

CHAPTER 3
TRANSPORTATION ELEMENT
GOAL, OBJECTIVES, AND POLICIES

2.6 — GOALS, OBJECTIVES AND POLICIES

2.6.0 — Goal:

GOAL

To maintain and promote a A safe, efficient, accessible, financially feasible, and attractive transportation system will be provided in Vero Beach in a manner which provides for mobility of all residents and visitors, encourages freedom of choice among alternative modes of travel, while maintaining the historic, residential, cultural and environmental quality and characteristics unique to the City.

2.6.0.0 Adequate Roadway Transportation System

Objective 1. Adequate Highway System

~~The traffic circulation system, and improvements thereto, shall be coordinated with new development as depicted on the Future Land Use Map in order to retain the appropriate level of service or otherwise provide for adequate and safe access concurrent with such new development or redevelopment~~

The City shall maintain a transportation circulation system that is coordinated with new development as depicted on the Future Land Use Map and continues to operate at or above the minimum Level of Service (LOS) standards as specified in this element.

Policies:

1.1 The operating level of service standards for roadways within the City shall be Level of Service LOS “D” (Peak Hour/Peak Season/Peak Direction) or better on all arterial and collector roadways, and Level of Service “E” (Peak Hour/Peak Season/Peak Direction) or better for all other roadways, except for the following:

- 27th Avenue from South City Limits to State Route 60 – “E” plus 20%
- State Route A1A from State Route 60 to North City Limits – “D” plus 30%
- State Route A1A from 17th Street to South City Limits – “D” plus 30%

~~1.2 The City shall investigate the feasibility of designating a transportation concurrency exception area in the comprehensive plan for the downtown central business district for the purpose of promoting urban infill, redevelopment, and downtown revitalization, as outlined in Chapter 163.3180, Florida Statutes.~~

[Note: Sufficient roadway capacity exists in the downtown area even with the reduction in the number of through lanes on Route 60 to handle traffic through 2035. Therefore, this policy was deleted as unnecessary.]

1.3 The City shall explore transportation system management strategies for improving local City roads, intersections, and other related facilities to make the existing road system ~~transportation system~~ operate more efficiently and to achieve and maintain level of service LOS standards.

1.4 The City shall participate in the preparation of the Indian River County Metropolitan Transportation Organization's (MPO) Congestion Management Process Plan (CMP) and hereby adopts the CMP as amended, except as may be modified by this element. The CMP identifies recommended projects that may include signalization improvements, channelization measures, turn lane restrictions, transit improvements, and other strategies to make the existing and future transportation system operate more efficiently and to achieve and maintain level of service standards

[Note: The MPO and the CMP process came into being subsequent to the adoption of the 1992 Comprehensive Plan. The planning process is an element in the overall MPO county-wide transportation planning and the federal and state funding of regional transportation projects.]

1.5 The City hereby adopts the 2035 Roadway Improvement Plan as presented in Exhibit B of this policy document. The following are the specific highway improvements in the Plan depicted in Exhibit B:

- 34th Avenue Bridge - Replacement
- Aviation Boulevard – Widening to 4 lanes
- “Twin Pairs” (SR 60 E/W) – Reduce to 2 lanes with parking
- Fifth Ave. Extension – New 2 lane facility and ROW acquisition
- 17th Street/SR AIA Intersection – Add additional left turn lane and extend right turn lane.

The City shall actively pursue securing necessary funding and permits to complete the highway improvements identified above in the 2035 Roadway Improvement Plan.

[Note: The 34th Avenue Bridge replacement project is already underway at the time of this writing. Exhibit B identifies those roads proposed for additional lanes (Aviation Boulevard), reduction in number of lanes (Twin Pairs), a new road (5th Avenue Extension), and an intersection improvement (17th Street and SR AIA). Exhibit B shows no increase in the number of lanes on Indian River Boulevard, which was identified as a needed improvement in the MPO's 2040 Final Roadway Needs Projects, but not included as a project in the 2040 Cost Feasible Plan of the 2040 Long Range Transportation Plan. Therefore, any such widening to that facility would require a Comprehensive Plan amendment.]

