

TRANSPORTATION ELEMENT

The purpose of the Transportation Element is to provide an overview of current and future transportation needs within the City of North Miami. The Element analyzes existing and future (2025) conditions to establish a set of Goals, Objectives and Policies aimed at meeting the future needs of the transportation system. The *Adopted Component* of the Transportation Element includes the section containing Goals, Objectives and Policies. The *Support Components* used to form the foundation for setting the transportation vision of the City are contained in a report entitled *Transportation Data Inventory and Analysis*. This document builds upon the Evaluation and Appraisal (EAR) report prepared by the City in 1996 including updated information for existing conditions within the system and forecasts for future demands on the local network. Both components of the Transportation Element are included in this bound report.

Goal 1: Provide for a safe, convenient, effective and efficient motorized and non-motorized transportation system, which is intricately related to the land use pattern and improves the level of mobility of all of the City's residents and visitors.

Objective 1.1: To the maximum extent controllable by the City of North Miami, all roadways within the city shall operate at or above the roadway level of service standards contained in this Element.

Policy 1.1.1: The minimum acceptable peak period operating level of service for all State and County roads within North Miami shall be the following:

- (1) Where no public mass transit service exists, roadways shall operate at or above Level of Service E (100% of capacity).
- (2) Where mass transit service having headways of 20 minutes or less is provided within ½ mile distance, roadways shall operate at no greater than 120 percent of their capacity.
- (3) Where extraordinary transit service such as express bus service exists, parallel roadways within ½ mile shall operate at no greater than 150 percent of their capacity.

Policy 1.1.2: Notwithstanding the foregoing, as required in Chapter 163.3180(10) of the Florida Statutes, the following level of service standards established by rule by the Florida Department of Transportation (FDOT), are adopted by the City of North Miami as its minimum level of service standards for Florida Intrastate Highway System (FIHS) roadways within the city:

- (1) Limited access state highways shall operate at or above Level of Service D, except where exclusive through lanes exist, roadways may operate at Level of Service E.
- (2) Controlled access state highways shall operate at or above Level of Service D, except where such roadways are parallel to exclusive transit facilities or are located inside designated Transportation Concurrency Management Areas (TCMA), roadways may operate at Level of Service E.
- (3) Constrained or backlogged limited and controlled access state highways operating below the foregoing minimums must be managed to not cause significant additional deterioration.

Policy 1.1.3: The minimum acceptable peak period operating level of service for all City streets within North Miami shall be Level of Service E.

Policy 1.1.4: In connection with future development, all roadway, transit, bicycle and/or pedestrian improvements shall be built by the respective developer(s), in accordance with the City's adopted subdivision regulations, and in place prior to issuance of a final Certificate of Occupancy.

Policy 1.1.5: Issuance of all development orders for new development or significant expansions of existing development shall be contingent upon compliance with the level of service standards contained in Policy 1.1.1, Policy 1.1.2 and Policy 1.1.3, except as otherwise noted within the City's Comprehensive Plan.

- Policy 1.1.6: The City shall preserve existing rights-of-way to the extent that they continue to be necessary, and require that new rights-of-way be dedicated in perpetuity in connection with future development, where they are necessary to preserve the City's minimum level of service standards.
- Objective 1.2: A Transportation Concurrency Exception Area (TCEA) is hereby established and designated for the entire City of North Miami as shown in Exhibit 1. There shall be no traffic concurrency requirements for development applications within this area. In return, the City will actively pursue the goals and objectives contained herein to create a sustainable development pattern within the City supportive of public transit and non-motorized travel modes such as bicycle and pedestrian linkages.
- Policy 1.2.1: Within ninety (90) days of acceptance for the TCEA Designation by the Department of Community Affairs (DCA), the City shall amend its Land Development Regulations to acknowledge the existence of the TCEA and its citywide exception to traffic concurrency.
- Policy 1.2.2: If the City allows the private development of City-owned land within the RAC, then the City shall ensure that the City participates in the economic benefits of such development through such mechanisms as rental fees, a sharing in the net profits from the sales or leases of residential units, sharing in the lease proceeds from improvements on the City-owned land and/or lease payments for the City-owned land itself. The City will segregate and utilize a portion of the revenues from these sources to fund mobility improvements that will provide transit alternatives for the residents, employees and visitors of and to the RAC.
- Policy 1.2.3: Prior to the submittal of the 2005 Evaluation and Appraisal Report (EAR), the City will identify funding mechanisms for the cost of studies, plans and programs contained herein as well as targeted physical mobility improvements to serve the residents, employees and visitors of and to the RAC which might include, among other alternatives:
- a transit impact fee program that would provide dedicated funds for improving public transit serving new development within the Transportation Concurrency Exception Area
 - ½ penny sales tax allocated by the County under the *Peoples Transportation Plan* for targeted mobility improvements including pedestrian, bicycle and mass transit linkages
 - demonstration grant available from the Florida Department of Transportation to provide monies for funding the first three years of the local transit circulator service
 - Transportation Enhancement Funds administered through District 6 of the Florida Department of Transportation for non-vehicular transportation improvements
 - grant monies available from the Miami-Dade County MPO under their municipal grant program for transportation related studies within Dade County.
- Policy 1.2.4: Funding mechanisms for mobility improvements would be implemented through amendments to the Land Development Regulations, if appropriate.

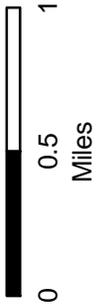
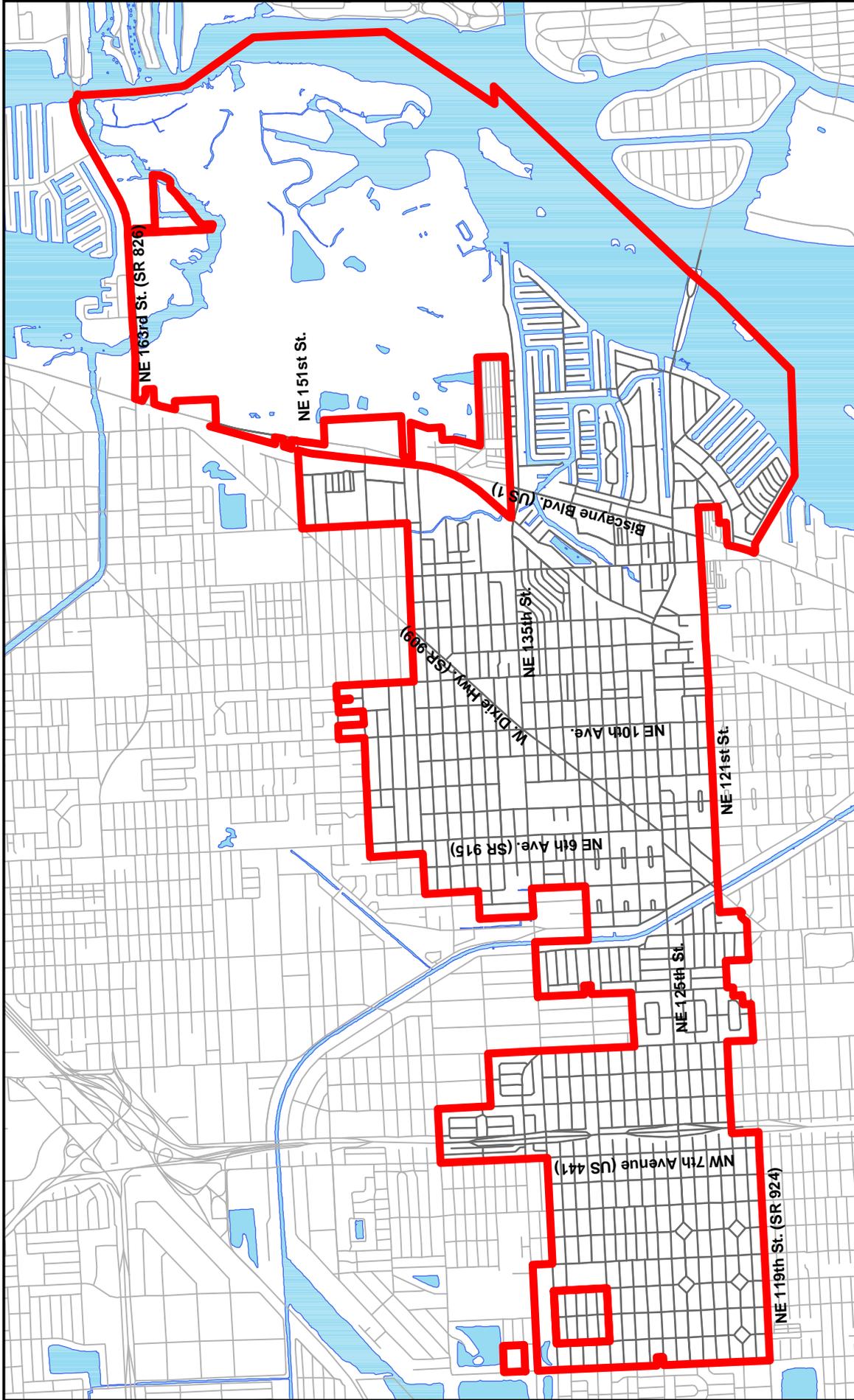


Exhibit 1 City of North Miami TCEA Boundary Map



- Policy 1.2.5: Prior to submittal of the 2005 Evaluation and Appraisal Report (EAR), the City shall amend its Land Development Regulations to establish the procedures for implementing identified funding mechanisms for transit improvements.
- Policy 1.2.6: The City, in cooperation with other appropriate public and private agencies, shall initiate methods to decrease automobile travel on or encourage the more efficient use of the Florida Intrastate Highway System (FIHS) within the boundaries of the City's TCEA through implementation of plans, studies, programs and physical improvements identified as part of the policies contained herein, including:
- Identification of funding mechanisms to implement mobility improvements (i.e. bicycle, pedestrian and mass transit linkages) within the TCEA
 - Prioritization for transportation projects within the TCEA that most favor alternative modes of travel to the single occupant automobile within the City's Capital Improvements Program
 - Application to the FDOT to partner in developing a Transportation Management Initiative (TMI) for the entire city as one means to mitigate peak hour traffic impacts through programs such as carpooling, ridesharing, flex hours, etc.
 - Creation of a transportation master plan for the city to improve the quality-of-life for residents by providing viable mobility alternatives to the automobile
 - Operation of a local transit circulator service within the boundaries of the TCEA
 - Continued improvements to sidewalks within the city to encourage pedestrian alternatives and improve pedestrian access to transit and commercial facilities
 - Improvements to roadways within the city to include bicycle facilities that could encourage bicycling as a viable alternative to the automobile
 - Implementation of the 'transit node' designation within the city to target compact, mixed-use development and redevelopment for specific areas of the TCEA that would promote transit oriented design principals
- Objective 1.3: The City shall coordinate with the Florida Department of Transportation (FDOT), local Metropolitan Planning Organization (MPO) and Miami-Dade County to implement capacity improvements (motorized and non-motorized) to the State and County road system within, and adjacent to, the City of North Miami so that the desired future growth patterns along these corridors shown in the Future Land Use Map (FLUM) may be adequately supported.
- Policy 1.3.1: The City will work with officials at the FDOT, local MPO and Miami-Dade County to promote the inclusion of projects in their plans, programs and development regulations that adequately provide future capacity for moving people safely and efficiently through the City.
- Policy 1.3.2: The City will solicit the expenditure of County Road Impact Fees on facilities that best benefit the City of North Miami through participation in the MPO's policy and technical coordinating committees.
- Policy 1.3.3: On an annual basis the City shall develop and maintain a 5-Year Capital Improvements Program for transportation improvements within the City.
- Policy 1.3.4: On an annual basis, the City shall inventory and prioritize transportation projects within the TCEA that most favor alternative modes of travel to the single occupant automobile in the City's Capital Improvements Program.

- Policy 1.3.5: By January 2005, the City of North Miami will apply to the Florida Department of Transportation to partner in developing a Transportation Management Initiative (TMI) for the entire city. This will include consideration of ways to mitigate peak hour traffic impacts through programs such as carpooling, ridesharing and flex hours to reinforce the use of travel modes other than the automobile, especially public transit.
- Policy 1.3.6: By January 2005, the City will apply to the Miami-Dade County MPO for a grant to help fund a transportation master plan for North Miami that accommodates local mobility needs while enhancing the character of the community. The focus of the master plan will be to improve the quality-of-life for City residents by providing viable alternatives to the automobile. When complete, this plan will be adopted by the City Council and integrated into the City's Comprehensive Plan.
- Policy 1.3.7: The City will coordinate with officials at Miami-Dade Transit, the Miami-Dade MPO and the Florida Department of Transportation to ensure that safe, continuous pedestrian and bicycle linkages are provided with all future projects within one quarter (1/4) mile of all transit stops located within the TCEA to connect residents and visitors with public transit for completing higher order trips.
- Objective 1.4: Development and expansion of the city's transportation system should be done in a way that does not adversely impact community and neighborhood integrity.
- Policy 1.4.1: The City will preserve and protect the character of neighborhoods from the avoidable intrusion of major thoroughfares and expressways by designating in an official map the boundaries of established neighborhoods within city limits and requiring that all other capacity improvements, including mass transit, bicycle and pedestrian enhancements, be considered prior to moving forward with any road widening project that impacts that character of the established neighborhood. In partnering with neighborhood leaders of impacted areas, the City shall ensure that all future thoroughfares and expressway projects brought forth by State, County and City agencies include opportunities for community input and consider design elements that could be incorporated into the construction plans that favor safe, balanced, livable streets that accommodate various modes of travel.
- Policy 1.4.2: Major thoroughfares and intersections should be located and designed in a manner that would tend not to sever or fragment land which is, or could otherwise be, developed as a well-defined neighborhood.
- Policy 1.4.3: The City of North Miami will act upon citizen requests for traffic calming within residential neighborhoods in accordance with the procedures set forth under City Administrative Rule 130-14, outlining the procedures for the installation of speed humps within the city. Upon completion of a successful neighborhood petition and appropriate engineering study, the City Manager will review the conclusions and reasonable recommendations contained within the final report and make a determination if traffic calming measures will be installed.
- Objective 1.5: The City shall continue to maintain and improve, as appropriate, the approximately 100 miles of municipal streets.
- Policy 1.5.1: Municipal streets will be scheduled for resurfacing at a rate of five (5) miles per year.

- Policy 1.5.2: In the review of development applications, the City's Building Division shall require that the location of driveways on municipal streets comply with the Miami-Dade County's Public Works Standards Manual.
- Objective 1.6: Increase the amount of pedestrian activity on streets within the TCEA by providing adequate facilities to promote a pedestrian environment.
- Policy 1.6.1: By January 2005, the City shall complete an inventory of existing sidewalks on all arterial, collector and local streets within the TCEA and place such an inventory in a geographic information system (GIS) to assist City staff identify gaps and priorities.
- Policy 1.6.2: By January 2007, the City will complete a citywide pedestrian facilities study for providing an interconnected pedestrian system within the TCEA that connects local residents and visitors to the area with transit stops and close-by destinations. Upon completion of the study, the City will act on the conclusions and reasonable recommendations to include targeted improvements for the pedestrian environment in the City's Capital Improvement Plan.
- Policy 1.6.3: By January 2005, the City will coordinate with members of the Florida Department of Transportation and Miami-Dade County to target pedestrian-friendly enhancements for the intersection of Biscayne Boulevard and NE 151st Street, such as brick crosswalks, intersection paver treatments, pedestrian-scale lighting and/or signal timing modifications, to better connect the east and west portions of the proposed Regional Activity Center.
- Objective 1.7: To the maximum extent possible, the City shall ensure the installation of the remaining fifteen (15) miles of sidewalk along municipal streets by 2008 and new sidewalks on improved County and State roads.
- Policy 1.7.1: The City shall enforce the Code of Ordinances provision that requires construction of a sidewalk where one does not exist by adjacent property owners in connection with improvements totaling in excess of \$1,000.00.
- Policy 1.7.2: A local improvement taxing district will be created for sidewalk construction when, and if, requested by adjacent property owners.
- Policy 1.7.3: The City shall request that sidewalks be installed and/or repaired as part of any State or County highway widening or improvement project.
- Objective 1.8: Increase bicycle usage within the TCEA by providing adequate facilities to promote a bicycling environment.
- Policy 1.8.1: By January 2005, the City shall complete an inventory of existing bicycle facilities within the TCEA and place such an inventory in a geographic information system (GIS) to assist City staff identify gaps and priorities.
- Policy 1.8.2: By January 2007, the City will complete a citywide bicycle facilities study for providing an interconnected bicycle system within the TCEA that connects local residents and visitors to the area with transit stops and close-by destinations. Upon completion of the study, the City will act on the conclusions and reasonable recommendations to include targeted improvements to the bicycle environment in the City's Capital Improvement Plan.

- Policy 1.8.3: The City will work with representatives for Miami-Dade Transit to increase the number of MDT bus routes operating within the city that participate in the Agency's Bike and Ride Program.
- Policy 1.8.4: By January 2006, the City will amend its Land Development Regulations to require bicycle parking be provided for all new development and redevelopment of non-residential uses on a site.
- Objective 1.9: The City shall continue to study, identify and construct a bicycle path system to serve primarily a recreational function within the general area including the Interama Tract, Florida International University Biscayne Bay Campus and Oleta River State Recreation Area.
- Policy 1.9.1: By the year 2008, the City shall develop, in cooperation with private and public entities, a bicycle path system east of Biscayne Boulevard. The project would be completed upon receipt of Federal, State or County funding.
- Policy 1.9.2: The City will participate in bicycle planning programs of the Miami-Dade MPO and District VI of the FDOT.
- Goal 2: Develop a safe, convenient and efficient public transportation system within North Miami for residents, businesses and visitors, with particular emphasis on adequate service for the local "transportation disadvantaged" population within the city.**
- Objective 2.1: Increase utilization of transit service by local residents, employees and visitors to help reduce motor vehicle use and traffic congestion.
- Policy 2.1.1: The City of North Miami shall encourage MDT to consider improvements to the existing transit system including, but not limited to, increased routes, frequency of service, accuracy of scheduling and timed transfers at select major land uses within the City such as designated commercial districts.
- Policy 2.1.2: The City of North Miami will coordinate with members of MDT and the Citizens' Independent Transportation Trust to implement public transportation improvements, including but not limited to public transit, as identified in the *Peoples Transportation Plan*. Funding for these improvements will come from the half-cent sales tax referendum approved by Miami-Dade County voters in 2002.
- Policy 2.1.3: The City will act on the conclusions and recommendations contained in the City of North Miami Transit Circulator Plan prepared in March 2002 and release a Request for Proposals (RFP) by 2004 soliciting an outside firm to operate the service depicted in Exhibit 2.
- Policy 2.1.4: The City of North Miami will, through its seat on the MPO and participation in the Regional Transportation Authority (RTA), coordinate with members of Miami-Dade Transit, the member counties and cities, and the local MPO concerning their study of the FEC railroad as a potential future premium transit corridor connecting Downtown Miami with Broward County to the north, especially as it relates to exploring the feasibility of linking the mix of transit supportive land uses proposed in the Regional Activity Center with the possible dedicated premium transit corridor. To this end, the City of North Miami will send one representative to serve on the technical advisory committee being formed for the Office of Public Transportation

Management's Alternatives Analysis/Major Investment Study for the Northeast Corridor, scheduled to begin in late 2003. Upon completion of the study the City will act in coordination with other agencies on the conclusions and reasonable recommendations contained within the report.

Policy 2.1.5: The City of North Miami will coordinate with members of the Miami-Dade County MPO, Office of Public Transportation Management and the City of North Miami Beach concerning their study to identify potential locations to move the bus transfer station currently at the 163rd Street Mall. To this end, the City of North Miami will send one representative to serve on the technical advisory committee formed for this study.

Objective 2.2: Increase the transit modal split for all trips within the City of North Miami.

Policy 2.2.1: The City of North Miami shall work with Miami-Dade Transit and the Office of Public Transportation Management to improve transit service within the city and make public transit a more viable alternative to automobile travel.

Policy 2.2.2: The City of North Miami will provide incentives, such as increased allowable density or reduced parking requirements, to developers of all residential, commercial and/or general office land uses who place public transit facilities within their parcels.

Objective 2.3: Coordinate with Miami-Dade Transit and the Miami-Dade Emergency Management Department to help ensure development of an emergency transit plan that will provide timely evacuation of the Coastal High Hazard Area during tropical storms and hurricanes.

Policy 2.3.1: The City Manager shall appoint a City employee to meet with the Miami-Dade Emergency Management Department at least every six months to coordinate on evacuation plans and related issues and report back to the Manager.

Policy 2.3.2: Timely evacuation operations shall be established to commence four (4) hours after an evacuation order is issued by the County Administrator.

