



CITY OF MELBOURNE

COMPREHENSIVE PLAN
CHAPTER III
TRANSPORTATION ELEMENT

Goals, Objectives and Policies

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CHAPTER III

TRANSPORTATION ELEMENT

GOALS, OBJECTIVES, AND POLICIES

GOAL 1: MELBOURNE TRANSPORTATION NETWORK

Provide a safe, efficient and convenient transportation system for motorized and non-motorized users of the Melbourne transportation network.

Objective 1.1: Level of Service. The City shall adopt and adhere to level of service standards for arterial and collector streets.

- Policy 1.1.1:** By 2011 the City shall use the most recent FDOT Generalized Peak Hour Level of Service criteria as a general basis for the City’s level of service standards.
- Policy 1.1.2:** The minimum level of service (LOS) Standard for the City’s arterial, collector and local roads shall be “D.”
- Policy 1.1.3:** The minimum level of service (LOS) Standard for the County’s and State’s arterial and collector roads shall be “E.”
- Policy 1.1.4:** A lower LOS may be acceptable immediately before or after special events where the impacts of such events on the roadway are infrequent in nature.
- Policy 1.1.5:** As part of the Concurrency Management System, the City shall review proposed new developments for their impact on adopted LOS standards.
- Policy 1.1.6:** The City shall initiate Transportation Concurrency Exception Area studies to identified corridors and areas that cannot meet level of service standards. The following are possible corridors to study:
- Harbor City Boulevard (US HWY 1)
 - Roadways adjacent to the Melbourne International Airport
 - Babcock Street
 - Dairy Road
 - Wickham Road
 - Aurora Road
 - Eau Gallie Community Redevelopment Area

- Babcock Street Community Redevelopment Area
 - Downtown Community Redevelopment Area
- Policy 1.1.7:** The City shall continue to partner with property owners, the Space Coast Transportation Planning Organization, Brevard County, the Florida Department of Transportation and other government agencies to construct new corridors to relieve arterial and collector road congestion.
- Policy 1.1.8:** The City will work with the County and the TPO to preserve the right-of-way for the St. Johns Heritage Parkway corridor, and to coordinate future annexations with right-of-way acquisition, design and construction of the parkway.
- Policy 1.1.9:** The City shall include landscaping and streetscaping as roadway design components in order to enhance the aesthetic and safety of roadways for all users.
- Policy 1.1.10:** The City shall continue to pursue grant opportunities for median landscaping and road beautification.
- Policy 1.1.11:** The following roadways are considered policy constrained or physically constrained roadways and shall not be widened by adding through traffic lanes in order to maintain the neighborhood or comply with other policies of this plan or those adopted by FDOT.
- Country Club Drive
 - Melbourne Avenue
 - Strawbridge Avenue and New Haven Avenue
 - Pineapple Avenue
 - SR A1A,
 - Eau Gallie Boulevard
 - Lipscomb Street north of University Boulevard
 - U. S. 1
 - Hibiscus Boulevard east of Babcock Street
 - Eau Gallie Boulevard/Montreal Avenue from U.S. 1 to Pineapple Avenue
 - Babcock Street from the FEC Railroad to Brevard Drive.

Objective 1.2: Roadway Network. The City shall undertake measures designed to assist in the free flow of traffic along major roads and strive to maintain and improve the LOS on those roadways if at any time they operate at a lower LOS than the adopted standard.

- Policy 1.2.1:** The City shall continue to coordinate with the Space Coast Transportation Planning Organization and FDOT on a traffic flow management system (signal synchronization) for all future signalization along Wickham Road and Eau Gallie Boulevard.
- Policy 1.2.2:** The City shall continue to coordinate with the Space Coast Transportation Planning Organization and FDOT on all connections and access points of driveways and roads to county and state roadways, respectively.
- Policy 1.2.3:** The City shall maintain a record of traffic counts for major roadways in the City’s network, and update those records on an annual basis.
- Policy 1.2.4:** In order to discourage urban sprawl, encourage infill development, reduce greenhouse gases and congestion, the City shall evaluate several strategies for alternatives to transportation concurrency including, but not limited to a Transportation Concurrency Management Area (TCMA), Multi-modal Transportation District (MTD), Transportation Concurrency Exception Area (TCEA) and Long Term Transportation Concurrency Management System (LTCMS) along roadways that are unable to meet level of service standards.

Objective 1.3: Future Land Use, Housing and Population. The City shall coordinate the transportation system with the adopted Future Land Use Map series and shall ensure that existing and proposed population densities, housing and employment patterns, and land uses are consistent with the transportation modes and services proposed to serve these areas.

- Policy 1.3.1:** The City shall review roadway improvements, new construction and roadway extensions proposed by other agencies for consistency with the Future Land Use Map series of the Comprehensive Plan.
- Policy 1.3.2:** Applications for future land use amendments to more intensive designations shall be accompanied by an analysis examining the impacts of the development allowed by the new category.
- Policy 1.3.3:** The City shall review all future land use and zoning map amendments to determine the impact of the amendment on the level of service for all roadways directly and indirectly affected by the amendment.
- Policy 1.3.4:** The City shall require that new development be compatible with, and further, the Goals, Objectives and Policies of the Transportation Element. Requirements for the compatibility of new development may include, but are not limited to:

- Locating parking to the side or behind the development to provide pedestrian accessibility of building entrances and walkways to the street, rather than separating the building from the street by parking.
- Providing clearly delineated pedestrian routes through parking lots to safely accommodate pedestrian and bicycle circulation and to minimize potential bicycle/pedestrian and automobile interaction.

