
TRANSPORTATION ELEMENT

DATA INVENTORY AND ANALYSIS

PURPOSE

A local government which has all or part of its jurisdiction included within the urban area of a Metropolitan Planning Organization (MPO) pursuant to Section 339.175, F.S., shall prepare and adopt a transportation element consistent with the provisions of this Rule and Chapter 163.3177(6)(b) F.S. Within a designated MPO area, the transportation elements of the local plans shall be coordinated with the long range transportation plan of the MPO. The purpose of the transportation element shall be to plan for a multimodal transportation system that places emphasis on public transportation systems.

TRANSPORTATION PLANNING AREA

Surfside is located within the Beach/Central Business District (CBD) Transportation Planning Area defined by the Miami-Dade's Transportation Planning Organization (TPO). The Beach/CBD Transportation Planning Area has unique characteristics due to the presence of various islands and causeways. The Town of Surfside falls under Miami-Dade County's designated Transportation Concurrency Exception Areas (TCEA). A TCEA is a compact geographic area designated to support the urban infill and redevelopment to circumvent the adverse impacts of concurrency requirements. The Miami-Dade County MPO projects a 16% increase in population in the Beach/CBD Planning Area; but since the Town is almost 100% developed, not much change is expected, and the anticipated future growth will be mostly redevelopment.

As part of the TCEA, the Level of Service for major state roadways in Surfside is LOS E+20, meaning that where mass transit service having headways of 20 minutes or less is provided within a ½-mile distance, roadways shall operate at no greater than 120 percent of their capacity.

EXISTING TRANSPORTATION SYSTEM

The Town is responsible for maintaining the local network program. The Town's street system is configured in a grid with most blocks 250-feet wide and 660-feet long. Surfside has two state arterials, five collectors, and fifteen local roads. The regional road network is under the State of Florida's jurisdiction. Collins Avenue and Harding Avenue are the major north-south corridors through the Town, while 96th Street is the main east-west roadway.

State Roadways

State arterial roadways include Collins Avenue, Harding Avenue and 96th Street which are all functioning at level of service standard 'D' and therefore are meeting level of service standards. Because of the compact nature of the Town, these roadways are within a ½-mile of mass transit. There are no FIHS or SIS facilities within the Town of Surfside.

SR A1A/Collins Avenue

SR A1A/Collins Avenue is a major principal arterial which runs parallel to Harding Avenue. The three-lane facility serves only northbound traffic.

SR A1A/Harding Avenue

SR A1A/Harding Avenue is a major principal arterial which runs parallel to Collins Avenue. The three-lane facility serves only southbound traffic.

SR 922/96th Street

SR 922/96th Street is a minor principal arterial and runs east-west. SR-922/96th Street connects Surfside with Bay Harbor Islands and Bal Harbour.

Primary Local Roads

The collectors are 88th Street, Bay Drive, Dickens Avenue, and Byron Avenue south of 88th Street. The major local roads are 91st Street/ Surfside Boulevard, Abbott Avenue, 95th Street, 94th Street, and 93rd Street. 91st Street/Surfside Boulevard is the only gateway to Indian Creek. A two-lane bridge on the south connects Biscaya Island to the rest of the Town.

Existing Roadway Level of Service

The following table 2-1 shows the existing level of service for the state arterial roadways in Surfside.

Table 2-1 Roadway Existing Level of Service

Roadway Name	Location		Classification	Adopted Level of Service	Lanes	Adopted LOS E+20 Capacity	Pk Hr Pk Dir Volumes 2015	Existing Level of Service 2015
	From	To						
SR-922/96th Street	Harding Ave	West of Harding Ave	State Minor Arterial	E+20	2 lanes in each direction	1,992	1,290	D
SR-A1A/Collins Avenue	87th Avenue	SR-922/96th Street	State Major Arterial	E+20	3 lanes-one way	2,988	2,205	D
SR-A1A/Harding Avenue	88th Avenue	SR-922/96th Street	State Major Arterial	E+20	3 lanes-one way	2,988	2,326	D
Note:								
1) The peak hour peak direction volume are directly taken from the <i>FDOT Traffic Information DVD 2015</i> .								
2) The adopted level of service standard thresholds are based on the <i>FDOT Generalized Table 4-7 for Peak Hour Directional Volumes</i> .								

