

II - TRANSPORTATION ELEMENT



Serving the Community

GOAL 2.1: The City shall provide a safe, efficient, and comprehensive multi-modal transportation system available to all residents of and visitors to the City of Cocoa. When possible, these facilities should be developed so as to enhance the City's greenways.

Objective 2.1.1: Functionality. The City shall maximize existing roadway functionality through alternate modes of transportation.

Policy 2.1.1.1: The City shall maintain for the purpose of issuing building permits and development orders the following list of major roadway facilities:

City of Cocoa Jurisdiction		Minimum LOS
Forrest Avenue		E
Cox Road (within city limits)		E
Fiske Boulevard (from SR 520 to Dixon Boulevard)		E
Indian River Drive (C.R. 515)		E
Peachtree Street (from Clearlake Road to U.S. 1/S.R. 5)		E
Florida Avenue (within city limits)		E
Other or Multi-Jurisdictional	Jurisdiction	Minimum LOS
Pineda Street (from Lake Drive to SR 501)	City/County	E
Michigan Boulevard	County	E
Dixon Boulevard	County	E
Range Road	County	E
Rosetine Street	County	E
Adamson Road (SR 524 to Pine)	County	D
Friday Road (SR 524 to SR 520)	County	E
Grissom Parkway (Industry to Canaveral Groves)	County	E
Industry Road (SR 524 to Grissom Pwky)	County	E
SR 528 (Beachline Expressway)	State	D
SR 520 (from Clearlake Road to U.S. 1/ S.R. 5)	State	D
SR 520 (from SR 524 to Burnett Rd)	State	D
SR 519 (Fiske Boulevard south of SR 520)	State	D
U.S. 1/S.R. 5 (from SR 528 to south of SR 520)	State	D
SR 524 (from SR 520 to SR 528)	State	D
SR 501 (Clearlake Road)	State	D
Interstate Highway 95 (I-95) (SR 519/Fiske Blvd to SR 520)	State	E
Interstate Highway 95 (I-95) (SR 520 to SR 524)	State	E
Interstate Highway 95 (I-95) (SR 524 to SR 528)	State	E

Policy 2.1.1.2: The City shall require that traffic signalization, roadway signage, roadway intersections and operational capacities are designed to optimize traffic flow and enhance the roadway network on City-controlled streets. The City shall carry out the following actions on local streets as necessary, and shall petition the county and state, as appropriate, for action on county and state roadways:

- A. Traffic signals shall be computer-coordinated or fully actuated to affect optimal flow to the maximum extent possible;

- B. Roadway signage shall conform to the Manual of Uniform Traffic Control Devices (MUTCD) and provide a safe, clear indication of roadway design geometry, traffic hazards, upcoming roadways, and other applicable standards;
- C. Roadway intersection design shall include adequate storage lanes and turning lanes to facilitate movement through intersections;
- D. Ordinances shall be reviewed and amended as necessary in order to require safe and convenient flow of on-site traffic. Parking for motorized and non-motorized vehicles shall be regulated ; and
- E. Intersections shall be designed in accordance with appropriate access management and design manuals.

Objective 2.1.2: Transportation Concurrency. The City shall ensure that transportation facilities are available at the time of development.

Policy 2.1.2.1: Since 2009, the City has been exempt from state-mandated transportation concurrency. However, the City will continue to monitor transportation as a matter of local law as addressed in this Comprehensive Plan.

Policy 2.1.2.2: As part of the Concurrency Management System, the City shall review proposed new developments for their impact on the roadway network.

Objective 2.1.3: Mobility Strategies. The City shall develop mobility strategies to reduce the dependency on vehicles, reduce vehicle miles traveled and enhance alternative modes of transportation.

Policy 2.1.3.1: The City shall develop transportation mobility strategies that ensure the improvement of alternate modes of transportation and ultimately reduce the dependency of the automobile and include, but are not limited to:

- A. Providing a network of local streets, collectors and arterials to relieve traffic demand on state and federal highways, including development of parallel roadway facilities, grid street network and connectivity to disperse travel, and to provide convenient pedestrian and bicycle facilities;
- B. Managing access and traffic operations to minimize traffic accidents, avoid traffic backups and make the most efficient use of highway capacity, including signal timing optimization, access management plans and strategies, transportation systems management measures, and railroad grade crossing improvements;

- C. Managing traffic demand, where feasible, to manage peak hour traffic loads on major arterials, including working with local employment centers to implement staggered work shifts and flex time programs, telecommuting, ridesharing and vanpool programs, compressed work weeks and parking management;
- D. Providing alternative modes of transportation such as bicycle and pedestrian facilities, expanded transit service, park and ride facilities; and
- E. Managing land use to limit vehicular demand on state and federal highways by encouraging compact land use and infill, transit oriented development, mixed use and higher density land use patterns.

