
Transportation Element Goals, Objectives and Policies

Goal: Provide a transportation system that meets the needs of the Town of Surfside and the larger community of which Surfside is a part with minimal negative community and environmental impacts on the quality of life for Surfside residents and businesses.

Objective 1 – Motorized and non-motorized transportation system: In general, provide for a safe, convenient, and efficient motorized and non-motorized transportation system. In particular, achieve acceptable level of service for roads, and attractive and convenient bicycle and pedestrian facilities in order to reduce greenhouse gas emissions. This objective shall be made measurable by its implementing policies. [9J-5.007 (4) (b) 1]

Policy 1.1 – The Town shall regulate the timing of development to maintain at least the following peak hour Level of Service standards on roadways that lie within its municipal boundaries: [9J-5.007 (4) (c) 1]

Local roads: D

Collector roads: D

State Roadways:

A Level of Service of LOS E+20 shall be established (where mass transit service having headways of 20 minutes or less is provided within 1/2-mile distance, roadways shall operate at no greater than 120 percent of their capacity.)

Policy 1.2 – The Town shall review all proposed developments and issue development orders only when it finds that a proposed development will not cause roadway levels of service to fall below the above standards or cause further degradation of service if conditions at the time of the review indicate that standards are already below the above standards.

Policy 1.3 – As a condition for development approval, the Town may require that proposed new developments provide roadway improvements necessary to meet the level of service standards established above.

Policy 1.4 – The Town shall utilize State Gas Tax funds and other available funding sources for a roadway repaving and reconstruction program and other transportation activities. Among the items which are specifically authorized and encouraged by this policy are the following: sidewalk repair and replacement; public transportation operations and maintenance; roadway and right-of-way maintenance and equipment; roadway and right-of-way drainage improvements; street lighting, traffic signs, traffic engineering, signalization, and pavement markings; bridge maintenance and operations; and debt service and current expenditures for transportation capital projects in each and all of the foregoing program areas.

Policy 1.5 – The Town shall enact and enforce land development code standards and a review process to control roadway access points, on-site traffic flow and on-site parking. The land development code will require the use of joint access drives for adjacent uses. It will also set

minimum design standards for: 1) the spacing and design of driveway curb cuts; 2) the size of ingress and egress lanes for major land uses; 3) the spacing and design of median openings; and 4) the provision of service roads. State highway access management standards will be utilized in developing roadway access point controls, particularly on State Road A1A. The access management controls will be tailored to achieve the ends set forth in Objective 1. [9J-5.007 (4) (c) 2]

Policy 1.6 – The Town shall seek quick action by Miami-Dade County to replace missing road signs and repair malfunctioning traffic signals.

Policy 1.7 – The Town shall continue a program to trim or remove roadside shrubbery which blocks visibility at intersections.

Policy 1.8 – The Town shall maintain safe, handicapped accessible walkways to the fullest extent possible.

Policy 1.9 The feasibility of developing bike routes shall be determined in all roadway, transit, and park and recreation projects.. [9J-5.007 (4) (c) 5]

Policy 1.10 – On-site circulation and parking requirements shall be designed to ensure large circulation isles, and adequate turning radii and parking spaces. On-site traffic flow and on-site parking standards will be designed to encourage high levels of pedestrian and bicycle use, including requiring bike racks under certain conditions. Pedestrian access-ways will be required through large parking lots to connect building areas to public sidewalks. Bicycle parking racks shall be required for large scale uses. Parking regulations will establish the minimum number of parking spaces which will be required to serve uses; minimums will be based on intensity measures such as building square feet. Parking regulations will establish appropriate minimum sizes for circulation isles, parking stalls and parking stall angles. General standards will provide for review of parking lot layout in order to ensure that the layout will be safe.. [9J-5.007 (3) (c) 3]

Policy 1.11 – The Town shall monitor the impact of the Transportation Concurrency Exception Area in coordination with Miami-Dade County and the MPO.

