CITY OF MIAMI GARDENS

COMPREHENSIVE DEVELOPMENT MASTER PLAN

TRANSPORTATION ELEMENT

GOALS, OBJECTIVES AND POLICIES

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Prepared By:

The Corradino Group

And

The City of Miami Gardens
Planning and Zoning Department
1515 NW 167th Street, Building 5, Suite 200
Miami Gardens, Florida 33169

TABLE OF CONTENTS

GOAL 1: TRANSPORTATION SYSTEM 1
Objective 1.1: Level-of-Service Standards 1
Objective 1.2: Alternative Modes of Transportation 3
Objective 1.3: A Transportation System Coordinated with Land Use 5
Objective 1.4: Coordination of Transportation Plans with Other Jurisdictions: 6
Objective 1.5: A Transportation System to Enhance and Preserve City Neighborhoods: 6
Objective 1.6: Safe and Convenient Pedestrian and Bicycle Network: 8
Objective 1.7: Concurrency and Growth Management: 10
Objective 1.8: Transportation that Serves Regional and Local Interests: 11
Objective 1.9: Transportation Concurrency Management Areas 11
Objective 1.10: Hurricane Evacuation & Disaster Preparedness 17

GOAL 2: FINANCIALLY FEASIBLE TRANSPORTATION SYSTEM 17
Objective 2.1: Capital Improvement Program: 17
Objective 2.2: Financing Mechanisms 17

LIST OF MAPS

MAP TRAN II - 1: The Roadway Network – Maintenance Responsibility 19

MAP TRAN II - 2: Functional Classification 20

MAP TRAN II - 3: Proposed Lanes for Roadways (Same as Existing) 21

MAP TRAN II - 4: Major Public Transit Trip Generators and Attractors 22

MAP TRAN II – 5: Transportation Concurrency Management Areas 23

MAP TRAN II – 6: Projected Peak Hour Level of Service Standards 24

CHAPTER II - TRANSPORTATION ELEMENT
GOAL, OBJECTIVES AND POLICIES

GOAL 1: TRANSPORTATION SYSTEM

The City of Miami Gardens shall develop and maintain a safe, convenient, accessible and efficient transportation system.

Objective 1.1: Level-of-Service Standards

To provide a safe, convenient, accessible and efficient transportation system with a Level-of-Service that sustains the City's social, aesthetic, economic, and natural resources.

Policy 1.1.1: Adopted roadway LOS standards for Florida Interstate High System roadways shall be as set forth in **Table TRAN II-1**, below. Non-FIHS roadway LOS included with transportation concurrency management area policies.

TABLE TRAN II - 1
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				

Policy 1.1.2: In an effort to keep trips off the FIHS, the City shall pursue TSM and TDM measures, in coordination with South Florida Commuter Services, as appropriate, to remedy existing and projected Level-of-Service (LOS) deficiencies.

Policy 1.1.3: The City shall ensure that no development approvals are issued that would degrade the level-of-service conditions on roads operating below adopted standards.

Policy 1.1.4: The City shall ensure that roads operating below the adopted standards shall be maintained at or above the level-of-service condition at the

time of development review. For backlogged and constrained facilities, the cumulative impact of development shall not exceed ten percent (10%) of the Annualized Average Daily Traffic (AADT) at the time of development review.

Policy 1.1.5: The City shall ensure that development which increases traffic on roads which are backlogged, constrained or projected to be at deficient levels of service by 2015 will be required to provide one or more of the following:

- Conventional mitigation measures, such as physical capacity enhancements to increase roadway capacity
- A Transportation Demand Management (TDM) or Transportation Systems Management (TSM) plan for approval by the City; or
- Other remedies as provided by State Statutes, such as establishing transportation concurrency management areas to measure concurrency in an area wide manner. See transportation concurrency management area policies.

Policy 1.1.6: The City, in cooperation with the Metropolitan Planning Organization, Miami Dade County and FDOT shall study and recommend specific roadway improvements, TSM and TDM measures, to alleviate congestion on thoroughfares whose LOS is, or is projected to be, below adopted standard.

Policy 1.1.7: The City shall control vehicular access onto City and County streets through its development review process in order to reduce existing or potential congestion and safety problems. In this regard, the City shall incorporate access management study requirements into its land development regulations to require developers to undertake such studies when development impact on major road facilities is anticipated. Access to state highways is controlled by FDOT.

Policy 1.1.8: Emergency vehicle access shall be considered during any modification of the transportation system, including access to parcels, and the design and construction of roads and traffic mitigation devices.

Policy 1.1.9: The City shall not vacate any public rights-of-way unless it is not in use, provides no public benefit, or is not in the best interest of the City to retain for future use.

Policy 1.1.10: The City shall regulate encroachments in the public rights-of-way. No encroachment shall be allowed unless it is permitted by the Building Code or is permitted by a written agreement between the City and the owner of the encroachment. The agreement will identify terms and

conditions upon which the encroachment is allowed within the public rights-of-way.

Policy 1.1.11: The City shall work with the appropriate federal, state and local transportation agencies to insure that the projects identified on the approved Transportation Master Plan will be implemented to achieve and maintain the adopted levels-of-service standards.

Policy 1.1.12: Over a period of 10 years and subject to funding, the City shall assess the condition of and repave, where necessary, the streets of Miami Gardens.

Policy 1.1.13: The City shall work with the County and the State to maximize, where appropriate, the capacities and operations of roadways and intersections that are inside its jurisdiction. For rights of way, which are in areas of higher intensity land use, alternative means of capacity shall be sought.

