

CHAPTER IX
TRANSPORTATION ELEMENT

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GOALS, OBJECTIVES AND POLICIES

GOAL

A SAFE, CONVENIENT AND ENERGY EFFICIENT TRANSPORTATION SYSTEM IN BREVARD COUNTY THAT SUPPORTS THE COMMUNITY DEFINED BY THIS COMPREHENSIVE PLAN AND ENHANCES THE MOBILITY OF PEOPLE AND GOODS WHILE REDUCING RELIANCE UPON THE AUTOMOBILE AND MINIMIZING IMPACTS TO NEIGHBORHOODS, CULTURAL RESOURCES AND NATURAL HABITATS.

Monitoring and Evaluation

Objective 1

Routinely monitor and evaluate the performance of county and state roadways and other modes (bicycle, pedestrian, transit, port, airport, and rail facilities) as appropriate.

Policy 1.1

Brevard County shall participate with the Spacecoast TPO, FDOT and other local governments to establish a performance monitoring system for arterial and collector roadways.

Criteria:

- A. Brevard County should, at a minimum, utilize the traffic count data provided annually by the Brevard Spacecoast TPO. The Spacecoast TPO annually conducts and publishes traffic counts on arterial and collector roadways, in cooperation with the local governments and the FDOT.
- B. Brevard County shall coordinate with the Spacecoast Transportation Planning Organization, the Florida Department of Transportation (FDOT), and the municipalities to develop, enhance and maintain a centralized transportation data reporting system.
- C. Brevard County shall monitor and assist in developing the "State of the System Report" published annually by the Brevard Spacecoast TPO. The report monitors trends, conditions and performance in the following areas:
 1. System Trends and Conditions
 - a. Vehicle Miles of Travel (annual and daily vehicle miles traveled by total system, sub-area and per capita)
 - b. Roadways Operating at Congested Conditions (number of lane miles and VMT operating >0.85 Maximum Acceptable Volume)
 - c. Duration of congestion (number of lane miles with congestion >0.85 Maximum Acceptable Volume for one or more hours per day.
 - d. Use of Transit (annual number of transit trips and vehicle

- revenue miles)
- 2. Roadway Segment Condition
 - a. Severity of existing congestion
 - b. Severity of congestion by 2020 with no improvements
 - c. Number of vehicles affected
 - d. Intermodal connectivity and economic significance
 - e. Crash history
 - f. Hurricane evacuation route designation
 - g. Prior funding commitments
- D. The State of the System Report shall be provided to the local governments and the FDOT for the purpose of analyzing levels of congestion, determining appropriate mitigation measures, and shall be considered when prioritizing and programming local, state and federal transportation improvement funds.

Policy 1.2

Brevard County should develop a roadway classification system appropriate for Brevard County roads that is based on actual roadway and travel characteristics.

Criteria:

- A. Brevard County should base this classification system on the Federal Functional Classification System and should refine this system to address local needs.
- B. Brevard County, in cooperation with the Brevard Spacecoast TPO and the municipalities, should periodically review the Federal Functional Classification System to insure the classification addresses local conditions.
- C. The traffic circulation map (Maps 1A and 1B) shall be based on the Federal Functional Classification System.

Policy 1.3

Brevard County shall maintain level of service (LOS) standards for all county arterial and collector roadways.

Criteria:

- A. The level of service standards are as follows:
 - 1. Brevard County arterial and collector roadways within the urban area boundary: Level of Service E.
 - 2. Brevard County arterial and collector roadways within the rural area, except as noted above: Level of Service D.
 - 3. State arterial roadways (excluding Florida Intrastate Highway System)

- within the urban area boundary: As adopted by FDOT
4. State arterial roadways (excluding Florida Intrastate Highway System), outside the urban area boundary (rural area): As adopted by FDOT
- B. The level of service standards for the Florida Intrastate Highway System (Interstate 95 and SR 528 shall be established by FDOT In general, the standards are LOS E within the urban area boundary and LOS D outside the urban area boundary.

Policy 1.4

Brevard County shall maintain a two-tiered level of service analysis procedure where the FDOT generalized level of service tables are used for a first-tier analysis and a more detailed analysis is performed on those roadways experiencing significant congestion.

Criteria:

- A. The level of service analyses should be coordinated with affected local governments.
- B. The level of service analysis should be incorporated into the Spacecoast TPO's congestion management system, where applicable.
- C. The level of service analysis should be incorporated into Brevard County's concurrency management system, where applicable.

Policy 1.5

Brevard County shall monitor high accident locations and coordinate with other agencies as appropriate to address safety deficiencies. High-accident locations may be identified through the Community Traffic Safety Team, an intergovernmental and interagency group formed to address safety issues.

Policy 1.6

Brevard County shall participate with the Spacecoast TPO in the operation of the Congestion Management System (CMS).

Criteria:

- A. The CMS shall contain the numerical indicators against which the achievement of area's mobility goals can be measured.
- B. Space Coast Area Transit should participate in the CMS process, since the CMS addresses both highway and non-highway modes.

Policy 1.7

Brevard County should explore the availability and/or development of performance indicators for other modes and incorporate such indicators into the county's improvement programming decisions as appropriate.

Prioritization of Transportation Improvements

Objective 2

Major transportation improvements shall be identified based on need, incorporate accepted design standards and be consistent with the Comprehensive Plan.

Policy 2.1

Using the performance monitoring documents identified under Objective 1, Brevard County shall develop short-range (1-5 years) and long-range (6-15 years) transportation improvement programs for the expenditure of county transportation funds.

