



GOAL 1: Provide for the citizens of Cutler Bay, a safe, convenient, accessible and efficient transportation system.

Objective T1-1: Level-of-Service Standards

To provide a safe, convenient, accessible and efficient transportation system with a Level-of-Service that sustains the Town’s social, aesthetic, economic, and natural resources.

Monitoring Measures T1-1

Achievement of adopted Level-of-Service standards.

Policy T1-1A: Adopted roadway LOS standards shall vary depending on the classification of the roadway, roadway location, and availability of transit. Table T-1 below summarizes the adopted peak-period LOS standards for all local, County and roads in Cutler Bay.

Table T-1: Adopted Peak Hour Level-of-Service Standards

NON-FIHS, SIS NOR TRIP-FUNDED FACILITIES MINIMUM LEVELS-OF-SERVICE WITHIN THE TOWN OF CUTLER BAY				
Location	Facility - Town, County and State Roadways	Transit Availability		
		No Transit Availability	20 Min. Headway Transit Service Within 1/2 Mile	Extraordinary Transit (Commuter Rail or Express Bus)
Outside Miami-Dade Urban Infill Area	Principal Arterials	LOS D	LOS E (100% of Capacity)	120% of Capacity
	Minor Arterials	LOS D	LOS E (100% of Capacity)	120% of Capacity
	Collectors	LOS D	LOS E (100% of Capacity)	120% of Capacity
	Local Roads	LOS D	LOS E (100% of Capacity)	120% of Capacity

STATEWIDE MINIMUM LEVEL-OF-SERVICE STANDARDS FOR THE STATE HIGHWAY SYSTEM, ROADWAYS ON THE STRATEGIC INTERMODAL SYSTEM (SIS), ROADWAYS ON THE FLORIDA INTRASTATE HIGHWAY SYSTEM (FIHS) AND ROADWAY FACILITIES FUNDED IN ACCORDANCE WITH SECTION 339.2819, FLORIDA STATUTES, THE TRANSPORTATION REGIONAL INCENTIVE PROGRAM (TRIP) WITHIN CUTLER BAY1

SIS and FIHS facilities	Location		
	Inside Cutler Bay	Roadways Parallel to Exclusive Transit Facilities	Constrained or Backlogged Roadways
Limited Access Facilities	LOS D [E]	LOS E	Manage
Controlled Access Facilities	LOS D	LOS E	Manage
TRIP-funded Facilities and other State Roads (2)	Location		
Other Multilane	LOS D	LOS E	Manage
Two-Lane (3)	LOS D	LOS E	Manage

- (1) Source: Statewide Minimum Level-of-Service Standards, Rule 14-94.003
- (2) Means the level-of-service standards for non TRIP facilities may be set by local governments in accordance with Rule 9J-5.0055 F.A.C.
- (3) It is recognized that certain roadways (i.e. constrained roadways) will not be expanded by the addition of through lanes for physical, environmental, or policy reasons. In such instances, a variance to the level-of-service may be sought to Section 120.542, Florida Statutes.



NOTES: Level-of-Service designations are defined in the department's 2002 Quality/Level-of-Service Handbook.

FIHS = Florida Intrastate Highway System

Policy T1-1B: For backlogged and constrained facilities, the maximum cumulative impact of land developments shall not exceed ten percent (10%) of the Annual Average Daily Traffic (AADT) at the time of development review, without mitigation which maintains the predevelopment Level-of-Service condition. The Town shall ensure that roads operating below the adopted LOS standards shall be maintained at or better than the Level-of-Service condition at the time of development review.

Policy T1-1C: The Town shall ensure that no development approvals are issued that would degrade the Level-of-Service conditions beyond the acceptable Level-of-Service standards as stated in the Comprehensive Plan.

Policy T1-1D: The Town shall ensure that no development approvals are issued that would degrade the Level-of-Service conditions on roads operating below adopted standards.