Policy 1.1.14: The City hereby adopts the Future Transportation Map Series as follows:

a. **MAP TRAN II - 1: The Roadway Network – Maintenance Responsibility –** No change from existing.

b. **MAP TRAN II - 2: Functional Classification** – No change from existing.

c. **MAP TRAN II - 3: Proposed Lanes for Roadways** – No change from existing.

d. **MAP TRAN II - 4: Major Public Transit Trip Generators and Attractors**

e. **MAP TRAN II – 5: Transportation Concurrency Management Areas**

f. **MAP TRAN II – 6: Projected Peak Hour Level of Service Standards for Transportation Concurrency Management Areas**

Objective 1.2: Alternative Modes of Transportation

The City shall work to provide for alternative modes of transportation, in coordination with other units of local, county and state government and the private sector.

Policy 1.2.1: The City shall use appropriate Transportation Systems Management (TSM) and Transportation Demand Management (TDM) strategies to improve system efficiency and enhance safety. These include, but are not limited to:

- Coordination with South Florida Regional Commuter Services

- Coordination with Miami Dade Transit (MDT)
- Coordination with Broward County Transit
- Congestion management;
- Access management;
- Installation of on-road bicycle lanes and bicycle parking and storage facilities;
- Parking policies which discourage driving alone;
- Employer-sponsored programs to encourage carpooling, vanpooling, bicycling and transit usage;
- Site development;
- Designs which foster transit usage and pedestrian accessibility; and
- Bus pull-in/pull-out areas, where deemed safe and necessary to retain highway level-of-service.

Policy 1.2.2: The City shall consider providing a mitigation bonus schedule for transit-oriented development, mixed use development, and other commitments included in requests for development that reduce single-occupant motor vehicle trips. Such a schedule shall be focused around existing and planned transit and transportation corridors and shall include criteria for alternative transportation systems including but not limited to pedestrian, bicycle and public transit. Such criteria shall be incorporated into the City's land development regulations.

Policy 1.2.3: The City shall, in conjunction with Miami Dade County, support Miami Dade Transit (MDT) in continuing to provide and otherwise improve bus service as part of the Transit Development Program (TDP).

Policy 1.2.4: The City shall undertake a study to examine the feasibility of the planning, design and implementation of a municipal transit circulator, which would reduce the dependency on the automobile for short trips.

Policy 1.2.5: The City shall work with MDT to examine the existing route structure and timing. Where feasible, changes/adjustments will be made to be more responsive to the users' needs in bus frequency, routing and level of service.

Policy 1.2.6: Miami Gardens shall support County plans for the development of the MetroRail North Corridor Transit Line. The City shall consult and coordinate with Miami Dade Transit in the planning, design and construction phases of the project.

Policy 1.2.7: In cooperation with the MPO and MDT, the City shall request that a survey be taken and analyzed to determine local employer/employee/resident travel characteristics, and to develop

issues and needs for Transportation Demand Management techniques, including enhanced mass transit, carpooling, vanpooling, flexible work hours, guaranteed ride home, and employee bonuses to refrain from driving alone.

Policy 1.2.8: The City, in conjunction with the South Florida Commuter Services, shall examine Transportation Demand Management alternatives to supplement or complement certain MDT services. These include vanpooling for long-distance commuters, and demand-responsive para-transit services.

Policy 1.2.9: Miami Gardens shall work with MDT to construct bus shelters and enhanced stops at all transit stops within the City.

Objective 1.3: A Transportation System Coordinated with Land Use

The City shall continue to evaluate the mutual interaction between the transportation system and land use in order to sustain the City's natural, aesthetic, social and economic resources.

Policy 1.3.1: The City shall use A Transportation Concurrency Management Area (TCMA) system to assess the impacts of land use changes and new development on area wide roadway capacities and transportation levels-of service.

Policy 1.3.2: The City shall develop regulations that promote transit-oriented developments (TOD) around existing and future transit and express bus stations, where appropriate. The regulations shall promote infill development around Metrorail transit stations, the Golden Glades Interchange, SR 826/Palmetto Expressway and the planned Fast/Express bus service along NW 2nd Avenue. Transit oriented development criteria shall include smart growth principles similar to those reflected in the Future Land Use Element such as the following:

- Walkability and Walkable Neighborhoods
- Connectivity to interconnected street grid network
- Mixed-Use and Diversity in developments to include a mix of shops, offices, apartments, and homes
- Mixed Housing to include a range of types, sizes and prices in closer proximity including workforce housing
- Quality Architecture and Urban Design, especially at street level.
- Structured Parking
- Transit Shelters and/or Subsidies
- Wider Sidewalks and/or Bicycle Paths

- Bicycle/Pedestrian Connections such as bridges, crosswalks, etc.

Objective 1.4: Coordination of Transportation Plans with Other Jurisdictions:

The City shall coordinate transportation plans and programs with the plans and programs of state, regional, and local jurisdictions.

Policy 1.4.1: The City shall develop a Transportation Master Plan and the Capital Improvement Program in coordination with the plans of the Florida Department of Transportation; the Miami-Dade and Broward counties Metropolitan Planning Organizations; Miami Dade Transit and Broward County Transit; Miami Dade and Broward Counties; and the cities of Opa Locka, Hialeah, North Miami Beach and Miami Lakes.

Policy 1.4.2: The City shall coordinate with the Metropolitan Planning Organization (MPO), the Florida Department of Transportation (FDOT) and Miami Dade County to find methods to avoid simultaneous construction delays on parallel facilities.

Policy 1.4.3: Miami Gardens shall request to be consulted by all agencies planning, designing, or constructing transportation facilities with in the City boundaries, so as to have local input on the decision making process.

Policy 1.4.4: The City's Transportation Master Plan shall be used as initial public input to the MPO's Long Range Transportation Plan.

