**CITY OF MIAMI GARDENS**

COMPREHENSIVE DEVELOPMENT MASTER PLAN

# TRANSPORTATION ELEMENT

DATA INVENTORY AND ANALYSIS

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# TABLE OF CONTENTS

## LIST OF TABLES



## LIST OF MAPS

# APPENDICES

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

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

# CHAPTER II - TRANSPORTATION ELEMENT
# DATA, INVENTORY AND ANALYSIS

## A. INTRODUCTION

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

## B. GUIDING PRINCIPLES

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

Safe

Diverse

Potential

Proud

Multimodal

Attractive

Clean

Responsible

Vital

Creative

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

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

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

## C. INVENTORY OF EXISTING TRANSPORTATION SYSTEM

### 1. Existing Facilities and Services

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

a. The Roadway Network

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

**East/West**

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

**North/South**

- NW 37 Ave

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

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

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

b. Roadway Functional Classification

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

c. Parking Facilities

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

d. Rail Roads

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

e. Bicycle and Pedestrian Facilities

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

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

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

f. Airports / Seaports

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

## 2. Transit and Additional Transportation Data

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

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

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

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

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

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

## D. TRANSPORTATION SYSTEM ANALYSIS

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

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

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

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

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

### 1. Socio-Economic Trends

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

### 2. Land Use

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

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

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

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

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

**Map Tran II – 20**: Major Transportation/Transit Corridors Map provides another graphical depiction of the aforementioned corridors with committed developments and anticipated businesses.

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

### 3. Level of Service

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

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

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

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

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

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

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

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

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

a. Existing Level of Service Conditions

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

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

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

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

b. Projected Levels of Service

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

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

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

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

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

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

### 4. Physical Capacity

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

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

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

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

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

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

### 5. Alternative Modes

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

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

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

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

## E. TRANSPORTATION MANAGEMENT

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

### 1. Access Management

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

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

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

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

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

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

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

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

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

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

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

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

### 2. Transportation Demand Management

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

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

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

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

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

Transportation Demand Management can be grouped into three general categories:

Alternative Transportation Modes

Alternative Work Schedules and Sites

Incentives and Disincentives

a. Alternative Transportation Modes

**(1) Carpooling**

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

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

**(2) Ridesharing**

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

**(3) Ride matching**

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

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

**(4) Walking and Bicycling**

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

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

**(5) High Occupancy Vehicles (HOV) Lanes**

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

**(6) Land Use Techniques**

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

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

b. Alternative Work Schedules

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

**(1) Compressed Work Week**

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

**(2) Flextime**

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

**(3) Telecommuting**

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

**(4) Staggered Work Hours**

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

c. Incentives and Disincentives

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

**(1) Parking Management**

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

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

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

**(2) Transportation Allowances and Other Financial Incentives**

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

(a) Employer-based incentives include the following:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

### 3. South Florida Commuter Services

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

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

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

a. Work Plan Needs Assessments & Program Development

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

b. Carpooling Programs

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

c. Vanpooling Programs

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

d. Emergency Ride Home (ERH)

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

e. Employer Tax Benefits Assistance

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

## F. TRANSPORTATION CONCURRENCY MANAGEMENT AREAS

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

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

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

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

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

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

- Demonstrate that the TCMA is compatible with other elements of the Plan
- Justify size and boundaries of the TCMA
- Demonstrate that the TCMA contains an integrated and connected network of roads
- Demonstrate the basis for establishing area wide LOS
- Demonstrate the basis for the establishment of the area wide LOS standards and determine the existing and projected transportation service and facility requirements to maintain the LOS
- Demonstrate that such programs will support infill development
- Demonstrate that planned roadway improvements and alternative transportation improvements and programs will accomplish mobility within the TCMA

### 1. Demonstrate Compatibility with the Comprehensive Plan

A major goal of this criterion is to ensure that the area wide level of service standards are established as policies in Miami Gardens Comprehensive Plan, and that the concept is supported by the existing goals, objectives and policies. The TCMA concept in Miami Gardens directly supports of many of the City's Comprehensive Plan goals and

objectives. In a broad sense, the City's Commerce designation aligns directly with the City's three main transportation corridors.

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

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

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

### 2. Justification of Boundaries

As the purpose of Transportation Concurrency Management Area is to promote infill development and redevelopment, there must be compact geographic areas with an existing network of roads where multiple, viable alternative travel paths or modes are available for common trips. Four TCMAs have been developed, and each represents areas that are similar, in terms of the development that may occur in each, and the

potential common origins and destinations that travelers would utilize in traversing the area. The areas are described below and graphically shown on **Map TRAN II – 14: TCMA Area Map.**

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

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

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

occupancy vehicles along these corridors would facilitate higher intensity, mixed land use and redevelopment opportunities being pursued by the City of Miami Gardens.

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

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

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

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

**Table TRAN II – 6** also depicts extrapolated capacities for the City's Short and Long Range Planning Timeframes, 2011 and 2016, respectively.

Review of **Table TRAN II - 6** clearly indicates that if current LOS standards were to remain, little development or re-development could take place in Area # 2 with a significant capacity deficit in Area # 3 by the year 2015. On the other hand, establishing the TCMAs at LOS E, as being proposed, will allow additional development or re-development to take place through the Long Range Planning Timeframe of 2016. It should be noted that under the LOS E scenario, both Areas # 2 and # 3 would eventually have a deficit by the year 2030, but nowhere near the magnitude of deficits if current LOS standards were utilized. Both Areas # 2 and # 3 are where the City desires to concentrate high density development and re-development which will be supported by rail transit, express bus services and headway and coverage improvements to regular bus routes. In addition to reflecting these improvements in the City's TMP and the MPO's LRTP, the Miami Dade County 2006 Transit Development Program (TDP) for 2007 through 2011 provides an extensive list of proposed transit improvements that will

positively effect the City of Miami Gardens. A summary of those improvements is provided under the heading "Alternative Modes previously noted in this document. Also, Appendix 1 includes an excerpt of the Transit Development Program Service Improvements in Miami Gardens Through 2007 derived from Miami-Dade Transit as funded by the People's Transportation Plan.

### 4. Integrated and Connected Network of Roads

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

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

### 5. Major TCMA Roadways

TCMA – 1: Northwest

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

TCMA – 2: North NW 27th Avenue

- NW 215 St

- NW 207 St
- NW 199 St
- NW 191 St
- SR 860 / Miami Gardens Dr
- NW 175 St
- NW 37 Ave
- NW 32 Ave
- NW 27 Ave
- NW 22 Ave
- NW 17th Ave

TCMA – 3: State Road 7/US 441

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

TCMA – 4: South Palmetto

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

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

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

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

a. Existing and Future Conditions

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

b. Area-wide Level of Service

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

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

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

As the data and analysis contained in the Future Land Use Element demonstrates, Miami Gardens is nearly built out. Almost all significant lands that are vacant at this time are committed to specific development projects. Map Tran II-20: Major Public Transit Trip Generators and Attractors provides a graphic depiction of such committed development projects within the context of major transportation corridor development. Very little uncommitted vacant land is available and most of it is found on scattered sites. The committed vacant lands are rapidly being

completed per existing development plans. These include 2 WalMarts, a Home Depot, several commercial projects plus approximately 2,500 housing units. The majority of those projects have been in the planning stage prior to the City's incorporation. Most new development activity seen in Miami Gardens is redevelopment and infill. For example, the City's Town Center Master Plan at the NW 27th Avenue/NW 183rd Street intersection anticipates redevelopment of an already developed strip commercial area. While redevelopment or infill development is a natural part of the evolution of a city, in south Florida, there is a general misconception that the land supply is limitless, and must meet the demands of the exploding population. Additionally the unintended consequences of the transportation concurrency, is maintaining mobility for automobiles, which has in turn restrained the ability for communities to reach goals for more compact developments, hence the creation of the TCMA concept.

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

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

Because each of the four TCMA's has a positive capacity through the Long Range Planning Timeframe of 2016, no roadway improvements other than those currently included in the MPO's Long Range Transportation Plan (LRTP) and the City's Transportation Master Plan (TMP) (as incorporated into this plan element) will take place, unless subjected to further analyses and evaluations. The majority of transportation improvements in the City's adopted TMP promote alternative modes of transportation, thus supporting the concept behind a TCMA. Examples of these projects are: Metrorail extension, an internal-to-the-City transit circulator, FDOT SR 7 Rapid Bus project, TMP's recommended improvements to bus route frequencies and area coverage, and the several potential Transportation System Management (TSM) and Travel Demand Management (TDM) recommendations made as part of both the city's TMP and the MPO's LRTP. There are no significant road projects, such as additional laneage or new roadways, contemplated or proposed in the City's TMP. In fact, all improvements, including transit, are the responsibility of agencies other than the City. In addition to **Table TRAN II-1**: Transit Data, additional proposed 2007 transit improvements are included in Appendix 1 based on the Miami Dade

Transit Development Program Service Improvements from Miami-Dade Transit and People's Transportation Plan.

### 7. Monitoring Measures

In addition to the **Table Tran II – 7**: Transportation Level of Service which expresses the transportation level of service in tabular format for both FIHS and non-FIHS facilities within TCMA's, **Map Tran II – 21**: Peak Hour Level of Service - 2016 depicts the areawide TCMA Level of Service standard in a graphical format. Monitoring the transportation network in the TCMA will be accomplished at the time of platting or site plan review/approval. An automated monitoring tool will measure transportation concurrency in the long term, tracking development traffic and available capacities. This will be performed by an automated concurrency management system, (CMS), which will track capacities and development. Such a system predicts the cumulative demands that will be created by proposed development on public services for which Level of Service Standards have been established. The proposed CMS will be a Windows-based application that will utilize the City's Eden software permitting application and the City's current ArcView software.

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

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

## G. FUTURE TRANSPORTATION SYSTEM

### 1. Existing, Planned and Programmed Improvements

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

Miami Gardens current roadways are generally arranged in a grid system which is nearly built out; therefore, alternative modes of providing more efficient mobility options need to be identified, which in turn, assists in encouraging redevelopment that is supportive of various modes of transportation, including transit, bicycling and walking. There is still a need to identify physical roadway improvements, which given the limited opportunities that exists for major capacity improvement projects, would need to be concentrated in making the system operate more efficiently such as traffic operations, signalization and transportation system management improvements as well as identifying travel demand management related projects and measures to reduce single occupant vehicles on the roadways.

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

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

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

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

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

Florida's Turnpike is being resurfaced from the extension of SR 826 to the Southbound off ramp. This project is being funded with approximately $366,000 through the State

Primary Funds and being implemented by FDOT. It is currently in the Construction Incentive phase and is due to be completed by 2008.

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

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

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

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

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

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

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

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

These include:

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

## 2. Proposed Improvement Projects

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

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

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

**Table TRAN II - 1: Transit Data**

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

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

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

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

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

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

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

**Source: Miami Gardens Transportation Master Plan**

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

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

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

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

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

Source: City of Miami Gardens Transportation Master Plan

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

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

Source: TRB Year 2000 Highway Capacity Manual

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

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

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

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

Source: City of Miami Gardens Transportation Master Plan

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

| Table TRAN II – 6: Available Capacity for Two-Way Volumes in Transportation Concurrency Management Areas – Revised October 5, 2006 | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| MIAMI GARDENS TCMAs | | | | | | | | |
| Available Capacity (Two-Way Hourly Volumes) | | | | | | | | |
| **Current LOS Standards** | | | | **LOS E*** | | | | |
| | | | | | **Short Range Timeframe** | | **Long Range Timeframe** | |
| **Area/Year** | **2004** | **2015** | **2030** | **2004** | **2011** | **2015** | **2016** | **2030** |
| A1 | 1,829 | 985 | 152 | 2,187 | 1,650 | 1,343 | 1,287 | 509 |
| A2 | 924 | 26 | -1,486 | 2,315 | 1,744 | 1,417 | 1,316 | -95 |
| A3 | 400 | -1,077 | -3,293 | 1,847 | 907 | 370 | 222 | -1,846 |
| A4 | 2,145 | 1,497 | 664 | 2,145 | 1,733 | 1,497 | 1,441 | 664 |
| Total | 5,298 | 1,431 | -3,963 | 8,493 | 6,032 | 4,626 | 4,266 | -768 |
| * Short- and Long-Range Timeframes are extrapolated. | | | | | | | | |

**Table TRAN II – 7: Transportation Level of Service**

| TRANSPORTATION LEVEL OF SERVICE TABLE | | | |
|---|---|---|---|
| | Location | | |
| Facility Type | Inside Miami Gardens | Roadways Parallel to Exclusive Transit Facilities | Inside Transportation Concurrency Management Areas |
| FIHS/SIS - Limited Access Highway | LOS D [E] | **LOS E** | LOS D [E] |
| FIHS/SIS - Controlled Access Highway | LOS D | LOS E | LOS E |
| Non - FIHS/SIS Facilities | - | - | Areawide LOS E* |

Notes: FIHS = Florida Intrastate Highway System. SIS = Strategic Intermodal System

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

* The overall average LOS within each TCMA shall remain at E or better.

