

# CHAPTER TWO

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## TRANSPORTATION ELEMENT

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### INTRODUCTION

As per Rule 9J-5.019, of the Florida Administration Code, every local government which has all or part of its jurisdiction included within an urbanized area of the Metropolitan Planning Organization (MPO), must prepare and adopt a transportation element consistent with the provisions of this rule and Chapter 163 of the Florida Statutes.

### PURPOSE

The purpose of the Transportation Element is to plan for an efficient, safe, and coordinated multimodal transportation system within the Town of Malabar. This Element is developed in coordination with Brevard County's Transportation Element, the Space Coast Metropolitan Planning Organization (MPO)'s Long Range Transportation Plan (LRTP), and the Florida Department of Transportation (FDOT). The Transportation Element consists of two main sections as follows: a) Data, Inventory and Analysis Report, and b) the Goals, Objectives, and Policies, which set the overall guidelines for transportation planning within the Town.

### REGIONAL CONTEXT

#### Socioeconomic, Political and Cultural Factors

Malabar is a small rural town located along Indian River, extending in some sections to I-95. Incorporated in 1962, Malabar now has an estimated population of 2,866, according to 2017 census data, and a land area of approximately 6,372 acres. The Town is mostly a rural-oriented community with predominantly low-density single-family housing throughout the Town, with Light Commercial, Office-Institutional, Mixed-use, Industrial and Commercial areas along or adjacent to major arterials such as Babcock Street, US Highway 1 and SR514/Malabar Road. The Rural Residential Land Use and Zoning Designation permits both large lot residential development and agricultural uses. Many areas within Malabar are covered by swamp and wetlands under the jurisdiction of outside agencies and not suitable for development. There are also approximately 1000 acres of Conservation Land under the jurisdiction of the State and/or County.

### DATA, INVENTORY, AND ANALYSIS

This data, inventory, and analysis section provides a comprehensive approach of the Town of Malabar's existing and future needs. For the future analysis, the planning horizon Year 2025 has been used consistent with Brevard County's Long-Range Transportation Plan and Comprehensive plan. The Data, Inventory and Analysis section includes the following:

- An analysis of the existing conditions, existing roadway system, existing and remaining capacities, existing land use, existing challenges facing the roadway system, existing transit facilities;
- Growth trends and travel patterns, including the relationships between land use and transportation systems;
- An analysis of the capital improvements planned by the Town of Malabar, Brevard County and the Florida Department of Transportation;
- Projected transportation system level of service;
- An assessment of future needs and funding resources;

The Data, Inventory and Analysis includes two main subsections:

- Existing Transportation System and Transportation Needs Analysis
- System (2045) and Future Transportation Needs Analysis

## EXISTING TRANSPORTATION SYSTEM AND TRANSPORTATION NEEDS ANALYSIS

For the Transportation Element, Rule 9J-5.019 requires an analysis of the existing transportation facilities and an evaluation of the existing system needs based on the existing conditions and existing land use analysis. For this purpose, all the transportation facilities were analyzed based on the collected data and information obtained from Brevard County and the Space Coast MPO. This Element is consistent with the Future Land Use Element, Coastal Element, MPO Long Range Transportation Plan (LRTP) and Brevard County's Comprehensive Plan.

### EXISTING TRANSPORTATION FACILITIES

The *Florida Intrastate Highway System (FIHS)*, was created in 1990 by the Florida Statutes, and is composed of a series of interconnected limited and controlled access roadways, including the Interstate Highways, the Florida Turnpike, selected urban expressways and major arterial highways. I-95, an Intrastate Highway, passes through the Town of Malabar.

The *Strategic Intermodal System (SIS)* consists of statewide system of high priority facilities including major interregional highways, airports, deepwater seaports, freight rail terminals, passenger rail and bus terminals, rail corridors, and waterways. In the Town of Malabar, I-95 is a **Designated SIS** corridor.

The existing transportation system in the Town consists of the existing roadway system, pedestrian network, sidewalks, transit system, waterways, port and FEC railroad corridor. The Town of Malabar does not have its own airport within Town limits, although, there is an international airport in the City of Melbourne known as the Melbourne International Airport, which is located north of the Town of Malabar and identified as **Emerging SIS** facility. There is no port within Malabar, but the County has the second busiest cruise port known as Port Canaveral, which is a **Designated SIS Seaport Hub**.

## RAIL

Heavy rail freight service in Brevard County is provided by the Florida East Coast (FEC) Railroad. It serves the east coast of Florida from Jacksonville to Miami. The important role of freight transportation is very vital to maintain the mobility and economic growth within the area. FEC is a **Designated SIS** facility in Brevard County. Brightline, a high speed passenger rail system on its own tracks is being developed between Orlando International Airport and the Miami International Airport. The portion between Miami and West Palm beach is already in service. The proposed tracks will be placed west of the existing FEC tracks and provide an estimated 16 daily north-bound and 16 south-bound trips of non-stop high-speed passenger rail service with speeds estimated of 119 mph through Malabar. No railroad spurs are planned for Malabar.

## WATERWAYS

The Atlantic Intracoastal Waterway runs along the eastern edge of Brevard County via Indian River Lagoon. The Atlantic Intracoastal Waterway provides navigation along the southeastern seaboard of the United States, extending from Norfolk, Virginia to Miami, Florida. The channel is maintained at a depth of 12 feet by federal government. The Intracoastal Waterway is maintained by the U.S. Army Corps of Engineers. Because of its relationship to seaports, the Intracoastal Waterways are identified as a **Designated SIS** facility in the region.

**Map TRN-1** shows existing transportation system within the Town of Malabar.

**Map TRN-2** shows existing major roadways within the Town by number of through lanes.

**Map TRN-3** shows the functional classification of roadways within the Town.

## FUNCTIONAL CLASSIFICATION

The Town of Malabar has local and county roadways and state highways within the Town. The roadways are classified based on the purpose they serve, speed of travel, access needs and mobility needs. The classification is consistent with Brevard County and FDOT District V Federal Functional Classification and Urban Boundaries.

The major thoroughfares, categorized into four functional classification groups common to rural and urban roads, are the principal arterials, collectors, and local streets. The rural

or urban designation is part of the complete functional classification based on population. A description of each type of road is described as follows:

***Major Arterial Road***

This roadway provides service primarily through high speed and high-volume traffic. Major Arterials usually provide service that is relatively continuous and for longer trip lengths. Typical principal arterials include interstates, freeways, highways and other limited access facilities.

***Minor Arterial Road***

This type of roadway focuses on through traffic similar to a major arterial, but provides greater land access, and distributes traffic to smaller geographic areas than the major arterials.

***Collector Street***

This roadway provides both land access and traffic circulation between arterials and local roads for moderate trip length at moderate speeds. Conversely, a collector street system transitions vehicular traffic from local streets onto the arterial system. The Town of Malabar further distinguishes minor and major collector streets.

