



## 2025 LONG RANGE TRANSPORTATION PLAN EXECUTIVE SUMMARY

### INTRODUCTION

This 2025 Long Range Transportation Plan (LRTP) will guide the Brevard Metropolitan Planning Organization (MPO) in implementing its transportation project priorities during the next 20 years. The 2025 LRTP, adopted by the Brevard MPO Board at its November 10<sup>th</sup>, 2005 regular meeting, meets all applicable federal and state requirements. The Plan represents a major update to the MPO's 2020 Long Range Transportation Plan Refinement, adopted in December 2000.

The purpose of the 2025 LRTP is to identify the cost feasible transportation projects and strategies that will be needed during the next 20 years to reduce and mitigate traffic congestion resulting from new growth and development as well as address the County's mobility and travel needs. Completion of an LRTP Update every five years is a federal and state requirement for the MPO to receive funding for transportation projects. Updating the LRTP also acknowledges changes and refinements to 20 year growth forecasts, ongoing improvements in travel demand forecasting (traffic modeling), updated revenue forecasts, and other factors influencing the development and outcome of the Plan and its recommendations.

### PLAN DEVELOPMENT STEPS

The following major tasks were undertaken to prepare the 2025 LRTP:

- Developing and implementing a proactive and inclusive **public involvement program** to identify the community's transportation issues, objectives, and priorities.
- Updating the **population and employment forecasts** from 2020 to 2025 to reflect changes in development trends and growth forecasts since the MPO's previous LRTP was completed in 2000.
- Working with the Florida Department of Transportation (FDOT) to translate the 2025 socioeconomic forecasts into **2025 traffic forecasts** using the new Central Florida Regional Planning Model to identify **congested roadways**.
- Identifying **needed transportation projects** based on the public involvement process and a detailed roadway segment-based technical analysis and review of recent subarea and corridor planning and engineering studies.
- Analyzing each major travel mode, including **public transportation, bicycle/pedestrian, traffic flow/operations and ITS, and freight and goods movement** to identify, issues, challenges, opportunities, and policy/funding priorities for the LRTP.
- Forecasting anticipated **transportation revenues** through 2025 and developing planning-level **cost estimates** for the identified transportation needs projects.



- Working with the public to **prioritize improvement needs** to identify **cost feasible transportation projects** by balancing costs and revenues.
- Preparing the **cost-feasible 2025 Long Range Transportation Plan**.

As indicated, the public involvement process provided the foundation for the analysis and development of the 2025 LRTP. The public involvement process employed a wide range of techniques to solicit input, with numerous activities occurring at the outset of the 2025 LRTP to provide a foundation for subsequent technical analysis. Targeted outreach was also conducted to the “traditionally underserved” community in accordance with FHWA and FTA guidelines. The major public involvement activities conducted in support of the 2025 LRTP included workshops, newsletters, a project website, a community survey, a focus group targeting the traditionally underserved, and regular committee briefings throughout the project.

### **2025 LRTP ORGANIZATION**

This 2025 LRTP Final Report documents the technical and public involvement processes used to update the Plan, the list of cost feasible transportation projects and unfunded needs, and the analysis of each component of Brevard County’s transportation network. This Final Report is organized into the following seven chapters:

- **Chapter One:** Introduction to and overview of the 2025 LRTP; the Plan’s Goal, Objectives, and Policies; and discussion of compliance with TEA-21 and SAFETEA-LU.
- **Chapter Two:** Discussion of existing conditions, the technical process used to prepare the 2025 LRTP, and the Plan’s comprehensive community engagement/public involvement program.
- **Chapter Three:** Documentation of the identification and selection of the Plan’s cost feasible projects and unfunded needs.
- **Chapter Four:** Discussion of ITS and traffic operations issues and opportunities.
- **Chapter Five:** Discussion of public transportation and freight issues and opportunities.
- **Chapter Six:** Discussion of bicycle and pedestrian issues and opportunities.
- **Chapter Seven:** Conclusions and next steps.
- **Appendices:** Documentation relating to the regional traffic model and 2025 socioeconomic data, existing transportation conditions, the public involvement process, and FDOT-required Transit Quality of Service analysis.