Policy 1.3.5: Proposed development that is considered a major project from a traffic generation standpoint, as identified in City Code, shall submit a traffic analysis which identifies the development's impact on the City's transportation system.

Policy 1.3.6: Annexations and amendments to the Future Land Use Element shall be reviewed for their potential impacts on the transportation system in order to identify any concurrency required improvements.

Policy 1.3.7: The City shall encourage land uses that promote public transportation in designated public transportation corridors, such as Wickham Road, Eau Gallie Boulevard, New Haven Avenue, and US Highway 1.

Policy 1.3.8: The City shall protect the Melbourne International Airport by preventing any possible encroachment of incompatible land uses.

Objective 1.4: Energy Conservation. The City shall develop strategies through transportation decisions and planning to address the reduction of greenhouse gas emissions, energy conservation and energy efficient design.

Policy 1.4.1: Sites for new public facilities serving large numbers of people shall be close to or within population centers to minimize automobile use.

Policy 1.4.2: The City shall promote car pooling opportunities for commuters with the same destination.

Policy 1.4.3: The City shall encourage the use of transit opportunities and other alternate modes of transportation throughout the City.

Policy 1.4.4: The City shall explore the initiation of an education program to promote bicycle, pedestrian and other non-motorized transportation options to reduce vehicle miles traveled.

Objective 1.5: Intergovernmental Coordination. The City transportation system shall be coordinated with the work plans and programs of Brevard County, FDOT, the Florida Transportation Plan, and the Space Coast Transportation Planning Organization.

Policy 1.5.1: The City shall coordinate its future transportation needs by attending public hearings and workshops on the FDOT's Five-Year Transportation Plan and Adopted Work Program.

Policy 1.5.2: The City shall continue to coordinate transportation planning objectives with the Space Coast Transportation Planning Organization (TPO).

Policy 1.5.3: The City Planning and Engineering Departments shall review subsequent versions of the FDOT Five-Year Transportation Plan and Adopted Work Program, in order to update or modify this element, as necessary.

Policy 1.5.4: The City shall use County and State numerical indicators for measuring the achievement of City mobility goals. Numerical Indicators shall include:

- Modal Splits;
- Annual Transit Trips Per Capita; and
- Automobile Occupancy Rates.

Objective 1.6: Connectivity. The City shall provide for the protection of existing and future right-of-way (ROW).

Policy 1.6.1: The City shall develop a priority listing of needed ROW for the purpose of orderly and economical land acquisition.

Policy 1.6.2: The City Engineering Department shall compile and maintain a listing of existing and projected needs for ROW within the urban area.

Policy 1.6.3: The City shall establish standards for donation/dedication of ROW by developers.

Policy 1.6.4: Corridors with inadequate ROW shall be inventoried and the City shall coordinate with Brevard County for reservation of adequate ROW.

Policy 1.6.5: Wherever possible, the City shall require that future development reserve ROW in a gridded street network that ensures connectivity.

Policy 1.6.6: The City shall require that roadways be dedicated to the public when there is a compelling public interest for the roadways to connect with existing public roadways.

Policy 1.6.7: New subdivisions shall be encouraged to “stub-out” to adjoining undeveloped lands to promote road connectivity, and to connect to existing roadways that are “stubbed-out” at their boundaries.

Policy 1.6.8: The City shall explore the establishment of access management standards in the land development regulations to ensure appropriate access to the City’s transportation system. Standards may include the requirement of joint-use driveways and/or cross access easements to access sites.

Policy 1.6.9: The City shall preserve the movement function of the major thoroughfare system by requiring development of parallel roads or cross access easements to connect developments as they are permitted along major roads.

Objective 1.7: Multi-modal System. The City shall promote alternative modes of transportation to provide a safe and efficient multi-modal system and to provide for a possible reduction of individual motor vehicle travel.

Policy 1.7.1: All major roadways shall be designed as complete transportation corridors incorporating transit, bicycle and pedestrian features.

Policy 1.7.2: Future collector roads should provide connectivity between similar developments and provide multiple routes that encourage transit use.

Policy 1.7.3: The City shall amend its Greenways, Blueways and Trails Plan as necessary to reflect identified needs and facilities.

Policy 1.7.4: The City shall establish land uses and other strategies to promote the use of bicycles and walking.

Policy 1.7.5: Bike-paths shall be established along arterial and collector streets in accordance with the City’s Greenways, Blueways and Trails Plan.

Policy 1.7.6: Sidewalks, on both sides of the right-of-way, shall be established on all arterial and collector streets.

Policy 1.7.7: Sidewalks shall be mandatory on all new roadway construction.