Criteria:

- A. Short-range and long-range transportation improvement programs shall be financially structured as follows:
 1. The short range transportation improvement program shall be financially feasible by having available revenues from committed funding sources for the first three years. Years 4-5 shall have or will have available revenue from committed or planned funding sources.
 2. The long range transportation improvement program shall be structured to achieve or maintain the adopted Levels of Service by utilizing the best available information on projected population growth and demands on the transportation system.
 3. The short range transportation improvement program shall be evaluated and modified as necessary on an annual basis as part of the annual update of the Capital Improvements Element.
- B. Transportation improvement programs should be multi-modal, including consideration of modes other than automobile.
- C. Transportation improvement programs should be flexible and responsive to community needs.
- D. Transportation projects should strive to incorporate a balance between mobility and quality of life.
- E. Brevard County's short range transportation improvement program should be identified in the Brevard County Capital Improvements Plan (CIP).

- F. Brevard County's long range transportation improvement program should be coordinated with the TPO Long Range Plan and the Florida Transportation Plan.
- G. Brevard County shall investigate and pursue additional funding sources for the long range transportation improvement program.

Policy 2.2

Using the performance monitoring documents identified under Objective 1, Brevard County shall assist the Brevard Spacecoast TPO in developing short-range (3-5 years) and long-range transportation (5-20 years) improvement programs for the expenditure of state and federal transportation funds within Brevard County.

Policy 2.3

Brevard County design standards shall incorporate generally accepted traffic, multi-modal and transportation engineering standards as appropriate.

Criteria:

- A. Land development regulations and county design policies shall be reviewed periodically to ensure consistency with generally accepted traffic, multimodal and transportation engineering standards.
- C. Benefit/cost ratio, aesthetics, neighborhood preservation, demand, user-types and available funding, may also be considered in establishing or waiving design standards, without compromising public safety.
- D. Brevard County may consider design initiatives proposed by the private sector that do not compromise public safety.
- E. Locally initiated regulations and policies may also be developed to allow innovative designs that do not compromise public safety.

Policy 2.4

Major transportation system improvement proposals and associated ancillary facilities shall be thoroughly evaluated for consistency with the Comprehensive Plan, applicable Florida Statutes and federal regulations to minimize adverse environmental impacts and maximize economic and social benefits. A "major improvement" could involve roadway, rail, airport, port and/or other mode.

Criteria:

- A. Adequate project data, including an analysis of benefits, impacts, and proposed mitigation measures should be provided. As appropriate, the following items should be considered:

1. Current and future public need;
 2. Project impacts to natural resources, including floodplains, aquifer recharge areas, soils, wetlands, surface water, groundwater, drainage, natural communities and wildlife, spheres of influence, air quality, and species listed as endangered, threatened or species of special concern as designated by federal, state or local agencies;
 3. Project impacts to significant historical and archaeological resources such as those listed on the National Register of Historic Places or Florida Master Site File;
 4. Noise and visual implications, including the provision of adequate landscaping;
 5. Management of hazardous materials including emergency planning, emergency response, spill control and spill prevention;
 6. Hurricane evacuation strategies and capacities;
 7. Project impacts to the local economy, including wages and job generation;
 8. Project impacts to the intraregional mobility function of the Florida Intrastate Highway System;
 9. Land use compatibility with existing and future development including established neighborhoods;
 10. Proliferation of urban sprawl as defined in Florida Statutes;
 11. Long term maintenance responsibilities;
 12. Capacity of other infrastructure, such as water and sewer, to accommodate the project and/or ancillary elements associated with the project.
- B. The Board of County Commissioners shall determine consistency of a major transportation system improvement with the Comprehensive Plan upon review and consideration of all technical data and analysis, recommendations of the staff, Local Planning Agency and input from the public.

Policy 2.5

Brevard County recognizes that visually attractive roadways are an asset to the community and shall ensure all future county major roadway improvement projects contain adequate funds for the design, installation and maintenance of landscaping.

Criteria:

- A. Roadway landscaping design should consider the following at a minimum:
 1. To ensure vehicular safety, professionally accepted roadway design standards consistently applied should guide the selection of plant materials, street furniture and other landscape elements.
 2. Methods to reduce long term maintenance requirements, such as xeriscaping or self-sustaining vegetation, should be considered.

3. Native vegetation should be considered.
 4. Landscaping should not compromise pedestrian and bicycle safety by creating visual barriers at intersections, for example.
 5. Irrigation requirements, costs and availability, including reuse water, should be evaluated.
- B. Brevard County should consider innovative public and private sector cooperative landscaping maintenance programs such as “adopt-a-median”.
- C. Brevard County should coordinate with other local governments or agencies to address the visual appearance and landscaping of gateway roads leading into the county and/or to major tourist destinations.

Policy 2.6

Brevard County shall monitor the needs of the coastal population and identify major transportation improvements to maintain performance levels, as set forth in the Coastal Management Element, for ensuring timely evacuation prior to an impending natural disaster.

Policy 2.7

The improvements identified in the Capital Improvements Element and the Brevard TPO Long Range Transportation Plan and Transportation Improvement Program represent projects that may become part of Brevard County’s future transportation network (potential improvements are identified on Maps 1A and 1B).

Policy 2.8

In addition to the projects contained in the documents identified in Policy 2.7, Brevard County should consider supporting roadway improvement projects that:

- A. Provide additional capacity necessary to accommodate planned growth;
- B. Establish corridors parallel to existing congested roadways;
- C. Improve roadway continuity;
- D. Provide operational and safety benefits to various transportation modes using the corridor;
- E. Enhance evacuation and public safety capability;
- F. Upgrade inadequate stormwater management systems; or

- G. Reconstruct existing roads to address maintenance, bicycle and pedestrian, safety, appearance or access management concerns.
- H. Are consistent with the State Comprehensive Plan and limit urban sprawl.