Policy T1-1E: The Town, in cooperation with the Metropolitan Planning Organization, Miami-Dade County and The Florida Department of Transportation shall study and recommend specific roadway improvements, transit improvements, as well as Transportation System Management (TSM) and Transportation Demand Management (TDM) measures to alleviate congestion on thoroughfares where LOS is, or is projected to be, below the adopted standard.

Policy T1-1F: The Town shall ensure that development which increases traffic on roads which are backlogged, constrained or projected to be at deficient Levels-of-Service be required to provide one or more of the following:

1. Conventional mitigation measures, such as physical capacity enhancements; additional transit service providing the roadway can carry additional person trips;
2. A Transportation Demand Management (TDM) or Transportation Systems Management (TSM) plan for approval by the Town; or
3. Other remedies as provided by State Statutes.

Policy T1-1G: The Town shall not vacate any public Rights-of-Way unless it determines that the Right-of-Way provides no public benefit, or is not required for present or future public use.

Policy T1-1H: The Town shall control vehicular access onto Town and County streets through its Land Development Regulations and site plan review process in order to reduce existing or potential congestion and safety problems. Access Management studies shall be undertaken by the Town and financed by the developers on facilities when appropriate. Access to state highways is controlled by The Florida Department of Transportation.

Policy T1-1I: To provide an incentive for development in designated charrette areas, where higher, Transit Oriented Densities are encouraged, the Town shall work with the County and the State to seek alternative means of capacity; including advocacy of a transit impact fee.

Policy T1-1J: In lower density areas, outside of designated charrette areas the Town shall work with the County and the State to maximize, where appropriate, through traffic management and planned improvements, particularly on section line and half section line roads, which form the basic surface mobility network.



Policy T1-1K: In low density residential neighborhoods, the Town will work to minimize traffic intrusion, and thereby focusing non-local and cut through traffic onto the thoroughfares formed by the section line and half-section line roads, which serve to connect with significant traffic generators or thoroughfares.

Policy T1-1L: The Town shall connect the transportation grid where thoroughfares are disconnected from providing service by canals, railways, etc. where the Town has jurisdiction. The Town will measure the negative impacts where it might not be possible.

Policy T1-1M: The Town shall maintain and periodically update a Transportation Master Plan to specifically identify areas of need, as well as short and long term multimodal and policy oriented mitigation measures, and measures of effectiveness. Each recommended project shall have a cost estimate associated with it, to assist in determining a cost feasible Capital Improvement Element.

Policy T1-1N: The projects identified on the approved Transportation Master Plan shall be implemented as needed to achieve and maintain the adopted Levels-of-Service standards. These projects will be the basis of the Capital Improvements Element relative to transportation.

Policy T1-1O: To the extent applicable by State law, the Town shall regulate encroachments in the public Rights-of-Way. No encroachment shall be allowed unless it is permitted by the Florida Building Code or is permitted by a written agreement between the Town and the owner of the encroachment. The agreement will identify terms and conditions upon which the encroachment is allowed within the public Right-of-Way. The Town will not support encroachments on county and state Roads. The Charrette areas and US-1 are an exception due to the fact that it is the intent of design standards in these areas to have new development constructed up to the "build to" line, which is the Right-of-Way. Minor encroachments such as awnings and balconies will be permitted, provided they do not interfere with travel.

Policy T1-1P: In an effort to minimize the contribution of trips on the FIHS, the Town shall pursue TSM and TDM measures, in coordination with South Florida Commuter Services, as appropriate, to remedy existing and projected Level-of-Service (LOS) deficiencies.

Policy T1-1Q: Emergency vehicle access shall be considered during any modification of the transportation system, including access to parcels, and the design and construction of roads and traffic mitigation devices.

Policy T1-1R: The Town shall assess the condition of and repave, where necessary, the streets of Cutler Bay as funds are available.

