

A. 2. TRANSPORTATION & MOBILITY ELEMENT GOALS, OBJECTIVES AND POLICIES

Goal 2-1: Improve the Mobility Network. Provide a safe, efficient, and convenient transportation system for multiple modes of travel within motorized and non-motorized users of the Sebastian transportation mobility network.

Objective 2-1.1 4.6: Mobility. The City shall promote roadways designed based on desired land use context which includes alternative non-motorized modes of transportation to provide a safe and efficient multi-modal system and to provide for a possible reduction of individual motor vehicle travel.

Policy 2-1.1.1 4.4.8: Design. The City shall include landscaping and streetscaping as roadway design components in order to enhance the aesthetic and safety of the road for all users. The City shall encourage the use of Florida native and drought tolerant plants in landscaping and streetscaping. The City will also include pedestrian and bicycle improvements as part of streetscaping projects or look for improvements to parallel facilities. The City shall continue to pursue grant opportunities for median landscaping and road beautification.

Policy 2-1.1.2 4.6.1: Complete Streets. All major roadways shall be designed as complete streets transportation corridors incorporating bicycle and pedestrian features and planning for transit features to start creating create a true multi-modal system. Implement Complete Streets principles in the planning, programming, and construction of all new City roadways, redesigns, and resurfacing design of existing roadways to address the needs of all users, including motorists, bicyclists, transit riders, and pedestrians of all ages and abilities. Support a pleasant environment for pedestrians and bicyclists through the incorporation of appropriate lighting, shade, and bus shelters. Roadways shall be designed based on the desired future land use context based on the FDOT Design Manual. The City will coordinate with the FDOT District Four Complete Streets Coordinator in the incorporation of FDOT's context classification system and Complete Streets Policy into future development.

Policy 2-1.1.3: Prioritizing. Prioritize mobility with consideration to sustainability, environmental, social, accessibility and equity factors using the following hierarchy as a guideline for prioritizing projects based on transportation mode. Where adequate facilities exist for all modes, enhancing the quality and integration of the facilities will be prioritized based on the hierarchy of modes. The sustainable mobility hierarchy is recommended as follows; however, may be revised from time to time by the City to reflect changes/improvements in technology, available resources, cost considerations:

- Walking
- Bicycling and Nonmotorized Vehicles
- Public Transit
- Service & Freight
- High Occupancy Vehicles
- Taxi, Car Sharing, Private Transit
- Registered Low Speed Vehicles (LSV)
- Single-occupancy Automobiles

Policy 2-1.1.4: Connection. Implement land use strategies that support “park once environments”, increase vehicular trip capture, reduce vehicle dependence, promote non-vehicular travel, and decrease vehicle-miles-traveled (VMT), through development of mixed-use projects by requiring vehicular and pedestrian interconnection between adjacent properties, and by providing connections to transit facilities.

Policy 2-1.1.5: Greenway Plan. 4.6.2: By 2011, Consistent with the North Indian River County Greenways Master Plan (2018), the City shall seek funding for and prepare and maintain a Greenways

Plan for bicycle and pedestrian access.

Policy 2-1.1.6 1-6.3: Bicycle Corridors. Consistent with the Indian River County Bicycle & Pedestrian Master Plan (2015), the City shall seek to provide adequate ROW for bicycle and pedestrian facilities, and construct where feasible bicycle ways along corridors to be specified in the Bicycle Greenways Plan.

Policy 2-1.1.7 1-6.4: Bike Paths. Bike-paths or bike lanes shall be established linking arterial, collector, and local streets, and shall be implemented as part of the overall mobility network (including pedestrian and transit connections). Where bike paths are not feasible, the City may consider installing a multi-use path.

Policy 2-1.1.8 1-6.6: Pedestrian Improvement Plan. A Pedestrian Improvement Plan that considers multi-use paths, sidewalks, and bike lanes shall be prepared, ~~adopted~~ and maintained by the City. ~~implemented by 2011.~~

Policy 2-1.1.9 1-6.5: Sidewalks and Multi-use Paths. Sidewalks or multi-use paths shall be mandatory on all new roadway construction.

