Transportation Element

Transportation Element

Goal 1: Support a coordinated, well integrated, cost effective, and environmentally sound transportation system which will adequately serve current and future needs of the Town.

Objective 1:
Continue to provide for the protection of existing and future rights-of-way from building encroachment.

Policy 1.1: Continue to enforce the existing building setback requirements to make sure that no future right-of-way problems will exist.

Objective 2:
The Town will continue to evaluate and coordinate its plans with the plans and programs of the Space Coast Transportation Planning Organization (TPO) and the Florida Department of Transportation. This will be done on a yearly basis.

Policy 2.1: Continue to work with FDOT with respect to the Town's input on future curb cut requests and road projects.

Policy 2.2: Work with the Beachside TPO representative to make sure that current TPO plans are available to the Town and that the Town has input into TPO decisions.

Objective 3:
Provide for a safe, convenient, and efficient motorized and non-motorized transportation system that meets existing and future transportation needs and achieves desired levels of service through a coordinated effort with the State Department of Transportation and the Space Coast Transportation Planning Organization (TPO).

Policy 3.1: Continue an ongoing program which ensures that signing, traffic signalization, road striping and speed limits are conducive to the above Objective.

Policy 3.2: Continue to provide for and maintain additional bike paths and sidewalks where needed. The need for sidewalks and bike paths will be based on a needs inventory and sidewalk/bike path plan which shall be completed by January 2010.

Policy 3.3: The Town shall require consideration of pedestrian safety in the planning, design, and construction of all transportation facilities.

Policy 3.4: The Town will coordinate with state and county governmental entities to provide bikeway facilities for new and reconstructed roadway facilities, with determination of need and costs being of primary consideration.

Policy 3.5 Restrict and deter cut-through traffic on local residential streets.

Policy 3.6: The Town, as part of its five-year capital improvements program, shall continue to identify needed improvements and timeframes for correction of existing roadway deficiencies.

Policy 3.7: Although no new construction of roads is anticipated, the Town shall continue to review land development regulations to provide for the safe and efficient location of the connections and access points of driveways and roads to roadways.

Policy 3.8: The Town will ensure that transportation facilities needed to serve new development shall be in place or under actual construction within 3 years after the local government approves a building permit or its functional equivalent that results in traffic generation.

Objective 4:
The Town will continue to utilize its Future Land Use Plan to determine future impact on the traffic circulation system. This will include the densities and intensities of land use defined in the land development regulations.

Policy 4.1: Continue to coordinate the Land Use Plan of the Town with that of the County to evaluate additional traffic loading on streets located within the Town.

Policy 4.2: Continue to enforce the minimum level of service (LOS) standards on streets within the Town.

Policy 4.3: Continue to maintain Riverside Drive, north and south of U.S. #192, as a 2-lane minor arterial street in order to preserve the residential character of the Town.

Policy 4.4: Continue to enforce the following adopted level of service (LOS) standards:

S.R. A1A	LOS E
U.S. #192	LOS D
Riverside Drive north of U.S. #192	LOS E
Local collector streets	LOS C
Local streets	LOS C

Policy 4.5: Proposed land use and zoning plan changes that increase density and intensity shall be approved only with traffic circulation impact studies and mitigation measures to maintain required LOS on impacted roadways.

Objective 5:
In the event that the actual levels of service for roadways shall fall below the levels of service set in Objective 6 of the Capital Improvements Element, the Town shall coordinate with the governmental agency responsible for operation and maintenance of the affected roadway and implement through appropriate ordinances, resolutions, or administrative actions, the following policies:

Policy 5.1: Implement appropriate and necessary strategies to mitigate the impact of development within the Town, maintain existing average travel speeds, and prevent further congestion by:

a. Scheduling signalization;

b. Management of roadway access where reasonably possible and practical;

c. Restrict on-street parking when the Town Council finds that restrictions will not disrupt existing commercial business or residences or otherwise cause a deterioration of the small community residential atmosphere of the Town;

d. Seek to coordinate staggered business hours, especially with large scale employers or traffic generators impacting the affected roadway;

e. Undertake improvements to local roads parallel to the affected facility with the goal of reducing traffic on the affected facility by providing alternative routes;

f. Reduce densities or intensities of uses proposed for undeveloped properties which will directly access or are located adjacent to the affected facility or the development of which could significantly impact the affected roadway;

g. Consider joint funding strategies to provide improved traffic flow on the affected facility; or

h. Phase development orders for proposed projects.

