



SPACE COAST TRANSPORTATION PLANNING ORGANIZATION

BICYCLE & PEDESTRIAN MASTER PLAN

NOVEMBER 2019

Cover Back Page

The preparation of this report has been financed in part through grant(s) from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation, under the State Planning and Research Program, Section 505 [or Metropolitan Planning Program, Section 104(f)] of Title 23, U.S. Code. The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation.



RESOLUTION # 20-05

A RESOLUTION, adopting the 2019 Bicycle & Pedestrian Master Plan.

WHEREAS, the Space Coast Transportation Planning Organization (SCTPO) is the designated and constituted body responsible for the urban transportation planning and programming process for the Palm Bay-Melbourne and Titusville Urbanized Areas; and

WHEREAS, the SCTPO emphasizes and values the creation of a safe, convenient, environmentally friendly, and economical multi-modal transportation system that promotes health and independence of all citizens and visitors of the Space Coast; and

WHEREAS, in April 2018 the SCTPO Governing Board approved the funding and scope of services to update the 2013 Bicycle & Pedestrian Mobility Plan; and

WHEREAS, the 2019 Bicycle & Pedestrian Master Plan has been developed over the past 18 months through a public process involving stakeholder meetings, a public survey, a technical steering committee, 6 public meetings, and coordinated efforts with municipal staff; and

WHEREAS, the proposed Bicycle & Pedestrian Master Plan established five themes to help guide the planning process and identify goals, objectives, and performance measures. They are: Create a Network, Partner with Organizations, Empower, Generate Awareness, and Pursue Equity; and

WHEREAS, the 2019 Bicycle & Pedestrian Master Plan has developed a prioritized plan for infrastructure improvements to help guide the use of transportation funding and increase pedestrian and bicyclist safety; and

WHEREAS, the 2019 Bicycle & Pedestrian Master Plan continues the historical support the Space Coast Transportation Planning Organization has to establish a showcase trail network and formalize an East Coast Greenway alignment recommendation.

NOW THEREFORE, BE IT RESOLVED by the Space Coast Transportation Planning Organization:

1. Adopts the 2019 Bicycle & Pedestrian Master Plan; and
2. Will ensure the goals of the plan are implemented in Brevard County; and
3. Will continue to be leaders in developing a multi-modal community.



Space Coast Transportation Planning Organization

Passed and duly adopted at a regular meeting of the Space Coast Transportation Planning Organization Governing Board on the 10th day of October, 2019.

Certificate

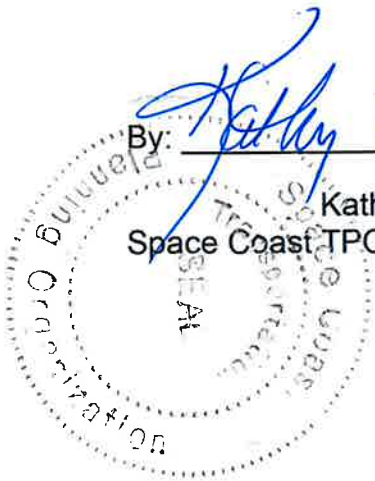
The undersigned duly qualified as Chair of the Space Coast Transportation Planning Organization Governing Board certifies that the foregoing is a true and correct copy of a Resolution adopted at a legally convened meeting of the Space Coast Transportation Planning Organization Governing Board.

By: _____

Kathy Meehan
Space Coast TPO Governing Board Chair

By: _____

Andrea Young
Space Coast TPO Governing Board Secretary



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Source: Kittelson & Associates, Inc.

Executive Summary

The Space Coast Transportation Planning Organization (SCTPO) recognizes the importance of a well-connected and safe bicycle and pedestrian network to the region's quality of life, sense of community identity, and economic development. A well-connected network of bicycle and pedestrian facilities provides a healthy, environmentally sustainable, and cost-effective way for people of all ages and abilities to access their everyday destinations, enjoy Brevard County's exquisite natural resources, and connect with friends, family, and neighbors. As Brevard County's population and economic opportunities grow, there is an overwhelming need to improve the efficiency and effectiveness of active transportation options to meet the diverse needs of residents, businesses, employees, and visitors.

The SCTPO developed this Bicycle & Pedestrian Master Plan (BPMP) as an update to the 2013 Bicycle and Pedestrian Mobility Plan (2013 Mobility Plan). The BPMP was developed through a robust planning process that documented and analyzed existing conditions, engaged stakeholders and the general public through an extensive outreach process, and utilized prioritization process to identify Priority Corridors. The focus of this plan was identifying corridors that are important regional connections that currently lack facilities or have significant gaps within existing facilities. The BPMP's end results include lists of Priority Corridors along with prioritized bicycle and pedestrian improvements. **Figure 1** shows overall planning process.