Policy 2.1.3.2: The City shall evaluate the use of mobility fees in lieu of transportation impact fees.

Objective 2.1.4: Proportionate Fair Share. The City shall require new development to bear the full burden of the cost of roadway improvements necessitated by impacts to the roadway network caused by traffic generated by said development through the adopted site approval process.

Policy 2.1.4.1: The City shall utilize the principle of equitable cost participation in the following manner as a guide in development approval decisions, including allocation of costs among private parties benefiting from or creating the need for transportation improvements:

- A. New development shall be required to pay its fair share as a condition for development approval based on impact fees, special assessments or other local exaction methods.
- B. Existing unmet needs shall be identified, to include an assessment of the need and estimated cost of fulfillment. Assessment shall occur on an annual basis preceding budget adoption.
- C. Existing land uses and activities which benefit from better access shall be required to participate in the cost of the roadway improvement in the form of user fees or special assessments. New construction that is located on land improved with better access may be required to pay a pro-rata share of the cost.
- D. Provisions shall be made in development orders to include the mitigation of adverse impacts on the state highway system.

Objective 2.1.5: Right-of-Way Preservation. The City shall formally identify right-of-way needs and a priority schedule for acquisition or reservation shall be maintained. Protection of existing right-of-way from building encroachment shall be assured.

Policy 2.1.5.1: The City shall require the dedication of rights-of-way and easements to support private development-related traffic and to maintain adequate levels of service on the roadway network. The developer shall bear the expense of the improvement through donation or dedication of rights-of-way to the extent legally permissible. The City may participate in the expense of the improvement only if the City determines that participation will significantly benefit the general public.

Policy 2.1.5.2: The City shall require that if the transfer of property is to be compensated by the entity building the roadway, the land value shall be assessed on the condition of the land prior to road improvements, not on an inflated value due to a new roadway being present.

Policy 2.1.5.3: The City shall reserve or pursue the purchase of right-of-way as far in the future as possible for planned roadway projects, so as to minimize excessive costs for land purchases and so that the locations and widths of these roads can be considered in ongoing transportation system planning and design activities.

Policy 2.1.5.4: The City shall initiate and coordinate the dedication of right-of-way necessary for roadway improvements identified in the TPO Plan or other officially recognized long-range plan with FDOT and Brevard County.

Policy 2.1.5.5: The City shall seek alternative funding sources for roadway improvements, including but not limited to, tax increment financing.

Objective 2.1.6: Pedestrian and Bicycle Facilities. The City shall ensure safe and adequate movement of pedestrians and bicyclists.

Policy 2.1.6.1: The City shall conduct pedestrian movement and safety studies to determine high travel patterns and accident areas, and remedial actions shall be taken by the City where feasible and practical to mitigate safety problems where conditions have been determined to be unacceptable.

Policy 2.1.6.2: For new development and redevelopment projects, the City shall require sidewalks to be provided where feasible and appropriate along all roadways in or near residential areas that lead to:

- recreation facilities;
- schools;

- commercial centers; and
- employment centers when the need for such facilities has been identified.

Policy 2.1.6.3: The City shall consider bicycle facilities as components of standard design criteria for new and reconstructed roadway facilities of regional significance, except for expressways and freeways, in urban areas pursuant to the requirements of Section 335.065, F.S.

Policy 2.1.6.4: The City shall continue to promote bicycle safety education and encourage local safety personnel to conduct periodic presentations as part of other safety programs.

Policy 2.1.6.5: The City shall assess high vehicle and bicycle/pedestrian conflict areas periodically and a program for lessening the propensity for conflicts shall be initiated.

Objective 2.1.7: Reduction of Greenhouse Gas Emissions. 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 2.1.7.1: The City shall coordinate with SCAT to promote car-pooling opportunities for commuters with the same destination.