***Local Street***

This roadway permits direct access to abutting property and connections to a higher order roadway. A local street provides service to low-volume and short average trip length or minimal through traffic movements. The operational and maintenance responsibility of the local streets falls under the jurisdiction of the Town of Malabar.

**Existing Roadways**

The Town of Malabar has local and county roadways and state highways within the Town. The majority of local roadways are unpaved, dead-end lanes; while the Minor and Major Collectors, State Roads and County collectors are paved roadways. There are many platted, but unimproved, rights-of-ways and it is the Town's directive to require the developer to improve those roadways before development may occur.

The major roadways within the Town are listed below:

**I-95**

I-95, an interstate highway, designated SIS facility, runs north south and passes through the southwest portion of the Town of Malabar. The portion of I-95 which passes through the Town is classified as Urban Principal Arterial-Interstate, however I-95 serves as Rural Principal Arterial south of the Town limit. Improvements on I-95 have been completed as approved in the FDOT's Five Year Work Program.

## **US-1**

US-1 is also SR5 and is the primary north-south State highway which passes through the Town of Malabar's eastern boundary and serves as an Urban Principal Arterial on the State highway system. US-1 connects Malabar with Palm Bay, Melbourne and Grant-Valkaria.

## **SR 514/Malabar Road**

SR514/Malabar Road is an Urban Minor Arterial connecting the Town with the City of Palm Bay. Malabar Road, a two-lane facility, runs east west and connects I-95, WR-507/Babcock Street, and US-1. FDOT completed numerous feasibility studies and preliminary design and engineering (PD&E) studies from 1987 through 2018 for widening of Malabar Road in 2040. Roadway improvements are planned on the corridor in Space Coast MPO's Long Range Transportation Plan under two projects; widening and intersection improvements. Acquisition funds for needed right-of-way for the intersection improvements has been allocated and work has begun in this area. Construction and design funds have not yet been allocated for the widening project.

## **SR 507/Babcock Street**

SR 507/Babcock Street runs north-south along the western edge of the Town of Malabar and connects Brevard County with Indian River County. SR-507/Babcock Street connects the Town of Malabar with the Town of Grant-Valkaria, the City of Palm Bay, and City of Melbourne. SR 507/Babcock Street is classified as an Urban Minor Arterial from south of Malabar Road to Valkaria Road and then converts into Urban Principal arterial north of Malabar Road. However, SR-507/Babcock Street is classified as Urban Collector south of Valkaria Road. Roadway improvements are planned on the corridor in FDOT's Five Year Work Program and Space Coast\_MPO Long Range Transportation Plan. The small portion of Babcock Street within the Town is a two-lane facility but is planned to be widened to four lanes in the MPO's 2025 Long Range Transportation Plan.

## **Corey Road**

This two-lane paved roadway is centrally located and runs north-south in the center of Town. Corey Road serves as Major Collector south of Malabar Road to Valkaria Road. Corey Road is also a paved two-lane roadway north of Malabar Road for a distance of 1800 feet and dead-ends at the 100-acre Richard E. Cameron Sr. and Volunteers Wilderness Preserve making connection to Port Malabar Blvd in Palm Bay impossible.

## **Weber Road**

This two-lane paved roadway is parallel to and west of Corey Road by one mile, runs north-south and is classified as Major Collector south of Malabar Road to Valkaria Road. There is no right of way ability for this road to be developed north of Malabar Road.

### **Valkaria Road**

Valkaria Road serves as Major Collector and runs east-west between SR-507/Babcock Street and US-1. Only a very small portion of Valkaria Road lies within the Town and is used to access Leghorn Lane.

### **Marie Street**

The Marie Street corridor generally extends from approximately 970 feet north of Johnston Avenue south to Malabar Road and should be classified as a Minor Collector due to the lack of right-of-way north of that point.

Marie Street right-of-way proceeds south of Malabar Road to a point 850-feet past Hall Road. It was originally intended to be a Major Collector to connect to Leghorn Lane and reach Valkaria Road to the south. Difficulties with wetland issues, conservation dedications and lack of right-of-way to the south have all contributed to Marie Street being used as a Minor Collector instead of a Major Collector.

### **Jordan Boulevard**

Jordan Boulevard runs east west in the southeast section of the Town and its right-of-way lines up with Atz Road. It was classified as a major collector for this reason. When the Industrial Land Use designation was made for the acreage off Jordan Boulevard to provide for an industrial park, Council directed that Jordan Boulevard should not be improved to Atz Road due to concern that commercial traffic would be brought through the Rural Residential area. The Town still owns the 100-foot wide right-of-way through this area which was subsequently bought by the State for conservation land and the Jordan Boulevard right-of-way has been fenced off. The Town intends to improve this right-of-way for emergency access only. Part of this Jordan Boulevard right-of-way is currently used for trail access into the Jordan Scrub Sanctuary. This roadway should be changed to a Minor Collector.

### **Minor Collectors**

Atz, Hall, Old Mission, and Benjamin Roads are east-west roads. These roads are classified as Minor Collectors. As stated above, Marie Street and Corey Road north of Malabar Road should both be reclassified to Minor Collectors. In addition, Jordan Boulevard should be reclassified to a Minor Collector. LaCourt Lane was improved and used a Minor Collector to avoid the more expensive and challenging road improvements needed for Marie Street in order to connect Hall and Atz Roads. Eva Lane was also cut through from Malabar Road to Hall Road and thus became a Minor Collector.

### **Local Roads**

All other remaining roads are classified as local roads. The local roads serve minimal homes on dead-end roads in the rural residential zoning and can be either paved or unpaved. Local dirt roadways can be paved by Special Assessment as stipulated in Chapter 13 of the Code of Ordinances.

### **Existing Parking Facilities**

Parking facilities are composed of parking corresponding to the industrial and institutional properties, within the Town limits. Currently, there are no significant parking facilities within the Town of Malabar.

### **Existing Pedestrian and Bicycle Facilities**

Malabar encourages non-motorized modes of transportation which have minimal impact on the natural environment. To maintain the mobility of a multimodal transportation system, it is vital that the Town of Malabar has a well-connected system of sidewalks, bike paths, and/or multi-use trails within the existing roadways system.

Bicycle facilities include bikeways, bike paths, paved shoulders and multi-use paths. A bicycle lane is a portion of a roadway which has been designed by striping, signage, and pavement markings for the preferential or exclusive use of bicyclist, while bicycle path is a bikeway physically separated from motorized vehicular traffic by an open space or barrier and located either within the highway right-of-way or within an independent right-of-way.

Currently, there are almost no existing pedestrian and bicycling facilities in the Town of Malabar. The Town shall continue coordination efforts with Brevard County and the Florida Department of Transportation to install sidewalks and bicycling facilities along major roadways connecting residential areas to schools, commercial and recreational areas.

Brevard County's MPO is currently working on a Master Plan known as "Bicycle, Pedestrian and Trails Master Plan" which will provide vision for future transportation planning for non-motorized uses. The Master Plan will provide inventory of all existing and proposed sidewalks, bicycle and trail facilities, and needs assessment for these facilities.