Policy 5.2: Through the Comprehensive Plan Amendment process, revise the Plan level of service (LOS) standards whenever the roadway is operating at other than the LOS standard adopted by the governmental agency having operational and maintenance responsibility for the affected roadway. Revisions to the Plan Goals, Objectives, and Policies will be supported by adequate data and analysis. Revisions to the LOS standards will be coordinated with the agency having operational and maintenance responsibility for the affected roadway and demonstrated to be compatible with the agency's LOS standards to the maximum extent feasible as determined by the Town. Alternately, the Town may demonstrate that state Goals, Objectives, Policies, or directives logically suggest the adoption of a lower LOS standard.

Policy 5.3: The Town shall not issue a development order causing the roadway LOS to be further degraded, unless the development order is conditioned on:

a. the applicant improving the level of service to that set in this plan; or

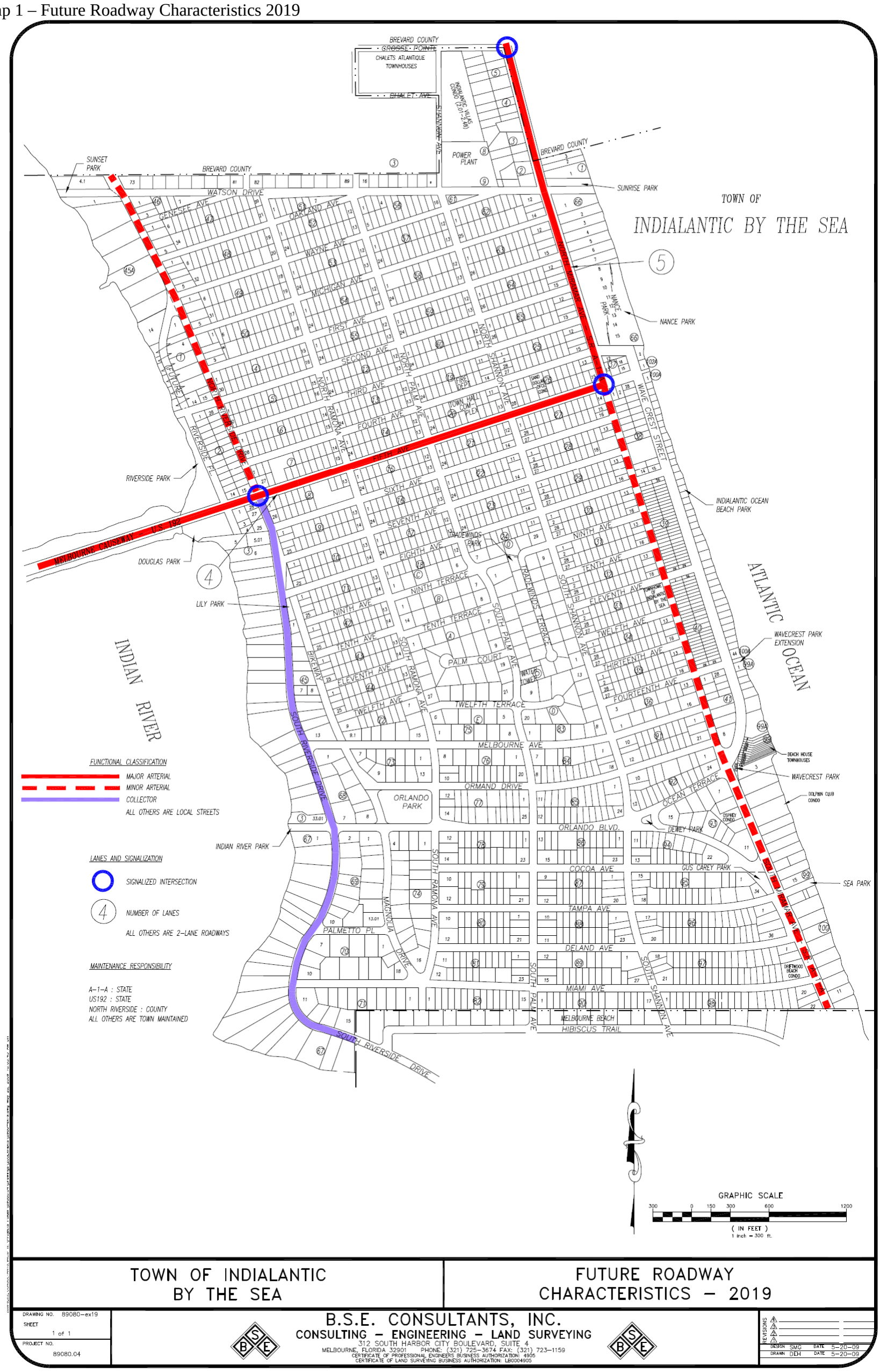
b. the availability of assured construction of facilities, all as set forth in Chapter 9J-5, Florida Administrative Code.

