

GOAL TE-1

A safe, balanced, efficient and comprehensive transportation system that adequately serves the needs of all residents and visitors of Palm Bay.

Objective TE-1.1

Maintain roadway level of service at or better than all adopted level of service standards.

Policy TE-1.1A. The City shall provide timely implementation of the highway improvements through projects and programs identified in the Capital Improvements Element.

Policy TE-1.1B. The City shall maintain the roadway level of service stated in Policy CIE-1.5A for the provision of adequate transportation facilities.

Policy TE-1.1C. Evaluate the functional classification of each roadway facility in the City to ensure the service volumes are consistent with the Space Coast TPO.

Policy TE-1.1D. The City shall implement a traffic monitoring program to annually update and analyze traffic data.

Policy TE-1.1E. The City shall develop and implement Land Development Regulations which establish criteria which require new roads and

streets designed as an integral part of, and consistent with, the Future Transportation Map.

Policy TE-1.1F. The City shall review and update the Transportation Impact Fee and determine if a mobility fee structure should be utilized.

Policy TE-1.1G. Continue to enforce the Concurrency Management Ordinance to ensure that future development does not cause a reduction in the level of service.

Policy TE-1.1H. To facilitate a more urban development pattern, the City shall prepare a mobility study to evaluate all modes of travel and determine whether transportation concurrency should be utilized in the future.

Policy TE-1.1I. The City shall utilize strategies developed by the Space Coast Transportation Planning Organization (TPO) to facilitate local traffic use to preserve the operation and function of Interstate 95.

Objective TE-1.2

Improve the safety of the transportation system through a reduction in the rate of accidents on the public roadway system.

Policy TE-1.2A. The City Specific design criteria for transportation facilities shall meet or exceed those criteria established by the City, State and Federal transportation authorities. These include,

but are not limited to, the following Florida Department of Transportation (FDOT) documents:

- Manual of Uniform Standards for Design, Construction and Maintenance of Streets and Highways (Florida Greenbook);
- Roadway Design Manual;;
- Pedestrian and Bicycle Safety Plan;
- Bicycle and Pedestrian Facilities Handbook;
- Florida Highway Landscape Guide; and
- Traffic Engineering Manual.

Policy TE-1.2B. To minimize access points on arterials and collector streets the land development regulations shall include provisions to encourage frontage streets and joint use of access points.

Policy TE-1.2C. The City shall evaluate the appropriateness of commercial, industrial and multi-family developments which utilize access from local residential streets.

Policy TE-1.2D. In coordination with state and regional transportation agencies, advance the Vision Zero strategy in designing and planning the transportation system in the City.

Policy TE-1.2E. The City shall continue to implement the Traffic Calming program to reduce speeds and potential traffic collisions on local residential streets.

| | |
|-------------------------|--|
| Objective TE-1.3 | Ensure that the City coordinates with appropriate transportation agency plans and programs in the implementation of this plan. |
|-------------------------|--|

Policy TE-1.3A. To ensure the City’s needs are represented, a member of the City shall continue active participation in the Space Coast TPO.

Policy TE-1.3B. Annually review the plans and programs of the following entities and update the Capital Improvements Schedule accordingly:

- a. Space Coast TPO;
- b. FDOT;
- c. City of Melbourne;
- d. City of West Melbourne;
- e. Town of Malabar;
- f. Town of Grant Valkaria, and;
- g. Brevard County.

| | |
|-------------------------|---|
| Objective TE-1.4 | Protect existing and future rights-of-way from building encroachment. |
|-------------------------|---|

Policy TE-1.4A. The land development regulations shall continue to include appropriate building setbacks along all roadways consistent with recommended right-of-way widths and the plans of transportation system providers.

Policy TE-1.4B. Establish a program in the Capital Improvements Element to identify and acquire future right-of-way based on identified needs in the Transportation Element.

Policy TE-1.4C. Continue to enforce the on-site parking requirements of the Land Development Regulations.

Policy TE-1.4D. Assess the current parking requirements and determine if parking maximums should be incorporated to limit large unused surface lots.