### **2025 LRTP GOAL AND OBJECTIVES**

Based on the extensive community engagement process and technical analysis conducted for the 2025 LRTP, an overall guiding LRTP goal and supporting objectives were developed. (Supporting policies are included in Chapter One.)



## **MPO GOAL**

*“The Brevard MPO will provide for a comprehensive and coordinated transportation system that enables the safe, efficient and economical movement of people and goods, promotes multimodal mobility, and enhances the quality of the natural and built environments in Brevard County.”*

## **OBJECTIVES**

The 2025 LRTP goal demonstrates the Brevard MPO’s commitment to working toward an effective and quality regional transportation system. With this goal in mind, the MPO has also identified specific objectives for the 2025 LRTP. These specific objectives are not meant to be all-inclusive regarding every facet of the 2025 LRTP goal, but instead represent strategic methods for making the goal a reality over time.

- **Objective 1:** Optimize the efficiency of the existing transportation system.
- **Objective 2:** Prioritize multimodal and operational improvements that will help ensure safe, efficient mobility for people of all ages and abilities, as well as goods and freight movements.
- **Objective 3:** Encourage maximum coordination of the transportation and land use planning processes.
- **Objective 4:** Encourage the implementation of multimodal transportation study recommendations completed subsequent to the 2025 LRTP that support or do not conflict with the 2025 LRTP.

## **2025 COST FEASIBLE PLAN**

The final 2025 cost feasible projects list is shown in Tables ES-1 and ES-2 and Map ES-1. Table ES-1 shows the state and federally funded projects which must be balanced against available revenues. Table ES-2 shows locally and privately funded projects which do not count against the revenue totals.

## **SUBSEQUENT MPO ACTIVITIES**

With completion of its 2025 LRTP, the MPO now must shift its focus towards next steps and implementation activities to carry the Plan forward. In a traditional planning process, the MPO would begin by focusing on implementing the Plan’s project and strategy/policy priorities. While this course of action is applicable and one the MPO is undertaking, the nature of this Plan update provides a context for the following specific post-LRTP activities:

- Continue to work with FDOT and with the Indian River County MPO to refine and enhance the CFRPM;
- Continue to work with FDOT to develop and implement the Efficient Transportation Decision-Making and Socio-Cultural Effects Analyses as tools to evaluate the implementation feasibility of the LRTP’s cost feasible projects;



- Amend the LRTP to ensure compliance with the provisions of SAFETEA-LU (many of which the MPO has already informally implanted) before July 1, 2007;
- At the MPO's discretion, conduct a sector planning analysis and scenario planning initiative to address specific issues in the County's high growth areas;
- Update revenue forecasts to reflect SAFETEA-LU and the Strategic Intermodal System, and
- Conduct a strategic planning initiative to build upon the results of the community survey and public involvement process to enhance the MPO's structural capabilities to efficiently and effectively address community transportation priorities.

### **CONCLUSIONS**

The Brevard MPO is responsible for identifying transportation improvement needs over the next 20 years through the Long Range Transportation Plan (LRTP). The MPO is responsible for updating the LRTP every five years to reflect changes in growth patterns and updates to revenue and traffic forecasts. This 2025 LRTP represents a major update to the MPO's previous 2020 LRTP Refinement, adopted in 2000.