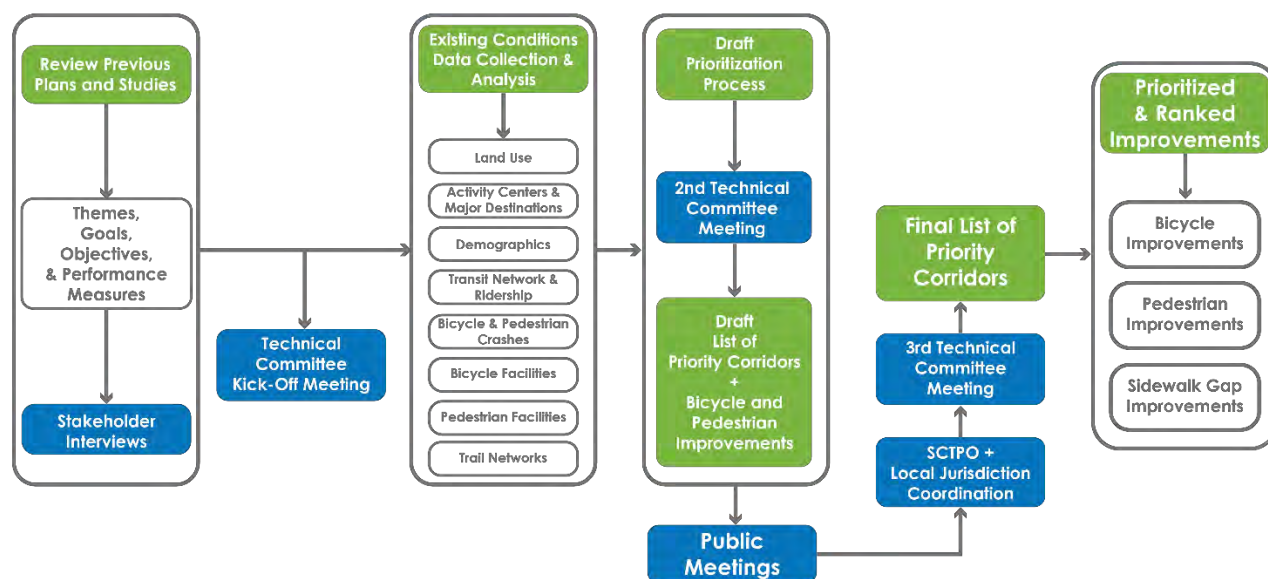
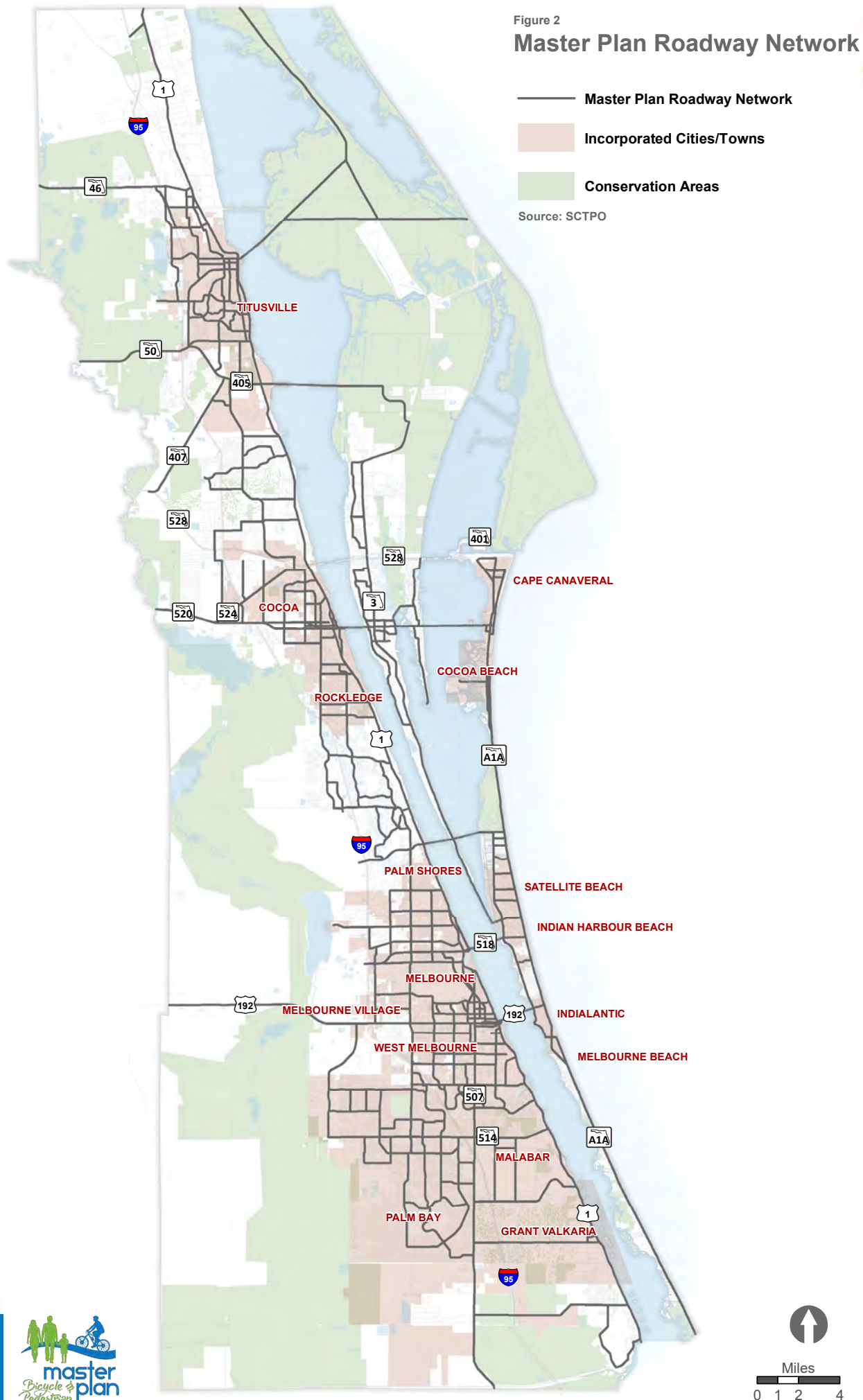