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

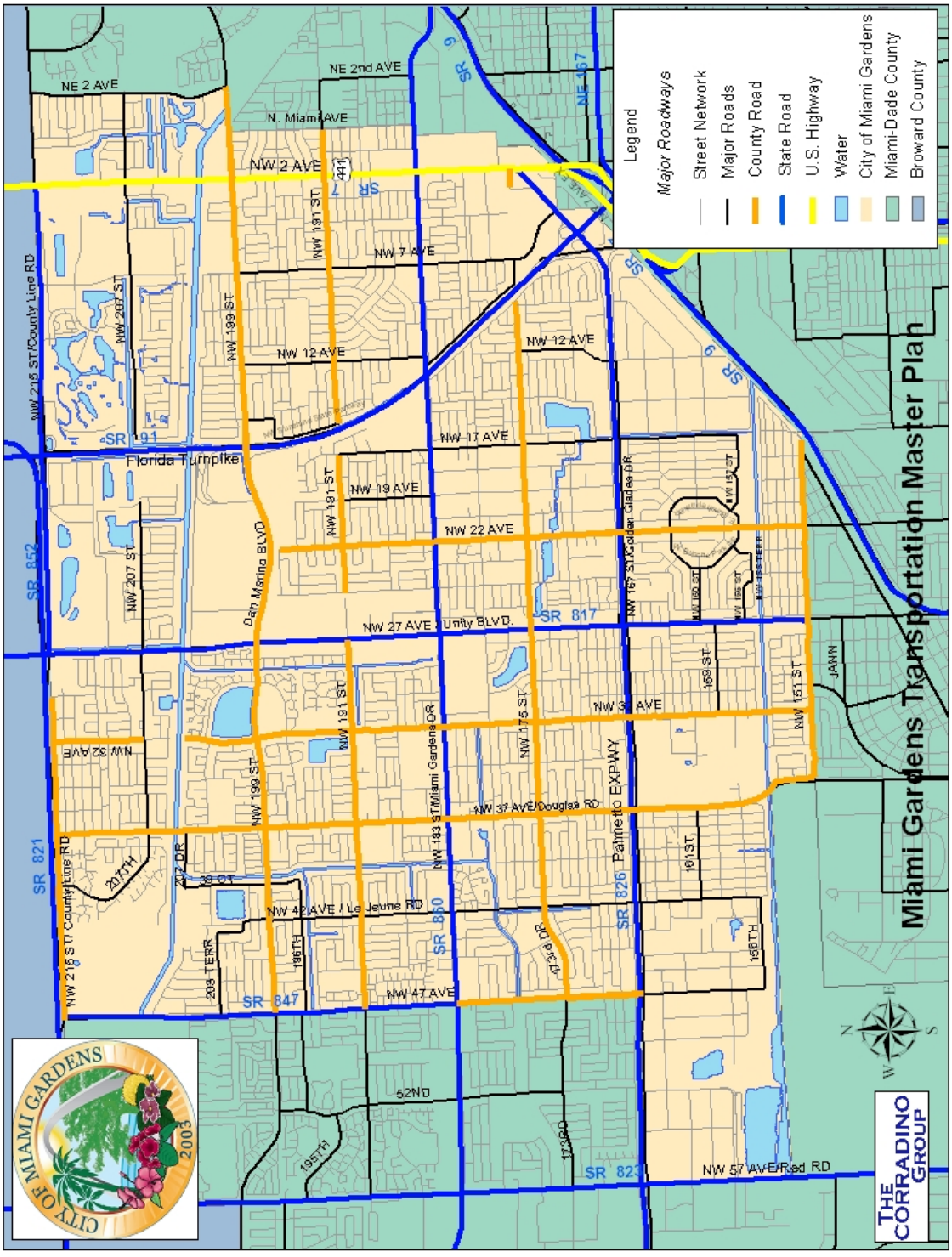
| | PROJECT | CATEGORY | SUB-CATEGORY |
|---|---|---|---|
| 01 | North Corridor Project Support | Alternative Modes | Transit |
| 02 | Participate in State & Regional Projects | Transportation Management | Transportation Planning |
| 03 | Greenways along Canal | Transportation Management | Transportation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

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

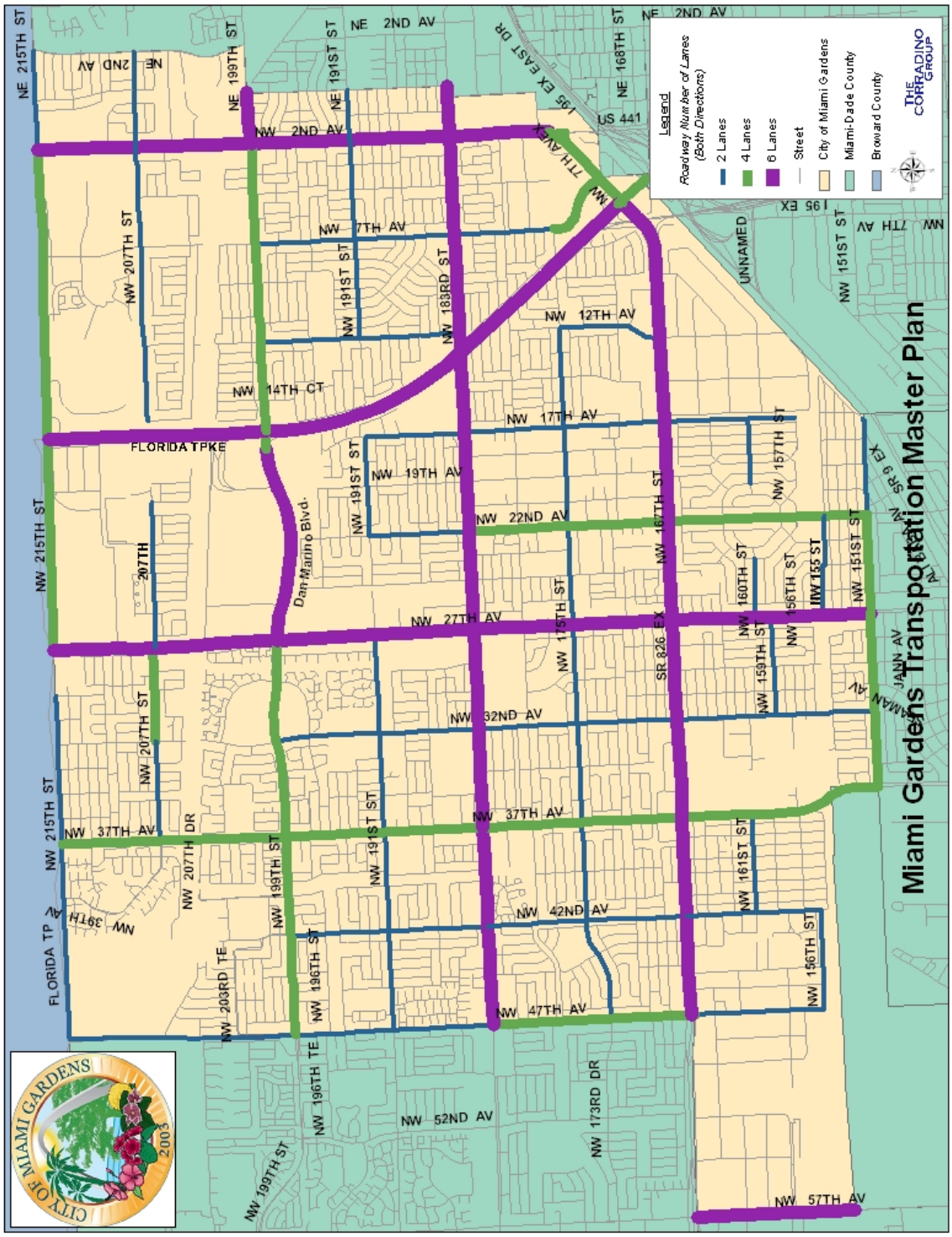
Source: City of Miami Gardens Transportation Master Plan

