



**CITY OF MIAMI GARDENS**

**COMPREHENSIVE DEVELOPMENT MASTER PLAN**

**TRANSPORTATION ELEMENT**

**GOALS OBJECTIVES AND POLICIES**

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**DRAFT**

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## CHAPTER II – TRANSPORTATION ELEMENT

### GOALS, OBJECTIVES AND POLICIES

#### INTENT AND PURPOSE

The purpose of the Transportation Element is to provide direction for the for 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.

#### Guiding Principles

As part of the transportation master planning process a series of principles were discussed. These were refined into the Goals, Objectives and Policies in this element. These have been expressed as the City's transportation vision and have shaped the plan.

Guiding Principles:

- *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 will be able 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. This will lead to the development and service of a diverse and vital land use mix, with appropriate intensities around transit hubs. The City desires that its transportation and land use systems 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 neighbors within the city. Improvements to the transportation system are limited by the resources

of the City and funds from the State and Federal Governments, and the City 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.

### **Florida Statutory Requirements**

Chapter 9J-5 presents minimum criteria for review of local government comprehensive plans. The following are specified for inclusion.

The element shall contain one or more specific objectives for each goal statement which address the requirements of subsections and which:

1. Provide for a safe, convenient, and energy efficient multimodal transportation system;
2. Coordinate the transportation system with the future land use map or map series and ensure that existing and proposed population densities, housing and employment patterns, and land uses are consistent with the transportation modes and services proposed to serve these areas;
3. Coordinate the transportation system with the plans and programs of any applicable metropolitan planning organization, transportation authority, Florida Transportation Plan and Florida Department of Transportation's Adopted Work Program;
4. Address the provision of efficient public transit services based upon existing and proposed major trip generators and attractors, safe and convenient public transit terminals, land uses and accommodation of the special needs of the transportation disadvantaged;
5. Provide for the protection of existing and future rights-of-way from building encroachment;
6. Coordinate the siting of new, or expansion of existing, ports, airports, or related facilities with the future land use, coastal management, and conservation elements;
7. Coordinate the surface transportation access to ports, airports, or related facilities with the traffic circulation system shown on the traffic circulation maps or map series;
8. Coordinate with any ports, airports, or related facilities plans of the appropriate ports, airports or related facilities provider, United States Army Corps of Engineers, Federal Aviation Administration, metropolitan planning organization, military services, or resource planning and management plan prepared pursuant to Chapter 380, F.S., and approved by the Governor and Cabinet, the Florida Department of Transportation 5-

Year Transportation Plan, and the Continuing Florida Aviation System Planning Process as adopted; and

9. Ensure that access routes to ports, airports, or related facilities are properly integrated with other modes of surface or water transportation.

10. For multimodal transportation districts established pursuant to Sections 163.3180(15)(a) and (b), F.S., provide for a safe, comfortable and attractive pedestrian environment with convenient interconnection to public transportation.

(c) The element shall contain one or more policies for each.

### **Organization of the Transportation Element**

The Transportation Element consists of a goal followed by objectives and policies pursuant to the goal.

The Transportation Element is organized around objectives addressing the following topics:

- Objective 1. Levels-of-Service for a Safe, Convenient and Efficient Transportation System,
- Objective 2. Alternative Modes of Transportation;
- Objective 3. A Transportation System Coordinated with Land Use;
- Objective 4. Transportation Plans Coordinated with other Jurisdictions;
- Objective 5. A Transportation System to Enhance and Preserve City Neighborhoods;
- Objective 6. Safe and Convenient Pedestrian and Bicycle Networks;
- Objective 7. Concurrency and Growth Management;
- Objective 8. Transportation That Serves the Regional Needs As well as Local Users

The Transportation Element is one of the elements which collectively represent the *Miami Gardens Comprehensive Plan*. This element must be view and interpreted in context with the other elements.

### **Implementation of the *Miami Gardens Comprehensive Plan***

Implementation of the *Miami Gardens Comprehensive Plan* will require attention from both the public sector and the private sector to be ultimately successful. In this regard many of the plans components discuss or encourage “the City” undertake certain actions. These will be the methods by which the Guiding Principles may be achieved.

