Background

The foundation for any discussion regarding community linkages is the transportation system. A city’s transportation system determines how people travel within and through a community. The transportation system addresses the issues related to vehicular dependence by determining how to improve linkages between and within activity centers. By enhancing these linkages, people will begin to view walking and biking as viable alternatives to driving. In most cases when the connections between places are designed to make cars the most efficient mode of transportation, they decrease the viable options for biking or walking. A multi-modal transportation system addresses this issue through:

- Land use and transportation policies which promote community connectivity, alternative models of transportation, and mixed use developments.
- Redevelopment efforts focused on improved community connectivity.

The Multi-Modal Transportation Element sets the framework for the establishment of a multimodal system which consists of a variety of transportation resources including roadways, sidewalks, bike trails, pedestrian pathways, and mass public transportation. The Multi-Modal Transportation Element ensures that land development practices and transportation projects promote community connectivity and provide multi-modal alternatives to meet the many needs of varied users and competing uses.

Planning Framework

The objectives and policies established in the Multi-Modal Transportation Element provide the foundation for a planning framework which:

- Promotes mixed-use public transportation areas that improve walkability.
- Establishes development requirements for mixed-use community activity areas which promote alternative forms of transportation.
- Creates a pedestrian environment through enhanced landscapes, streetscapes, and public infrastructure projects.
- Achieves the community planning vision established through the Horizon 2030 EAR and 2010 Comprehensive Plan.
- Addresses the guiding issues and community concerns identified in the 2009 EAR.
- Provides for local, regional, and state planning priorities, principles, and practices.
The Multi-Modal Transportation Element accomplishes its goal to “provide for the mobility needs of the city’s residents, businesses, and visitors by supporting a safe, accessible, and efficient transportation system” through planning directives aimed at:

- Fostering a comprehensive multi-modal system.
- Establishing financing strategies that fund transportation improvements and programs.
- Utilizing transportation land use master planning strategies to coordinate land use and transportation improvements.
- Implementing mobility transportation strategies that provide alternative service standards in designated areas.
- Ensuring the area is linked through a coordinated multi-modal transportation system.

By addressing these issues, the Multi-Modal Transportation Element will promote development that better links land use and transportation planning practices and provides the community multiple transportation alternatives.
Multi-Modal Transportation

Multi-Modal Transportation Goal

Establish a multi-modal transportation system to provide the city the varied transportation alternatives, improved connectivity, and enhanced quality of life envisioned by the community planning vision.

Objective 1: Community Connectivity System

Foster a comprehensive multi-modal system that provides for the needs of pedestrians, bikers, public transportation riders, and motorists.

Policies

1.1 Community Mobility
Ensure choices among modes of travel and accommodate each mode when and where it is most appropriate.

1.2 Transportation Circulation and System Connectivity
Coordinate with Brevard County and the Space Coast Transportation Planning Organization (TPO) in the development of a multi-modal transportation system that provides connectivity throughout the Brevard County area. The system shall focus on:
   a. Roadways.
   b. Pedestrian and biking trails and facilities. New residential communities shall provide sidewalks & bike paths to connect to surrounding public sidewalks, roads and civic uses.
   c. Transit operations and facilities.
   d. Parking availability.
   e. Financial feasibility.
   f. City Council shall make a case-by-case determination for each requested gated community.

1.3 Transportation Alternatives
Establish a multi-modal transportation system that provides users access to options including walking, biking, public transportation, and driving by addressing the connectivity between:
   a. Community activity centers.
   b. Neighborhoods.
   c. Civic buildings and facilities.
   d. Schools.
   e. Parks and recreational areas.
   f. Conservation areas.
1.4 Pedestrian Transportation Network
Establish pedestrian network that increases the opportunities for walking to shopping and services, institutional and recreational destinations, employment, and public transportation. Pedestrian oriented planning shall:
   a. Consider the location of pedestrian-oriented facilities on a ¼ mile scale.
   b. Give priority to the completion of the pedestrian network that serves neighborhood shopping, schools, public space, civic areas, and other community resources.
   c. Promote a pedestrian environment through pedestrian design guidelines.
   d. Ensure all development projects meet pedestrian quality standards.
   e. Identify and analyze high pedestrian collision locations.
   f. Enhance pedestrian safety through sidewalks, and walkways.

