Urban Collector/ County Rd	2 lanes/ undiv.	5,339	Exclusive **	534	D	950	416	1,440	906
NW 17th AVE	NW 167th ST	NW 175th ST	Non-State Road/ Urban Collector	2 lanes/ undiv.	16,987	Exclusive **	1,699	F	950	-749	1,200	-499
NW 17th AVE	NW 175th ST	NW 183rd ST	Non-State Road/ Urban Collector	2 lanes/ undiv.	10,094	Exclusive **	1,009	D	950	-59	1,200	191
FLORIDA TURNPIKE SR 91	NW 199th ST	NW 215th ST	Freeway/ Interchange <2mi/ State Rd	6 lanes	83,747	N/A	9,363	D	10,050	687	11,180	1,817

* LOS per current standards

Total = -17,063 11,729

** Extraordinary Transit such as Metrorail and/or Express bus service within 1/2 mile

Average = -776 533

Total Available Capacity (E-W + N-S) 2015 A2 = 26 1,417

MIAMI GARDENS TRANSPORTATION CONCURRENCY MANAGEMENT AREA (A2)

PEAK HOUR TWO-WAY LEVEL OF SERVICE FOR YEAR 2030 (NORTH-SOUTH CORRIDORS)

Roadway			Jurisdiction/ Functional Classification	Configuration (No. of Lanes)	AADT	Transit	PEAK Hr. (Two-way)					
Road Number/ Name	From	To					Peak Hr.Volume	LOS	LOS Capacity*	Available Capacity	LOS E Capacity	Available Capacity
NW 37th AVE	NW 167th ST	NW 175th ST	Non-State Road/ Urban Minor Arterial/ County Rd	4 lanes/ undiv	43,032	Exclusive **	4,303	E	2,950	-1,353	4,446	143
NW 37th AVE	NW 175th ST	NW 183rd ST	Non-State Road/ Urban Minor Arterial/ County Rd	4 lanes/ undiv	40,350	Exclusive **	4,035	E	2,950	-1,085	4,446	411
NW 37th AVE	NW 183rd ST	NW 191st ST	Non-State Road/ Urban Minor Arterial/ County Rd	4 lanes/ undiv	45,004	Exclusive **	4,500	E	2,950	-1,550	4,446	-54
NW 37th AVE	NW 191st ST	NW 199th ST	Non-State Road/ Urban Minor Arterial/ County Rd	4 lanes/ undiv	44,216	Exclusive **	4,422	E	2,950	-1,472	4,446	24
NW 37th AVE	NW 199th ST	NW 207th ST	Non-State Road/ Urban Minor Arterial/ County Rd	4 lanes/ undiv	55,558	Headways 20 Min or less	5,556	F	2,950	-2,606	2,964	-2,592
NW 37th AVE	NW 207th ST	NW 215th ST	Non-State Road/ Urban Minor Arterial/ County Rd	4 lanes/ undiv	48,069	Headways 20 Min or less	4,807	F	2,950	-1,857	2,964	-1,843
NW 32nd AVE	NW 167th ST	NW 175th ST	Non-State Road/ Urban Collector/ County Rd	2 lanes/ undiv.	16,812	Exclusive **	1,681	F	950	-731	1,200	-481
NW 32nd AVE	NW 175th ST	NW 183rd ST	Non-State Road/ Urban Collector/ County Rd	2 lanes/ undiv.	15,611	Exclusive **	1,561	F	950	-611	1,200	-361
NW 32nd AVE	NW 183rd ST	NW 191st ST	Non-State Road/ Urban Collector/ County Rd	2 lanes/ undiv.	18,920	Exclusive **	1,892	F	950	-942	1,200	-692
NW 32nd AVE	NW 191st ST	NW 199th ST	Non-State Road/ Urban Collector/ County Rd	2 lanes/ undiv.	18,941	Exclusive **	1,894	F	950	-944	1,200	-694
NW 27th AVE/ SR 817	NW 167th ST	NW 175th ST	Class II/ Urban Principal Arterial/ State Rd	6 lane/ div.	77,081	Exclusive **	6,945	E	4,680	-2,265	7,380	435
NW 27th AVE/ SR 817	NW 175th ST	NW 183rd ST	Class II/ Urban Principal Arterial/ State Rd	6 lane/ div.	58,005	Exclusive **	5,801	E	4,680	-1,121	7,380	1,579
NW 27th AVE/ SR 817	NW 183rd ST	NW 191st ST	Class II/ Urban Principal Arterial/ State Rd	6 lane/ div.	65,300	Exclusive **	6,530	E	4,680	-1,850	7,380	850

MIAMI GARDENS TRANSPORTATION CONCURRENCY MANAGEMENT AREA (A2)

PEAK HOUR TWO-WAY LEVEL OF SERVICE FOR YEAR 2030 (NORTH-SOUTH CORRIDORS)

Roadway			Jurisdiction/ Functional Classification	Configuration (No. of Lanes)	AADT	Transit	PEAK Hr. (Two-way)					
Road Number/ Name	From	To					Peak Hr.Volume	LOS	LOS Capacity*	Available Capacity	LOS E Capacity	Available Capacity
NW 27th AVE/ SR 817	NW 191st ST	NW 199th ST	Class II/ Urban Principal Arterial/ State Rd	6 lane/ div.	67,019	Exclusive **	6,702	E	4,680	-2,022	7,380	678
NW 27th AVE/ SR 817	NW 199th ST	NW 207th ST	Class II/ Urban Principal Arterial/ State Rd	6 lane/ div.	73,489	Headways 20 Min or less	8,819	F	4,680	-4,139	7,380	-1,439
NW 27th AVE/ SR 817	NW 207th ST	NW 215th ST	Class II/ Urban Principal Arterial/ State Rd	6 lane/ div.	70,399	Headways 20 Min or less	8,448	F	4,680	-3,768	7,380	-1,068
NW 22nd AVE	NW 167th ST	NW 175th ST	Non-State Road/ Urban Minor Arterial/ County Rd	4 lanes/ div.	40,693	Exclusive **	4,069	E	2,950	-1,119	4,680	611
NW 22nd AVE	NW 175th ST	NW 183rd ST	Non-State Road/ Urban Minor Arterial/ County Rd	4 lanes/ div.	30,221	Exclusive **	3,022	E	2,950	-72	4,680	1,658
NW 22nd AVE	NW 183rd ST	NW 191st ST	Non-State Road/ Urban Collector/ County Rd	2 lanes/ undiv.	5,845	Exclusive **	585	D	950	365	1,440	855
NW 17th AVE	NW 167th ST	NW 175th ST	Non-State Road/ Urban Collector	2 lanes/ undiv.	21,750	Exclusive **	2,175	F	950	-1,225	1,200	-975
NW 17th AVE	NW 175th ST	NW 183rd ST	Non-State Road/ Urban Collector	2 lanes/ undiv.	13,155	Exclusive **	1,316	E	950	-366	1,200	-116
FLORIDA TURNPIKE SR 91	NW 199th ST	NW 215th ST	Freeway/ Interchange <2mi/ State Rd	6 lanes	156,519	N/A	17,499	F	10,050	-7,449	11,180	-6,319

* LOS per current standards

Total = -38,182 -9,390

** Extraordinary Transit such as Metrorail and/or Express bus service within 1/2 mile

Average = -1,736 -427

Total Available Capacity (E-W + N-S) 2030 A2 = -1,486 -95

MIAMI GARDENS TRANSPORTATION CONCURRENCY MANAGEMENT AREA (A3)

PEAK HOUR TWO-WAY LEVEL OF SERVICE FOR YEAR 2004 (EAST-WEST CORRIDORS)