Policy 2.1.7.2: The City's land development regulations shall require new and infill development and redevelopment, when feasible, to provide interconnections and access to existing and planned multi-modal transportation facilities, including sidewalks and bicycling and transit facilities.

Policy 2.1.7.3: The City shall coordinate with Brevard County, the Space Coast TPO and adjacent municipalities to:

- A. Initiate a marketing campaign to promote bicycle, pedestrian and other non-motorized transportation options.
- B. Provide additional multi-modal transportation facilities, including sidewalks and bicycle paths/lanes and the expansion of transit service to include a circulator route in the City and vicinity if warranted by ridership and vehicular usage trends.
- C. Upgrade existing and provide new transit facilities as warranted such as park and ride lots, bus stops, bus shelters and signage.

Policy 2.1.7.4: 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) and Long Term Transportation Concurrency Management System (LTCMS).

Policy 2.1.7.5: 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 2.1.7.6: The City shall pursue grant opportunities for median landscaping and road beautification.

Objective 2.1.8: Transportation Facilities Improvement Coordination. The City shall continuously coordinate transportation improvement requirements with all other affected governmental entities to ensure that the efficient and cost-effective course of action is followed. Annual plan updates shall consider the FDOT 5-Year Transportation Plan, the Space Coast Transportation Planning Organization and the plans of neighboring jurisdictions.

Policy 2.1.8.1: The City shall continuously coordinate with local, TPO, regional and state plans to accomplish interlocal solutions to the transportation needs and problems of the City.

Policy 2.1.8.2: The City shall seek coordinating actions or interlocal agreements between local government entities for the purposes of addressing transportation impacts of a development project in one jurisdiction on an adjacent jurisdiction based upon actual traffic loadings contributed by the project, the development of the transportation elements of comprehensive plans (Section 163.3177, F.S.) and in ensuring that transportation planning and programming are part of the comprehensive planning process in the region.

Policy 2.1.8.3: The City shall conduct interagency coordination to determine and designate transportation corridors of major statewide or regional significance to develop strategies to provide for the orderly and systematic acquisition of rights-of-way located within the designated corridors and to develop transportation facilities and services within the corridors.

Policy 2.1.8.4: The City shall coordinate with FDOT and Brevard County to develop a road improvement program which will result in the modernization of state and county roads within the City by changing the design of these roads from the existing “rural section” with swales to an “urban section” with curbs, sidewalks and subsurface drainage.

Policy 2.1.8.5: The City shall continue to partner with property owners, the Space Coast TPO, Brevard County, the FDOT and other government

agencies to construct new transportation corridors to relieve arterial and collector road congestion.

Objective 2.1.9: Scenic Roadways Program. The City shall continue to support the Florida Scenic Highways and National Scenic Byways programs.

Policy 2.1.9.1: The City shall continue to utilize the scenic highways and byways programs for the purpose of protecting and maintaining the appearance and aesthetics of each scenic roadway.

Policy 2.1.9.2: The City shall evaluate levels of service standards and standard roadway widths, rights-of-way and other roadway-related requirements on designated scenic roadways where the value, significance, or maintenance of the character and appearance of a scenic roadway outweighs the benefits of increasing vehicular capacity or other considerations.

Objective 2.1.10: Coordination with Future Land Use. The City shall coordinate transportation planning with the land uses shown on the Future Land Use Map, the FDOT 5-Year Transportation Plan, the Space Coast TPO Long Range Transportation Plan and plans of neighboring jurisdictions.

Policy 2.1.10.1: The City's Community Services Department shall review subsequent versions of the FDOT 5-Year Transportation Plan, in order to update or modify this element, if necessary.

Policy 2.1.10.2: The City shall review, for compatibility with this element, the transportation plans and programs of the unincorporated county and neighboring municipalities as they are amended in the future.

Policy 2.1.10.3: All proposed amendments to this Transportation Element shall include a statement of findings supporting such proposals.

Policy 2.1.10.4: As warranted, the City shall undertake a traffic study that will determine the origin and destination of traffic from outside the City in order to better account for who should bear the cost for future road improvements.

Objective 2.1.11: Access. Access to minor arterials, major arterials, expressway, and to a lesser extent, collectors, shall be limited in the following manner by the City, County and the Florida Department of Transportation in order to maximize their traffic-carrying capacity and safety.

Policy 2.1.11.1: The functional classification of each roadway segment being used as a basis for determining the number of access points allowed and types and extent of traffic flow enhancement measures needed to maintain the capacity.