Policy TE-1.4E. Develop provisions in the Land Development Regulations that encourage and facilitate an interconnected grid system that

maximizes connections between roadways regardless of functional classification.

Policy TE-1.4F. The land development regulations shall include a Transportation Corridor Management Ordinance for the southern extension (south of Malabar Road) of the St. Johns Heritage Parkway. A consistent alignment shall be defined as a 200' right-of-way corridor extending from Malabar Road on the northern end, Interstate 95 on the southeastern end. The

alignment shall be based upon the preferred alignment of a PD&E study conducted to Federal NEPA standards (Ord. 2016-84, passed 10-17-17).

Policy TE-1.4G. During the right-of-way acquisition for the St. Johns Heritage Parkway, the City shall undertake a land use and transportation study to explore the impacts of the new interchanges and opportunities for additional east-west connectivity.

Objective TE-1.5

Increase ridership of mass transit and transportation disadvantage service within the City of Palm Bay.

Policy TE-1.5A. Participate in the planning of the Brightline rail service.

Policy TE-1.5B. Prepare and make available, through distributing brochures or by car/van pool information to all employees and citizens in Palm Bay.

Policy TE-1.5C. Incorporate provisions requiring, where appropriate, facilities such as bus benches, shelters, bus turnout facilities, park-and-ride lots, and bus stops, be included in design plans for new or revised development projects which include major trip generators and/or attractors.

Policy TE-1.5D. Continue to work with the Space Coast TPO, the FDOT, Aging Matters in Brevard, the Brevard Commission on Aging, the Space Coast Area Transit Authority and other appropriate agencies to provide public transit

and/or transportation disadvantage service to Palm Bay.

Policy TE-1.5E. Prepare and make available to the transportation disadvantaged, through brochures and newsletters, information regarding the availability of public transit and paratransit services.

Policy TE-1.5F. Continue to coordinate with the FDOT and all proposals for High Speed and Intercity rail to ensure that passenger rail routes through the City of Palm Bay include a passenger terminal serving Palm Bay.

Policy TE-1.5G. The City shall utilize annual ridership per capita as the indicator to measure progress toward achievement of mobility goals relating to public transit.

Objective TE-1.6

Transmit the needs of Palm Bay to service providers of existing and future airport facilities.

Policy TE-1.6A. The Planning Division shall review and provide written recommendations on all Melbourne International Airport Authority plans

and actions which increase the aircraft-related noise levels in Palm Bay.

Policy TE-1.6B. The Planning Division shall review and provide written recommendations on all Valkaria Airport plans and actions which would increase the aircraft-related noise levels in Palm Bay.

Policy TE-1.6C. Annually, the Planning Division shall review the FDOT Five-Year Transportation Plan for future airport sites and make written recommendations to City Council on any proposal for new airport facilities in South Brevard.

Objective TE-1.7

Transmit the needs of Palm Bay to service providers of existing and future port facilities.

Policy TE-1.7A. The Planning Division shall review, at least every five years, any plans of the Canaveral Port Authority and make written recommendations to the City Council on actions, if any, to be taken by the City.

Policy TE-1.7B. The City shall request voting representation on any committee/group planning new port siting's in South Brevard.

Objective TE-1.8

Provide bicycle/pedestrian facilities on all roadways.

Policy TE-1.8A. The City shall include bicycle/pedestrian facilities on all new roadways and major expansions of existing roadways.

the pedestrian/bicycle facilities in the City and recommend appropriate sources to the Palm Bay City Council for action.

Policy TE-1.8B. The City shall request Brevard County and the FDOT include bicycle/pedestrian facilities on all new roadways and major expansions of existing roadways.

Policy TE-1.8E. During the project review phase, ensure that pedestrian/bicycle facilities are included to promote the use of walking and bicycling.

Policy TE-1.8C. All new bicycle facilities designed or approved by the City shall conform to the FDOT design standards or other applicable engineering criteria.

Policy TE-1.8F. Annually update the City's Sidewalk and Bikeway Plan to include new facilities and proposed facilities.