Policy T1-1S: The Town shall maintain a Concurrency Management System to effectively and efficiently track roadway capacities.

Policy T1-1T: The Town shall work with Miami-Dade County Transit to implement transit service improvements where warranted throughout the town and along the US-1 Busway, including but not limited to Signal Prioritization, Minimal Headways, Special Use Lanes, and other Transportation Demand Management, Transportation Systems Management, Tolling and High Occupancy Vehicle approaches that may be practical.



Objective T1-2: Alternative Modes of Transportation

The Town shall work to provide for alternative modes of transportation, in coordination with other units of Local, County and State government and the private sector.

Monitoring Measure T1-2

Increase in transit service levels.

Policy T1-2A: The Town shall work with The Florida Department of Transportation, Miami-Dade Transit, Miami-Dade Public Works Department and the Metropolitan Planning Organization to identify strategies in which it can achieve a more balanced modal split.

Policy T1-2B: The Town shall work with The Florida Department of Transportation, Miami-Dade Public Works Department and Miami-Dade Transit to implement parking strategies in the charrette areas and along the Busway to provide incentive for the further development of transit friendly urban design.

Policy T1-2C: The Town shall use appropriate Transportation Systems Management (TSM) and Transportation Demand Management (TDM) strategies to improve system efficiency and enhance safety. These include, but are not limited to:

1. Coordination with South Florida Regional Commuter Services;
2. Coordination with Miami-Dade Transit;
3. Coordination with local municipal circulators;
4. Congestion management;
5. Access management;
6. Installation of on-road bicycle lanes and bicycle parking and storage facilities;
7. Parking policies which discourage driving alone;
8. Employer-sponsored programs to encourage carpooling, vanpooling, bicycling, flexible work hours, telecommuting and transit usage;
9. Site development;
10. Designs which foster transit usage and pedestrian accessibility; and
11. Bus pull-in/pull-out areas, where deemed safe and necessary to retain highway Level-of-Service.

Policy T1-2D: The Town shall, in conjunction with Miami-Dade County, support Miami-Dade Transit in continuing to provide bus service within the Town at defined Levels-of-Service as specified by Miami-Dade Transit in their Transit Development Program (TDP).

Policy T1-2E: The Town shall encourage Miami-Dade Transit to evaluate all aspects of the existing transit system, including regular Miami-Dade Transit routes, any existing paratransit, STS, demand response or other transportation demand strategy approaches being used.

Policy T1-2F: In the Old Cutler Road Charrette and UCD Charrette Areas, the Town shall promote Transit Oriented Development and mixed-use development.

Policy T1-2G: In the Charrette Areas, the Town shall work with the development community to specify other commitments that serve to reduce single-occupant motor vehicle trips.

Policy T1-2H: Encourage Miami-Dade Transit to analyze the existing local Miami-Dade Transit route system for connection to the larger, regional system, like the Busway and Metrorail.



Policy T1-2I: As envisioned in the Future Land Use Element, the Town will work to develop land use strategies and densities along US-1 which will facilitate the justification and implementation of high capacity transit, such as Metrorail.

Policy T1-2J: The Town supports the implementation of an extension of the Metrorail System between Dadeland and Florida City on the US-1 Busway, and therefore supports a funding shift from primarily roadway projects to a more alternative mode/transit mobility programming.

Policy T1-2K: Cutler Bay shall work with Miami-Dade Transit to construct bus shelters and enhanced stops at all transit stops within the Town.

Policy T1-2L: The Town will work with Miami-Dade Transit to decrease bus headways mid-day to 30 minutes or less.

Policy T1-2M: Cutler Bay shall support County plans for the higher level of transit service along on the Busway, including the examination of High Occupancy Toll lanes, or development of the Metrorail. The Town will advocate for a transit impact fee.

Objective T1-3: Safe and Convenient Pedestrian and Bicycle Network

The Town shall provide a safe and convenient pedestrian and bicycle network including links to schools, recreational facilities, bus stops, and major trip generators.