Figure 1: Overall Planning Process

The scope of the BPMP is limited to identifying Priority Corridors and prioritizing specific bicycle and pedestrian improvements along the BPMP roadway network. The BPMP roadway network includes functionally classified roadways like arterials and collectors that are eligible for federal funding. The BPMP network consists of 736 total centerline miles of roadway divided into 760 roadway segments. These 760 segments are further grouped into 295 corridors. **Figure 2** shows the BPMP roadway network.

Figure 2

Master Plan Roadway Network



In recent years, many cities within Brevard County have taken steps to plan and implement infrastructure for active transportation. It is important to take stock of what currently exists across Brevard County and evaluate infrastructure conditions used by people who are bicycling or walking. A full inventory of the existing county-wide conditions sets the stage for identifying Priority Corridors and specific gaps in the regional network. Datasets that helped measure and track goals, objectives, and performance measures; as well as those that can be directly plugged into the prioritization process were collected and analyzed.

The BPMP's goals and objectives have been established around following five themes:

- Create a Network
- Partner with Organizations
- Empower
- Generate Awareness
- Pursue Equity

The Project Team developed a unique six step prioritization process to build on existing conditions analysis in order to identify Priority Corridors and specific bicycle and pedestrian improvements. The prioritization process analyzes the BPMP network to find those projects that the community would benefit most from. Factors included in the analysis were selected to represent the need for functional facilities that achieved the following criteria:

- Connect people to destinations;
- Serve areas with high concentration of demographic groups that are more likely to bike and walk;
- Address safety issues by focusing on corridors with crash history; and
- Emphasis access to transit.

The prioritization process builds on the data-driven analysis as well as stakeholder and public feedback to identify Priority Corridors. The final step of the process ranks the improvements to generate a priority list of improvements at the corridor level for bicycle improvements, pedestrian improvements, and corridors with sidewalk gaps. **Figure 3** shows the overall prioritization process.

