

CITY OF TITUSVILLE TRANSPORTATION ELEMENT GOALS, OBJECTIVES AND POLICIES

GOAL 1. A SAFE, CONVENIENT AND ENERGY EFFICIENT TRANSPORTATION SYSTEM IN THE CITY OF TITUSVILLE THAT SERVES THE NEEDS OF ALL RESIDENTS AND VISITORS. THE SYSTEM SHALL PROMOTE MULTIPLE MODES OF TRANSPORTATION FOR GOODS AND PEOPLE TO ENCOURAGE STABILITY AND AN IMPROVED QUALITY OF LIFE. [9J-5.019(4)(a)]

OBJECTIVE 1.1. Improve safety, convenience, and energy efficiency of the transportation system. [9J-5.019(4)(b)1]

Policy 1.1.1. A Level of Service (LOS) E is established for arterial and Collector roadways. A Level of Service (LOS) C is established for roadways on the Florida Intra- state Highway System (FIHS). [9J-5.019(4)(c)1]

Policy 1.1.2. The City's Land Development Regulations contains controls for the connections and access points of driveways and roads to roadways. [9J-5.019(4)(c)2]

Policy 1.1.3. The following parking strategies will further the goals and objectives contained in this element:[9J-5.019(4)(c)3]

Strategy 1.1.3.1. Safe and adequate on-site parking will be required in the City's LDR's.

Strategy 1.1.3.2. Parking facilities will be convenient to major generators and attractors and to intermodal terminals within the City.

Policy 1.1.4. The City shall cooperate with Brevard County and the Brevard MPO in the use of transportation demand management strategies as a means to reduce peak hour travel demand and the number of vehicle miles traveled. [9J-5.019(4)(c)6]

Policy 1.1.5. The City shall cooperate with Brevard County and the Brevard MPO in the use of transportation systems management strategies to preserve the capacity of existing transportation systems. [9J-5.019(4)(c)7]

Policy 1.1.6. The City shall participate with Brevard County, the MPO, and FDOT to establish a performance monitoring system for the transportation system. [9J-5.019(4)(c)10]

Policy 1.1.7. Standards for safe and convenient on-site traffic flow are contained in the City's Land Development Regulations. [9J-5.019(4)(c)15]

GOAL 1.2. This element supports and is consistent with the Future Land Use Element, the Housing Element, the Intergovernmental Coordination Element, and the Capital Improvements Element of the City's adopted Comprehensive Plan. [9J-5.019(4)(b)2]

Policy 1.2.1. The City shall encourage the use of bicycles and walking through the following strategies: [9J-5.019(4)(c)5]

Strategy 1.2.1.1. Consider bicycle and pedestrian facilities in the development review process.

Strategy 1.2.1.2. Include as part of the EAR process a review of land development regulations relating to bicycle and pedestrian design standards and land use strategies that accommodate bicycling and walking.

Policy 1.2.2. Space Coast Executive Airport and Arthur Dunn Air Park will be protected from the encroachment of incompatible land uses through application of the Airport Impact Overlay District in the City's LDR's. [9J-5.019(4)(c)20]

GOAL 1.3. Transportation system plans and programs shall be coordinated with other effected governmental entities to ensure that the most efficient and cost effective course of action is followed and that strategies demonstrating the area wide coordination necessary to implement all provisions of this element are utilized. [9J-5.019(4)(b)3]

Policy 1.3.1. Identified transportation needs and problems of the City shall be addressed through coordination with local, MPO, regional and state plans, and the FDOT Adopted Work Program. [9J-5.019(4)(c)11]

GOAL 1.4. Public transit service needs based on existing and proposed major trip generators and attractors, and new growth trends shall be addressed. [9J-5.019(4)(b)4]

Policy 1.4.1. The provision of transit service to the City shall be coordinated with SCAT as part of their capital improvement and transit development planning process.

GOAL 1.5. Existing and future rights-of-way shall be protected from building encroachment. [9J-5.019(4)(b)5]

Policy 1.5.1. Rights-of-way shall be protected from encroachment through implementation of the following strategies: [9J-5.019(4)(c)4]

Strategy 1.5.1.1. Standards to protect existing rights-of-way shall be incorporated in the City's LDR's.

Strategy 1.5.1.2. Future right-of-way needs shall be pursued or reserved as far in the future as possible to minimize costs and facilitate planning and design activities.

GOAL 1.6. Expansion of transportation related facilities shall be consistent with the City's adopted Comprehensive Plan. [9J-5.019(4)(b)6]

Policy 1.6.1. Expansion of transportation related facilities within the City shall be realized consistent with the following strategies:

Strategy 1.6.1.1. The City shall ensure that expansion of transportation related facilities is consistent with the adopted Comprehensive Plan through active participation in the planning and design of these facilities with the appropriate service provider. [9J-5.019(4)(c)17]

Strategy 1.6.1.2. Standards have been established in the City's LDR's to mitigate adverse impacts upon adjacent natural resources and land uses. [9J-5.019(4)(c)18]

Strategy 1.6.1.3. Standards have been established in the City's LDR's to protect and conserve natural resources within transportation related facilities. [9J-5.019(4)(c)19]

GOAL 1.7. Access to transportation related facilities are coordinated with the circulation system shown on the map(s) adopted as part of this element. [9J-5.019(4)(b)7,9]

Policy 1.7.1. Convenient movement between the various transportation facilities within the City shall be facilitated through the following strategies: [9J-5.019(4)(c)8,14,20]

Strategy 1.7.1.1. Where feasible, intermodal terminals should be located adjacent to two or more transportation modes.

Strategy 1.7.1.2. Access to and between modes and terminals shall be designed to minimize operational conflicts.

Strategy 1.7.1.3. Participation among the various transportation service providers is crucial to terminal siting, construction, and operation.

GOAL 1.8. Coordinate the operation of, and improvements to, the transportation system with the plans and programs of the various entities responsible for providing transportation related facilities. [9J-5.019(4)(b)8]

Policy 1.8.1. To protect the interregional and intrastate functions of the FHIS, the following strategies will be used to encourage local alternatives: [9J-5.019(4)(c)13]

Strategy 1.8.1.1. New I-95 interchanges are discouraged.

Strategy 1.8.1.2. Signal synchronization, intersection improvements, and other congestion management techniques to reduce travel delay and encourage local alternatives to the FHIS.