Future Short Term Level of Service

As shown in Table 2-3, the state roadways within Surfside shall maintain their levels of service through 2020.

Table 2-2 Future (2020) Peak Hour Peak Direction Level of Service Analysis

Roadway Name	Location		Classification	Adopted Level of Service	Lanes	Adopted LOS E+20 Capacity	Pk Hr Pk Dir Volumes 2015	Existing Level of Service 2015
	From	To						
SR-922/96th Street	Harding Ave	West of Harding Ave	State Minor Arterial	E+20	2 lanes in each direction	1,992	1,316	D
SR-A1A/Collins Avenue	87th Avenue	SR-922/96th Street	State Major Arterial	E+20	3 lanes-one way	2,988	2,249	D
SR-A1A/Harding Avenue	88th Avenue	SR-922/96th Street	State Major Arterial	E+20	3 lanes-one way	2,988	2,373	D
Note:								
1) The peak hour peak direction volume are directly taken from the <i>FDOT Traffic Information DVD 2015</i> .								
2) The adopted level of service standard thresholds are based on the <i>FDOT Generalized Table 4-7 for Peak Hour Directional Volumes</i> .								

Future Long Range Level of Service

As shown in Table 2-2, the state roadways within Surfside shall maintain their levels of service through 2040.

Table 2-3 Future (2040) Peak Hour Peak Direction Level of Service Analysis

Roadway Name	Location		Classification	Adopted Level of Service	Lanes	Adopted LOS E+20 Capacity	2040 Daily Volumes	K	D	Pk Hr Pk Dir Volumes 2040	Future Level of Service 2040
	From	To									
SR-922/96th Street	Harding Ave	West of Harding Ave	State Minor Arterial	E+20	2 lanes in each direction	1,992	36,220	0.095	0.5500	1,811	D
SR-A1A/Collins Avenue	87th Avenue	SR-922/96th Street	State Major Arterial	E+20	3 lanes-one way	2,988	28,691	0.095	-	2,869	D
SR-A1A/Harding Avenue	88th Avenue	SR-922/96th Street	State Major Arterial	E+20	3 lanes-one way	2,988	28,391	0.095	-	2,839	D

Note:

- 1) The bi-directional volumes are directly taken from the *Miami Dade County MPO 2040 Long Range Transportation Plan (LRTP)*.
- 2) The adopted level of service standards are based on the *FDOT Generalized Table 4-7 for Peak Hour Directional Volumes*.
- 3) The peak hour factor (K) and directional factor (D) are directly taken from the *FDOT Quality/Level of Service Handbook*.

Capital Improvement Projects

Currently, the only roadway capital improvements planned in Surfside are a bridge rehabilitation project, multimodal trail project and transit improvement project along Collins Avenue that does not affect level of service.

Table 2-4 FDOT Five Year Work Plan (FY17-FY21)

FDOT Projects							
Project Name	Location	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	Total
Indian Creek Bridge #876100 PD&E	91 st Street/ Surfside					\$1,515,001	\$1,515,001
Total Cost of FDOT Projects						\$1,515,001	\$1,515,001

Source: FY2018-2023 FDOT Work Program

Miami Dade Transportation Planning Organization - Transportation Improvement Projects							
Project Name	Location	FY 2017	FY 2018	FY 2019	FY 2020	FY 2031-2040	Total
Collins Avenue Enhanced Bus	Collins Avenue					\$54,210,000	
Atlantic Trail	North of Miami Beach					\$ 4,082,000	
Total Cost of Miami-Dade MPO Projects						\$58,292,000	

Neighborhood Traffic

The Town of Surfside is currently facing the challenges of fast growth in the South Florida area. The Town of Surfside was not designed and built to accommodate high speed and high volume traffic. As a result, the Town is experiencing high speed cut-through traffic on the Town’s local streets in an attempt to avoid the congested arterials. The Town is striving to provide excellent quality of living for its residents and visitors, while maintaining the character of the Town. Some traffic calming has been used to address

the issues of speeding and cut-through traffic problems. The Town conducted a series of public input meetings to identify the existing problems and solutions to achieve the Town’s vision. The Town of Surfside had a Townwide Traffic Study completed in December of 2012 that evaluated the neighborhood traffic intrusion and recommended a list of traffic mitigation improvements on the local road network.