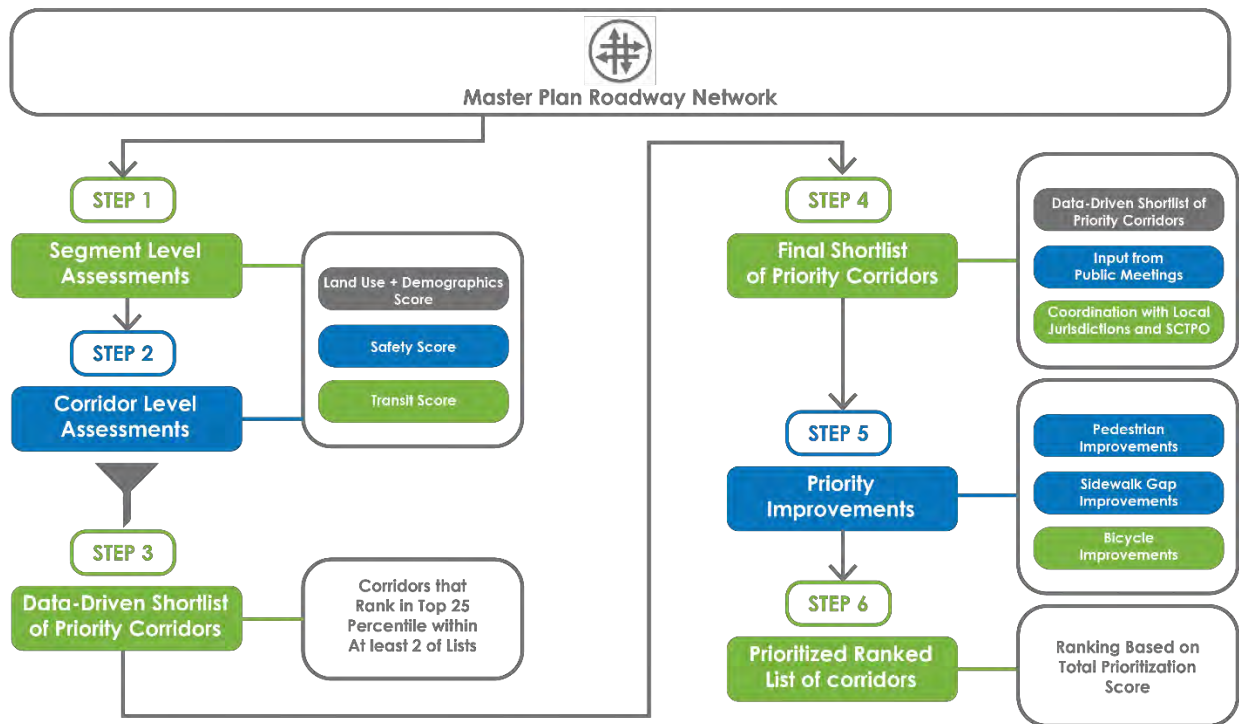


Figure 3: Overall Prioritization Process

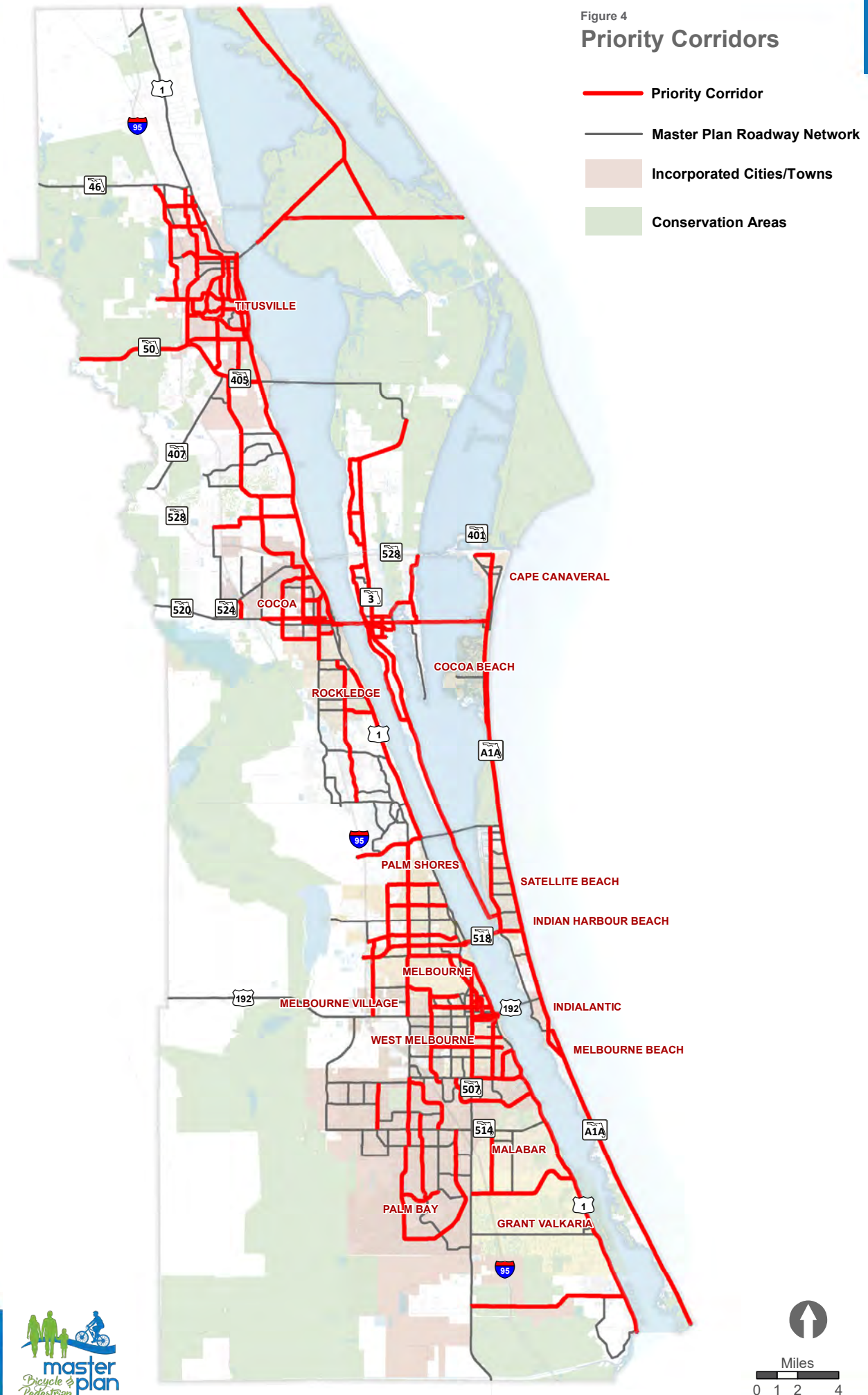
Public participation played several key roles in the development of the BPMP. Public engagement is the process that enables the BPMP to be calibrated towards the needs and goals of various stakeholders and end users. Public outreach process for the BPMP included following four methods:

- A Technical Committee that included representatives from local municipalities, Space Coast Area Transit, and other local and state agencies was consulted periodically throughout the planning process.
- Series of stakeholder meetings were conducted to understand specific needs and goals of key stakeholders.
- Online and paper based user surveys were conducted to gather feedback from the public.
- Six public meetings were held throughout the county to present goals and objectives, existing conditions, and draft bicycle and pedestrian improvements.