~~1.4 The City shall review the existing roadway network to determine whether to consider restricting the widening of roadways that have specific physical and or environmental constraints. SR A1A on the Barrier Island is an example of such a facility. Criteria to~~

~~consider as part of the analysis to determine whether a roadway should be considered “constrained” shall include, but not be limited to, the following: historic, cultural or scenic character, right-of-way limitations, high land values and cost of right-of-way acquisition, and environmental or socio-economic impacts on surrounding properties.~~

1.6 The City shall consider the entire length of SR AIA on the barrier island as a constrained facility due to right-of-way limitations, high land values and cost of right-of-way acquisition, and concerns about environmental impacts on adjacent residential properties. Therefore, the City shall not support any future widening of the facility to add through lanes, except specific congestion management measures such as, but not limited to additional through and/or turn lanes at major intersections, where appropriate.

~~4.5 1.7 The City shall include transportation capital improvement projects As part of in the required annual update of Capital Improvements Element (CIE) and the five-year Capital Improvements Schedule (CIS) that is updated and adopted annually, the City shall include transportation capital improvement projects. The CIS shall be a list of scheduled capital transportation projects programmed to address public facility needs identified in this Comprehensive Plan and to ensure that the adopted level-of-service (LOS) standards are achieved and maintained. The annual update of the CIE and CIS shall be done in conjunction with the City’s annual operating and capital budgeting process to ensure that the CIS is financially feasible. These transportation projects shall include City-sponsored projects and, projects in the MPO’s annual Five-year Transportation Improvements Program and the projects in Indian River County’s five year Capital Improvements Schedule of its Comprehensive Plan that have an effect on the City’s road network and LOS standards.~~

~~1.6 The City shall adopt transportation capital improvement projects that are coordinated with the Indian River County Metropolitan Planning Organization’s transportation plans and programs. The projects shall be reviewed and updated on an annual basis as part of the annual update of the Capital Improvement Element and the Capital Improvement Schedule referenced in Policy 1.5 above.~~

4.71.8 No development project shall be approved if the projected impacts of the project would serve to reduce service levels of any roadway on the traffic circulation system below the standards identified in Policy 1.1. Conditions applicable to this policy are as follows:

(a) Development project shall be defined as any activity which requires issuance of a development order. This includes: site plan approval, subdivision plat approval, building permit, and any other official action of the City having the effect of permitting the development of land.

(b) Projected project traffic shall be based on the application of ITE trip rates (Trip Generation, 7th 9th Edition or subsequent editions), Indian River County trip rates, or applicant derived/county/city approved trip rates for the proposed use(s) to the project.

- (c) Existing level of service LOS shall be derived by using the peak hour/peak season/peak direction traffic volume ranges. Volume shall be the sum of existing demand plus committed demand. ~~This is described in the concurrency management system component of the Capital Improvements Element.~~
- (d) Capacity shall be calculated as specified in the road category of the appropriate table in the most current version of *Florida Department of Transportation Quality/Level of Service Handbook*, using peak hour/peak season/peak direction default table assumptions. As an alternative, capacity may be determined by ART-PLAN analysis, Highway Capacity Manual analysis, or speed delay studies. ~~If, based on the above analysis, the proposed development does not meet approval requirements, the developer may choose to conduct a more detailed traffic impact analysis as described in Policy 1.8.~~

[Note: Policy 1.8, now Policy 1.9, requires that a traffic impact study be submitted if it generates or attracts 100 or more additional average daily trips. The level of detail of such a study depends on the scope and extent of the impact on the existing road network.]

~~1.81.9~~ The City, through its land development regulations, shall require submission of a traffic impact study for all projects projected to generate/attract 100 or more additional average daily trips pursuant to the procedures and standards of the Indian River County Land Development Regulations, Chapter 910, Concurrency Management System, as amended. The traffic impact study will be the basis for identifying site-related improvements required by a project as well as for assessing consistency with adopted level of service standards. ~~Specific requirements for the traffic impact study shall be pursuant to the procedures and standards of the Indian River County Land Development Regulations, Chapter 910, Concurrency Management System.~~

~~1.91.10~~ The City, through this policy statement, endorses and subscribes to the Indian River County “Traffic Impact Fee” program. The City shall continue to participate in the Interlocal Agreement with Indian River County governing the collection and disbursement of Transportation Impact Fees generated by development.