- Sidewalk width shall be provided based on land use context per the FDOT Design Manual.
- Sidewalks shall be constructed, concurrently with new non-residential development, by the developer.
- Except where constrained, new residential developments with densities of one or more dwelling units per acre shall provide sidewalks on both sides of every street.
- Sidewalks for all developments shall be designed to provide connectivity to existing pedestrian facilities.

Policy 2-1.1.10 1-6.7: Funding. Capital funding priority will be given to complete streets that benefit multi-modal users, greenways, ~~heavy~~ recreational use areas, and along roadways between residential areas and schools.

Policy 2-1.1.11: Land Development Code. 1-6.8: ~~By 2011,~~ The City shall develop and maintain standards in the land development code (LDC) for access and improvements to bicycle and pedestrian systems. Such standards shall apply to new developments, substantial improvements of existing developments, and to road improvements. The City shall consider other options to developers to offset their up-front costs for sidewalks and bicycle pathways; such options shall be identified within the LDC.

Policy 2-1.1.12: Roadway Improvements. 1-6.9: ~~By 2011,~~ The City shall ~~review~~ include and maintain in the LDC ~~land development regulations and address~~ the provision of bicycle parking and circulation, pedestrian walkways, and handicap accessible facilities within new developments and existing developments undergoing substantial improvements.

Policy 2-1.1.13 1-6.10: Pedestrian Design. Intersections shall be made pedestrian-friendly by limiting the pedestrian crossing width; use of adequate lighting; adequate timing for traffic signals; and the provision of facilities for the handicapped.

Policy 2-1.1.14: Parking. The City shall regularly analyze, assess, and update parking requirements in the LDC to reflect actual parking trends and needs. Parking requirements may be customized for various parts of the City.

Policy 2-1.1.15 4.6.11: Parking. The City shall develop standards, for new non-residential development, to establish a maximum number of parking spaces allowed in excess of the parking space requirements of the City's LDC ~~land development regulations~~, in order to encourage walking, bicycling, ridesharing, and shared parking, and to minimize the creation of excess impervious surface area. These standards will also identify site related considerations including the use of alternative parking/surfacing materials (i.e., pervious).

Policy 2-1.1.16 4.6.13: Alternatives. ~~The City shall protect the Florida Intrastate Highway System (FIHS) by establishing strategies to facilitate local traffic to use alternate routes or modes.~~ Coordinate with and support efforts by FDOT, Indian River County and other strategic partners to implement Transportation System Management principles on roadways within the City, including optimization of traffic signal systems, transit prioritization, and technologies benefiting pedestrian and bicyclist movement at signalized intersections.

Policy 2-1.1.17 4.6.14: Public Transit. ~~By 2014,~~ In coordination with the Indian River County MPO and other appropriate partners, the City shall evaluate the need for additional public transit routes consistent with the short- and long-range plans of Indian River Transit. The City shall also include standards within the LDC for public transit facilities and amenities, including, but not limited to, covered bus shelters, benches, and bus bays to be provided with new development in areas along transit corridors and in areas with major trip generators and attractors.

Policy 2-1.1.18 4.6.15: Transit-Oriented Development. ~~By 2014,~~ The City shall promote transit-oriented development (TOD) through mechanisms within the LDC which provide opportunities for infill development and redevelopment that support transit ridership including within the mixed use areas . The City shall update the LDC to include site and building design standards for development in ~~exclusive~~ public transit corridors, including C.R. 512, to assure the accessibility of new development to public transit.

Policy 2-1.1.19: Environmental Impact. The City shall implement standards in the LDC that minimize the impacts of mobility infrastructure on the environment.

Objective 2-1.2: Safety. The City shall emphasize safety including the reduction of crashes involving those walking, riding a bicycle, riding or driving transit and other vehicles.