Monitoring Measure T1-3

Documented expansion to the bicycle and pedestrian network.

Policy T1-3A: The Town shall work with The Florida Department of Transportation and Miami-Dade Transit to provide safe and convenient pedestrian connections to Busway Stations across US-1.

Policy T1-3B: The Town shall continue to identify sidewalk needs in the following areas:

1. Existing roadways;
2. Hazardous routes;
3. Designated school walking routes;
4. Connecting existing sidewalks to schools, parks, recreational facilities, and new developments;
5. Repairing and replacing existing deteriorated sidewalks; in connection with new road construction; and
6. Accessing Miami-Dade Transit bus stops.

Policy T1-3C: The Town shall promote pedestrian and bicycle linkages between residential and non-residential land uses. The principles of Crime Prevention through Environmental Design shall be a consideration in site plan reviews.

Policy T1-3D: The Town shall continue to seek supplemental funding for local sidewalk construction programs.

Policy T1-3E: The Town shall continue to identify and install pedestrian safety improvements in conformance with the Manual of Uniform Traffic Control Devices. Streets through residential neighborhoods should be maintained and identified in a manner that promotes and protects the residential environment and enhances pedestrian safety.



TRANSPORTATION ELEMENT

Policy T1-3F: The Town shall coordinate with Miami-Dade Transit for improved pedestrian facilities within ¼ mile of all transit stations, and areas of transit oriented densities. The Town strongly supports a pedestrian overpass on US-1 to the busway and will work with the appropriate agencies to implement this project.

Policy T1-3G: The Town shall work to develop on and off-road bike lanes, paths, greenways and trails.

Policy T1-3H: The Town shall identify and prioritize enhancement projects for pedestrian and bicycle ways in conjunction with the Metropolitan Planning Organization.

Policy T1-3I: The Town shall work to assure that all sidewalks are ADA compliant.

Policy T1-3J: The Town shall coordinate with Miami-Dade County Schools, and the Metropolitan Planning Organization to develop safe routes to and from schools.

Policy T1-3K: The design and construction of thoroughfare roads shall provide for safe on-road bicycle lanes, wherever possible and practical as determined by the Town's Planning and Public Works departments.

Policy T1-3L: All requests for development shall be required to install safe and convenient pedestrian and bicycle access, as provided for in the Land Development Regulations.

Policy T1-3M: The Town shall implement a design strategy known as an "intersection sleeve" at certain intersections on high capacity thoroughfares particularly along US-1. These will make high-volume traffic roadways safe for pedestrians to cross. These locations shall be determined from a comprehensive pedestrian amenity study. The "sleeve" strategy involves clearly striping crosswalks and using different paving materials, crossing signage and lighting, and reducing the distance between curb corners where possible to reduce pedestrian crossing distance.

Policy T1-3N: The Town shall examine the connection of major traffic generators, transit stops and areas of density, with an interconnected system of sidewalks and or bicycle paths.

Policy T1-3O: The Town shall work to reduce conflicts among modes of transportation. This can be done through:

1. Establishing enhanced intersections with more visible crosswalks and enhanced signage;
2. Developing bike paths and lanes with bollards and raised islands to increase safety at intersections by preventing vehicles from entering the special lanes;
3. Bus shelters;
4. Traffic calming where appropriate; and
5. Pedestrians islands.

Objective T1-4: A Transportation System Coordinated with Land Use

The Town shall continue to evaluate the mutual interaction between the transportation system and land use in order to sustain the Town's natural, aesthetic, social and economic resources.

Monitoring Measure T1-4

Number of Transit Oriented Development Projects completed.



Policy T1-4A: The Town shall promote Transit Oriented Development (TOD) in the Town Center and Mixed Use districts, and around existing and future transit and express bus stations, where appropriate. The regulations shall promote infill development with the appropriate transit sufficient densities around Busway transit stations.