Bicycle and Pedestrian Ways

There are sidewalks on Collins Avenue, Harding Drive, and parts of Abbot Avenue. Map TRN-5 shows the existing and future sidewalks. No new sidewalks or bike paths are planned.

Transit

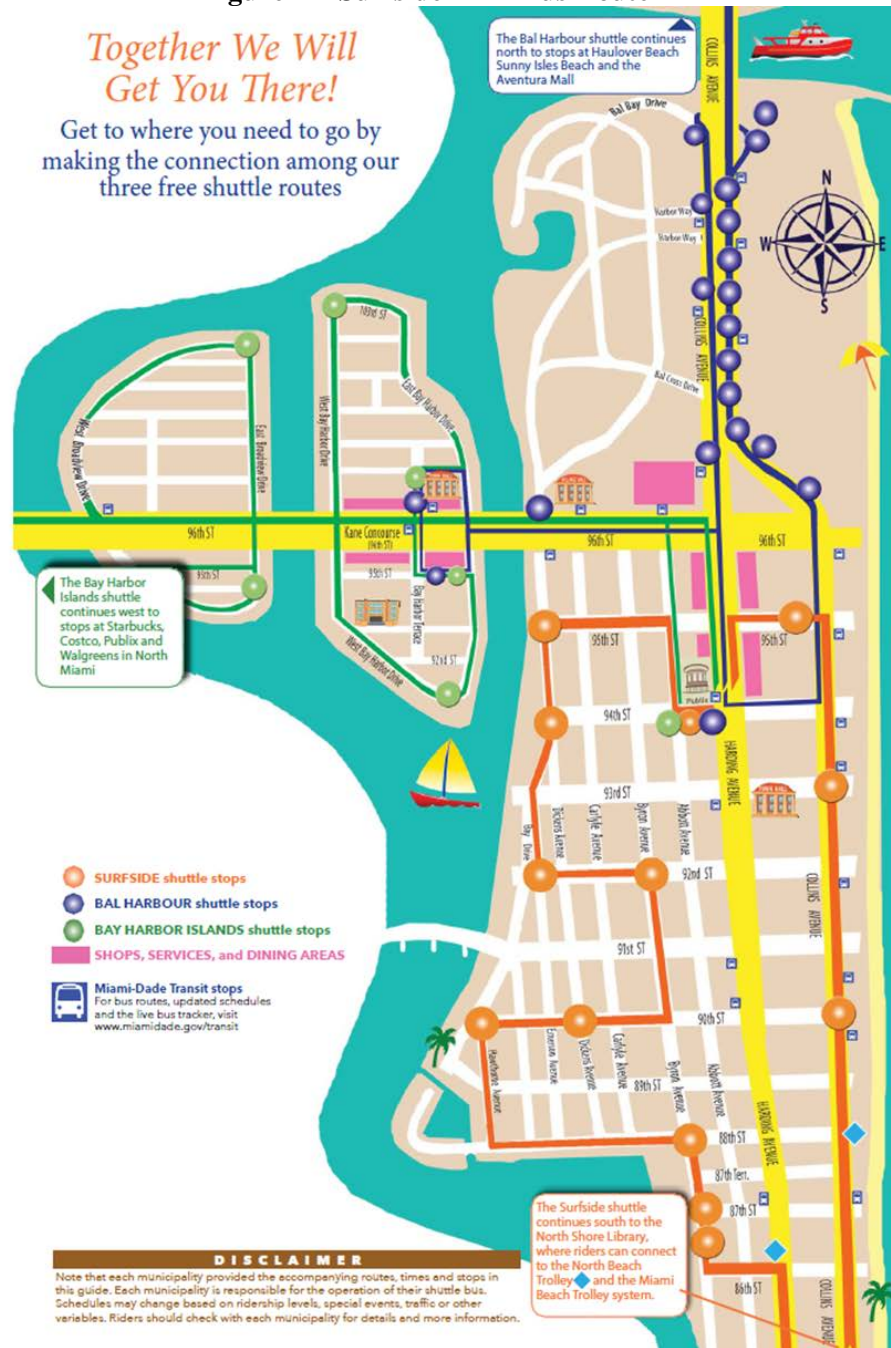
PUBLIC TRANSPORTATION SYSTEM

Six bus routes from Miami-Dade Transit travel through the Town, most of which run along Collins Avenue. The following are the route numbers, service areas and features.

Route	Service Areas	Features
E	Golden Glades Park & Ride Lot, Jackson North, The Mall at 163rd Street, City of North Miami Beach, Eastern Shores, Winston Towers, Aventura Mall, Turnberry Isle, Diplomat Mall/Hallandale	Wheelchair Bike
G	NW 27 Avenue/163 Street, Bunche Park, Opa-locka, Bal Harbour, Collins Avenue, City of Miami Beach, Lincoln Road, Convention Center Drive	Wheelchair Bike
H	North Miami Beach, Skylake Mall, The Mall at 163rd Street, Sunny Isles Boulevard, Bal Harbour, Bal Harbour Shops, City of Miami Beach, Collins Avenue, Lincoln Road Mall, South Beach, Rebecca Towers	Wheelchair
S	Downtown (Miami) Bus Terminal, Main Library, Historical Museum, Miami Art Museum, Government Center Metrorail Station, Omni Bus Terminal, MacArthur Causeway, City of Miami Beach, South Beach, Lincoln Road, Collins Avenue, 192 Street Causeway, Aventura, Aventura Mall	Wheelchair
120 Beach MAX	Downtown (Miami) Bus Terminal, Main Library, Historical Museum, Miami Art Museum, Government Center Metrorail Station, Miami-Dade College Wolfson Campus, Omni Bus Terminal, Julia Tuttle Causeway, City of Miami Beach, Collins Avenue, Surfside, Bal Harbour, Haulover Park Marina	Wheelchair Bike Metrorail
Mid-North Beach Connection	Harding/88 St., Alton Road, Sheridan Avenue, Lincoln/Washington, Mt. Sinai Medical Center, 17 St./Washington Ave.	Wheelchair Bike

Additionally, the Town has its own bus system which complements the Miami-Dade County Transit system. The Town’s mini-buses circulate between the business district and residential areas.