Policy 2-1.2.1: Speed. The City will review posted speeds on all major roadways and areas where the desired speed is lower than the posted speed. The City will strive to design roadways that meet the desired speed. The City will promote traffic calming design standards on roadways that share a multi-modal component.

Policy 2-1.2.2: Driveways. The City will review proposed development and redevelopment and reduce the number of driveways where possible. As properties are developed or redeveloped the City will encourage the use of connecting commercial parking areas to reduce the number of driveways.

Policy 2-1.2.3: Crashes. The City shall maintain a record of traffic counts and traffic related crashes ~~accidents~~ for major roadways in the City's network and update those records on an annual basis.

Policy 2-1.2.4 4.6.12: Pedestrian Safety. Adequate pedestrian circulation and safety shall be considered as a required component of roadway system management, with implementation and required construction.

Objective 2-1.3 4.4: Level of Service. The City shall adopt and adhere to level of service (LOS) standards for arterial and collector streets.

Policy ~~2-1.3.1~~ 4-1.1: Standards. The City shall use the most recent edition of the Florida Department of Transportation FDOT Generalized Peak Hour Level of Service Quality/Level of Service Handbook criteria as a general basis for the City's level-of-service LOS standards.

Policy ~~2-1.3.2~~ 4-1.2: Minimum LOS. The minimum level-of-service (LOS) standard for arterials, and collector, and local roads shall be "D." The LDC shall include standards that require the developer to design and construct street and intersection improvements where the proposed project will result in a decrease in the level of service below LOS "D."

Policy ~~2-1.3.3~~ 4-1.3: County Roadways. City and County LOS standards shall apply to City and County maintained roadway facilities.

Policy ~~1.1.3~~ 4-1.1: ~~A lower LOS may be acceptable immediately before or after special events where the impacts of such events on the roadway are infrequent.~~

Policy ~~2-1.3.4~~ 4-1.4: Developmental Impact. As part of the Concurrency Management System (CMS), the City shall, through the Development Review process, review proposed new developments for their impact on adopted LOS, interior circulation needs, and vehicle parking, with an emphasis on overall mobility.

Policy ~~2-1.3.5~~ 4-1.5: Corridors. The City shall coordinate with the Indian River County Metropolitan Planning Organization (MPO) corridor studies to identify new corridors to increase north-south and east-west connectivity. ~~The following are possible corridors to study:~~ The City shall encourage multi-modal components be integrated for new corridors.

- ~~• Laconia Street Extension (north-south): from Concha Drive to County Road 510.~~

Policy ~~2-1.3.6~~ 4-1.6: US 1 Corridor Study. The City shall continue to coordinate with FDOT and the MPO to pursue a recommended improvements and alternative corridors identified in the Indian River County SR5/US 1 Corridor Study (2019). ~~to identify and evaluate improvements and alternative corridors.~~

Policy ~~2-1.3.7~~ 4-1.7: Congestion. The City shall continue to partner with ~~local~~ private developers, Indian River County and other government agencies to ~~construct new corridors to~~ relieve congestion on arterial and collector roads and for improvements to the road network.

Policy ~~1.1.8~~ 4-1.1: ~~The City shall include landscaping and streetscaping as roadway design components in order to enhance the aesthetic and safety of the road for all users.~~

Policy ~~1.1.9~~ 4-1.1: ~~The City shall continue to pursue grant opportunities for median landscaping and road beautification.~~

Objective ~~2-1.4~~ 4-2: Roadway Network. Utilize Transportation System Management principles to effectively maximize the operations in the existing transportation system while simultaneously reducing emissions and reducing the need for increased laneage on roadways. ~~The City shall undertake measures designed to assist in the free flow of traffic along major roads and strive to maintain and improve the LOS on those roadways if at any time they operate at a lower LOS than the adopted standard.~~

Policy ~~2-1.4.1~~ 4-2.1: Signalization. The City shall coordinate with Indian River County and FDOT on a traffic flow management system (signal synchronization) for all future signalization along the transportation network. ~~CR 512.~~

Policy 2-1.4.2: Design. The City will coordinate with FDOT on roadway design meeting the FDOT Design manual standards.

