

CHAPTER 2. TRANSPORTATION ELEMENT

TRANSPORTATION ELEMENT GOAL

Work in cooperation with Miami-Dade County to provide a transportation system that meets the needs of Miami Shores Village and the larger community of which the Village is a part with minimal negative impact on the quality of life for Village residents and businesses.

Objective 1: Motorized and non-motorized transportation system.

In general, provide for a safe, convenient, and efficient motorized and non-motorized transportation system. In particular, achieve acceptable level of service for roads and attractive and convenient bicycle and pedestrian facilities.

Monitoring and Evaluation: The Village shall work to maintain so far as possible the level of service for all roadways that lie within its municipal boundaries given that state and county roads are outside the Village jurisdiction and that most traffic for Biscayne Boulevard as well as arterials and collectors is generated outside of the village boundaries and jurisdiction. Progress towards meeting this objective shall also be measured by the implementation of the following policies:

Policy 1.1:

The Village shall regulate the timing of development in the Village to help maintain and attempt to improve the following peak hour level of service standards on local roadways that lie within its municipal boundaries:

- Biscayne Boulevard: F
- All other arterials and collectors: D
- Local roads: B

Policy 1.2:

The Village shall regulate the timing of development for the purpose of maintaining at least the following peak hour level of service standards on arterial and collector roadways that lie within its municipal boundaries:

- Where extraordinary transit service such as commuter rail or express bus service exists, parallel roadways within ½ mile shall operate at no greater than 150 percent of their capacity.
- Where mass transit service having headways of 20 minutes or less is provided within ½ mile distance, roadway shall operate at no greater than 120 percent of their capacity.

Policy 1.3:

The Village shall review all proposed developments and issue development orders only when it finds that a proposed development will not cause roadway levels of service to fall below the above Policy 1.1 standards or cause further degradation of

service if conditions at the time of the review indicate that standards are already below the above standards.

Policy 1.4:

Payment of the appropriate Miami-Dade County impact and other fees shall be required.

Policy 1.5:

The Village shall utilize State Gas Tax Funds and, if necessary, other available funds for a roadway repaving and reconstruction program and other transportation or related activities permitted by law. Among the items which are specifically authorized and encouraged by this policy are the following: sidewalks repair and replacement; public transportation operations and maintenance; roadway and right-of-way maintenance and equipment; roadway and right-of-way drainage improvement; street lighting, traffic signs, traffic engineering, signalization, and pavement markings; bridge maintenance and operation; and debt service and current expenditures for transportation capital projects in each and all of the foregoing program areas. Other capital expenditures in related and different projects are hereby authorized by this policy to the extent they are permitted by law. The Village may make expenditures authorized by this policy on streets under local jurisdiction and streets under other jurisdiction, to the extent authorized by law.

Policy 1.6:

The Village shall enact and enforce land development code standards and a review process to control roadway access points, on-site traffic flow and on-site parking. The land development code may require the use of joint access drives for adjacent uses other than single family residential uses. It will set minimum design standards for: 1) the spacing and design of driveway curb cuts; 2) the size of ingress and egress lanes for major land uses; 3) the spacing and design of median opening; and 4) the provision of service roads. State highway access management standards will be utilized in developing roadway access point controls, particularly on Biscayne Boulevard, N.E. 6th Avenue and N.E. and N.W. 103rd Street. The access management controls will be tailored to achieve the ends set forth in Objective 1.

Policy 1.7:

The Village shall monitor and seek quick action by Miami-Dade County to replace missing road signs and repair malfunctioning traffic signals.

Policy 1.8:

The Village shall maintain safe, handicapped-accessible walkways along heavily traveled roadways.

Policy 1.9:

The Village shall monitor bicycle transportation and facility improvements and evaluate the feasibility of developing additional bicycle routes, lanes or paths for recreation and transportation purposes. The Village bicycle planning may be guided

by the Miami Shores Village Multimodal Mobility study, 2015. The Village shall encourage all forms of multi-modal transportation.

