

TRANSPORTATION ELEMENT

Goals, Objectives, and Policies

- Goal 1** To provide for a safe, convenient and efficient motorized and non-motorized transportation system for all residents and visitors to the Village.
- Objective 1.1** The Village shall strive to balance mobility modes so that vehicular traffic moves at a civilized pace and does not create discomfort or danger for pedestrians, cyclists, and transit riders. ~~continue to achieve optimum traffic flow within the constraints of the Village's location and fully developed status.~~
- Policy 1.1.1** The Village shall continue to utilize the following peak hour level of service standards due to the jurisdiction of the major streets and the existing development pattern:
- Minor arterial C
 - Collector D
- Policy 1.1.2** The Village shall continue to use the development plan review process to control roadway access points, and on-site traffic flow and parking; amend the Village's code provisions where necessary within one year of transmitting this plan.
- Policy 1.1.3** In particular, the Village of El Portal shall review the street design and redevelopment of parcels fronting N.E. Second Avenue in order to implement Complete Streets and building fabric that supports a walkable experience. ~~the parking standards and site plan applications that pertain to the N.E. Second Avenue frontage.~~
- Policy 1.1.4** The Village shall investigate and implement opportunities to utilize the People's Transportation Plan and other funding sources to improve the transportation system and increase the mobility options available to existing and future residents and businesses.
- Policy 1.1.5** Create a bicycle and pedestrian Master Plan to improve east west connections throughout the Village and address crossings for the main corridors running north-south.
- Policy 1.1.6** Assure consistency with the requirements of the Americans with Disabilities Act (ADA) in the planning and design of a pedestrian system in the Village.

Objective 1.2

The Village shall continue to achieve coordination of the Future Land Use Plan and the Transportation Element by recognizing the traffic implications of ~~the mixed-use~~ redevelopment sites including of the former Little Farm Trailer Park site, and by providing for connectivity between ~~the site~~those sites and the remainder of the Village. To the maximum extent possible opportunities for access to and within the site by a variety of transportation modes, including transit, automobiles, bicycles, and pedestrianism, should be incorporated into ~~the design~~future designs.

Policy 1.2.1

The Village shall develop and implement a pilot project to discourage speeding non-local traffic on ~~residential~~ streets. ~~Potential examples include N.E. 86th Street (east of N.E. 2nd Avenue) and N.E. 88th and 89th Streets using the alley east of N.E. 2nd Avenue to form a loop street.~~

Policy 1.2.2a

The Village shall otherwise, maintain the existing circulation system and assure traffic patterns and bicycle paths that complement the ~~residential~~ neighborhoods.

Policy 1.2.2b

The Village shall utilize ~~median beautification and~~ traffic calming techniques in order to discourage through traffic in residential areas. Traffic calming techniques may include reduced pavement width, on-street parking, regularly-spaced street trees planted near the edge of pavement or in medians, narrow turning radii at intersections, speed tables, crosswalk texture, and roundabouts.

Policy 1.2.3

The Village shall continue to cooperate with surrounding jurisdictions to provide a uniform traffic control system within the Village and surrounding areas to the extent practicable and feasible.

Policy 1.2.4

The Village shall maintain and enforce ~~strict~~ requirements within its development codes that regulate site lines at intersections and driveways in order to improve visibility for drivers without compromising proper building location, on-street parking, or tree canopy. which regulate proper site distances to eliminate visual barriers which hinder safe and controlled circulation of traffic.

Policy 1.2.5

Improve pedestrian safety, safe crossings, and access to stations/stops on 2nd Avenue and North Miami Avenue.

Policy 1.2.6

Research the feasibility of a Village circulator or other micro-transportation as additional mixed-use development takes place in the Village and as a potential commuter rail stop is implemented at 79th Street.

Policy 1.2.7

Coordinate with Miami-Dade Transit to improve public transportation

to and from the Village.

Policy 1.2.8 Prepare a plan for bicycle and pedestrian connections from the Village to the potential future commuter rail stop at 79th Street.

Objective 1.3 The Village shall continue to coordinate Village transportation planning with the Metropolitan Planning Organization.

Policy 1.3.1a The Village shall continue to coordinate with the Metropolitan Planning Organization, the State and other regional transportation planning agencies to achieve better traffic flow on the arterial and collectors without widening them.

~~Policy 1.3.1b The Village shall select priority arterials and collectors where medians would be appropriate to control speed.~~

Policy 1.3.2 The Village of El Portal shall continue to coordinate with the same agencies to help them implement the plan for rail transit along the Biscayne Boulevard corridor including a stop at 87th Street.

Policy 1.3.3 The Village shall participate in the Metropolitan Planning Organization process by providing staff time for the Metropolitan Planning Organization’s Technical Advisory Committee.

Policy 1.3.4 The Village shall actively participate in the Metropolitan Planning Organization’s activities to ensure that decisions affecting the Village are met concerning area wide transportation planning issues.

Objective 1.4 The Village shall continue to avoid any building construction within existing street rights-of-way; note: additional rights-of-way are not required since no widening is planned.

Policy 1.4.1 The Village shall continue to utilize the development review process to protect the existing major street rights-of-way by enforcing setback and other zoning requirements. ~~the 25 foot building setback requirement.~~

Objective 1.5 The Village of El Portal shall select projects to be funded under the capital improvements programs based on criteria which ensure that priority needs are met.

Policy 1.5.1

Criteria to rank new projects for funding under Federal, State and local capital improvements programs in the Village include:

- ~~Project preserves/improves highway pavement.~~
- ~~Project preserves/improves bridges.~~
- ~~Project improves highway safety.~~
- Project reduces congestion, particularly where levels of service do not meet adopted standards.
- Project ~~addresses~~ improves and supports public transportation.
- Project improves pedestrian and bicycle safety and accessibility.
- Project improves Village resilience to flooding and sea level rise.
- Project improves intermodal facility.
- Project improves hurricane evacuation and recovery.
- Project improvements are the results of a redevelopment plan or similar endeavor.

Criteria with half the importance of the above include the following:

- Project supports urban service strategies.
- Project improves or provides alternatives to the Florida Intrastate Highway System.
- Project improves traffic circulation.
- Project has limited environmental impact.
- Project improves freight movement.
- Project protects right-of-way.
- Project provides continuity of capital programming.

Objective 1.6

The Village of El Portal shall identify land use reforms in order to encourage the use of non-automobile modes.

Policy 1.6.1

Coordination of land use and non-automobile modes includes promoting transit-supportive densities and a mixture of uses, increasing network connectivity, and implementing Transit-Oriented Development (T.O.D.) Principles in the vicinity of existing or planned transit stops and stations.

Policy 1.6.2

Encourage local commercial uses by improving walkability between single family residential areas and the Z4 and Z5 zoning districts.

Objective 1.7

The Village of El Portal shall encourage the use of bicycles by studying communities that have implemented safe bicycle infrastructure and implementing similar infrastructure in the Village of El Portal.

Policy 1.7.1

Safe bicycle infrastructure may include protected bike lanes and protected intersections, bike boxes at intersections, buffered bike lanes, sharrows on streets with a low design speed, locations for bike share and bike rental, sufficient and safe bike storage areas, and sufficient bike parking.

Policy 1.7.2

Bicycle infrastructure should be coordinated with Metropolitan Miami-Dade County's efforts for improved bicycle connectivity and safety.