1.5 Bicycle Transportation Network
Promote the bicycle as an integral feature of West Melbourne’s lifestyle by implementing a bikeway network that links together neighborhoods, commercial areas, public spaces, and other community resources. Bicycle oriented planning shall:
   a. Consider the location of bicycle-oriented facilities on a ¼ mile scale.
   b. Encourage developers to construct end-of-trip bicycle facilities such as bike racks, lockers, and such.
   c. Promote the construction of bikeway facilities that are appropriate to the street’s classification, traffic volume, and speed limit.
   d. Promote a bicycle environment through multi-modal design guidelines.
   e. Ensure public and private development meet a bicycle standard.
   f. Provide bicycle/public transportation opportunities.
   g. Encourage bicycle use through public awareness campaigns.
   h. Improve bicycle safety for bike riders, motorists, and pedestrians.

1.6 Bicycle Parking
Promote bicycle racks and other parking facilities for bicyclists in the city. Bicycle parking policies shall include:
   a. The city shall provide bicycle parking facilities at its properties frequently visited by the general public and shall include these facility enhancements in its capital improvement element.
   b. By 2011, the city shall amend its Land Development Regulations to ensure that new development, redevelopment and any change in zoning to a commercial category shall require installation of bicycle parking facilities consistent with a set of off-street bicycle parking standards.
1.7 **Urban Trail Corridor**  
Enable walkers and bikers to access activity centers throughout the Brevard County area by partnering with the regional transportation planning entities including FDOT, Brevard County and the TPO as a long term goal.

1.8 **Bike Pedestrian Planning**  
Bicycle facilities, pedestrian walkways, and associated facilities shall be included as integral components of roadways. The focus of bike-ped networks ought to connect major community centers including: residential neighborhoods; schools and libraries; employment, office, and retail commercial area; public space and recreation facilities; and public office buildings, public safety centers, and other public facilities with the prioritization being based on:
   a. Extent of existing and projected need and use.
   b. Existing public safety problems.
   c. Available rights-of-way and constraints affecting the acquisition of additional rights-of-way.
   d. Financial feasibility and capabilities.
   e. Implementation schedules in adopted bikeway plans.

1.9 **Bike-Pedestrian System Expansion**  
The city shall support the expansion of the city’s bike-pedestrian network by:
   a. Identifying and executing the city’s priorities for the construction of bicycle and pedestrian facilities.
   b. Considering bike-pedestrian facilities as components of standard design criteria for new and reconstructed roadway facilities of regional significance, except for expressways and freeways, in urban areas.
   c. Working with partner agencies to develop, execute, and maintain a bikeway plan for the system’s future development.
   d. Implementing, maintaining, and updating the city’s 2009 sidewalk master plan.

1.10 **Safe Routes to School**  
Partner with the Brevard County School District, and other local, regional, state, and federal agencies to support planning and development efforts to make walking and bicycling to school safe and routine.
1.11 Public Transportation
Partner with Space Coast Area Transit to support public transportation services in the City of West Melbourne and the surrounding area by:
   a. Fostering land use patterns that recognize the connection between transit and land use.
   b. Identifying potential funding sources.
   c. Identifying the most needed routes and transit stops.
   d. Encouraging developments to construct transit service facilities including:
      i. Shelters and benches.
      ii. Bus pullout bays.
      iii. Park and ride areas.

Objective 2: Financing Strategies
Establish user based financing strategies are the preferred means to fund new transportation (including mass public transportation) improvements and programs.

Policies
2.1 Impact Fees or Other Development Fees
The city, either in coordination with Brevard County, or through its own system, shall collect transportation impact fees for new development or redevelopment that meets the impact fee criteria.

2.2 Tax Increment Financing
The city shall use revenue from the tax increment finance districts, or shall allow community development districts to be formed, to fund needed multi-modal transportation improvements within those districts.