~~1.101.11~~ The City shall review the transportation system based on the county’s annual traffic count data and evaluation report on an annual basis of major thoroughfare roads. ~~Traffic count data shall be collected on all thoroughfare roads on an annual basis. This data shall be utilized to develop an annual report by the county on the Level of Service provided on major area roads. These findings~~ The findings of this report shall then be used by the City to identify improvement needs and associated costs required to maintain the Levels of Service LOS identified in Policy 1.1.

~~1.11~~ The City shall review and update by December 2009, the data and analysis within the Transportation Element as part of the Comprehensive Plan’s next Evaluation and Appraisal Report.

1.12 The City shall promote a transportation grid system which does not disrupt established neighborhoods and allows for multiple connectivity between destinations.

~~1.13 The City, in cooperation with the MPO, shall review by December 2009 level of service deficiencies over capacity roadway segments as part of the data and analysis within the Transportation Element of the Comprehensive Plan's next Evaluation and Appraisal Report. The analysis shall include, but not be limited to, the following: level of service standards and capacities, system and demand management strategies, intersection analysis, congestion management strategies, constrained facility policies and others.~~

[Note: No deficiencies exist on the roadways within the City.]

1.13 Through its Land Development Regulations, the City shall require that, as a condition of development approval, any non-single family detached development on an unimproved public road or alley improve the access road or alley up to City road and alley standards. Such condition shall ensure that the requirement for the road or alley improvement demonstrates a rational nexus between the need for the improvement and the benefits accruing to the development.

[Note: The City's subdivision regulations require that roads and alleys in public right-of-way be built to City road standards. However in some older subdivisions were approved many years ago without such a requirement. The rational nexus test must be demonstrated to be legally defensible and fair to the property owner.]

2.6.01 Safety

Objective 2. Safety

The City transportation system shall continue to emphasize safety with special attention to decreasing pedestrian, bicycle and vehicular accidents.

Policies:

~~2.1 All facilities will be designed to high standards of visual quality including, but not limited to, strict sign control, buffering, landscaping and lighting. The City shall review all proposed development projects to ensure that all access driveways, new roadway connections, and on-site parking and traffic flow will be provided in a safe manner.~~

~~2.2 The City shall review all development permit and site plan applications to ensure that on-site signage, landscaping, and lighting will not create safety hazards for all vehicle, pedestrian, and bicycle traffic movements.~~

~~2.42.3 The City shall promote safe movement of bicycle and pedestrian traffic as part of the development approval process outlined in the Land Development Regulations. The City shall review all site plan applications as part of its development review and approval~~

process of the Land Development Regulations to ensure that site design and layout of improvements provide for safe movement of pedestrian and bicycle traffic.

2.22.4 The City shall review, in conjunction with the Indian River County Metropolitan Planning Organization (MPO) and City Police Department, crash records on an annual basis to determine if intersection improvements are necessary to enhance safety and shall program the necessary improvements subject to available funds identify specific intersection, signage, or other improvements needed to address safety issues and shall program the necessary improvements subject to available funds.

2.5 The installation of all traffic control devices shall be consistent with the standards contained in the *Manual on Uniform Traffic Control Devices (MUTCD)*. The MUTCD shall be the standard used by the City's Public Works Department to determine the need for traffic control improvements, including signalization.

2.6 The City shall coordinate with developers, state agencies and Indian River County, while implementing roadway design projects consistent with bicycle and pedestrian safety features and guidance as outlined in the Indian River County Bicycle and Pedestrian Master Plan.

2.7 The City shall continue to implement the adopted Residential Neighborhood Traffic Management Program for Speed and Traffic Control, as amended, to promote the safety and livability of residential neighborhoods.

2.8 In conjunction with the Indian River County MPO and other local governments, the City shall work with Federal Rail Administration, FDOT, and "Bright Line" to ensure that appropriate improvements will be made to rail crossings to reduce the safety risks and disruption created by high speed train service through the City and to secure approval of the rail corridor as a "Quiet Zone" should high speed rail service be initiated.

2.6.0.2 Multi-modal Transportation System

Objective 3. Adequate Multi-modal Transportation System

The City shall provide Provisions shall be made for a safe, convenient and efficient multi-modal transportation system in a manner consistent with existing and future land uses.

[Note: This objective has been combined with existing Objective 8.]