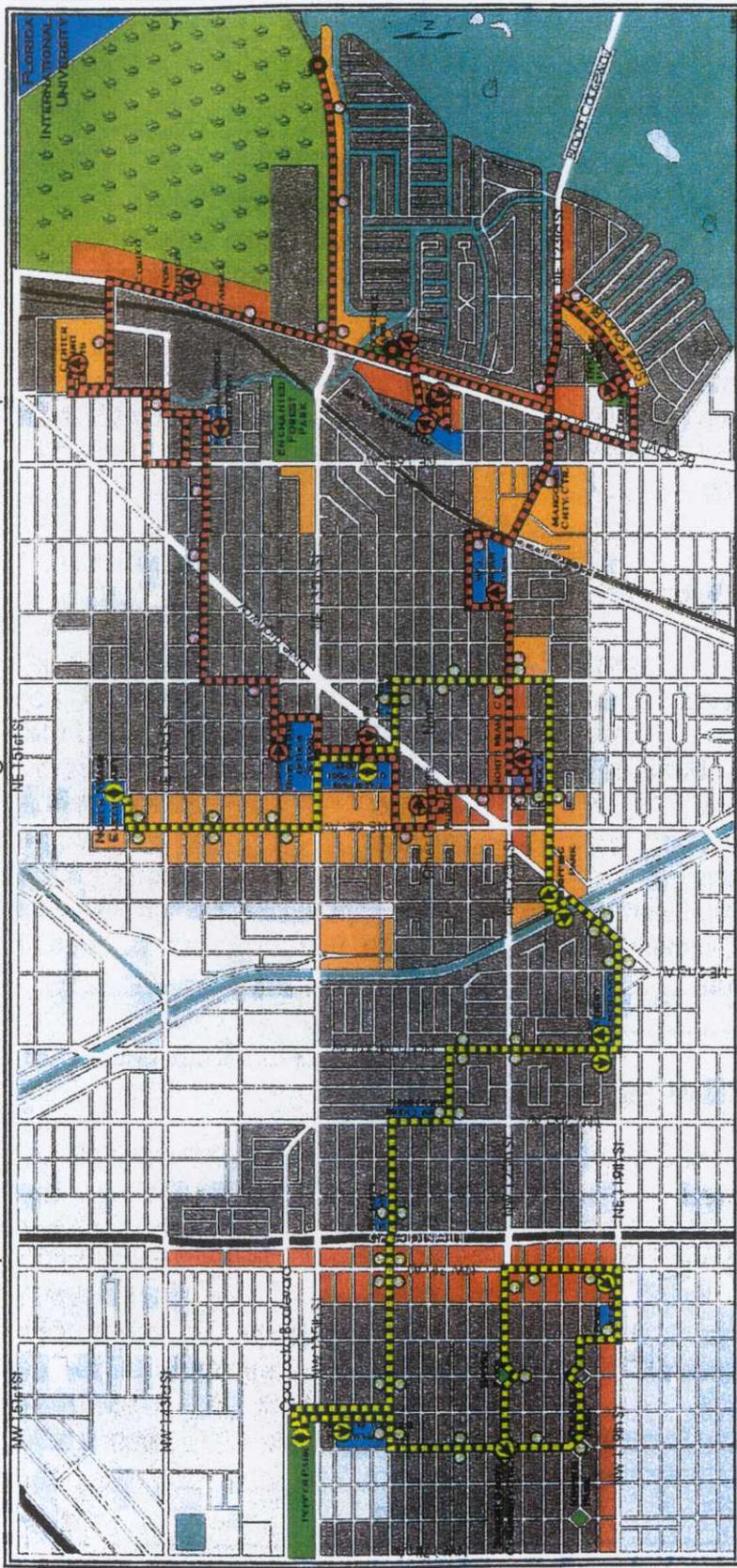
Goal 3: Preserve and enhance desirable development patterns that support the City's vision to provide for a safe, convenient and efficient motorized and non-motorized transportation system to satisfy the transportation needs of the City's residents and visitors.

Objective 3.1: The transportation system shall be coordinated with the Future Land Use Map (FLUM) and the goals, objectives and policies of the Future Land Use Element to ensure that transportation facilities and services are available to adequately serve existing and proposed population densities, land uses and housing and employment patterns.

Policy 3.1.1: In connection with future development, require that adequate and safe internal circulation improvements take into consideration the provision that pedestrian pathways be in place prior to issuance of final Certificate of Occupancy.

Policy 3.1.2: By January 2006, the City shall provide a local transit circulator service within one quarter (1/4) mile of fifty percent (50%) of all medium and high density residential areas identified in the City's Future Land Use Map.

Exhibit 2 City of North Miami Transit Circulator Route Alignments Preferred Alternative Stop Locations



Legend

City of North Miami	Commercial Major Attractors	West Circulator - Route A
Outside City of North Miami	Civic and Public Major Attractors and Schools	East Circulator - Route B
High Density Residential	Parks and Recreation Facility Major Attractors	Circulator Route Stops
		Demand Stop

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- Policy 3.1.3: Prior to submittal of the 2005 Evaluation and Appraisal Report (EAR), the City will complete a land use and transportation planning study aimed at establishing transit nodes within the TCEA as "transit oriented centers". Upon completion of the study, the City will act on the conclusions and reasonable recommendations from the report to designate geographic specific areas within the city as transit oriented centers. Furthermore, at the completion of the study, the City will incorporate guidelines into its Comprehensive Plan as amended policies to encourage transit oriented design principals within these established transit nodes and will coordinate with Miami-Dade Transit, the Office of Public Transportation Management and the Miami-Dade County MPO to ensure adequate transit service is focused in these areas. Ideally, these transit oriented centers would evolve into having a 24-hour presence by providing housing, restaurants and cultural activities to encourage use beyond working hours and create a sense of place within the community.
- Policy 3.1.4: By January 2006, the City will amend its Land Development Regulations to implement guidelines for establishing transit oriented centers within the city and provide incentives to developers of all residential, commercial and/or general office land uses within the city's established transit nodes oriented centers whom include transit oriented design principals in their development plans and whom include design features consistent with the plans, studies and evaluations identified in Objective 1.9 and Policies 1.6.2, 1.8.2, 1.9.1, 2.1.3, 2.1.4, 2.1.5 and 3.1.3 contained herein.
- Policy 3.1.5: The City will work with the Miami-Dade County MPO and the Florida Department of Transportation to prioritize pedestrian, bicycle and transit projects within their work programs and transportation improvement plans to serve transit nodes established within the TCEA.
- Policy 3.1.6: The City will work with the Miami-Dade County MPO, the Florida Department of Transportation and other transportation agencies that recommend transportation projects within the City of North Miami to ensure that the improvements further the City's Comprehensive Plan.
- Objective 3.2: The City shall monitor traffic volumes on existing State and County maintained roads that cross North Miami and require in connection with future development that roadway improvements be undertaken by the developer as a condition to issuance of necessary permits to ensure that the goals, objective and policies of this Element are met.
- Policy 3.2.1: In connection with future development, and at the City's plan review stage, require that specific improvements to State and County roads be coordinated with the applicable respective agencies by the developer(s) and that the necessary improvements, which are to be made conditions of issuance of related development orders or permits, be carried out in conjunction with construction of the development and in place prior to the impacts of development.

TRANSPORTATION ELEMENT DATA INVENTORY AND ANALYSIS

Local governments that have all or part of their jurisdiction included within the urbanized area of a Metropolitan Planning Organization (MPO) are required to prepare and adopt a Transportation Element consistent with the provisions of Chapter 163, Part III of the Florida Statutes. The purpose of the Transportation Element is to plan for a multimodal transportation system that places emphasis on alternative modes of transportation within the City of North Miami. The objective of the Transportation Element Data Inventory and Analysis is to describe and analyze transportation resources within the City of North Miami, project future conditions and prepare a foundation for the formulation of goals, objectives, policies and implementation programs.

Data has been collected, analyzed and portrayed in text and graphic formats including a series of transportation maps. In this analysis, the City's Comprehensive Plan horizon year is 2025. The Transportation Element Data Inventory and Analysis presents:

- ◆ An analysis of the existing transportation systems, including the ability of transportation facilities and services to serve existing land uses and the adequacy of the existing and projected transportation system to provide adequate emergency evacuation routes;
- ◆ Growth trends and travel patterns, including relationships between land use and transportation systems;
- ◆ Projected transportation system levels of service;
- ◆ An analysis of local and state transportation programs;
- ◆ Maintenance of adopted level of service standards; and
- ◆ Land use policy implications of transportation management programs necessary to promote public transportation.

DEFINITIONS OF TERMS AND CONCEPTS

Classification of Major Thoroughfares

Major thoroughfares are categorized into functional classification groups according to the character of service they provide. The four functional classification groups for urban areas are principal arterials, minor arterials, collectors and local streets. The extent and degree of access control is a significant factor in defining the functional classification of a roadway. Regulated limitation of access is necessary on arterials to enhance their primary function of mobility, while the primary function of local streets is to provide access. Functional classifications for major thoroughfares are defined in *A Policy on Geometric Design of Highways and Streets* (American Association of State Highway and Transportation Officials, 2001).

Principal Arterials. The principal arterial system serves the major centers of activity and the highest volume traffic corridors of urbanized areas. Principal arterials typically serve longer distance trips. Although principal arterials constitute a small percentage of the total roadway network, they carry a high proportion of total urban traffic. The principal arterial system also carries most of the trips entering and leaving the urban area. Service on principal arterials is normally continuous with relatively high traffic volumes, long average trip lengths and high operating speeds. Service to abutting land is typically subordinate to the provision of travel service and major traffic movements. Typical principal arterials include interstates, freeways and other limited access facilities.

Minor Arterials. The minor arterial system interconnects and supports the principal arterial system. It accommodates trips of moderate lengths at a lower level of mobility than provided on principal arterials. Minor arterials provide continuity among communities and may also carry local bus routes. Ideally, minor arterials do not penetrate identifiable neighborhoods. The spacing of minor arterials is typically not much greater than one mile in most urbanized areas.

Collectors. The collector street system provides vehicular access to and mobility within residential neighborhoods, commercial and industrial areas. It differs from the arterial system in that it penetrates neighborhoods and distributes trips from arterials to their ultimate destinations. Conversely, collectors also transition vehicular traffic from local streets onto the arterial system. The collector street system may carry local bus routes. Service on collectors has relatively moderate traffic volumes, average trip lengths and average operating speeds.

Local Streets. The local street system comprises all roadways not in one of the higher systems. It provides direct access to abutting land uses and connections to the higher order systems. It offers the lowest level of vehicular mobility and usually contains no bus routes. Service to through traffic is often discouraged on local streets. Service on local streets has relatively low average traffic volumes, short average trip length or minimal through traffic movements and high land access for abutting property.

Level of Service

Level of Service (LOS) standards can be determined for various public facilities. Within the Miami urbanized area, level of service measurements are maintained for the automobile, however the Miami-Dade Transportation Plan for the Year 2025 also places special emphasis on meeting the needs of those individuals who walk or bike for mobility. Therefore, the Long Range Transportation Plan conducted an inventory of existing conditions for all roads within the MPO's long range street network, including those in the City of North Miami, to determine the bicycle and pedestrian levels of service for each segment. Level of Service standards for automobile, bicycle and pedestrian travel modes are discussed below.

Automobile Level of Service. The *Traffic Engineering Handbook* (Institute of Transportation Engineers 1999) defines level of service for roadways as:

“A qualitative measure that characterizes operational conditions within a traffic stream and perception of these conditions by motorists and passengers. The descriptions of individual levels of service characterize these conditions in terms of factors such as speed and travel time, freedom to maneuver, traffic interruptions and comfort and convenience.”

This definition can be further simplified as the ratio of traffic volume to roadway capacity. The six (6) different levels of service (LOS) are described below:

- ◆ Level of Service A - This LOS represents an ideal condition of primarily free-flow traffic operations at average travel speeds. Vehicles are completely unimpeded in their ability to maneuver within the traffic stream and delays at intersections are minimal.

- ◆ Level of Service B - This LOS represents reasonably stable, unimpeded traffic flow at average travel speeds. The ability to maneuver within the traffic stream is only slightly restricted and stopped delays are not bothersome.
- ◆ Level of Service C - Traffic flow is stable but drivers are becoming restricted in their choice of speeds and ability to maneuver. This service level is often selected as being an appropriate criterion for roadway design purposes.
- ◆ Level of Service D - Most motorists would consider this LOS unsatisfactory, as traffic flow is unstable. Driving speeds are tolerable for short periods but are subject to sudden variance. Time delays do occur due to high volumes of traffic. The ability to maneuver and choose speed is severely restricted.
- ◆ Level of Service E - Traffic flow is unstable as speeds and flow rates vary. Traffic flow has either stopped or is maintained at a low speed. There is little independence in selection of speeds or ability to maneuver. Driving comfort is low and accident potential is high due to limited space between vehicles and rapidly changing speeds. The roadway may act as a storage area resulting from downstream congestion. Generally, a facility at Level of Service E is operating at or above capacity.
- ◆ Level of Service F - Traffic flow has generally come to a stopped condition, but will have slight inconsistent movement. No independence in selection of speeds or ability to maneuver exists at this level of service. Driving comfort is low and accident potential is high due to limited space between vehicles and rapidly changing speeds. The roadway is congested. Generally, a facility at Level of Service F is operating above capacity.

Bicycle Level of Service. Bicycle level of service measurements were preformed by the Miami-Dade County MPO to assign a level of service, A through F, to all arterial and collector streets within the City of North Miami. Level of service was calculated based on six factors including recorded traffic volumes, percent heavy vehicles, posted speed limit, pavement width and number of travel lanes, pavement condition and presence of shoulder or bicycle lane. Each of these variables was weighted by coefficients derived by stepwise regression modeling importance. A numerical score, generally between 0.5 and 6.5, was determined using a regression equation and stratified to a level of service grade. The range of scores corresponding to the six (6) different levels of service for bicyclists is described in the Table 2-1.

**Table 2-1
Bicycle Level of Service Classifications**

Level of Service	Range of Scores
A	≤ 1.5
B	> 1.5 and ≤ 2.5
C	> 2.5 and ≤ 3.5
D	> 3.5 and ≤ 4.5
E	> 4.5 and ≤ 5.5
F	> 5.5

Source: 2002 FDOT Quality/Level of Service Manual

Pedestrian Level of Service. Miami-Dade MPO assigned a level of service, A through F, to all arterial and collector streets within the City of North Miami. Level of service was calculated based on five factors including lateral separation between the vehicle and pedestrian, recorded traffic volumes, posted travel speed, vehicle mix and frequency of driveways along the road. Each of these variables was weighted by coefficients derived by stepwise regression modeling importance. A numerical score, generally between 0.5 and 6.5, was determined and stratified to a level of service grade. The range of scores corresponding to the six (6) different levels of service for pedestrians is described in the Table 2-2.

Table 2-2
Pedestrian Level of Service Classifications

Level of Service	Range of Scores
A	≤ 1.5
B	> 1.5 and ≤ 2.5
C	> 2.5 and ≤ 3.5
D	> 3.5 and ≤ 4.5
E	> 4.5 and ≤ 5.5
F	> 5.5

Source: 2002 FDOT Quality/Level of Service Manual

EXISTING TRANSPORTATION DATA REQUIREMENTS

Existing Transportation Map Series

The following series of maps represent the existing conditions for the transportation network on a multi-modal basis. This includes the roadway system, public transit system and bicycle and pedestrian facilities within the City of North Miami.

Map 2-1: Major Thoroughfares by Number of Lanes (2003) identifies each major thoroughfare within the City by the number of through lanes for the facility.

Map 2-2: Major Thoroughfares by Functional Classification (2003) identifies arterial and collector streets and their functional classification for each facility. The functional classification system indicates the role of each thoroughfare in meeting current travel demands, assists in defining land use relationships and reveals the jurisdiction responsible for maintenance.

Map 2-3: Limited Access Facilities, Significant Parking Facilities (2003) delineates the location of the Interstate 95, which transects the City of North Miami. Significant parking facilities were also identified at Florida International University (surface parking), Johnson and Wales University (5-story parking garage) and some on-street parking in the downtown commercial area (NE 125th Street).

Map 2-4: Major Trip Generators and Attractors (2003) identifies the location of the major traffic generators/attractors in North Miami including the Florida International University (FIU) Biscayne Bay Campus, Johnson and Wales University and the downtown area/commercial corridors within the City (NE 125th Street, West Dixie Highway, Biscayne Boulevard and NW 7th Avenue).

Map 2-5: Existing Transit Facilities (2003) illustrates the public transit service within the City of North Miami. Currently eleven public transit routes operate within the City. Corridors served by Miami Dade Transit (MDT) include Biscayne Boulevard, NW 119th Street, NW 125th Street, NW 135th Street, Dixie Highway, Miami Avenue, NE 6th Avenue, NE 12th Avenue and NE 16th Avenue. Currently no public transit terminals or transfer stations exist within the boundaries of North Miami.

Map 2-6: Existing Bicycle Facilities (2003) identifies existing bicycle facilities located within the City of North Miami. Several bicycle facilities were identified; however, formal connections between many of these facilities appear to be missing.

Map 2-7: Existing Pedestrian Facilities (2003) delineates the pedestrian facilities within North Miami. The pedestrian network within the City is excellent with the majority of local and collector streets throughout the area offering sidewalks on both sides of the roadway.

Map 2-8: Existing Vehicular Levels of Service (LOS) on Major Thoroughfares (2003) illustrates existing daily (AADT) levels of service calculated for major roadways within the City of North Miami.

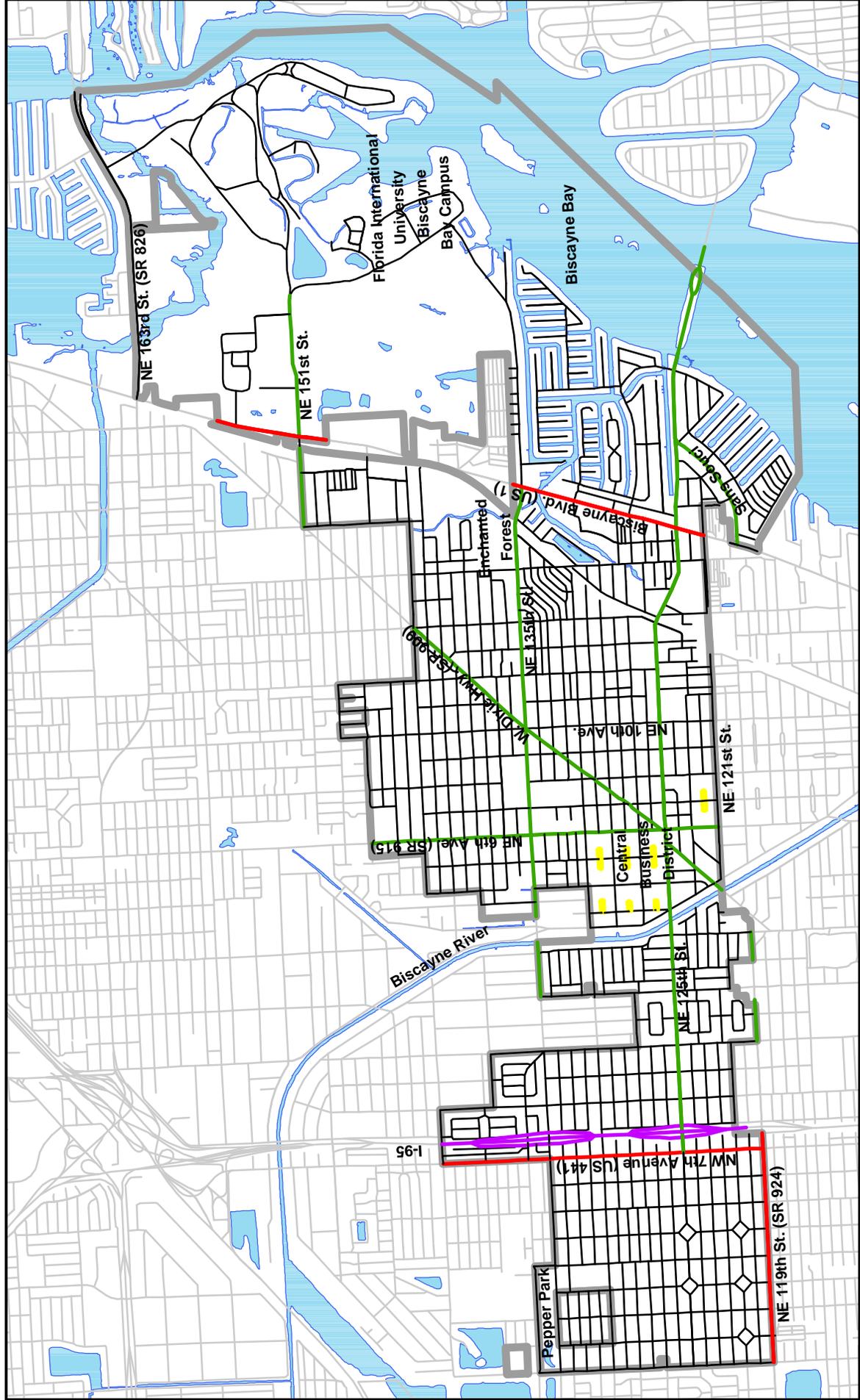
Map 2-9: Existing Bicycle Levels of Service (LOS) (2003) illustrates level of service calculations conducted by the Miami-Dade County MPO for major roadways within the City of North Miami.

Map 2-10: Existing Pedestrian Levels of Service (LOS) (2003) illustrates level of service calculations conducted by the Miami-Dade County MPO for major roadways within the City of North Miami.

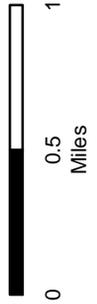
Map 2-11: Freight/Passenger Rail Facilities (2003) illustrates one rail corridor operated by the Florida East Coast Railroad within the City of North Miami.

Map 2-12: Hurricane Evacuation Routes (2003) delineates the County's designated local and regional transportation facilities critical to the evacuation of the coastal population prior to an impending disaster. Major evacuation routes within North Miami include State Road 922 (NE 123rd/125th Street) and Interstate 95.

Airport and Port Facilities. The City of North Miami has no airport or seaport facilities within its municipal boundaries, therefore no associated data, analysis or maps regarding these facilities are presented in the City's Comprehensive Plan.