Policy 2-1.4.3 1-2-2: Coordination. The City shall coordinate with Indian River County and FDOT on all connections and access points of driveways and roads to county and state roadways, respectively.

~~**Policy 1-2.3:** The City shall maintain a record of traffic counts and traffic related accidents for major roadways in the City's network and update those records on an annual basis.~~

Policy 2-1.4.4 1-2-4: Deficiencies. The City shall continue to monitor any future collector and arterial roadway access any future deficiencies and shall devise methods and budget monies to alleviate those deficiencies.

Policy 2-1.4.5 1-2-5: Disaster Preparedness. Consistent with the Conservation & Coastal Element, the City shall update and maintain their a plan for disaster preparedness Plan by addressing evacuation procedures, the need for signage, and the availability in need for shelters. Evacuation plans shall be coordinated with Indian River County and FDOT.

Policy 2-1.4. 63: Indicators. The City shall use County and State numerical indicators for measuring the achievement of City mobility goals. Numerical Indicators shall include:

- Modal Splits;
- Annual Transit Trips Per Capita; and
- Automobile Occupancy Rates.

Objective 2-1.5 1-3: Future Land Use, Housing and Population. The City shall coordinate the transportation system with the adopted Future Land Use Map series and shall ensure that existing and proposed population densities, housing and employment patterns, and land uses are consistent with the mobility transportation-modes and services proposed to serve these areas.

Policy 2-1.5.1 1-3-1: Consistency. The City shall review roadway improvements, new construction and roadway extensions proposed by other agencies for consistency with the Future Land Use Map series of the Comprehensive Plan.

Policy 2-1.5.2 1-3-2: Traffic Study. Applications for future land use amendments to more intensive designations shall be accompanied by a traffic study analyzing the impacts of the development allowed by the new category on the citywide transportation system and the mobility of all users. Standards shall be provided in the City's LDC.

Policy 2-1.5.3 1-3-3: Development Review. The City's Development Review Committee (DRC) shall review all future land use and zoning map amendments to determine the impact of the amendment on the ~~level of service (LOS)~~ for all roadways directly and indirectly affected by the amendment.

Policy 2-1.5.4 1-3-4: Compatibility. The City shall require that new development be compatible with Goals, Objectives and Policies of the **Transportation & Mobility Element** and ~~that new development shall further the achievement of aforementioned Goals, Objectives, and Policies, of the Transportation Element.~~ Requirements for the compatibility of new development may include but are not limited to:

- Locating parking to the side or behind the development to provide pedestrian accessibility of building entrances and walkways to the street, rather than separating the building from the street by parking.
- Providing clearly delineated pedestrian routes through parking lots to safely accommodate pedestrian and bicycle circulation and to minimize potential bicycle/pedestrian and automobile interaction.

Policy ~~2-1.5.5~~ 1-3.5: Traffic Analysis. Proposed development that is required to follow the site plan review process shall be required to submit a traffic analysis which identifies the development's impact on the City's transportation system.

Policy ~~2-1.5.6~~ 1-3.6: Roadway Standards. Proposed developed will be reviewed to include appropriate roadway standards to include bicycle and pedestrian facilities based on the FDOT Design Manual. Shade trees should also be encouraged with new development.

Policy ~~2-1.5.7~~ 1-3.6: Concurrency. Annexations and amendments to the Future Land Use Element shall be reviewed for their potential impacts upon the City's ~~transportation~~ mobility network in order to identify any concurrency required improvements.