Policy 2.9

The land development regulations shall include a Transportation Corridor Management Ordinance for the St. Johns Heritage Parkway which should be consistent with the Preliminary Design and Engineering Study prepared by Parsons Transportation Group for the Brevard County Metropolitan Planning Organization and accepted by the Federal Highway Administration in December, 2003. The Transportation Corridor Management Ordinance should be adopted prior to the County granting any development orders for projects impacting the location of the corridor identified on the Transportation Element Map #3.

Policy 2.10

By 2010, Brevard County shall incorporate a comprehensive access management program for roadways within Brevard County in the land development regulations.

Concurrency Management

Objective 3

Brevard County shall implement methods to prevent future transportation system deficiencies.

Policy 3.1

Brevard County's adopted Concurrency Management System shall continue to monitor the roadway system in order to identify when proposed development may degrade a roadway (excluding the Florida Intrastate Highway System) below an acceptable level of service.

Policy 3.2

Land use changes may be considered as a means to reduce transportation demand, when providing transportation improvements is too costly or has significant community impact.

Policy 3.3

Brevard County recognizes that land uses outside the jurisdiction of Brevard County have significant impacts on Brevard County roadways.

Policy 3.4

Brevard County should continue to implement measures that facilitate the preservation of right-of-way for transportation facilities including but not limited to roadway, transit, and pedestrian facilities.

Policy 3.5

Brevard County shall encourage the use of transportation demand management strategies as a means to reduce peak hour travel demand and the number of vehicle miles traveled in the region.

Criteria:

- A. Developments of Regional Impact (DRI) review shall specifically include consideration of transportation demand management strategies.
- B. Brevard County shall contact major employers, operators of major traffic generators and major educational facilities to encourage staggered work hours, ridesharing and other strategies in those areas where major arterials are near deficiency.
- C. Space Coast Area Transit should continue to provide carpool matching services, park and ride facilities and vanpool support in addition to more traditional transit services.
- D. Brevard County should develop draft incentive measures for the private sector to promote alternatives to the single-occupant vehicle as the primary means of transportation.

Policy 3.6

Brevard County shall encourage the use of transportation systems management strategies to preserve the capacity of existing transportation systems.

Criteria:

- A. Brevard County shall review arterial and collector corridors that are nearing deficiency for opportunities to increase capacity through transportation management strategies.
- B. Where feasible, transportation system management strategies shall be incorporated into major roadway improvement projects to maximize future capacity.
- C. Brevard County shall follow accepted industry-standard traffic and transportation design standards to guide the implementation of transportation systems management strategies. Such standards may apply to the provision of driveway access, bicycle facilities, traffic signals, transit facilities, and intersection design.

Policy 3.7

Brevard County shall maintain and enforce land development regulations that improve the safety of motorists, pedestrians and bicyclists in accordance with the following criteria:

Criteria:

- A. Minimize points of conflict along local roadways from driveway connections and other access points.
- B. Identify, evaluate and mitigate, as appropriate, potential traffic safety hazards within the traffic impact area of a proposed major project.

Policy 3.8

The following transportation routes are classified as limited access roadways: SR 407, SR 528, I-95, and SR 404 (Pineda Causeway and Extension). The portion of the Pineda Extension controlled by Brevard County (Map 2A and Map 2B) shall be classified as a limited access roadway and is subject to the following conditions:

- A. The access points for the Pineda Extension are shown on Map 2A and Map 2B.
- B. Access to this roadway should be limited to maximize its function as a hurricane evacuation route and as a primary traffic route.
- C. The classification of this route as a limited access roadway shall not prohibit pedestrian or bicycle usage in the right of way (ROW) or on the roadway.
- D. The above criteria shall not apply to those limited access facilities controlled by the Florida Department of Transportation.

Multi-modal Transportation**Objective 4**

Brevard County shall encourage multi-modal transportation alternatives that accommodate existing and proposed major trip generators and attractors.

Policy 4.1

Brevard County shall emphasize safety and convenience in the location, design and construction of bicycle and pedestrian facilities.

Criteria:

- A. The Spacecoast TPO shall guide and promote a countywide perspective in planning and implementation of facilities to accommodate bicycle and pedestrian needs.

- B. Brevard County should continue to designate a portion of local option gas taxes, transportation impact fees and other revenues for bicycle and pedestrian projects.
- C. Bicycle and pedestrian facilities shall be included as a standard component in the planning and development of transportation facilities. Bicycle and pedestrian facilities shall be established in conjunction with the construction, reconstruction or other significant change of any major county roadway, provided their establishment would not be contrary to public safety or their cost would not be excessively disproportionate to the need or future use.

Brevard County shall continue to maintain consideration for bicycle and pedestrian facilities in the site plan review process and shall periodically (1-3 year intervals) review land development regulations relating to bicycle and pedestrian design standards and land use strategies that accommodate bicycling and walking.

Policy 4.2

Transit should routinely be considered as an alternative to roadway widening and as a supplement to roadway improvement projects.

Criteria:

- A. Brevard County should promote and encourage the use of public transit and should continue efforts to improve the public transportation system, based upon the adopted Transit Development Plan, upon public input and upon availability of resources.
- B. Land development regulations should be periodically (1-3 year intervals) reviewed to ensure that development allows and encourages accessibility to public transit.