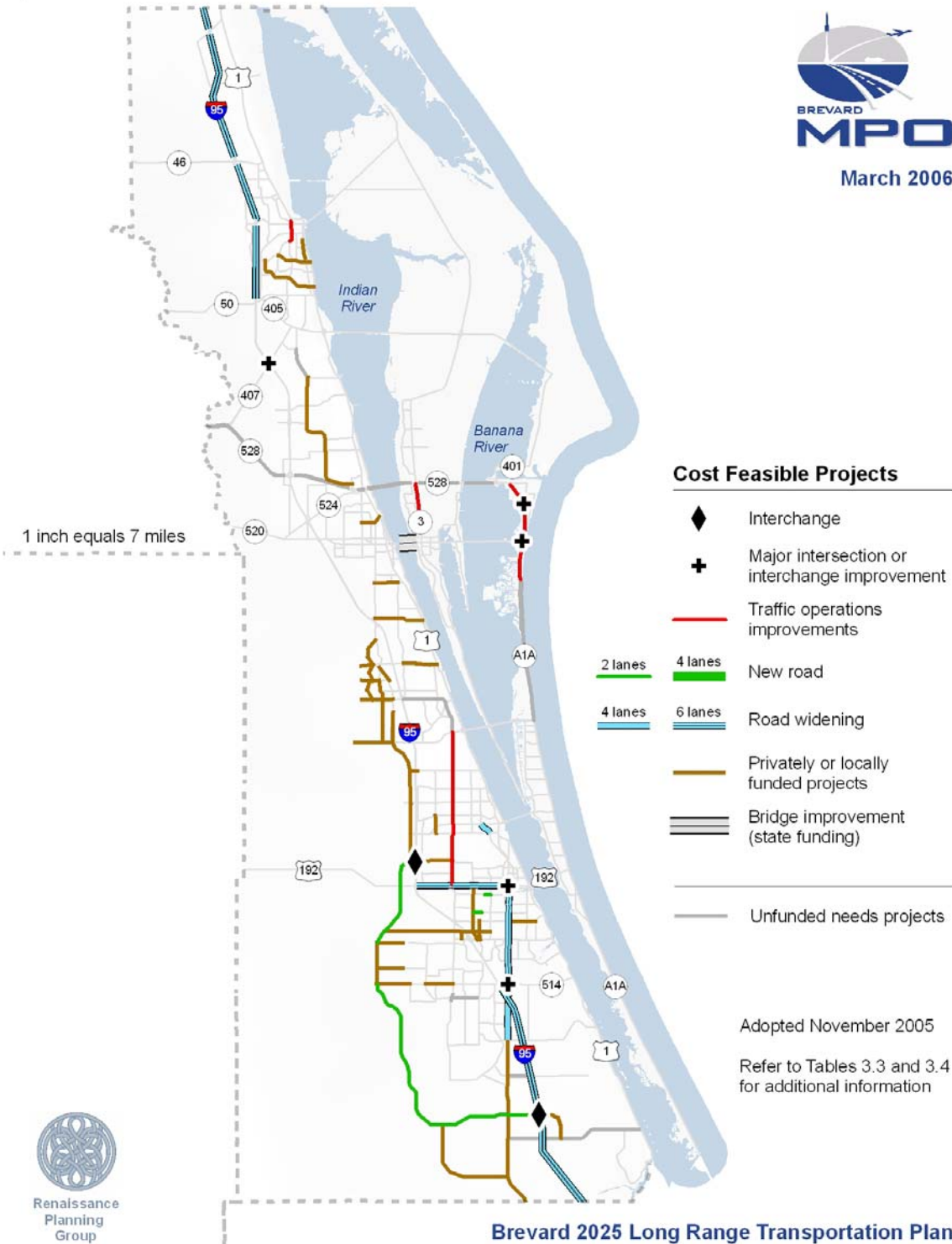
As with previous LRTP efforts, the 2025 LRTP projects substantially more needed projects than available revenues to pay for them. Working through the public involvement process, the MPO prioritized critical transportation needs for funding and continues to explore policy changes and other strategies to address congestion and expand mobility throughout the County over the next 20 years.



# Map ES-1: 2025 Cost Feasible Projects and Unfunded Needs



March 2006



Renaissance  
Planning  
Group



**Table ES-1: 2025 Cost Feasible Projects (Federal/State Funding)**

Funding Source	Roadway	From	To	Project	Cost Estimate	Balance
FIHS (1)	I-95	Indian River County	Malabar Road	Widen to 6L		
	I-95	SR 50	Volusia County	Widen to 6L		
<b>2025 Forecast Revenues:</b>						<b>\$306,508,000</b>
Federal/ State (2)	Apollo Extension	Sarno	Eau Gallie	Widen to 4L & Extend	\$12,000,000	\$294,508,000
	Babcock	Valkaria	Malabar	Widen to 4L	\$26,500,000	\$268,008,000
	Babcock (SR 507)	Malabar	Melbourne	Widen to 6L	\$73,900,000	\$194,108,000
	Babcock	Melbourne	Fee	Major Intersection (US 192)	\$15,600,000	\$178,508,000
	N. Courtenay (SR 3)	Lucas	SR 528	Intersection improvements	\$1,000,000	\$177,508,000
	Palm Bay Parkway N	Emerson	John Rodes @ Ellis	New 2 Lane Road (ROW-4L)	\$71,440,000	\$106,068,000
	Park Ave	Barna	Draa	Reconstruct	\$6,170,860	\$99,897,140
	SR A1A	SR 520 Intersection		Major Intersection	\$3,520,000	\$96,377,140
	SR A1A	N. Atlantic Intersection		Major Intersection	\$1,320,000	\$95,057,140
	SR A1A	4th St. N.	George King	Reconstruct	\$22,330,000	\$72,727,140
	SR 407		Interstate 95	Modify Interchange (3)	TBD	\$72,727,140
	SR 520		Humphrey Bridge	Reconstruct	state funding (4)	\$72,727,140
	US 192	I-95	Babcock	Widen to 6L	\$45,637,670	\$27,089,470
	Wickham	US 192	I-95	Major Intersections/ITS	\$27,000,000	\$89,470