Policy 1.12 – The Town shall educate residents on the environmental impacts of automobile idling.

Policy 1.13 – The Town shall continue to support transit ready commercial and multi-family development along major transportation corridors.

Policy 1.14 – By June 2011 the Town shall consider the financial feasibility of conducting a “Streetscape Masterplan Study” to evaluate the cost, funding techniques and sources, and timeline to complete façade improvements, wayfinding and place-making techniques and pedestrian focused improvements.

Policy 1.15 – By December 2012 the Town shall consider the financial feasibility of conducting a “Pedestrian and Bicycle Network Study” to evaluate the cost, funding techniques and sources, and timeline to create a pedestrian and bicycle network that links the Town’s parks, recreational and natural amenities, and business district as identified in the November 2006 Charrette.

Objective 2 – Coordination of transportation with land use: In general, coordinate the traffic circulation system with land uses shown on the future land use map. This objective shall be made measurable by its implementing policies. [9J-5.007 (4) (b) 2]

Policy 2.1 – The Town shall approve no alteration in the existing traffic circulation system which materially reduces the continuity and rights-of-way of arterial or collector roadways.

Policy 2.2 – The Town shall consider alterations in traffic flow which serve to reduce non local traffic through residential areas.

Policy 2.3 – The Town shall study the financial feasibility of conducting a traffic analysis in order to properly determine the practicability of reestablishing a two-way flow on Harding Avenue and Collins Avenue. The analysis should include a parking analysis, access management strategies and a review of traffic signals by June 2011.

Policy 2.4 – Maintain a financially feasible traffic calming program that includes studies of local roadways with significant cut-through traffic and implementation programs.

Policy 2.5 – Ensure roadway signage follows guidelines set forth in the Manual on Uniform Traffic Control Devices (MUTCD).

Policy 2.6 – The Town shall support County and State comprehensive traffic counting systems for annually monitoring levels of service and coordinate concurrency management with the County and FDOT.

Policy 2.7 – The Town shall support the County’s implementation of a transportation demand management (TDM) program to reduce overall peak-hour demand and use of single occupant vehicles (SOV). This program will include such TDM strategies as the following:

- 1) van pooling and employer-based car pooling;
- 2) employer-based staggered and/or flexible work hours;
- 3) parking management;
- 4) telecommunicating;
- 5) congestion pricing;
- 6) park and ride lots;
- 7) high occupancy vehicle lanes;
- 8) trip reduction ordinances;
- 9) transportation management associations (TMA's); and
- 10) subsidies for transit riders.

Policy 2.8- The Town shall support the County’s efforts to improve the operating efficiency of the existing thoroughfare system and reduce peak hour congestion by encouraging the application of low-cost transportation system management techniques including, but not limited to, improved signal timing, and intersection signing, marking, channelization, and on-street parking restrictions.

Policy 2.9-The Town shall evaluate neighborhood intersection operations, as financially feasible, to improve the safety of local roadways.

Objective 3 – Intergovernmental Coordination: Coordinate the transportation system with the plans and programs of the Miami-Dade Metropolitan Planning Organization (MPO), South Florida Regional Transportation Authority, and the Florida Department of Transportation.

Policy 3.1 – The Town staff shall annually review and evaluate the Florida Department of Transportation 5-Year Transportation Plan, the Miami-Dade County Transportation Improvement Program and the traffic circulation plans and programs of Miami Beach Indian Creek Islands, and Bal Harbour to determine if plans and programs contained therein necessitate any revision to this or other elements of this Comprehensive Plan.

Policy 3.2 – Appropriate Town staff shall attend selected meetings of Metropolitan Planning Organization and related ad hoc committees pertaining to traffic and transportation issues affecting the Town.

Policy 3.3 – The Town shall revise this Transportation Element as necessary in response to the above.

Policy 3.4 – The Town shall include statements of findings in support of all modifications to this Transportation Element.