Policy 4.3

Brevard County shall work cooperatively with the municipalities to establish parking strategies and to identify potential park-and-ride sites and encourage their development through joint projects with the Florida Department of Transportation.

Policy 4.4

Brevard County shall continue to promote and encourage expansion of the vanpool program to the extent resources are available and based on demand for the service.

Policy 4.5

Brevard County shall continue efforts to provide services to the “transportation disadvantaged” to the extent resources are available.

Criteria:

- A. The scope and methods by which transportation disadvantaged services will be provided will be outlined in the adopted Transportation Disadvantaged Service Plan and Transportation Development Plan.
- B. Brevard County should participate in the area's welfare-to-work plan that addresses welfare-related transportation issues, recognizing the important role transit can play in assisting in the transition from welfare to employment.

Airport, Sea Port, and Rail Facilities

Objective 5

Brevard County shall encourage the use and expansion, as needed, of Brevard County port, airport, and rail facilities for the safe, efficient and timely movement of goods and passengers.

Policy 5.1

Brevard County should continue to participate in the review of the development plans or airports within Brevard County and support those development plans which are consistent with the Brevard County Comprehensive Plan and compatible with surrounding land uses as designated by the Future Land Use Element.

Criteria:

- A. Brevard County shall support environmentally and economically sound development of Valkaria Airport, which should be developed to serve general aviation traffic as its primary purpose, as may be determined by the Board of County Commissioners, based upon public input and findings of fact.
- B. Brevard County shall support environmentally and economically sound development of Space Center Executive, Merritt Island and Dunn Airports, as may be determined by the Board of County Commissioners and the TICO Airport Authority, based upon public input and findings of fact.

Policy 5.2

Brevard County should support the development and maintenance of a comprehensive rail system to meet current and future needs and further economic growth of the County, to the extent that the development is compatible with the Brevard County Comprehensive Plan.

Policy 5.3

Brevard County shall encourage aerospace industry related development in the Gateway Center/Spaceport Florida area and other areas in proximity to the Kennedy Space Center and other areas in Brevard County.

Policy 5.4

Brevard County should continue to participate in the review of the development plans for Port Canaveral and encourage utilization of the Port's lands for water-dependent uses and uses which support or augment port-related activities, provided that they are consistent with the Brevard County Comprehensive Plan; specifically the Future Land Use Element, the Coastal Management Element, and the Conservation Element.

Policy 5.5

The location of new water-dependent businesses in the vicinity of Port Canaveral shall be in compliance with the Brevard County Comprehensive Plan.

Criteria:

- A. Brevard County shall not permit heavy industrial development along the Barge Canal.
- B. Development orders for projects adjacent to the Barge Canal shall provide for the mitigation of off-site negative impacts on natural and historic resources and land uses.

Policy 5.6

Brevard County shall coordinate with Port Canaveral, as described in the Brevard County Peacetime Emergency Plan, for evacuation from natural disasters.

Policy 5.7

Brevard County will evaluate and implement, as appropriate, strategies to improve intermodal access to seaport, airports and rail facilities when such needs or deficiencies are identified.

Land Use and Transportation Coordination**Objective 6**

Brevard County recognizes the inter-relationship of land use patterns and transportation needs and shall implement methods to address land use/transportation interactions.

Policy 6.1

Brevard County shall continue, in cooperation with the cities, the practice of information sharing using Geographic Information Systems technology and other electronic data sharing methods.

Policy 6.2

Brevard County shall continue to analyze the feasibility of using marginal cost pricing as a method to determine the costs and benefits of development patterns.

Policy 6.3

Brevard County shall continue to conduct small area planning studies that analyze land use and transportation relationships in a specific area.

Policy 6.4

Brevard County shall consider using the land use/transportation model of the Brevard TPO to determine future transportation improvement needs.

Policy 6.5

Brevard County shall continue to implement land use development standards which protect the port, airport, rail, and related facilities from the encroachment of incompatible land uses.

Policy 6.6

Brevard County land development regulations should encourage land use patterns and site planning that can be economically and conveniently served by transit, bicycle and pedestrian modes.

Policy 6.7

Brevard County shall coordinate the siting of new, or expansion of existing, ports, airports, or related facilities with the future land use, coastal management, and conservation elements.

Public Participation**Objective 7**

Brevard County shall encourage public involvement in the transportation planning process.

Policy 7.1

Brevard County shall continue to use citizen advisory committees for particular projects, drawing the committee members from users, residents, businesses and property owners in the affected area.

Policy 7.2

Brevard County shall continue to encourage public involvement in specific projects through the use of surveys, speaking engagements and user-friendly public meetings and workshops to augment the input from advisory committees.

Policy 7.3

Brevard County shall incorporate, where feasible, input from all credible public sources, to guide transportation decision-making.

Policy 7.4

Brevard County shall continue to participate in the public involvement efforts of SCAT, FDOT, Spacecoast TPO and other related agencies as necessary.

Intergovernmental Coordination

Objective 8

Brevard County shall pursue intergovernmental coordination to address transportation system improvements.

Policy 8.1

Brevard County should coordinate with the Brevard Spacecoast TPO, FDOT, the East Central Florida Regional Planning Council (ECFRPC) and local governments to ensure an integrated and comprehensive transportation planning process. (The role of the various transportation planning agencies is summarized in the Data and Analysis section.)