- a Sidewalks shall be constructed, concurrently with new non-residential development, by the developer.
- b New residential developments with densities of one or more dwelling units per acre shall provide sidewalks on both sides of every street.

- Policy 1.7.8:** A Pedestrian Improvement Plan shall be prepared, adopted and implemented by 2014.
- Policy 1.7.9:** Capital funding priority will be given to those sidewalks in the Community Redevelopment Areas, projected heavy recreational use areas, and along roadways between residential areas and schools.
- Policy 1.7.10:** The City will encourage wider sidewalks in high pedestrian/bicycle traffic areas.
- Policy 1.7.11:** By 2014, the City shall develop standards in the land development regulations for access to bicycle and pedestrian systems (such standards shall apply to new developments, substantial improvements of existing developments, and to road improvements).
- Policy 1.7.12:** Intersections shall be made pedestrian-friendly by limiting the pedestrian crossing width; use of adequate lighting; adequate timing for traffic signals; and the provision of facilities for the handicapped.
- Policy 1.7.13:** The City shall develop standards, for new non-residential development, to establish a maximum number of parking spaces allowed in excess of the parking space requirements of the City's land development regulations, in order to encourage walking, bicycling, ridesharing, and shared parking, and to minimize the creation of excess impervious surface area.
- Policy 1.7.14:** Adequate pedestrian circulation and safety shall be considered as a required component of roadway system management, with implementation and required construction.
- Policy 1.7.15:** The City shall protect the Florida Intrastate Highway System (FIHS) by establishing strategies to facilitate local traffic to use alternate routes or modes.
- Policy 1.7.16:** By 2014, in coordination with the Space Coast TPO, the City shall evaluate the need for additional public transit routes in conjunction with the Space Coast Area Transit (SCAT) bus system and major trip generators and attractors.
- Policy 1.7.17:** By 2014, the City shall update the land development regulations to include site and building design standards for development in public transit corridors to assure the accessibility of new development to public transit.

Objective 1.8: Aviation Facilities. The City will ensure that the continued development of the Melbourne International Airport, and related facilities, are consistent with the Goals, Objectives and Policies of the Conservation, Future Land Use, Coastal Management and Transportation elements of the City’s Comprehensive Plan.

- Policy 1.8.1:** The City adopts by reference the Melbourne Airport Master Plan.
- Policy 1.8.2:** The City will continue to implement and enforce the Goals, Objectives, and Policies of its Future Land Use Element and its land development regulations to ensure that the Melbourne International Airport and its related facilities are protected from the encroachment of incompatible land uses.
- Policy 1.8.3:** The City will continue to implement and enforce its airport zoning regulations. These regulations address height, noise, clear zone and land requirements.
- Policy 1.8.4:** The City shall continue to ensure that access routes to the Melbourne International Airport are integrated with other modes of surface and water transportation.
- Policy 1.8.5:** The City shall ensure the protection and conservation of natural resources located within the Melbourne International Airport property.
- Policy 1.8.6:** The City shall ensure that any proposed or future transportation improvements are coordinated with the long-term development objectives of Melbourne International Airport and the long-term development objectives of this element.
- Policy 1.8.7:** The City shall continue to coordinate with the Federal Aviation Administration (FAA) and the Continuing Florida Aviation System Planning Process (CFASPP) relating to facilities planning.
- Policy 1.8.8:** The City shall coordinate roadway, intermodal facilities and transit service improvements with the future needs of the Melbourne International Airport.
- Policy 1.8.9:** The City will continue to minimize the adverse impacts and ensure the mitigation of adverse impacts from the Melbourne International Airport or related facilities upon adjacent natural resources and land uses.

Objective 1.9: Wayfinding. The City shall explore the implementation of mechanisms to give direction and prevent confusion for all types of transportation system users.

Policy 1.9.1: By 2014, the City shall develop a comprehensive wayfinding system that appropriately scales directional signage for both vehicular and pedestrian travel routes, as well as the location of major civic uses.

GOAL 2: FINANCIALLY FEASIBLE TRANSPORTATION SYSTEM

To develop a financially feasible transportation system that meets the accessibility needs of the City residents.

Objective 2.1: Capital Improvement Program. Implement a capital improvement plan, methods of funding, and fiscal controls for all major traffic and roadway projects.

Policy 2.1.1: The City will maintain and prioritize a project list of major repair and maintenance for existing roadways and include in capital improvement program.

Policy 2.1.2: Annually, the City shall program needed capital transportation projects and improvements in the City's Capital Improvements Plan, and send updates of any changes to previously programmed improvements to the Department of Community Affairs by means of an ordinance.

Policy 2.1.3: The City does hereby adopt by reference the Space Coast Transportation Planning Organization's 5-Year Schedule of Improvements as formally adopted by the Space Coast TPO on an annual basis into the City of Melbourne's 5-Year Schedule of Capital Improvements.

Objective 2.2: Financing mechanisms. The City shall investigate and secure new financing alternatives to overcome shortfalls of transportation funding.

Policy 2.2.1: The City shall continue to coordinate with Brevard County and to collect transportation impact fees for new development and to prioritize capital projects needed to serve the demands for transportation services and facilities associated with new development.