One of the main outcomes of the BPMP is a series of ranked bicycle and pedestrian facilities along 137 Priority Corridors. **Figure 4** shows the 137 Priority Corridors. 57 out of 137 Priority Corridors have both bicycle and pedestrian recommendations. As part of identifying Priority Corridors, the Project Team also reviewed all recently completed or ongoing corridor studies undertaken by Florida Department of transportation (FDOT), SCTPO, or other local jurisdictions. This BPMP does not identify specific bicycle or pedestrian improvement recommendations along Priority Corridors with completed or ongoing studies, thus the bicycle and pedestrian recommendations from these respective studies should be considered for implementation moving forward.

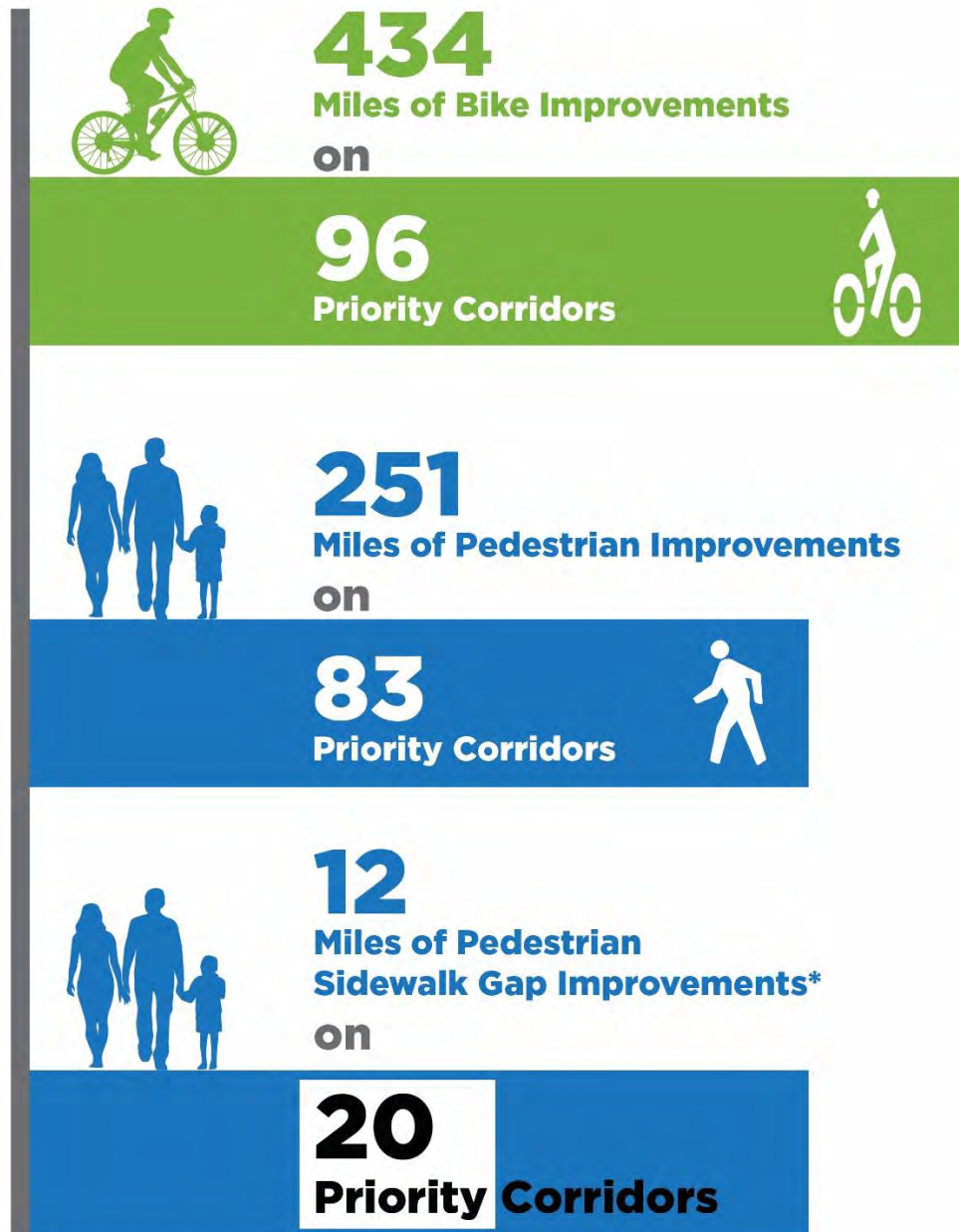
Figure 4

Priority Corridors



Due to the high-level nature of the BPMP, no specific facility types or associated construction costs have been calculated. Facility type and costs are largely dependent on local conditions unique to each corridor such as right-of-way (ROW) availability, overhead and underground utilities, drainage patterns, etc. The BPMP did not evaluate these conditions for any corridors. The Project Team envisions that details such as facility types and costs will be developed as part of specific corridor planning studies or engineering projects in future phases.