Policy 3.5 - The Town shall coordinate with Miami-Dade County, local governments and regional and state agencies in the implementation of the Transportation Element, through mechanisms such as established by the Miami-Dade County MPO, FDOT Districts 4 and 6, the South Florida Regional Transportation Authority, and the South Florida Regional Planning Council.

Policy 3.6 - The Town will continue to coordination with Miami-Dade County regarding left-turn signage at the intersection of Abbott Avenue and 96th Street.

Objective 4 – Coordination with transit authority: In general, coordinate with the plans and programs of the Miami-Dade Transit. This objective shall be made measurable by its implementing policy. [9J-5.007 (4) (b) 3]

Policy 4.1 – Appropriate Town staff shall attend selected meetings of Miami-Dade Transit pertaining to levels of service for buses and other transit.

Objective 5 – Right-of-way protection: In general, protect existing rights-of-way and future rights-of-way from building encroachment including rights-of-way for mass transit. In particular, achieve zero net loss of right-of-way from building encroachment throughout the period during which this plan is in effect. [9J-5.007 (4) (b) 5]

Policy 5.1 – The Town shall use the land development code as enacted, the land development code enforcement procedures and the building code enforcement procedures to protect existing rights-of-way through setback requirements which prohibit right-of-way encroachments of any kind. [9J-5.007 (4) (c) 4]

Objective 6 – Adequate Parking: The Town shall help provide an adequate supply of parking to serve the business area and major community facilities. Achievement of this objective shall be quantified by the implementation of the following policy.

Policy 6.1 By June 2011 the Town shall consider the financial feasibility of conducting a “Parking Trust Fund Study” to evaluate the areas best suited for development, cost, funding techniques and sources, and timeline to construct parking garages within the business district, as identified in the November 2006 Charrette.

Objective 7 – Greater use of mass transit: The Town shall encourage greater use of existing mass transit facilities. Achievement of this objective shall be measured by the implementation of the following policies:

Policy 7.1 – The Town shall keep abreast of bus service needs and notify Miami-Dade Transit of required service changes as necessary.

Policy 7.2 – The Town shall monitor its mini-bus system and accommodate increasing ridership as necessary.

Objective 8 – Provision of transit and coordination of transit planning: In general, provide efficient mass transit and paratransit services based on existing and proposed major trip generators. In particular, provide the Miami-Dade County transportation planning agencies with ad hoc periodic development reports and other input on the status of any development or redevelopment which could alter the need for bus and paratransit services. This objective shall be made measurable by its implementing policies. [9J-5.008 (4) (b) 4]

Policy 8.1 – The Town shall prepare a written report to be transmitted to the Technical Coordinating Committee of the Miami-Dade Metropolitan Planning Organization outlining the locations, characteristics and/or special transit needs that have developed or been identified in the year preceding the annual request for the Transportation Improvement Program Update. This report shall include: 1) estimated new employment by income; 2) estimated new patrons; 3) estimated new residential occupancy. Potential current and future mass transit needs will be suggested.

Policy 8.2 – The Town should support proposals for increased frequency of bus service on arterial roads as a means to relieve tendencies for over capacity during peak hours. Such service should be restricted to arterial and collector roads and should not be provided on local roads because it could be detrimental to neighborhood quietude.

Objective 9 – Coordinate with plans for “transportation disadvantaged people:” On a continual basis and throughout the effective period of this plan, the Town shall coordinate with Miami-Dade County Transit, the Metropolitan Planning Organization, the Florida Department of Transportation and any public transportation agency offering special services for “transportation disadvantaged people.” This objective shall be made measurable by its implementing policies. [9J-5.008 (4) (b) 4]

Policy 9.1 – Appropriate Town staff shall attend selected meetings of Miami-Dade Transit, the Metropolitan Planning Organization, the Florida Department of Transportation and any other public transportation agency offering special services for the disadvantaged.

Policy 9.2 – The Town shall encourage the increased use of wheelchair accessible buses on Town routes.

Policy 9.3 – Continue to provide sidewalks within two blocks of bus stops on arterials when costs permit.