Source: Roadway survey conducted by Kimley-Horn and Associates, Inc. on February 13, 2003.



Legend

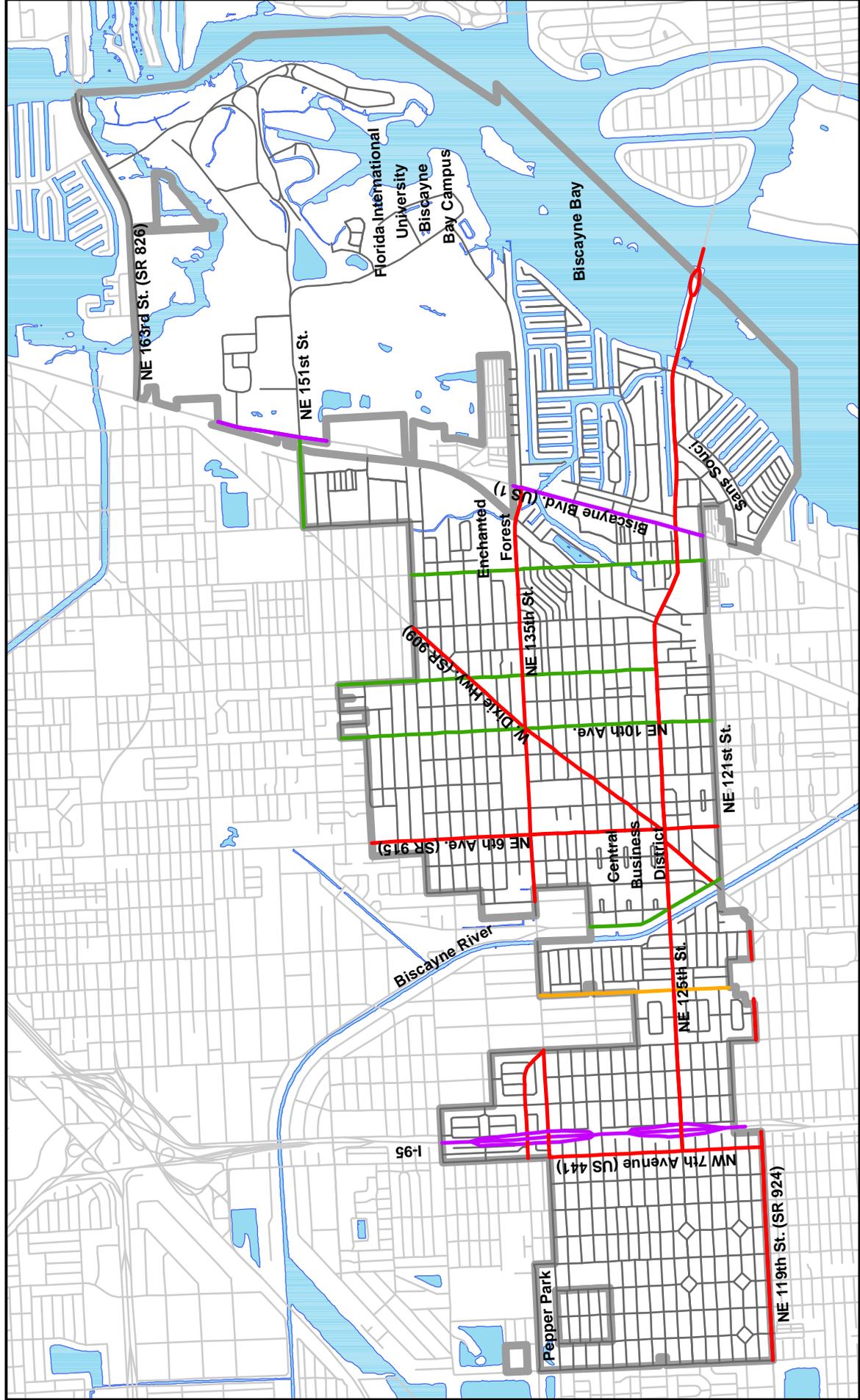
- 1 Lane
- 4 Lanes
- 6 Lanes
- 8 Lanes
- City Limits
- 2 Lanes
- 6 Lanes
- Water

City of North Miami

Major Thoroughfares by Number of Lanes (2003)

(MAP 2-1)





Source: Miami-Dade County Comprehensive Development Master Plan as amended through April 2001 (Figure 2).



Legend

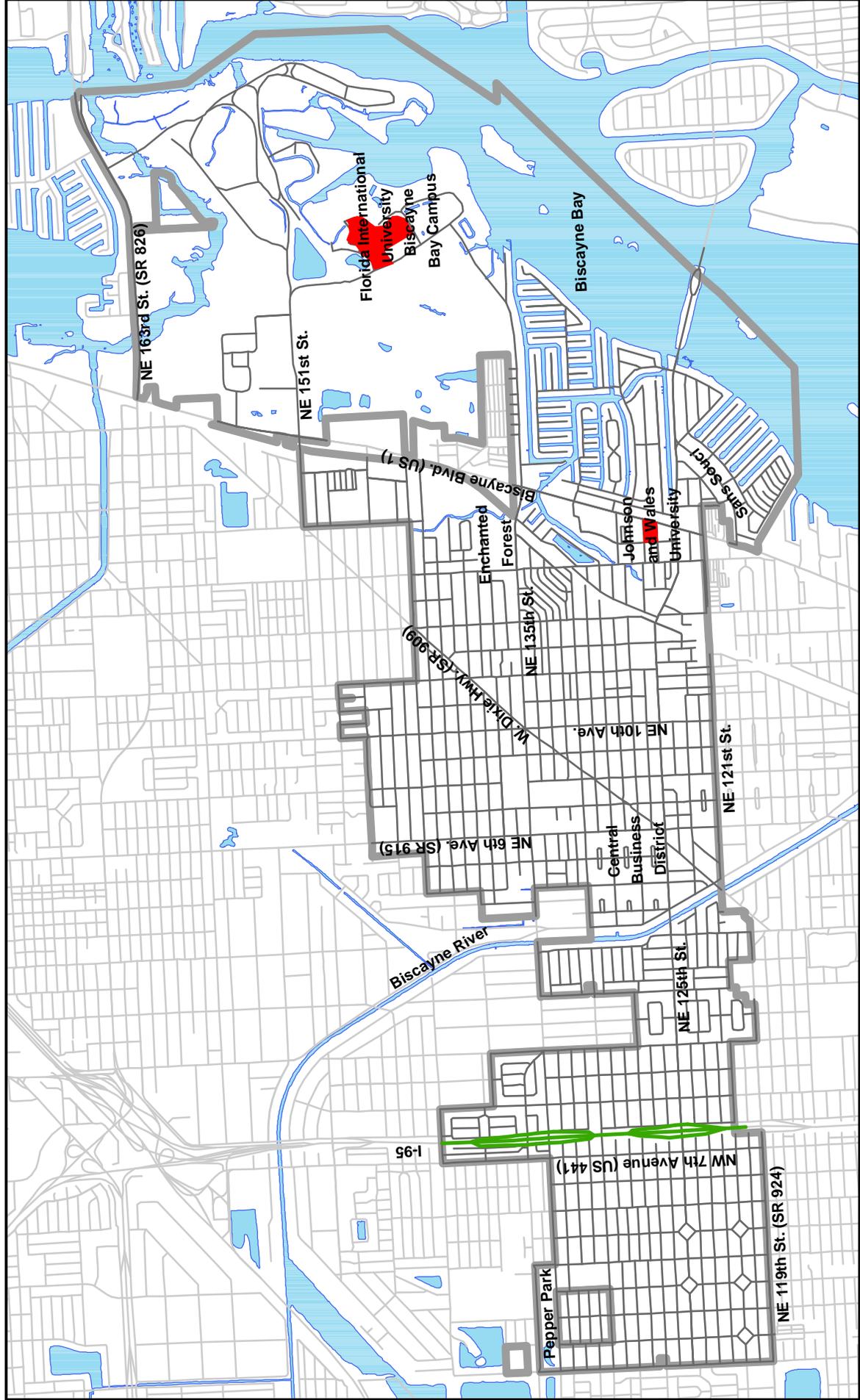
- State Principal Arterial
- State Minor Arterial
- County Minor Arterial
- County Collector
- City Limits
- Water

City of North Miami

Major Thoroughfares by Functional Class (2003)

(MAP 2-2)





Source: Miami-Dade County Comprehensive Development Master Plan as amended through April 2001 (Figure 4).



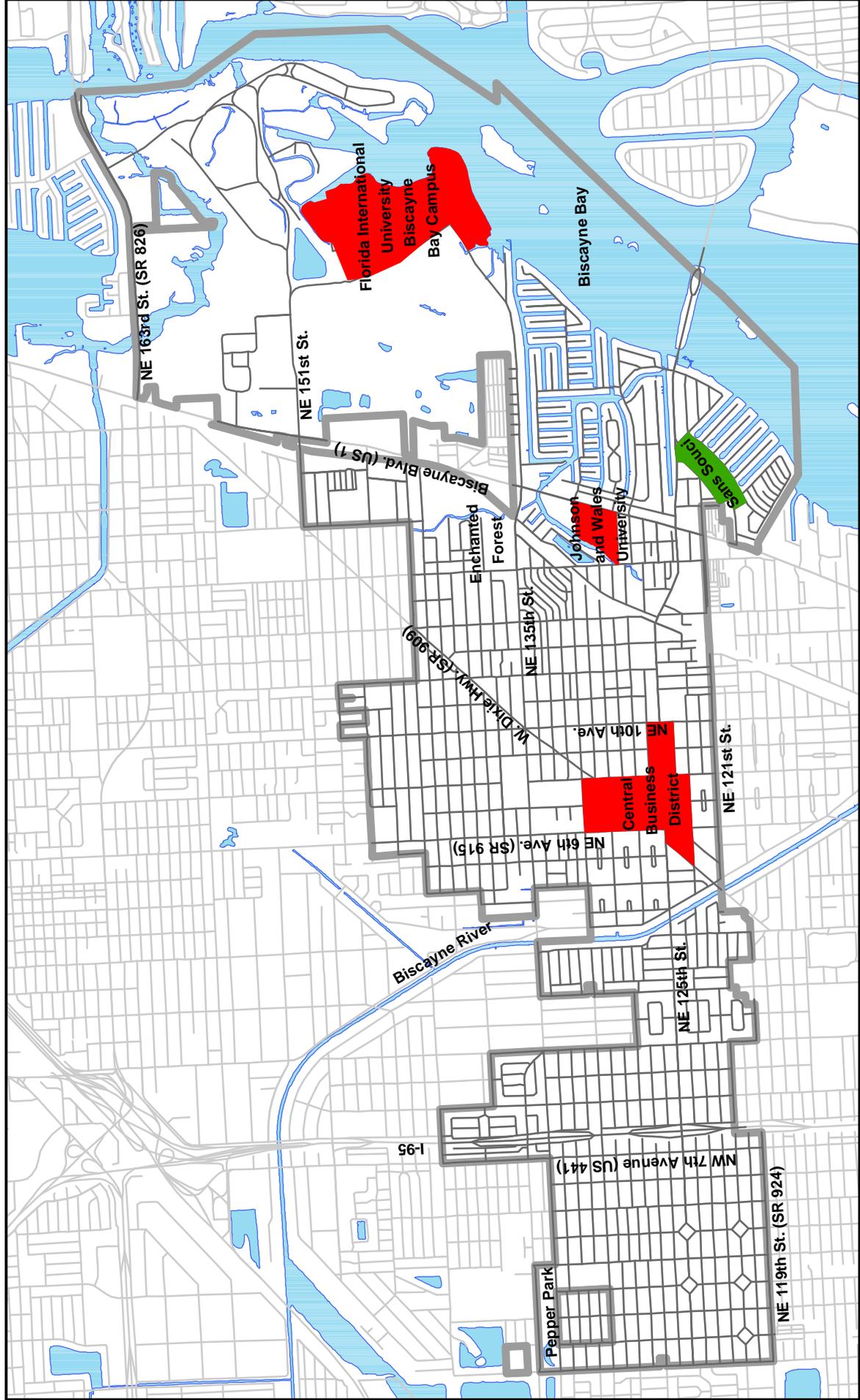
Legend

- Limited Access Facility
- Significant Parking Facility
- Water
- City Limits

City of North Miami

Limited Access Facilities, Significant Parking Facilities (2003) (MAP 2-3)





Source: Aerial photography (2000) supplemented by field visit conducted by Kimley-Horn and Associates, Inc. on February 13, 2003.



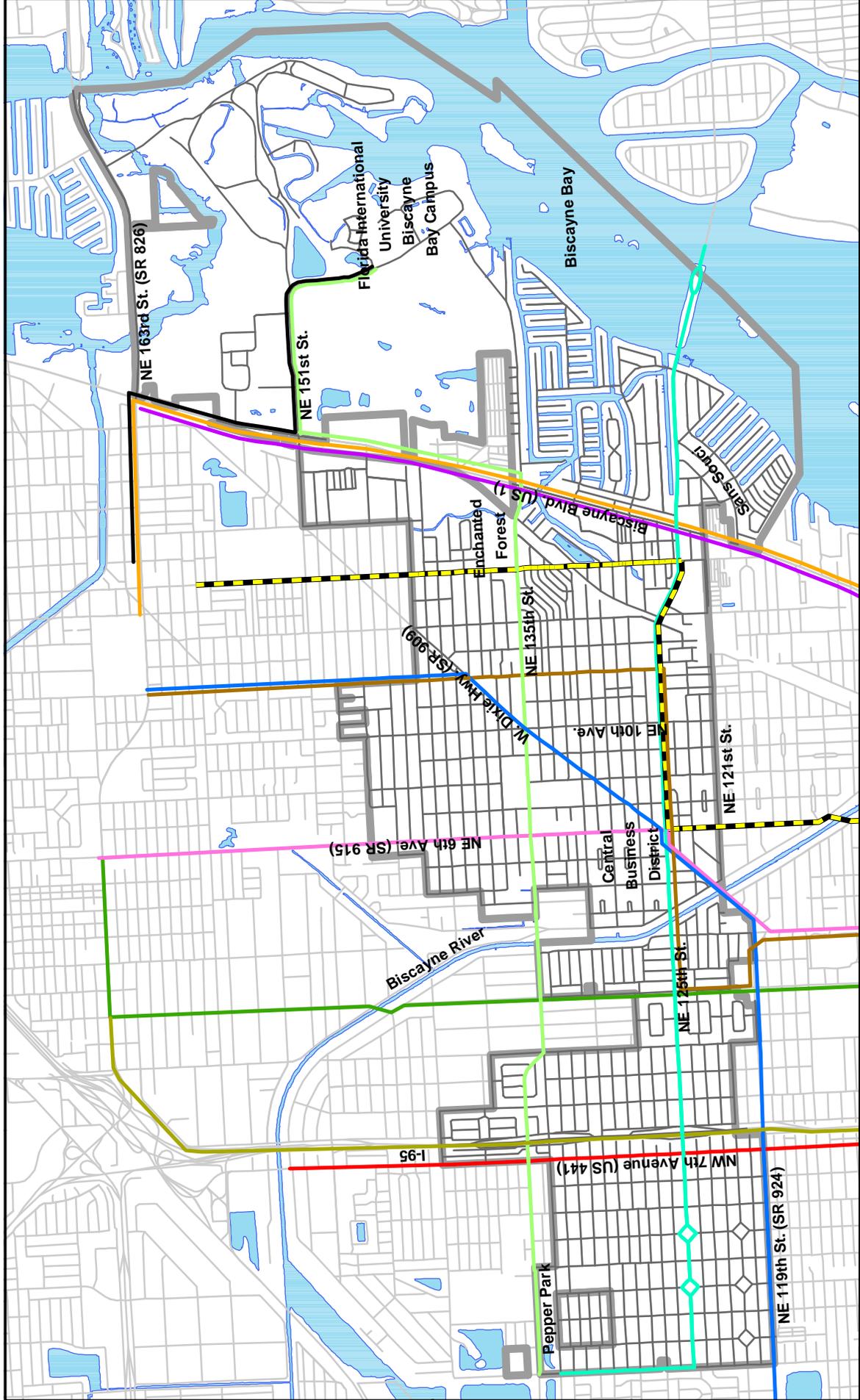
Legend

- Major Attractors
- Major Generators
- Water
- City Limits

City of North Miami

Major Trip Generators and Attractors (2003) (MAP 2-4)





Source: Miami-Dade Transit webpage
 "Metrobus Routes"
 (www.miami-dade.fl.us).



Legend

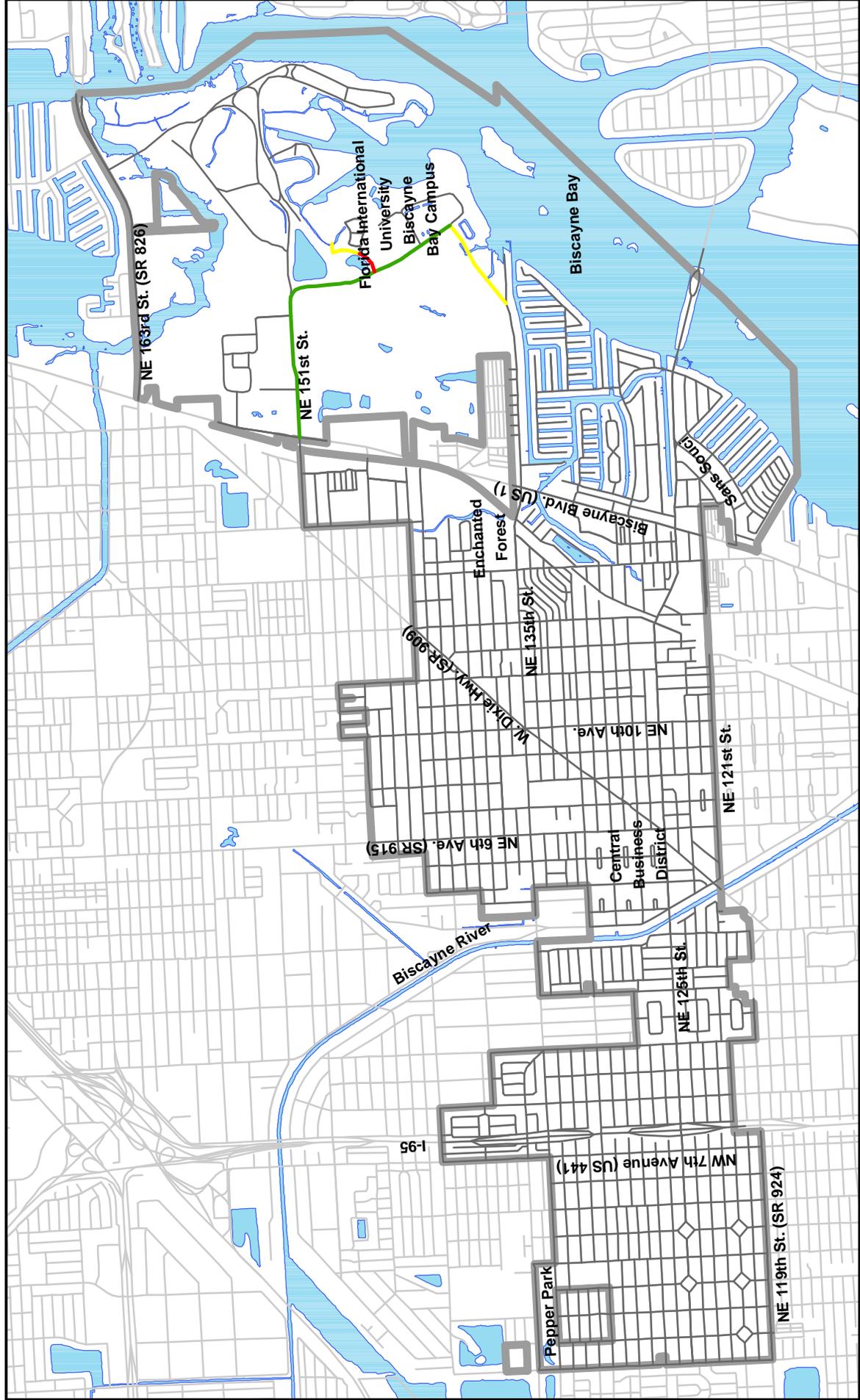
Route 2	Route 16	Route 83
Route 3	Route 28	Route 95x
Route 9	Route 75	Route G
Route 10	Route 77	Biscayne Max
Water	City Limits	

City of North Miami

Existing Transit Facilities (2003)

(MAP 2-5)





Source: Miami-Dade MPO Existing Bikeways Map (2002) supplemented by field visit conducted by Kimley-Horn and Associates, Inc. on February 13, 2003.