Roadway			Jurisdiction/ Functional Classification	Configuration (No. of Lanes)	AADT	Transit	PEAK Hr. (Two-way)					
Road Number/ Name	From	To					Peak Hr.Volume	LOS	LOS Capacity*	Available Capacity	LOS E Capacity	Available Capacity
SR 826	NW 12th AVE	FLORIDA TNPK	Freeway/ Interchange <2mi / State Rd	6 lanes	142,500	N/A	10,004	E	10,050	47	11,180	1,177
NW 7th AVEX	FLORIDA TNPK	NW 2nd AVE	Class II/ Urban Principal Arterial/ State Rd	4 lanes/ div.	42,000	N/A	2,948	D	3,110	162	3,270	322
NW 175th ST	NW 17th AVE	NW 12th AVE	Non-State Road/ Urban Collector/ County Rd	2 lanes/ undiv.	7,626	Exclusive **	763	< C	1,390	627	1,480	717
NW 183rd ST/ SR 860	NW 17th AVE	NW 12th AVE	Class II/ Urban Minor Arterial/ State Rd	4 lanes/ div.	36,500	Headways 20 Min or Less	3,289	E	3,924	635	3,924	635
NW 183rd ST/ SR 860	NW 12th AVE	NW 7th AVE	Class II/ Urban Minor Arterial/ State Rd	4 lanes/ div.	38,000	Headways 20 Min or Less	3,424	E	3,924	500	3,924	500
NW 183rd ST/ SR 860	NW 7th AVE	NW 2nd AVE	Class II/ Urban Minor Arterial/ State Rd	4 lanes/ div.	39,726	Exclusive **	3,973	E	3,924	-49	3,924	-49
NW 183rd ST/ SR 860	NW 2nd AVE	MIAMI AVE	Class II/ Urban Minor Arterial/ State Rd	6 lanes/ div.	57,265	Exclusive **	5,726	E	5,900	174	5,900	174
NW 191st ST	NW 12th AVE	NW 7th AVE	Non-State Road/ Urban Collector/ County Rd	2 lanes/ undiv.	10,532	N/A	1,053	D	1,390	337	1,480	427
NW 191st ST	NW 7th AVE	NW 2nd AVE	Non-State Road/ Urban Collector/ County Rd	2 lanes/ undiv.	12,991	N/A	1,299	D	1,390	91	1,480	181
NW 191st ST	NW 2nd AVE	MIAMI AVE	Non-State Road/ Urban Collector/ County Rd	2 lanes/ undiv.	17,664	N/A	1,766	F	1,390	-376	1,480	-286
NW 199th ST	NW 17th AVE	NW 12th AVE	Non-State Road/ Urban Minor Arterial/ County Rd	4 lanes/ undiv	33,068	N/A	3,307	E	2,950	-357	4,446	1,139
NW 199th ST	NW 12th AVE	NW 7th AVE	Non-State Road/ Urban Minor Arterial/ County Rd	4 lanes/ undiv	30,266	N/A	3,027	E	2,950	-77	4,446	1,419

MIAMI GARDENS TRANSPORTATION CONCURRENCY MANAGEMENT AREA (A3)												
PEAK HOUR TWO-WAY LEVEL OF SERVICE FOR YEAR 2004 (EAST-WEST CORRIDORS)												
Roadway			Jurisdiction/ Functional Classification	Configuration (No. of Lanes)	AADT	Transit	PEAK Hr. (Two-way)					
Road Number/ Name	From	To					Peak Hr.Volume	LOS	LOS Capacity*	Available Capacity	LOS E Capacity	Available Capacity
NW 199th ST	NW 7th AVE	NW 2nd AVE	Non-State Road/ Urban Minor Arterial/ County Rd	4 lanes/ undiv	42,226	Exclusive **	4,223	**E**	2,950	-1,273	4,446	223
NW 199th ST	NW 2nd AVE	MIAMI AVE	Non-State Road/ Urban Minor Arterial/ County Rd	6 lanes/ div.	51,193	Exclusive **	5,119	**F**	4,450	-669	4,690	-429
NE 207th ST	NW 2nd AVE	NE 2nd AVE	Non-State Road/ Urban Local	2 lanes/ undiv.	7,006	N/A	701	**D**	950	249	1,200	499
NW 215th ST	FLORIDA TNPK	NW 2nd AVE	Class II/ Urban Minor Arterial/ State Rd	4 lanes/ div.	34,500	N/A	3,108	**D**	3,270	162	3,270	162
NE 215th ST	NW 2nd AVE	NE 2nd AVE	Class II/ Urban Collector/ State Rd	2 lanes/ undiv.	17,319	N/A	1,732	**F**	1,550	-182	1,550	-182

*LOS per current standards

Total = 1 6,629

** Extraordinary Transit such as Metrorail and/or Express bus service within 1/2 mile

Average = 0 390

MIAMI GARDENS TRANSPORTATION CONCURRENCY MANAGEMENT AREA (A3)

PEAK HOUR TWO-WAY LEVEL OF SERVICE FOR YEAR 2015 (EAST-WEST CORRIDORS)

Roadway			Jurisdiction/ Functional Classification	Configuration (No. of Lanes)	AADT	Transit	PEAK Hr. (Two-way)					
Road Number/ Name	From	To					Peak Hr.Volume	LOS	LOS Capacity*	Available Capacity	LOS E Capacity	Available Capacity
SR 826	NW 12th AVE	FLORIDA TNPK	Freeway/ Interchange <2mi / State Rd	6 lanes	142,803	N/A	10,025	E	10,050	25	11,180	1,155
NW 7th AVEX	FLORIDA TNPK	NW 2nd AVE	Class II/ Urban Principal Arterial/ State Rd	4 lanes/ div.	43,853	N/A	3,079	D	3,110	31	3,270	191
NW 175th ST	NW 17th AVE	NW 12th AVE	Non-State Road/ Urban Collector/ County Rd	2 lanes/ undiv.	9,585	Exclusive **	959	D	1,390	431	1,480	521
NW 183rd ST/ SR 860	NW 17th AVE	NW 12th AVE	Class II/ Urban Minor Arterial/ State Rd	4 lanes/ div.	50,122	Headways 20 Min or Less	4,516	D	3,924	-592	3,924	-592
NW 183rd ST/ SR 860	NW 12th AVE	NW 7th AVE	Class II/ Urban Minor Arterial/ State Rd	4 lanes/ div.	53,123	Headways 20 Min or Less	4,786	E	3,924	-862	3,924	-862
NW 183rd ST/ SR 860	NW 7th AVE	NW 2nd AVE	Class II/ Urban Minor Arterial/ State Rd	4 lanes/ div.	53,249	Exclusive **	5,325	E	3,924	-1,401	3,924	-1,401
NW 183rd ST/ SR 860	NW 2nd AVE	MIAMI AVE	Class II/ Urban Minor Arterial/ State Rd	6 lanes/ div.	67,768	Exclusive **	6,877	F	5,900	-977	5,900	-977
NW 191st ST	NW 12th AVE	NW 7th AVE	Non-State Road/ Urban Collector/ County Rd	2 lanes/ undiv.	12,664	N/A	1,266	D	1,390	124	1,480	214
NW 191st ST	NW 7th AVE	NW 2nd AVE	Non-State Road/ Urban Collector/ County Rd	2 lanes/ undiv.	15,416	N/A	1,542	E	1,390	-152	1,480	-62
NW 191st ST	NW 2nd AVE	MIAMI AVE	Non-State Road/ Urban Collector/ County Rd	2 lanes/ undiv.	18,006	N/A	1,801	F	1,390	-411	1,480	-321
NW 199th ST	NW 17th AVE	NW 12th AVE	Non-State Road/ Urban Minor Arterial/ County Rd	4 lanes/ undiv	39,109	N/A	3,911	E	2,950	-961	4,446	535
NW 199th ST	NW 12th AVE	NW 7th AVE	Non-State Road/ Urban Minor Arterial/ County Rd	4 lanes/ undiv	35,156	N/A	3,516	E	2,950	-566	4,446	930
NW 199th ST	NW 7th AVE	NW 2nd AVE	Non-State Road/ Urban Minor Arterial/ County Rd	4 lanes/ undiv	50,221	Exclusive **	5,022	F	2,950	-2,072	4,446	-576

MIAMI GARDENS TRANSPORTATION CONCURRENCY MANAGEMENT AREA (A3)												
PEAK HOUR TWO-WAY LEVEL OF SERVICE FOR YEAR 2015 (EAST-WEST CORRIDORS)												
Roadway			Jurisdiction/ Functional Classification	Configuration (No. of Lanes)	AADT	Transit	PEAK Hr. (Two-way)					
Road Number/ Name	From	To					Peak Hr.Volume	LOS	LOS Capacity*	Available Capacity	LOS E Capacity	Available Capacity
NW 199th ST	NW 2nd AVE	MIAMI AVE	Non-State Road/ Urban Minor Arterial/ County Rd	6 lanes/ div.	59,247	Exclusive **	5,925	F	4,450	-1,475	4,690	-1,235
NE 207th ST	NW 2nd AVE	NE 2nd AVE	Non-State Road/ Urban Local	2 lanes/ undiv.	11,814	N/A	1,181	E	950	-231	1,200	19
NW 215th ST	FLORIDA TNPK	NW 2nd AVE	Class II/ Urban Minor Arterial/ State Rd	4 lanes/ div.	40,061	N/A	3,609	F	3,270	-339	3,270	-339
NE 215th ST	NW 2nd AVE	NE 2nd AVE	Class II/ Urban Collector/ State Rd	2 lanes/ undiv.	19,674	N/A	1,967	F	1,550	-417	1,550	-417