A summary of the recommendations of the BPMP include the following:



* Note: A Separate Sidewalk Gap Corridors list was created to distinguish Priority Corridors with small gaps within their sidewalk network.

As part of the BPMP, the Project Team worked with various stakeholders to finalize a preferred primary alignment for the East Coast Greenway (ECG) in Brevard County. The ECG is a walking and biking route stretching 3,000 miles from Florida to Maine, connecting some of the most populated cities in the country. Although the overall ECG route is planned to pass through Brevard County, no specific primary alignment had previously been finalized. Past plans and studies, like the Showcase Trail System, SUN Trails, and the OGT Trails System, have identified multiple ECG alignments.

The BPMP includes a separate chapter documenting best practices and guidance for planning and designing bicycle and pedestrian facilities. This chapter is divided into two sections: Design Principles and Facility Typology Toolkit. The overarching principles of safety, context sensitivity, and designing for all roadway users are discussed in the Design Principles section. Unique facility typologies and treatments are presented in the Facility Typology Toolkit section. The strengths, constraints, and design considerations of facility types are explored to provide an overview of potential solutions and their characteristics for use on varying roadway types. Additional resources for the bicycle and pedestrian facilities and intersection treatments are listed to further study standards and specifications for each.

Towards the end of the BPMP, two separate chapters summarize various funding sources, and existing programs, plans, policies, and initiatives related to bicycling and walking. Both of these chapters are organized by categorizing programs based on their jurisdictional scale and scope – Federal, State, and Local. The programs outlined in these chapters are not meant to be exhaustive, but to provide a comprehensive understanding of potential resources and partners in the development/implementation of bicycle and pedestrian facilities. This section also includes information related to three additional topics:

- Safe Routes to School programs;
- Bicycle and pedestrian count programs; and
- Link between public health and active transportation.

The BPMP concludes with a series of local jurisdiction booklets for most of the County's municipalities as well as for the Unincorporated Brevard County area. The booklets contain basic demographic /employment information about the local jurisdiction, as well as maps and lists for the recommended bicycle and pedestrian improvements within that jurisdiction. These booklets are intended to be used as a reference by the local jurisdictions to understand which recommendations from the overall BPMP should be prioritized for implementation within their jurisdiction.



Source: Kittelson & Associates, Inc.

1. Introduction

Overview

SCTPO developed this BPMP as an update to the 2013 Mobility Plan. The purpose of this update is to inventory existing conditions and take stock of progress made to date on the 2013 Mobility Plan. The BPMP also aims to create a better connected system of bicycling and pedestrian facilities to serve the needs and interests of Brevard County's residents, businesses owners, employees, and visitors. The BPMP was developed through a robust planning process that documented and analyzed existing conditions, engaged stakeholders and the general public through an extensive outreach process, and utilized prioritization process to identify Priority Corridors. The BPMP's end result are lists of prioritized bicycle and pedestrian improvements along Priority Corridors. **Figure 1** in the **Executive Summary** illustrates the overall planning process utilized to develop the BPMP.

Brevard County is located along the central eastern shore of Florida, bordered by the Atlantic Ocean to the east, Volusia County to the north, Seminole, Orange, Osceola Counties, and the St. Johns River to the west, and Indian River County to the south. The Indian River Lagoon also divides the county into mainland and barrier islands. Brevard County spans 72-miles along Florida's Space Coast and had a 2017 population of 575,211 persons as per the 2017 SCTPO State of the System (SOS) Report. It encompasses 16 incorporated municipalities, with the cities of Palm Bay, Melbourne, Titusville, and Rockledge having the largest populations. There are several unincorporated areas, such as Merritt Island, that consist of urban neighborhoods, newer suburban neighborhoods, older platted subdivisions, beachside areas, and historical communities.

Planning Framework

The BPMP identified Priority Corridors and specific bicycle and pedestrian improvements along the BPMP roadway network. The BPMP roadway network comprises of functionally classified roadways like arterials and collectors that are eligible for federal funding. Although limited access roadways such as I-95 and SR 528 are functionally classified, they have been removed from the BPMP roadway network since bicyclists and pedestrians are not permitted to use these roadways. The BPMP network consists of a total 736 centerline miles of roadway divided into 760 roadway segments. These 760 segments are further grouped into 295 corridors. **Figure 2** in the **Executive Summary** shows the BPMP roadway network.

Although local/neighborhood streets are critical in creating a well-connected pedestrian and bicycle network, they are not included in the scope of the BPMP due to federal funding limitations. No improvements have been recommended on local/neighborhood streets as part of BPMP. Many local municipalities have developed their own bicycle and pedestrian plans that evaluate all streets, including local/neighborhood streets, within their jurisdiction. These local bicycle and pedestrian plans will augment the BPMP prioritized improvements to create a well-connected county-wide bicycle and pedestrian network.