## **GOAL, OBJECTIVES AND POLICIES**

### **Goal**

It shall be the goal of the City of Miami Gardens to develop and maintain a safe, convenient, accessible and efficient transportation system which:

- Is coordinated with future land use and transportation plans of the City and adjacent municipalities, Miami Dade County, and the State of Florida.
- Fosters efforts that will enhance the economic vitality of the City
- Enhances the quality of life for the citizens.
- Emphasizes efforts within control and responsibility of the City
- Recognizes the use of alternative modes.
- Develops projects that promote safety for the citizens of the City.
- Develops projects that enhance the community aesthetically.
- Develops projects that support existing and future approved transportation improvements once considered and approved by the City.
- Develops projects that not only service the regional transportation system, but those that are meant for the efficient movement of Miami Gardens residents.
- Develop projects that encourage a mix of land uses, where appropriate.

### **Objective 1 - Level-of-Service for Safe, Convenient, Accessible and Efficient Transportation System**

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.

### **Policies**

**1.1 Level-of-Service (LOS) Standards:** The level-of-service standards for roads shall be as follows: Adopted roadway LOS standards vary depending on the classification of the roadway, roadway location, and availability of transit. Table 1-1 below summarizes the adopted peak-period LOS standards for all State, County and local roads in Miami Gardens.

Table 1.1 Peak-Period Roadway LOS Standard

**Non-FIHS Roadways**

Location	Transit Availability		
	No Transit Service	20 Min. Headway Transit Service Within 1/2 Mile	Extraordinary Transit (Commuter Rail or Express Bus)
Within Miami Gardens South of SR 826/Palmetto Exwy	LOS E (100% of Capacity)	120% of Capacity	150% of Capacity
Within Miami Gardens North of SR 826/Palmetto Exwy	LOS D = All, except LOS E = State Minor Arterials	LOS E (100% of Capacity)	120% of Capacity

**FIHS Roadways**

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

Notes: LOS inside of [brackets] applies to general use lanes only when exclusive through lanes exist.

FIHS = Florida Intrastate Highway System

**1.2 Concurrency on Roads Meeting Adopted LOS Standard:** The City shall ensure that no development approvals are issued that would degrade the level-of-service conditions on roads below adopted standards.

**1.3 Concurrency on Deficient Roads:** The City shall ensure that roads that are currently operating below the adopted standards, shall be maintained at or above the current 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 current Annualized Average Daily Traffic (AADT) at the time of development review.

**1.4 Effect of Projected Deficiencies on Future Land Use:** 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 be required to provide:

- Either conventional mitigation measures; and/or
- Transportation Demand Management or Transportation Systems Management plan for approval by the City; or
- Other remedies as provided by state statutes, such as measurement of concurrency in an area wide manner.

**1.5 Alternative Concurrency Strategies:** As traditional measures of concurrency become insufficient, The City Shall seek appropriate alternatives, which allow for the infill in specifically defined areas of the City so as to more adequately manage growth recognizing the integration of transportation and land use at various levels of development. *Therefore, the City should consider the establishment of Transportation Concurrency Management Areas (TCMAs) by determining their feasibility as appropriate.*

**1.6 LOS Study for Below Standard Thoroughfares:** The City, in cooperation with the Metropolitan Planning Organization, Miami Dade County and FDOT will 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.

**1.7 Access to City and County Streets:** The City shall control vehicular access onto City and County streets through the Land Development Regulations and the review of site plans in order to reduce existing or potential congestion and safety problems. Access management studies shall be undertaken on facilities when appropriate. Access to State highways is controlled by FDOT.

**1.8 Emergency Vehicles:** 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.

**1.9 Protection of Existing Rights-of-Way:** 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.

**1.10 Encroachments in Public Rights-of-Way:** The City will regulate encroachments in the public rights-of-way. No encroachment shall be allowed unless it is permitted by the Building Code or 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.

**1.11 Transportation Master Plan (TMP):** The projects identified on the approved Transportation Master Plan will be implemented to achieve and maintain the adopted levels-of-service standards.

**1.12 Use of Transportation Systems Management (TSM) and Transportation Demand Management (TDM) to Remedy LOS Deficiencies:** The City will pursue TSM and TDM measures, in coordination with South Florida Commuter Services, as appropriate, to remedy existing and projected Level-of-Service (LOS) deficiencies.

**1.13 The City Shall Develop A Street Assessment and Repaving Program:** Over period of 10 years, the City shall assess the condition of and repave, where necessary the streets of Miami Gardens.

**1.14 Concurrency Management System:** The City shall develop an automated concurrency management system, to effectively and efficiently track capacities as mandated by the State of Florida.

**1.15 Roadway and Intersection Capacity:** The City shall work with The County and The State to maximize, where appropriate the capacities of roadways and intersections that are inside its jurisdiction. For right of ways, which are in areas of higher density land use, alternative means of capacity shall be sought.