Policy 1.4.5: City staff shall meet with FDOT and the County Transportation Department staff as needed to discuss common issues, including the status of projects in both jurisdictions' Capital Improvements Programs.

Policy 1.4.6: The City, through participation in the Metropolitan Planning Organization (MPO) transportation planning process shall continuously coordinate transportation improvements, including those in its Capital Improvements Program, with the MPO's short-term Transportation Improvement Program and long-range transportation plan.

Policy 1.4.7: The City shall consult with MDT to assure its Transit Development Program is responsive to the community's needs, relative to any improved headways, schedule modifications, or route changes.

Objective 1.5: A Transportation System to Enhance and Preserve City Neighborhoods:

The City shall develop a transportation system that helps preserve and enhance the City's neighborhoods.

Policy 1.5.1: The City shall develop standards for protecting neighborhoods to minimize impacts from traffic intrusion. Such standards shall include

but not be limited to the following criteria and shall be included in the City's land development regulations:

- Traffic Calming,
- Enhanced signal timing,
- Intersection improvements,
- Completion of interconnected street systems, and,
- Where appropriate, street closure

Policy 1.5.2: The City, when requested by its constituents, shall assess traffic intrusion through residential neighborhoods, and work in coordination with Miami Dade County to mitigate such negative situations with the appropriate traffic calming measures.

Policy 1.5.3: The City shall periodically request the FDOT and or Miami Dade County partner with it to study access management techniques on the appropriate facilities. These techniques may include but shall not be limited to:

- Local street access on streets where cut-through traffic is impossible
- Access on the highest-classified street where FDOT standards can be met
- Joint access, cross access, and shared access
- Raised median diverters
- Angled entrances and exits and other driveway configurations which channel traffic away from the neighborhood
- Enforceable signs ("do not enter", "no thru traffic," etc.)
- Building orientation away from the neighborhood, including drive-through windows
- Internal traffic circulation to discourage use of the side street
- Pedestrian access to encourage walking rather than driving short distances;
- Limited curb cuts
- Transit orientation, including safe and convenient pedestrian routes to the nearest bus stop
- Encouragement of FDOT to change an arterial's access classification to allow less stringent driveway spacing requirements where appropriate and
- Reduction of posted speed limit to allow less stringent driveway spacing requirements where appropriate.

Policy 1.5.4: The City shall maintain the integrity of the street grid pattern by encouraging traffic calming techniques to reduce volume and/or speed

to protect neighborhoods from the impacts of thru traffic. Closing of local streets will only be pursued if traffic calming or alternative methods are not appropriate.

Policy 1.5.5: The City shall work to provide a connected grid network based on County Section Line Roads. Capacities of these facilities and their intersections shall be maximized within existing right-of-way limits, when needed.

Policy 1.5.6: The City shall consider the aesthetics of road corridors during the design process. Where adequate right-of-way exists or can be reasonably acquired, landscaped medians shall be the preferred center component of road cross sections. When major new public facilities are planned, their design should be aesthetically compatible with the surrounding area, whenever practical.

Policy 1.5.7: The City will work with Miami Dade Transit, FDOT and DCA to develop appropriate methods by which to utilize transit as alternative capacity when existing traditional roadway capacity is expended.

Policy 1.5.8: Public involvement shall be ensured by staff presentations to neighborhood associations and/or groups during the preliminary design stage for road projects involving changes in the road configuration, including alignment, number of lanes, and calming devices.

Policy 1.5.9: Missing and deteriorated links in the sidewalk system shall be eliminated through a phased construction program based on prioritized needs as set forth on the street and sidewalk condition assessment study. Such program shall also include pedestrian enhancements and amenities wherever possible and feasible in high traffic areas.

Policy 1.5.10: The City shall improve its streets in order to encourage pedestrian activity. Where pedestrian activity would be encouraged without significant adverse effect on public safety, such improvements may include, but would not necessarily be limited to, development of "sleeves", straightening of medians, realignment of streets, realignment of street curbs at intersections, establishing parallel or angled parking, extending sidewalks to accommodate trees or tree planters, improving crosswalks, reducing the number or width of automobile travel lanes, or improving pedestrian ramps.

Objective 1.6: Safe and Convenient Pedestrian and Bicycle Network:

The City shall provide a safe and convenient pedestrian and bicycle network including links to schools, recreational facilities, bus stops, and major trip generators.

Policy 1.6.1: The City shall continue to identify sidewalk needs in the following areas:

- Existing roadways;
- Hazardous routes;
- Designated school walking routes;
- Connecting existing sidewalks to schools, parks, recreational facilities, and new developments;
- Repairing and replacing existing deteriorated sidewalks; in connection with new road construction; and
- Accessing MDT bus stops.

Policy 1.6.2: The City shall continue to seek supplemental funding for local sidewalk construction programs. In particular the City shall seek to be included formally in the funding allocated by the Peoples Transportation Plan.

Policy 1.6.3: The City shall promote pedestrian and bicycle linkages between residential and non-residential land uses. The principles of Crime Prevention Through Environmental Design shall be a consideration in development plan reviews.

Policy 1.6.4: The City shall prepare a citywide pedestrian safety plan. The City shall continue to identify and install pedestrian safety improvements in conformance with the Manual of Uniform Traffic Control Devices. Streets through residential neighborhoods should be maintained and identified in a manner that promotes and protects the residential environment and enhances pedestrian safety.

Policy 1.6.5: The City shall coordinate with Miami Dade Transit for improved pedestrian facilities within ½ mile of all transit stations.

Policy 1.6.6: The City shall work to develop off road greenways and trails such as the Snake Creek Greenway.

Policy 1.6.7: The City shall identify and prioritize enhancement projects for pedestrian and bicycle ways in conjunction with the Metropolitan Planning Organization (MPO).