Legend

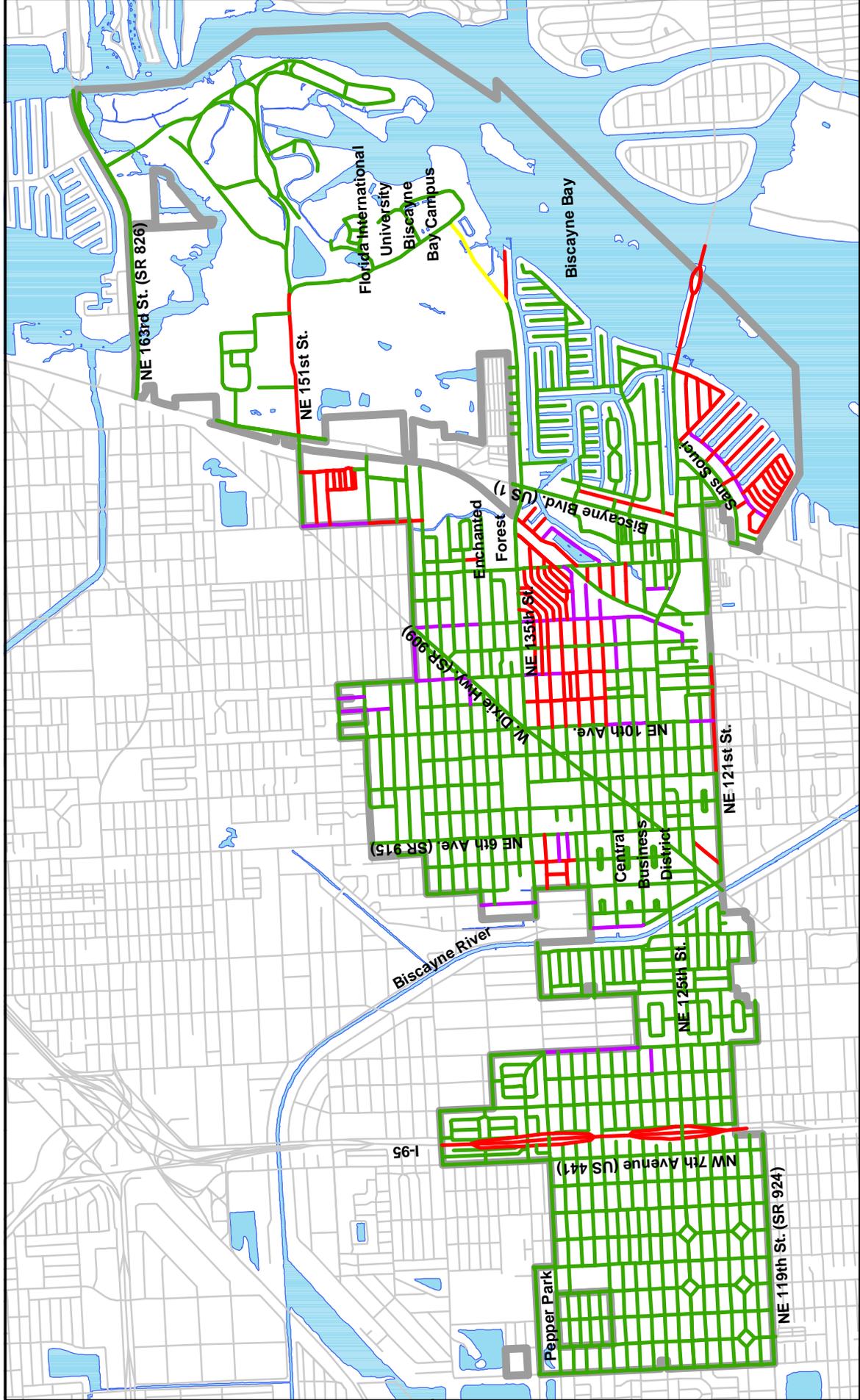
	One Side		City Limits
	Both Sides		Water
	Off Street		

City of North Miami

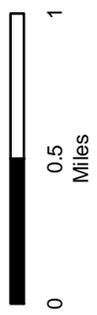
Existing Bicycle Facilities (2003)

(MAP 2-6)





Source: Field visit conducted by Kimley-Horn and Associates, Inc. on February 13, 2003.



Legend

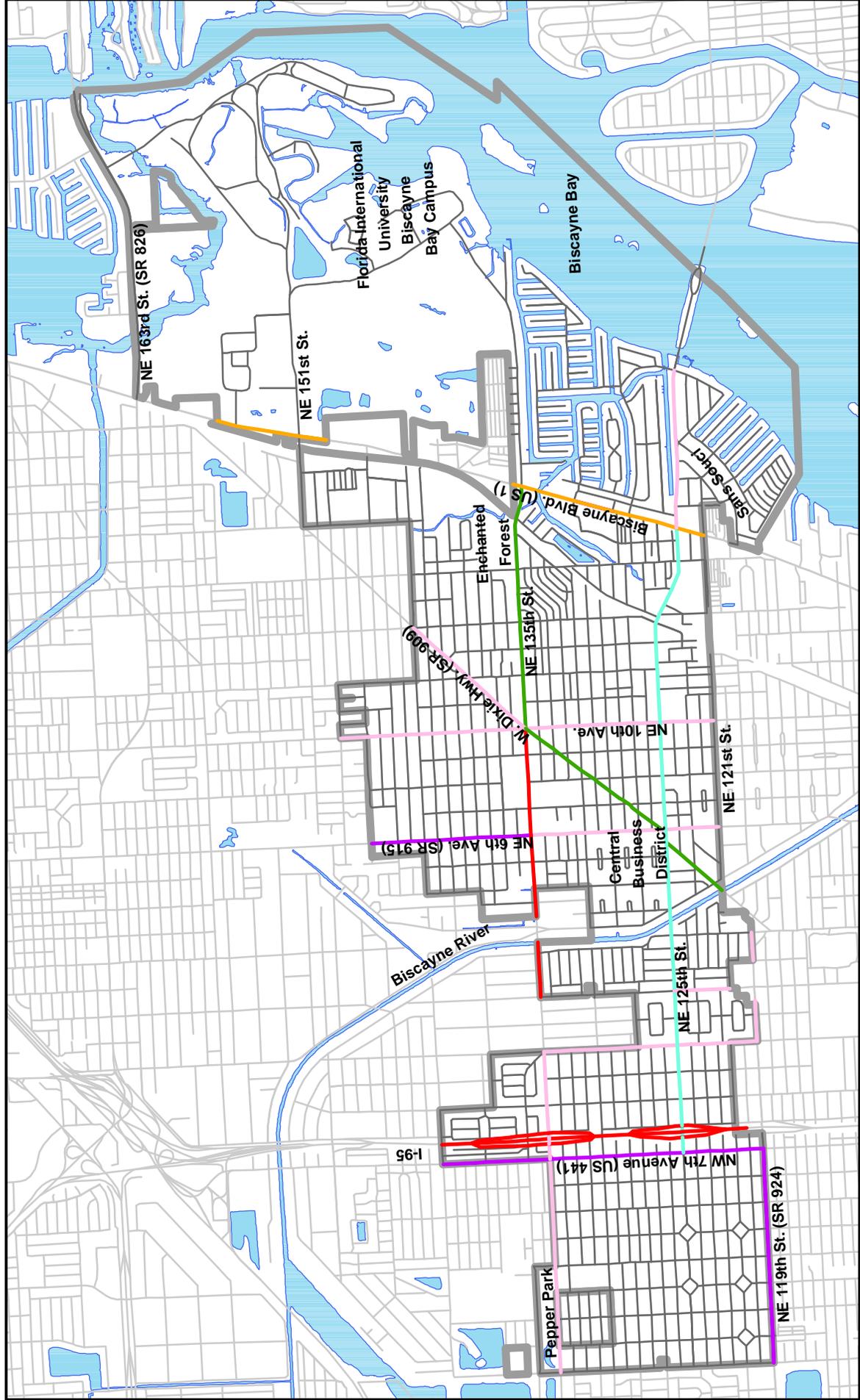
- Sidewalk (1 Side)
- Sidewalk (2 Sides)
- No Sidewalk
- City Limits
- Side Path
- Water

City of North Miami

Existing Pedestrian Facilities (2003)

(MAP 2-7)





Source: Twenty-four traffic counts provided by the Florida Department of Transportation and Traffic Count CD. Level of Service thresholds provided in 2002 FDOT Q/LOS Manual and the Transportation Plan for the Year 2025 prepared by the Miami-Dade County MPO (Figure 3).



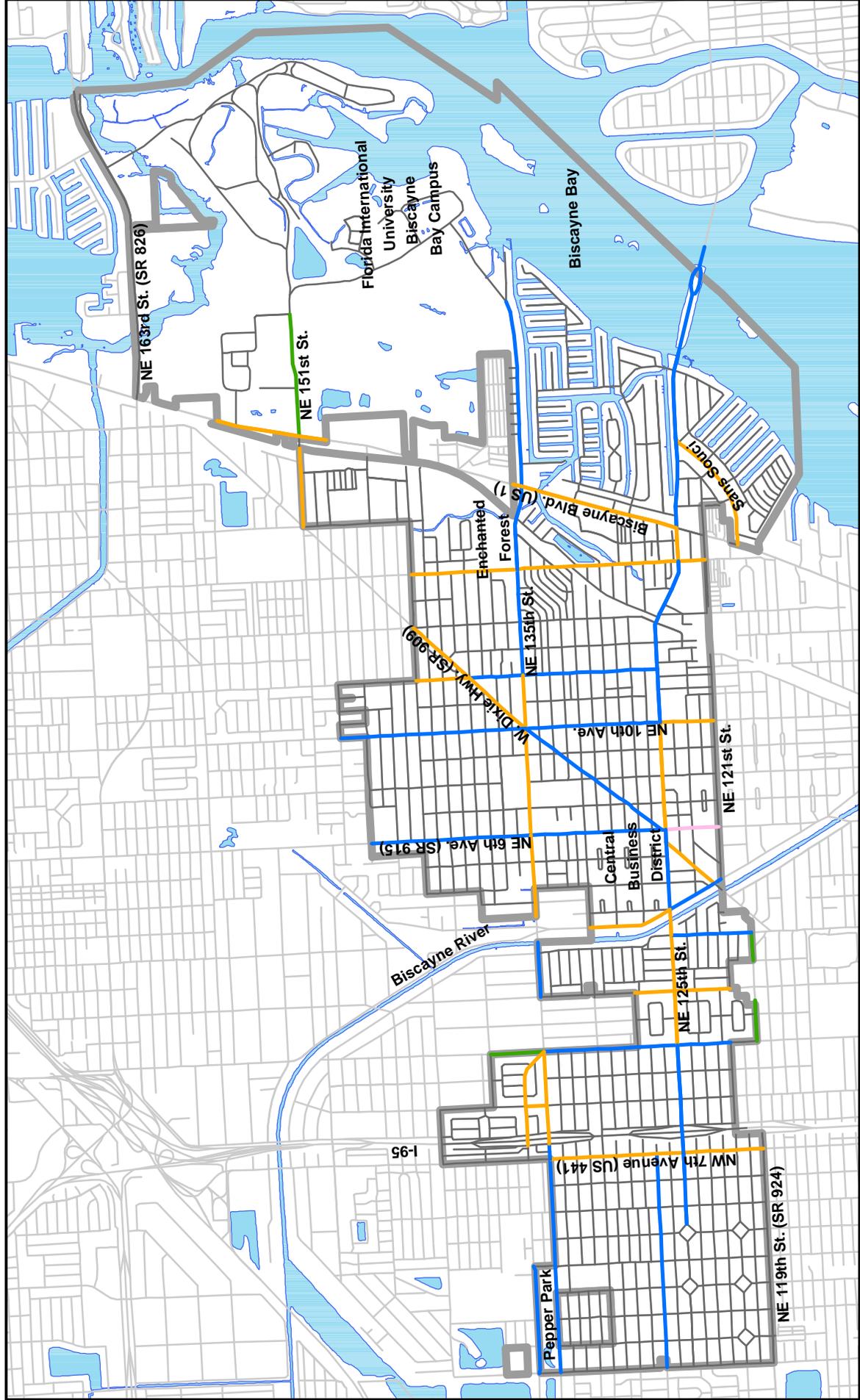
Legend

	LOS B or Better		LOS E (100% of Capacity)
	LOS C		LOS E (120% of Capacity)
	LOS D		LOS E (150% of Capacity)
	LOS F		City Limits
	Water		

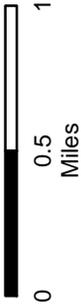
City of North Miami

Existing Vehicular Levels of Service on Major Thoroughfares (2003) (MAP 2-8)





Source: Bicycle LOS determined from GIS data supplied by the Miami-Dade County MPO (January 31, 2001).



Legend

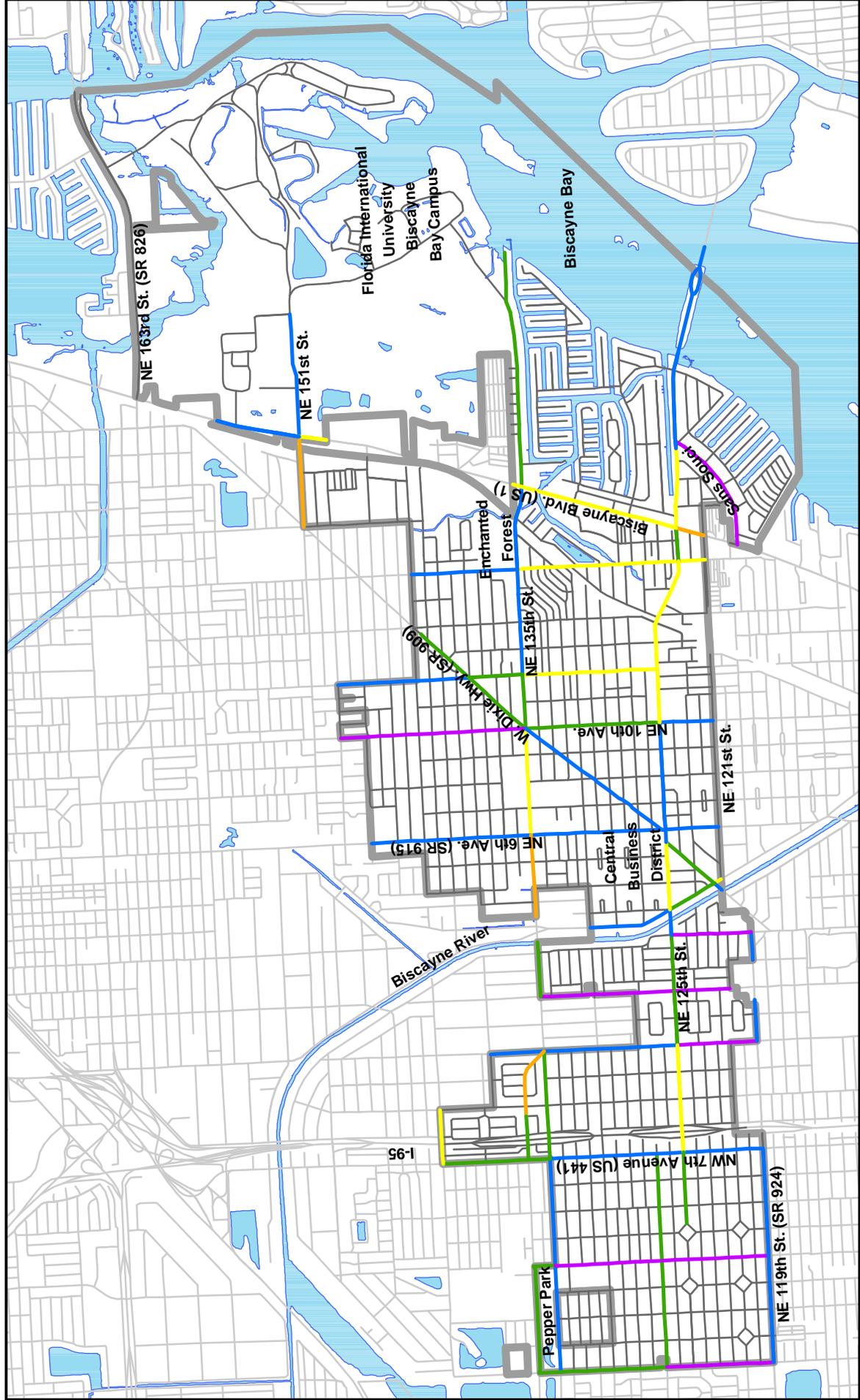
	LOS A		LOS D
	LOS B		LOS E
	LOS C		LOS F
	City Limits		Water

City of North Miami

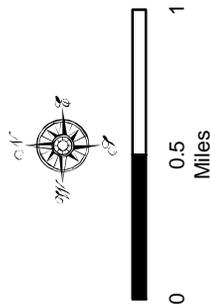
Existing Bicycle Level of Service (2003)

(MAP 2-9)





Source: Pedestrian LOS determined from GIS data supplied by the Miami-Dade County MPO (January 31, 2001).



Legend

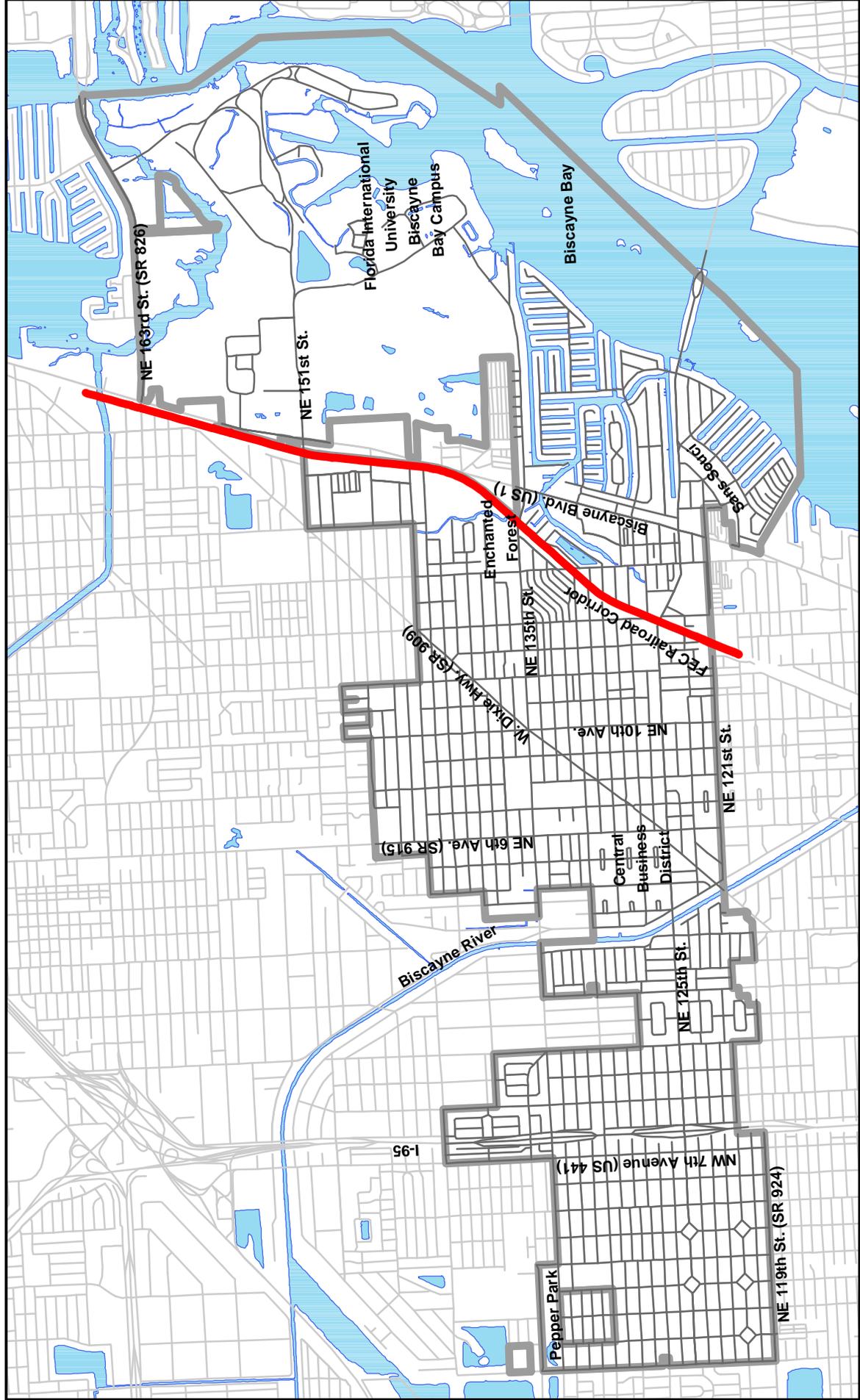
- LOS A
- LOS B
- LOS C
- LOS D
- LOS E
- LOS F
- City Limits
- Water

City of North Miami

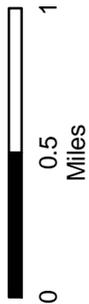
Existing Pedestrian Level of Service (2003)

(MAP 2-10)





Source: Aerial photography (2000) supplemented by field visit conducted by Kimley-Horn and Associates, Inc. on February 13, 2003.