- Policy 2.1.11.2:** The issuance of access and connection permits to the roadway network shall be limited to the minimum number necessary to provide safe and reasonable access.
- Policy 2.1.11.3:** Deceleration lanes being required at all access points on collectors, minor arterials, major arterials, and expressways.
- Policy 2.1.11.4:** Shared access points being used wherever possible in order to minimize the necessity of one or more access points to adjacent small businesses.
- Policy 2.1.11.5:** The need for and feasibility of frontage roads being constructed along new or reconstructed major arterials and expressways to increase roadway capacity and to reduce conflicts between local and through traffic.
- Policy 2.1.11.6:** Access points to parcels with frontage along two or more roadways being located on the roadway of lower functional classification.
- Objective 2.1.12: Public Transit.** Public transit services shall be based on existing and proposed major trip generators and attractors, new subdivisions, and population growth.
- Policy 2.1.12.1:** The City shall conduct annual coordination meetings with the Space Coast Area Transit (SCAT) to identify new major trip generators and attractors, new subdivisions and population growth areas in order to establish new public transportation management solutions and routes.
- Policy 2.1.12.2:** The City shall encourage land uses which promote public transportation in public transportation corridors.
- Policy 2.1.12.3:** The City shall coordinate with Brevard County, Space Coast TPO, neighboring municipalities, and SCAT to determine needed public transit stops, terminals, maintenance, and improvements to serve the general population and identified special needs populations.
- Policy 2.1.12.4:** Service provision, including planned transit stop improvements and transit services, for the transportation disadvantaged shall be monitored, through the coordination with Brevard County, to ensure that this segment of the population has adequate mobility.
- Policy 2.1.12.5:** Transit should routinely be considered as an alternative to roadway widening and as a supplement to roadway improvement projects.
- Policy 2.1.12.6:** Land development regulations should be periodically reviewed to ensure that development allows and encourages accessibility to public transit.

Policy 2.1.12.7: The City shall consider establishing incentives to be offered to developers that provide access to public transit.

Policy 2.1.12.8: Transportation and mobility shall be monitored using measurable indicators including modal split, annual transit trips per capita, and automobile occupancy rates.

Objective 2.1.13: Alternate Routes to Intrastate System. The City shall establish strategies to facilitate local traffic to use alternatives to the Florida Intrastate System to protect its inter-regional intrastate functions.

Policy 2.1.13.1: New major collectors and arterials shall be constructed in such a manner to help alleviate traffic volumes on the intrastate system.

Policy 2.1.13.2: Synchronization of traffic signals shall occur on all existing major collectors and arterials to reduce the negative impacts of stop and go movements.

Policy 2.1.13.3: Intersectional improvements shall occur on all existing major collector and arterials where necessary to reduce the negative impacts of delayed turning movements.

Policy 2.1.13.4: The ongoing accident surveillance program shall continue to be maintained by the City's Police Department.

Objective 2.1.14: Intermodal Facilities. The City shall coordinate with the Canaveral Port Authority, the Florida East Coast Railroad, and the Space Coast Executive Airport to maximize use of intermodal transportation nodes.

Policy 2.1.14.1: The City shall continue to conduct coordination meetings with the Florida East Coast (FEC) Railroad and Amtrak to establish a future passenger transportation terminal within the City limits.

Policy 2.1.14.2: The City shall conduct annual coordination meetings with the Space Coast Executive Airport and the Canaveral Port Authority to share information on their facility improvements, and the City's future growth and all Developments of Regional Impact (DRI).

Policy 2.1.14.3: The City shall continue to be receptive to alternate means of public transportation which will reduce the demand on the existing infrastructure system.

Policy 2.1.14.4: The City shall develop Transit Oriented Development (TOD) design criteria in the Land Development Regulations.

Objective 2.1.15: Parking. The City shall develop parking strategies to support the transportation goals.

- Policy 2.1.15.1:** The City shall seek a public-private partnership to help establish a multi-use, multi-level parking facility to reduce traffic congestion and increase pedestrian safety, reduce the amount of surface parking lots and increase green space within the Central Business District.
- Policy 2.1.15.2:** New development shall consider parking for motorized and non-motorized vehicles in site design.
- Policy 2.1.15.3:** The City shall update parking standards to minimize the amount of surface parking through the establishment of maximum parking standards and shared and co-located parking.