Policy ~~2-1.5.8~~ 1-3.7: Public Transportation. The City shall encourage land uses that promote public transportation in designated public transportation corridors, ~~such as CR-512.~~

Policy ~~1-3.8:~~ ~~The City shall protect the Sebastian Municipal Airport by evaluating any possible encroaching incompatible land use.~~

Objective ~~1.4: Intergovernmental Coordination.~~ ~~The City transportation system shall be coordinated with the work plans and programs of Indian River County, FDOT, the Florida Transportation Plan, and the Indian River County Metropolitan Planning Organization.~~

Policy ~~1.4.1:~~ ~~The City shall coordinate its future transportation needs by attending, when necessary, public hearings and workshops on the FDOT's Five Year Transportation Plan and Adopted Work Program.~~

Policy ~~1.4.2:~~ ~~The City Planning and Public Works Departments shall review subsequent versions of the FDOT Five Year Transportation Plan and Adopted Work Program, in order to update or modify this element, as necessary.~~

Policy ~~1.4.3:~~ ~~The City shall use County and State numerical indicators for measuring the achievement of City mobility goals. Numerical Indicators shall include:~~

- ~~• Modal Splits;~~
- ~~• Annual Transit Trips Per Capita; and~~
- ~~• Automobile Occupancy Rates.~~

Objective ~~2-1.6~~ 1-5: Connectivity. Provide for the protection of existing and future right-of-way (ROW) to ensure connectivity in the mobility network.

Policy ~~2-1.6.1~~ 1-5.1: Land Acquisition. The City shall develop a priority listing of needed ROW for the purpose of orderly and economical land acquisition. Any

Policy ~~2-1.6.2~~ 1-5.2: Right-of-Way. The City shall compile and maintain a listing of existing and projected needs for ROW within the urban area.

Policy ~~2-1.6.3~~ 1-5.3: Setbacks. The City shall require additional building setbacks for new construction on roadway corridors identified as needing additional ROW.

Policy ~~2-1.6.4~~ 1-5.4: ROW Standards. The City shall establish standards for donation/dedication of ROW by developers.

Policy ~~1.5.5:~~ ~~Corridors with inadequate ROW shall be inventoried and the City shall coordinate with Indian River County for reservation of adequate ROW.~~

Policy ~~2-1.6.5~~ 4-5-6: Ensuring Connectivity. Wherever possible, the City shall require that future development reserve ROW in a gridded street network that ensures connectivity.

Policy ~~2-1.6.6~~ 4-5-7: Cul-de-sacs. Cul-de-sacs will not be encouraged. Where connectivity is not available, the City shall ensure that adequate turning areas are provided for emergency service vehicles.

Policy ~~2-1.6.7~~ 4-5-8: Public Roadways. The City shall require that roadways be dedicated to the public to connect with and shorten existing public roadways.

Policy ~~1.5.9:~~ ~~The City shall require that future subdivisions with 25 units or more, at a minimum, have at least two (2) points of access open to motor vehicle traffic.~~

Policy ~~2-1.6.8~~ 4-5-10: Subdivisions. New subdivisions shall be required to “stub-out” to adjoining undeveloped lands to promote road connectivity, and to connect to existing roadways that are “stubbed-out” at their boundaries. The City shall require that future subdivisions with 25 units or more, at a minimum, have at least two (2) points of access open to motor vehicle traffic.

Policy ~~2-1.6.9~~ 4-5-11: Access. The City shall establish access management standards in the LDC land development regulations to ensure appropriate access to the City’s transportation system. Standards may include the requirement of joint- use driveways and/or cross access easements to access sites.

Policy ~~2-1.6.10~~ 4-5-12: Major Thoroughfare System. The City shall preserve the—movement function of the major thoroughfare system by requiring development of parallel roads or cross access easements to connect developments as they are permitted along major roads.

Policy ~~2-1.6.11.~~ Traffic Calming. The City shall consider developing a technical traffic calming manual identifying measures for prioritization and implementation of traffic calming measures on public roadways.