Policy 1.10:

On-site circulation and parking requirements shall be designed to ensure adequate circulation isles, turning radii and parking spaces. Parking regulations shall establish the minimum number of parking spaces which shall be required to serve uses; minimums shall be based on intensity measures such as building square feet. Parking regulations shall establish appropriate minimum sizes for circulation isles, parking stalls and parking stall and parking stall angles. General standards may provide guidance for discretionary review of parking lot layout. On-site traffic flow and on-site parking standards may be designed to encourage the use of bicycles by requiring bike racks under certain conditions. Pedestrian access ways may be required through large parking lots to connect building areas to public sidewalks.

Policy 1.11:

The Village shall coordinate with the TPO plans to improve major arterials. The Village shall utilize all practical and appropriate means to ensure that arterial and collector streets are not widened.

Objective 2: Coordination of transportation system with land use.

In general, coordinate the transportation system with land uses shown on the Future Land Use Map to 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 the Village.

Monitoring and Evaluation: Annual record of the Future Land Use Map amendments. Progress towards meeting this objective shall also be measured by the implementation of the following policies:

Policy 2.1:

The Village shall approve no alteration in the existing system which materially reduces the continuity and right-of-way of arterials or collectors.

Policy 2.2:

The Village shall utilize traffic barricades to block traffic on Biscayne Boulevard and other arterials and collector from entering local streets except for local access. Consider other traffic control strategies (such as turning restrictions) which will contribute to the safety and quietude of residential streets.

Objective 3: Coordination with the Transportation Planning Organization (TPO).

In general, coordinate with the plans and programs of the Metropolitan Transportation Organization, particularly with respect to new transportation facilities and services that may impact Miami Shores.

Monitoring and Evaluation: The Village shall designate appropriate staff to attend the TPO meetings relating to any traffic and/or transportation issues affecting the Village.

Policy 3.1:

The Village staff shall annually review and evaluate the Florida Department of Transportation 5-Year Transportation Plan, the Miami-Dade County Transportation Improvement Program and the traffic circulation plans and programs of Biscayne Park, El Portal and the City of Miami to determine if plans and programs contained therein necessitate any revision to this or other elements of this Comprehensive Plan.

Policy 3.2:

Appropriate Village staff shall attend selected meetings of Metropolitan Transportation Organization and any related ad hoc committees pertaining to traffic and transportation issues affecting the Village. The coordination schedule shall include the kinds of meetings listed in Intergovernmental Coordination Exhibit 1.

Policy 3.3:

The Village shall revise this Transportation Element as necessary in response to the above.

Policy 3.4:

For the purpose of Objective 3 and this plan in general, the Village defines coordination as an exchange of information between two or more units of government for the purpose of clarifying the intent, impact or nature of a proposed plan amendment or other actions. In those cases where objections or concerns remain following this exchange of information, the Village may participate in a formal dispute resolution process.

Objective 4: Coordination with transit authority.

In general, coordinate with the plans and programs of the Miami-Dade County Transit Authority, particularly with respect to new transit facilities and services that may impact Miami Shores.

Monitoring and Evaluation: The Village shall designate appropriate staff to attend the Miami-Dade County Transit Authority meetings involving new transit facilities and services that may impact Miami Shores. Progress towards meeting this objective shall also be measured by the implementation of the following policies:

Policy 4.1:

Appropriate Village staff shall attend selected meetings of Miami-Dade County Transit Authority pertaining to levels of service for buses and other transit.

Policy 4.2:

For the purpose of Objective 4 and this plan in general, the Village defines coordination as an exchange of information between two or more units of government for the purpose of clarifying the intent, impact or nature of a proposed plan amendment or other actions. In those cases where objections or concerns remain following this exchange of information, the Village may participate in a formal dispute resolution process.

Objective 5: Right-of-way protection.

In general, protect existing right-of-way and future rights of-way from building encroachment. In particular, achieve zero net loss of right-of-way from building encroachment throughout the period during which this plan is in effect.

Monitoring and Evaluation: The Village shall utilize the land development regulations to protect existing right-of-ways.

Policy 5.1:

The Village shall use the land development code as enacted, the land development code enforcement procedures and the building code enforcement procedures to protect existing right-of-way through setback requirements which prohibit right-of-way encroachments of any kind.