Policies:

3.1 The City shall support implementation of the Indian River County Metropolitan Planning Organization (MPO) Bicycle/ and Pedestrian Master Plan and Greenways Plan. Priority will be given to those bikeways/sidewalks/greenways for which heavy recreational and/or commuter usage is projected and which can be implemented concurrently with other roadway improvements.

3.2 The City shall, through its Land Development Regulations, require ~~that all developments fronting on thoroughfare plan roadways~~ meeting a specified threshold on the number of required off-street parking spaces be required to provide construction of bicycle parking facilities on site, and pedestrian improvements as identified in the MPO Bicycle/Pedestrian Plan.

[Note: This revision reflects the existing requirements in the LDRs.]

3.3 ~~The City shall, through its~~ Through amendments to its Land Development Regulations, the City shall require sidewalks along all non-residential and multiple-family development projects that fronting roadways arterial and collector roadways, and that internal sidewalks are provided in residential subdivisions with densities of three units per acre or higher where pedestrian activity can be expected. Such a requirement shall ensure that the requirement for sidewalk improvements demonstrates a rational nexus between the need for the improvements and the benefits accruing to the development.

[Note: The rational nexus test needs to be considered as discussed under the unimproved roads in Policy 1.13.]

3.4 Through its subdivision regulations, the City shall require internal sidewalks and bicycle lanes or paths in residential neighborhoods with densities of two units per acre or higher where pedestrian and bicycle activity can be expected.

[Note: The density requirement is too high and should be lowered to two units per acre and should include requirements for bicycle lanes or paths where appropriate.]

3.43.5 The City shall consider bicycle and pedestrian ways in the planning of transportation facilities.

3.53.6 ~~The City shall continue to support Indian River County in its authorization and provision of public transit services by GoLine throughout the urban area. Such support shall include the enforcement implementation of the adopted one-hour headways level of service standard for fixed transit routes, roadway design standards, and effective transportation mode options that enhance efficient person-trip and vehicular movements and reduces accident potential. Support shall also include participation in the intergovernmental coordination activities of the Indian River County Metropolitan Planning Organization (MPO), Florida Department of Transportation, and the Transportation Planning Technical Advisory Committee of Indian River County in the formulation of transportation policy and efforts to maintain adopted level of service standards. The City shall participate in the intergovernmental coordination activities of the Indian River County MPO in the formulation of transit development plans and policies and efforts to maintain adopted level of service standards while increasing transit coverage.~~

3.6 ~~The City shall support the county's transit level of service standard of one hour headways on all fixed transit routes.~~

[Note: The level of service standard was incorporated into Policy 3.5.]

- 3.7 The City shall on an annual basis coordinate with the MPO, through its technical advisory committee, to assess whether transit improvements should be included in the project priorities submitted to the Florida Department of Transportation (FDOT) for state and federal funding in the MPO's Transportation Improvements Plan.
- 3.8 The City shall support the MPO in its role as the designated official planning agency for coordinated door-to-door transportation disadvantaged services.
- 3.9 The City shall support efforts to ~~locate an Amtrak passenger rail station~~ bring passenger rail service in downtown to Vero Beach and its Downtown in conjunction with resumed passenger rail service in the Florida East Coast Corridor to increase mobility, provide for transportation choice, and enhance opportunities for transit-oriented development mixed-use development. Any such effort shall evaluate the pros and cons of the proposed rail service including specific costs and benefits to property owners, businesses and residents of the City of Vero Beach.

[Note: This policy has been broadened to specify any passenger rail service. Precautionary language has been added regarding an evaluation of the costs and benefits of such service. The costs, such as City taxpayer support, may well outweigh the benefits of such service.]

- 3.10 The City shall not support high-speed passenger rail service through Vero Beach, unless, at a minimum, the proposed service includes a passenger stop in the City subject to an evaluation of the pros and cons of such service as described in Policy 3.9.
- 3.11 The City shall regulate the use of land adjacent to the Vero Beach Regional Airport pursuant to Objective 14 and supporting policies of the Land Use Element.
- 3.12 The City shall ensure the airport master plan for the Vero Beach Regional Airport is consistent with the pertinent objectives and policies of this Plan.
- ~~8.2-3.13~~ The City shall through review of airport, transit, and intermodal facilities plan its land use and transportation planning process, and Land Development Regulations ensure adequate multi-modal access to the Vero Beach Regional Airport ~~one public use airport,~~ any future passenger rail station, transit transfer points, and other intermodal facilities by supporting the roadway and transit improvements identified in this element.