Legend

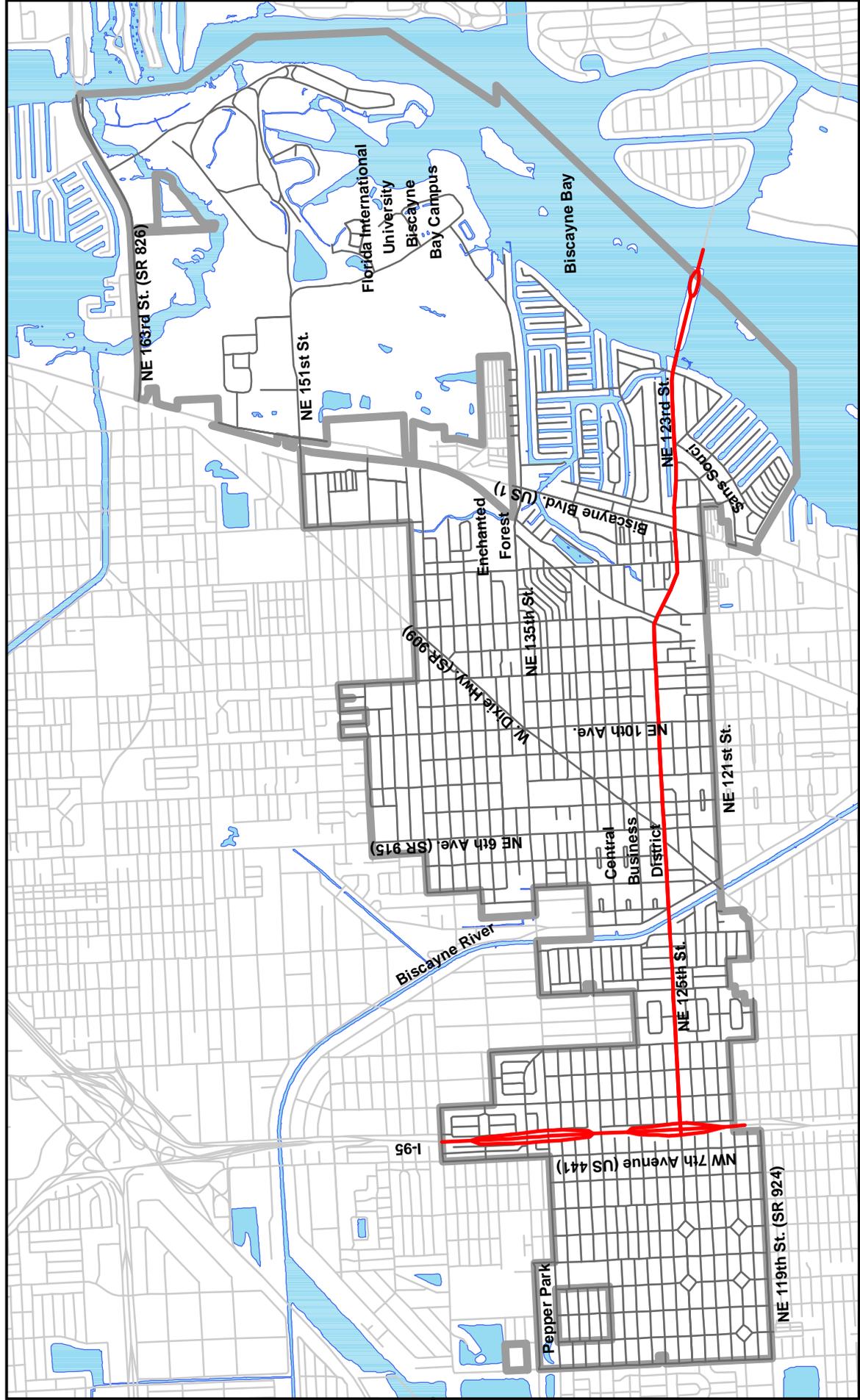
-  FEC Rail Corridor
-  Water
-  City Limits



City of North Miami

Freight/Passenger Rail Facilities (2003)

(MAP 2-11)



Source: Miami-Dade County Comprehensive Development Master Plan as amended through April 2001 (Figure 7).



Legend

- Major Route
- Water
- City Limits

City of North Miami

Designated Hurricane Evacuation Routes (2003)

(MAP 2-12)



Analysis of Existing Transportation Systems

The Transportation Element for the City of North Miami has been coordinated with the Miami-Dade Metropolitan Planning Organization and Miami-Dade County. These resources have been used for information that addresses countywide growth trends, travel patterns and countywide land use and transportation alternatives. North Miami also coordinated with the MPO and Miami-Dade County in considering issues such as: (1) existing and projected intermodal deficiencies and needs; (2) analysis of the transportation system levels of service and system needs based upon the future land use categories; and (3) analysis of how North Miami will maintain adopted levels of service standards for roads and transit facilities, which are dependent on alternative land use strategies.

North Miami is in the process of producing and analyzing one land use scenario that assumes buildout of the existing land use pattern plus the additional development potential afforded to the City through the designation of a Regional Activity Center adjacent to Biscayne Boulevard. Further analysis, refinement and coordination of this data with the MPO and Miami-Dade County will be continuous, and made as deemed necessary, as the process moves forward. North Miami has taken care to incorporate into the Goals, Objectives and Policies section of this element, policies that stress a coordination of effort that will refine the report over time. It is North Miami's intention to produce its data and materials in such a way that it can be used by the MPO and Miami-Dade County with minimal complication.

Average Daily and Peak Hour Vehicle Trips. Table 2-3 presents average daily trip volumes, peak hour trip volumes and level of service grades for major thoroughfares within the City of North Miami.

Level of Service Calculation Methodology. Level of service for major thoroughfares within the City was measured using volume to capacity (v/c) ratios for local roadways defined in the Miami-Dade Transportation Plan to the Year 2025. Traffic volumes (2002) were collected from the Florida Department of Transportation Traffic Count CD. Roadway capacities for this calculation were obtained from the FDOT 2002 Quality/Level of Service Handbook (Tables 4-1 and 4-4). This methodology is generally accepted as a preliminary approach. Based on this analysis, the Level of Service for each roadway in Table 2-3 was determined.

Levels of Service and System Needs Based Upon Existing Design and Operating Capacity. The Metro-Miami-Dade Service Concurrency Management Program establishes adopted level of service standards for the county. The City of North Miami recognizes this program for evaluating the traffic impacts to State and County roads that are associated with development petitions inside City limits. The section of Miami-Dade County located east of SR 826 (Palmetto Expressway) and NW/SW 77th Avenue, excluding the area north of SR 826 and west of Interstate 95, is defined as the Urban Infill Area (UIA). All of North Miami lies within this area. The adopted level of service within the UIA is LOS E (100% of capacity). Where public transit service exists in the UIA operating with headways of 20 minutes or less, roadways located less than one-half mile of the service may operate at 120% of their capacity. Furthermore, on roadways parallel to exceptional transit service (i.e. commuter rail/express bus) the acceptable level of service is 150% of their capacity. The currently adopted level of service standard for all other roadways under the City's jurisdiction is Level of Service D.

**Table 2-3
Existing Traffic Volumes**

Roadway	Segment	Adopted LOS	LOS 'E' Capacity	2002 Volume	V/C Ratio	Current LOS
US 1 / SR 5	South of NE 123 rd / NE 125 th St.	E+50 ⁽¹⁾	51,800	53,500	1.03	E+50
US 1 / SR 5	NE 123 rd / NE 125 th St. to NE 135 th St.	E+50 ⁽¹⁾	51,800	53,500	1.03	E+50
US 1 / SR 5	NE 135 th St. to NE 151 st St.	E+50 ⁽¹⁾	51,800	53,894	1.04	E+50
US 1 / SR 5	NE 151 st St. to NE 163 rd St.	E+50 ⁽¹⁾	51,800	55,197	1.07	E+50
US 1 / SR 5	North of NE 163 rd St.	E+50 ⁽¹⁾	51,800	56,500	1.09	E+50
Interstate 95	NW 119 th St. to NW 135 th St.	E	207,600	217,000	1.05	F
Interstate 95	NW 135 th St. to North of NW 151 st St.	E	163,900	230,000	1.40	F
NE 151 st Street	F.I.U. to US-1/SR 5	E	15,600	N/A	N/A	N/A
NE 151 st Street	US-1/SR 5 to West Dixie Hwy.	E	31,255	N/A	N/A	N/A
NE 151 st Street	West of West Dixie Hwy.	E	15,600	N/A	N/A	N/A
NE 135 th Street	NW 17 th Ave. to Interstate 95	E	29,580	16,000	0.54	B
NE 135 th Street	Interstate 95 to NW 2 nd Ave.	E	29,580	16,000	0.54	B
NE 135 th Street	NW 2 nd Ave. to NE 6 th Ave.	E	32,800	44,000	1.34	F
NE 135 th Street	NE 6 th Ave. to NE 10 th Ave.	E	32,800	40,250	1.23	F
NE 135 th Street	NE 10 th Ave. to US-1/SR 5	E	32,800	27,250	0.83	D
NE 135 th Street	US-1/SR 5 to F.I.U.	E	16,380	N/A	N/A	N/A
NE 125 th /123 rd Street	NW 7 th Ave. to NE 6 th Ave.	E+20 ⁽²⁾	34,500	35,167	1.02	E+20
NE 125 th /123 rd Street	NE 6 th Avenue to NE 10 th Ave.	E+20 ⁽²⁾	34,500	34,500	1.00	E+20
NE 125 th /123 rd Street	NE 10 th Avenue to US-1/SR 5	E+20 ⁽²⁾	34,500	34,500	1.00	E+20
NE 125 th /123 rd Street	US-1/SR 5 to Broad Cswy.	E	34,500	24,000	0.70	B
West Dixie Hwy.	NE 119 th St. to NE 125 th St.	E+20 ⁽²⁾	32,800	27,000	0.82	D
West Dixie Hwy.	NE 125 th St. to NE 135 th St.	E+20 ⁽²⁾	32,800	27,000	0.82	D
West Dixie Hwy.	NE 135 th St. to NE 151 st St.	E	32,800	16,500	0.50	B
West Dixie Hwy.	NE 151 st St. to NE 163 rd St.	E	32,800	16,500	0.50	B

Notes: (1) This road is allowed to reach 150% of capacity for LOS E due to its location in the urban infill area with extraordinary transit service

(2) This road is allowed to reach 120% of capacity for LOS E due to its location in the urban infill area and the presence of transit service operating with less than 20 minute headways

Source: FDOT Traffic Count Information CD (2002)

Existing Modal Split and Vehicle Occupancy Rates. According to journey-to-work data collected in the 2000 Census, single occupant automobile trips account for 69.5 percent of all trips to-and-from-work reported by residents in North Miami. Carpools account for 14.5 percent, public transit for 11.0 percent, bicycles for 0.5 percent and walking for 2.5 percent. Approximately 2.0% reported working at home. The information reported in the 2000 Census is consistent with results from the Southeast Florida Regional Travel Characteristics Study. In this study, the average vehicle occupancy for Miami-Dade County was reported to be 1.34 persons per vehicle.

Automobile travel is by far the easiest and most convenient mode of travel. Alternative modes of transportation do not provide the degrees of freedom and speeds of travel found in the automobile and therefore have difficulty competing on a level playing field.

Existing Public Transit Facilities and Routes. Eleven Metrobus routes serve the City of North Miami, including Routes 2, 3, 9, 10, 16, 28, 75, 77, 83, G and Biscayne Max. Six additional routes run along Interstate 95 in North Miami but no direct service is provided within city limits. The eleven routes directly serving North Miami are illustrated in Map 2-5 and described below:

- ◆ **Route 2** runs along Miami Avenue through North Miami connecting patrons to the Downtown Government Center, Parkway Regional Hospital and 163rd Street Mall. Service is limited to weekdays with headways established at 60 minutes. Ridership data from Miami-Dade Transit shows that approximately 3,694 weekday and 90,101 monthly passengers access this route.
- ◆ **Route 3** offers service between North Miami Beach and the Omni Bus Terminal. This route accesses North Miami via Biscayne Boulevard and operates seven days a week. Headways are kept at 20 minutes during the weekday peak and off-peak periods, 60 minutes on weekday evenings, 15 minutes on Saturdays and 20 minutes on Sundays. Ridership data indicates that 13,423 passengers per weekday and 281,891 passengers per month use this route.
- ◆ **Route 9** offers north-south service through the interior of North Miami via Dixie Highway and NE 6th Avenue. Route 9 operates seven days a week with headways of 10 minutes during the weekday peak period and 40 minutes during the weekday off-peak period. Weekend service is provided every 40 minutes on Saturdays and 60 minutes on Sundays. Ridership information indicates that approximately 4,807 weekday and 109,158 monthly passengers use this service.
- ◆ **Route 10** provides transit service to North Miami. This route accesses the city from the north along NE 12th Avenue and continues through primarily on NE 125th Street and NE 2nd Avenue. Service is provided seven days a week. Expected headways are 40 minutes during the weekday peak and off-peak periods, including Saturdays, and 60 minutes on Sundays. Average monthly ridership totals are 57,208 passengers over the month and approximately 2,533 passengers per weekday.
- ◆ **Route 16** offers service to North Miami as well as to the 163rd Street Mall and Downtown Government Center Metrorail Station along NE 16th Avenue, NE 125th Street and Biscayne Boulevard. This route operates seven days a week. Headways are established at 20 minutes during the weekday peak and off-peak periods and 30

minutes during the night and weekend periods. Approximately 20,776 people ride this route per month.

- ◆ **Route 28** enters North Miami from the west via NW 135th Street with service provided to the Florida International University (FIU) Biscayne Bay Campus. Route 28 only operates on weekdays with service provided every 60 minutes. Ridership information shows that 689 passengers per weekday and 14,470 passengers per month utilize this route.
- ◆ **Route 75** provides service to the 163rd Street Mall and Miami-Dade Community College North Campus via NW/NE 119th Street and Dixie Highway. This route operates seven days a week. Headway times are 30 minutes during the weekday peak and off-peak periods and 60 minutes during nights and weekends. Ridership data from Miami-Dade Transit indicates approximately 3,270 passengers per weekday and 73,433 passengers per month.
- ◆ **Route 77** runs along NW 7th Avenue in North Miami connecting the Golden Glades Park and Ride facility with Downtown Miami. Service is provided seven days a week at regularly scheduled stops along the corridor. Headway times are 10 minutes during the weekday peak period, 15 minutes during the weekday off-peak period and 30 minutes during nights and weekends. Average ridership totals show 9,168 passengers per weekday and 229,695 passengers over the month use this service.
- ◆ **Route 83** provides Metrobus service to the Florida International University (FIU) Biscayne Bay Campus. This route enters the City from Biscayne Boulevard and operates seven days a week. Headway times are 30 minutes during the peak period and 60 minutes during the off-peak period. Ridership information indicates approximately 4,164 passengers per weekday and 103,898 passengers per month utilize this route.
- ◆ **Route G** enters the North Miami area from the west along NW 125th Street with service between Opa Locka and Miami Beach. This route operates seven days a week with 30-minute headways during the weekday peak and off-peak periods and 60 minutes during the evening period. Weekend service is provided on 30-minute headways for Saturdays and 60-minute headways for Sundays. Ridership information for this route indicates approximately 3,186 weekday passengers and 82,909 passengers per month utilize this route.
- ◆ The **Biscayne Max** provides service to the North Miami area along Biscayne Boulevard. The route operates on weekdays during the peak period with 15-minute headways. Ridership figures show approximately 2,193 weekday passengers and 46,048 passengers per month.

Peak Hour Capacities and Headways. As mentioned above, Metrobus provides service to North Miami via 11 routes. Peak hour headways for these routes range between 10 and 60 minutes. During the peak hours there are approximately 31 buses serving the 11 routes. These vehicles have a combined peak hour capacity of approximately 1,395 passengers, assuming 45 passengers per vehicle.

**Table 2-4
Transit Service Characteristics**

Route	Peak Headway (min)	Off-Peak Headway (min)	Total Peak Hour Vehicles	Total Off-Peak Hour Vehicles
2	60	60	1	1
3	20	20	3	3
9	10	40	6	2
10	40	40	2	2
16	20	20	3	3
28	60	60	1	1
75	30	30	2	2
77	10	15	6	4
83	60	30	1	2
G	30	30	2	2
Biscayne Max	15	-	4	-

Source: Miami-Dade Transit Authority

Population Characteristics. North Miami had a population of 59,880 in 2000, which constitutes approximately 2.66% of the total Miami-Dade County population. Thirty-five percent of the North Miami population consider themselves White, fifty-five percent Black and two percent Asian. The average household size is 2.85 persons and the average family size is 3.58 persons. Furthermore, the median age for North Miami is approximately 32 and the median household income is \$29,778. These Census 2000 statistics indicate a racial mix within the City predominately comprised of white and black individuals (90%) living in low to middle income brackets.

Transportation Disadvantaged. The transportation disadvantaged include individuals who, because of physical or mental disability, income status or age, are unable to transport themselves or purchase transportation. As a result, these individuals are dependent upon others to obtain access to health care, employment, education, shopping, social or other life-sustaining activities. Currently, Miami-Dade County offers transportation services to the transportation disadvantaged through the County's Community Action Agency. The Community Action Agency has a transportation unit that offers reliable transportation to disadvantaged citizens. This program benefits approximately 2 percent of those who are unable to commute to work using private transportation. Moreover, it assists approximately 4 percent of families living in poverty.

According to the 2000 US Census, approximately 2,813 or 14% of the 20,520 households in the City of North Miami are without a vehicle. The Census also stated that 3,602 persons (14.19% of the total 2000 working population not reported to work at home) used public transportation (bus, elevated, rail, ferryboat or taxicab), walked or used a bicycle as their means of transportation to work. Based on the above information, a significant portion of the population in the City of North Miami would be considered transportation disadvantaged. It appears that the existing public transportation system provides this segment of the population access to transportation for work, shopping and other activities; however, the City should place special emphasis on monitoring the local needs of this population to assure that adequate service is always provided.

Existing Characteristics of Major Trip Generators and Attractors. Two major traffic generators within North Miami are the Florida International University (FIU) Biscayne Bay Campus and Johnson and Wales University. In addition to these centers, major trip generators/attractors include the downtown area (NE 125th Street) and Oleta River State Recreation Area.

Existing Pedestrian Facilities. The availability of pedestrian facilities and amenities plays an important role in encouraging the use of alternative modes of travel to the automobile. Benefits associated with walking include the ability to ease traffic congestion, personal health/recreation and reduced need for automobile parking facilities. In order to be considered a realistic transportation alternative, however, existing conditions need to be favorable for pedestrian use.

The existing pedestrian network within North Miami is excellent (see Map 2-7). The majority of streets within the residential neighborhoods have sidewalks on both sides. Sidewalks also exist in the commercial portions of the downtown area (NE 125th Street) and along West Dixie Highway, Biscayne Boulevard and 7th Avenue (US 441). However, sidewalk deficiencies were noted in the residential area west of Johnson and Wales University.

Existing Bicycle Facilities. The availability of bicycle facilities plays an important role in encouraging the use of alternative modes of travel to the automobile. Benefits associated with biking include the ability to ease traffic congestion, personal health/recreation and reduced need for automobile parking facilities. In order to be considered a realistic transportation alternative, however, existing conditions need to be favorable for bicycle use.

Existing information maintained by Miami-Dade County and the Miami-Dade County MPO show relatively few bicycle facilities within the City of North Miami and formal connections between many of these facilities appear to be missing. Miami-Dade Transit also operates two routes (Route 2 and Route G) within the City that participate in the Agency's Bike and Ride Program. In addition, several neighborhood streets were identified as suitable for bicycle activity with low traffic volumes and low-posted speed limits.

Availability of Transportation Facilities and Service to Serve Existing Land Uses. North Miami contains approximately 6,047 acres of land. Residential land uses account for 48 percent of the total acreage with low density residential accounting for 42 percent alone. The next largest existing land use categories are commercial and education, which total an estimated 6 percent and 4 percent of the total land use respectively. Table 2-5 lists the primary land uses along some of the City's significant transportation corridors.

**Table 2-5
Primary Land Uses Adjacent to Major Transportation Corridors**

Roadway	Facility Type	Primary Land Uses
NW 7 th Avenue (US 441/SR 7)	State Minor Arterial	Commercial; Light Industrial
NW 2 nd Avenue	Local	Low-Density Residential
North Miami Avenue	County Arterial	Low-Density Residential
NE 6 th Avenue (SR 915)	State Minor Arterial	Commercial; CBD Commercial
NE 10 th Avenue	County Collector	Commercial; CBD Commercial; Low-Density Residential
Biscayne Boulevard (US-1/SR 5)	State Principal Arterial	Commercial
NW 119 th Street	State Minor Arterial	Commercial; Low-Density Residential
NE 125 th Street (SR 922)	State Minor Arterial	Low-Density Residential; Commercial; CBD Commercial; Medium-Density Residential
NW 135 th Street (SR 916)	State Minor Arterial	Low-Density Residential; Medium- Density Residential; Commercial; Park Space

Results from the level of service analysis demonstrate poor traffic conditions on the arterial network within North Miami. These facilities play a primary role in the countywide traffic circulation system and carry a high percentage of through trips. The remaining roadways within North Miami primarily serve to provide access to adjacent land uses and the arterial roadways mentioned above. However, as congestion worsens on the arterial roadways, cut-through traffic may increase on collector roadways thereby degrading their level of service. In addition to roadway facilities, the existing land uses are served by transit and pedestrian/sidewalk facilities. Maps 2-5 and 2-7 illustrate the transit and pedestrian/sidewalk facilities that serve North Miami.

Adequacy of Existing and Projected Evacuation Transportation System. Miami-Dade County’s Adopted Comprehensive Development Master Plan identifies the designated local and regional transportation facilities critical to the evacuation of the coastal population. The evacuation network within North Miami consists of State Road 922 (NE 123rd/125th Street) and Interstate 95. According to the South Florida Regional Planning Council, the current hurricane evacuation model shows that it would take 9.15 hours to evacuate residents in the City of North Miami under current (2003) development conditions.

FUTURE TRANSPORTATION DATA REQUIREMENTS

Future Transportation Map Series

The following series of maps represent the future conditions (2025) for the transportation network on a multi-modal basis. This includes the roadway system, public transit system and bicycle and pedestrian facilities within the City of North Miami.

Map 2-13: Major Thoroughfares by Number of Lanes (2025) illustrates the major thoroughfares in North Miami by the number of through lanes for each facility anticipated in 2025.