*LOS per current standards

Total = -9,845 -3,217

** Extraordinary Transit such as Metrorail and/or Express bus service within 1/2 mile

Average = -579 -189

MIAMI GARDENS TRANSPORTATION CONCURRENCY MANAGEMENT AREA (A3)

PEAK HOUR TWO-WAY LEVEL OF SERVICE FOR YEAR 2030 (EAST-WEST CORRIDORS)

Roadway			Jurisdiction/ Functional Classification	Configuration (No. of Lanes)	AADT	Transit	PEAK Hr. (Two-way)					
Road Number/ Name	From	To					Peak Hr.Volume	LOS	LOS Capacity*	Available Capacity	LOS E Capacity	Available Capacity
SR 826	NW 12th AVE	FLORIDA TNPK	Freeway/ Interchange <2mi / State Rd	6 lanes	143,215	N/A	10,054	E	10,050	-4	11,180	1,126
NW 7th AVEX	FLORIDA TNPK	NW 2nd AVE	Class II/ Urban Principal Arterial/ State Rd	4 lanes/ div.	52,081	N/A	3,656	F	3,110	-546	3,270	-386
NW 175th ST	NW 17th AVE	NW 12th AVE	Non-State Road/ Urban Collector/ County Rd	2 lanes/ undiv.	11,530	Exclusive **	1,153	D	1,390	237	1,480	327
NW 183rd ST/ SR 860	NW 17th AVE	NW 12th AVE	Class II/ Urban Minor Arterial/ State Rd	4 lanes/ div.	62,499	Headways 20 Min or Less	5,631	E	3,924	-1,707	3,924	-1,707
NW 183rd ST/ SR 860	NW 12th AVE	NW 7th AVE	Class II/ Urban Minor Arterial/ State Rd	4 lanes/ div.	65,080	Headways 20 Min or Less	5,864	E	3,924	-1,940	3,924	-1,940
NW 183rd ST/ SR 860	NW 7th AVE	NW 2nd AVE	Class II/ Urban Minor Arterial/ State Rd	4 lanes/ div.	59,935	Exclusive **	5,994	E	3,924	-2,070	3,924	-2,070
NW 183rd ST/ SR 860	NW 2nd AVE	MIAMI AVE	Class II/ Urban Minor Arterial/ State Rd	6 lanes/ div.	79,494	Exclusive **	7,949	F	5,900	-2,049	5,900	-2,049
NW 191st ST	NW 12th AVE	NW 7th AVE	Non-State Road/ Urban Collector/ County Rd	2 lanes/ undiv.	14,981	N/A	1,498	E	1,390	-108	1,480	-18
NW 191st ST	NW 7th AVE	NW 2nd AVE	Non-State Road/ Urban Collector/ County Rd	2 lanes/ undiv.	18,717	N/A	1,872	F	1,390	-482	1,480	-392
NW 191st ST	NW 2nd AVE	MIAMI AVE	Non-State Road/ Urban Collector/ County Rd	2 lanes/ undiv.	22,608	N/A	2,261	F	1,390	-871	1,480	-781
NW 199th ST	NW 17th AVE	NW 12th AVE	Non-State Road/ Urban Minor Arterial/ County Rd	4 lanes/ undiv	49,121	N/A	4,912	F	2,950	-1,962	4,446	-466
NW 199th ST	NW 12th AVE	NW 7th AVE	Non-State Road/ Urban Minor Arterial/ County Rd	4 lanes/ undiv	43,625	N/A	4,363	E	2,950	-1,413	4,446	83
NW 199th ST	NW 7th AVE	NW 2nd AVE	Non-State Road/ Urban Minor Arterial/ County Rd	4 lanes/ undiv	59,508	Exclusive **	5,951	F	2,950	-3,001	4,446	-1,505

MIAMI GARDENS TRANSPORTATION CONCURRENCY MANAGEMENT AREA (A3)												
PEAK HOUR TWO-WAY LEVEL OF SERVICE FOR YEAR 2030 (EAST-WEST CORRIDORS)												
Roadway			Jurisdiction/ Functional Classification	Configuration (No. of Lanes)	AADT	Transit	PEAK Hr. (Two-way)					
Road Number/ Name	From	To					Peak Hr.Volume	LOS	LOS Capacity*	Available Capacity	LOS E Capacity	Available Capacity
NW 199th ST	NW 2nd AVE	MIAMI AVE	Non-State Road/ Urban Minor Arterial/ County Rd	6 lanes/ div.	70,903	Exclusive **	7,090	F	4,450	-2,640	4,690	-2,400
NE 207th ST	NW 2nd AVE	NE 2nd AVE	Non-State Road/ Urban Local	2 lanes/ undiv.	15,729	N/A	1,573	F	950	-623	1,200	-373
NW 215th ST	FLORIDA TNPK	NW 2nd AVE	Class II/ Urban Minor Arterial/ State Rd	4 lanes/ div.	52,803	N/A	4,758	F	3,270	-1,488	3,270	-1,488
NE 215th ST	NW 2nd AVE	NE 2nd AVE	Class II/ Urban Collector/ State Rd	2 lanes/ undiv.	22,864	N/A	2,286	F	1,550	-736	1,550	-736

*LOS per current standards

Total = -21,403 -14,775

** Extraordinary Transit such as Metrorail and/or Express bus service within 1/2 mile

Average = -1,259 -869

MIAMI GARDENS TRANSPORTATION CONCURRENCY MANAGEMENT AREA (A3)

PEAK HOUR TWO-WAY LEVEL OF SERVICE FOR YEAR 2004 (NORTH-SOUTH CORRIDORS)

Roadway			Jurisdiction/ Functional Classification	Configuration (No. of Lanes)	AADT	Transit	PEAK Hr. (Two-way)					
Road Number/ Name	From	To					Peak Hr.Volume	LOS	LOS Capacity*	Available Capacity	LOS E Capacity	Available Capacity
FLORIDA TURNPIKE SR 91	I-95	NW 7th AVEX	Freeway/ Interchange <2mi/ State Rd	4 lanes	42,516	N/A	4,252	C	6,250	1,998	7,110	2,858
FLORIDA TURNPIKE SR 91	NW 7th AVEX	NW 183rd ST	Freeway/ Interchange <2mi/ State Rd	6 lanes	62,100	N/A	6,943	C	9,840	2,897	11,180	4,237
FLORIDA TURNPIKE SR 91	NW 183rd ST	NW 199th ST	Freeway/ Interchange <2mi/ State Rd	6 lanes	49,441	N/A	4,944	B	9,840	4,896	11,180	6,236
NW 12th AVE	NW 167th ST	NW 175th ST	Non-State Road/ Urban Collector	2 lanes/ undiv.	14,755	Exclusive **	1,476	E	1,390	-86	1,480	4
NW 12th AVE	NW 183rd ST	NW 191st ST	Non-State Road/ Urban Collector	2 lanes/ undiv.	13,737	Exclusive **	1,374	D	1,390	16	1,480	106
NW 12th AVE	NW 191st ST	NW 199th ST	Non-State Road/ Urban Collector	2 lanes/ undiv.	14,344	Exclusive **	1,434	E	1,390	-44	1,776	342
NW 7th AVE	NW 7th AVEX	NW 175th ST	Non-State Road/ Urban Collector	4 lanes/ div.	2,855	Exclusive **	286	< C	2,950	2,664	3,600	3,314
NW 7th AVE	NW 175th ST	NW 183rd ST	Non-State Road/ Urban Collector	2 lanes/ undiv.	1,081	Exclusive **	108	< C	940	832	1,800	1,692
NW 7th AVE	NW 183rd ST	NW 191st ST	Non-State Road/ Urban Collector	2 lanes/ undiv.	17,402	Exclusive **	1,740	E	1,390	-350	2,220	480
NW 7th AVE	NW 191st ST	NW 199th ST	Non-State Road/ Urban Collector	2 lanes/ undiv.	17,523	Exclusive **	1,752	E	1,390	-362	2,220	468
NW 2nd AVE/ SR 7	NW 7th AVEX	NW 183rd ST	Class II/ Urban Principal Arterial/ State Rd	6 lanes/ div.	63,000	Exclusive **	5,676	E	4,680	-996	7,380	1,704
NW 2nd AVE/ SR 7	NW 183rd ST	NW 191st ST	Class II/ Urban Principal Arterial/ State Rd	6 lanes/ div.	69,000	Exclusive **	6,217	E	4,680	-1,537	7,380	1,163
NW 2nd AVE/ SR 7	NW 191st ST	NW 199th ST	Class II/ Urban Principal Arterial/ State Rd	6 lanes/ div.	69,403	Exclusive **	6,940	E	4,680	-2,260	7,380	440