[Note: This policy was taken from eliminated existing Objective 8 and modified to incorporate both existing Policies 8.2 and 8.3.]

2.6.0.3 Traffic Management

Objective 4. Traffic Management

All development projects approved by the City shall provide for adequate ~~traffic control~~ management of traffic in a manner that maximizes and protects the capacity of the existing roadway system, reduces traffic congestion, and results in safe access to major thoroughfares.

Policies:

- 4.1 The City shall maximize utilization of existing roadway capacity and reduce peak period congestion by implementing, to the maximum extent feasible, traffic operation improvements and transportation systems management alternatives including, but not limited to, the following: improved signal timing, intersection signing, markings, channelization, turn lane restrictions, and other strategies.
- 4.2 Through the development review and approval process of the City's Land Development Regulations Accessibility to major thoroughfares shall be limited to adequate, properly designed and safe systems through the City's Land Development Regulations that include design standards and procedures, which at a minimum address: that comply with industry accepted traffic engineering standards and practices to ensure that development projects have adequate storage and turning bays; spacing and design of median openings and curb cuts; provision and maintenance of service roads; driveway access and spacing; and traffic operations. Notwithstanding the foregoing review policy, any development project that accesses a thoroughfare under the jurisdictional responsibility of FDO or Indian River County shall comply with the design standards of those organizations.

[Note: Due to the relatively small area of the City and number of major thoroughfares, the City Public Works and Planning Departments it has not been necessary to adopt in code form specific design standards.]

- 4.3 ~~The City shall review all proposed land developments in order to ensure consistency with the goals, objectives and policies of this plan, and the City shall require coordination of traffic circulation plans and improvements with land use and infrastructure plans before development approval.~~

[Note: This policy is redundant and covered by many other policies in the Plan and this element.]

- 4.4 ~~The City shall review all access driveways and new roadway connections associated with redevelopment or new development to ensure safety, preserve roadway capacity, and ensure compatibility with future transportation plans.~~

[Note: This policy is redundant and covered by many other policies in the Plan and this element.]

- 4.5 ~~The City shall review on-site traffic flow for all proposed development projects to ensure~~

~~that circulation for motorized and non-motorized vehicles and pedestrians can be accommodated safely.~~

[Note: This policy is redundant and covered by many other policies in the Plan and this element.]

~~4.3~~ The City shall coordinate the review of site plan applications with, as appropriate, FDOT, Indian River County Traffic Engineering Division, and Indian River County Fire Protection and Life Safety Division through the development review and approval process of its Land Development Regulations.

~~4.6~~ 4.4The City shall, through its land development regulations, provide for the use of shared driveway facilities and interconnected parking facilities. The City shall require, where appropriate, the use of shared driveway facilities and interconnected parking facilities through the development review and approval process of its Land Development Regulations.

~~2.6.0.4 Right-of-Way and Transportation Corridor Needs~~

Objective 5. Right-of-Way Needs and Protection

~~Rights-of-Way and transportation corridor needs for existing and future transportation facilities needs shall be designated and reserved. — Right-of-way standards for existing and future roadways shall be maintained to accommodate travel, roadside recovery areas, bicycle and pedestrian facilities, drainage facilities, and utilities.~~

Policies:

5.1 ~~The City shall continue to maintain and conform, with the minimum right-of-way requirements as established by appropriate agencies as adopted in Policy 5.4, and as balanced against the historic, aesthetic, cultural and residential character of the city.~~

5.2 ~~The City shall require the dedication of the appropriate share of the necessary right-of-way from all development at the time of development. The City shall require the dedication of right-of-way as a condition of development approval if there is an essential nexus between the required condition imposed and the need for public right-of-way and a “rough proportionality” between the benefit derived from the dedication and the project’s impact on the road system.~~

5.3 ~~Advanced~~ The need for future rights-of-way shall be reviewed identified or and acquired, where necessary, for future transportation improvements identified in the adopted comprehensive plan.