Policy 1.6.8: The City shall work to assure that all sidewalks are ADA compliant.

Policy 1.6.9: The City shall coordinate with Miami Dade County Schools, and the MPO to develop safe routes to and from schools, including but not limited to the implementation of the City's Transportation Enhancement Program Grant for school safety through the MPO.

Policy 1.6.10: The design and construction of thoroughfare roads shall provide for safe on-road bicycle lanes, wherever possible and practical as determined by the City's Planning and Public Works departments.

Policy 1.6.11: All requests for development shall provide for safe and convenient pedestrian and bicycle access, as provided for in the Land Development Regulations.

Objective 1.7: Concurrency and Growth Management:

The City shall work within the parameters of approved growth management legislation to achieve the optimum style of well-planned growth.

Policy 1.7.1: The City shall explore the feasibility of utilizing transportation impact fees to fund mobility improvements.

Policy 1.7.2: The City shall develop a Concurrency Management System (CMS), which allow for the monitoring of roadway capacities. The CMS will be based on the level of service standards contained in this plan element and will be based on FIHS LOS standards and LOS standards developed as part of the Transportation Concurrency Management Areas (TCMAs) reflected in this plan element.

Policy 1.7.3: The City shall explore measuring Level of Service in terms of person trips, allowing transit to provide roadway capacity within the area.

Policy 1.7.4: The City's CMS shall require developers to prepare and submit traffic impact studies and circulation plans including ingress and egress from and to adjacent roadways for automobiles, trucks and delivery vehicles, pedestrian, mass transit, and bicycles. Traffic circulation plans shall be reviewed and approved by the City.

Policy 1.7.5: As part of the City's land development regulations, development agreements that commit the developer to make specified transportation improvements may be required as a condition prior to the issuance of a development permit. Development agreements may also require the developer to participate in TSM and TDM programs.

Policy 1.7.6: *Non-de minimus* developments shall be required to perform traffic studies to estimate their compliance with the LOS standards. If these studies estimate that a developments traffic impact does not meet the LOS standards, the City shall require enforceable development agreements that commit the developer to make certain improvements to meet those standards. During this interim period, developments that cannot meet the above standards shall not be approved.

Policy 1.7.7: Developments of Regional Impact shall remain subject to the applicable requirements of Chapter 380, Florida Statutes and, in the

case of the Dolphin Center, North and South, the Charter of the City of Miami Gardens.

Objective 1.8: Transportation that Serves Regional and Local Interests:

The City shall work with other local, county and state bodies to assure that the transportation system is regionally connected and context sensitive as it traverses Miami Gardens.

Policy 1.8.1: The City shall develop incentives that encourage new and redevelopment type housing within mixed use developments in the Commerce land use category, including streamlined permitting and grants assistance and planning assistance.

Policy 1.8.2: The City shall actively participate in the MPO's planning processes to assure it has a voice in the development of local and regional transportation facilities.

Policy 1.8.3: The City shall maintain coordination with the Regional Transportation Authority and other regional agencies.

Policy 1.8.4: Retrofitted or reconstructed streets, wherever practical as determined by the City, shall include amenities such as shade trees and benches, and pedestrian-safe designs; such as, refuge medians where crossing distances exceed 60 feet, raised pavements to alert motorists to pedestrian crossings, and sidewalk bulb-outs where there is on-street parking.

Policy 1.8.5: The City shall review requests for development approval for transportation circulation, including, but not necessarily limited to, ingress and egress from and to adjacent roadways for automobiles, trucks and delivery vehicles, pedestrians, mass transit, and bicycles.

Policy 1.8.6: The City shall consider a design strategy for making high-volume traffic roadways safe for pedestrians to cross known as a "sleeve" approach for intersections on certain high capacity thoroughfares. The "sleeve" strategy involves locating buildings at all intersection corners close to the street, clearly striping cross-walks, using different paving materials, and reducing the distance between curb corners to reduce pedestrian crossing distance. These locations shall be chosen and prioritized as a part of the City's annuals public works program.

Objective 1.9: Transportation Concurrency Management Areas

The City shall establish four Transportation Concurrency Management Areas (TCMA's) as set forth on **Map TRAN II - 5**, Transportation Concurrency Management Areas in Miami Gardens. These TCMA's shall focus on supporting infill and redevelopment activities as specified in the Future Land Use Element. The TCMA's shall be maintained as a basis for the issuance of development orders and permits.

Policy 1.9.1: The minimum level of service standard for each TCMA shall be as set forth in Tables 2, 3, 4, and 5, below:

TABLE TRANS II – 2 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

TABLE TRAN II – 3 TCMA – 2: NORTH 27TH AVENUE 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 – 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

TABLE TRAN II – 4 TCMA – 3: STATE ROAD 7/US 441 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 – 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

TABLE TRAN II – 5 TCMA – 4: SOUTH PALMETTO 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 – 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

Policy 1.9.2: **Map TRAN II – 6** entitled, Projected Peak Hour Level of Service Map, reflects future conditions based on the Transportation Concurrency Management Areas set forth above.

Policy 1.9.3: Within each TCMA, infill and redevelopment shall be encouraged which are supportive of mobility alternatives including but not limited to walking, bicycling and the use of transit.

Policy 1.9.4: Each TCMA shall maintain an area wide Level of Service. Maintenance of LOS shall be the basis for the issuance of development orders and permits within each TCMA.