Bicycle, Pedestrian & Trails Advisory Committee (BPTAC), as part of the Brevard MPO, provides educational support and guidance for improved non-motorized modes of transportation.

### **Existing Sideways and Bicycle Needs Assessment**

Malabar prides itself on its rural lifestyle, anti-sprawl, and slow growth principles. Yet new development and an increasing population compel the Town to improve pedestrian, bike, and equestrian connectivity in order to ensure the Town's character and livability remain intact. Pedestrian and bicycle facilities are most needed around schools, civic centers, shopping centers, community centers, bus stops, parks and other activity centers. Currently the Town has neither bicycle facilities nor sidewalks, except in the Brook Hollow and Weber Woods subdivisions. There is a need to analyze sidewalk deficiency and

continuity on the arterial and collector roadways, near the recreational facilities including access to multi-use trails within the Environmentally Endangered Lands (EELS) and the hospital and medical offices in Palm Bay, Brevard MPO's Master Plan will evaluate the deficiencies and provide recommendations to mitigate the deficiencies in existing sidewalks and bike path system. To improve pedestrian safety, crosswalks should be provided at all major intersections. For safety, adequate lighting along sidewalks is necessary and should be provided.

Based on a preliminary analysis of the sidewalks and bicycle system, the following are a series of observed recommendations:

- There is a need to provide sidewalks along arterials and local streets especially near educational and community centers, and parks.
- Improve connectivity among the sidewalks and bike paths for efficient and safe sidewalk and bike path system.
- Incorporate recommendations from the Master Plan when completed.
- Signaling conforming to FDOT standards should be provided to bicyclist, pedestrian, and motorists. Accessibility and safety around the existing school and existing and emerging daycare facilities is also essential.
- Push-button crosswalks should be installed at major intersections.
- Adequate lighting on sidewalks is required for safety.
- The elevations and grades along sidewalks and handicapped ramps must address ADA requirements.
- Pedestal for signal needs to be provided at all signalized intersections.

## **GREENWAYS**

A greenway is a corridor of protected open space that is managed for conservation and/or recreation. Greenways follow natural land or water features, like ridges or rivers, or human landscape features like abandoned railroad corridors or canals and link natural reserves, parks, cultural and historic sites with each other and, in some cases, with populated areas. They include abandoned railroad corridors converted into multi-use recreational trails, winding paddling trails that follow rivers or shorelines, large-scale natural areas, and even bicycle paths in urban areas.



The Greenways and Trails Committee was formed in 1995 to preserve the unique natural resources and develop greenways and trails to enhance the quality of life. The Town of Malabar took the lead in 1996 by including the development of trails in their management plans for conservation lands acquired in coordination with the County's Environmentally Endangered Lands (EEL) program and the Florida Communities Trust. The Town of Malabar, in coordination with the Brevard Metropolitan Planning Organization (MPO) staff, held several public workshops designed to gather input and recommendations from stakeholders regarding the preferred locations and types of trails, and how to link these trails to surrounding neighborhoods and communities. In 2001, Malabar opened its first trailhead for the Sandhill Trail. Brevard County recognized the need for greenways and adopted the Brevard County Greenways and Trails Master Plan in 2001.

Brevard County MPO included five multiuse trails in Transportation Improvement Program (TIP) within Brevard County. Al Tuttle Trail links the Malabar Scrub Sanctuary and Jordan Scrub Sanctuary in Malabar via the Sand Hill Trail and to other natural areas outside of the Town's limits such as the preserve by Valkaria Airport, the Turkey Creek Sanctuary, and the Sebastian Buffer Preserve. The multi-use corridor will have equestrian paths and will be kept natural (not paved) in environmentally sensitive areas. The Town of Malabar will continue to coordinate with Brevard County for identification and establishment of greenways.

## **EXISTING CHARACTERISTICS OF THE MAJOR TRIP GENERATORS**

The Town of Malabar is a small rural Town and most of the major regional attractions or generators like shopping malls, and employment centers are outside the Town limits. Most local commercial developments and retail lie along US-1 and Malabar Road.

## **EXISTING PUBLIC TRANSIT FACILITIES**

The transit service is provided within the County through Space Coast Area Transit (SCAT). Space Coast Area Transit Service is operated under the Brevard County Commissioners and provides fixed route service, paratransit, van pool, and volunteer services. Paratransit service is operated throughout the County Monday through Saturday, with limited service on Sunday. The van pool program provides vehicles to lease to private agencies and commuters.

Currently no fixed route bus service including community bus service is provided within the Town of Malabar, however, paratransit service is available for the residents of Malabar on certain routes. There are no intermodal facilities in the area. The Town supports establishment of a passenger rail line along the east coast, and recently passed a resolution encouraging FDOT to pursue a feasibility study for the establishment of passenger rail service along the Florida East Coast Railroad (FEC).

## **Needs Assessment**

There are certain factors which govern transit like population, density and household income. For an efficient transit system, a certain population density and other supporting

factors are needed. Based on Malabar’s current population, it appears regular fixed route bus service may not be a viable option. The Town should coordinate with the County if transit becomes part of future plans.

## **TRANSPORTATION LEVEL OF SERVICE (LOS) STANDARDS**

### **Adopted Level of Service**

Chapter 9J-5 requires local governments to adopt level of service (LOS) standards during the peak hour for roadways. Factors, which influence the level of service, are number of lanes, number of vehicles, speed, control type, number of access connections, maneuverability, safety and convenience of the public who will utilize the facilities. The roadway level of service (LOS) standard is a qualitative assessment of the road user’s perception of the quality of flow of traffic. The LOS standard is represented by letters “A” through “F”, with “A” representing the most favorable conditions and “F” representing the least favorable.

### **Levels of Service Standards**

The level of service standard is used as a guide for planning purposes, to identify the needs and to plan for the improvements necessary to maintain a desired level of service. Factors which influence the level of service are number of lanes, number of vehicles, speed, control type, number of access connections, maneuverability, safety and convenience of the public who will utilize the facilities.

The description of level of service standards in transportation planning are defined as follows:

**LOS A** – Ideal conditions of primarily free-flow traffic conditions at average travel speed with minimal delay.

**LOS B** – Unimpeded traffic flow at average travel speed, the maneuverability is a little restricted within the flow.

**LOS C** – Traffic flow is stable, but drivers are more restricted in their choice of speeds and ability to maneuver as compared to LOS B.

**LOS D** – Traffic flow is unstable; speeds are tolerable for short periods of time but subject to sudden variance.

**LOS E** – Traffic flow is unstable and flow rates variable. This flow is characterized by significant delays and lower operating speeds.

**LOS F** – Traffic flow at extremely low speeds, congested roadways, high approach delays, and driving comfort is very low.

### **County Roads and Local Roads**

The county and local roads level of service will conform to the Brevard County and the Town’s adopted LOS standards.