Policy 5.4: Once the Town ascertains that a LOS (that is below LOS standards for an affected roadway as set by the governmental agency having responsibility for operation and maintenance for the facility), has been improved to the LOS mandated by said agency, the Town shall revise this plan to be consistent with the new, improved LOS.

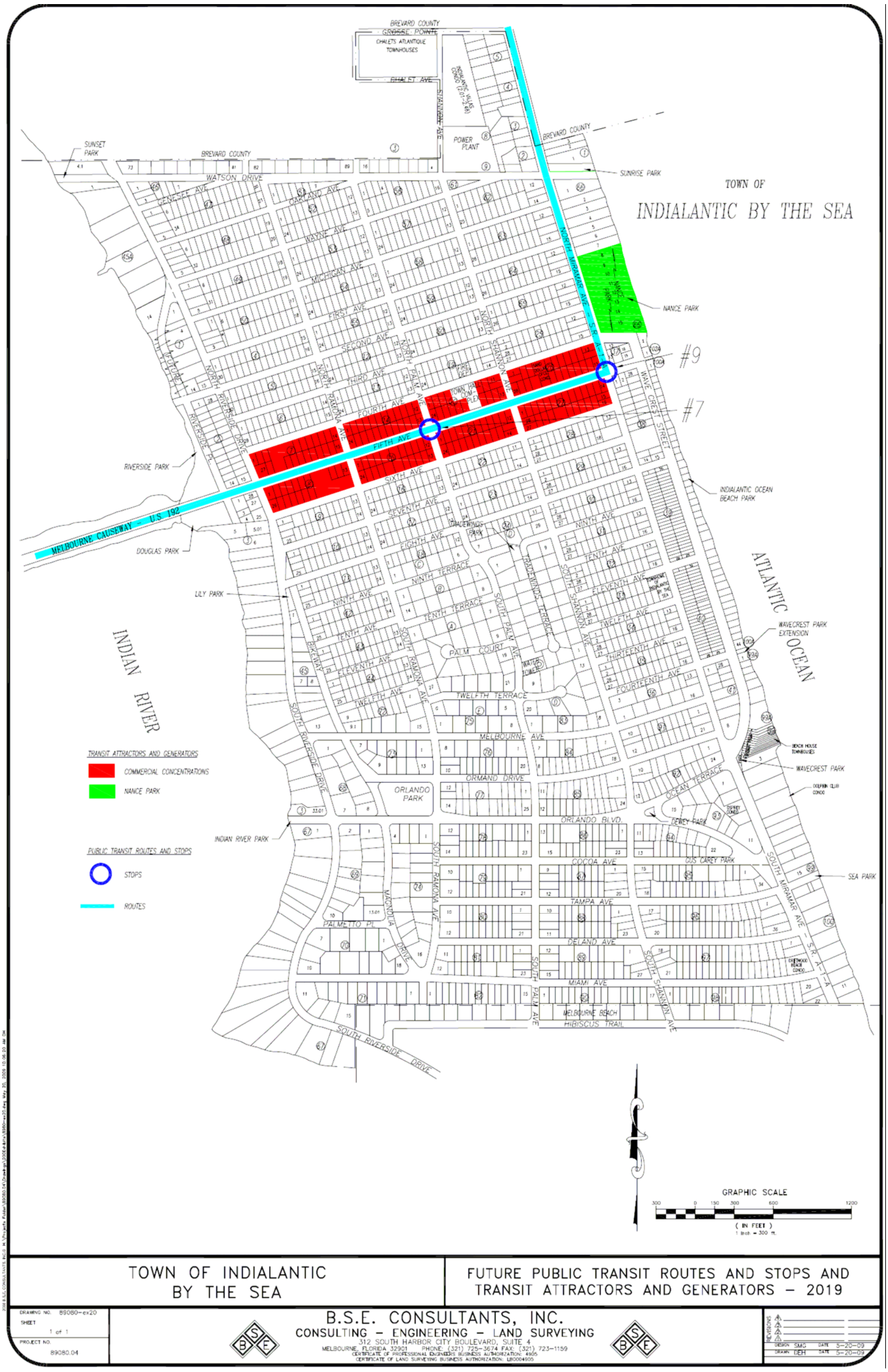
TOWN OF INDIALANTIC

TRANSPORTATION MAP SERIES

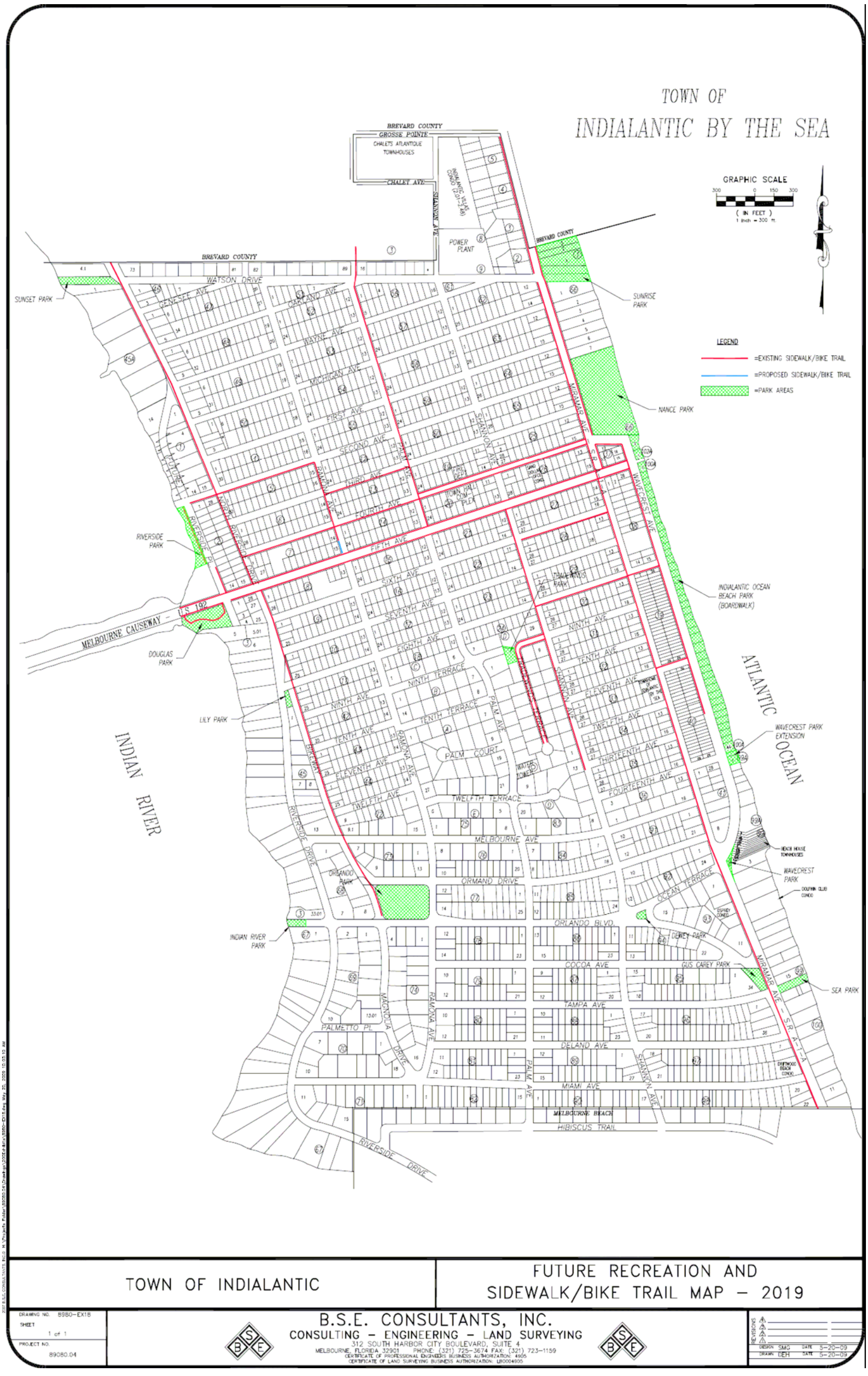