2.3 Federal and State Funds
The city shall coordinate with federal and state transportation and public transportation agencies to identify potential federal and state funds that may be eligible for transportation improvements and programs.

2.4 Alternative Funding Sources
Upon request, the city shall evaluate the feasibility of special assessment districts, or other methods to fund operating, management and capital costs for both public transportation and roadway projects.
Objective 3: Transportation Land Use Master Planning Strategies

Utilize transportation land use master planning strategies to coordinate future land use practices with the expansion and improvement of a comprehensive multi-modal transportation system.

Policies

3.1 Coordinated Land Use Practices and Transportation Systems

Utilize the city’s long-range planning practices and development review to coordinate land use practices and transportation system expansions. The coordination of land use and transportation policies is necessary to:
   a. Foster compact urban development patterns.
   b. Protect open space and environmental lands.
   c. Promote community character and design.
   d. Provide transportation options.

3.2 Master Transportation Planning Strategies

Utilize future development practices and planning efforts to support an integrated development pattern by establishing master transportation planning strategies for the expansion and improvement of the city’s transportation system. Master transportation planning strategies:
   a. Coordinated land use practices and transportation systems.
   b. Multi-modal developments.
   c. Common design theme and unifying features.
   d. Street landscaping and buffering.
   e. Pedestrian/biking environment.
   f. Traffic calming devices that improve walkability and reduce speeds.
3.3 **Coordinate Land Use Practices and Transportation Systems**

Utilize the city’s long-range planning practices and development review processes to coordinate land use practices and transportation system expansions. The coordination of land use and transportation policies is necessary to achieve the community’s goals of:

- a. Fostering compact urban development patterns.
- b. Providing integrated development patterns.
- c. Supporting interconnected residential areas, commercial centers, civic areas, and public spaces.
- d. Preventing sprawl.
- e. Protecting open space.
- f. Promoting unique community character and design.
- g. Providing transportation options.
- h. Encouraging alternative modes of transportation.
  - i. Establishing a unique community identity and sense of place.

3.4 **Multi-Modal Development Practices**

Utilize city’s long-range planning practices and development review to ensure that multi-modal transportation is considered within proposed developments by implementing the following practices where appropriate:

- b. Pedestrian-oriented streets.
- c. Compact building forms.
- d. Short block sizes.
- e. Street-oriented building placements.
- f. Prominent civic buildings and building entrances.
- g. Well distributed public and private spaces.
- h. Integration with regional trail systems and public transportation facilities.

3.5 **Multi-Modal Development Criteria**

Utilize the following criteria to identify what specific multi-modal development practices should be applied to a development site:

- a. Transportation modes servicing the site—i.e.: bicycle, walking, public transportation, and/or vehicle.
- b. Local and regional market demands.
- c. Existing land use patterns, densities, and intensities.
- d. Public infrastructure.
- e. Neighboring uses and site design to accommodate multi-modal features.
3.6 Complete Streets
Develop a comprehensive, integrated, multimodal street network by coordinating transportation planning strategies and private development activities as follows:

a. Provide safe and convenient on-site pedestrian circulation such as sidewalks and crosswalks connecting buildings, parking areas and existing or planned public sidewalks. New subdivisions and residential communities shall provide sidewalks & bike paths to connect to surrounding public sidewalks, roads and civic uses.

b. Require cross-access connections/easements or joint driveways where available and feasible.

c. Request deeded land or conveyance of easements for public sidewalks, bus lanes and turn out facilities or bus shelters from developers in exchange for credits toward contributions.

d. City Council shall make a case-by-case determination whether to allow a gated community.

3.7 Street Planning Standards
Utilize city’s long-range planning practices and development review to promote the development of pedestrian friendly streets by implementing neighborhood street design standards for:

a. Roads, bike lanes, and sidewalks/crosswalks.

b. Urban trail and roadway linkages.

c. Landscaping and street trees.

d. Street furniture i.e.: lighting, benches, tables, trash receptacles.

e. Context sensitive signage.

f. Stormwater systems.

g. Utility right-of-ways.

h. Parking location ingress, egress, and capacity.