**State Roadways Florida Intrastate Highway System (FIHS)/Strategic Intermodal System (SIS)**

Rule 9J-5.0055(2) (c), F.A.C., requires local governments to adopt the LOS standards established by the Florida Department of Transportation. Rule 14.94003 for facilities on the Florida Intrastate Highway System (FIHS) (SIS) as noted in Table 2-1.

Interstate 95 is part of the Florida Intrastate Highway System (FIHS)/Strategic Intermodal System (SIS) and classified with an adopted level of service standard of “C”. It is strongly recommended by the Florida Department of Transportation (FDOT) that local governments should involve the FDOT in development review process at an early stage if new proposed development impacts any SIS facility.

**TABLE 2-1**

<b>Statewide Minimum Level of Service Standards</b>				
Statewide Minimum Level of Service Standards for the state highway system, roadways on the Strategic intermodal System (SIS). Roadways on the Florida Intrastate Highway System (FIHS) and the roadway facilities funded in accordance with Section 339.2819, Florida Statutes, the Transportation Regional Incentive Program (TRIP).				
	SIS AND FIHS FACILITIES		TRIP FUNDED FACILITIES AND OTHER STATE ROADS <sup>3</sup>	
	Limited Access Highway <sup>4</sup> (Freeway)	Controlled Access Highway <sup>4</sup>	Other Multilane <sup>4</sup>	Two-Lane <sup>4</sup>
Rural Areas	B	B <sup>1</sup>	B	C
Transitioning Urbanized Areas, or communities	C	C	C	C
Urbanized Areas Under 500,000	C(D)	C	D	D
Urbanized Areas Over 500,000	D(E)	D	D	D
Roadways Parallel to Exclusive Transit Facilities	E	E	E	E
Inside TCMA's	D(E) <sup>2</sup>	E <sup>2</sup>	... <sup>2</sup>	... <sup>2</sup>
Inside TCEA's <sup>2</sup> and MMTD's <sup>2</sup>	... <sup>2</sup>	... <sup>2</sup>	... <sup>2</sup>	... <sup>2</sup>
Level of service standards inside of parentheses apply to general use lanes only when exclusive through lanes exist.				
1. For rural two-lane facilities, the standard is C.				
2. Means the Department must be consulted as provided by Section 163.3180 (5), (7), or (15), Florida Statutes, regarding level of service standards set on SIS or TRIP facilities impacted by TCMA's, MMTD's, or TCEA's respectively.				
3. Means the level of service standards for non-TRIP facilities may be set by local governments.				
4. It is recognized that certain roadways (i.e., constrained roadways) will not be expanded by the addition of through lanes for physical, environmental, or policy reasons. In such instances, a variance to the level of service may be sought pursuant to Section 120.542, Florida Statutes.				

Source: FDOT Chapter 14-94. Not updated in 2019.

**Statewide Minimum Level of Service Standards**

- (1) Specific assumptions and restrictions that apply to these minimum LOS standards are:
  - (a) The minimum LOS standards represent the lowest acceptable operating conditions in the peak hour.

- (b) Definitions and measurement criteria used for the minimum LOS standards can be found in the Transportation Research Board's Highway Capacity Manual Special Report 2000.
  - (c) When calculating or evaluating level of service pursuant to this rule, all calculations and evaluations shall be based on the methodology contained in Transportation Research Board's Highway Capacity Manual Special Report 2000, the Department's 2007 *Quality/Level of Service Handbook*, or a methodology determined by the Department to be of comparable reliability. Any methodology superseded by the Highway Capacity Manual 2000, such as a methodology based on the 1997 Highway Capacity Manual or *Circular 212*, shall not be used.
- (2) Minimum LOS Standards for SIS Connectors and TRIP Funded Facilities are:
- (a) Minimum LOS Standards for SIS Highways.
    - 1. Limited access SIS highways shall adhere to the limited access FIHS LOS standards.
    - 2. Controlled access SIS highways shall adhere to the controlled access FIHS LOS standards.
    - 3. These standards shall apply regardless whether the facility is FIHS, SHS, or under another jurisdiction.
  - (b) Minimum LOS Standards for SIS Connectors. The minimum LOS standard for SIS connectors shall be LOS D.
  - (c) Minimum LOS Standards for Regionally Significant Roadways Funded by the TRIP.
    - 1. Regionally significant roadways utilizing TRIP funding shall adhere to the Other State Roads Standards in Chapter 14-94, F.A.C.
    - 2. These LOS standards apply to the TRIP funded portions of the roadway facilities extending to their logical termini for LOS analysis.

*Specific Authority 163.3180(10), 334.044(2) FS. Law Implemented 163.3180(10), 163.3184(4), 334.03, 334.044(10)(a), (12), (19), 339.155(2), 339.2819, 339.61-64 FS. History-New 4-14-92, Amended 5-8-06.*

The Town of Malabar shall adopt the following generalized two-way peak hour level of service standards for Florida's urbanized areas within the Town of Malabar:

**TABLE 2-2: ADOPTED LEVEL OF SERVICE STANDARDS**

FACILITY TYPE	PEAK HOUR LEVEL OF SERVICE
Local Road	D
Collector Roadway	D
Minor Arterial	D
Major Arterial	D

Source: Town of Malabar

Based on above Table, all the roadways including paved and unpaved roadways within the Town of Malabar will have an adopted LOS 'D' standard.

**ROADWAY ANALYSIS**

**Existing Roadway Capacities**

Brevard County MPO conducts traffic counts throughout the County to evaluate transportation needs and plan for future improvements. The Brevard County Traffic County Program also helps to identify the need for new signals in county.

Pursuant to Rule 9J-5.019, F.A.C. the capacity of existing roadways to serve the existing land use was assessed using a peak hour peak direction level of service analysis. The 2007-2008 annual daily traffic volumes were obtained from the Brevard County Traffic Count Program. The daily bi-directional volumes were converted into peak hour peak direction volumes by multiplying them with peak hour and directional factors. Peak-hour factors 'K' and directional factors 'D' are generally used to convert AADT to peak-hour peak direction volumes for planning purposes. K<sub>100</sub> is the factor for the 100<sup>th</sup> highest traffic volume hour of the year to the AADT. The 100<sup>th</sup> highest hour is representative of typical weekday peak hour traffic during the peak travel season. K<sub>100</sub> or K is used to convert AADT to peak hour or vice versa. D, the Directional Distribution Factor, is the proportion of an hour's total volume occurring in the higher volume direction. The D factor is used in converting AADT to directional peak traffic. The values for K and D factors were obtained from the *FDOT 2007 Quality/Level of Service Handbook*.

Then, the existing peak hour peak direction level of service was determined using the *FDOT Generalized Peak Hour Directional Volumes for Florida Urbanized Areas* (Table 4-7 and 4-9). Based on this methodology, the calculated level of service for existing roadways is listed in **Table 2-3**.