Policy 1.9.5: As part of its land development regulations, specific provisions of the City's concurrency management system for transportation shall include:

- A methodology for assessing proportionate fair-share mitigation options
- Options for a developer to pay proportionate fair-share mitigation for transportation improvements that may be reflected in the 5-year schedule of capital improvements or next scheduled update thereof
- Provisions to insure that proportionate fair-share mitigation shall be applied as a credit against impact fees to the extent that all or a portion of the proportionate fair-share mitigation is used to address the same capital infrastructure improvements contemplated by the impact fees in question
- Provisions to insure that fair-share mitigation includes, without limitation, separately or collectively, private funds, contributions of land, and construction and contribution of facilities, including the potential to utilize public funds as determined by the City
- Provisions to insure that fair market value of proportionate fair-share mitigation shall not differ based on the form of mitigation
- Provisions to insure that the City will not require a development to pay more than its proportionate fair-share contribution regardless of the method of mitigation
- Provisions for the City to enter into an agreement with a developer in the event that funding in the adopted 5-year capital improvement element are insufficient to fully fund construction of a transportation improvement or service required by the City's concurrency management system
- Provisions enabling the City to enter into a binding proportionate-share agreement authorizing the developer to construct that amount of development on which the proportionate share is calculated if the proportionate-share amount in such agreement is sufficient to pay for one or more improvements which will, in the opinion of the City or entity maintaining the transportation facilities in question, significantly benefit the impacted transportation system.

Policy 1.9.6: The City will develop transit oriented land uses along major corridors, as specified in the future land use element.

Policy 1.9.7: The City shall examine the increase of the density of residential development in the special corridors. In addition, an exploration of other higher density and mixed-use residential areas will be explored. This will be done in an effort to develop densities that meet higher level transit thresholds, to be coupled with regional and county investments in transit service. When considering higher density

residential or higher intensity nonresidential development, all policies, locational requirements, standards and criteria included in the Future Land Use Plan Element shall be complied with.

Policy 1.9.8: The City shall examine the roadway system to evaluate the appropriateness of current roadway classifications.

Policy 1.9.9: The City shall adhere to its Transportation Master Plan and establish periodic measurements of the transportation system's effectiveness and deficiencies via traffic counts and a level of service and capacity analysis. At a minimum, the City shall perform such measurements on a periodic basis and in general, should perform such measurements within one year after the Miami Dade County Metropolitan Planning Organization updates its Long Range Transportation Plan.

Policy 1.9.10: The City shall establish a Capital Improvement Program (CIP) for each TCMA, which identifies improvements within TCMA's. The CIP will be based largely on the Transportation Master Plan at such time that capacity improvements, especially for transit, may be warranted during the annual updates of the Miami Dade County 5 Year Transportation Improvement Plan and the Miami Dade County's annual Transit Development Program.

Policy 1.9.11: In each TCMA the City shall examine parking in a city wide manner to evaluate:

- Future on-site parking requirements
- The necessity for park and ride locations or development in coordination with transit
- Employer sponsored transportation demand management programs
- The need for the enhancement of on-street or off-street parking facilities

Policy 1.9.12: Within the City's concurrency management system established with the City's land development regulations, provisions for requiring major non-residential development to submit a traffic mitigation plan shall be considered. Such a requirement should encourage the use of alternative modes of transportation to the automobile, which addresses:

- Providing bicycle racks
- Providing parking for carpools
- Establishing rideshare or carpool programs
- Alternative hours of travel including flexible work hours, staggered work shifts, compressed work weeks, and telecommuting options

- Subsidizing transit fares
- Maximum parking requirements
- Transfer of development rights

Policy 1.9.13: The City shall examine the connection of major traffic generators, transit stops and areas of density, with an interconnected system of sidewalks and or bicycle paths, this task should be coordinated with the City's Recreational Trails Master Plan system.

Policy 1.9.14: As a mechanism to monitor remaining capacities, the City shall develop an automated concurrency management system to track concurrency at the TCMA level. This will be maintained by the appropriate analyses and data bases to keep current inventories of existing capacities, generated trips from proposed land developments, etc.

Policy 1.9.15: In order to provide for effective mobility, the City shall seek opportunities to expand and enhance the already established grid network wherever a wider variety of paths to common destinations can be utilized.

Policy 1.9.16: The City shall seek to develop activity centers located in proximity to major transit stops. These centers should focus on mixed-use, transit oriented development as set forth in the future land use element.

Policy 1.9.17: The City shall examine developing impact fees for developments that propose to utilize more than the remaining capacity on a TCMA level. Such fees should be used to support the planning, design and construction of multimodal opportunities.

Policy 1.9.18: The City shall work to reduce conflicts among modes of transportation. This can be done through:

- Establishing enhanced intersections with more visible crosswalks and enhanced signage
- Developing bike paths and lanes with bollards and raised islands to increase safety at intersections by preventing vehicles from entering the special lanes.
- Bus shelters
- Traffic calming where appropriate
- Pedestrians islands

Policy 1.9.19: To improve citizen and visitor awareness of mobility options in the TCMAs, the City shall work with Miami-Dade Transit (MDT) to establish mechanisms (signage, brochures, and advertisements) to highlight information regarding the availability of mobility options.

Policy 1.9.20: Transportation concurrency within the established TCMAs will be maintained and tracked by the city's Planning Department.

Policy 1.9.21: The City shall continue to coordinate with Miami-Dade Transit to ensure that transit service within the TCMAs maximize mobility and reflect routes which serve to facilitate movement within the City.

Objective 1.10: Hurricane Evacuation & Disaster Preparedness

The City shall coordinate with Miami-Dade County, adjacent municipalities and the State of Florida in addressing the evacuation, structural integrity, and disaster-preparedness needs of Miami Gardens.

Policy 1.10.1: Work with Miami-Dade County, adjacent municipalities and the State of Florida to ensure the transportation system is adequately prepared for hurricane evacuation.

Policy 1.10.2: By January 2007, develop a City Emergency Plan addressing disaster-preparedness, hurricane evacuation and post disaster redevelopment plans, procedures and personnel duties.