Objective T1-5: Coordination of Transportation Plans with Other Jurisdictions

The Town shall coordinate transportation plans and programs with the plans and programs of State, Regional, County and other local jurisdictions.

Monitoring Measure T1-5

Policy implementation status.

Policy T1-5A: The Town shall maintain an updated Transportation Master Plan.

Policy T1-5B: Cutler Bay shall request to be involved with all planning, designing, or constructing transportation facilities within the Town boundaries by other agencies, so as to have local input on the decision making process.

Policy T1-5C: The Town shall coordinate its Capital Improvement Program with the plans of the Florida Department of Transportation; the Miami-Dade County Metropolitan Planning Organization; Miami-Dade Transit, Miami Dade County Public Works and Waste Management Department and the surrounding communities.

Policy T1-5D: Town staff shall meet with The Florida Department of Transportation and Miami-Dade Transit, Miami Dade County Public Works Department staff as needed to discuss common issues, including the status of projects in each jurisdiction's Capital Improvements Programs.

Policy T1-5E: The Town shall continuously coordinate transportation improvements, including those in its Capital Improvements Program, with the Metropolitan Planning Organization's short-term Transportation Improvement Program and Long Range Transportation Plan.

Policy T1-5F: The Town shall consult with Miami-Dade Transit to assure its Transit Development Program is responsive to the community in terms of providing safe, accessible and efficient transit area coverage including adequate bus headways.

Objective T1-6: A Transportation System to Enhance and Preserve Neighborhoods

The Town shall develop a transportation system that helps preserve and enhance the Town's neighborhoods.

Monitoring Measure T1-6

Policy implementation status.

Policy T1-6A: The Town shall develop standards and a palate of acceptable improvements for protecting neighborhoods to minimize impacts from traffic intrusion.

Policy T1-6B: The Town shall assess traffic intrusion through residential neighborhoods, and work in coordination with Miami Dade County and its traffic flow modification process to mitigate such negative situations with the appropriate traffic calming measures.



TRANSPORTATION ELEMENT

Policy T1-6C: Safe, convenient, on-site traffic flow with adequate parking will be established for all redeveloping non-residential and multi-family residential facilities.

Policy T1-6D: The Town shall periodically request the Florida Department of Transportation and or Miami-Dade County to partner with it to study access management techniques on the appropriate facilities. These techniques may include but shall not be limited to:

1. Local street access on streets where cut-through traffic is impossible;
2. Access on the highest-classified street where The Florida Department of Transportation standards can be met;
3. Joint access, cross access, and shared access;
4. Raised median diverters;
5. Angled entrances and exits and other driveway configurations which channel traffic away from the neighborhood;
6. Enforceable signs ("do not enter", "no thru traffic," etc.);
7. Building orientation away from the neighborhood, including drive-through windows;
8. Internal traffic circulation to discourage use of the side streets;
9. Pedestrian access to encourage walking rather than driving short distances;
10. Limited curb cuts; and
11. Transit orientation, including safe and convenient pedestrian routes to the nearest bus stop.

Policy T1-6E: The Town shall work to provide a connected grid network based on County section line and half-section line roads. Capacities of these facilities and their intersections shall be maximized within existing Right-of-Way limits, when needed.

Policy T1-6F: The Town shall implement the aesthetics of road corridors during the design process. Where adequate Right-of-Way exists or can be reasonably acquired, landscaped medians shall be the preferred center component of road cross-sections. When major new public facilities are planned, their design should be aesthetically compatible with the surrounding area, whenever practical.

Policy T1-6G: Public involvement shall be ensured by staff presentations to neighborhood associations and/or groups during the preliminary design stage for road projects involving changes in the road configuration, including alignment, number of lanes, and calming devices.