MIAMI GARDENS TRANSPORTATION CONCURRENCY MANAGEMENT AREA (A3)												
PEAK HOUR TWO-WAY LEVEL OF SERVICE FOR YEAR 2004 (NORTH-SOUTH CORRIDORS)												
Roadway			Jurisdiction/ Functional Classification	Configuration (No. of Lanes)	AADT	Transit	PEAK Hr. (Two-way)					
Road Number/ Name	From	To					Peak Hr.Volume	LOS	LOS Capacity*	Available Capacity	LOS E Capacity	Available Capacity
NW 2nd AVE/ SR 7	NW 199th ST	NW 207th ST	Class II/ Urban Principal Arterial/ State Rd	6 lanes/ div.	69,500	Exclusive **	6,262	F	4,680	-1,582	4,920	-1,342
NW 2nd AVE/ SR 7	NW 207th ST	NW 215th ST	Class II/ Urban Principal Arterial/ State Rd	6 lanes/ div.	47,727	Exclusive **	4,773	E	4,680	-93	4,920	147

*LOS per current standards

Total = 5,994 21,850

** Extraordinary Transit such as Metrorail and/or Express bus service within 1/2 mile

Average = 400 1,457

Total Available Capacity (E-W + N-S) 2004 A2 = 400 1,847

MIAMI GARDENS TRANSPORTATION CONCURRENCY MANAGEMENT AREA (A3)

PEAK HOUR TWO-WAY LEVEL OF SERVICE FOR YEAR 2015 (NORTH-SOUTH CORRIDORS)

Roadway			Jurisdiction/ Functional Classification	Configuration (No. of Lanes)	AADT	Transit	PEAK Hr. (Two-way)					
Road Number/ Name	From	To					Peak Hr.Volume	LOS	LOS Capacity*	Available Capacity	LOS E Capacity	Available Capacity
FLORIDA TURNPIKE SR 91	I-95	NW 7th AVEX	Freeway/ Interchange <2mi/ State Rd	4 lanes	49,244	N/A	4,924	D	6,250	1,326	7,110	2,186
FLORIDA TURNPIKE SR 91	NW 7th AVEX	NW 183rd ST	Freeway/ Interchange <2mi/ State Rd	6 lanes	99,494	N/A	11,123	E	9,840	-1,283	11,180	57
FLORIDA TURNPIKE SR 91	NW 183rd ST	NW 199th ST	Freeway/ Interchange <2mi/ State Rd	6 lanes	75,796	N/A	7,580	C	9,840	2,260	11,180	3,600
NW 12th AVE	NW 167th ST	NW 175th ST	Non-State Road/ Urban Collector	2 lanes/ undiv.	10,865	Exclusive **	1,087	D	1,390	303	1,480	393
NW 12th AVE	NW 183rd ST	NW 191st ST	Non-State Road/ Urban Collector	2 lanes/ undiv.	16,423	Exclusive **	1,642	F	1,390	-252	1,480	-162
NW 12th AVE	NW 191st ST	NW 199th ST	Non-State Road/ Urban Collector	2 lanes/ undiv.	15,825	Exclusive **	1,583	E	1,390	-193	1,776	193
NW 7th AVE	NW 7th AVEX	NW 175th ST	Non-State Road/ Urban Collector	4 lanes/ div.	10,707	Exclusive **	1,071	D	2,950	1,879	3,600	2,529
NW 7th AVE	NW 175th ST	NW 183rd ST	Non-State Road/ Urban Collector	2 lanes/ undiv.	4,053	Exclusive **	405	< C	940	535	1,800	1,395
NW 7th AVE	NW 183rd ST	NW 191st ST	Non-State Road/ Urban Collector	2 lanes/ undiv.	22,623	Exclusive **	2,262	E	1,390	-872	2,220	-42
NW 7th AVE	NW 191st ST	NW 199th ST	Non-State Road/ Urban Collector	2 lanes/ undiv.	23,037	Exclusive **	2,304	E	1,390	-914	2,220	-84
NW 2nd AVE/ SR 7	NW 7th AVEX	NW 183rd ST	Class II/ Urban Principal Arterial/ State Rd	6 lanes/ div.	69,104	Exclusive **	6,226	E	4,680	-1,546	7,380	1,154
NW 2nd AVE/ SR 7	NW 183rd ST	NW 191st ST	Class II/ Urban Principal Arterial/ State Rd	6 lanes/ div.	74,905	Exclusive **	6,749	E	4,680	-2,069	7,380	631
NW 2nd AVE/ SR 7	NW 191st ST	NW 199th ST	Class II/ Urban Principal Arterial/ State Rd	6 lanes/ div.	73,587	Exclusive **	7,359	E	4,680	-2,679	7,380	21

MIAMI GARDENS TRANSPORTATION CONCURRENCY MANAGEMENT AREA (A3)

PEAK HOUR TWO-WAY LEVEL OF SERVICE FOR YEAR 2015 (NORTH-SOUTH CORRIDORS)

Roadway			Jurisdiction/ Functional Classification	Configuration (No. of Lanes)	AADT	Transit	PEAK Hr. (Two-way)					
Road Number/ Name	From	To					Peak Hr.Volume	LOS	LOS Capacity*	Available Capacity	LOS E Capacity	Available Capacity
NW 2nd AVE/ SR 7	NW 199th ST	NW 207th ST	Class II/ Urban Principal Arterial/ State Rd	6 lanes/ div.	76,721	Exclusive **	6,913	F	4,680	-2,233	4,920	-1,993
NW 2nd AVE/ SR 7	NW 207th ST	NW 215th ST	Class II/ Urban Principal Arterial/ State Rd	6 lanes/ div.	64,096	Exclusive **	6,410	F	4,680	-1,730	4,920	-1,490

*LOS per current standards

Total = -7,468 8,388

** Extraordinary Transit such as Metrorail and/or Express bus service within 1/2 mile

Average = -498 559

Total Available Capacity (E-W + N-S) 2015 A3 = -1,077 370

MIAMI GARDENS TRANSPORTATION CONCURRENCY MANAGEMENT AREA (A3)

PEAK HOUR TWO-WAY LEVEL OF SERVICE FOR YEAR 2030 (NORTH-SOUTH CORRIDORS)