**TABLE 2-3**

**EXISTING PEAK HOUR PEAK DIRECTION LEVEL OF SERVICE**

ROADWAY	FROM	TO	AREA TYPE	CLASSIFICATION	ADPT LOS	# LANES (2-WAY)	PK HR PK DIR CAP (1)	2007 AADT VOL <sub>2</sub>	K <sub>100</sub> <sup>3</sup>	D <sub>1003</sub>	PK HR PK DIR VOL <sub>4</sub>	LOS
SR 5/US1	Valkaria Road	SR 514/Malabar Rd	U	State Arterial Class I	D	4	1,860	16,620	0.0950	0.5500	868	B
	SR 514/Malabar Rd	Robert Conlan Blvd	U	State Arterial Class I	D	4	1,860	22,840	0.0950	0.5500	1,193	B
SR507/Babcock St	Valkaria Rd	Foundation Park Blvd	U	State Arterial Class I	D	2	860	19,220	0.0950	0.5500	1,004	F
SR514/Malabar Rd	Babcock St	SR 5/US 1	U	State Arterial Class I	E	2	860	13,570	0.0950	0.5500	709	C
SR9/I-95 <sup>5</sup>	SR514/Malabar Rd	CR 516	U	Freeway	C	4	2,940	57,500	0.0950	0.5500	3,004	D

Note:

1. The existing 2007 volumes are directly taken from Brevard County Traffic County Program
2. The values for adopted level of service are directly taken from the FDOT 2007 Level of Service Tables 4-7 for Generalized Peak Hour Directional Volume.
3. Peak hour K and D factors are taken from the FDOT 2007 Level of Service Tables 4-7 & 4-9 for Generalized Peak Hour Directional Volume.
4. The peak hour peak direction volume is calculated from multiplying 2007 AADT with K and D factors.
5. The adopted level of service for SIS and FIHS facilities in urbanized areas under 500,000 is C. The 2006 AADT volume for I-95 is directly taken from the Brevard County LOS Report.

These existing roadway levels of service for the peak season 2007 are depicted in **Map TRN-4**.

### **Existing Roadway Needs**

The level of service analysis for existing conditions indicates that all the roadways within the Town of Malabar, except SR-9/I-95 and SR 507/Babcock Street, are operating at the adopted level of service. Currently, SR 507/Babcock Street is operating at below adopted level of service standard, however improvements are planned in the MPO's LRTP on Babcock Street. The widening of I-95 is programmed in FDOT's five-year work program. The Town shall coordinate with Brevard County, Brevard County MPO, Florida Department of Transportation District V for needed improvements to address the deficiency on SR-9/I-95 and SR 507/Babcock Street. To maintain the adopted level of service on roadways, Brevard County has an impact fee program for new developments. The Town supports improvements to parallel facilities, encourages other modes of transportation, and promotes travel demand management (TDM) techniques to reduce traffic on the FIHS facilities.

The travel demand techniques (TDM) include vanpool, car pool, employer incentives, ride share programs, and alternate work hours. The Town will continue to work with the County and FDOT to explore and discuss these alternatives to reduce traffic from the FIHS facilities. The Town shall continue to co-operate with County for development approval and access connection on County roads.

### **Malabar Road Corridor Planning**

Malabar Road is a two lane east west roadway which passes through the Town and connects US-1 with I-95. Residents have expressed an interest in developing Malabar Road as a corridor that incorporates low density office and commercial uses in order to promote economic development and provide additional services to the Town.

It is recommended to conduct a feasibility study to evaluate the impacts and identify the areas best suited for development of the corridor, as well as pursue Access Management Plan along Malabar Road to address right of way limitations. The Land Development Code should be revised to include regulatory provisions based on the recommendations from feasibility study. These regulations should, at a minimum address permitted land uses, densities, design standards, signage, and required improvements along the corridor. To that end, the Capital Improvements Element should be amended to create a program to allocate funds for the corridor project and any required improvements.

Recently, the Town passed a resolution to widen Malabar Road. FDOT recently completed a feasibility study on widening of Malabar Road from Babcock Street to US-1. Recently, the widening of Malabar Road from Babcock Street to US-1 is approved by the MPO's Technical Advisory Committee (TAC). The following improvements will help to enhance Malabar Road Corridor:

- Promote urban design standards;
- Encourage mixed use development;
- Pedestrian friendly design;
- Provisions for transit;
- Provide adequate parking.

### **Recommendations**

The following recommendations are provided to improve the existing transportation system:

- Pursue to develop Corridor Plan for Malabar Road;
- Pursue to develop an Access Management Plan for US-1 and Malabar Road;
- Develop a pedestrian and bicycle plan to identify and address the deficiencies;
- Pursue to develop a Greenway Plan;
- Reduce the crashes at the intersections and mid-block;
- Implement of land development regulations regarding driveway access;
- Improve over all traffic operation efficiency through incorporating the Intelligent Transportation System (ITS) techniques to reduce delays at the intersections;
- Improve pedestrian safety and ensure that crosswalks and pedestrian heads are present at all signalized intersections;
- Resurface roadways to improve overall operations.

### **EXISTING HURRICANE EVACUATION ROUTES**

The hurricane season is from June 1 to November 30. An important component of evacuation is the clearance time. The clearance time is a fixed period of time based on a specific scenario with a given level of threat and behavioral response. It is recommended that Town shall continue coordinating with the County in continuing to maintain or improve hurricane evacuation times.

The roadways surrounding the Town of Malabar which are critical in the evacuation process are shown in **Map TRN-5**.

## **FUTURE TRANSPORTATION SYSTEM (2025) AND FUTURE TRANSPORTATION NEEDS ANALYSIS**

### **Future Roadways**

The future roadway system will consist of existing roadways since no new roadways are identified in capital improvement projects or Brevard County MPO's LRTP.

The anticipated future roadway system and future number of through lanes are depicted in **Map TRN-6**. The anticipated future functional classification is shown in **Map TRN-3**.

### **FUTURE PEDESTRIAN AND BICYCLE PLAN**

#### **Cost Feasible Pedestrian, Bicycle and Greenway Projects**

Since transportation needs are greater than funding available for the identified improvements, all the projects are evaluated against a set of criteria.

The cost feasible projects in the 2025 LRTP are selected based on the ranking, cost and impact of the project on improving connectivity within region. Cost feasible bicycle and pedestrian projects are the projects that should be included with cost feasible roadway projects. Currently, there are no cost feasible pedestrian or bicycle projects planned within the Town; however, there is one greenway trail planned through the Town.

The following showcase trails are funded through Brevard County MPO:

- East Central Florida Regional Rail Trail,
- Brevard Zoo Trail,
- St. Johns River Heritage Trail,
- North Merritt Island Pioneer Trail,
- South Brevard Linear Trail.

The South Brevard Linear Trail known as Al Tuttle Trail passes through Town of Malabar. The Trail will link the communities of Malabar, Palm Bay, Grant-Valkaria, and Micco to existing parks, conservation areas, and community destinations. The planned multiuse trail will provide amenities for joggers, hikers, bicyclists, roller bladers, equestrians, and physically challenged. The planned greenways will help to protect environmentally sensitive lands and wildlife, as well as provide access to recreation places. Greenways, as another transportation alternative, can help reduce air pollution, road congestion, and energy consumption.