Figure 2-1 Surfside Mini-Bus Route



Source: Town of Surfside (<http://www.townofsurfsidefl.gov>)

FUTURE TRANSIT

The MPO Long Range Transportation Plan (2040) indicates that premium transit is planned for A1A from 81st Street to the Broward County line. However, at this time it is a Priority IV unfunded project and therefore, because of the uncertainty of implementation, the route has not be added to the Existing and Future (2040) Transit map.

EXISTING MODAL SPLIT AND VEHICLE OCCUPANCY RATES

According to journey-to-work data collected in the 2010 census, single-occupant automobile trips account for approximately 72.7% of all trips to and from work reported by residents in Surfside. Carpools account for approximately 11.6%, public transit for approximately 6.8%, and walking for approximately 3.6% of all trips. Residents working at home total 5.1% of the population. For those commuting by private automobile, including carpooling, average vehicle occupancy for Town residents was 1.14 persons, which is less than the 1.49 reported for Miami-Dade County.

The Southeast Florida Regional Travel Characteristics Study, completed in 2000, reported that the average vehicle occupancy for Miami-Dade County was 1.34 persons per vehicle.

PARKING FACILITIES

The Town conducted a survey of parking facilities within the Town in 2008. The following is an updated estimates of the existing parking facilities in the Town:

Metered Parking - 638 spaces

Non-metered - 31 Spaces

Residential - 1545 Spaces

Private – 217 Spaces

Map FLU 1 Existing Land Uses shows the locations of parking within the Town. Surfside businesses have indicated a desire for more parking. The Town has adopted a Downtown Parking Trust Fund Ordinance in December of 2010. The Town also completed a Parking Structure Feasibility Study in March of 2013 and Parking Solution The Next Step Study in April of 2014.