Policy TE-1.8D. The City shall continue to seek alternative funding sources for the expansion of

Policy TE-1.8G. Update the City's Sidewalk and Bikeway Plan to include the South Space Coast TPO Trails program.

Objective TE-1.9

A multimodal transportation system which is coordinated with the Future Land Use Element.

Policy TE-1.9A. Request the Space Coast Area Transit authority to provide public transit service

to all major traffic generators and attractors in Palm Bay.

Policy TE-1.9B. The City shall utilize the following transportation demand management methods to modify peak hour travel demand and to reduce vehicle miles traveled per capita:

- Providing ridesharing/vanpooling information;
- Encouraging nonmotorized transportation methods such as walking or bicycling where appropriate;
- Encouraging micro-mobility opportunities to provide the last mile;
- Requesting the Space Coast Area Transit authority to provide public transit services to major employers and employment centers at negotiated fares; and
- Promoting flexible work hours, telecommuting and preferential parking for ridesharers or vanpoolers.

Policy TE-1.9C. The City shall utilize access management, signalization enhancements, Intelligent Transportation Systems (ITS) and similar system management techniques to improve the safety and efficiency of the transportation system.

Policy TE-1.9D. The City shall establish land use, site design, and building design guidelines for development along transit corridors.

The City shall ensure that the Transportation Element is consistent with the policies in the Future Land Use Element and takes into account development pattern, population densities, housing types, employment patterns, and land use patterns.

Objective TE-1.10

The City shall promote the use of multimodal transportation options such as mass transit, interconnected pedestrian facilities and bicycle facilities, wildlife and other natural system corridors and other connectivity projects, consistent with the following policies.

Policy TE-1.10A. Incorporate the use of alternative modes of transportation in new and existing developments based on the context, development form and land use.

Policy TE-1.10B. Continue to require pedestrian access features in new developments and require connection to intra-city and intercity pedestrian facilities.

Policy TE-1.10C. Require the connectivity of new developments to the pedestrian and bicycle facilities and use of public lands existing and planned for the City and neighboring jurisdictions.

Policy TE-1.10D. Ensure that transit stops are safe, convenient, and accessible.

Policy TE-1.10E. Continue to coordinate with Space Coast Area Transit (SCAT) to provide efficient and effective bus routes, ridesharing options, shelters, and transit stops/stations.

Policy TE-1.10F. Develop Complete Streets standards for roadway design that provide equal access for all users including pedestrians, bicycles, mass transit and other vehicles.

Policy TE-1.10G. Every five years, evaluate the effectiveness of the transportation goals, objectives, and policies in reducing vehicle miles traveled and traffic collisions.

Objective TE-1.11

Adoption of a Mobility Plan, consistent with the following policies, that supports mobility needs, reduces congestion, supports urban infill and redevelopment of lands within the City's service boundary in order to eliminate and discourage urban sprawl.

Policy TE-1.11A. Concurrent with the adoption of the Mobility Plan, modify all Transportation Level of Service standards to reflect the strategies contained in the Mobility Plan.

Policy TE-1.11B. During the preparation of the Mobility Plan, the City shall determine if transportation concurrency is necessary to achieve their mobility goals.

Policy TE-1.11C. Create an interconnected transportation system that accommodates public transit, ride sharing, bicycling, pedestrians and other vehicles by promoting multimodal opportunities in all new and redeveloped development projects.

Policy TE-1.11D. Focus transit resources on high volume corridors and destinations such as Brevard

Community College, major employment centers, major parks and similar high-volume locations, and large-scale higher density and intensity projects.

Policy TE-1.11E. Priority shall be given to land use modifications that support and incorporate multimodal transportation opportunities through density and design.

Policy TE-1.11F. Identify modifications to existing developed areas to encourage multimodal opportunities and establish a phased program to effectuate infill and redevelopment efforts to implement those opportunities.

Policy TE-1.11G. Coordinate land use and transportation opportunities to encourage mixed use developments with multimodal facilities.

(Ord. 2010-22, passed 07-08-10; Ord. 2015-56, passed 02-04-16; Am. Ord. 2016-84, passed 10-17-17)