Objective 6: Public Parking.

The Village shall help provide an adequate supply of parking to serve the business area and major community facilities.

Monitoring and Evaluation: The Village shall maintain and develop if feasible parking facilities by quantifying the implementation of the following policy:

Policy 6.1:

The Village shall undertake a program to maintain and develop if feasible parking facilities, particularly in the “Main Street” business commercial area along N.E. 2nd Avenue.

Objective 7: Greater use of mass transit.

The Village shall encourage greater use of existing mass transportation facilities in coordination with the October 2013 Miami-Dade County Comprehensive Development Master Plan and any subsequent revisions.

Monitoring and Evaluation: The Village shall correspond with transportation agencies for transportation plans and programs that are within the Village boundaries. Progress towards meeting this objective shall also be measured by the implementation of the following policies:

Policy 7.1:

The Village shall monitor bus service needs and notify Miami-Dade Transit of required service changes as necessary.

Policy 7.2:

In applying the Miami-Dade County measurable objectives set forth in Miami Shores Transportation Objective 7, consideration shall be given to the operation of the entire transportation system rather than to portions of it which serve Miami Shores Village.

Policy 7.3: The Village shall review potential rail rapid transit options along the FEC right of way in Miami Shores.

8: Provision of transit and coordination of transit planning.

In general, work with Miami-Dade County to provide efficient mass transit and paratransit services based on existing and proposed major trip generators. In particular, provide the Miami-Dade County transportation planning agencies with ad hoc periodic development reports and other input on the status of any development or redevelopment which could alter the need for bus and paratransit services.

Monitoring and Evaluation: The Village shall monitor the level of service of roadways and public transportation. Progress towards meeting this objective shall also be measured by the implementation of the following policies:

Policy 8.1:

The Village shall support increases in the frequency of bus service on arterial and collector roads when such increases are determined to be an effective mean to relieve over capacity during peak hours. The Village shall not support increases in service provided on local roads because such increases could be detrimental to neighborhood quietude.

Policy 8.2:

Appropriate Village staff shall attend selected meetings of the Miami-Dade County Transit, the Metropolitan Transportation Organization, the Florida Department of Transportation and any other public transportation agency offering special service for the disadvantaged.

Policy 8.3:

The Village hereby adopts Miami-Dade County standards in coordination with motorized traffic level-of-service standards as set forth in Policy TC-1B and Policy TC-1D of the Traffic Circulation Sub-Element.

Objective 9: Coordinate with plans for “transportation disadvantaged” people.

The Village shall coordinate with the Miami-Dade County Transit, the Metropolitan Transportation Organization, the Florida Department of Transportation and any public transportation agency offering special services for “transportation disadvantaged” people.

Monitoring and Evaluation: The Village shall designate appropriate Village staff to attend various transportation and transit meetings regarding services for “transportation disadvantaged” people. Progress towards meeting this objective shall also be measured by the implementation of the following policies:

Policy 9.1:

Appropriate Village staff shall attend selected meetings of Miami-Dade Transit, the Metropolitan Transportation Organization, the Florida Department of Transportation and any other public transportation agency offering special service for the disadvantaged.

Policy 9.2:

The Village shall encourage the increased use of wheel chair accessible buses on Village routes.

Policy 9.3:

Continue to provide sidewalks at bus stops on arterials when costs permit.

Policy 9.4:

The Village shall provide shuttle bus service to serve the community.

Objective 10: Transit right-of-way protection.

In general, protect existing transit rights-of-way and exclusive mass transit corridors. In particular, achieve zero net loss of right-of-way from building encroachment throughout the period during which this plan is in effect.

Monitoring and Evaluation: The Village shall use the land development regulations to protect transit right-of ways. Progress towards meeting this objective shall also be measured by the implementation of the following policies:

Policy 10.1:

The Village shall use the land development code as enacted, the land development code enforcement procedures and the building code enforcement procedures to protect existing rights-of-way through setback requirement which prohibits right-of way encroachment of any kind.