Policy 1.10.3: Work with Miami-Dade County to ensure that City employees are adequately trained in the policies and procedures required during and after a disaster emergency and the long term post disaster

GOAL 2: FINANCIALLY FEASIBLE TRANSPORTATION SYSTEM

The City shall develop a financially feasible transportation system that meets the needs of the City residents.

Objective 2.1: Capital Improvement Program:

The City shall implement a Capital Improvement Plan, methods of funding, and fiscal controls for all major traffic and roadway projects.

Policy 2.1.1: The City shall compile and prioritize a project list of major repair and maintenance for existing roadways and include in Capital Improvement Plan.

Policy 2.1.2: On an annual basis, the City shall program needed capital transportation projects and improvements in the City's Capital Improvements Plan.

Objective 2.2: Financing Mechanisms

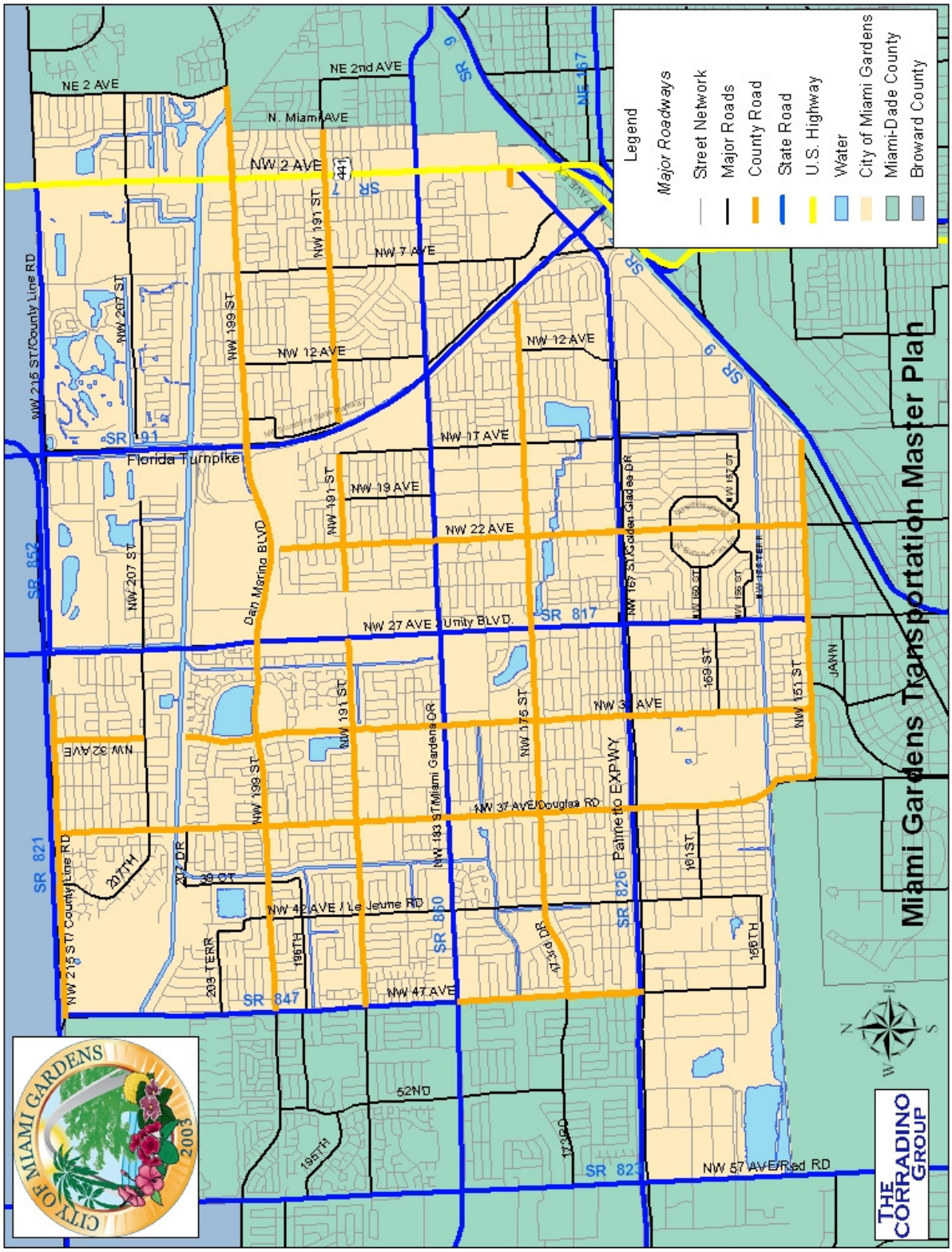
The City shall investigate new financing alternatives to overcome shortfalls of transportation funding.

Policy 2.2.1: The City shall continue to aggressively seek funds from the Florida Department of Transportation, the Department of Community Affairs, U.S. Department of Transportation, the Federal Transit