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

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

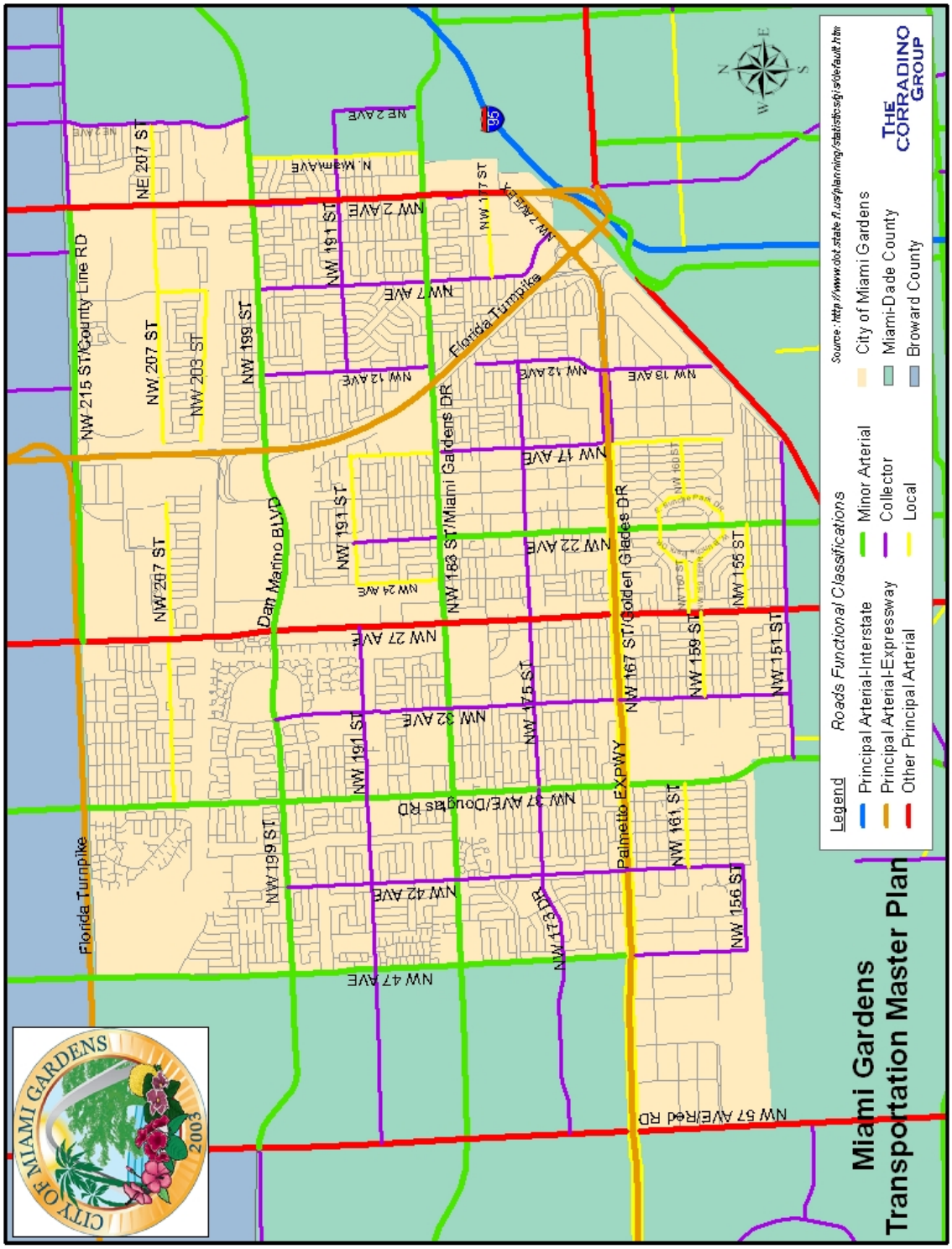


**Map TRAN II - 2: Existing Number of Lanes**

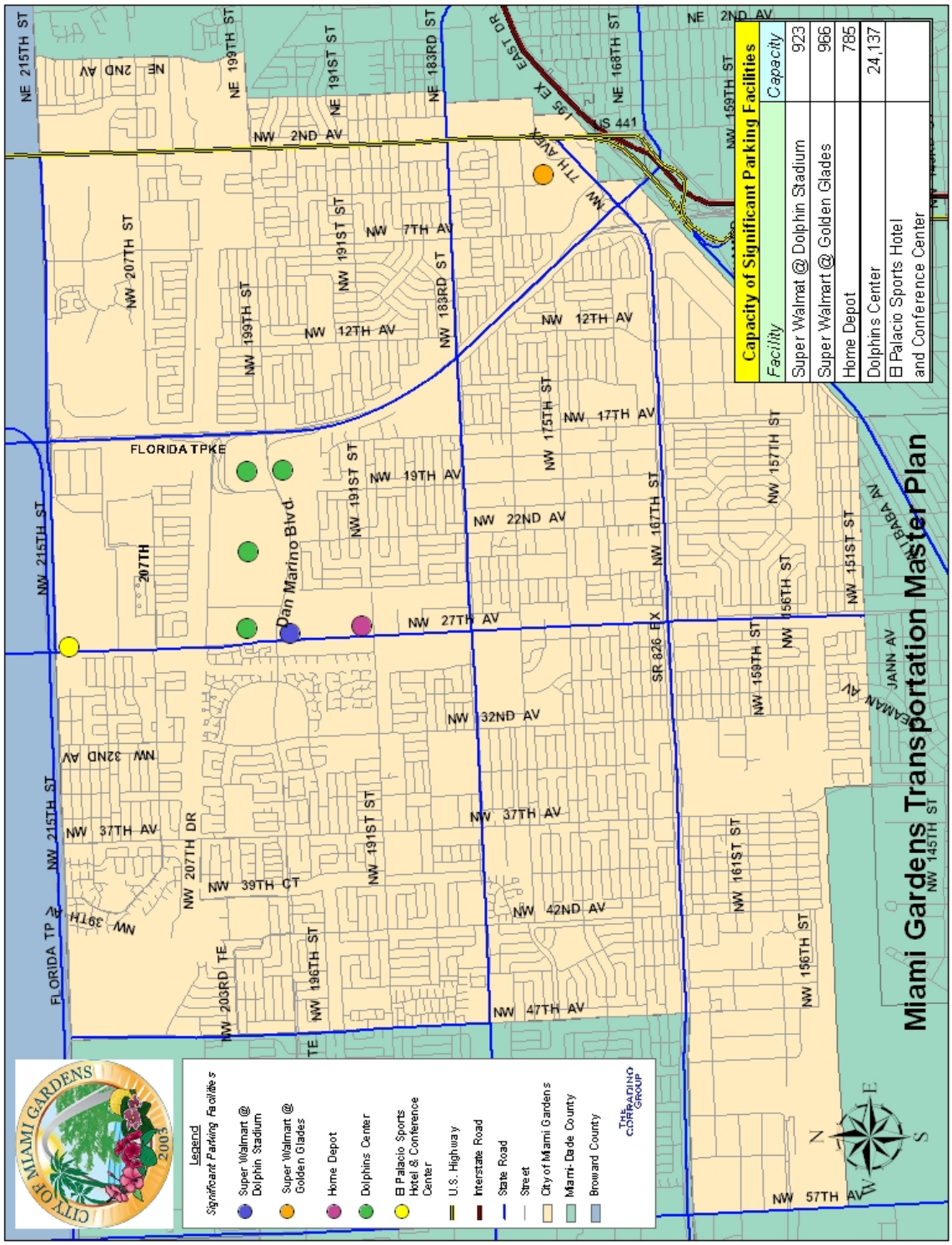


## Map TRAN II - 3: Roadway Functional Classification

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



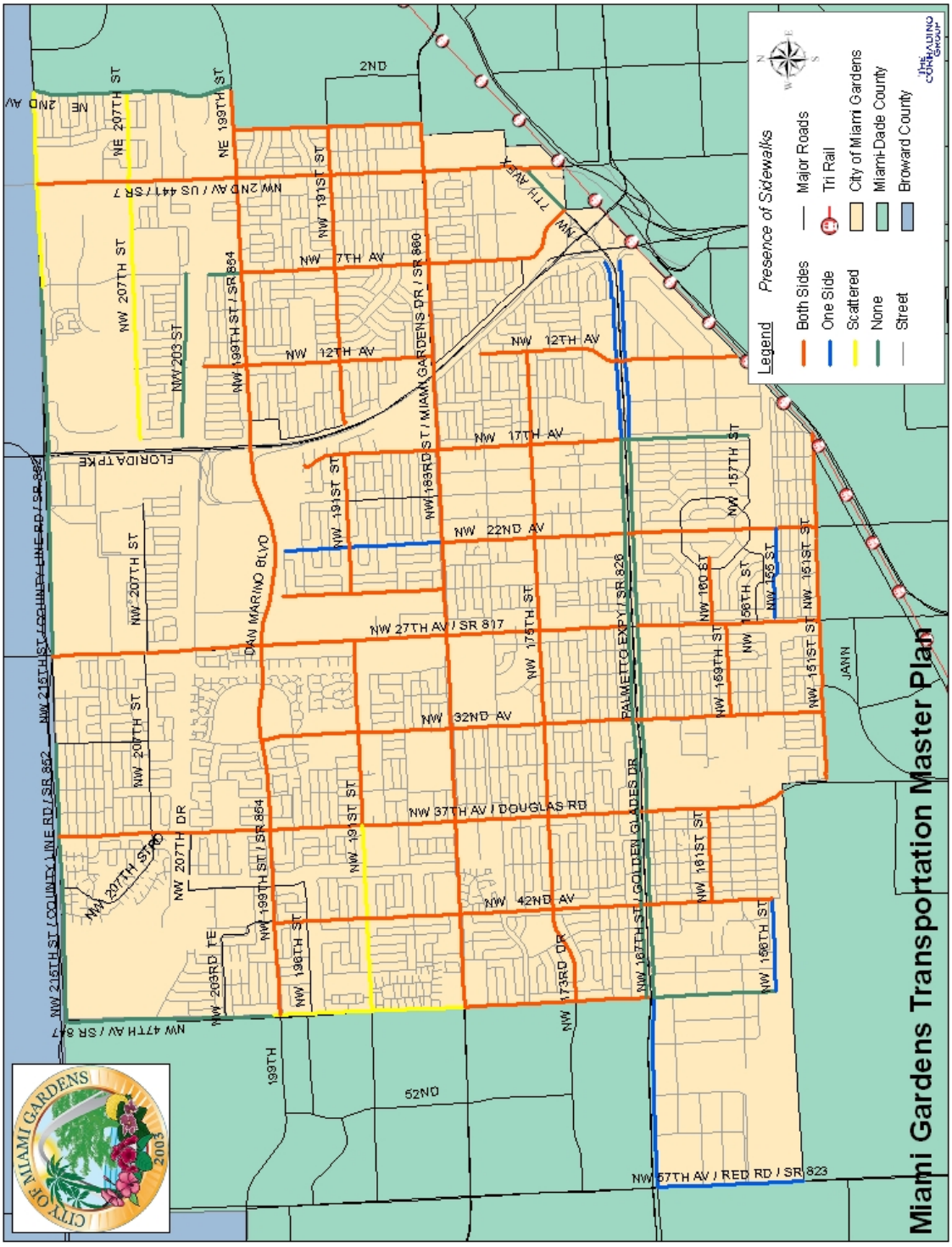
## Map TRAN II - 4: Parking Facilities



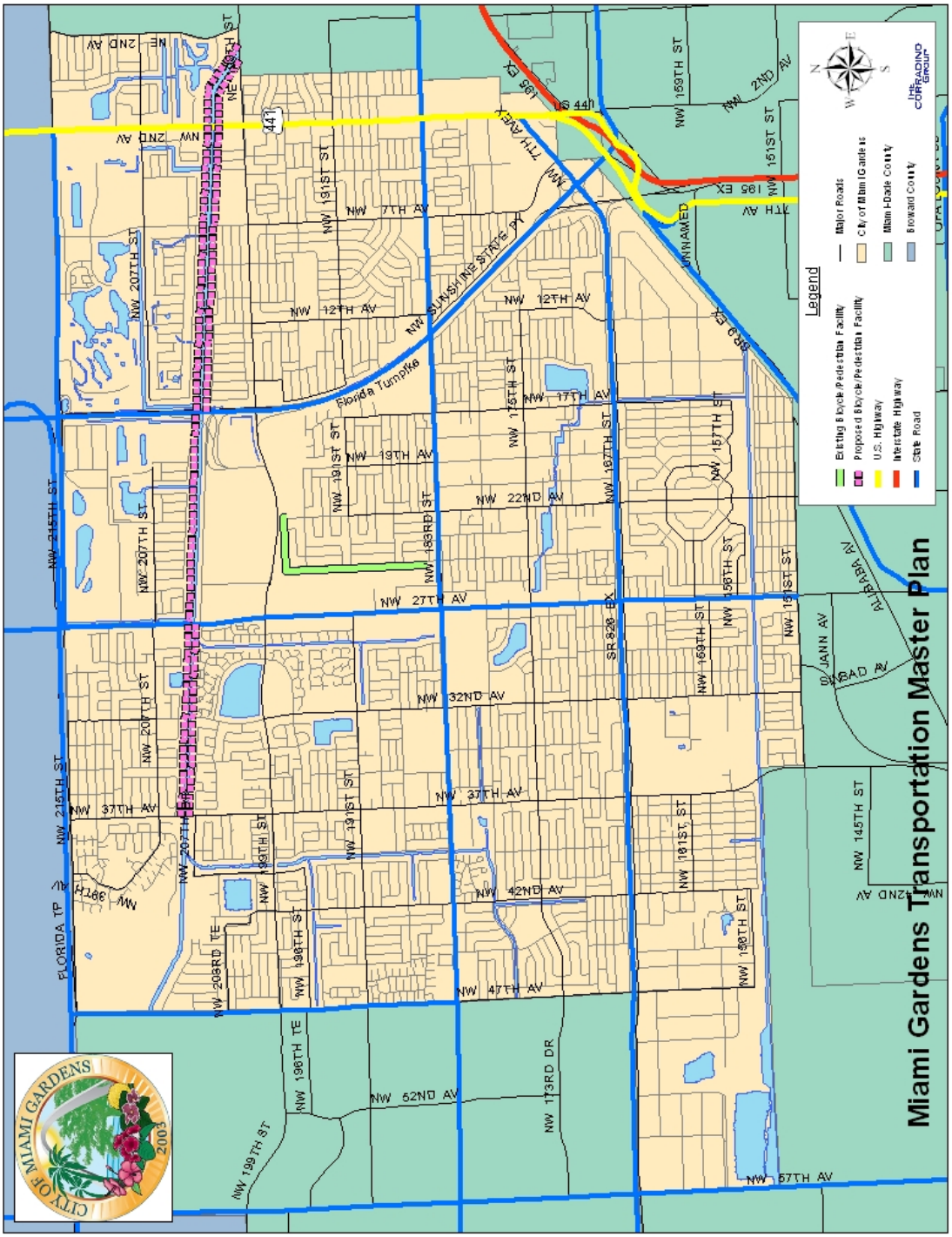
## Map TRAN II - 5: Railroads

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

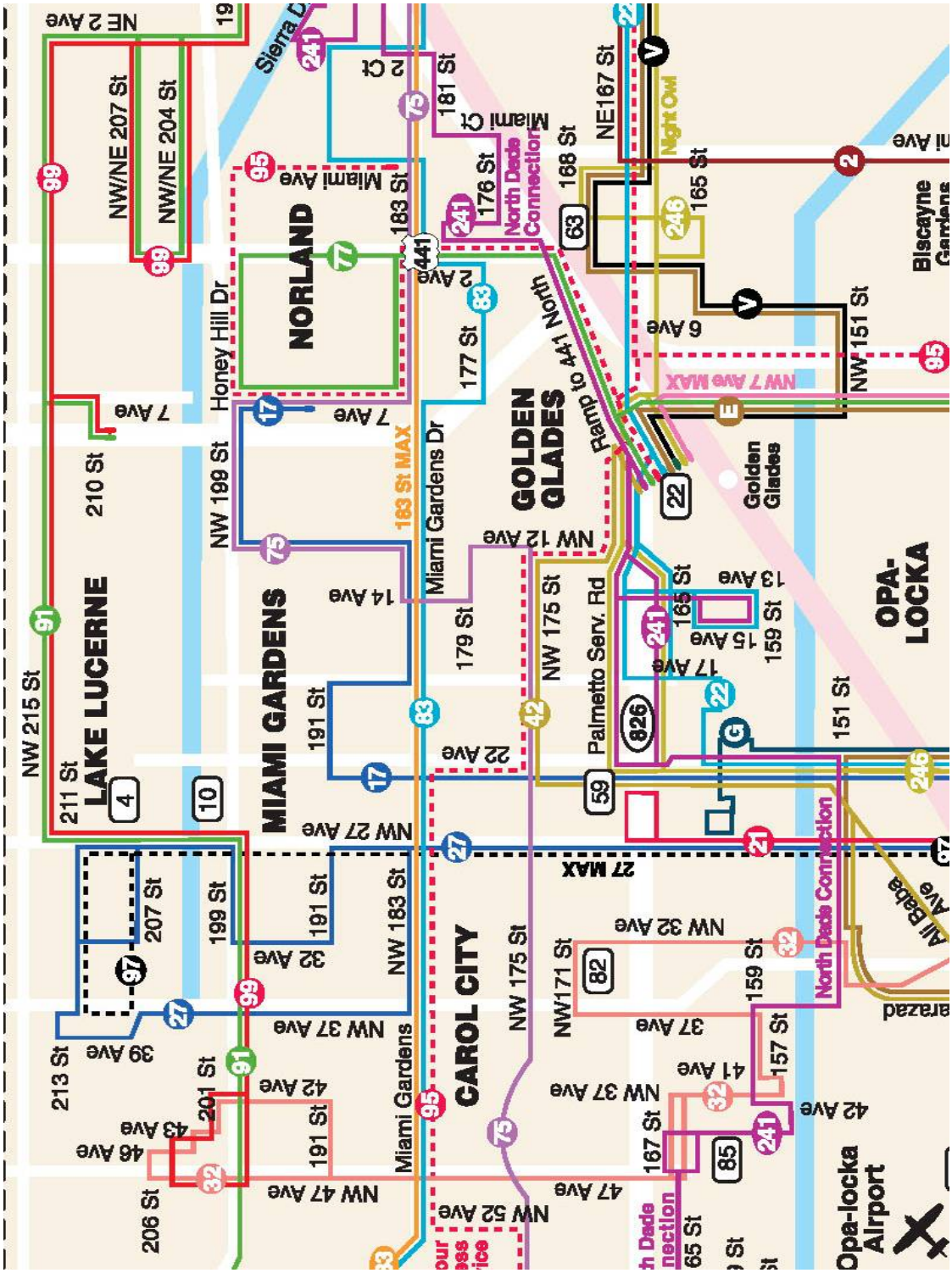
**Map TRAN II - 6: Presence of Sidewalks**