Policy T1-6H: Any missing links in the sidewalk system shall be eliminated, provided that financial resources are available

Policy T1-6I: The Town shall improve its ROW's in order to encourage pedestrian activity. Where pedestrian activity would be encouraged without significant adverse effect on public safety, such improvements may include, but would not necessarily be limited to, development of "sleeves", straightening of medians, realignment of streets, realignment of street curbs at intersections, establishing parallel or angled parking, extending sidewalks to accommodate trees or tree planters, improving crosswalks, reducing the number or width of automobile travel lanes, or improving pedestrian ramps.

Policy T1-6J: Strategies shall be identified to assist in the preservation of the regional function of the Florida Intrastate Highway System facilities (FIHS).



Objective T1-7: Transportation that Serves Regional and Local Interests

The Town shall work with other Local, County and State bodies to assure that the transportation system is regionally connected and context sensitive as it traverses Cutler Bay.

Monitoring Measure T1-7

Policy implementation status.

Policy T1-7A: The Town shall allow the appropriate intensity and land use mix to provide incentive to the use of transit, pedestrian facilities and discourage the use of the automobile. These incentives should concentrate on the Town Center and Mixed Use districts.

Policy T1-7B: The Town shall seek grants or planning assistance that encourages housing within the Town Center land use category.

Policy T1-7C: The Town shall actively participate in the Metropolitan Planning Organization's planning processes to assure it has a voice in the development of local and regional transportation facilities.

Policy T1-7D: Retrofitted or reconstructed streets, wherever practical as determined by the Town, shall include amenities such as shade trees and benches, curb, gutter and adequate drainage infrastructure, as well as pedestrian safe designs; such as, refuge medians where more than two-lane roadways exist, raised pavements to alert motorists to pedestrian crossings, and sidewalk bulb-outs where there is on-street parking.

Policy T1-7E: The Town shall review requests for development approval for transportation circulation, including, but not limited to, ingress and egress from and to adjacent roadways for automobiles, trucks and delivery vehicles, pedestrians, mass transit, and bicycles.

Objective T1-8: Hurricane Evacuation & Disaster Preparedness

The Town shall coordinate with Miami-Dade County, adjacent municipalities and the State of Florida in addressing the evacuation, structural integrity, and disaster-preparedness needs of Cutler Bay.

Policy T1-8A: Work with Miami-Dade County, adjacent municipalities and the State of Florida to ensure the transportation system is adequately prepared for hurricane evacuation.

Policy T1-8B: By 2008, the Town shall maintain an updated Emergency Response Plan (ERP) addressing disaster-preparedness, hurricane evacuation and post disaster redevelopment plans, procedures and personnel duties.

Policy T1-8C: Work with Miami-Dade County to ensure that Town employees are adequately trained in the policies and procedures required during and after a disaster emergency and the long term post disaster.



GOAL 2: The town shall develop a financially feasible transportation system that meets the needs of the town residents.

Objective T2-1: Capital Improvement Program

The Town shall implement a Capital Improvement Plan, including methods of funding, and fiscal controls for all major traffic and roadway projects.

Policy T2-1A: The Town shall compile and prioritize a project list of major repair and maintenance for existing roadways under its jurisdiction and include the project list in Capital Improvement Plan.

Policy T2-1B: On an annual basis, the Town shall program needed capital transportation projects and improvements in the Town's Capital Improvement Plan.

Objective T2-2: Financing Mechanisms

The Town shall investigate new financing alternatives to overcome shortfalls of transportation funding.

Policy T2-2A: The Town shall continue to aggressively seek funds from the Florida Department of Transportation, the Florida Department of Economic Opportunity, U.S. Department of Transportation, the Federal Transit Administration, and other appropriate state and regional agencies to meet the necessary funding for needed transportation improvements.

Policy T2-2B: New or re-development shall pay their proportionate fair share for their transportation impacts through impact fee assessments, construction of pedestrian/bicycle facilities, donations of needed Rights-of-Way or other appropriate means.