#### **Future Needs**

It is recommended that Town of Malabar should continue to work with Brevard County and the FDOT and, install new pedestrian and bicycle facilities in the Town. The streets or roadways which provide access to parks, community centers, entertainment places, and main pedestrian generators needs to have a well inter-connected pedestrian and



bicycle path system for an efficient transportation system. To achieve this goal, continued coordination with Brevard County and FDOT is needed.

Following are specific transportation recommendations:

- Apply for grant applications;
- Coordinate with FDOT and Brevard’s MPO and Bicycle, Pedestrian & Trails Advisory Committee (BPTAC) to address the deficiencies in the system;
- Work together with BPTAC to Improve the awareness among public and provide educational programs to school children;
- Identify the funding resources, and apply for grant funding;
- Provide education material at activity centers like community centers;
- Improve the safety conditions through the development of neighborhood associations;
- Develop a community vision towards the non-motorized uses;
- Increase coordination with stakeholders and new developments to provide sidewalks and bicycle facilities in and around the developments; and
- Install new benches and shade trees for pedestrian friendly design.

### **Future Transit Needs**

Since Malabar is a small rural town, it is anticipated that most of the residents will travel to other cities to meet their employment, entertainment and educational needs. Currently the Town of Malabar has a low degree of transit demand. The Brevard County MPO conducted a Transit Quality of Service analysis to better understand the future transit needs, policy/service delivery projects and identifying the transit supportive areas in Brevard County. Based on 2005 Transit Quality of Service Report prepared by the Brevard County MPO, Malabar does not have any transit supportive areas within the Town.

The Town of Malabar should coordinate with Brevard County Transit to include bus service through the Town of Malabar.

### **FUTURE ROADWAY CONDITION ANALYSIS**

The future 2025 volumes were obtained from the Brevard County MPO. The Central Florida Regional Planning Model (CFRPPM IV) was employed based on a travel demand modeling software known as the Florida Standard Urban Transportation Modeling Structure (FSUTMS).

### **COST FEASIBLE ROADWAY PROJECTS**

The Transportation Improvement Program (TIP) for Brevard County is a five year financially feasible multimodal transportation program prepared by Brevard County MPO. The roadway projects planned in the FDOT five-year work program and Brevard County MPO’s Transportation Improvement Program (TIP) are listed in **Table 2-4A**.

**TABLE 2-4a: FDOT FIVE YEAR WORK PLAN FY 2009-2013**

Roadway	From	To	Description	Phase
I-95	Brevard County line	S of SR 514/Malabar Rd	Add Lanes and Rehabilitate Pavement	P D & E Study, Preliminary Engineering & ROW
I-95	S of SR514/Malabar Rd	Palm Bay Road	Add Lanes and Rehabilitate Pavement	Preliminary Engineering & Construction
Babcock St at SR 514/Malabar Rd		Intersection Reconstruction	Add Lanes and Reconstruct	Highway/Right of Way
SR507/Babcock St	N of SR514/Malabar Rd	Palm Bay Road	Resurfacing	Construction

The cost feasible roadway projects included in the MPO's 2025 Long Range Transportation Plan (LRTP) are shown in **Table 2-4B**.

**TABLE 2-4B: BREVARD COUNTY MPO 2025 COST FEASIBLE PROJECTS**

Roadway	From	To	Description	Phase
SR507/Babcock St	Valkaria	SR514/Malabar Rd	Widen to 4 lane	Preliminary Engineering
SR507/Babcock St	SR514/Malabar Rd	Melbourne	Widen to 6 lane	Preliminary Engineering

Recently, the widening of Malabar Road from Babcock Street to US-1 was approved by the MPO's Technical Advisory Committee and is part of the 2025 LRTP.

### **Future Roadway Level of Service Analysis**

The major concern in terms of transportation is to provide sufficient and adequate facilities to cope with the planned growth in the area. From the data available, population and development growth trends, and planned projects, the area is being analyzed to address these issues. The Town of Malabar's future needs were evaluated based on data available, consistent with Brevard County, the Brevard MPO's LRTP, and FDOT.

Year 2025 traffic projections were obtained from the Brevard County MPO. The Brevard County MPO uses the Central Florida Regional Planning Modal (CFRPM IV) for future projections. The future average annual daily traffic volumes were used to evaluate future level of service. The daily volumes were converted into peak hour peak direction volumes by multiplying them with peak hour 'K' and directional 'D' factors. The general values for K and D factors were obtained from the FDOT *2007 Quality/Level of Service Handbook*. Then the future peak hour peak direction level of service was determined using the '*FDOT Generalized Peak Hour Directional Volumes for Florida Urbanized Areas*' (Table 4-7).

Based on this methodology, the calculated level of service for future conditions is listed in **Table 2-5**.

The level of service for 2025 network is displayed in **Map TRN-7**.

**TABLE 2-5 FUTURE (2025) PEAK HOUR PEAK DIRECTION LEVEL OF SERVICE**

ROADWAY	FROM	TO	AREA TYPE	CLASSIFICATION	ADPT LOS	# LANES (2-WAY)	PK HR PK DIR CAP (1)	2007 AADT VOL <sub>2</sub>	K <sub>100</sub> <sup>3</sup>	D <sub>1003</sub>	PK HR PK DIR VOL <sub>4</sub>	LOS
SR 5/US1	Valkaria Road	SR 514/Malabar Rd	U	State Arterial Class I	D	4	1,860	39,390	0.0950	0.5500	2,058	F
	SR 514/Malabar Rd	Robert Conlan Blvd	U	State Arterial Class I	D	4	1,860	45,870	0.0950	0.5500	2,397	F
SR507/Babcock St	Valkaria Rd	Foundation Park Blvd	U	State Arterial Class I	D	4	1,860	20,754	0.0950	0.5500	1,084	B
SR514/Malabar Rd	Babcock St	SR 5/US 1	U	State Arterial Class I	D	4	1,860	12,314	0.0950	0.5500	643	C
SR9/I-95 <sup>5</sup>	SR514/Malabar Rd	CR 516	U	Freeway	C	6	4,550	59,742	0.0950	0.5500	3,122	B

Note:

1. The values for adopted level of service are directly taken from the FDOT 2007 Level of Service Tables 4-7 & 4-9 for Generalized Peak Hour Directional Volume.
2. 2025 AADT volume were obtained from Brevard County MPO's 2025 LFTP
3. Peak hours K and D factors are taken from the FDOT 2007 Level of Service Tables 4-7 for Generalized Peak Hour Directional Volume.
4. The peak hour peak direction volume is calculated from multiplying 2025 AADT with K and D factors.