3.8 Street Beautification and Public Street Environment
Promote an aesthetically pleasing neighborhood environment by defining the area, shielding unsightly infrastructure systems, and creating visual beauty through landscape and buffer standards.

3.9 Street Landscaping and Buffering
Utilize the city’s long-range planning practices and development review to ensure streets are appropriately landscaped and buffered by implementing standards for:

a. Use of native, low maintenance, and drought-tolerant species.

b. Shade and sitting areas.

c. Incompatible uses and structures.

d. Traffic noise.

e. Water conservation and use of reclaimed water systems.

f. Suitability of landscaping materials based on the future health and maintenance of plants, streetscape, and other structures.
3.10 Pedestrian and Biking Safety
Develop an enhanced pedestrian/biking environment that allows for the safe use of community roadways for pedestrians and bikers by working with private developers and public road crews to ensure all private and public roadway projects consider the pedestrian/biking environment’s safety.

3.11 Pedestrian/Biking Environment
Provide a continuous and seamless urban trail system and enhance the pedestrian/biking environment by ensuring that roadway projects consider:
   a. Wide, well-defined sidewalks.
   b. Bike lanes and racks.
   c. Pedestrian crossings location and signage.
   d. Street crossing widths.
   e. Parking amount and location.
   f. Shade trees and rest areas.
   g. Streetscape and lighting plan.
   h. Safe and protected walkways and bike paths.

3.12 Neighborhood Street Traffic Calming Practices
Improve neighborhood roadway safety for all users by implementing traffic calming practices based upon the demands of the roadway and needs of the surrounding area. Neighborhood street traffic calming practices to be considered for use on the city’s local streets include:
   a. Reduced paved street widths in neighborhoods.
   b. Raised / painted crosswalks and medians
   c. Speed control devices and concepts.
   d. Landscaping and street trees.
   e. On street parking where identified as appropriate in the City of West Melbourne Land Development Regulations.

3.13 Neighborhood Traffic Management
Improve transportation circulation and reduce automobile accidents by implementing site appropriate neighborhood traffic management practices such as:
   a. Interconnected streets and neighborhoods.
   b. Roundabouts, traffic circles, and dedicated turn lanes.
   c. Intersection improvements.
   d. Access management techniques.
   e. Coordination of signalization.
   f. Traffic management technologies.
3.14 **Parking Needs**
By 2011, amend the city’s land development regulations to include parking standards which consider:
   a. Parking demands and desired capacity
   b. Concerns of surrounding neighborhoods.
   c. Use of multi-modal transportation system.
   d. Need for economic development.

3.15 **Safety Considerations**
Utilize the site and development process to ensure a project’s development and environment study for roadway improvements addresses the safety concerns of all users: pedestrians, bicyclists, riders, and motorists.

3.16 **Clean Air and Energy Efficiency**
Encourage the use of all modes of travel to contribute to clean air and energy efficiency. Clean air and energy efficiency practices include:
   a. Sustainable, compact, mixed-use forms of development.
   b. Traditional neighborhood developments.
   c. Live-work-play housing options.
   d. Multi-modal transportation alternatives.
   e. Bike-ped transportation practices.
   f. Transportation demand practices.

**Objective 4: Countywide Interconnectivity**
Ensure the City of West Melbourne and the larger Brevard County area is connected together through a coordinated multi-modal transportation system.

**Policies**

4.1 **Multi-Modal System Coordination**
Coordinate with transportation planning partners including Brevard County, TPO, Space Coast Area Transit (SCAT) and Florida Department of Transportation (FDOT) to develop a multi-modal transportation system that provides options to pedestrians, bikers, riders, and motorists.

4.2 **Regional Urban Trail System**
Coordinate the development of a regional urban trail system with Brevard County, TPO, and other regional transportation planning partners.

4.3 **Transit Coordination**
Coordinate public transportation needs between the city and Space Coast Area Transit.