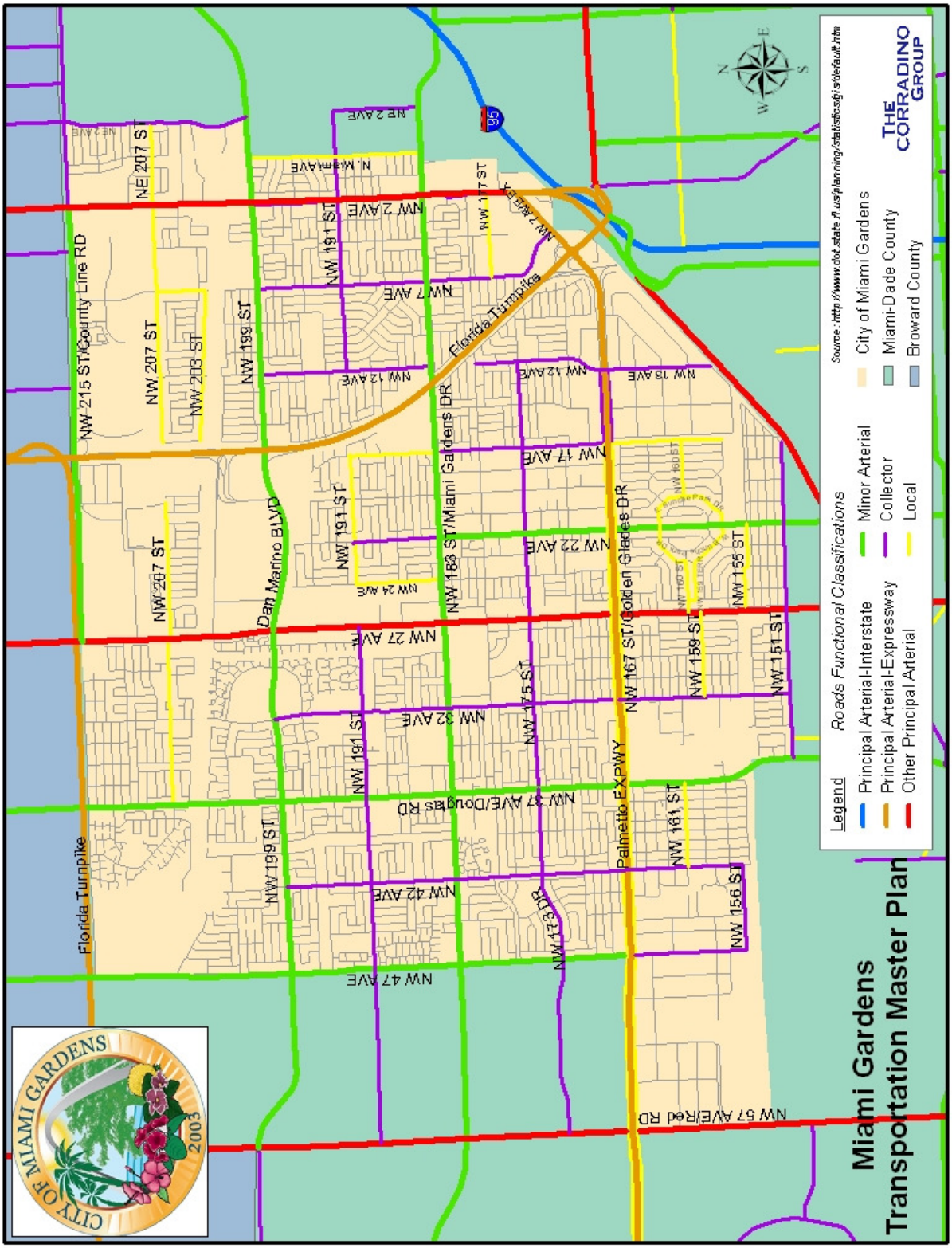
Administration, and other appropriate state and regional agencies to meet the necessary funding for needed transportation improvements.

Policy 2.2.2: Development shall pay a fair share of transportation improvement costs through impact fee assessments, construction of pedestrian/bicycle facilities, donations of needed rights-of-way or other appropriate means.