Criteria:

- A. Brevard County shall, when timely and appropriate, review local government Transportation Elements, the Regional Policy Plan, modal agency plans and the TPO long range plan. An objective of the review will be to assess potential impacts on county facilities and policies posed by the programs and projects contained in the plans.
- B. Brevard County shall prepare the Transit Development Plan, the primary strategic plan for Space Coast Area Transit, every three years as required by FDOT. The Transit Development Plan shall be developed with proactive public and interagency involvement and shall identify specific, achievable short and long-range improvement projects and policy actions that can enhance transit services and ridership in Brevard County.
- C. Brevard County shall continue to participate in the Spacecoast TPO planning process which is the primary forum for cooperative decision-making on regional transportation policy and planning. Through the Spacecoast TPO and in cooperation and coordination with other local governments and FDOT, the County shall:
 1. Review and evaluate access to intermodal facilities located in the County. Agencies such as the Canaveral Port Authority, Melbourne International Airport and the Spaceport Florida Authority are largely independent of the Board of County Commissioners. The TPO is the designated forum for review of impacts on regionally significant transportation facilities generated by these agencies and for the identification of improvements needed to enhance access.
 2. Continue to participate in the updates of the Spacecoast TPO long range transportation plan. The update process follows guidance issued by FDOT and the Federal Highway Administration.

3. Continue to participate in the Spacecoast TPO Technical Advisory Committee and Growth Management Subcommittee, both of which include representatives from all local governments and transportation agencies. These committees discuss transportation planning, programming and prioritization issues common to local governments and transportation agencies.
 4. Participate with other local governments and affected agencies in the update of the Spacecoast TPO Bicycle and Pedestrian Plans and in the development of the Brevard County Linear Parks and Greenways Plan. It is anticipated all three plans will be developed by the MPO Spacecoast TPO by the end of 2001.
 5. Participate in the transportation monitoring and prioritization process administered by the TPO. Through the TPO's annual regional monitoring program (see Policy 1.1), roadway improvement needs shall be identified. Projects requiring state and federal funds shall be submitted to the Spacecoast TPO for prioritization prior to transmittal to FDOT. The needs information shall also be evaluated when identifying projects to implement with local Brevard County Funds.
- D. Brevard County should continue administration of the Planning Coordinating Committee, which includes representation from all local governments for the purpose of discussing common planning issues.
- E. Brevard County shall enter into agreements as necessary with other governmental entities to define the mechanisms, strategies and mutual commitment to a coordinated transportation planning, review and/or impact assessment process.

Policy 8.2

Brevard County shall promote interagency coordination of transportation activities that will ensure the orderly development of highway, water, rail, and air transportation facilities.

Criteria:

- A. Brevard County shall provide opportunities for the Canaveral Port Authority to review and comment on natural resource management plans that may impact the Port.
- B. Brevard County should enter into agreements as necessary with other modal agencies to define the mechanisms, strategies and mutual commitment to a coordinated transportation planning, review and/or impact assessment process.

- C. Brevard County shall coordinate its operation of and improvements to the transportation system with the plans and programs of the Brevard TPO, Canaveral Port Authority, the TICO Airport Authority, the Florida East Coast Railroad.
- D. Brevard County shall coordinate its operation of and improvements to the transportation system with the FDOT's "Florida Transportation Plan" and Adopted Work Program.

Scenic Highways

Objective 9

Brevard County shall take actions necessary to establish and maintain a roadway network that enhances the social and natural environment while minimizing any potential negative impacts.

Policy 9.1

The following are designated as scenic roadways in order to preserve the adjacent natural features:

1. U.S. 1, from the intersection of SR 46 to Volusia County Line;
2. SR 46, from a point 1.75 miles west of I-95 to Volusia County Line;
3. SR 50, from a point 1.25 miles west of I-95 interchange to the Orange County Line;
4. SR 405, from its intersection with SR 50 eastward to the boundary of the Kennedy Space Center;
5. U.S. 1, from the south corporate limits of the City of Titusville to Golden Knights Boulevard;
6. SR 407, entire length;
7. SR 528, entire length;
8. SR 524, entire length;
9. SR 520, from intersection of SR 524 to the Orange County Line;
10. SR 3, from SR 528 to the boundary of the Kennedy Space Center;
11. Tropical Trail, entire length;
12. SR 515, from northern terminus to north corporate limits of the City of Cocoa, and from the south corporate limits of the City of Rockledge, to the southern terminus of SR 515;
13. SR 404, entire length;
14. Wickham Road, from SR 404 intersection to I-95;
15. SR A1A, from southern corporate limits of City of Melbourne Beach to the Indian River County Line;
16. U.S. 1, from southern corporate limits of the Town of Malabar to the Indian River County Line;
17. Babcock Street, from southern corporate limits of the City of Palm Bay to the Indian River County Line;

18. U.S. 192, from a point of the 1.75 miles west of I-95 to the Osceola County Line;
19. U.S. 1, east side, from the south corporate limits of the City of Rockledge to the northern corporate limits of the City of Melbourne;
20. SR A1A, unincorporated areas, between south boundary of Patrick Air Force Base and north boundary of the Town of Indialantic.

Policy 9.2

Brevard County shall encourage the protection and preservation of scenic features through implementation of the following:

Criteria:

- A. Property owners along designated roadways shall be encouraged to preserve trees and vegetation during development of these properties.
- B. Billboards and other physical barriers, such as fences, exceeding four feet in height, excluding primary and accessory structures, that interfere with or prevent visual access to the scenic qualities of the roadways designated as scenic resources, shall be prohibited. Non-conforming existing billboards and the referenced opaque physical barriers shall be amortized.
- C. Vegetation and trees growing adjacent to scenic roadways within the rights-of-way for those roads shall be protected by the land development regulations regarding land clearing activities except in those cases involving health and safety concerns or those which would deny visual access beyond the immediate area.