Roadway			Jurisdiction/ Functional Classification	Configuration (No. of Lanes)	AADT	Transit	PEAK Hr. (Two-way)					
Road Number/ Name	From	To					Peak Hr.Volume	LOS	LOS Capacity*	Available Capacity	LOS E Capacity	Available Capacity
FLORIDA TURNPIKE SR 91	I-95	NW 7th AVEX	Freeway/ Interchange <2mi/ State Rd	4 lanes	59,082	N/A	5,908	D	6,250	342	7,110	1,202
FLORIDA TURNPIKE SR 91	NW 7th AVEX	NW 183rd ST	Freeway/ Interchange <2mi/ State Rd	6 lanes	173,108	N/A	19,354	F	9,840	-9,514	11,180	-8,174
FLORIDA TURNPIKE SR 91	NW 183rd ST	NW 199th ST	Freeway/ Interchange <2mi/ State Rd	6 lanes	131,877	N/A	13,188	F	9,840	-3,348	11,180	-2,008
NW 12th AVE	NW 167th ST	NW 175th ST	Non-State Road/ Urban Collector	2 lanes/ undiv.	14,897	Exclusive **	1,490	E	1,390	-100	1,480	-10
NW 12th AVE	NW 183rd ST	NW 191st ST	Non-State Road/ Urban Collector	2 lanes/ undiv.	20,250	Exclusive **	2,025	F	1,390	-635	1,480	-545
NW 12th AVE	NW 191st ST	NW 199th ST	Non-State Road/ Urban Collector	2 lanes/ undiv.	18,769	Exclusive **	1,877	E	1,390	-487	1,776	-101
NW 7th AVE	NW 7th AVEX	NW 175th ST	Non-State Road/ Urban Collector	4 lanes/ div.	14,357	Exclusive **	1,436	D	2,950	1,514	3,600	2,164
NW 7th AVE	NW 175th ST	NW 183rd ST	Non-State Road/ Urban Collector	2 lanes/ undiv.	4,278	Exclusive **	428	< C	940	512	1,800	1,372
NW 7th AVE	NW 183rd ST	NW 191st ST	Non-State Road/ Urban Collector	2 lanes/ undiv.	25,853	Exclusive **	2,585	F	1,390	-1,195	2,220	-365
NW 7th AVE	NW 191st ST	NW 199th ST	Non-State Road/ Urban Collector	2 lanes/ undiv.	26,405	Exclusive **	2,641	F	1,390	-1,251	2,220	-421
NW 2nd AVE/ SR 7	NW 7th AVEX	NW 183rd ST	Class II/ Urban Principal Arterial/ State Rd	6 lanes/ div.	79,558	Exclusive **	7,168	E	4,680	-2,488	7,380	212
NW 2nd AVE/ SR 7	NW 183rd ST	NW 191st ST	Class II/ Urban Principal Arterial/ State Rd	6 lanes/ div.	84,839	Exclusive **	7,644	E	4,680	-2,964	7,380	-264
NW 2nd AVE/ SR 7	NW 191st ST	NW 199th ST	Class II/ Urban Principal Arterial/ State Rd	6 lanes/ div.	84,444	Exclusive **	8,444	F	4,680	-3,764	7,380	-1,064

MIAMI GARDENS TRANSPORTATION CONCURRENCY MANAGEMENT AREA (A3)

PEAK HOUR TWO-WAY LEVEL OF SERVICE FOR YEAR 2030 (NORTH-SOUTH CORRIDORS)

Roadway			Jurisdiction/ Functional Classification	Configuration (No. of Lanes)	AADT	Transit	PEAK Hr. (Two-way)					
Road Number/ Name	From	To					Peak Hr.Volume	LOS	LOS Capacity*	Available Capacity	LOS E Capacity	Available Capacity
NW 2nd AVE/ SR 7	NW 199th ST	NW 207th ST	Class II/ Urban Principal Arterial/ State Rd	6 lanes/ div.	87,044	Exclusive **	7,843	F	4,680	-3,163	4,920	-2,923
NW 2nd AVE/ SR 7	NW 207th ST	NW 215th ST	Class II/ Urban Principal Arterial/ State Rd	6 lanes/ div.	86,417	Exclusive **	8,642	F	4,680	-3,962	4,920	-3,722

*LOS per current standards

Total = -30,503 -14,647

** Extraordinary Transit such as Metrorail and/or Express bus service within 1/2 mile

Average = -2,034 -976

Total Available Capacity (E-W + N-S) 2030 A3 = -3,293 -1,846

MIAMI GARDENS TRANSPORTATION CONCURRENCY MANAGEMENT AREA (A4)

PEAK HOUR TWO-WAY LEVEL OF SERVICE FOR YEAR 2004 (EAST-WEST CORRIDORS)

Roadway			Jurisdiction/ Functional Classification	Configuration (No. of Lanes)	AADT	Transit	PEAK Hr. (Two-way)					
Road Number/ Name	From	To					Peak Hr.Volume	LOS	LOS Capacity*	Available Capacity	LOS E Capacity	Available Capacity
NW 156th ST	NW 47th AVE	NW 42nd AVE	Non-State Road/ Urban Collector	2 lanes/ undiv.	5,221	N/A	522	D	1,200	678	1,200	678
NW 161st ST	NW 42nd AVE	NW 37th AVE	Non-State Road/ Urban Local	2 lanes/ undiv.	926	N/A	93	< C	1,200	1,107	1,200	1,107
NW 151st ST	NW 37th AVE	NW 32nd AVE	Non-State Road/ Urban Collector/ County Rd	4 lanes/ undiv	8,089	Headways 20 Min or Less	809	< C	4,446	3,637	4,446	3,637
NW 151st ST	NW 32nd AVE	NW 27th AVE	Non-State Road/ Urban Collector/ County Rd	4 lanes/ undiv	9,732	Headways 20 Min or Less	973	< C	4,446	3,473	4,446	3,473
NW 151st ST	NW 27th AVE	NW 22nd AVE	Non-State Road/ Urban Collector/ County Rd	4 lanes/ undiv	10,831	N/A	1,083	< C	4,446	3,363	4,446	3,363
NW 151st ST	NW 22nd AVE	I-95	Non-State Road/ Urban Collector/ County Rd	2 lanes/ undiv.	4,458	N/A	446	C	1,440	994	1,440	994
NW 159th ST	NW 32nd AVE	NW 27th AVE	Non-State Road/ Urban Local	2 lanes/ undiv.	939	N/A	94	< C	1,200	1,106	1,200	1,106
NW 160th ST	NW 27th AVE	BUNCHE PARK Dr	Non-State Road/ Urban Local	2 lanes/ undiv.	788	N/A	79	< C	1,200	1,121	1,200	1,121
SR 826	NW 47th AVE	NW 42nd AVE	Freeway/ Interchange <2mi / State Rd	6 lanes	150,500	N/A	10,565	E	11,180	615	11,180	615
SR 826	NW 42nd AVE	NW 37th AVE	Freeway/ Interchange <2mi / State Rd	6 lanes	150,500	N/A	10,565	E	11,180	615	11,180	615
SR 826	NW 37th AVE	NW 32nd AVE	Freeway/ Interchange <2mi / State Rd	6 lanes	150,500	N/A	10,565	E	11,180	615	11,180	615
SR 826	NW 32nd AVE	NW 27th AVE	Freeway/ Interchange <2mi / State Rd	6 lanes	153,000	N/A	10,741	E	11,180	439	11,180	439
SR 826	NW 27th AVE	NW 22nd AVE	Freeway/ Interchange <2mi / State Rd	6 lanes	144,500	N/A	10,144	E	11,180	1,036	11,180	1,036

MIAMI GARDENS TRANSPORTATION CONCURRENCY MANAGEMENT AREA (A4)

PEAK HOUR TWO-WAY LEVEL OF SERVICE FOR YEAR 2004 (EAST-WEST CORRIDORS)

Roadway			Jurisdiction/ Functional Classification	Configuration (No. of Lanes)	AADT	Transit	PEAK Hr. (Two-way)					
Road Number/ Name	From	To					Peak Hr.Volume	LOS	LOS Capacity*	Available Capacity	LOS E Capacity	Available Capacity
SR 826	NW 22nd AVE	NW 17th AVE	Freeway/ Interchange <2mi / State Rd	6 lanes	144,500	N/A	10,144	E	11,180	1,036	11,180	1,036
SR 826	NW 17th AVE	NW 12th AVE	Freeway/ Interchange <2mi / State Rd	6 lanes	144,500	N/A	10,144	E	11,180	1,036	11,180	1,036
NW 167th ST	NW 57th ST	NW 47th ST	State Road/ Frontage Road	4 lanes/ div. ^	22,898	N/A	2,290	D	3,120	830	3,120	830
NW 167th ST	NW 47th AVE	NW 42nd AVE	State Road/ Frontage Road	4 lanes/ div. ^	20,134	Headways 20 Min or Less	2,013	< C	3,120	1,107	3,120	1,107
NW 167th ST	NW 42nd AVE	NW 37th AVE	State Road/ Frontage Road	4 lanes/ div. ^	25,443	Headways 20 Min or Less	2,544	D	3,120	576	3,120	576
NW 167th ST	NW 37th AVE	NW 32nd AVE	State Road/ Frontage Road	4 lanes/ div. ^	26,075	N/A	2,608	D	4,680	2,072	4,680	2,072
NW 167th ST	NW 32nd AVE	NW 27th AVE	State Road/ Frontage Road	4 lanes/ div. ^	25,152	N/A	2,515	D	4,680	2,165	4,680	2,165
NW 167th ST	NW 27th AVE	NW 22nd AVE	State Road/ Frontage Road	4 lanes/ div. ^	23,622	Headways 20 Min or Less	2,362	D	4,680	2,318	4,680	2,318
NW 167th ST	NW 22nd AVE	NW 17th AVE	State Road/ Frontage Road	4 lanes/ div. ^	25,721	Headways 20 Min or Less	2,572	D	4,680	2,108	4,680	2,108
NW 167th ST	NW 17th AVE	NW 12th AVE	State Road/ Frontage Road	4 lanes/ div. ^	21,965	Exclusive **	2,196	D	4,680	2,484	4,680	2,484

^ NW 167th Street runs along SR 826 with two one-way lanes on each side.