Master Plan Report Structure

This report documents the entire planning process used to develop the BPMP. Each chapter focuses on a specific planning phase or a topic area that forms an integral part of the overall BPMP. The below briefly describes the structure of the BPMP report.

- **Chapter 2** discusses the public outreach conducted as part of developing this BPMP. Public outreach efforts included stakeholder meetings, Technical Committee meetings, user surveys, and public meetings. All these efforts helped the Project Team define goals and objectives, test the prioritization process, and vet the final recommendations for the BPMP.
- **Chapter 3** discusses the 2013 Mobility Plan goals, objectives, and performance measures and tracks progress made on each since that plan's adoption. This chapter also documents the revised themes, goals, objectives, and performance measure that were developed as part of the BPMP.
- **Chapter 4** reviews existing conditions data related to land use, demographics, transit, safety, trails, and existing bicycle and pedestrian infrastructure. This analysis established the current baseline to build upon with new improvement recommendations. The datasets mapped and analyzed have been selected based on their ability to track progress towards BPMP goals, objectives, and performance measures, as well as to use them in the prioritization process to identify Priority Corridors and improvements.
- **Chapter 5** explains the prioritization process used to identify recommendations for bicycle and pedestrian facilities. A six step prioritization process used the existing conditions data, as well as stakeholder and public feedback, to identify and rank Priority Corridors. Gaps within existing pedestrian and bicycle facilities on these Priority Corridors make up the specific recommended improvements.
- **Chapter 6** reviews the final bicycle and pedestrian improvement recommendations. This chapter includes detailed ranked lists of Priority Corridors with pedestrian improvements, sidewalk gap corridors, and bicycle improvements. A sidewalk gap corridors list was created to separate Priority Corridors that already have significant coverage of existing pedestrian facilities but have minor gaps that could be filled as a smaller project.
- **Chapter 7** details the process and final recommendation for the ECG alignment through Brevard County.
- **Chapter 8** documents industry-wide best practices for designing bicycle and pedestrian facilities. This chapter includes high-level design principles as well as a toolbox of various bicycle and pedestrian facilities and treatments.

- **Chapter 9** lists various federal, state, and local funding programs to help with the implementation of bicycle and pedestrian infrastructure projects.
- **Chapter 10** summarizes important federal, state, and local plans and policies relevant to bicycle and pedestrian planning. This chapter also summarizes best practices related to establishing a pedestrian and bicycle count program and safe routes to school programs. A narrative regarding links between public health and active transportation is also included in this chapter.
- **Chapter 11** contains local jurisdiction booklets for various Brevard County municipalities and for unincorporated Brevard County. Each booklet contains basic demographic/employment information from the local jurisdiction, as well as maps and lists BPMP recommended bicycle and pedestrian improvements within that jurisdiction.

Intended Outcomes

The BPMP resulted in lists of Priority Corridors where specific bicycle, pedestrian, and sidewalk gap projects should be prioritized. These lists are intended to assist the SCTPO, FDOT, and local jurisdictions in prioritizing funding for implementation of bicycle and pedestrian infrastructure projects.

The scope of this BPMP is to identify bicycle and pedestrian facility improvements along the BPMP roadway network limited to functionally classified roadways. The list of recommended improvements is not meant to be exhaustive. Local jurisdictions are encouraged to develop and implement their own bicycle and pedestrian plans and projects focusing on local streets that are not included in this project. Similarly, FDOT and local jurisdictions are encouraged to pursue other opportunities to implement bicycle and pedestrian projects that otherwise may not have been identified as part of the BPMP. Such opportunities could arise through partnering with private developers when new development or infill redevelopment occurs, or when other type of roadway projects are implemented (i.e. resurfacing, restoration, and rehabilitation (3R) projects).



Source: Space Coast Area Transit

2. Public Outreach

Public participation played several key roles in the development of the BPMP. Public engagement is the process that enables the BPMP to be calibrated towards the needs and goals of various stakeholders and end users. Public outreach process for the BPMP included the following four methods:

- A Technical Committee that included representatives from local municipalities, transit agency, and other local and state agencies was consulted periodically throughout the planning process.
- A series of stakeholder meetings was conducted to understand specific needs and goals of key stakeholders.
- Online and paper based user surveys were conducted to obtain feedback from the public.
- A series of six public meetings were held throughout the County to present goals and objectives, existing conditions, and draft bicycle and pedestrian improvements.

More information regarding each of these public outreach methods is provided below.

Technical Committee

A Technical Committee was established as part of the public engagement process. The Technical Committee was comprised of representatives from local municipalities, Space Coast Area Transit, OGT, Brevard County Planning, Public Works, Housing and Human Services, and Parks and Recreation Departments, Brevard County Public Schools, and FDOT. The Committee functioned as a sounding board for the Project Team and acted as liaisons for their respective agencies throughout the BPMP. Three meetings were held throughout the planning process. Brief details of the meetings are provided below.