5.4 ~~The City recognizes that road right-of-way must accommodate the travel way, roadside recovery areas, bicycle and pedestrian facilities, drainage facilities, and utility lines. Accordingly, the City adopts the minimum right-of-way standards for roadways under the~~

City's jurisdiction as defined below:

- Principal arterial roadways---120 foot right-of-way;
- Minor arterial roadways---100 foot right-of-way;
- Collector roadways---80 foot right-of-way; and
- Local roads---60 foot right-of-way.

5.5 Notwithstanding Policy 5.4, the minimum right-of-way standards for local roads may be modified by the City Engineer based on site conditions and requirements for drainage facilities, utilities, sidewalks, recovery areas, and bicycle lanes/paths.

~~5.5 Minimum right of way requirements for state and county facilities shall be set by those entities. The City shall adopt minimum right of way requirements for city roadways as defined below:~~

- ~~○ Principal arterial roadways 120 foot right of way;~~
- ~~○ Minor arterial roadways 100 foot right of way;~~
- ~~○ Collector roadways 80 foot right of way; and~~
- ~~○ Local roads 60 foot right of way.~~

~~5.6 By 2010, the City shall prepare, update and adopt right of way reservation maps (ref. Section 336.02, F.S.) for all City arterial and collector roads.~~

[Note: This requirement in the Florida Statutes is for counties. It is not needed for the City, which is almost built-out.]

2.6.0.5 Land Use Compatibility

Objective 6. Land Use Compatibility

The transportation system shall be compatible and complement adjacent land uses with the Land Use Element and other elements of the Comprehensive Plan.

Policies:

6.1 Major roadways (i.e. minor and principal arterials) and intersections shall, to the extent possible, be located and designed such as to not adversely affect existing neighborhoods nor produce excessive traffic on local roads through residential areas. The following are some of the characteristics by which the City will determine whether neighborhoods are adversely impacted: severs existing neighborhoods, more traffic other than local traffic using roadways, widening of roadways which results in roadways constructed closer to residential homes, and other similar characteristics.

6.2 In areas where minor and principal arterial roadways and their intersections adversely

affect existing neighborhoods, the City may provide landscaped buffers, berms, and other similar buffers alongside the roadway(s). The City shall also review the feasibility of relocating roadways and intersections and limit the number of roadway connections and accesses. Where appropriate, the City will implement traffic calming improvements.

6.3 The City shall locate and design roadways to minimize adverse environmental impacts. Where sensitive environmental areas will be impacted by roadway construction, the city shall mitigate those impacts by taking action as provided for in the Conservation Element of the plan.

6.4 The City shall only fund transportation improvements within ~~coastal high hazard areas~~ Coastal High Hazard Areas consistent with ~~Policies 2.1, 2.2 and 2.3 of the Capital Improvements Element~~ pertinent policies in the Coastal Management Element.

~~6.5 The City shall investigate the possibility of designating applicable historic and /or scenic roadways based on established criteria.~~

[Note: No potential historic and/or scenic roadways have been identified within the city limits.]

~~6.6 The City shall establish land use guidelines for development in exclusive public transit corridors to assure accessibility to public transit in the event such corridors are established.~~

[Note: No potential public transit corridors have been identified. As a small city, this concept is more appropriate for larger jurisdictions with high traffic volumes and transit ridership.]

~~6.7 The City shall coordinate the mitigation of adverse structural and non-structural impacts from airports, and related facilities, upon natural resources and land uses with the expansion of and development of those facilities consistent with the future land use, coastal management and conservation elements.~~

[Note: This policy is unnecessary as federal and state requirements and the City's Land Development Regulations and the policies of the Coastal Management and Conservation Elements address such adverse impacts.]

~~6.86.5~~ The City shall ~~encourage the implementation of~~ Land Use Element policies that restrict urban sprawl, limit strip commercial development, promote infill and mixed use projects, ~~encourage traditional neighborhood development projects,~~ protect historic resources and grid street network in historic neighborhoods, promote public transportation, and encourage higher intensity uses in major corridors.

~~6.9 For properties near the Vero Beach Municipal Airport the City shall enforce land use guidelines and development regulations that ensure compatibility with airport operations in terms of noise, accidents, and other potentially adverse impacts.~~

[Note: This policy was deleted as it is redundant to Policy 3.11 and pertinent policies under Objective 10 of the Land Use Element.]

2.6.0.6 Coordination

Objective 7. Transportation Planning and Programming Coordination

The City shall ensure that transportation system plans and programs are coordinated with applicable federal, state and local governmental entities.