### Future Roadway Needs

The level of service analysis for future conditions indicates that all the roadways except US-1 within the Town of Malabar will be operating at adopted level of service. The Town shall coordinate with Brevard County, Brevard County MPO, Florida Department of Transportation District V for needed improvements to address the deficiency on US-1. The Town supports improvements to parallel facilities along I-95, encourages other modes of transportation, and promotes travel demand management (TDM) techniques to reduce traffic from the FIHS and non-FIHS facilities. The Town should continue to coordinate with County for development approval and access connection on County roadways.

### Greenhouse Gas Emission Reduction

The Town will strive to reduce greenhouse gas emissions by reducing traffic congestion and air pollution as much as possible. Currently the Town is not experiencing traffic congestion on any roadways with the Town limit, however the Town will keep residents informed and aware of the connection between their transportation choices, possible traffic congestion and air pollution. The Town will help to emphasize simple, convenient actions people can take to improve air quality and fewer vehicles on roadways. Some of the things that the Town will be doing to promote alternative forms of transportation include solidifying a greenway/equestrian trail plan to promote horse riding and identifying new greenways.

### Future Evacuation Routes

It is the Town's policy to maintain or improve the mobility on the roadways to reduce the clearance time. The clearance time is a fixed time period on a specific scenario with a given level of threat and behavioral response.

The future evacuation routes are shown on **Map TRN-5**.

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## TRANSPORTATION ELEMENT GOALS, OBJECTIVES, AND POLICIES

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### **§2-1 Transportation Goals, Objectives, and Implementing Policies.**

This section stipulates goals, objectives, and implementing policies for the Transportation Element pursuant to 163.3177(6)(b), F.S., and §9J-5.007(3), F.A.C.

#### **GOAL 2.1: EFFECTIVE MULTIMODAL TRANSPORTATION SYSTEM**

**Plan for a safe, convenient, and efficient motorized and non-motorized transportation system which shall be available for existing and anticipated future users of the system.**

##### 2-1.1 Objective:

*Safe, Convenient, and Efficient Transportation System.* Establish a safe, convenient and efficient motorized and non-motorized transportation system through development and implementation of level of service (LOS) standards.

##### 2-1.1.1 Policy:

*Level of Service Standards.* The Town hereby adopts that following peak hour LOS standards for non FIHS and non-SIS facilities:

- a. US-1: LOS Standard D (FDOT facility)
- b. Malabar Road (SR 514); LOS Standard D (FDOT facility)
- c. Babcock Street (SR 407); LOS Standard D (FDOT facility)
- d. Collector Roadways: LOS Standard D
- e. Paved Local Roadways: LOS Standard D
- f. Unpaved Local Roadways: LOS Standard D

##### 2-1.1.2 Policy:

*Level of Service Standards.* The Town hereby adopts the following peak hour LOS standards for FIHS and SIS facilities within the Town:

- a. I-95: LOS Standard C (FIHS and SIS facility)

##### 2-1.1.3 Policy:

*Master Plan for Road Paving.* By 2010 The Town shall prepare and adopt a plan and schedule for paving local streets. The plan shall establish mechanisms for funding road paving projects and the schedule for

implementation shall designate relative priorities for needed road improvements and shall establish a time frame for such improvements.

2-1.1.4 Policy:

*Criteria for Evaluating Proposed Roadway Improvement.* Future roadway improvement proposal shall be evaluated and assigned a relative priority based on specific criteria below cited:

- a. Whether the project is needed to protect public health and safety, to fulfill the Town's legal commitment to provide facilities and services, to preserve or achieve full use of existing facilities; or
- b. Whether the project increases efficiency of use of existing facilities, prevents or reduces future improvement cost, provides service to developed areas lacking full service, or promotes in-fill development.

2-1.1.5 Policy:

*Review of Proposed Developments.* The Town shall review all proposed development for consistency with adopted LOS standards. No development shall be approved that is projected to generate a traffic volume which would decrease the existing LOS below the adopted standard.

2-1.1.6 Policy:

*Assessments in New Developments.* The Town shall continue to implement the impact fee ordinance which assesses new developments an equitable pro data share of the costs to provide roadway improvements to serve the development.

2-1.1.7 Policy:

*Adequate Facilities Ordinance.* The Town shall continue to implement adequate facilities requirement as included in the Land Development Code. The Town shall prepare annual report on the adequacy of public facilities. The adequate facilities ordinance mandates that future applications for development shall include a written evaluation of the inputs of the anticipated development on the traffic system level of service. Prior to the issuance of a building permit, the Town shall render a finding that the applicant has provided assurance that the proposed development shall be serviced with adequate roadway capacity including any traffic system improvements required to maintain adequate levels of service. The developer's application shall include written assurances that any required improvements shall be in place concurrent with the impacts of the development (i.e., by the time a certificate of occupancy is granted by the Town.)

2-1.1.8 Policy:

*On-Site Transportation Improvements.* The Town shall continue to implement land development regulations which require new developments to provide safe and convenient on-site traffic flow considering motorized and non-motorized vehicle parking and internal circulation needs.

2-1.1.9 Policy:

*Access Management.* The Town shall continue to implement land development regulations for:

- Controlling connections and access points of driveways and roadways to existing roadways;
- Connectivity through cross access easements among all new development and redevelopment projects;
- Preventing conflicts between vehicular, pedestrian and rail traffic; and
- Providing a traffic circulation system which is designed to accommodate the demands of emergency service delivery systems.

2-1.1.10 Policy:

*Monitor Intersections with High Crash Rates.* The Town shall continue to coordinate with Brevard County and law enforcement agencies to monitor the intersections with high crash rate and implement improvements to reduce accidents.

2-1.1.11 Policy:

*Intelligent Transportation System (ITS).* The Town shall incorporate Intelligent Transportation System (ITS) techniques to improve traffic operations and reduce delays at intersections.

2-1.1.12 Policy:

*Adequate Signage and Traffic Controls.* The Town shall continue to provide proper signage and adequate traffic control on Town roadways for efficient and safe traffic circulation.

2-1.1.13 Policy:

*Transit Service.* The Town shall coordinate with Brevard County, Space Coast Areas Transit (SCAT) service and MPO to expand bus service to the Town of Malabar.

2-1.1.14 Policy:

*Transportation Demand Management Techniques.* The Town shall support alternate modes of transportation and encourage transportation demand

management techniques including ridesharing, van pool, and parking strategies.

2-1.1.15 Policy:

*Public Involvement.* The Town shall encourage public involvement in transportation planning and transportation improvement projects.

2-1.1.16 Policy:

*Establishment of Passenger Rail Line.* The Town shall support Florida Department of Transportation efforts towards the establishment of passenger rail line along the Florida East Coast (FEC) corridor.

2-1.2 Objective:

*Right-of-Way Acquisition.* The Town shall protect existing and future right-of-way from building encroachment. By 2010 additional transportation system right-of-way acquisition needs shall be identified and relative priorities for land acquisition shall be established.