Total = 34,531 34,531

*LOS per current standards

** Extraordinary Transit such as Metrorail and/or Express bus service within 1/2 mile

Average = 1,501 1,501

MIAMI GARDENS TRANSPORTATION CONCURRENCY MANAGEMENT AREA (A4)

PEAK HOUR TWO-WAY LEVEL OF SERVICE FOR YEAR 2015 (EAST-WEST CORRIDORS)

Roadway			Jurisdiction/ Functional Classification	Configuration (No. of Lanes)	AADT	Transit	PEAK Hr. (Two-way)					
Road Number/ Name	From	To					Peak Hr.Volume	LOS	LOS Capacity*	Available Capacity	LOS E Capacity	Available Capacity
NW 156th ST	NW 47th AVE	NW 42nd AVE	Non-State Road/ Urban Collector	2 lanes/ undiv.	5,778	N/A	578	D	1,200	622	1,200	622
NW 161st ST	NW 42nd AVE	NW 37th AVE	Non-State Road/ Urban Local	2 lanes/ undiv.	3,474	N/A	347	< C	1,200	853	1,200	853
NW 151st ST	NW 37th AVE	NW 32nd AVE	Non-State Road/ Urban Collector/ County Rd	4 lanes/ undiv	13,544	Headways 20 Min or Less	1,354	< C	4,446	3,092	4,446	3,092
NW 151st ST	NW 32nd AVE	NW 27th AVE	Non-State Road/ Urban Collector/ County Rd	4 lanes/ undiv	12,148	Headways 20 Min or Less	1,215	< C	4,446	3,231	4,446	3,231
NW 151st ST	NW 27th AVE	NW 22nd AVE	Non-State Road/ Urban Collector/ County Rd	4 lanes/ undiv	13,940	N/A	1,394	< C	4,446	3,052	4,446	3,052
NW 151st ST	NW 22nd AVE	I-95	Non-State Road/ Urban Collector/ County Rd	2 lanes/ undiv.	4,688	N/A	469	D	1,440	971	1,440	971
NW 159th ST	NW 32nd AVE	NW 27th AVE	Non-State Road/ Urban Local	2 lanes/ undiv.	3,521	N/A	352	< C	1,200	848	1,200	848
NW 160th ST	NW 27th AVE	BUNCHE PARK Dr	Non-State Road/ Urban Local	2 lanes/ undiv.	2,955	N/A	296	< C	1,200	904	1,200	904
SR 826	NW 47th AVE	NW 42nd AVE	Freeway/ Interchange <2mi / State Rd	6 lanes	153,210	N/A	10,755	E	11,180	425	11,180	425
SR 826	NW 42nd AVE	NW 37th AVE	Freeway/ Interchange <2mi / State Rd	6 lanes	156,036	N/A	10,954	E	11,180	226	11,180	226
SR 826	NW 37th AVE	NW 32nd AVE	Freeway/ Interchange <2mi / State Rd	6 lanes	154,842	N/A	10,870	E	11,180	310	11,180	310
SR 826	NW 32nd AVE	NW 27th AVE	Freeway/ Interchange <2mi / State Rd	6 lanes	154,396	N/A	10,839	E	11,180	341	11,180	341
SR 826	NW 27th AVE	NW 22nd AVE	Freeway/ Interchange <2mi / State Rd	6 lanes	147,099	N/A	10,326	E	11,180	854	11,180	854

MIAMI GARDENS TRANSPORTATION CONCURRENCY MANAGEMENT AREA (A4)

PEAK HOUR TWO-WAY LEVEL OF SERVICE FOR YEAR 2015 (EAST-WEST CORRIDORS)

Roadway			Jurisdiction/ Functional Classification	Configuration (No. of Lanes)	AADT	Transit	PEAK Hr. (Two-way)					
Road Number/ Name	From	To					Peak Hr.Volume	LOS	LOS Capacity*	Available Capacity	LOS E Capacity	Available Capacity
SR 826	NW 22nd AVE	NW 17th AVE	Freeway/ Interchange <2mi / State Rd	6 lanes	147,028	N/A	10,321	E	11,180	859	11,180	859
SR 826	NW 17th AVE	NW 12th AVE	Freeway/ Interchange <2mi / State Rd	6 lanes	144,807	N/A	10,165	E	11,180	1,015	11,180	1,015
NW 167th ST	NW 57th ST	NW 47th ST	State Road/ Frontage Road	4 lanes/ div. ^	26,511	N/A	2,651	D	3,120	469	3,120	469
NW 167th ST	NW 47th AVE	NW 42nd AVE	State Road/ Frontage Road	4 lanes/ div. ^	24,273	Headways 20 Min or Less	2,427	D	3,120	693	3,120	693
NW 167th ST	NW 42nd AVE	NW 37th AVE	State Road/ Frontage Road	4 lanes/ div. ^	29,818	Headways 20 Min or Less	2,982	E	3,120	138	3,120	138
NW 167th ST	NW 37th AVE	NW 32nd AVE	State Road/ Frontage Road	4 lanes/ div. ^	29,866	N/A	2,987	E	4,680	1,693	4,680	1,693
NW 167th ST	NW 32nd AVE	NW 27th AVE	State Road/ Frontage Road	4 lanes/ div. ^	30,724	N/A	3,072	E	4,680	1,608	4,680	1,608
NW 167th ST	NW 27th AVE	NW 22nd AVE	State Road/ Frontage Road	4 lanes/ div. ^	28,992	Headways 20 Min or Less	2,899	D	4,680	1,781	4,680	1,781
NW 167th ST	NW 22nd AVE	NW 17th AVE	State Road/ Frontage Road	4 lanes/ div. ^	27,620	Headways 20 Min or Less	2,762	D	4,680	1,918	4,680	1,918
NW 167th ST	NW 17th AVE	NW 12th AVE	State Road/ Frontage Road	4 lanes/ div. ^	24,370	Exclusive **	2,437	D	4,680	2,243	4,680	2,243

^ NW 167th Street runs along SR 826 with two one-way lanes on each side.

Total = 28,146 28,146

*LOS per current standards

** Extraordinary Transit such as Metrorail and/or Express bus service within 1/2 mile

Average = 1,224 1,224

MIAMI GARDENS TRANSPORTATION CONCURRENCY MANAGEMENT AREA (A4)

PEAK HOUR TWO-WAY LEVEL OF SERVICE FOR YEAR 2030 (EAST-WEST CORRIDORS)