Map 2-14: Major Thoroughfares by Functional Classification (2025) identifies the 2025 roadway network, including arterial and collector streets and their functional classification. The functional classification system indicates the role of each thoroughfare in meeting current travel demands, assists in defining land use relationships and reveals the jurisdiction responsible for maintenance.

Map 2-15: Limited Access Facilities, Significant Parking Facilities (2025) delineates the limited and controlled access facilities in North Miami out to the year 2025, as well as the locations of significant parking facilities.

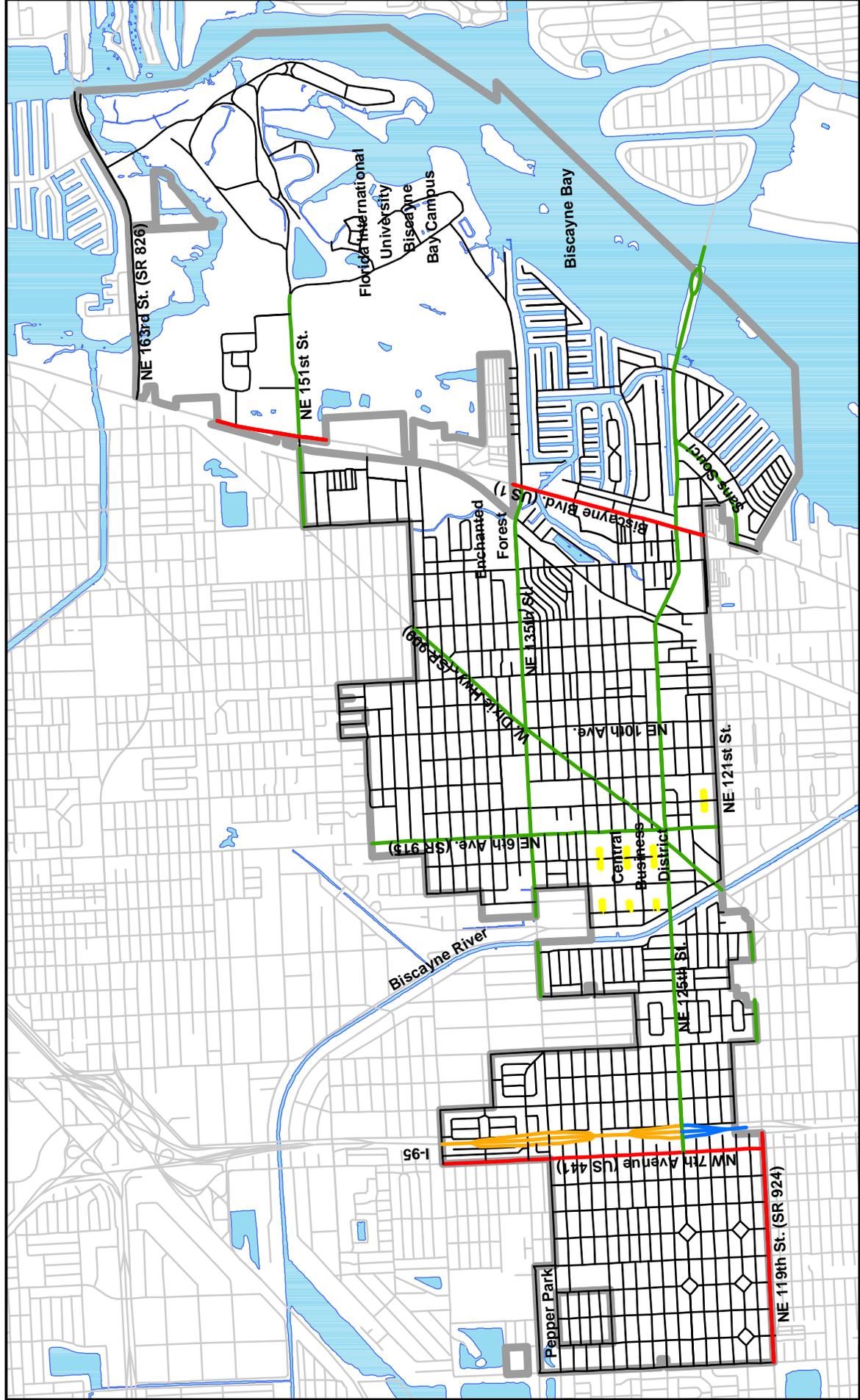
Map 2-16: Major Trip Generators and Attractors (2025) illustrates the existing major trip generators and attractors within North Miami as well as the location of the new mixed use Biscayne Landing project proposed near the southeast corner of Biscayne Boulevard and NE 151st Street and the Special Development and Transit Overlay District identified west of Biscayne Boulevard.

Map 2-17: Future Transit Facilities (2025) indicates new proposed premium transit improvements targeted for Biscayne Boulevard and Interstate 95 as identified in the Miami-Dade Transportation Plan for the Year 2025.

Map 2-18: Future Bicycle Facilities (2025) identifies several proposed on-street bicycle facilities within the City of North Miami. None of these improvements are currently identified in the Miami-Dade Transportation Plan for the Year 2025 or the MPO's 2001 Bicycle Facilities Plan.

Map 2-19: Future Pedestrian Facilities (2025) identifies several pedestrian-related improvements throughout North Miami based on the Miami-Dade 2025 Transportation Plan, including improvements along NE 12th Avenue, NE 135th Street, NE 6th Avenue and NE 125th Street.

Map 2-20: Future Vehicular Levels of Service (LOS) on Major Thoroughfares (2025) illustrates existing daily (AADT) levels of service calculated for major roadways within the City based on buildout of the existing land use pattern plus the additional development potential in the designated Regional Activity Center.



City of North Miami

Major Thoroughfares by Number of Lanes (2025)

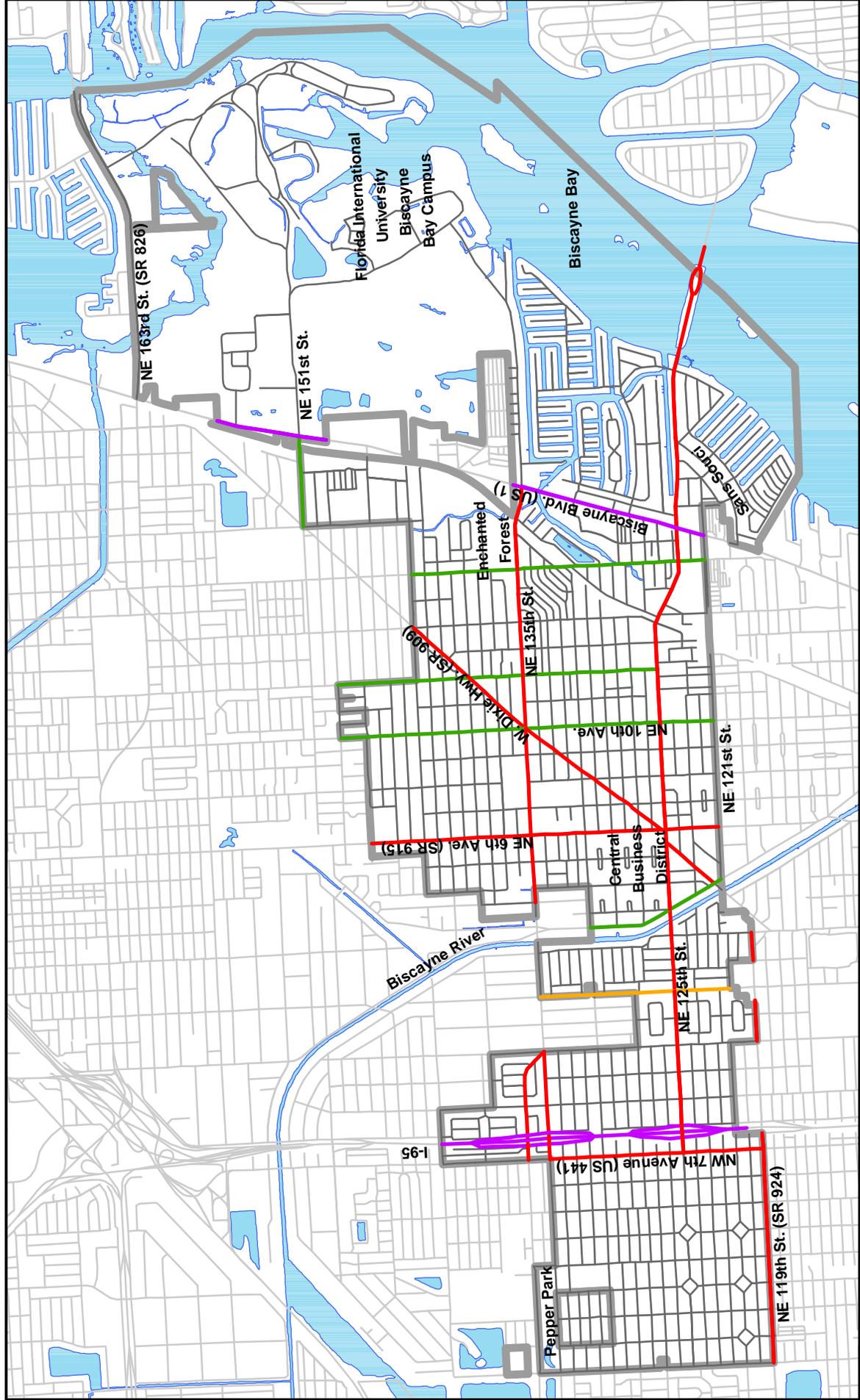
(MAP 2-13)

Legend

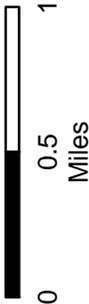
- 1 Lane
- 4 Lanes
- 6 Lanes
- 10 Lanes
- 12 Lanes
- City Limits
- Water
- 2 Lanes
- 6 Lanes
- 12 Lanes

Source: Miami-Dade County Comprehensive
Development Master Plan as amended
through April 2001 (Figure 1).





Source: Miami-Dade County Comprehensive Development Master Plan as amended through April 2001 (Figure 3).



Legend

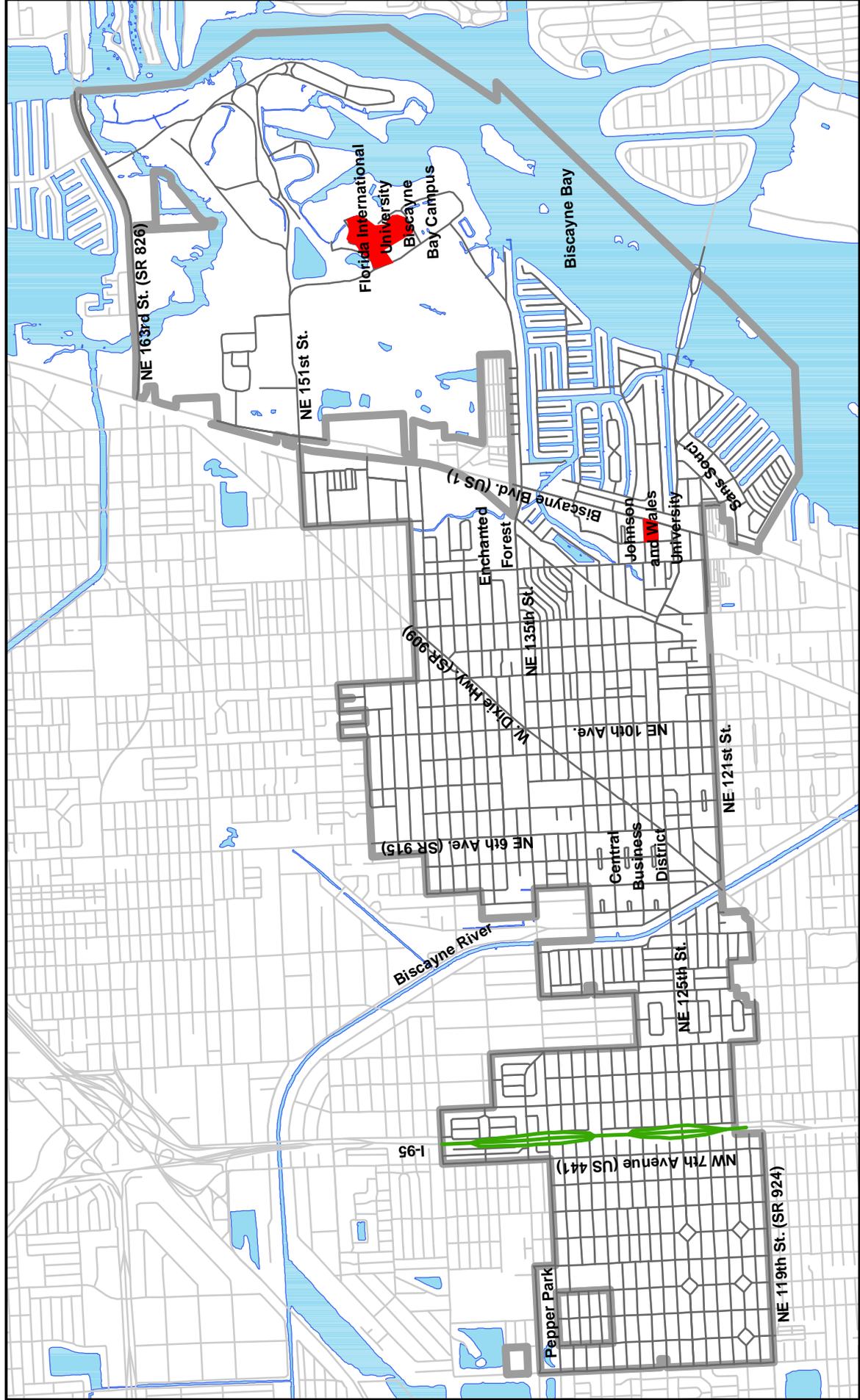
- State Principal Arterial
- State Minor Arterial
- County Minor Arterial
- County Collector
- City Limits
- Water

City of North Miami

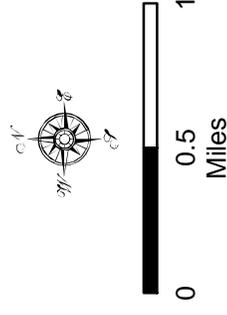
Major Thoroughfares by Functional Class (2025)

(MAP 2-14)





Source: Miami-Dade County Comprehensive Development Master Plan as amended through April 2001 (Figure 4).



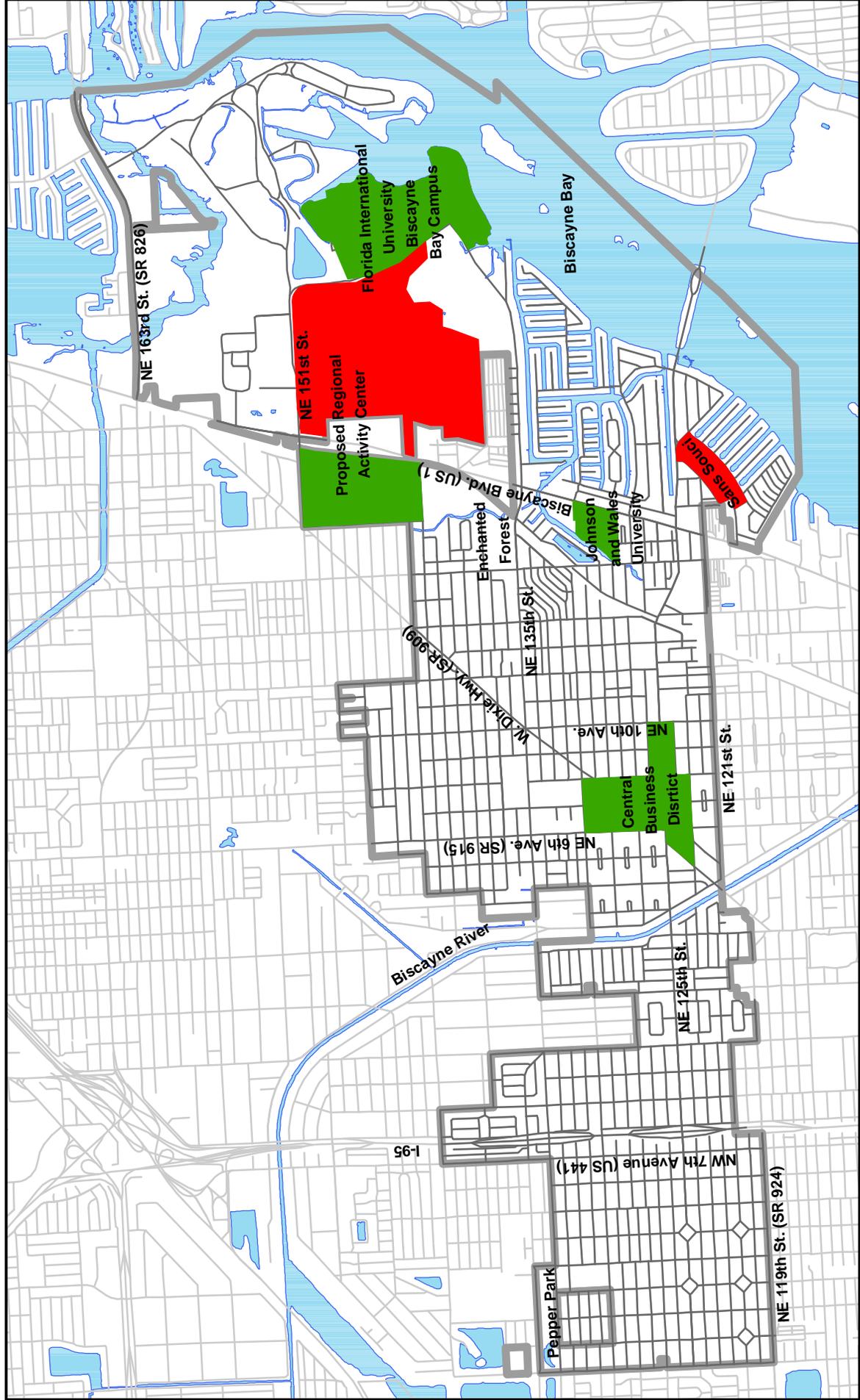
Legend

-  Limited Access Facility
-  Significant Parking Facility
-  Water
-  City Limits

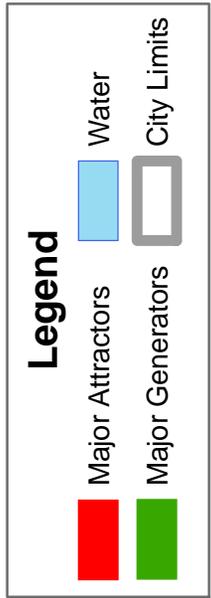
City of North Miami

Limited Access Facilities, Significant Parking Facilities (2025) (MAP 2-15)





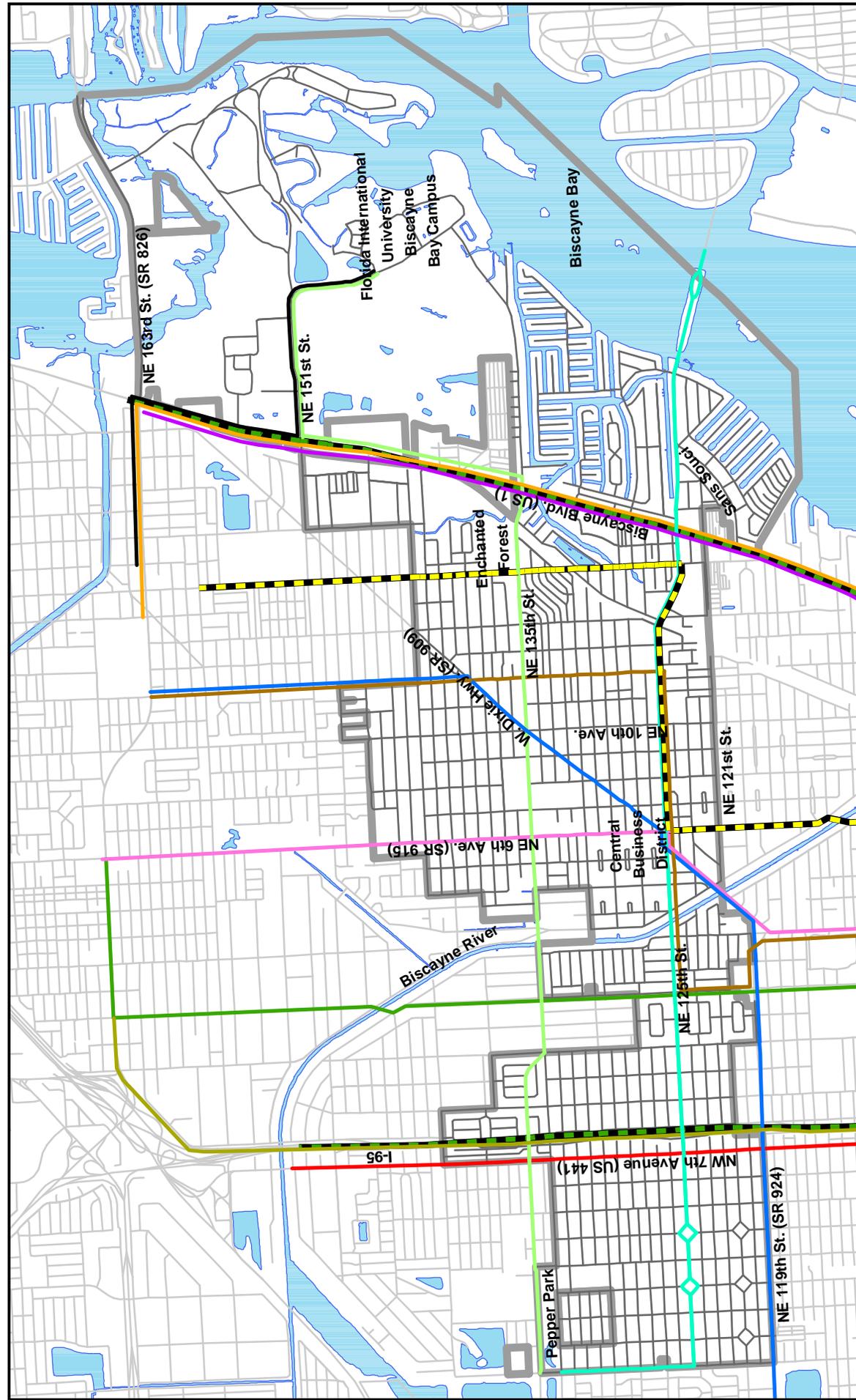
Source: Aerial photography (2000) supplemented by field visit conducted by Kimley-Horn and Associates, Inc. on February 13, 2003. Future Land Use Map (FLUM) was consulted to identify potential trip generators and attractors through 2025.