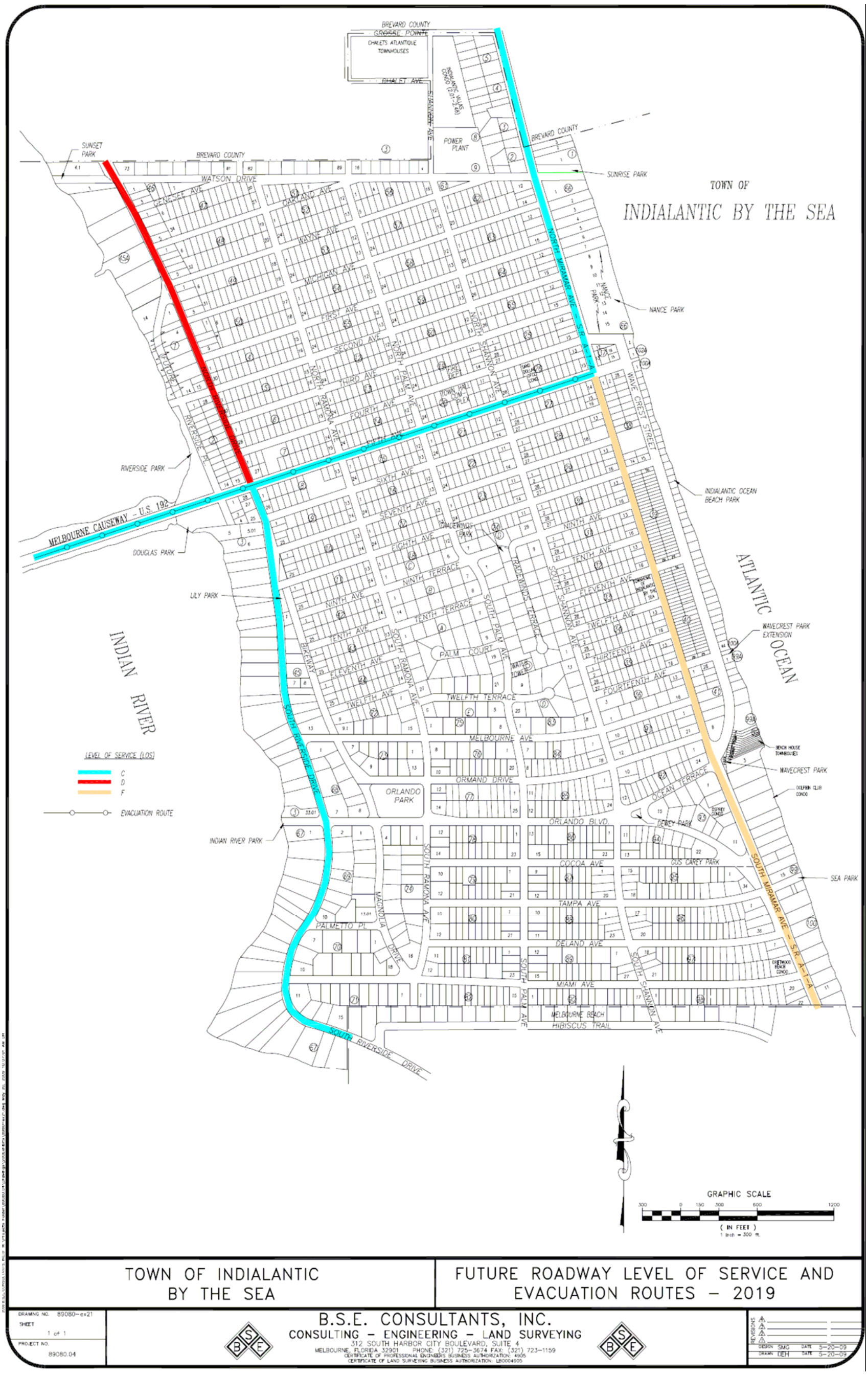
Map 1 – Future Roadway Characteristics 2019



Map 2 – Future Public Transit Routes 2019



Map 3 – Future Recreation Sidewalk/Bike Trail Map 2019



Map 4 – Future Roadway Level of Service and Evacuation Route 2019