Policies:

- 7.1 The City shall review for compatibility with this element, the transportation plans and programs of ~~for~~ the unincorporated county and neighboring municipalities as they are amended in the future.
- 7.2 The City shall coordinate its transportation system with the Indian River County ~~Metropolitan Planning Organization (MPO) plans and programs, including, but not limited to, the MPO Long Range Transportation Plan.~~ This coordination will include staff and council member representation on MPO committees.
- 7.3 The City shall coordinate with the ~~Florida Department of Transportation (FDOT)~~ to review its standards for sidewalk placement, access control, median cuts, signage, drainage, and other related physical roadway development activities. The City's Planning and Public Works Departments will schedule, as needed, regular meetings with appropriate FDOT officials to review and discuss these issues and develop written standards agreeable to both entities.
- 7.4 The City shall participate on the MPO Technical Advisory Committee to promote intergovernmental coordination with the municipalities in the county.
- 7.5 The City, through the MPO, shall establish a mechanism to share information with the municipalities in the county and with adjacent counties regarding proposed projects and their potential transportation system impacts on other jurisdictions.
- 7.6 The City, through the MPO, shall continue to coordinate its plans with the plans and programs of all transportation facility providers, especially FDOT transportation plans.

~~2.6.0.7 Adequate Intermodal Facilities~~

Objective 8:

~~Through 2020, City aviation and intermodal facility demand will be met in a manner consistent with existing and future land use.~~

[Note: This objective and policies have been incorporated in Objective 4.]

Policies:

~~8.1 The City shall continue to implement and enforce its airport zoning regulations that address height, noise, emergency, clear zone and land requirements.~~

~~8.2 The City shall ensure adequate access to the one public use airport, passenger rail station, transit transfer points, and other intermodal facilities by supporting the roadway and transit improvements identified in this element.~~

~~8.3 The City shall review airport master plans, transit development plans, and intermodal facility plans to ensure adequate bicycle, pedestrian, transit, and auto access and circulation within airports and related facilities.~~

~~2.6.0.8 Protect Community/Neighborhood Integrity~~

Objective 9:8. Protection of Community/Neighborhood Integrity

~~The City shall manage the traffic circulation system in the City shall protect community and neighborhood integrity within Vero Beach to protect community and neighborhood integrity.~~

Policies:

~~9.18.1 The City shall strive to conserve and protect the character of neighborhoods by preventing the undue intrusion of through vehicles on local and collector streets.~~

~~9.28.2 Major thoroughfares and intersections should be located and designed in a manner which do not sever or fragment or well established neighborhoods and land which is or could otherwise be developed as well defined neighborhoods.~~

~~9.38.3 The City shall discourage through traffic in neighborhoods by use of traffic management techniques, including signage, landscape design, traffic calming and roadway design.~~

~~8.4 The City shall work with neighborhood organizations and residents in addressing needed traffic calming measures pursuant to Policy 2.7 of this element.~~

~~2.6.0.9 Qualitative Factors Surrounding Transportation Planning~~

Objective 9. Energy Conservation and Environmental Protection

~~The City shall provide for a transportation system shall that preserves environmentally sensitive areas, conserves energy and natural resources, and maintains and enhances community aesthetic values.~~

Policies:

~~10.19.1The Where physically and financial feasible, the City shall endeavor to provide landscaping and trees along roadways to serve as visual and sound buffers and to maintain the quality of the environment within the City.~~

10.29.2 The City shall avoid transportation improvements that encourage or subsidize development in environmentally sensitive areas or the Coastal High Hazard Area identified in the Conservation and Coastal Management Elements.

10.39.3 New roads shall be designed to prevent and control soil erosion, minimize destructive secondary impacts of clearing and grubbing operations, minimize storm run-off, and avoid unnecessary changes in drainage patterns.

10.49.4 The City shall pursue and support transportation programs that will help to maintain or improve air quality and help conserve energy by working with the Indian River County MPO and member organizations to implement strategies and programs to reduce vehicle miles travelled, and increase transit ridership, the modal split of non-automobile work trips, and the occupancy of automobile work trips.

10.59.5 Design of roadways shall be undertaken so as to make them compatible with the surrounding environment, complement adjacent development and provide an aesthetically pleasing visual experience to the user and to the adjacent area.

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