2-1.2.1 Policy:

*Transportation Map.* The Town hereby adopts that Future Transportation System Map. Additional right-of-way (R/W) needs for future roadway and drainage improvements shall be identified based on an assessment to be completed by 2010. The findings regarding specific additional R/W needs for roadway and drainage facility improvements shall be incorporated as an amendment to Future Transportation System Map.

2-1.2.2 Policy:

*Standards of Future Road R/W Acquisition.* The Town hereby adopts the following minimum standards for road rights-of-way:

- a. Arterial Roadways: 150' R/W
- b. Major Collector Streets: 100' R/W
- c. Minor Collector Streets: 70' R/W
- d. Local Streets: 60' R/W (if swale drainage)  
50' R/W (if curb and gutter)

2-1.2.3 Policy:

*Mandatory R/W Dedication/Fees in Lieu.* The Town shall continue to implement a program for mandatory dedication or fees in lieu thereof as a condition of development approval associated with plats, replats, PUDs, or site plans where such development generate a need for new or improved roadways. The purpose and intent of such program shall be to assure that:  
1) adequate road R/W and necessary roadway improvements are dedicated



and developed concurrent with the impacts of new development; and 2) the cost of such improvements shall be borne by the developer generating the need for the facilities.

2-1.3 Objective:

*Future Roadway Improvements.* The Town shall coordinate with the FDOT and with the Brevard County MPO to attain roadway improvements needed to accommodate future transportation system improvements needed to accommodate system demands.

2-1.3.1 Policy:

*FDOT Planned Roadway Improvements.* The Town shall provide necessary coordination in achieving planned FDOT improvements to Town roadways.

2-1.3.2 Policy:

*FDOT Planned Roadway Improvements.* Brevard County plans to pave Corey and Weber Roads and the Town shall participate in funding a portion of the scheduled improvement pursuant to their interlocal agreement on this subject.

2-1.3.3 Policy:

*Corridor Planning along Malabar Road.* The Town shall pursue a Corridor Plan for Malabar Road to enhance and improve traffic operations along Malabar Road.

2-1.3.4 Policy:

*Access Management Plan along Malabar Road.* The Town shall pursue an Access Management Plan for Malabar Road as part of Corridor Plan.

2-1.3.5 Policy:

*Improvements along Malabar Road.* The Town shall coordinate with Brevard County and FDOT for the capacity improvements along Malabar Road.

2-1.3.6 Policy:

*Overlay Zoning District.* The Land Development Code shall be amended in order to create an overlay zoning district allowing for commercial/office development along Malabar Road based on the recommendations of the Corridor Plan feasibility study.

2-1.3.7 Policy:

*Regulatory provisions.* The Land Development Code shall be amended to incorporate overlay zoning district regulatory provisions and performance

standards. The provisions may include permitted land uses, densities, design standards, signage, and required improvements along the corridor.

2-1.4 Objective:

*Facilities for Bicycle Pedestrian Ways and Greenways.* The Town shall consider bicycle, pedestrian ways and greenways in planning for transportation facilities.

2-1.4.1 Policy:

*Planning for Bicycle and Pedestrian Ways.* The Town shall by 2010 prepare a plan for developing bicycle and pedestrian ways which connect residential areas to recreational areas and major activity centers. The plan shall include programs for implementation and anticipated funding sources.

2-1.4.2 Policy:

*Bicycle and Pedestrian Facilities Required for New Development.* The Town's land development regulations shall incorporate provisions requiring that new subdivisions, replats, planned unit developments, and site plans accommodate bicycle and pedestrian traffic needs. Similarly multiple family residences as well as shopping facilities, recreational areas, and other public uses shall provide storage areas for bicycles.

2-1.4.3 Policy:

*Adoption of Master Plan for Pedestrian, Bicycle and Greenways.* The Town of Malabar shall adopt the Brevard County Bicycle, Pedestrian and Greenway Plan for an efficient multimodal transportation system.

2-1.4.4 Policy:

*Improved Connectivity on Sidewalks.* The Town of Malabar shall continue to coordinate with Brevard County for missing sidewalks and bicycle ways and provide connectivity among them.

2-1.4.5 Policy:

*Right-of-way Acquisition for Greenways.* The Town shall continue to support Brevard County for the development of Greenway Plans and ensure that sufficient right-of-way is preserved to construct and maintain the multiuse trails as shown on Brevard County's Master Plan.

2-1.4.6 Policy:

*Improved Access.* The Town shall encourage the continued development of a greenway system that supports interconnectivity among and between recreational areas as a means of improving access.

2-1.4.7 Policy:

*Linear Open Spaces.* The Town shall continue to identify appropriate linear open spaces for potential greenway network programming, potential acquisitions, planning and development.

2-1.4.8 Policy:

*Equestrian Crossing.* Explore options for equestrian crossing of Malabar Road within greenway plans.

2-1.5 Objective:

*Coordinating Traffic Circulation Planning.* The Town shall coordinate transportation system planning with the plans and programs of the Brevard County Metropolitan Planning Organization (MPO), the FDOT Five (5) Year Transportation Plan, the City of Palm Bay, the Town of Grant-Valkaria and the East Central Florida Regional Planning Council (ECFRPC).

2-1.5.1 Policy:

*Implementing Transportation Planning and Coordination.* The Town shall review present and future transportation plans and programs of FDOT, Brevard County, the City of Palm Bay, and the ECFRPC in order to establish consistency with the Town's Comprehensive Plan.

2-1.5.2 Policy:

*Coordination among Transportation Agencies.* The Town shall coordinate with Brevard County, the Brevard MPO, FDOT, East Central Florida Regional Planning Council and neighboring municipalities for future transportation planning and roadway improvements and schedule meetings on regular basis to discuss regional and local transportation needs, and alternate solutions to meet r=transportation demands.

2-1.6 Objective:

*Managing Traffic Circulation and Land Use.* The Town shall coordinate the Transportation Element and implementing programs with goals, objectives, and policies of the Future Land Use Element, including the Future Land Use Plan Map.

2-1.6.1 Policy:

*Integrated Traffic Circulation and Land Use Planning.* The Town shall continually monitor and evaluate the impacts of existing and proposed future land development on the transportation system in order to achieve integrated management of the land use decisions and traffic circulation impacts.

2-1.6.2 Policy:

*Traffic Circulation Performance Criteria.* The Town shall continue to implement performance criteria in the Land Development Code which require that future land development comply with traffic circulation level of service standards. The performance criteria require that new development bear an equitable share of costs for traffic circulation system improvements necessary to accommodate traffic generated by the proposed development.

2-1.6.3 Policy:

*Traffic Circulation Site Plan Review Criteria.* The Town shall continue to implement Land Development Regulations regarding traffic circulation site plan review criteria. The criteria shall address such factors as trip generation; design of efficient internal traffic circulation and parking facilities including minimizing pedestrian and vehicular conflict, off-street parking, as well as safe and convenient circulation and maneuverability; control of access points; potential need for acceleration/deceleration lanes; adequacy surface water management.