**Map TRAN II - 7: Existing and Currently Planned Bicycle Facilities**

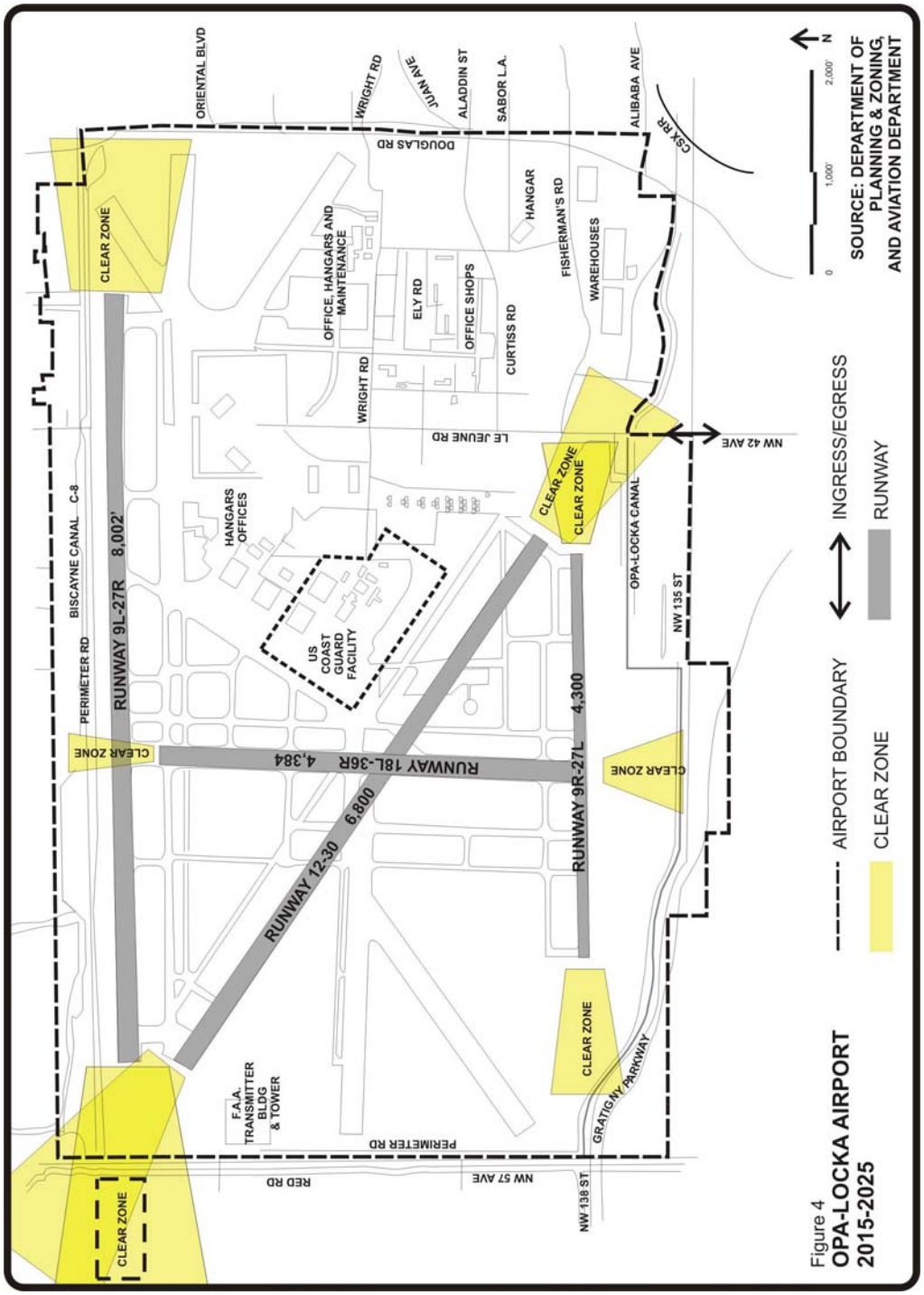


**Map TRAN II - 8: Existing Miami Dade County Transit Routes**

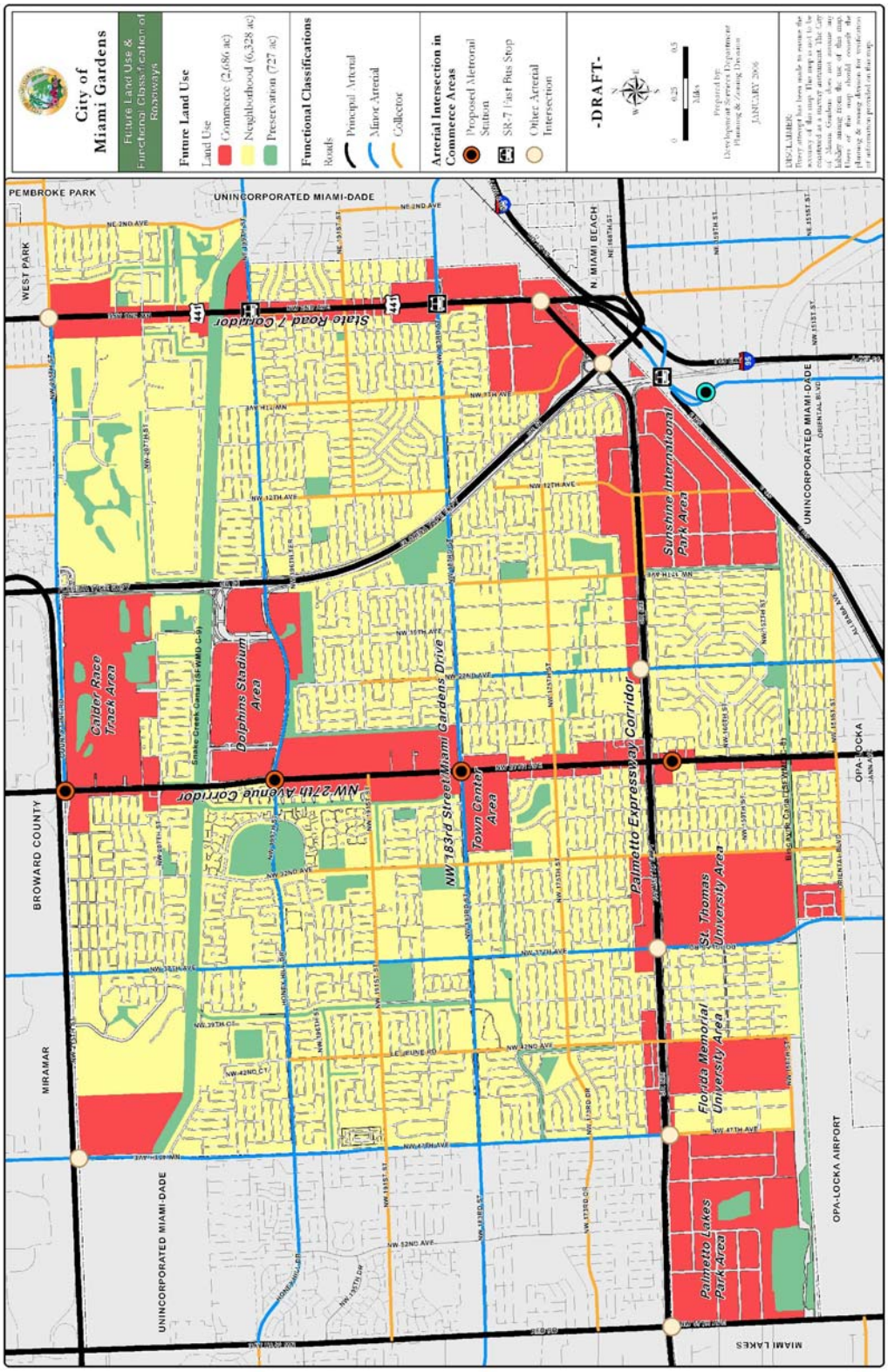


**Map TRAN II - 9: Opa Locka Airport Clear Zone Map**

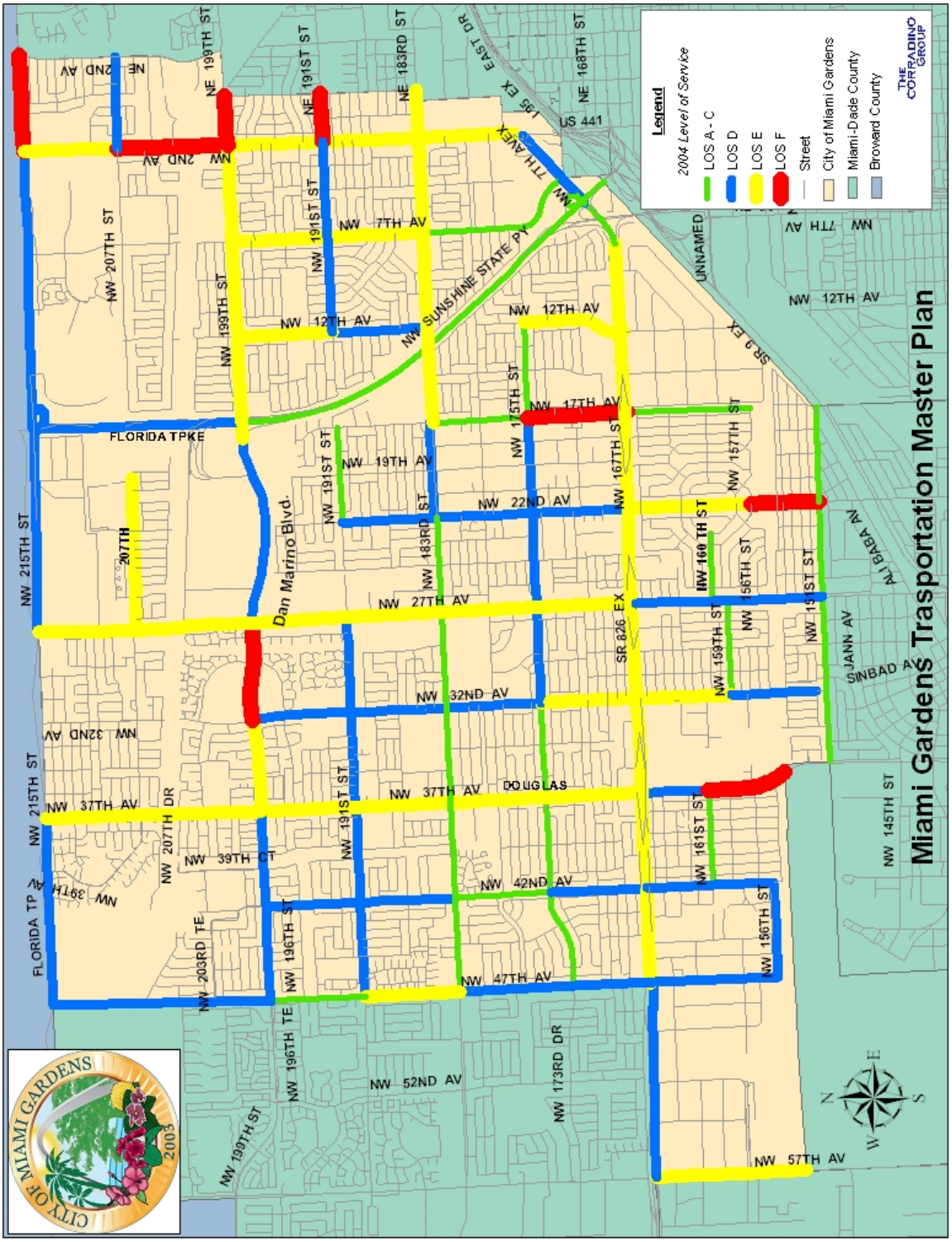
Note: The City of Miami Gardens city limits are generally north of Biscayne Canal on the north side of the map.



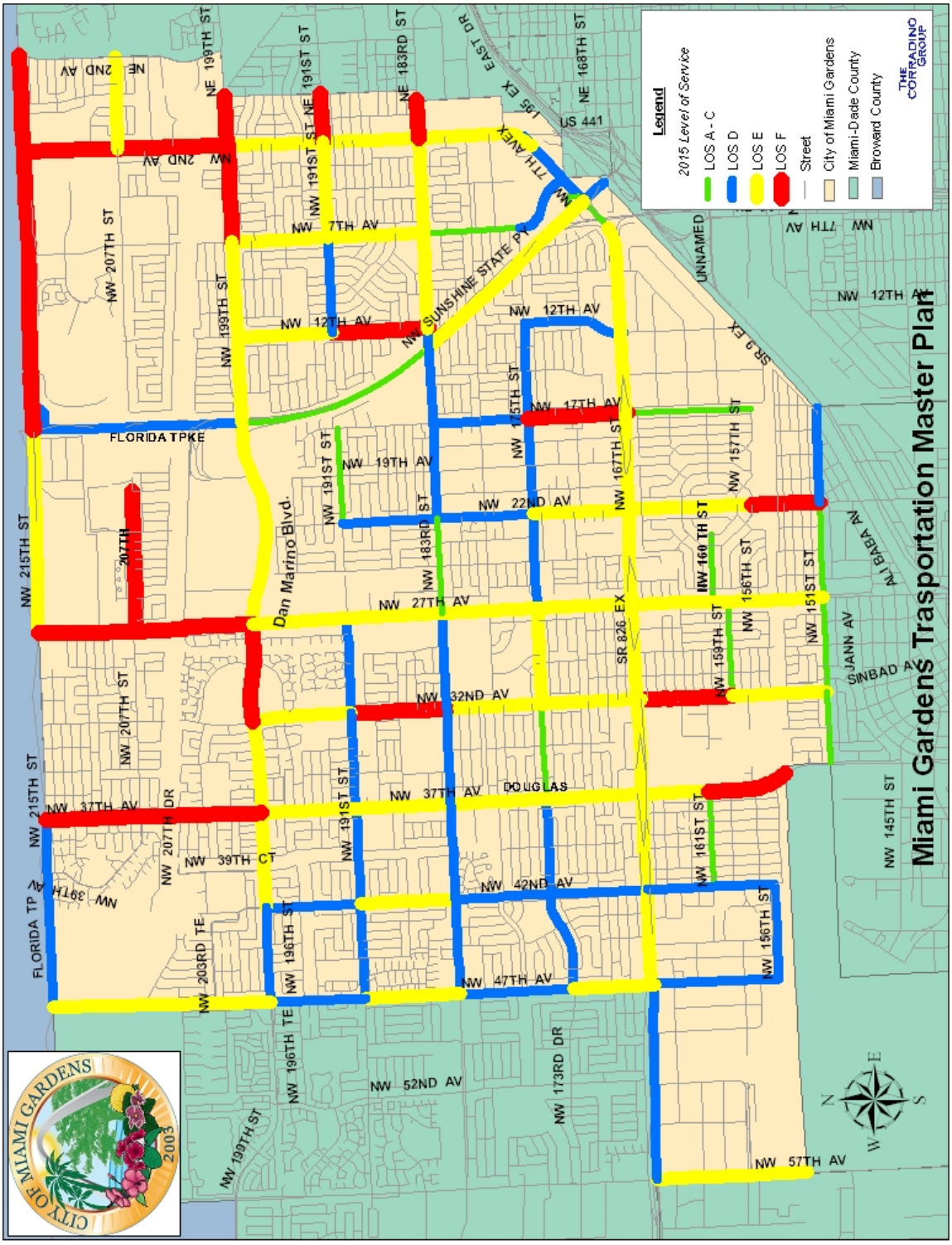
**Map TRAN II - 10: Future Land Use Map**



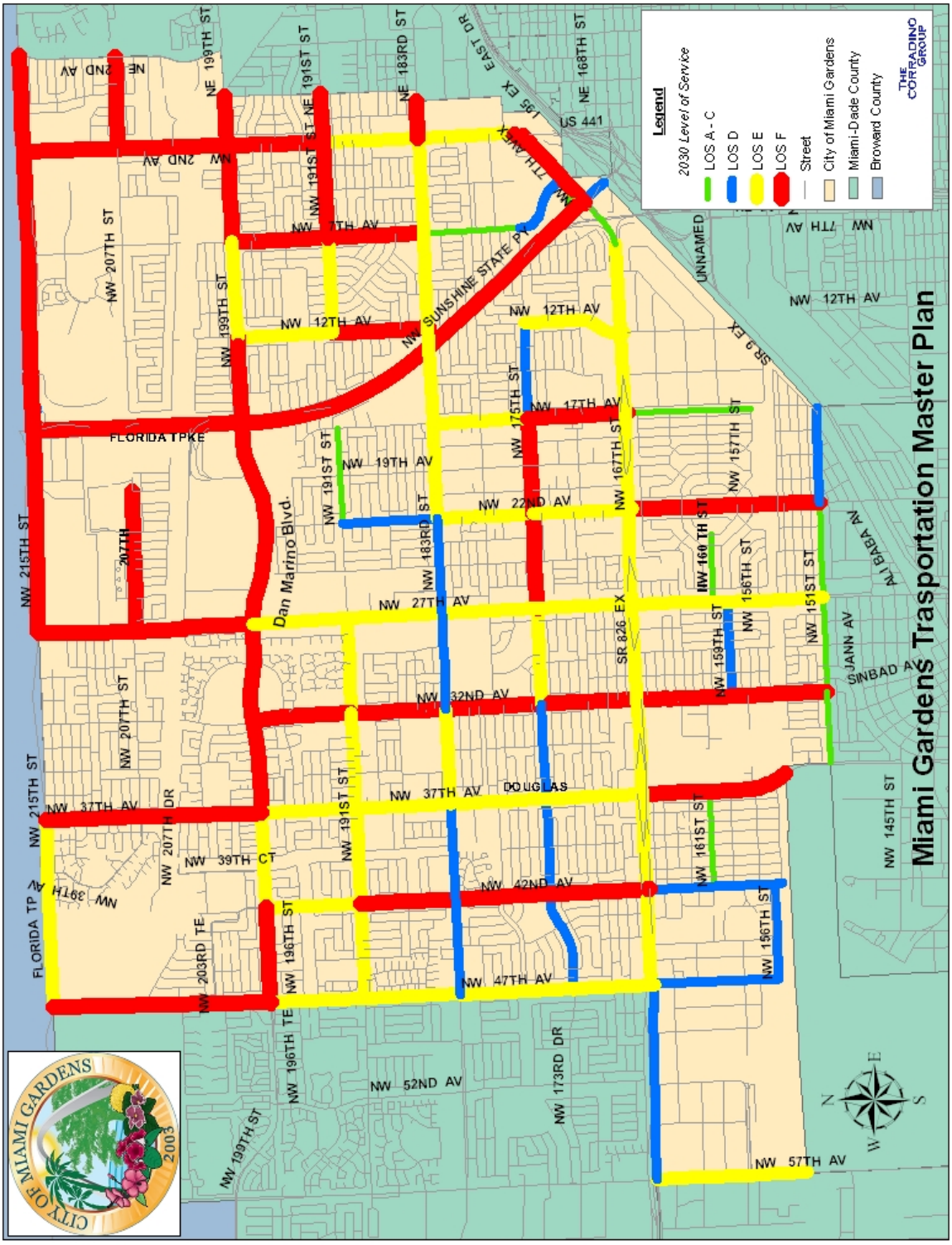
**Map TRAN II - 11: Year 2004 Peak Hour Levels of Service**