~~Objective 1.6: Multi-modal System.~~ ~~The City shall promote alternative modes of transportation to provide a safe and efficient multi-modal system and to provide for a possible reduction of individual motor vehicle travel.~~

~~Policy 1.6.1:~~ ~~All major roadways shall be designed as complete transportation corridors incorporating bicycle and pedestrian features and planning for transit features to start creating a true multi-modal system.~~

~~Policy 1.6.2:~~ ~~By 2011, the City shall prepare a Greenways Plan for Bicycle and Pedestrian access.~~

~~Policy 1.6.3:~~ ~~The City should provide adequate ROW and construct bicycle ways along corridors to be specified in the Bicycle Plan.~~

~~Policy 1.6.4:~~ ~~Bike paths shall be established linking arterial and collector streets.~~

~~Policy 1.6.5:~~ ~~Sidewalks, shall be mandatory on all new roadway construction.~~

- ~~○ Sidewalks shall be constructed, concurrently with new non-residential development, by the developer.~~
- ~~○ New residential developments with densities of one or more dwelling units per acre shall provide sidewalks on both sides of every street.~~

~~**Policy 1.6.6:** A Pedestrian Improvement Plan shall be prepared, adopted and implemented by 2011.~~

~~**Policy 1.6.7:** Capital funding priority will be given to Greenways, heavy recreational use areas, and along roadways between residential areas and schools.~~

~~**Policy 1.6.8:** By 2011, the City shall develop standards in the land development regulations for access to bicycle and pedestrian systems (such standards shall apply to new developments, substantial improvements of existing developments, and to road improvements).~~

~~**Policy 1.6.9:** By 2011, the City shall review the land development regulations and address the provision of bicycle parking and circulation, pedestrian walkways, and handicap accessible facilities within new developments and existing developments undergoing substantial improvements.~~

~~**Policy 1.6.10:** Intersections shall be made pedestrian-friendly by limiting the pedestrian crossing width; use of adequate lighting; adequate timing for traffic signals; and the provision of facilities for the handicapped.~~

~~**Policy 1.6.11:** The City shall develop standards, for new non-residential development, to establish a maximum number of parking spaces allowed in excess of the parking space requirements of the City's land development regulations, in order to encourage walking, bicycling, ridesharing, and shared parking, and to minimize the creation of excess impervious surface area.~~

~~**Policy 1.6.12:** Adequate pedestrian circulation and safety shall be considered as a required component of roadway system management, with implementation and required construction.~~

~~**Policy 1.6.13:** The City shall protect the Florida Intrastate Highway System (FIHS) by establishing strategies to facilitate local traffic to use alternate routes or modes.~~

~~**Policy 1.6.14:** By 2014, in coordination with the Indian River County MPO, the City shall evaluate the need for additional public transit routes in conjunction with the Indian River Transit GoLine bus system and major trip generators and attractors.~~

~~**Policy 1.6.15:** By 2014, the City shall update the land development regulations to include site and building design standards for development in exclusive public transit corridors to assure the accessibility of new development to public transit.~~

Objective 2-1.7: Wayfinding. The City shall implement wayfinding mechanisms to give direction and prevent confusion for all mobility modes. ~~types of transportation system users.~~

Policy 2-1.7.1: Comprehensive Wayfinding System. By 2014, The City shall develop and maintain a comprehensive wayfinding system that appropriately scales directional signage for both vehicular and pedestrian travel routes, as well as the location of major civic uses.

Objective 2-1.8: Aviation Facilities. The City will ensure that the continued development of the Sebastian Municipal Airport, and related facilities, are consistent with the Goals, Objectives and Policies of the ~~Conservation, Future Land Use, Conservation & Coastal Management, and Transportation & Mobility Elements~~ of the City's Comprehensive Plan and in accordance with Florida Statutes Ch. 330 and 333.

Policy 2-1.8.1: Compatibility. The City will continue to implement and enforce the Goals, Objectives, and Policies of its ~~Future Land Use Element~~ and its LDC ~~land development regulations~~ to ensure that the Sebastian Municipal Airport and its related facilities are protected from the encroachment of incompatible land uses.

Policy 2-1.8.2: Regulations. The City will continue to implement and enforce its ~~airport zoning~~

regulations. These regulations address height, noise, clear zone and land use requirements.