## **Objective 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.

### **Policies**

#### **2.1 Transportation Systems Management, Transportation Demand Management:**

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
- 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.

**2.2 Transportation Demand Management (TDM) Mitigation Credits:** The City will consider developing, in the Land Development Regulations, 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. These shall be focused around existing and planned transit and transportation corridors.

**2.3 Miami Dade Transit (MDT):** The City shall, in conjunction with Miami Dade County, support Miami Dade Transit in continuing to provide bus service with the City at defined levels-of-service

**2.4 Circulator:** 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.

**2.5 Route Enhancements:** The City shall work with MDT to examine the existing routes structure and timing. Where feasible routing and timing will be restructured to more adequately fit the local user.

**2.6 North Corridor:** Miami Gardens shall support County plans for the development of the MetroRail North Corridor Transit Line, if the City is consulted and coordinated with in the planning, design and construction phases of the project.

**2.7 Travel Characteristics Surveys:** 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.

**2.8 Transit Marketing:** Miami Gardens shall work with MDT to examine enhanced methods of making transit a viable alternative.

**2.9 Alternatives to Fixed-Route Services:** The City, in conjunction with the South Florida Commuter Services, will examine Transportation Demand Management alternatives to supplement or complement certain MDT services. These include vanpooling for long-distance commuters, demand-responsive para-transit services.

**2.10 Transit Amenities:** Miami Gardens shall work with MDT to construct bus shelters and enhanced stops at all transit stops within the City.

### **Objective 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.

#### **Policies**

**3.1 Concurrency Management System:** The City shall develop a formal a Concurrency Management System to monitor traffic and road utilization. The Concurrency Management System will include an ongoing inventory of the status of roads, in coordination with State and County transportation agencies.

**3.2 Effects of Future Land Use Changes on Level-of-Service:** The City shall use the Concurrency Management System to assess the impacts of land use changes on road levels-of service.

**3.3 Concurrency Based on Parallel Facilities:** The City shall study the feasibility of an area-based concurrency measurement to replace the existing road based system. This may result in the establishment of TCMA's as appropriate.

**3.4 Standards Related to Residential Land Use:** The City shall consider adopting revised level-of-service standards to better protect neighborhoods and business interests.

**3.5 Transit Oriented Development:** The City shall develop land development regulations that promote transit oriented developments around existing and future transit stations, where appropriate. These shall promote infill development around these stations.

### **Objective 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.

#### **Policies**

**4.1 Joint Planning and Coordination:** 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 County Metropolitan Planning Organization, Miami Dade Transit, Miami Dade and Broward Counties, and the City of Opalocka, the City of Hialeah, and the City of Miami Lakes.

**4.2 Simultaneous Construction Delays:** The City will explore methods to avoid simultaneous construction delays on parallel facilities in conjunction with the Metropolitan Planning Organization (MPO), the Florida Department of Transportation (FDOT) and Miami Dade County.

**4.3 Project Coordination:** Miami Gardens requests to be consulted by all agencies planning, designing, or constructing transportation facilities within the City boundaries, so as to have local input on the decision making process.

**4.4 Metropolitan Planning Organization (MPO) LRTP:** The City's Transportation Master Plan shall be used as initial public input to the MPO's Long Range Transportation Plan.

**4.5 Transportation Coordination:** City staff will 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.

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

**4.7 Mass Transit:** 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 5 - A Transportation System to Enhance and Preserve City**

**Neighborhoods:** The City will develop a transportation system which helps preserve and enhance the City's neighborhoods.

#### **Policies**

**5.1 Standards For Neighborhood Protection:** The City will develop standards for protecting neighborhoods to minimize impacts from traffic intrusion.

**5.2 Traffic Calming:** The City, when requested, will 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.

**5.3 Access Management:** The City will 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.

**5.4 Integrity of the Grid Pattern:** The City will 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.

**5.5 Enhancement of the Grid Pattern:** The City will 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.

**5.6 Aesthetics and Landscaped Medians:** The City will 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.

**5.7 Transit Capacity:** 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.

**5.8 Public Involvement:** 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.

**5.9 Sidewalks:** Any missing links in the sidewalk system shall be eliminated.

**5.10 Crime Prevention Through Environmental Design:** Expand the use of Crime Prevention Through Environmental Design (CPTED) principles by property owners.

**5.11 Artwork:** Artwork shall be encouraged in public and private places as provided for in the Land Development Regulations.

**5.12 Code Enforcement:** The City's code enforcement program shall continue to be used to bring structures into compliance with the Housing and Building Codes, as amended.