City of North Miami

Major Trip Generators and Attractors (2025) (MAP 2-16)





Source: Miami-Dade County Transportation Plan for the Year 2025 prepared by the Miami-Dade County MPO (Figure 5).



Legend

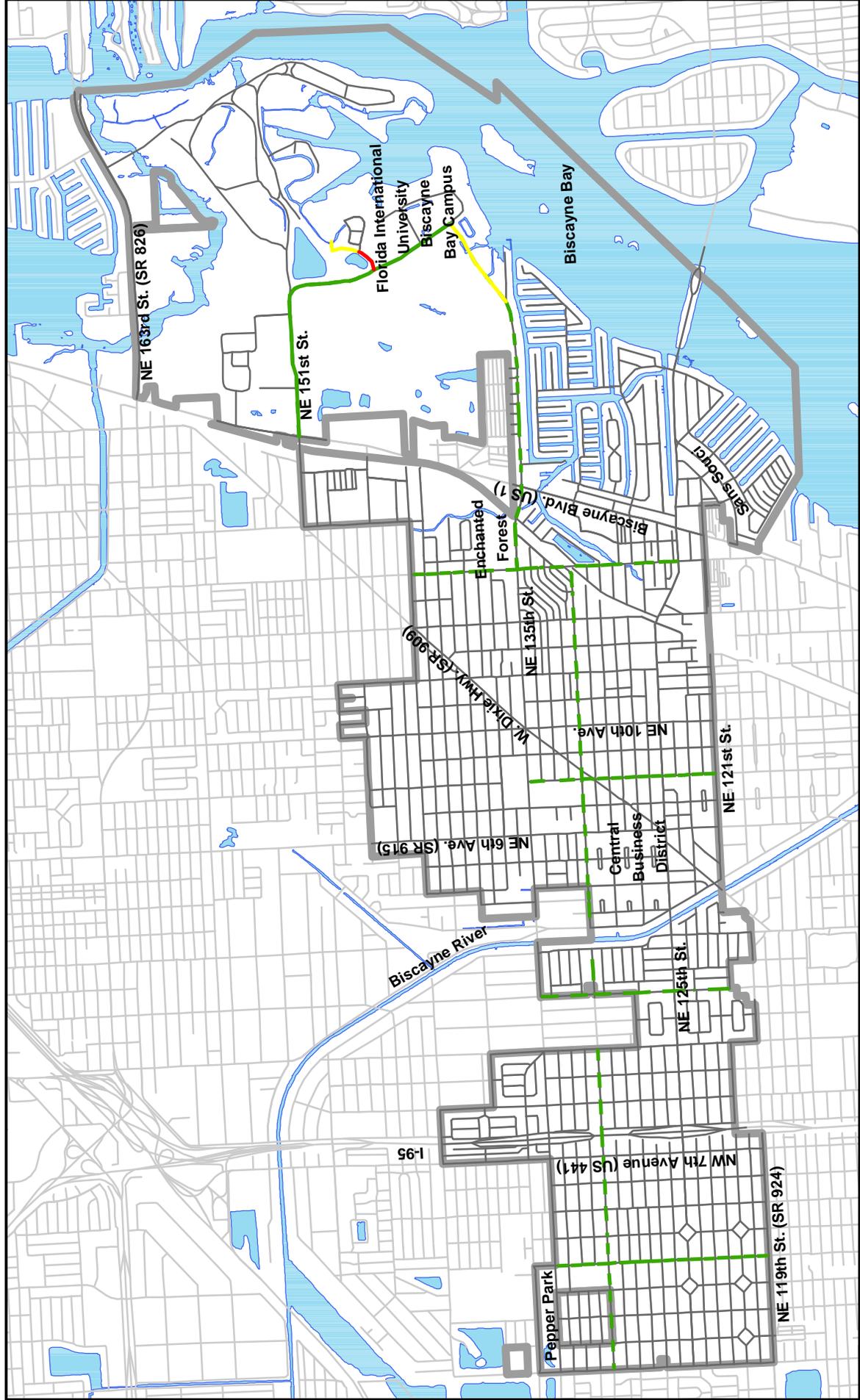
- | | | |
|----------|-------------|--------------------------------|
| Route 2 | Route 16 | Route 83 |
| Route 3 | Route 28 | Route 95x |
| Route 9 | Route 75 | Route G |
| Route 10 | Route 77 | Biscayne Max |
| Water | City Limits | Future Premium Transit Service |

City of North Miami

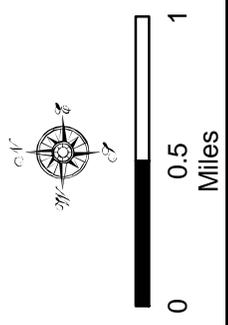
Future Transit Facilities (2025)

(MAP 2-17)





Source: Miami-Dade MPO County Transportation Plan for the Year 2025 prepared for the Miami-Dade County MPO (Figure 6).



Legend

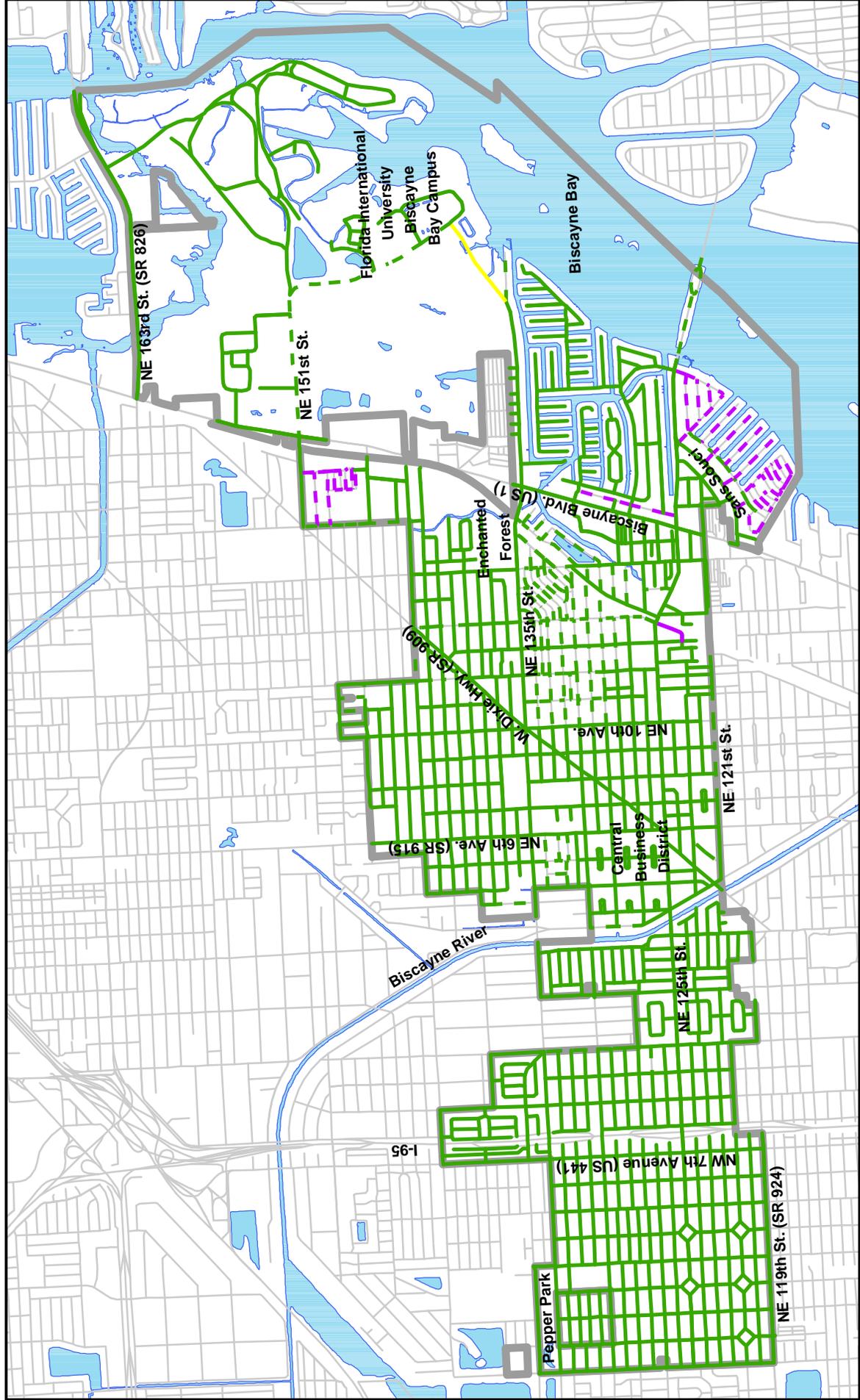
- One Side
- Both Sides
- Off Street
- - - Future Both Sides
- City Limits
- Water

City of North Miami

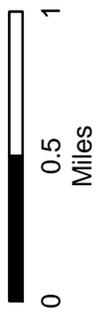
Bicycle Facilities (2025)

(MAP 2-18)





Source: Miami-Dade County Transportation Plan for the Year 2025 prepared for the Miami-Dade County MPO (Figure 6).



Legend

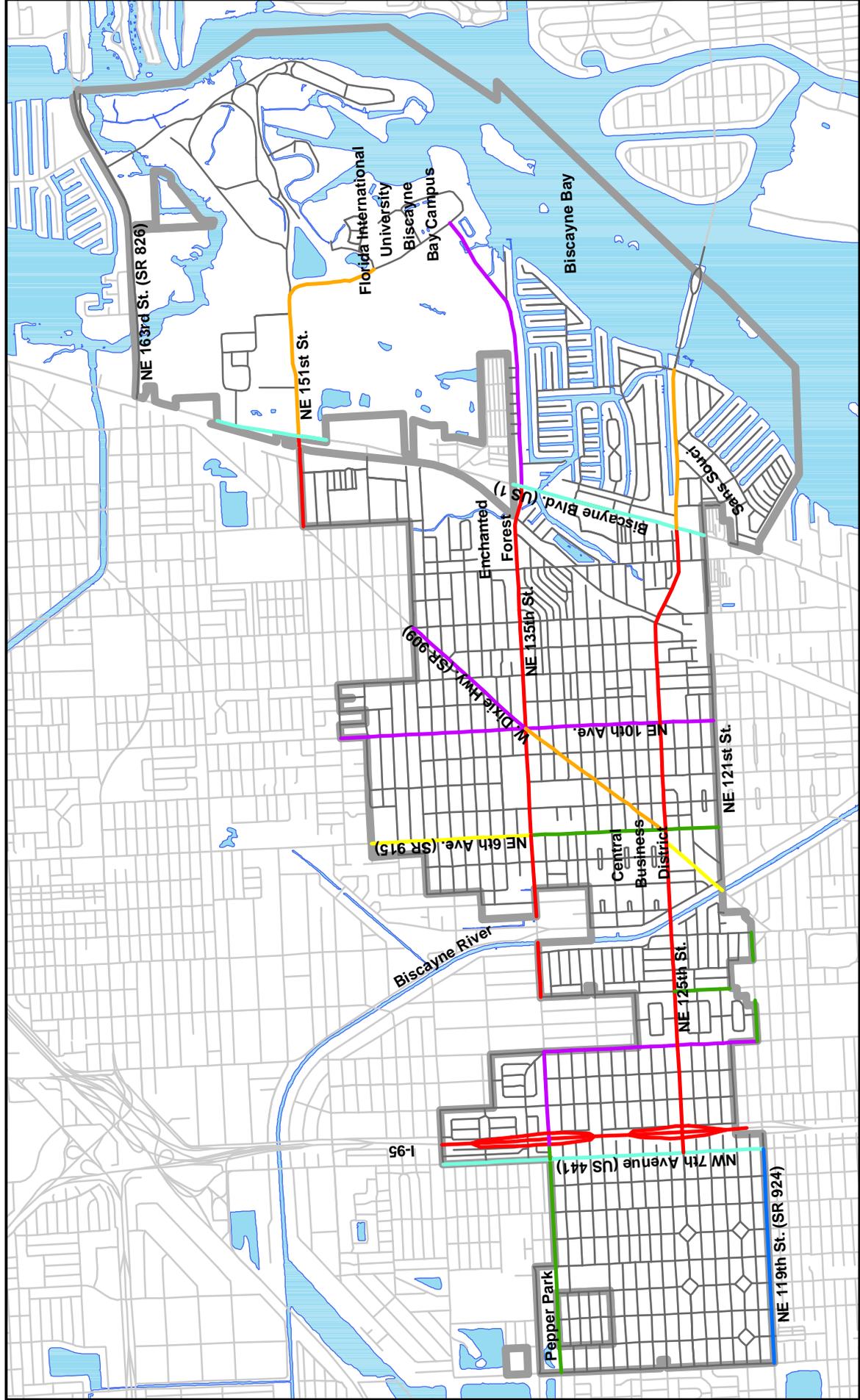
- Sidewalk (1 Side)
- Sidewalk (2 Sides)
- Side Path
- - - Future Sidewalk (1 Side)
- - - Future Sidewalk (2 Sides)
- - - Future Sidewalk (2 Sides)
- Water
- City Limits

City of North Miami

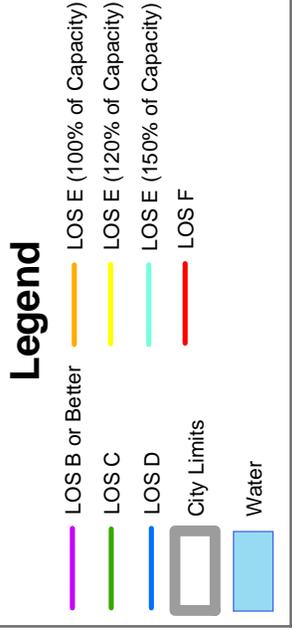
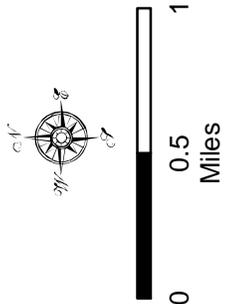
Pedestrian Facilities (2025)

(MAP 2-19)





Source: MUATS model run for the year 2025, including adjustments for proposed Regional Activity Center



City of North Miami

Future Vehicular Levels of Service on Major Thoroughfares (2025)

(MAP 2-20)



Analysis of Future Transportation System

Transportation System Levels of Service and Growth Trends. Most of the land area within the City of North Miami is essentially built out with the exception of the 193-acre Biscayne Landing parcel located in the southeast quadrant of NE 151st Street and Biscayne Boulevard. This parcel is part of a much larger area being proposed by City officials for a Regional Activity Center (RAC) designation under Chapter 380 of the Florida Statutes. The location of the proposed RAC is generally bound by NE 163rd Street to the north, Biscayne Bay to the east, NE 135th Street to the south and Biscayne Boulevard to the west, excluding property not located within the city limits of North Miami. The boundaries also include the area west of Biscayne Boulevard generally bound by NE 151st Street to the north, the FEC rail corridor to the east, NE 140th Street and NE 142nd Street to the south and NE 18th Avenue to the west. The proposed RAC boundaries are illustrated in Figure 1.

The creation of the Regional Activity Center will have a significant impact on the existing levels of service reported for major thoroughfares within the City. Information for the Regional Activity Center, including the Biscayne Landing parcel, was incorporated into the approved Miami Urban Area Transportation Study (MUATS) model for the Year 2025. The MUATS model has been developed for and accepted by the FDOT as a traffic forecasting model for Miami-Dade County and was used to forecast the traffic impacts from additional growth anticipated in the City of North Miami.

Existing and Projected Inter-Modal Deficiencies and Needs. There are currently no dedicated intermodal facilities within the City of North Miami. Nearby facilities include the bus transfer station at the 163rd Street Mall and the Tri-Rail Station at the Golden Glades interchange with Interstate 95. Transit connections to these facilities in North Miami are provided by Metrobus Routes 2, 16, 75 and 77.

Impact of Projected Land Use on Transportation System Levels of Service. The projected land use scenario assumes buildout of the current Future Land Use Map (FLUM) plus the additional development potential created under the designation of the proposed Regional Activity Center. A zoning overlay district and/or other zoning incentives created by the City will greatly increase the amount of development potential within the boundaries of the Regional Activity Center, creating an area that would be earmarked for development or redevelopment of regional significance. Under this initiative, the City will be creating a Special Development and Transit Overlay District to allow commercial and office development within an area currently zoned as industrial (M-1) and setting the maximum residential development density to 40 dwelling units per acre in a Public Use Planned Unit Development (PU-PUD) land use category. This will have a significant impact on the level of service for many of the roadways within city limits.

Traffic Forecasting Methodology. Future traffic volumes for major thoroughfares in North Miami were developed through the Year 2025 using the Miami Urban Area Transportation Study (MUATS) model. Traffic forecasting models are only approximations of actual traffic behavior. As such, they can provide order of magnitude projections rather than accurate traffic volumes. However, it is widely accepted that the strength of these models resides in their capability to illustrate trends. For example, models are better able to forecast future year increases in traffic volumes than predict actual traffic volumes.



Figure 1
City of North Miami
Regional Activity Center
Boundary Map



Various changes were made to the MPO's approved 2025 Minimum Revenue Plan model structure to incorporate anticipated conditions within the Regional Activity Center boundaries. The MUATS model was reviewed to determine the existing traffic analysis zone structure and new traffic analysis zones were created to represent the development areas within the proposed RAC. Socioeconomic data for the traffic analysis zones included for the RAC were modified based on revisions to the zonal structure and proposed RAC land use program.

In this analysis, the trend forecasting capability of the model was used to predict future year volumes. This trend was determined by calculating a factor using the 2000 validation model for the area and Year 2002 traffic volumes available for each roadway segment. The factors were then used to calibrate the 2025 model.

Land Use Alternatives. The only land use alternative studied assumes buildout of the existing land use pattern plus the additional development potential afforded to the City through the designation of a Regional Activity Center adjacent to Biscayne Boulevard. The future development scenario for the 2025 model produced by the MPO, with modifications to incorporate anticipated conditions within the Regional Activity Center, reflects future development potential within North Miami as well as projections for all communities in Miami-Dade County. Land use information reported for the proposed Regional Activity Center was added to the socioeconomic data already in the approved model. The land use program assumed for the RAC is summarized below:

- ◆ 7,000 residential dwelling units
- ◆ 400 hotel rooms
- ◆ 1,043 acre Oleta River State Recreational Area
- ◆ 1,500,000 square feet of industrial development
- ◆ 1,550,000 square feet of office development
- ◆ 550,000 square feet of commercial development
- ◆ School facilities for 1,776 students (K through 8)
- ◆ School facilities for 1,200 students (9 through 12)
- ◆ Florida International University Biscayne Campus (8,199 students)

The output values from the MPO's model for the Year 2025 Minimum Revenue Plan, modified to include development associated with the Regional Activity Center, were assumed applicable to the City of North Miami for estimating future traffic conditions.

Projected Traffic Conditions. The MUATS model run for the Year 2025 Minimum Revenue Plan represents the land use scenario described above. Growth rate trends between the 1999 validation MUATS model run and the 2025 MUATS model run with the development from the RAC were applied to 2002 existing traffic counts to predict traffic volumes for the year 2025. The resulting average daily traffic volumes and associated levels of service are summarized in Table 2-6.