Roadway			Jurisdiction/ Functional Classification	Configuration (No. of Lanes)	AADT	Transit	PEAK Hr. (Two-way)					
Road Number/ Name	From	To					Peak Hr.Volume	LOS	LOS Capacity*	Available Capacity	LOS E Capacity	Available Capacity
NW 156th ST	NW 47th AVE	NW 42nd AVE	Non-State Road/ Urban Collector	2 lanes/ undiv.	6,978	N/A	698	D	1,200	502	1,200	502
NW 161st ST	NW 42nd AVE	NW 37th AVE	Non-State Road/ Urban Local	2 lanes/ undiv.	4,302	N/A	430	< C	1,200	770	1,200	770
NW 151st ST	NW 37th AVE	NW 32nd AVE	Non-State Road/ Urban Collector/ County Rd	4 lanes/ undiv	20,982	Headways 20 Min or Less	2,098	D	4,446	2,348	4,446	2,348
NW 151st ST	NW 32nd AVE	NW 27th AVE	Non-State Road/ Urban Collector/ County Rd	4 lanes/ undiv	15,783	Headways 20 Min or Less	1,578	< C	4,446	2,868	4,446	2,868
NW 151st ST	NW 27th AVE	NW 22nd AVE	Non-State Road/ Urban Collector/ County Rd	4 lanes/ undiv	14,090	N/A	1,409	< C	4,446	3,037	4,446	3,037
NW 151st ST	NW 22nd AVE	I-95	Non-State Road/ Urban Collector/ County Rd	2 lanes/ undiv.	5,033	N/A	503	D	1,440	937	1,440	937
NW 159th ST	NW 32nd AVE	NW 27th AVE	Non-State Road/ Urban Local	2 lanes/ undiv.	5,015	N/A	502	D	1,200	698	1,200	698
NW 160th ST	NW 27th AVE	BUNCHE PARK Dr	Non-State Road/ Urban Local	2 lanes/ undiv.	3,528	N/A	353	< C	1,200	847	1,200	847
SR 826	NW 47th AVE	NW 42nd AVE	Freeway/ Interchange <2mi / State Rd	6 lanes	156,894	N/A	11,014	E	11,180	166	11,180	166
SR 826	NW 42nd AVE	NW 37th AVE	Freeway/ Interchange <2mi / State Rd	6 lanes	163,535	N/A	11,480	E	11,180	-300	11,180	-300
SR 826	NW 37th AVE	NW 32nd AVE	Freeway/ Interchange <2mi / State Rd	6 lanes	160,732	N/A	11,283	E	11,180	-103	11,180	-103
SR 826	NW 32nd AVE	NW 27th AVE	Freeway/ Interchange <2mi / State Rd	6 lanes	156,296	N/A	10,972	E	11,180	208	11,180	208
SR 826	NW 27th AVE	NW 22nd AVE	Freeway/ Interchange <2mi / State Rd	6 lanes	150,632	N/A	10,574	E	11,180	606	11,180	606

MIAMI GARDENS TRANSPORTATION CONCURRENCY MANAGEMENT AREA (A4)

PEAK HOUR TWO-WAY LEVEL OF SERVICE FOR YEAR 2030 (EAST-WEST CORRIDORS)

Roadway			Jurisdiction/ Functional Classification	Configuration (No. of Lanes)	AADT	Transit	PEAK Hr. (Two-way)					
Road Number/ Name	From	To					Peak Hr.Volume	LOS	LOS Capacity*	Available Capacity	LOS E Capacity	Available Capacity
SR 826	NW 22nd AVE	NW 17th AVE	Freeway/ Interchange <2mi / State Rd	6 lanes	150,464	N/A	10,563	E	11,180	617	11,180	617
SR 826	NW 17th AVE	NW 12th AVE	Freeway/ Interchange <2mi / State Rd	6 lanes	145,225	N/A	10,195	E	11,180	985	11,180	985
NW 167th ST	NW 57th ST	NW 47th ST	State Road/ Frontage Road	4 lanes/ div. ^	28,896	N/A	2,890	D	3,120	230	3,120	230
NW 167th ST	NW 47th AVE	NW 42nd AVE	State Road/ Frontage Road	4 lanes/ div. ^	26,347	Headways 20 Min or Less	2,635	D	3,120	485	3,120	485
NW 167th ST	NW 42nd AVE	NW 37th AVE	State Road/ Frontage Road	4 lanes/ div. ^	33,502	Headways 20 Min or Less	3,350	E	3,120	-230	3,120	-230
NW 167th ST	NW 37th AVE	NW 32nd AVE	State Road/ Frontage Road	4 lanes/ div. ^	32,592	N/A	3,259	E	4,680	1,421	4,680	1,421
NW 167th ST	NW 32nd AVE	NW 27th AVE	State Road/ Frontage Road	4 lanes/ div. ^	37,802	N/A	3,780	E	4,680	900	4,680	900
NW 167th ST	NW 27th AVE	NW 22nd AVE	State Road/ Frontage Road	4 lanes/ div. ^	31,196	Headways 20 Min or Less	3,120	E	4,680	1,560	4,680	1,560
NW 167th ST	NW 22nd AVE	NW 17th AVE	State Road/ Frontage Road	4 lanes/ div. ^	27,916	Headways 20 Min or Less	2,792	D	4,680	1,888	4,680	1,888
NW 167th ST	NW 17th AVE	NW 12th AVE	State Road/ Frontage Road	4 lanes/ div. ^	32,238	Exclusive **	3,224	E	4,680	1,456	4,680	1,456

^ NW 167th Street runs along SR 826 with two one-way lanes on each side.

Total = 21,896 21,896

*LOS per current standards

** Extraordinary Transit such as Metrorail and/or Express bus service within 1/2 mile

Average = 952 952

MIAMI GARDENS TRANSPORTATION CONCURRENCY MANAGEMENT AREA (A4)

PEAK HOUR TWO-WAY LEVEL OF SERVICE FOR YEAR 2004 (NORTH-SOUTH CORRIDORS)

Roadway			Jurisdiction/ Functional Classification	Configuration (No. of Lanes)	AADT	Transit	PEAK Hr. (Two-way)					
Road Number/ Name	From	To					Peak Hr.Volume	LOS	LOS Capacity*	Available Capacity	LOS E Capacity	Available Capacity
NW 57th AVE/ SR 823	NW 151st ST	NW 167th ST	Class III/ Urban Principal Arterial/ State Rd	6 lanes/ div.	59,500	Exclusive**	5,361	E	7,035	1,674	7,035	1,674
NW 47th AVE	NW 156th ST	NW 167th ST	Non-State Road/ Urban Collector	2 lanes/ undiv.	9,993	Headways 20 Min or Less	999	D	1,480	481	1,480	481
NW 42nd AVE	NW 156th ST	NW 167th ST	Non-State Road/ Urban Collector	2 lanes/ undiv.	11,467	Headways 20 Min or Less	1,147	D	1,480	333	1,480	333
NW 37th AVE	NW 151st ST	NW 161st ST	Non-State Road/ Urban Minor Arterial/ County Rd	4 lanes/ undiv	35,472	Headways 20 Min or Less	3,547	F	2,964	-583	2,964	-583
NW 37th AVE	NW 161st ST	NW 167th ST	Non-State Road/ Urban Minor Arterial/ County Rd	4 lanes/ undiv	26,261	Headways 20 Min or Less	2,626	D	2,964	338	2,964	338
NW 32nd AVE	NW 151st ST	NW 159th ST	Non-State Road/ Urban Collector/ County Rd	2 lanes/ undiv.	6,991	Headways 20 Min or Less	699	D	1,200	501	1,200	501
NW 32nd AVE	NW 159th ST	NW 167th ST	Non-State Road/ Urban Collector/ County Rd	2 lanes/ undiv.	10,314	Headways 20 Min or Less	1,031	E	1,200	169	1,200	169
NW 27th AVE/ SR 817	NW 151st ST	NW 159th ST	Class II/ Urban Principal Arterial/ State Rd	6 lane/ div.	45,500	Headways 20 Min or Less	4,100	D	5,904	1,804	5,904	1,804
NW 27th AVE/ SR 817	NW 159th ST	NW 167th ST	Class II/ Urban Principal Arterial/ State Rd	6 lane/ div.	45,500	Headways 20 Min or Less	4,550	D	5,904	1,354	5,904	1,354
NW 22nd AVE	NW 151st ST	E BUNCHE PARK RD	Non-State Road/ Urban Minor Arterial/ County Rd	4 lanes/ div.	32,790	Headways 20 Min or Less	3,279	F	3,120	-159	3,120	-159
NW 22nd AVE	E BUNCHE PARK RD	NW 167th ST	Non-State Road/ Urban Minor Arterial/ County Rd	4 lanes/ div.	32,774	Headways 20 Min or Less	3,277	E	3,744	467	3,744	467
NW 17th AVE	NW 157th ST	NW 167th ST	Non-State Road/ Urban Local	2 lanes/ undiv.	933	Headways 20 Min or Less	93	< C	1,440	1,347	1,440	1,347
									Total =	7,725		7,725
									Average =	644		644

*LOS per current standards

** Extraordinary Transit such as Metrorail and/or Express bus service within 1/2 mile

MIAMI GARDENS TRANSPORTATION CONCURRENCY MANAGEMENT AREA (A4)												
PEAK HOUR TWO-WAY LEVEL OF SERVICE FOR YEAR 2004 (NORTH-SOUTH CORRIDORS)												
Roadway			Jurisdiction/ Functional Classification	Configuration (No. of Lanes)	AADT	Transit	PEAK Hr. (Two-way)					
Road Number/ Name	From	To					Peak Hr.Volume	LOS	LOS Capacity*	Available Capacity	LOS E Capacity	Available Capacity
							Total Available Capacity (E-W + N-S) 2004 A4 =			2,145		2,145