Policy 2-1.8.3: Access. The City shall continue to ensure that access routes to the Sebastian Municipal Airport are integrated with other modes of surface and water transportation.

Policy 2-1.8.4: Improvements. The City shall ensure that any proposed or future transportation improvements are coordinated with the long-term development objectives of Sebastian Municipal Airport and the long-term development objectives of this element.

Policy 2-1.8.5: Facilities. The City shall continue to coordinate with the Federal Aviation Administration (FAA) and the Continuing Florida Aviation System Planning Process (CFASPP) relating to facilities planning.

Policy 2-1.8.6: Future Needs. The City shall coordinate roadway and transit service improvements with the future needs of the Sebastian Municipal Airport.

Policy 2-1.8.7: Mitigation. The City will continue to minimize the adverse impacts and ensure the mitigation of adverse impacts from the Sebastian Municipal Airport or related facilities upon adjacent natural resources and land uses.

Policy 2-1.8.8 ~~4-2.8.1~~: Economic Development. The City will foster use of Sebastian Municipal Airport lands in a manner which contributes to the development of the City's economic base through selective pursuit of industry.

Policy 2-1.8.9 ~~4-2.8.2~~: Safety. The City will assure safe operation of aircraft through the following and consistent with FS 333 & FDOT Airport Compatible Land Use Guidebook:

- Efficient use of air space in relation to the Sebastian Municipal Airport and surrounding airports and airways.
- Maintenance and improvement of the aircraft operational ground environment.
- Implementation of the Sebastian Municipal Airport design plan, which accommodates operationally compatible aircraft.

Policy 2-1.8.10 ~~4-2.8.3~~: Airport Master Plan. The City will support the Achieve Sebastian Municipal Airport and industrial development which is compatible with the adopted City of Sebastian Municipal Airport Master Plan (2018) and mutual environmental constraints through:

- Proper on- and off- Sebastian Municipal Airport land use which protects the operationally sensitive areas and reduces noise impact near the airport.
- Preserving the ecologically unique areas and the property.
- Encouraging aviation activity compatible with community needs and characteristics.

Policy 2-1.8.11 ~~4-2.8.4~~: Financial Independence. Promote continued financial independence of the Sebastian Municipal Airport through:

- Preparing periodic updates to the Sebastian Municipal Airport development plan in order to maximize land resources within the constraints imposed by changing conditions; markets for land, goods and services; as well as constraints imposed by other goals, objectives and policies of the City.
- Development of a long-range capital improvements program consistent with financial capacity.
- Development of an operations and maintenance program compatible with financial resources.
- Keeping consistent with FDOT's Guidebook for Airport Master Planning and FDOT's Florida Statewide Aviation Economic Impact Study.

Policy 2-1.8.12: Intergovernmental Coordination. Specific Objectives and Policies regarding intergovernmental coordination and this Element are provided and identified in the Governance & Implementation Element.

~~**GOAL 2:** To develop a financially feasible transportation system that meets the accessibility needs of the City residents.~~

~~**Objective 2.1: Capital Improvement Program.** Implement a capital improvement plan, methods of funding, and fiscal controls for all major traffic and roadway projects.~~

~~**Policy 2.1.1:** The City will maintain and prioritize a project list of major repair and maintenance for existing roadways and include in capital improvement program.~~

~~**Policy 2.1.2:** Annually, the City shall program needed capital transportation projects and improvements in the City's Capital Improvements Plan, and send updates of any changes to previously programmed improvements to the Department of Community Affairs by means of an ordinance.~~

~~**Objective 2.2: Financing mechanisms.** The City shall investigate new financing alternatives to overcome shortfalls of transportation funding.~~

~~**Policy 2.2.1:** The City shall continue to coordinate with Indian River County regarding the collection of transportation impact fees for new development and to prioritize capital projects needed to serve the demands for transportation services and facilities associated with new development within the City.~~