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

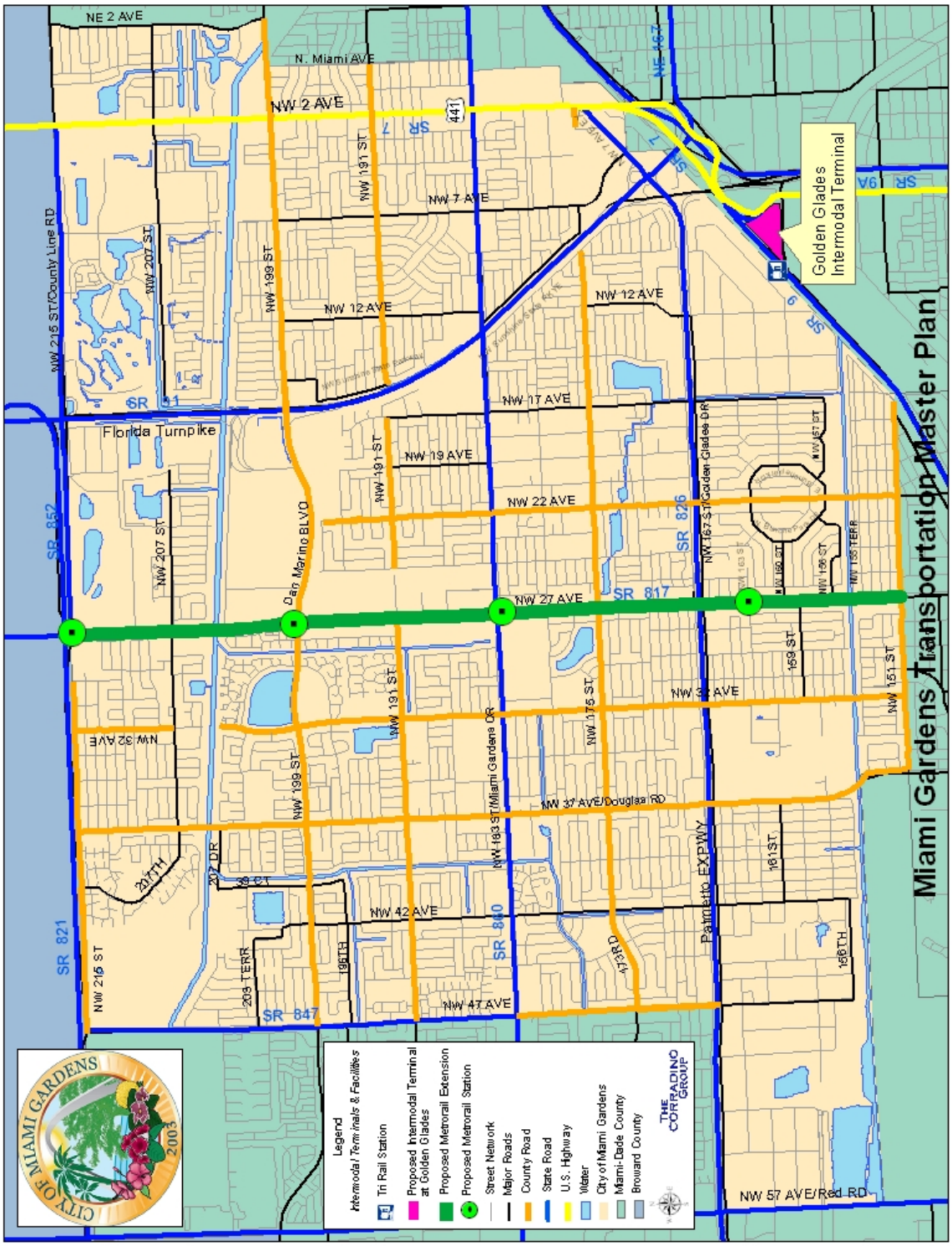


**Map TRAN II - 13: Projected Peak Hour Levels of Service for the Year 2030**



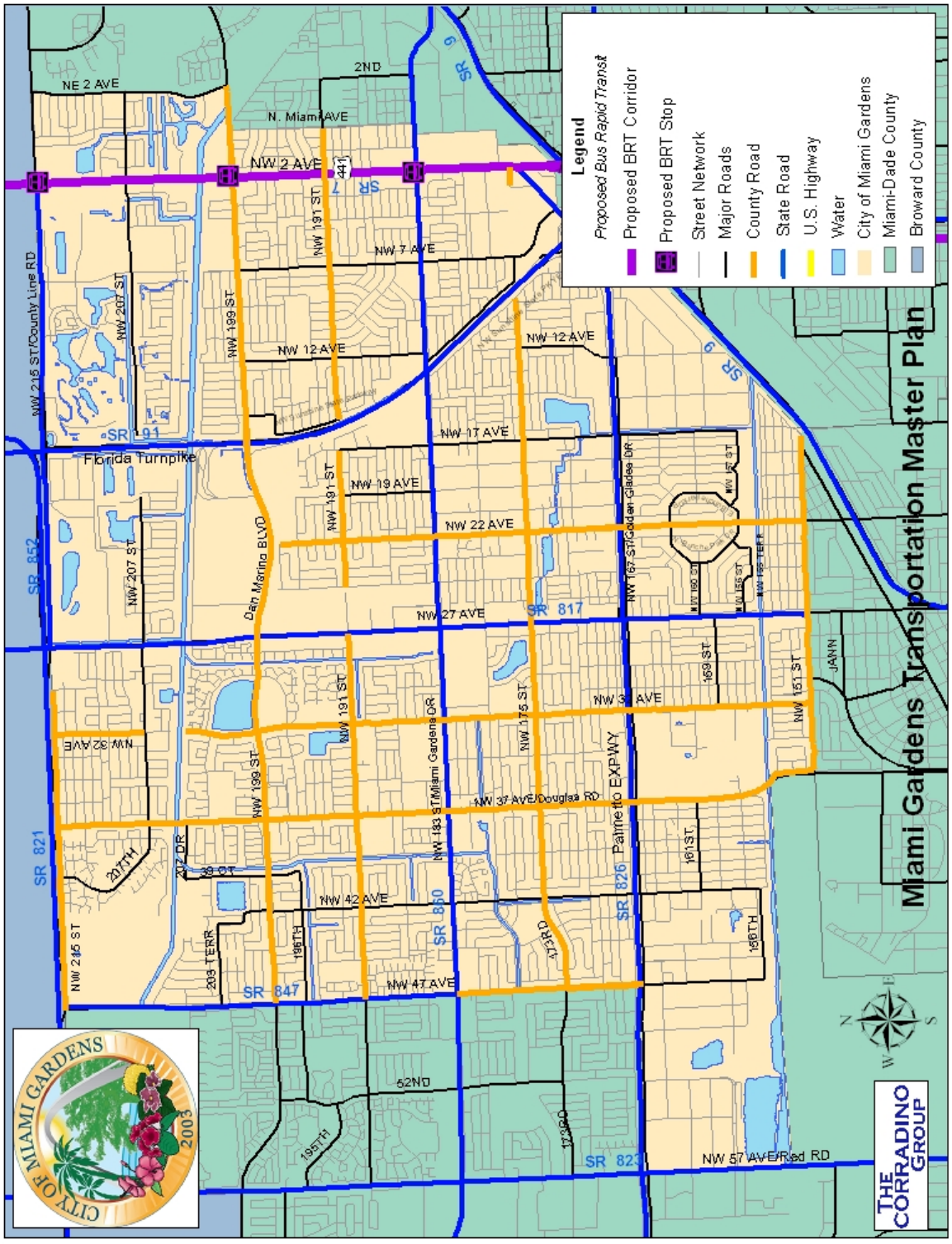
**Map TRAN II - 14: Transportation Concurrency Management Areas (TCMA)**