EVACUATION

Miami-Dade County has identified five hurricane evacuation/storm surge planning zones based upon potential storm surge. The Town of Surfside is located in Zone B, as designated by the Miami-Dade Department of Emergency Management and Homeland Security, with Miami Beach and all islands lying within Biscayne Bay, including Sunny Isles Beach, Bal Harbour, Bay Harbor Islands, Indian Creek Village, Surfside, and North Bay Village. *Map CST-2* shows the evacuation route along 96th Street/Broad Causeway. The Zones are designated based upon the SLOSH model developed by the storm surge group at the National Hurricane Center working with the U.S. Army Corps of Engineers, the U.S. Geological Survey and the Federal Emergency Management Agency in cooperation with state and local offices of emergency management. (Note: SLOSH is an acronym for "Sea Lake and Overland Surge from Hurricanes.")

Miami-Dade Transit will activate specific Emergency Evacuation Bus Pick-Up Sites by zone. These buses will only travel between the Emergency Evacuation Bus Pick-Up Site and the Hurricane Evacuation Center. The Surfside Town Hall is an evacuation pick up site in Zone B. The closest Evacuation Center designated by Miami-Dade County is North Miami Senior High School at 13110 NE 8th Avenue, North Miami, FL. 33161.

EVACUATION TIMES

The Miami-Dade County Comprehensive Emergency Management Plan(CEMP) dated June 2013 provides clearance times for critical evacuation routes. The closest evacuation route is 96th Street/Broad Causeway.

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 – Multi-Modal transportation system: In general, provide for a safe, convenient, and efficient Multi-Modal transportation system. In particular, achieve acceptable level of service for roads, and a well connected bicycle, pedestrian and transit facility network that promotes alternative modes of transportation. This objective shall be made measurable by its implementing policies.

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:

<i>Local roads:</i>	D
<i>Collector roads:</i>	D
<i>State Roadways:</i>	

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.

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.

Policy 1.10 – On-site circulation and parking requirements shall be designed to ensure safe and efficient traffic circulation, 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 parking space dimensions and provide for appropriate traffic circulation. General standards will provide for review of parking lot layout in order to ensure that the layout will be safe.

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

Policy 1.12 – The Town shall evaluate opportunities to improve walkability throughout the Town by separating pedestrians from vehicle traffic. This will include looking at pedestrian connectivity of the Town to key points of interest including street ends that lead to the beach.

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

Policy 1.14 – Continue to investigate 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.

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.

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 as well as improve alternative modes of transportation including pedestrian, bicycle and transit facilities.

Policy 2.3 – The Town shall evaluate locations of mid-block crossings in order to ensure safe pedestrian movements where necessary. The Town will coordinate with FDOT regarding locations along SR A1A Collins Avenue, SR A1A Haridng Avenue and 96th Street.

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 data collection efforts for annually monitoring roadway levels of service and to 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, pavement marking and signage modifications, 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 Transportation Planning Organization (TPO), 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 Miami-Dade Transportation 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 results from Policy 3.1.

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 TPO, 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 coordinate with Miami-Dade County regarding traffic operational improvements along the 96th Street corridor.

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.

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.

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. The Town shall evaluate opportunities to obtain easements for sufficient ADA sidewalk infrastructure from new developments or redevelopment projects.

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 The Town will continue to administer the Downtown Parking Trust Fund Ordinance adopted in December of 2010. The Town will evaluate recommendations for Parking as outlined in the 2013 Parking Structure Feasibility Study and the 2014 Parking Solution The Next Step.

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 stay updated regarding bus service demand 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.

Policy 8.1 – The Town shall prepare a written report to be transmitted to the Transportation Planning Technical Advisory Committee of the Miami-Dade Transportation 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 shall support proposals for increased frequency of bus service on arterial roads as a means to relieve congestion for over capacity transportation facilities 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 residential neighborhoods.