**NOTES**

- (1) FIHS projects are fully funded through FDOT's FIHS-dedicated funds.
- (2) Projects are listed alphabetically and do not imply funding priorities.
- (3) Interchange enhancements to be studied when warranted by private development activity.
- (4) Bridge project to be funded by FDOT based on need.



Table ES-2: 2025 Cost Feasible Projects (Local/Private Funds)

Funding Source	Roadway	From	To	Project
Local (Capacity Only)	Barnes	Fiske @ I-95	US 1	Widen to 4 lanes
	Florida	Hollywood	Current Terminus	New 2 lane road
	Henry	Park Hill	Dairy	New 2 lane road
	Malabar	Jupiter	Minton	Widen to 4 lanes
	Palm Bay Parkway S	Malabar	I-95 (south)	New 2 lane road
Private (1)	Centerline	Babcock (S. of Micco)	Palm Bay Parkway (S)	New 2 lane road
	Diagonal	Palm Bay Pkwy.	Palm Bay Rd.	New 4 lane road
	Eber/Pirate	Babcock	RJ Conlan	Widen to 4 lanes
	Emerson	Palm Bay Parkway	Amador	New 2 lane road
	Grissom	Fay	Kings Highway	Intersection improvements
	Grissom	Kings Highway	End of 2L	Widen to 4 lanes
	I-95	Between Micco and Grant		New interchange
	Judge Fran Jamieson	DRI Boundary	Legacy Blvd.	New 4 lane road
	Lake Andrew Dr. Ext.	Pineda Ext.	Trafford Dr.	New 2 lane road
	Legacy Blvd.	Wickham	Judge Fran Jamieson	New 2 lane road
	Madison Ext.	Diagonal	Dairy	New 2 lane road
	Malabar	Palm Bay Parkway	W. End	New 2 lane road
	Napolo Drive	Stadium Pkwy	Lake Andrew	New 2 lane road
	Napolo/Spyglass Hill	West of I-95	East of I-95	New 2 lane bridge
	Pace	Palm Bay Parkway	Gilmar	New 2 lane road
	Palm Bay Parkway (C)	Malabar	Emerson	New 2 lane road
	Palm Bay Parkway (S)	7 miles south of Malabar	I-95 New South Int.	New 2 lane road
	Parkway East Connector	I-95 New South Int.	Micco Rd.	New 2 lane road
	Pineda Extension	Lake Andrew Ext.	Stadium Ext.	New 2 lane road
	Post	Washingtonia Ext.	Harlock	New 2 lane road
	Riviera	Palm Bay	Eber	New 2 lane road
	Solerno Blvd. (Viera Ext.)	DRI Boundary	West end of Viera Blvd.	New/Widen to 4 lanes
	Spyglass	Lake Andrew	Murrell	New 2 lane road
	Stadium Pkwy.	Pineda Ext.	Wickham Road	New 2 lane road
	Stadium Pkwy.	Solerno	I-95/Fiske	Widen to 4 lanes
	Turtlemound	Sarno	Eau Gallie (SR 518)	New 2 lane road
Viera Blvd. Ext.	Pineda Extension	Murrell	New 4 lane road	
Washingtonia Extension	Palm Bay Parkway	Pineda Extension	Reconstruct/New 2 lane road	

**NOTE**

(1) A substantial portion of project costs will be covered by the private sector. Some public costs may still remain.