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

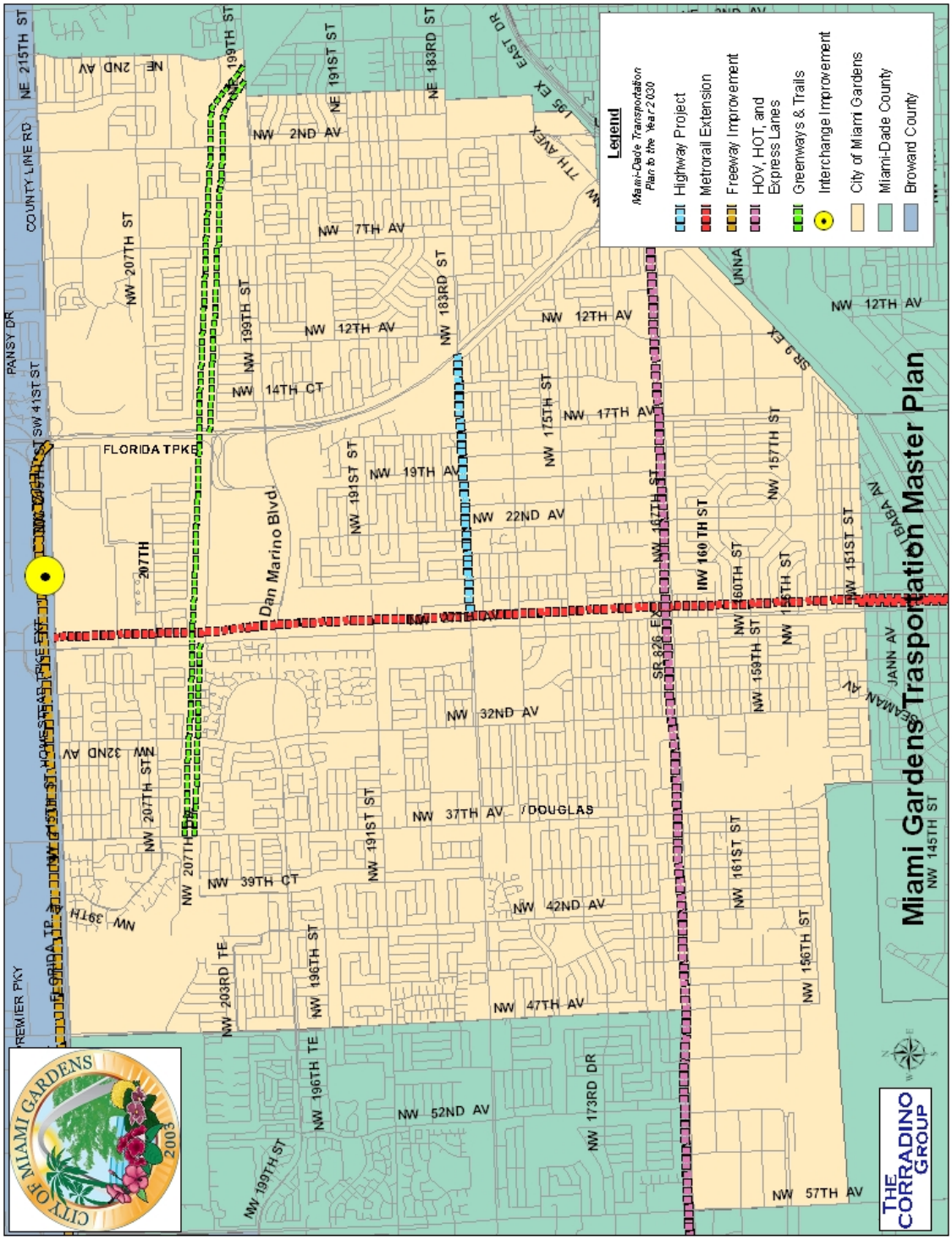


**Map TRAN II - 16: Proposed Resurfacing Projects – Major Roadways**

**Map TRAN II - 17: Proposed Transit Bridge Project**



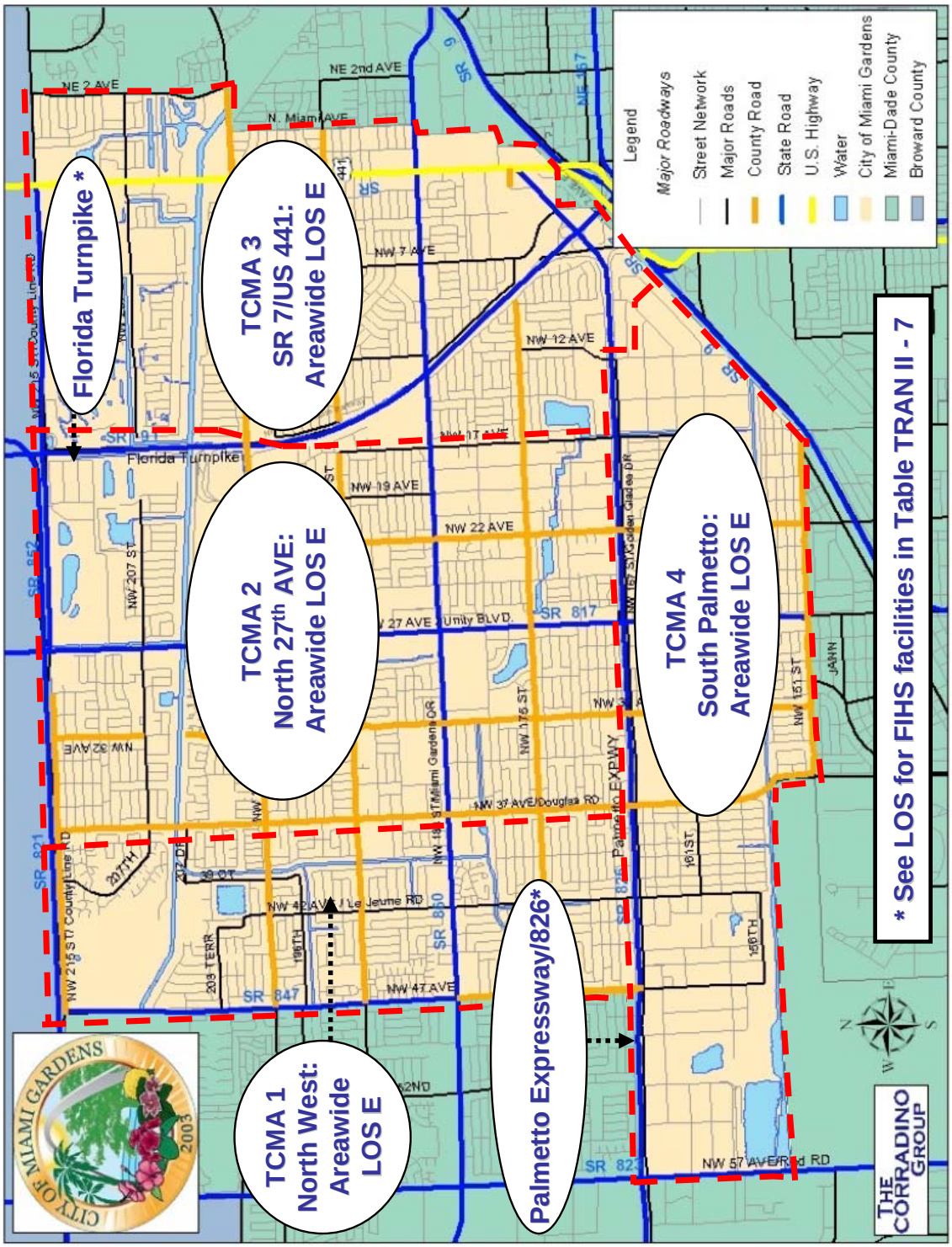
**Map TRAN II - 18: Miami-Dade MPO's Long Range Transportation Plan (projects within Miami Gardens)**



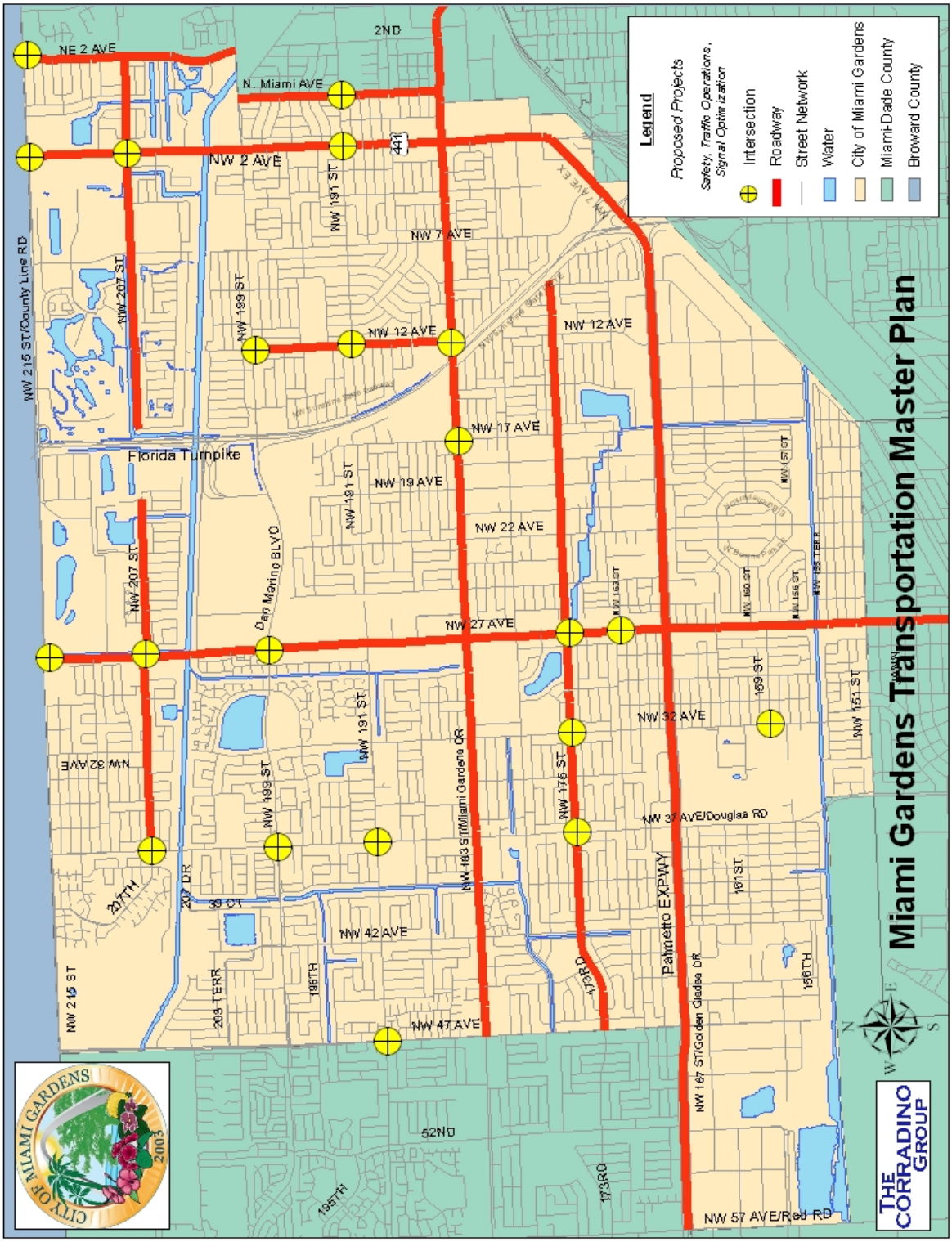
## Map TRAN II - 19: Emergency Evacuation Routes

## Map TRAN II - 20: Major Transportation/Transit Corridors

**Map TRAN II - 21: Projected Peak Hour Level of Service 2016**



**Map TRAN II-22: Proposed Intersection Improvements**



# APPENDICES

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

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

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

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

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

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

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

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

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| NW Dade Express ( Route 175 ) | New premium route from Southwest Broward to the Palmetto Metrorail Station during the weekday peak hours only every 20 minutes. | 7,931 | 153,128 | 6 | 0 | 0 | 0 | Full-Sized | July 31, 2005 |
| South Beach Local ( Route 123 ) | Bi-directional service added on the entire Route W and renamed the South Beach Local. | 36,731 | 259,981 | 7 | 0 | 0 | 0 | Minibus | Sept. 25, 2005 |
| **Existing Routes Sub-Total** | | **312,561** | **4,121,453** | **102** | **29** | **12** | **37** | | |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| Red Road MAX | This route would provide limited-stop service between the Pembroke's Lakes Mall and Hialeah Metrorail station via Red Road (NW 57 Avenue/West 4 Avenue) during the morning and evening peak periods only every 15 minutes. | 7,650 | 133,000 | 6 | 0 | 0 | 0 | Minibus | 2007 |
| Western Express | This route would provide express bus service between Miami-Dade and Broward counties, connecting the new Palmetto Metrorail Station and Sawgrass Mall through Pembroke Pines. Service would run every 15 minutes in the peak and every 30 minutes in the off-peak. | 18,360 | 367,200 | 12 | 5 | 0 | 5 | Minibus | 2007 |
| **New Routes Sub-Total** | | **26,010** | **500,200** | **18** | **5** | **0** | **5** | | |
| **EXISTING AND NEW ROUTES GRAND TOTAL** | | **338,571** | **4,621,653** | **120** | **34** | **12** | **42** | | |

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

# MIAMI GARDENS TRANSPORTATION CONCURRENCY MANAGEMENT AREA (A1)

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

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

*LOS per current standards

Total = 12,725 13,995

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

Average = 1,414 1,555

# MIAMI GARDENS TRANSPORTATION CONCURRENCY MANAGEMENT AREA (A1)

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

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

*LOS per current standards

Total = 8,627 9,897

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

Average = 959 1,100

# MIAMI GARDENS TRANSPORTATION CONCURRENCY MANAGEMENT AREA (A1)

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

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

*LOS per current standards

Total = 5,297 6,567

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

Average = 589 730

# MIAMI GARDENS TRANSPORTATION CONCURRENCY MANAGEMENT AREA (A1)

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

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

*LOS per current standards

Total = 3,738 5,686

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

Average = 415 632

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

| MIAMI GARDENS TRANSPORTATION CONCURRENCY MANAGEMENT AREA (A1) | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PEAK HOUR TWO-WAY LEVEL OF SERVICE FOR YEAR 2015 (NORTH-SOUTH CORRIDORS) | | | | | | | | | | | | |
| Roadway | | | Jurisdiction/ Functional Classification | Configuration (No. of Lanes) | AADT | Transit | PEAK Hr. (Two-way) | | | | | |
| Road Number/ Name | From | To | | | | | Peak Hr.Volume | LOS | LOS Capacity* | Available Capacity | LOS E Capacity | Available Capacity |
| NW 47th AVE | NW 167th ST | NW 173rd DR | Non-State Road/ Urban Minor Arterial/ County Rd | 4 lanes/ undiv | 34,121 | Exclusive ** | 3,412 | E | 2,950 | -462 | 3,744 | 332 |
| NW 47th AVE | NW 173rd RD | NW 183rd ST | Non-State Road/ Urban Minor Arterial/ County Rd | 4 lanes/ undiv | 30,159 | Exclusive ** | 3,016 | D | 2,950 | -66 | 3,744 | 728 |
| NW 47th AVE/ SR 847 | NW 183rd ST | NW 191st ST | Class II/ Urban Minor Arterial/ State Rd | 2 lanes/ undiv. | 23,337 | Exclusive ** | 2,103 | E | 1,860 | -243 | 1,860 | -243 |
| NW 47th AVE/ SR 847 | NW 191st ST | NW 199th ST | Class II/ Urban Minor Arterial/ State Rd | 2 lanes/ undiv. | 11,514 | Exclusive ** | 1,151 | D | 1,860 | 709 | 1,860 | 709 |
| NW 47th AVE/ SR 847 | NW 199th ST | NW 215th ST | Class II/ Urban Minor Arterial/ State Rd | 2 lanes/ undiv. | 16,217 | Headways 20 Min or Less | 1,622 | E | 1,550 | -72 | 1,550 | -72 |
| NW 42nd AVE | NW 167th ST | NW 173rd DR | Non-State Road/ Urban Collector | 2 lanes/ undiv. | 13,390 | N/A | 1,339 | D | 1,390 | 51 | 1,480 | 141 |
| NW 42nd AVE | NW 173rd DR | NW 183rd ST | Non-State Road/ Urban Collector | 2 lanes/ undiv. | 11,820 | N/A | 1,182 | D | 1,390 | 208 | 1,480 | 298 |
| NW 42nd AVE | NW 183rd ST | NW 191st ST | Non-State Road/ Urban Collector | 2 lanes/ undiv. | 14,163 | N/A | 1,416 | E | 1,390 | -26 | 1,480 | 64 |
| NW 42nd AVE | NW 191st ST | NW 199th ST | Non-State Road/ Urban Collector | 2 lanes/ undiv. | 12,508 | N/A | 1,251 | D | 1,390 | 139 | 1,480 | 229 |

*LOS per current standards

Total = 238 2,186

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

Average = 26 243

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

| MIAMI GARDENS TRANSPORTATION CONCURRENCY MANAGEMENT AREA (A1) | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PEAK HOUR TWO-WAY LEVEL OF SERVICE FOR YEAR 2030 (NORTH-SOUTH CORRIDORS) | | | | | | | | | | | | |
| Roadway | | | Jurisdiction/ Functional Classification | Configuration (No. of Lanes) | AADT | Transit | PEAK Hr. (Two-way) | | | | | |
| Road Number/ Name | From | To | | | | | Peak Hr.Volume | LOS | LOS Capacity* | Available Capacity | LOS E Capacity | Available Capacity |
| NW 47th AVE | NW 167th ST | NW 173rd DR | Non-State Road/ Urban Minor Arterial/ County Rd | 4 lanes/ undiv | 40,993 | Exclusive ** | 4,099 | E | 2,950 | -1,149 | 3,744 | -355 |
| NW 47th AVE | NW 173rd RD | NW 183rd ST | Non-State Road/ Urban Minor Arterial/ County Rd | 4 lanes/ undiv | 35,370 | Exclusive ** | 3,537 | E | 2,950 | -587 | 3,744 | 207 |
| NW 47th AVE/ SR 847 | NW 183rd ST | NW 191st ST | Class II/ Urban Minor Arterial/ State Rd | 2 lanes/ undiv. | 25,969 | Exclusive ** | 2,340 | E | 1,860 | -480 | 1,860 | -480 |
| NW 47th AVE/ SR 847 | NW 191st ST | NW 199th ST | Class II/ Urban Minor Arterial/ State Rd | 2 lanes/ undiv. | 15,484 | Exclusive ** | 1,548 | E | 1,860 | 312 | 1,860 | 312 |
| NW 47th AVE/ SR 847 | NW 199th ST | NW 215th ST | Class II/ Urban Minor Arterial/ State Rd | 2 lanes/ undiv. | 24,952 | Headways 20 Min or Less | 2,495 | F | 1,550 | -945 | 1,550 | -945 |
| NW 42nd AVE | NW 167th ST | NW 173rd DR | Non-State Road/ Urban Collector | 2 lanes/ undiv. | 16,662 | N/A | 1,666 | F | 1,390 | -276 | 1,480 | -186 |
| NW 42nd AVE | NW 173rd DR | NW 183rd ST | Non-State Road/ Urban Collector | 2 lanes/ undiv. | 16,550 | N/A | 1,655 | F | 1,390 | -265 | 1,480 | -175 |
| NW 42nd AVE | NW 183rd ST | NW 191st ST | Non-State Road/ Urban Collector | 2 lanes/ undiv. | 17,009 | N/A | 1,701 | F | 1,390 | -311 | 1,480 | -221 |
| NW 42nd AVE | NW 191st ST | NW 199th ST | Non-State Road/ Urban Collector | 2 lanes/ undiv. | 16,237 | N/A | 1,624 | E | 1,390 | -234 | 1,480 | -144 |