**Table 2-6
Future 2025 Traffic Volumes**

Facility	Segment	Daily Capacity	2025 Volumes (AADT)	LOS
US 1 / SR 5	South of NE 123 rd / NE 125 th St.	51,800 ⁽¹⁾	66,247	E+50
US 1 / SR 5	NE 123 rd / NE 125 th St. to NE 135 th St.	51,800 ⁽¹⁾	76,376	E+50
US 1 / SR 5	NE 135 th St. to NE 151 st St.	51,800 ⁽¹⁾	77,702	E+50
US 1 / SR 5	NE 151 st St. to NE 163 rd St.	51,800 ⁽¹⁾	75,279	E+50
US 1 / SR 5	North of NE 163 rd St.	51,800 ⁽¹⁾	81,002	F
Interstate 95	NW 119 th St. to NW 135 th St.	207,600	253,879	F
Interstate 95	NW 135 th St. to North of NW 151 st St.	163,900	287,796	F
NE 151 st Street	F.I.U. to US-1/SR 5	15,600	14,938 ⁽³⁾	E
NE 151 st Street	US-1/SR 5 to West Dixie Hwy.	31,255	32,156 ⁽³⁾	F
NE 151 st Street	West of West Dixie Hwy.	15,600	20,790 ⁽³⁾	F
NE 135 th Street	NW 17 th Ave. to Interstate 95	29,580	21,374	C
NE 135 th Street	Interstate 95 to NW 2 nd Ave.	29,580	17,765	B
NE 135 th Street	NW 2 nd Ave. to NE 6 th Ave.	32,800	56,092	F
NE 135 th Street	NE 6 th Ave. to NE 10 th Ave.	32,800	50,035	F
NE 135 th Street	NE 10 th Ave. to US-1/SR 5	32,800	38,551	F
NE 135 th Street	US-1/SR 5 to F.I.U.	16,380	10,896 ⁽³⁾	B
NE 125 th /123 rd Street	NW 7 th Ave. to NE 6 th Ave.	34,500 ⁽²⁾	45,945	F
NE 125 th /123 rd Street	NE 6 th Avenue to NE 10 th Ave.	34,500 ⁽²⁾	51,208	F
NE 125 th /123 rd Street	NE 10 th Avenue to US-1/SR 5	34,500 ⁽²⁾	47,774	F
NE 125 th /123 rd Street	US-1/SR 5 to Broad Cswy.	34,500	32,804	E
West Dixie Hwy.	NE 119 th St. to NE 125 th St.	32,800 ⁽²⁾	34,952	E+20
West Dixie Hwy.	NE 125 th St. to NE 135 th St.	32,800 ⁽²⁾	31,752	E
West Dixie Hwy.	NE 135 th St. to NE 151 st St.	32,800	21,002	B
West Dixie Hwy.	NE 151 st St. to NE 163 rd St.	32,800	23,511	C

Notes: (1) This road is allowed to reach 150% of capacity for LOS E due to its location in the urban infill area with extraordinary transit service

(2) This road is allowed to reach 120% of capacity for LOS E due to its location in the urban infill area and the presence of transit service operating with less than 20 minute headways

(3) FDOT traffic counts not available on this road; therefore, FSUTMS model volume used.

Source: MUATS 2025 Model Run with RAC project

Based on the volumes determined using the MUATS 2025 Model, approximately half of the major roadway facilities within the City of North Miami are projected to operate below current level of service standards. Officials in North Miami will have to consider policy decisions and/or target capital improvements to address some of these deficiencies.

Traditionally, congestion problems are addressed with either supply-side or demand-side strategies. Supply-side strategies may include tactics such as building more roads to increase capacity. Demand-side strategies may include tactics such as encouraging more ride-sharing among commuters. Potential strategies that North Miami is already considering to ease traffic congestion are summarized in the following five sections.

Transportation Concurrency Exception Area

Officials are working to establish a Transportation Concurrency Exception Area (TCEA) for the entire City of North Miami, consistent with Rule 9J-5.005(5) of the Florida Administrative Code, as a means to reduce the adverse impact transportation concurrency may have on potential urban infill development and redevelopment within the city. The designation of the City's TCEA is consistent with Southeast Florida's "Eastward Ho!" initiative, which is intended to concentrate future development and redevelopment within the existing urban core. North Miami also lies entirely within Miami-Dade County's designated Urban Infill Area (UIA), and is thus exempt from the County's transportation concurrency requirements.

Under the City's initiative, there would be no traffic concurrency requirements for development applications within the TCEA boundaries. In return, officials would actively pursue transportation strategies aimed at creating a sustainable development pattern within the City supportive of transit and other non-motorized travel modes (i.e. bicycle and pedestrian linkages). The boundaries for the proposed TCEA are illustrated in Figure 2.

Community Transportation Plan

The *Peoples Transportation Plan* was introduced in 2002 and targeted improvements identified within the Plan will be implemented throughout the County with funding from the half-cent sales tax referendum approved by Miami-Dade County voters. Bus service improvements identified in the Plan to be implemented before 2008 include:

- ◆ Adding mid-day, Saturday and Sunday services within 30 days of approval of a dedicated funding source using existing buses
- ◆ Providing 15-minute or better bus service during rush hour, 30-minute service or better during other periods and 24-hour service in certain major corridors
- ◆ Expanding the bus shelter program

The City of North Miami will actively work with members of Miami Dade Transit (MDT) and the Citizens' Independent Transportation Trust to implement public transportation improvements within city limits.

FEC Corridor

The Florida East Coast (FEC) rail corridor west of Biscayne Boulevard has been identified by Miami Dade Transit and the Miami-Dade County MPO as a potential future premium transit corridor linking Downtown Miami with Broward County. In 2003, the local MPO awarded a contract to perform an *Alternatives Analysis/Major Investment Study* for the corridor. The location of the rail corridor and mix of land uses/intensities associated with the Regional Activity Center (RAC) support studying the location south of NE 151st Street for a potential multi-modal transit node. To this end, the City of North Miami is committed to actively work with members of Miami Dade Transit and the MPO to explore the feasibility of linking the mix of transit supportive land uses proposed in the RAC with the possible dedicated transit corridor.

151st Street Transit Connector

A transit connector is proposed within the Regional Activity Center to operate between Florida International University (FIU) and the area of the RAC west of Biscayne Boulevard. The connector would be operated to provide a direct connection between the University and supporting industrial, office, commercial and residential land uses. Streetscape improvements intended to strengthen the connection would also provide for bicycle and pedestrian connections across Biscayne Boulevard.

City Transit Circulator

The City of North Miami completed a transit circulator plan in March 2002 intended to offer all residents within the city a viable mobility alternative. Two routes, Route A and Route B, are proposed to operate separately in the west and east sections of the city with a transfer location proposed along NE 6th Avenue (see Figure 3). A Request for Proposals (RFP) will be released in 2003 to secure an outside firm for operating the service.

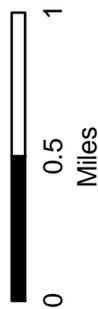
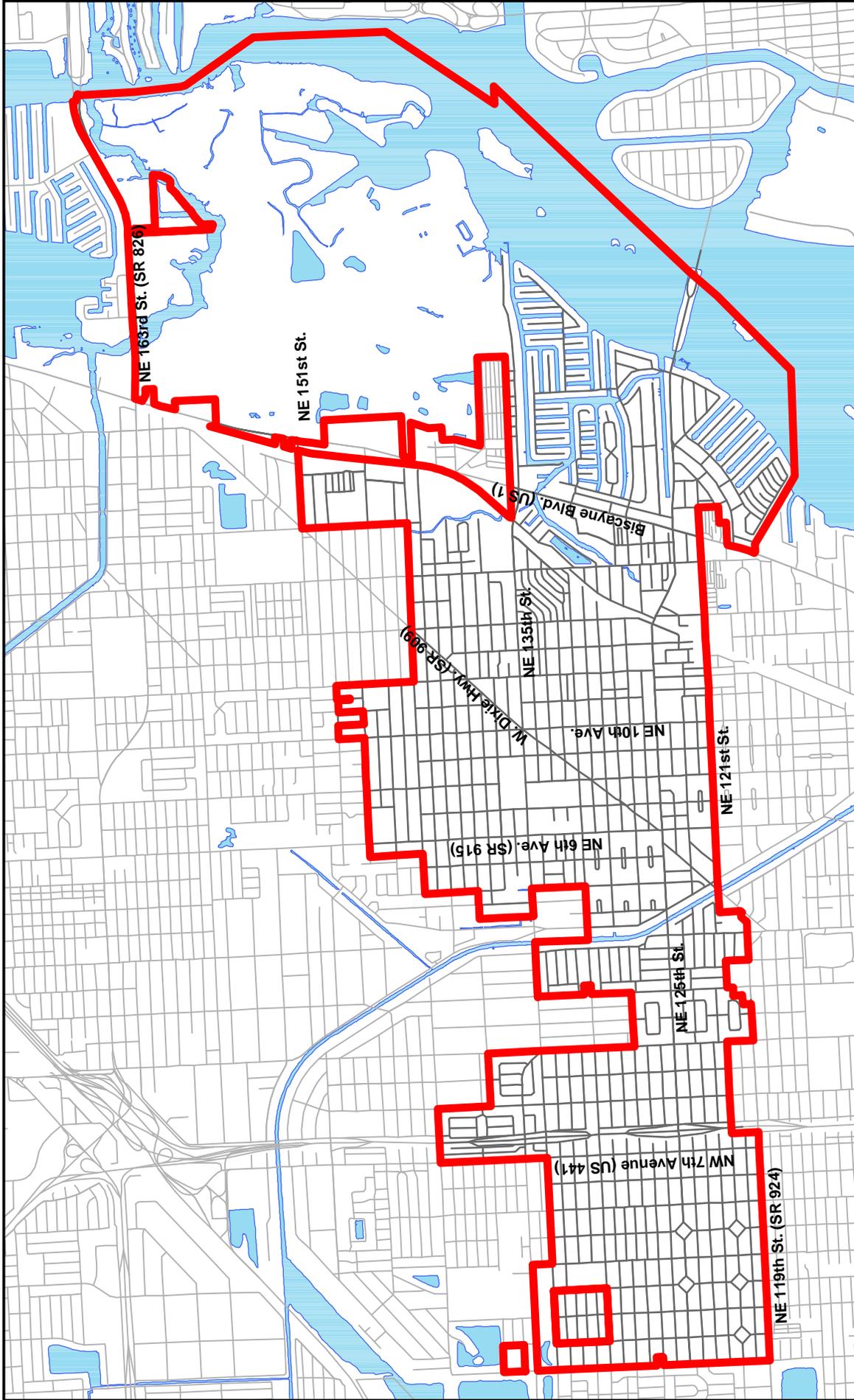
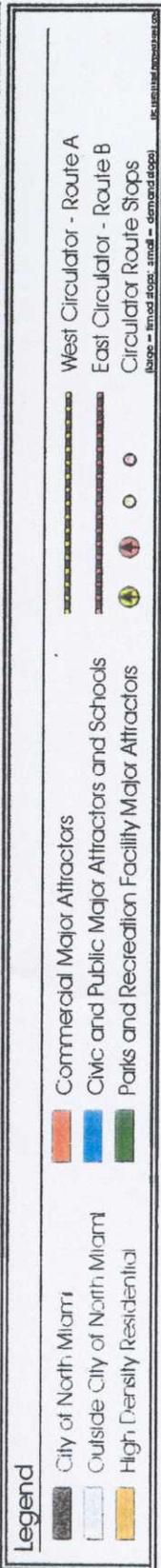
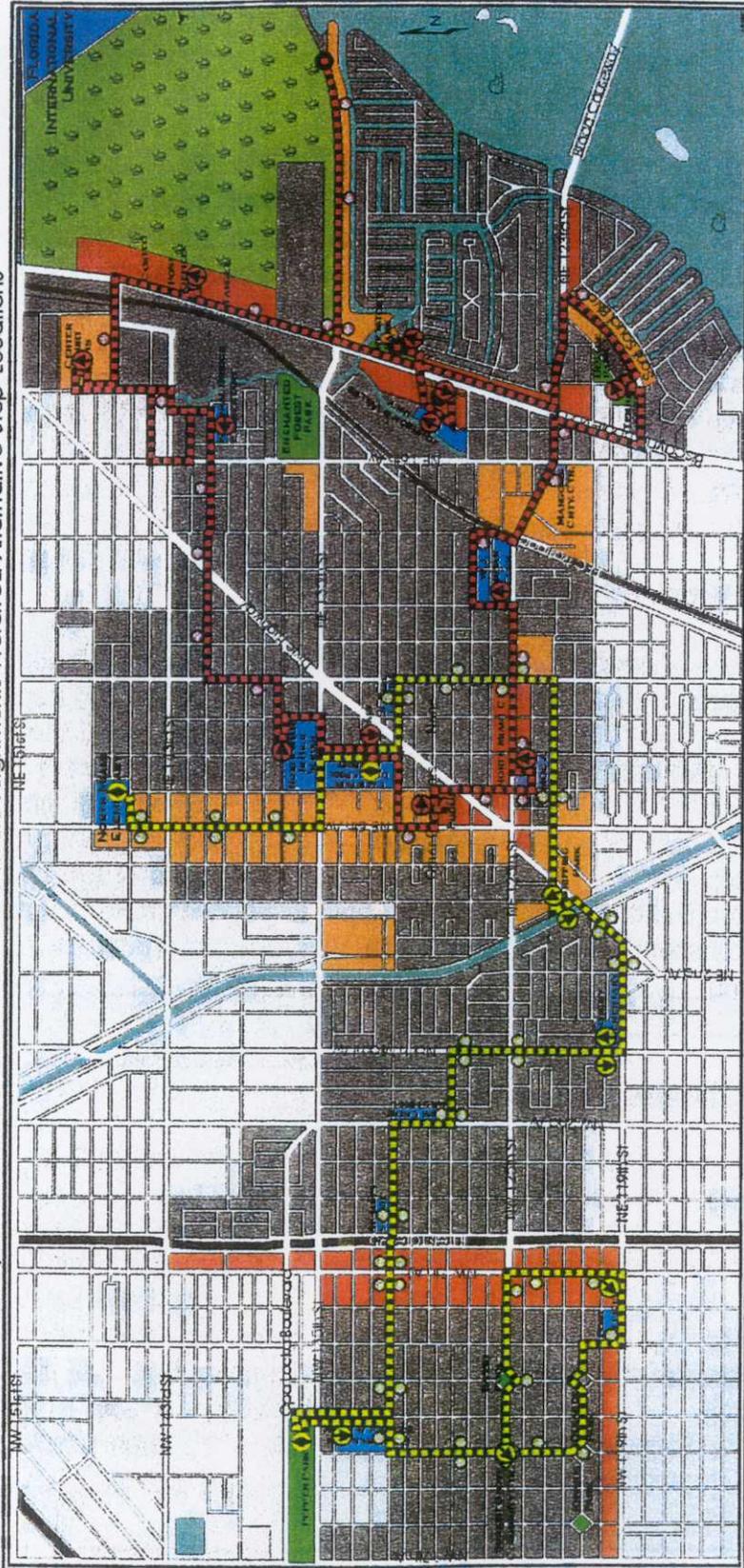


Figure 2
City of North Miami TCEA
Boundary Map



Figure 3
City of North Miami Transit Circulator Route Alignments Preferred Alternative Stop Locations



Impacts of Land Use Alternatives on Mass Transit. Buildout of the projected future land use scenario will have a definite impact on the roadway network. Likewise, increasing congestion levels under the future scenario will also have an impact on transit routes serving North Miami. Increased traffic on local and major roadways will slow bus service and eventually require additional buses on identified routes to maintain programmed frequency of service. Traditionally, compatibility factors that provide for the relative success of transit include land uses oriented to transit, increased densities, mixed-use areas, building orientation towards the street, urban scale and parking.

The mix of land uses proposed in the Regional Activity Center and proximity to quality public transit service will make mass transit an integral component of any development program proposed within the RAC boundaries. The linkage between transit-oriented land uses and mass transit systems already in place, or under development, will provide infrastructure that could help relieve roadway congestion anticipated in the area. Congestion benefits would extend beyond the proposed RAC as fewer people would commute to the general area of the Regional Activity Center from outlying areas by automobile.

Relationship Between Land Use Alternatives and FLUM. The land use scenario described above reflects the land use designations within the current Future Land Use Map. The proposed Regional Activity Center does not propose to change the underlying land use categories within the boundaries of the RAC; instead, it seeks to allow enhanced Development of Regional Impact (DRI) thresholds allowed under Chapter 380 of the Florida Statutes. The boundaries of the RAC will be designated as an exhibit in the Future Land Use Element.

Existing and Projected Integrated Transportation System. The City of North Miami is served by a major thoroughfare system including Interstate 95 and Biscayne Boulevard. In addition, eleven Metrobus routes serve the area connecting residents with intermodal facilities at the 163rd Street Mall and Golden Glades interchange. The excellent pedestrian facilities within the City provide connections between home and potential higher order travel modes, such as transit. Bicycle facilities within the City are currently lacking within the City of North Miami and formal connections between many of the facilities that do exist appear to be missing.

Several commercial and institutional nodes within the City are favorable for promoting pedestrian travel between the mix of land uses built at higher densities, which ultimately may lead to potential for increases in transit ridership. Over the projected planning horizon to the Year 2025, development within North Miami is anticipated to significantly intensify in specifically designated areas, including the downtown area identified along NE 125th Street and West Dixie Highway and the area contained within the proposed Regional Activity Center.

Concurrency Management. North Miami is in an area requiring concurrency management as mandated by the Miami-Dade County Comprehensive Plan. An essential requirement of the State's local government comprehensive planning law has termed the service "concurrency" requirement. Paraphrasing section 163.3202 of the Florida Statutes, each county and municipality must amend its land development code to incorporate specific and detailed provisions which shall provide that public facilities and services meet or exceed the LOS standards established in the Capital Improvements Element and are available when needed for the development, or that the development orders or permits are conditioned on the availability of these public facilities and services necessary to serve the proposed development. The term "development order" is defined in Chapter 163.3164 of the Florida

Statutes to include any zoning action, subdivision approval, certification, permit, or any other official action of local government having the effect of permitting the development of land.

The City of North Miami may issue many different types of development orders. These include zoning district boundary changes, variances, conditional uses, site plan approvals, environmental permits and certificates of use and occupancy. At progressive stages in the development planning and approval process, concurrency determinations should be made with greater certainty.

Transportation Projects Planned by Other Jurisdictions.

Florida Department of Transportation Projects. Three projects within the City of North Miami are included in the FDOT Adopted Transportation Improvement Program. These projects are listed below:

- ◆ Corridor improvements along Interstate 95 between NW 135th Street and NW 159th Street (Item No. 2516692)
- ◆ Corridor improvements along Interstate 95 between NW 125th Street and NW 135th Street (Item No. 2516693)
- ◆ Traffic signal work on NE 135th Street at NE 10th Avenue (Item No. 4127541)

Metropolitan Planning Organization (MPO) Long-Range Transportation Projects. Thirteen projects within the City of North Miami are currently included in the Miami-Dade Transportation Plan for the Year 2025. These projects are listed below:

- ◆ Premium transit improvements along I-95 through North Miami and beyond (*Priority II*)
- ◆ Premium transit improvements along Biscayne Boulevard through North Miami and beyond (*Priority II*)
- ◆ Convert existing HOV lanes to reversible HOV/HOT lanes between Ives Dairy Road and Golden Glades Interchange (*Priority II*)
- ◆ Pedestrian facility on NE 12th Avenue between NE 125th Street and NE 135th Street (*Priority II*)
- ◆ Pedestrian facility on NE 135th Street between Griffing Boulevard and NE 10th Avenue (*Priority III*)
- ◆ Pedestrian facility on NE 6th Avenue between West Dixie Highway and NE 151st Street (*Priority III*)
- ◆ Pedestrian facility on NE 125th Street between Griffing Boulevard and West Dixie Highway (*Priority IV*)
- ◆ Pedestrian facility on NE 125th Street between NE 10th Avenue and NE 12th Avenue (*Priority IV*)
- ◆ Pedestrian facility on Griffing Boulevard between NE 135th Street and North Miami Avenue (*Priority I*)
- ◆ Pedestrian facility on Biscayne Boulevard between NE 135th Street and NE 151st Street (*Priority IV*)
- ◆ Pedestrian facility on Biscayne Boulevard between Sans Souci Boulevard and NE 135th Street (*Priority III*)
- ◆ Pedestrian facility on NE 16th Avenue between West Dixie Highway and NE 151st Street (*Priority II*)
- ◆ Pedestrian facility on NE 123rd Street between Biscayne Boulevard and NE 122nd Street (*Priority I*)

Miami Dade County MPO Transportation Improvement Program (FY '03 to '07). One project within the City of North Miami is included in Miami-Dade County's adopted Transportation Improvement Program. The project is to widen NE 123rd/NE 125th Street to four lanes between West Dixie Highway and NE 6th Avenue. This facility is shown to be under construction in the adopted 2003 TIP.

Adopted Levels of Service Standards for State and County Roads. Policy makers set the level of service standards for specific roadways as a means of maintaining a level of comfort and convenience for the public. The South Florida Regional Planning Council and the FDOT recommend maintaining LOS D as the standard for roadways within the urbanized area of South Florida. However, the Metro-Miami-Dade Service Concurrency Management Program establishes different adopted level of service standards for portions of the County. The section of Miami-Dade County located east of SR 826 (Palmetto Park Expressway) and NW/SW 77th Avenue, excluding the area north of SR 826 and west of Interstate 95, is defined as an Urban Infill Area (UIA). All of North Miami lies within this area. The adopted level of service within the UIA is LOS E (100% of capacity). Where public transit service exists in the UIA operating with headways of 20 minutes or less, roadways located less than one-half mile of the service may operate at 120% of their capacity. Furthermore, on roadways parallel to exceptional transit service (i.e. commuter rail/express bus) the acceptable level of service is 150% of their capacity.

The City of North Miami recognizes the County's program described above for evaluating the traffic impacts to State and County roads that are associated with development petitions inside City limits.

Multi-Agency Review of Development to Ensure Maintenance of Integrated Multi-modal Transportation System, including LOS Standards. The City of North Miami, through its Development Review Committee, will establish and maintain a continuing technical review and coordination mechanism involving the Miami-Dade County MPO, FDOT and adjacent municipalities to further the objectives, policies and programs related to the maintenance of an integrated multi-modal transportation system that is consistent with adopted level of service standards.

Internal Consistency within the Comprehensive Plan. This element was developed in concert with the other elements of the North Miami Comprehensive Plan, particularly the Future Land Use Element. As noted throughout this element, the analysis of the future transportation system for North Miami was based upon the vision of the City as expressed within the Goals, Objectives and Policies of the Comprehensive Plan and reflected on the Future Land Use Map (FLUM).