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 Transportation 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.

Policy 9.1 – Appropriate Town staff shall attend selected meetings of Miami-Dade Transit, the Transportation 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.



Surfside Comprehensive Plan

Map: TRN 1

Existing and Future Number of Lanes

Legend

- Surfside City Limits
- Adjacent City Limits
- Water

Total Number of Lanes

- 1
- 2
- 3
- 4



0 240 480 960 Feet

Print: 6-7-2017

Source: Florida Department of Transportation (Revised)

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GIS Produced and maintained by the CGA Geographic Information Systems Services

Village of Bal Harbour

Town of Bay Harbor Islands

Atlantic Ocean

Indian Creek Village

City of Miami Beach

N DR

97TH ST

96TH ST

95TH ST

95TH ST

94TH ST

94TH ST

93RD ST

93RD ST

92ND ST

92ND ST

91ST ST

SURFSIDE BLVD

90TH ST

Indian Creek Village

INDIAN CREEK DR

BISCAVA DR

89TH ST

88TH ST

87TH ST

BAY DR

HARDING AVE

COLLINS AVE

ABBOTT AVE

CARLYLE AVE

DICKENS AVE

EMERSON AVE

GARLAND AVE

HAWTHORNE AVE

FROUDE AVE






Surfside Comprehensive Plan




Map: TRN 2

Existing and Future Functional Classification

Legend

-  Surfside City Limits
-  Adjacent City Limits
-  Water

Functional Classification

-  Collector Road
-  State Major Arterial
-  State Minor Arterial





0 240 480 960 Feet

Print: 6-7-2017

Source: Florida Department of Transportation

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Surfside Comprehensive Plan

Map: TRN 3

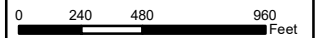
Existing Roadway Level of Service

Legend

-  Surfside City Limits
-  Adjacent City Limits
-  Water

Level of Service

-  D



Print: 6-7-2017

Source: Town of Surfside
Miami Dade MPO

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Surfside Comprehensive Plan

Map: TRN 4

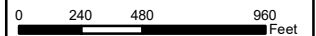
Future Roadway Level of Service (2040)

Legend

-  Surfside City Limits
-  Adjacent City Limits
-  Water

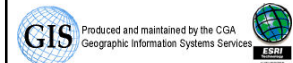
Level of Service

-  D



Print: 6-7-2017

Source: Town of Surfside
Miami Dade MPO










Surfside Comprehensive Plan

Map: TRN 5

Existing and Future Pedestrian Facilities

Legend

-  Surfside City Limits
-  Adjacent City Limits
-  Water
- Pedestrian Facilities**
-  Beachwalk
-  Sidewalk





0 240 480 960 Feet

Print: 6-7-2017

Source: Town of Surfside
Miami Dade MPO

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Surfside Comprehensive Plan

Map: TRN 6

Existing and Future Transit Routes

Legend

- Surfside City Limits
- Adjacent City Limits
- Water

Bus Routes

- Beach Max, Route's G, H, S
- City Shuttle
- Route E, Mid-North Beach Connection



0 240 480 960 Feet

Print: 6-7-2017

Source: Miami Dade County GIS Services

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Geographic Information Systems Services

City of Miami Beach



Surfside Comprehensive Plan

Map: TRN 7

Existing and Future Traffic Generators

Legend

- Surfside City Limits
- Adjacent City Limits
- Water
- Traffic Generators**
- Public Recreation
- Business District
- Community Center
- Town Hall



0 240 480 960 Feet

Print: 6-7-2017

Source: Town of Surfside

Calvin, Giordano & Associates, Inc.
EXCEPTIONAL SOLUTIONS

GIS Produced and maintained by the CGA
Geographic Information Systems Services

City of Miami Beach






Surfside Comprehensive Plan

Map: TRN 8

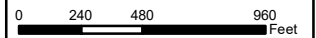
Future Roadway Level of Service (2020)

Legend

-  Surfside City Limits
-  Adjacent City Limits
-  Water

Level of Service

-  D



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Source: Town of Surfside
Miami Dade MPO