Policy 9.3

The following description defines the limits of the Indian River Lagoon Scenic Highway route: the limits of the corridor begin at Ais Lookout Point, just north of the intersection of Robert Conlan Boulevard and US 1 in Palm Bay, proceed south on US 1 to the Wabasso Causeway (CR510), east across the causeway to SR A1A, north on A1A to Port Canaveral, then west on SR 528 (the Bennett Causeway) to SR 3, north to the NASA Causeway, west to US 1, north to Brewer Causeway/Beach Road, northeast to the Canaveral National Seashore, then south on the mainland to Ais Lookout Point to complete the circuit. The SR 520, SR 404, SR 518, and US 192 causeways are also included in the corridor as intermediate connectors. The Vision of the Indian River Lagoon Scenic Highway and the Preliminary Goals and Objectives of the Indian River Lagoon Scenic Highway, as stated in the Indian River Lagoon Scenic Highway Corridor Management Entity Agreement, shall be encouraged within the Indian River Lagoon Scenic Highway Corridor.

Roadway Network

Objective 10

Brevard County 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 10.1

The County shall continue to coordinate with the Space Coast Transportation Planning Organization and FDOT on a traffic flow management system (signal synchronization).

Policy 10.2

The County 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 10.3

The County shall maintain a record of traffic counts for major roadways in the County's network, and update those records on an annual basis.

Policy 10.4

In order to discourage urban sprawl, encourage infill development, reduce greenhouse gases and congestion, the County 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.

Complete Streets

Objective 11

Brevard County shall undertake measures to establish Complete Streets policies to enable safe access for the community. The Complete Streets program ensures that the feasibility of providing safe access for all users is considered during design of roadways.

Policy 11.1

The County shall review the existing Land Development Code for amendments to provide for the implementation of feasible Complete Streets principles by December 2012.

Policy 11.2

The County shall evaluate the existing review process to determine appropriate staff input during the design review process to implement feasible Complete Streets.

Policy 11.3

The County shall offer Complete Streets training opportunities, including third party trainers, to planners and engineers involved in the design review process.

Policy 11.4

The County shall encourage streets, bridges, and transit stops within the communities to be planned, designed, operated, and maintained, so that pedestrians, bicyclists, transit users and motorists of all ages and functional abilities can travel safely where feasible.

Policy 11.5

The planning for the Complete Streets Program shall consider the needs of all users, including the following elements:

Sidewalk space for pedestrians

Bike lanes or bike routes

Appropriately sized travel lanes for motorized vehicles

Transit vehicles, facilities and routes

On-street parking where applicable

Median use for traffic flow, safety, and pedestrian refuge

Adequate buffer areas for pedestrian safety, utility placement, drainage, and possible landscaping

Landscaping or hardscaping adding pedestrian protection

Existing and future land use context of a roadway or corridor

Policy 11.6

The Space Coast TPO shall consider assisting Complete Streets corridors for jurisdictions responsible for the roadway that have adopted a Complete Streets Policy and other criteria that may be determined by the Space Coast TPO.

Policy 11.7

The Space Coast TPO may require a Corridor Feasibility Study be completed to be considered for funding assistance through the Complete Streets Program.