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



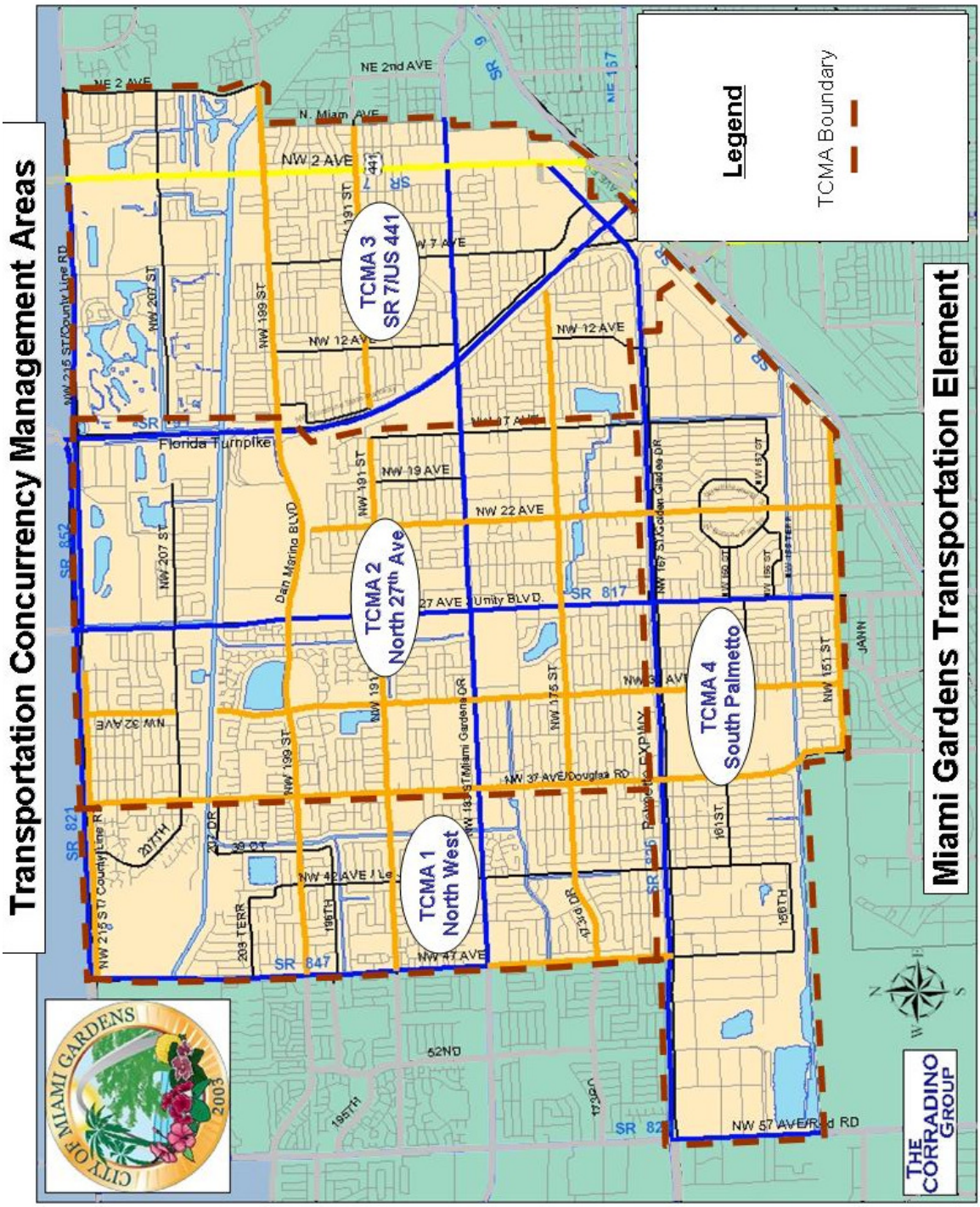
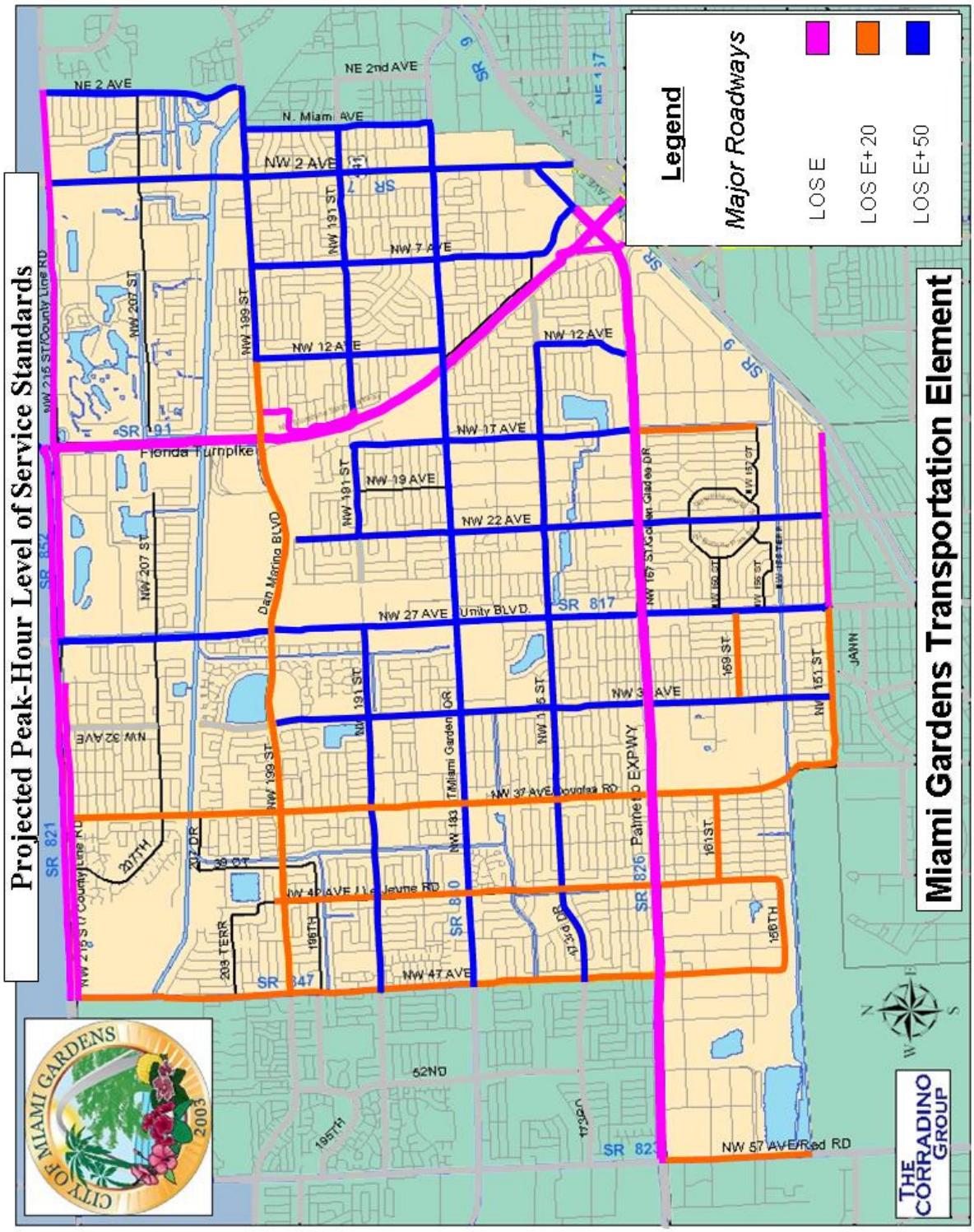
MAP TRAN II - 2: Functional Classification



MAP TRAN II - 3: Proposed Lanes for Roadways (Same as Existing)

MAP TRAN II - 4: Major Public Transit Trip Generators and Attractors

MAP TRAN II – 5: Transportation Concurrency Management Areas



MAP TRAN II – 6: Projected Peak Hour Level of Service Standards