*LOS per current standards

Total = -3,935 -1,987

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

Average= -437 -221

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

# MIAMI GARDENS TRANSPORTATION CONCURRENCY MANAGEMENT AREA (A2)

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

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

# MIAMI GARDENS TRANSPORTATION CONCURRENCY MANAGEMENT AREA (A2)

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

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

* LOS per current standards

Total = 18,184 19,586

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

Average = 1,070 1,152

| MIAMI GARDENS TRANSPORTATION CONCURRENCY MANAGEMENT AREA (A2) | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PEAK HOUR TWO-WAY LEVEL OF SERVICE FOR YEAR 2015 (EAST-WEST CORRIDORS) | | | | | | | | | | | | |
| Roadway | | | Jurisdiction/ Functional Classification | Configuration (No. of Lanes) | AADT | Transit | PEAK Hr. (Two-way) | | | | | |
| Road Number/ Name | From | To | | | | | Peak Hr.Volume | LOS | LOS Capacity* | Available Capacity | LOS E Capacity | Available Capacity |
| NW 175th ST | NW 37th AVE | NW 32nd AVE | Non-State Road/ Urban Collector/ County Rd | 2 lanes/ undiv. | 8,098 | N/A | 810 | < C | 1,390 | 580 | 1,480 | 670 |
| NW 175th ST | NW 32nd AVE | NW 27th AVE | Non-State Road/ Urban Collector/ County Rd | 2 lanes/ undiv. | 14,462 | N/A | 1,446 | E | 1,390 | -56 | 1,480 | 34 |
| NW 175th ST | NW 27th AVE | NW 22nd AVE | Non-State Road/ Urban Collector/ County Rd | 2 lanes/ undiv. | 13,515 | Exclusive ** | 1,352 | D | 1,390 | 38 | 1,480 | 128 |
| NW 175th ST | NW 22nd AVE | NW 17th AVE | Non-State Road/ Urban Collector/ County Rd | 2 lanes/ undiv. | 12,944 | Exclusive ** | 1,294 | D | 1,390 | 96 | 1,480 | 186 |
| NW 183rd ST/ SR 860 | NW 37th AVE | NW 32nd AVE | Class II/ Urban Minor Arterial/ State Rd | 6 lanes/ div. | 41,829 | Exclusive ** | 4,183 | D | 7,380 | 3,197 | 7,380 | 3,197 |
| NW 183rd ST/ SR 860 | NW 32nd AVE | NW 27th AVE | Class II/ Urban Minor Arterial/ State Rd | 6 lanes/ div. | 38,737 | Exclusive ** | 3,874 | D | 7,380 | 3,506 | 7,380 | 3,506 |
| NW 183rd ST/ SR 860 | NW 27th AVE | NW 22nd AVE | Class II/ Urban Minor Arterial/ State Rd | 6 lanes/ div. | 37,071 | Exclusive ** | 3,340 | C | 7,380 | 4,040 | 7,380 | 4,040 |
| NW 183rd ST/ SR 860 | NW 22nd AVE | NW 17th AVE | Class II/ Urban Minor Arterial/ State Rd | 6 lanes/ div. | 41,420 | Exclusive ** | 4,142 | D | 7,380 | 3,238 | 7,380 | 3,238 |
| NW 191st ST | NW 37th AVE | NW 32nd AVE | Non-State Road/ Urban Collector/ County Rd | 2 lanes/ undiv. | 8,736 | Headways 20 Min or Less | 874 | D | 950 | 76 | 1,200 | 326 |
| NW 191st ST | NW 32nd AVE | NW 27th AVE | Non-State Road/ Urban Collector/ County Rd | 2 lanes/ undiv. | 8,283 | Headways 20 Min or Less | 828 | D | 950 | 122 | 1,200 | 372 |
| NW 191st ST | NW 22nd AVE | NW 17th AVE | Non-State Road/ Urban Local/ County Rd | 2 lanes/ undiv. | 3,003 | N/A | 300 | < C | 950 | 650 | 1,200 | 900 |
| NW 199th ST | NW 37th AVE | NW 32nd AVE | Non-State Road/ Urban Minor Arterial/ County Rd | 4 lanes/ div | 32,569 | N/A | 3,257 | E | 2,950 | -307 | 3,120 | -137 |
| NW 199th ST | NW 32nd AVE | NW 27th AVE | Non-State Road/ Urban Minor Arterial/ County Rd | 4 lanes/ div | 36,954 | N/A | 3,695 | F | 2,950 | -745 | 3,120 | -575 |

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

* LOS per current standards

Total = 13,620 15,022

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

Average = 801 884

# MIAMI GARDENS TRANSPORTATION CONCURRENCY MANAGEMENT AREA (A2)

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

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

# MIAMI GARDENS TRANSPORTATION CONCURRENCY MANAGEMENT AREA (A2)

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

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

* LOS per current standards

Total = 4,234 5,636

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

Average = 249 332

# MIAMI GARDENS TRANSPORTATION CONCURRENCY MANAGEMENT AREA (A2)

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

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

# MIAMI GARDENS TRANSPORTATION CONCURRENCY MANAGEMENT AREA (A2)

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

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

* LOS per current standards

Total = -3,210 25,582

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

Average = -146 1,163

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

# MIAMI GARDENS TRANSPORTATION CONCURRENCY MANAGEMENT AREA (A2)

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

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

# MIAMI GARDENS TRANSPORTATION CONCURRENCY MANAGEMENT AREA (A2)

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

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

* LOS per current standards

Total = -17,063 11,729

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

Average = -776 533

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

# MIAMI GARDENS TRANSPORTATION CONCURRENCY MANAGEMENT AREA (A2)

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

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

# MIAMI GARDENS TRANSPORTATION CONCURRENCY MANAGEMENT AREA (A2)

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

| Roadway | | | Jurisdiction/ Functional Classification | Configuration (No. of Lanes) | AADT | Transit | PEAK Hr. (Two-way) | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Road Number/ Name | From | To | | | | | Peak Hr.Volume | LOS | LOS Capacity* | Available Capacity | LOS E Capacity | Available Capacity |
| NW 27th AVE/ SR 817 | NW 191st ST | NW 199th ST | Class II/ Urban Principal Arterial/ State Rd | 6 lane/ div. | 67,019 | Exclusive ** | 6,702 | E | 4,680 | -2,022 | 7,380 | 678 |
| NW 27th AVE/ SR 817 | NW 199th ST | NW 207th ST | Class II/ Urban Principal Arterial/ State Rd | 6 lane/ div. | 73,489 | Headways 20 Min or less | 8,819 | F | 4,680 | -4,139 | 7,380 | -1,439 |
| NW 27th AVE/ SR 817 | NW 207th ST | NW 215th ST | Class II/ Urban Principal Arterial/ State Rd | 6 lane/ div. | 70,399 | Headways 20 Min or less | 8,448 | F | 4,680 | -3,768 | 7,380 | -1,068 |
| NW 22nd AVE | NW 167th ST | NW 175th ST | Non-State Road/ Urban Minor Arterial/ County Rd | 4 lanes/ div. | 40,693 | Exclusive ** | 4,069 | E | 2,950 | -1,119 | 4,680 | 611 |
| NW 22nd AVE | NW 175th ST | NW 183rd ST | Non-State Road/ Urban Minor Arterial/ County Rd | 4 lanes/ div. | 30,221 | Exclusive ** | 3,022 | E | 2,950 | -72 | 4,680 | 1,658 |
| NW 22nd AVE | NW 183rd ST | NW 191st ST | Non-State Road/ Urban Collector/ County Rd | 2 lanes/ undiv. | 5,845 | Exclusive ** | 585 | D | 950 | 365 | 1,440 | 855 |
| NW 17th AVE | NW 167th ST | NW 175th ST | Non-State Road/ Urban Collector | 2 lanes/ undiv. | 21,750 | Exclusive ** | 2,175 | F | 950 | -1,225 | 1,200 | -975 |
| NW 17th AVE | NW 175th ST | NW 183rd ST | Non-State Road/ Urban Collector | 2 lanes/ undiv. | 13,155 | Exclusive ** | 1,316 | E | 950 | -366 | 1,200 | -116 |
| FLORIDA TURNPIKE SR 91 | NW 199th ST | NW 215th ST | Freeway/ Interchange <2mi/ State Rd | 6 lanes | 156,519 | N/A | 17,499 | F | 10,050 | -7,449 | 11,180 | -6,319 |
| | | | | | | | | | Total = | -38,182 | | -9,390 |
| | | | | | | | | | Average = | -1,736 | | -427 |

* LOS per current standards

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

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

| MIAMI GARDENS TRANSPORTATION CONCURRENCY MANAGEMENT AREA (A3) | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PEAK HOUR TWO-WAY LEVEL OF SERVICE FOR YEAR 2004 (EAST-WEST CORRIDORS) | | | | | | | | | | | | |
| Roadway | | | Jurisdiction/ Functional Classification | Configuration (No. of Lanes) | AADT | Transit | PEAK Hr. (Two-way) | | | | | |
| Road Number/ Name | From | To | | | | | Peak Hr.Volume | LOS | LOS Capacity* | Available Capacity | LOS E Capacity | Available Capacity |
| SR 826 | NW 12th AVE | FLORIDA TNPK | Freeway/ Interchange <2mi / State Rd | 6 lanes | 142,500 | N/A | 10,004 | E | 10,050 | 47 | 11,180 | 1,177 |
| NW 7th AVEX | FLORIDA TNPK | NW 2nd AVE | Class II/ Urban Principal Arterial/ State Rd | 4 lanes/ div. | 42,000 | N/A | 2,948 | D | 3,110 | 162 | 3,270 | 322 |
| NW 175th ST | NW 17th AVE | NW 12th AVE | Non-State Road/ Urban Collector/ County Rd | 2 lanes/ undiv. | 7,626 | Exclusive ** | 763 | < C | 1,390 | 627 | 1,480 | 717 |
| NW 183rd ST/ SR 860 | NW 17th AVE | NW 12th AVE | Class II/ Urban Minor Arterial/ State Rd | 4 lanes/ div. | 36,500 | Headways 20 Min or Less | 3,289 | E | 3,924 | 635 | 3,924 | 635 |
| NW 183rd ST/ SR 860 | NW 12th AVE | NW 7th AVE | Class II/ Urban Minor Arterial/ State Rd | 4 lanes/ div. | 38,000 | Headways 20 Min or Less | 3,424 | E | 3,924 | 500 | 3,924 | 500 |
| NW 183rd ST/ SR 860 | NW 7th AVE | NW 2nd AVE | Class II/ Urban Minor Arterial/ State Rd | 4 lanes/ div. | 39,726 | Exclusive ** | 3,973 | E | 3,924 | -49 | 3,924 | -49 |
| NW 183rd ST/ SR 860 | NW 2nd AVE | MIAMI AVE | Class II/ Urban Minor Arterial/ State Rd | 6 lanes/ div. | 57,265 | Exclusive ** | 5,726 | E | 5,900 | 174 | 5,900 | 174 |
| NW 191st ST | NW 12th AVE | NW 7th AVE | Non-State Road/ Urban Collector/ County Rd | 2 lanes/ undiv. | 10,532 | N/A | 1,053 | D | 1,390 | 337 | 1,480 | 427 |
| NW 191st ST | NW 7th AVE | NW 2nd AVE | Non-State Road/ Urban Collector/ County Rd | 2 lanes/ undiv. | 12,991 | N/A | 1,299 | D | 1,390 | 91 | 1,480 | 181 |
| NW 191st ST | NW 2nd AVE | MIAMI AVE | Non-State Road/ Urban Collector/ County Rd | 2 lanes/ undiv. | 17,664 | N/A | 1,766 | F | 1,390 | -376 | 1,480 | -286 |
| NW 199th ST | NW 17th AVE | NW 12th AVE | Non-State Road/ Urban Minor Arterial/ County Rd | 4 lanes/ undiv | 33,068 | N/A | 3,307 | E | 2,950 | -357 | 4,446 | 1,139 |
| NW 199th ST | NW 12th AVE | NW 7th AVE | Non-State Road/ Urban Minor Arterial/ County Rd | 4 lanes/ undiv | 30,266 | N/A | 3,027 | E | 2,950 | -77 | 4,446 | 1,419 |