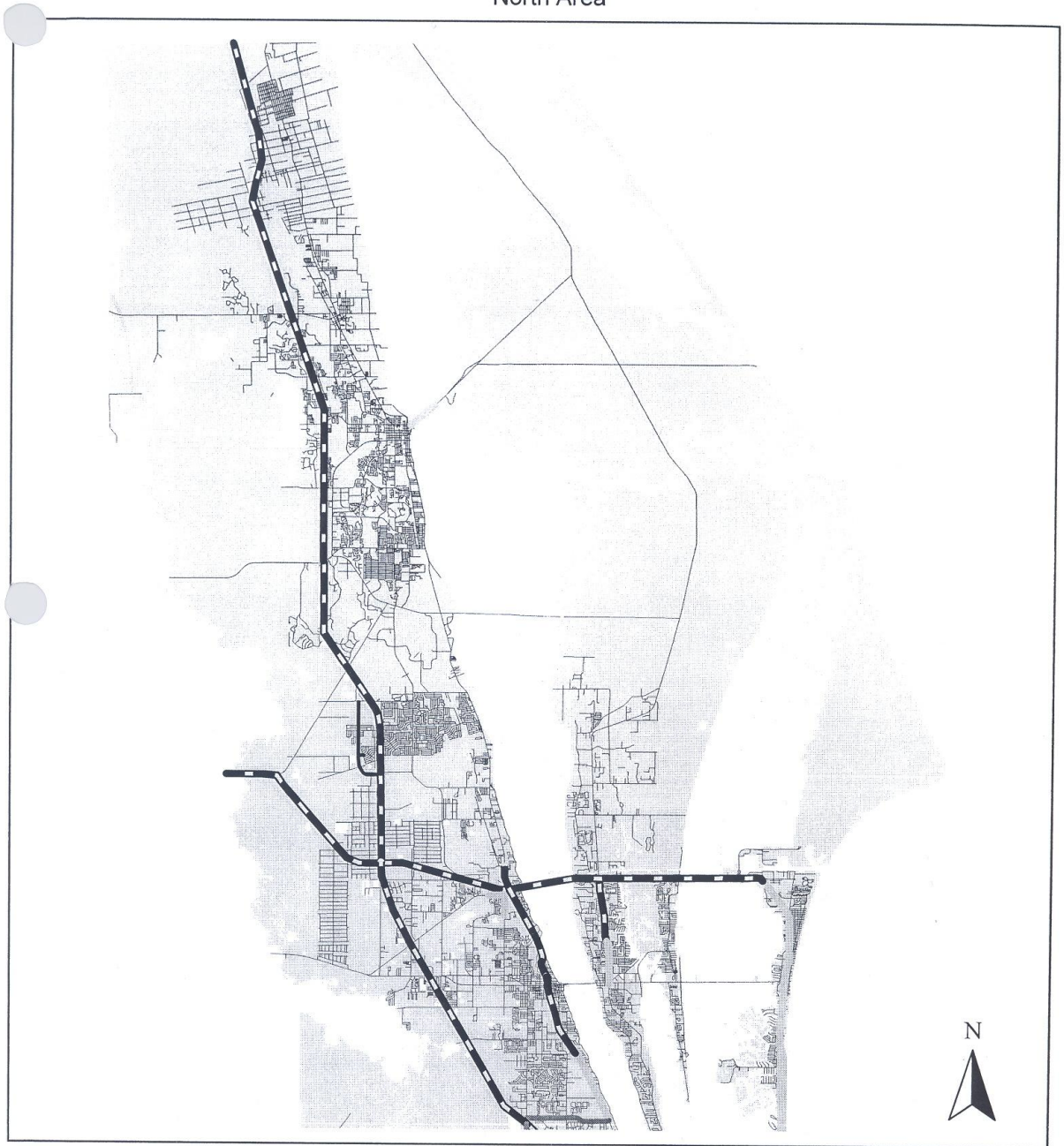
APPENDIX

LIST OF MAPS

Map	Title
1A	Future Transportation Corridors, North Area
1B	Future Transportation Corridors, South Area
2A	Pineda Causeway Extension (East)
2B	Pineda Causeway Extension (West)
3	St. Johns Heritage Parkway