MIAMI GARDENS TRANSPORTATION CONCURRENCY MANAGEMENT AREA (A4)

PEAK HOUR TWO-WAY LEVEL OF SERVICE FOR YEAR 2015 (NORTH-SOUTH CORRIDORS)

Roadway			Jurisdiction/ Functional Classification	Configuration (No. of Lanes)	AADT	Transit	PEAK Hr. (Two-way)					
Road Number/ Name	From	To					Peak Hr.Volume	LOS	LOS Capacity*	Available Capacity	LOS E Capacity	Available Capacity
NW 57th AVE/ SR 823	NW 151st ST	NW 167th ST	Class III/ Urban Principal Arterial/ State Rd	6 lanes/ div.	65,948	Exclusive**	5,942	E	7,035	1,093	7,035	1,093
NW 47th AVE	NW 156th ST	NW 167th ST	Non-State Road/ Urban Collector	2 lanes/ undiv.	11,951	Headways 20 Min or Less	1,195	D	1,480	285	1,480	285
NW 42nd AVE	NW 156th ST	NW 167th ST	Non-State Road/ Urban Collector	2 lanes/ undiv.	10,963	Headways 20 Min or Less	1,096	D	1,480	384	1,480	384
NW 37th AVE	NW 151st ST	NW 161st ST	Non-State Road/ Urban Minor Arterial/ County Rd	4 lanes/ undiv	40,228	Headways 20 Min or Less	4,023	F	2,964	-1,059	2,964	-1,059
NW 37th AVE	NW 161st ST	NW 167th ST	Non-State Road/ Urban Minor Arterial/ County Rd	4 lanes/ undiv	30,803	Headways 20 Min or Less	3,080	E	2,964	-116	2,964	-116
NW 32nd AVE	NW 151st ST	NW 159th ST	Non-State Road/ Urban Collector/ County Rd	2 lanes/ undiv.	10,936	Headways 20 Min or Less	1,094	E	1,200	106	1,200	106
NW 32nd AVE	NW 159th ST	NW 167th ST	Non-State Road/ Urban Collector/ County Rd	2 lanes/ undiv.	13,558	Headways 20 Min or Less	1,356	F	1,200	-156	1,200	-156
NW 27th AVE/ SR 817	NW 151st ST	NW 159th ST	Class II/ Urban Principal Arterial/ State Rd	6 lane/ div.	54,353	Headways 20 Min or Less	4,897	E	5,904	1,007	5,904	1,007
NW 27th AVE/ SR 817	NW 159th ST	NW 167th ST	Class II/ Urban Principal Arterial/ State Rd	6 lane/ div.	51,309	Headways 20 Min or Less	5,131	E	5,904	773	5,904	773
NW 22nd AVE	NW 151st ST	E BUNCHE PARK RD	Non-State Road/ Urban Minor Arterial/ County Rd	4 lanes/ div.	36,152	Headways 20 Min or Less	3,615	F	3,120	-495	3,120	-495
NW 22nd AVE	E BUNCHE PARK RD	NW 167th ST	Non-State Road/ Urban Minor Arterial/ County Rd	4 lanes/ div.	36,283	Headways 20 Min or Less	3,628	E	3,744	116	3,744	116
NW 17th AVE	NW 157th ST	NW 167th ST	Non-State Road/ Urban Local	2 lanes/ undiv.	976	Headways 20 Min or Less	98	<C	1,440	1,342	1,440	1,342
									Total =	3,280		3,280
									Average =	273		273

*LOS per current standards

** Extraordinary Transit such as Metrorail and/or Express bus service within 1/2 mile

MIAMI GARDENS TRANSPORTATION CONCURRENCY MANAGEMENT AREA (A4)												
PEAK HOUR TWO-WAY LEVEL OF SERVICE FOR YEAR 2015 (NORTH-SOUTH CORRIDORS)												
Roadway			Jurisdiction/ Functional Classification	Configuration (No. of Lanes)	AADT	Transit	PEAK Hr. (Two-way)					
Road Number/ Name	From	To					Peak Hr.Volume	LOS	LOS Capacity*	Available Capacity	LOS E Capacity	Available Capacity
							Total Available Capacity (E-W + N-S) 2004 A4 =			1,497		1,497

MIAMI GARDENS TRANSPORTATION CONCURRENCY MANAGEMENT AREA (A4)

PEAK HOUR TWO-WAY LEVEL OF SERVICE FOR YEAR 2030 (NORTH-SOUTH CORRIDORS)

Roadway			Jurisdiction/ Functional Classification	Configuration (No. of Lanes)	AADT	Transit	PEAK Hr. (Two-way)					
Road Number/ Name	From	To					Peak Hr.Volume	LOS	LOS Capacity*	Available Capacity	LOS E Capacity	Available Capacity
NW 57th AVE/ SR 823	NW 151st ST	NW 167th ST	Class III/ Urban Principal Arterial/ State Rd	6 lanes/ div.	71,733	Exclusive**	6,463	E	7,035	572	7,035	572
NW 47th AVE	NW 156th ST	NW 167th ST	Non-State Road/ Urban Collector	2 lanes/ undiv.	13,722	Headways 20 Min or Less	1,372	D	1,480	108	1,480	108
NW 42nd AVE	NW 156th ST	NW 167th ST	Non-State Road/ Urban Collector	2 lanes/ undiv.	13,773	Headways 20 Min or Less	1,377	D	1,480	103	1,480	103
NW 37th AVE	NW 151st ST	NW 161st ST	Non-State Road/ Urban Minor Arterial/ County Rd	4 lanes/ undiv	47,038	Headways 20 Min or Less	4,704	F	2,964	-1,740	2,964	-1,740
NW 37th AVE	NW 161st ST	NW 167th ST	Non-State Road/ Urban Minor Arterial/ County Rd	4 lanes/ undiv	37,657	Headways 20 Min or Less	3,766	F	2,964	-802	2,964	-802
NW 32nd AVE	NW 151st ST	NW 159th ST	Non-State Road/ Urban Collector/ County Rd	2 lanes/ undiv.	17,009	Headways 20 Min or Less	1,701	F	1,200	-501	1,200	-501
NW 32nd AVE	NW 159th ST	NW 167th ST	Non-State Road/ Urban Collector/ County Rd	2 lanes/ undiv.	19,447	Headways 20 Min or Less	1,945	F	1,200	-745	1,200	-745
NW 27th AVE/ SR 817	NW 151st ST	NW 159th ST	Class II/ Urban Principal Arterial/ State Rd	6 lane/ div.	62,397	Headways 20 Min or Less	5,622	E	5,904	282	5,904	282
NW 27th AVE/ SR 817	NW 159th ST	NW 167th ST	Class II/ Urban Principal Arterial/ State Rd	6 lane/ div.	59,435	Headways 20 Min or Less	5,944	E	5,904	-40	5,904	-40
NW 22nd AVE	NW 151st ST	E BUNCHE PARK RD	Non-State Road/ Urban Minor Arterial/ County Rd	4 lanes/ div.	44,227	Headways 20 Min or Less	4,423	F	3,120	-1,303	3,120	-1,303
NW 22nd AVE	E BUNCHE PARK RD	NW 167th ST	Non-State Road/ Urban Minor Arterial/ County Rd	4 lanes/ div.	44,724	Headways 20 Min or Less	4,472	F	3,744	-728	3,744	-728
NW 17th AVE	NW 157th ST	NW 167th ST	Non-State Road/ Urban Local	2 lanes/ undiv.	1,003	Headways 20 Min or Less	100	< C	1,440	1,340	1,440	1,340
									Total =	-3,454		-3,454
									Average =	-288		-288

*LOS per current standards

** Extraordinary Transit such as Metrorail and/or Express bus service within 1/2 mile

MIAMI GARDENS TRANSPORTATION CONCURRENCY MANAGEMENT AREA (A4)												
PEAK HOUR TWO-WAY LEVEL OF SERVICE FOR YEAR 2030 (NORTH-SOUTH CORRIDORS)												
Roadway			Jurisdiction/ Functional Classification	Configuration (No. of Lanes)	AADT	Transit	PEAK Hr. (Two-way)					
Road Number/ Name	From	To					Peak Hr.Volume	LOS	LOS Capacity*	Available Capacity	LOS E Capacity	Available Capacity
							Total Available Capacity (E-W + N-S) 2030 (A4) =			664		664