**5.13 Improve Walk ability of Streets:** 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 6 - Safe and Convenient Pedestrian and Bicycle Networks:** The City will provide safe and convenient pedestrian and bicycle networks including links to schools, recreational facilities, bus stops, and major trip generators.

### **Policies**

**6.1 Sidewalk Needs:** The City shall continue to identify sidewalk needs:

- on existing roadways;
- on hazardous routes;
- on designated school walking routes;
- to connect with existing sidewalks to reach schools, parks, recreational facilities, and new developments;
- to repair and replace existing deteriorated sidewalks; in connection with new road construction; and
- to provide access to MDT bus stops.

**6.2 Funding:** The City will 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.

**6.3 Connection Between Land Uses:** The City will promote pedestrian and bicycle linkages between residential and non-residential land uses. The principles of Crime Prevention Through Environmental Design will be a consideration in these reviews.

**6.4 Pedestrian Safety:** The City shall prepare a city-wide 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 which promotes and protects the residential environment and enhances pedestrian safety.

**6.5 Sidewalks to Bus Stops:** The City shall coordinate with Miami Dade Transit for improved pedestrian access to bus stops.

**6.6 Greenways and Trails:** The City shall work to develop off road greenways and trails.

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

**6.8 ADA Compliant Sidewalks:** The City shall work to assure that all sidewalks are ADA compliant.

**6.9 Safe Routes To School:** The City shall coordinate with Miami Dade County Schools, and the MPO to develop safe routes to and from schools.

**6.10 Bicycle Lanes:** The design and construction of thoroughfare roads shall provide for safe on-road bicycle lanes, wherever possible and practical.

**6.11 Pedestrian/Bicycle Access:** All requests for development shall provide for safe and convenient pedestrian and bicycle access.

**Objective 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.

Policies

**7.1 Concurrency Management System:** The City shall develop a formal concurrency management system, which will allow for the monitoring of remaining roadway capacities. The Concurrency Management System may include the formation of Transportation Concurrency Management Areas (TCMAs) as appropriate.

**7.2 Transportation Impact Fees:** The City shall explore the feasibility of utilizing transportation impact fees to fund mobility improvements.

**7.3 Growth Management:** At such time when roadway capacities begin to hamper the City's ability to grow, *the City shall explore the implementation of either a Transportation Concurrency Management Area (s) or a Transportation Concurrency Exception Area (s).*

**7.4 Areawide Level of Service:** The City shall explore the measurement of level of service in an area wide manner.

**7.5 Alternative LOS Measurements:** The City shall explore measuring Level of Service in terms of person trips, allowing transit to provide roadway capacity within the area.

**7.6 Transportation Impact Studies:** The City shall develop a formal process for measuring the impact of development. This 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.

**7.7 Development Agreements:** Development agreements which commit the developer to make specified transportation improvements may be required as a condition precedent to the issuance of a development permit. Development agreements may also require the developer to participate in TSM and TDM programs.

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

**7.9 Developments of Regional Impact:** Developments of Regional Impact, shall remain subject to the applicable requirements of Chapter 380, F.S.

**Objective 8 – Transportation That Serve 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.

#### Policies

**8.1 Transit Oriented Development:** The City shall develop, within its land development codes, areas of appropriate density and usage mix to incentivize the use of transit, pedestrian facilities and discourage the use of the automobile.

**8.2 Incentives for Housing within the City Town Center:** Identify incentives that encourage housing within the town center, including streamlined permitting, grants, and planning assistance.

**8.3 Local Coordination:** The City shall participate in the MPO's planning processes to assure it has a voice in the development of local and regional transportation

**8.4 Regionalism:** The City shall maintain coordination with the Regional Transportation Authority and other regional agencies.

**8.5 Other Pedestrian Facilities:** Retrofitted or reconstructed streets shall include amenities such as shade trees and benches, wherever practical, and pedestrian safe designs, such as refuge medians where crossing distances exceed 60 feet, raised

pavements to alert motorists to pedestrian crossings, and sidewalk bulbouts where there is on-street parking.

**8.6 Access Management and Circulation:** The City will 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.

**8.7 Intersection Sleeves:** Implement a comprehensive design strategy for making high-volume traffic roadways safe for pedestrians to cross. Known as a “sleeve”, the strategy involves locating buildings at all intersection corners close to the street to provide a perception of safety for pedestrians, clearly striping cross-walks and using different paving materials, and reducing the distance between curb corners to reduce pedestrian crossing distance. “Sleeves” will be developed at certain intersections on high capacity thoroughfares.

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