Transportation Element - Map 1A

Future Transportation Corridors North Area

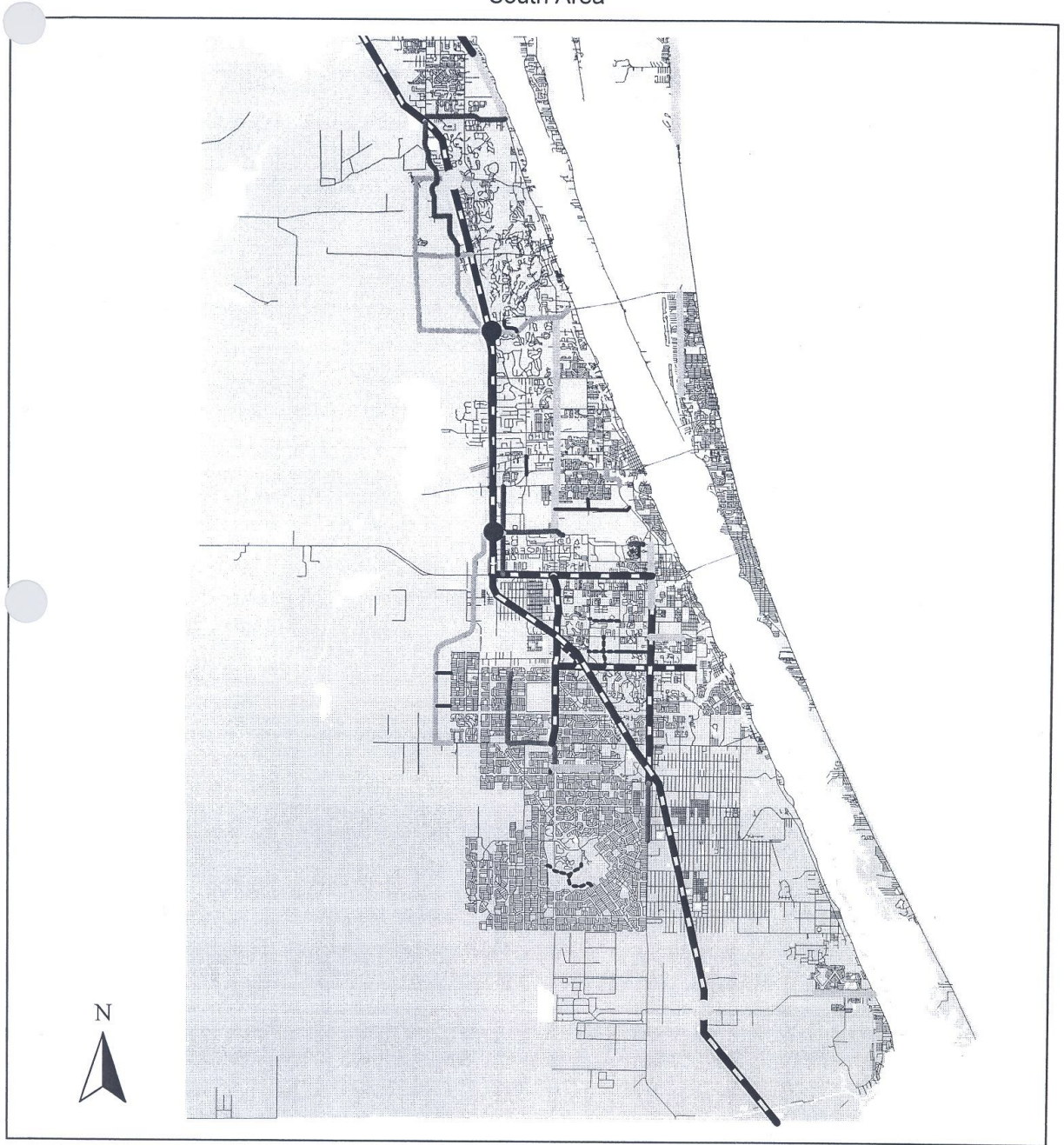


- | | | | | | |
|-------------------------------------------------------------------------------------|----------------------------|-------------------------------------------------------------------------------------|---------------------------------|---------------------------------------------------------------------------------------|---------------------------------|
|  | New 2 Lane |  | New 4 Lane (Private Funds) |  | New Interchange |
|  | New 2 Lane (Private Funds) |  | Widen 4 Lane to 6 Lane |  | New Interchange (Private Funds) |
|  | Widen 2 Lane to 4 Lane |  | Transportation Control Measures | | |
|  | New 4 Lane | | Bridge Replacement | | |

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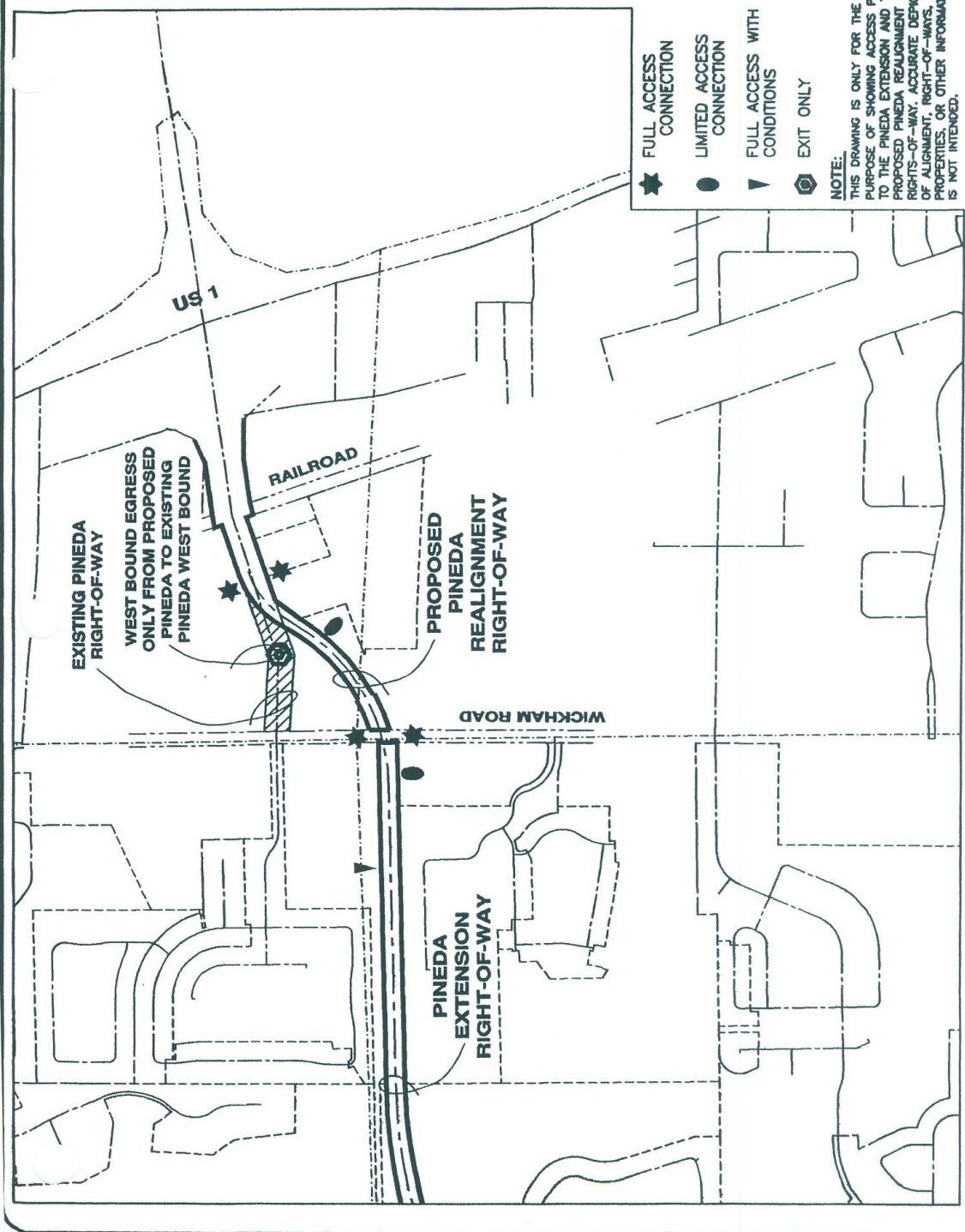
Transportation Element - Map 1B

Future Transportation Corridors South Area



Brevard County Office of Transportation Planning

Map 2A



- ★ FULL ACCESS CONNECTION
- LIMITED ACCESS CONNECTION
- ▼ FULL ACCESS WITH CONDITIONS
- ⬡ EXIT ONLY

NOTE:
 THIS DRAWING IS ONLY FOR THE PURPOSE OF SHOWING ACCESS POINTS TO THE PINEDA EXTENSION AND THE PROPOSED PINEDA REALIGNMENT RIGHTS-OF-WAY. ACCURATE DEPICTION OF ALIGNMENT, RIGHT-OF-WAYS, PROPERTIES, OR OTHER INFORMATION IS NOT INTENDED.



Map 2B