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

*LOS per current standards

Total = 1 6,629

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

Average = 0 390

| MIAMI GARDENS TRANSPORTATION CONCURRENCY MANAGEMENT AREA (A3) | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PEAK HOUR TWO-WAY LEVEL OF SERVICE FOR YEAR 2015 (EAST-WEST CORRIDORS) | | | | | | | | | | | | |
| Roadway | | | Jurisdiction/ Functional Classification | Configuration (No. of Lanes) | AADT | Transit | PEAK Hr. (Two-way) | | | | | |
| Road Number/ Name | From | To | | | | | Peak Hr.Volume | LOS | LOS Capacity* | Available Capacity | LOS E Capacity | Available Capacity |
| SR 826 | NW 12th AVE | FLORIDA TNPK | Freeway/ Interchange <2mi / State Rd | 6 lanes | 142,803 | N/A | 10,025 | E | 10,050 | 25 | 11,180 | 1,155 |
| NW 7th AVEX | FLORIDA TNPK | NW 2nd AVE | Class II/ Urban Principal Arterial/ State Rd | 4 lanes/ div. | 43,853 | N/A | 3,079 | D | 3,110 | 31 | 3,270 | 191 |
| NW 175th ST | NW 17th AVE | NW 12th AVE | Non-State Road/ Urban Collector/ County Rd | 2 lanes/ undiv. | 9,585 | Exclusive ** | 959 | D | 1,390 | 431 | 1,480 | 521 |
| NW 183rd ST/ SR 860 | NW 17th AVE | NW 12th AVE | Class II/ Urban Minor Arterial/ State Rd | 4 lanes/ div. | 50,122 | Headways 20 Min or Less | 4,516 | D | 3,924 | -592 | 3,924 | -592 |
| NW 183rd ST/ SR 860 | NW 12th AVE | NW 7th AVE | Class II/ Urban Minor Arterial/ State Rd | 4 lanes/ div. | 53,123 | Headways 20 Min or Less | 4,786 | E | 3,924 | -862 | 3,924 | -862 |
| NW 183rd ST/ SR 860 | NW 7th AVE | NW 2nd AVE | Class II/ Urban Minor Arterial/ State Rd | 4 lanes/ div. | 53,249 | Exclusive ** | 5,325 | E | 3,924 | -1,401 | 3,924 | -1,401 |
| NW 183rd ST/ SR 860 | NW 2nd AVE | MIAMI AVE | Class II/ Urban Minor Arterial/ State Rd | 6 lanes/ div. | 67,768 | Exclusive ** | 6,877 | F | 5,900 | -977 | 5,900 | -977 |
| NW 191st ST | NW 12th AVE | NW 7th AVE | Non-State Road/ Urban Collector/ County Rd | 2 lanes/ undiv. | 12,664 | N/A | 1,266 | D | 1,390 | 124 | 1,480 | 214 |
| NW 191st ST | NW 7th AVE | NW 2nd AVE | Non-State Road/ Urban Collector/ County Rd | 2 lanes/ undiv. | 15,416 | N/A | 1,542 | E | 1,390 | -152 | 1,480 | -62 |
| NW 191st ST | NW 2nd AVE | MIAMI AVE | Non-State Road/ Urban Collector/ County Rd | 2 lanes/ undiv. | 18,006 | N/A | 1,801 | F | 1,390 | -411 | 1,480 | -321 |
| NW 199th ST | NW 17th AVE | NW 12th AVE | Non-State Road/ Urban Minor Arterial/ County Rd | 4 lanes/ undiv | 39,109 | N/A | 3,911 | E | 2,950 | -961 | 4,446 | 535 |
| NW 199th ST | NW 12th AVE | NW 7th AVE | Non-State Road/ Urban Minor Arterial/ County Rd | 4 lanes/ undiv | 35,156 | N/A | 3,516 | E | 2,950 | -566 | 4,446 | 930 |
| NW 199th ST | NW 7th AVE | NW 2nd AVE | Non-State Road/ Urban Minor Arterial/ County Rd | 4 lanes/ undiv | 50,221 | Exclusive ** | 5,022 | F | 2,950 | -2,072 | 4,446 | -576 |

| MIAMI GARDENS TRANSPORTATION CONCURRENCY MANAGEMENT AREA (A3) | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PEAK HOUR TWO-WAY LEVEL OF SERVICE FOR YEAR 2015 (EAST-WEST CORRIDORS) | | | | | | | | | | | | |
| Roadway | | | Jurisdiction/ Functional Classification | Configuration (No. of Lanes) | AADT | Transit | PEAK Hr. (Two-way) | | | | | |
| Road Number/ Name | From | To | | | | | Peak Hr.Volume | LOS | LOS Capacity* | Available Capacity | LOS E Capacity | Available Capacity |
| NW 199th ST | NW 2nd AVE | MIAMI AVE | Non-State Road/ Urban Minor Arterial/ County Rd | 6 lanes/ div. | 59,247 | Exclusive ** | 5,925 | F | 4,450 | -1,475 | 4,690 | -1,235 |
| NE 207th ST | NW 2nd AVE | NE 2nd AVE | Non-State Road/ Urban Local | 2 lanes/ undiv. | 11,814 | N/A | 1,181 | E | 950 | -231 | 1,200 | 19 |
| NW 215th ST | FLORIDA TNPK | NW 2nd AVE | Class II/ Urban Minor Arterial/ State Rd | 4 lanes/ div. | 40,061 | N/A | 3,609 | F | 3,270 | -339 | 3,270 | -339 |
| NE 215th ST | NW 2nd AVE | NE 2nd AVE | Class II/ Urban Collector/ State Rd | 2 lanes/ undiv. | 19,674 | N/A | 1,967 | F | 1,550 | -417 | 1,550 | -417 |
| | | | | | | | | | Total = | -9,845 | | -3,217 |
| | | | | | | | | | Average = | -579 | | -189 |

*LOS per current standards

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

| MIAMI GARDENS TRANSPORTATION CONCURRENCY MANAGEMENT AREA (A3) | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PEAK HOUR TWO-WAY LEVEL OF SERVICE FOR YEAR 2030 (EAST-WEST CORRIDORS) | | | | | | | | | | | | |
| Roadway | | | Jurisdiction/ Functional Classification | Configuration (No. of Lanes) | AADT | Transit | PEAK Hr. (Two-way) | | | | | |
| Road Number/ Name | From | To | | | | | Peak Hr.Volume | LOS | LOS Capacity* | Available Capacity | LOS E Capacity | Available Capacity |
| SR 826 | NW 12th AVE | FLORIDA TNPK | Freeway/ Interchange <2mi / State Rd | 6 lanes | 143,215 | N/A | 10,054 | E | 10,050 | -4 | 11,180 | 1,126 |
| NW 7th AVEX | FLORIDA TNPK | NW 2nd AVE | Class II/ Urban Principal Arterial/ State Rd | 4 lanes/ div. | 52,081 | N/A | 3,656 | F | 3,110 | -546 | 3,270 | -386 |
| NW 175th ST | NW 17th AVE | NW 12th AVE | Non-State Road/ Urban Collector/ County Rd | 2 lanes/ undiv. | 11,530 | Exclusive ** | 1,153 | D | 1,390 | 237 | 1,480 | 327 |
| NW 183rd ST/ SR 860 | NW 17th AVE | NW 12th AVE | Class II/ Urban Minor Arterial/ State Rd | 4 lanes/ div. | 62,499 | Headways 20 Min or Less | 5,631 | E | 3,924 | -1,707 | 3,924 | -1,707 |
| NW 183rd ST/ SR 860 | NW 12th AVE | NW 7th AVE | Class II/ Urban Minor Arterial/ State Rd | 4 lanes/ div. | 65,080 | Headways 20 Min or Less | 5,864 | E | 3,924 | -1,940 | 3,924 | -1,940 |
| NW 183rd ST/ SR 860 | NW 7th AVE | NW 2nd AVE | Class II/ Urban Minor Arterial/ State Rd | 4 lanes/ div. | 59,935 | Exclusive ** | 5,994 | E | 3,924 | -2,070 | 3,924 | -2,070 |
| NW 183rd ST/ SR 860 | NW 2nd AVE | MIAMI AVE | Class II/ Urban Minor Arterial/ State Rd | 6 lanes/ div. | 79,494 | Exclusive ** | 7,949 | F | 5,900 | -2,049 | 5,900 | -2,049 |
| NW 191st ST | NW 12th AVE | NW 7th AVE | Non-State Road/ Urban Collector/ County Rd | 2 lanes/ undiv. | 14,981 | N/A | 1,498 | E | 1,390 | -108 | 1,480 | -18 |
| NW 191st ST | NW 7th AVE | NW 2nd AVE | Non-State Road/ Urban Collector/ County Rd | 2 lanes/ undiv. | 18,717 | N/A | 1,872 | F | 1,390 | -482 | 1,480 | -392 |
| NW 191st ST | NW 2nd AVE | MIAMI AVE | Non-State Road/ Urban Collector/ County Rd | 2 lanes/ undiv. | 22,608 | N/A | 2,261 | F | 1,390 | -871 | 1,480 | -781 |
| NW 199th ST | NW 17th AVE | NW 12th AVE | Non-State Road/ Urban Minor Arterial/ County Rd | 4 lanes/ undiv | 49,121 | N/A | 4,912 | F | 2,950 | -1,962 | 4,446 | -466 |
| NW 199th ST | NW 12th AVE | NW 7th AVE | Non-State Road/ Urban Minor Arterial/ County Rd | 4 lanes/ undiv | 43,625 | N/A | 4,363 | E | 2,950 | -1,413 | 4,446 | 83 |
| NW 199th ST | NW 7th AVE | NW 2nd AVE | Non-State Road/ Urban Minor Arterial/ County Rd | 4 lanes/ undiv | 59,508 | Exclusive ** | 5,951 | F | 2,950 | -3,001 | 4,446 | -1,505 |

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

*LOS per current standards

Total = -21,403 -14,775

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

Average = -1,259 -869

# MIAMI GARDENS TRANSPORTATION CONCURRENCY MANAGEMENT AREA (A3)

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

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

## MIAMI GARDENS TRANSPORTATION CONCURRENCY MANAGEMENT AREA (A3)

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

| Roadway | | | Jurisdiction/ Functional Classification | Configuration (No. of Lanes) | AADT | Transit | PEAK Hr. (Two-way) | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Road Number/ Name | From | To | | | | | Peak Hr.Volume | LOS | LOS Capacity* | Available Capacity | LOS E Capacity | Available Capacity |
| NW 2nd AVE/ SR 7 | NW 199th ST | NW 207th ST | Class II/ Urban Principal Arterial/ State Rd | 6 lanes/ div. | 69,500 | Exclusive ** | 6,262 | F | 4,680 | -1,582 | 4,920 | -1,342 |
| NW 2nd AVE/ SR 7 | NW 207th ST | NW 215th ST | Class II/ Urban Principal Arterial/ State Rd | 6 lanes/ div. | 47,727 | Exclusive ** | 4,773 | E | 4,680 | -93 | 4,920 | 147 |
| | | | | | | | | | Total = | 5,994 | | 21,850 |
| | | | | | | | | | Average = | 400 | | 1,457 |

*LOS per current standards

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

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

# MIAMI GARDENS TRANSPORTATION CONCURRENCY MANAGEMENT AREA (A3)

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

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

## MIAMI GARDENS TRANSPORTATION CONCURRENCY MANAGEMENT AREA (A3)

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

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

*LOS per current standards

Total = -7,468 8,388

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

Average = -498 559

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

# MIAMI GARDENS TRANSPORTATION CONCURRENCY MANAGEMENT AREA (A3)

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

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

## MIAMI GARDENS TRANSPORTATION CONCURRENCY MANAGEMENT AREA (A3)

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

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

*LOS per current standards

Total = -30,503 -14,647

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

Average = -2,034 -976

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

# MIAMI GARDENS TRANSPORTATION CONCURRENCY MANAGEMENT AREA (A4)

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

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

# MIAMI GARDENS TRANSPORTATION CONCURRENCY MANAGEMENT AREA (A4)

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

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

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

Total = 34,531 34,531

*LOS per current standards

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

Average = 1,501 1,501

# MIAMI GARDENS TRANSPORTATION CONCURRENCY MANAGEMENT AREA (A4)

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

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

# MIAMI GARDENS TRANSPORTATION CONCURRENCY MANAGEMENT AREA (A4)

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

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

^ NW 167th Street runs along SR 826 with two one-way lanes on each side. Total = 28,146 28,146

*LOS per current standards

** Extraordinary Transit such as Metrorail and/or Express bus service within 1/2 mile Average = 1,224 1,224

# MIAMI GARDENS TRANSPORTATION CONCURRENCY MANAGEMENT AREA (A4)

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

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

# MIAMI GARDENS TRANSPORTATION CONCURRENCY MANAGEMENT AREA (A4)

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

| Roadway | | | Jurisdiction/ Functional Classification | Configuration (No. of Lanes) | AADT | Transit | PEAK Hr. (Two-way) | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Road Number/ Name | From | To | | | | | Peak Hr.Volume | LOS | LOS Capacity* | Available Capacity | LOS E Capacity | Available Capacity |
| SR 826 | NW 22nd AVE | NW 17th AVE | Freeway/ Interchange <2mi / State Rd | 6 lanes | 150,464 | N/A | 10,563 | E | 11,180 | 617 | 11,180 | 617 |
| SR 826 | NW 17th AVE | NW 12th AVE | Freeway/ Interchange <2mi / State Rd | 6 lanes | 145,225 | N/A | 10,195 | E | 11,180 | 985 | 11,180 | 985 |
| NW 167th ST | NW 57th ST | NW 47th ST | State Road/ Frontage Road | 4 lanes/ div. ^ | 28,896 | N/A | 2,890 | D | 3,120 | 230 | 3,120 | 230 |
| NW 167th ST | NW 47th AVE | NW 42nd AVE | State Road/ Frontage Road | 4 lanes/ div. ^ | 26,347 | Headways 20 Min or Less | 2,635 | D | 3,120 | 485 | 3,120 | 485 |
| NW 167th ST | NW 42nd AVE | NW 37th AVE | State Road/ Frontage Road | 4 lanes/ div. ^ | 33,502 | Headways 20 Min or Less | 3,350 | E | 3,120 | -230 | 3,120 | -230 |
| NW 167th ST | NW 37th AVE | NW 32nd AVE | State Road/ Frontage Road | 4 lanes/ div. ^ | 32,592 | N/A | 3,259 | E | 4,680 | 1,421 | 4,680 | 1,421 |
| NW 167th ST | NW 32nd AVE | NW 27th AVE | State Road/ Frontage Road | 4 lanes/ div. ^ | 37,802 | N/A | 3,780 | E | 4,680 | 900 | 4,680 | 900 |
| NW 167th ST | NW 27th AVE | NW 22nd AVE | State Road/ Frontage Road | 4 lanes/ div. ^ | 31,196 | Headways 20 Min or Less | 3,120 | E | 4,680 | 1,560 | 4,680 | 1,560 |
| NW 167th ST | NW 22nd AVE | NW 17th AVE | State Road/ Frontage Road | 4 lanes/ div. ^ | 27,916 | Headways 20 Min or Less | 2,792 | D | 4,680 | 1,888 | 4,680 | 1,888 |
| NW 167th ST | NW 17th AVE | NW 12th AVE | State Road/ Frontage Road | 4 lanes/ div. ^ | 32,238 | Exclusive ** | 3,224 | E | 4,680 | 1,456 | 4,680 | 1,456 |
| | | | | | | | | | | | | |
| ^ NW 167th Street runs along SR 826 with two one-way lanes on each side. | | | | | | | Total = | | 21,896 | | | 21,896 |
| *LOS per current standards | | | | | | | | | | | | |
| ** Extraordinary Transit such as Metrorail and/or Express bus service within 1/2 mile | | | | | | | Average = | | 952 | | | 952 |

# MIAMI GARDENS TRANSPORTATION CONCURRENCY MANAGEMENT AREA (A4)

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

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

*LOS per current standards

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

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

# MIAMI GARDENS TRANSPORTATION CONCURRENCY MANAGEMENT AREA (A4)

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

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

*LOS per current standards

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

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

# MIAMI GARDENS TRANSPORTATION CONCURRENCY MANAGEMENT AREA (A4)

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

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

*LOS per current standards

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

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