Technical Committee Meeting 1: Kick-Off

The kick-off meeting was held on July 18, 2018 and was the start of the Technical Committee engagement process which allowed the Project Team to share the work performed to date. The Project Team provided background information, reviewed the scope, and discussed the schedule of the project. Draft Goals, Objectives, and Performance Measures were discussed at this meeting.

Technical Committee Meeting 2: Existing Conditions and Prioritization Methodology

The 2nd Technical Committee meeting was held on October 4, 2018. The Project Team presented existing conditions data and analysis related to land use, demographics, transit, bicycle and pedestrian crashes, trails, and bicycle and pedestrian facilities. The Project Team also shared the draft prioritization methodology to be used to identify Priority Corridors and specific bicycle and pedestrian improvements.

Technical Committee Meeting 3: Priority Corridors and Bicycle and Pedestrian Improvements

The 3rd and last Technical Committee meeting was held on July 22, 2019 to present the findings of the prioritization process. The Project Team presented lists and maps of Priority Corridors, as well as specific bicycle and pedestrian improvements.

Detailed meeting notes from the Technical Committee Meetings have been included in **Appendix A**.

Stakeholder Engagement

Stakeholder engagement played a key role in the development of the BPMP. Identifying and engaging key stakeholders early in the planning process enabled the BPMP to address wide ranging needs of various user groups. The Project Team, in coordination with SCTPO staff, identified 14 key stakeholders to meet with at the beginning of the planning process. A series of meetings were conducted on June 15 and 18, 2018. The following is the list of key stakeholders that the Project Team met with (listed in the order of meetings):

- City of Titusville
- City of Palm Bay
- Brevard County Public Schools
- Patrick Air Force Base (PAFB)
- Office of Greenways & Trails (OGT)
- Environmentally Endangered Lands Program (EEL)
- Brevard Achievement Center
- Revolutions Cyclery Bike Shop
- Brevard County
- National Federation of the Blind - Melbourne Space Coast Chapter
- Port Canaveral
- University of Florida (UF/IFAS) Extension
- Space Coast Area Transit
- City of Melbourne

These initial interviews with each stakeholder were meant to identify high-level issues and opportunities, as well as receive input related to bicycle and pedestrian facilities in Brevard County. A list of specific and relevant questions were shared with each stakeholder prior to the meeting. Few stakeholders responded to these questions in advance, resulting in a more substantive discussion at the meeting itself. These stakeholders, ranging from local municipalities, transit agency, state and federal government organizations and agencies, non-profit organizations, and private businesses, represented wide range of interests and brought forth various issues and opportunities related to bicycle and pedestrian facilities in Brevard County.

Although the issues and opportunities discussed in these meetings were wide-ranging, following common themes emerged:

- There is a need for a safe, comfortable, connected, and consistent bicycle and pedestrian network throughout the County.
- The biggest challenges include funding, Right-Of-Way constraints, and maintenance.
- Focus areas should include major roadways connecting neighborhoods and destinations as well as immediate areas around everyday destinations and activity centers.
- The network needs to respond to wide range of users with diverse bicycle and pedestrian needs.
- The plan needs to leverage many ongoing efforts at local municipal level throughout the County.
- It is important to connect land use planning with bicycle and pedestrian planning to address future growth and changing demographics within the County.

Many stakeholders provided valuable data from their respective organizations. Municipalities shared information about ongoing projects, planning efforts, policies, and recently completed projects. The data received from various stakeholders helped the Project Team in the existing conditions analysis.

Detailed stakeholder meeting notes are provided in **Appendix A**.

User Surveys

Three different user surveys were conducted using the same set of questions to capture a variety of user groups who bike and walk in Brevard County. The following three surveys were conducted:

- Online Survey
- Space Coast Area Transit User Survey (Paper Based)
- Eastern Florida State College (EFSC) Survey (Paper Based)



Source: Space Coast Transportation Planning Organization

Online Survey

An online public survey was conducted to get input related to walking and bicycling habits and preferences. The survey asked separate questions about walking and bicycling related to trip purpose, trip lengths, frequent destinations, and preferences in facility types. Additional questions were also included in the survey to gauge the public's familiarity of the County's Showcase Trail System. The survey was designed and published using the online survey tool Survey Monkey and ran for three months from September 10, 2018 to December 10, 2018. Approximately 1,800 respondents took the online survey. The main takeaways from the survey results are as follows:

- About 85% of respondents ride bicycle for recreational purpose.
- Little over 72% of respondents prefer to ride their bicycle on a shared used path.
- Around 38% of respondents are willing to ride a bicycle more than 5 miles on a single trip.
- Little over 88% of respondents walk for recreational purpose.
- Around 30% of respondents are willing to walk between 1 to 2 miles on a single trip and around 30% of respondents are willing to walk more than 2 miles on a single trip.
- About 50% of respondents use trails for recreational purposes and remaining 50% respondents have never used a trail.

Figure 5 shows online survey responses to the question: Why do You Bike?, **Figure 6** shows online survey responses to the question: Why do You Walk?, and **Figure 7** shows online survey responses to the question: What Type of Bicycle Facility Do You Prefer?

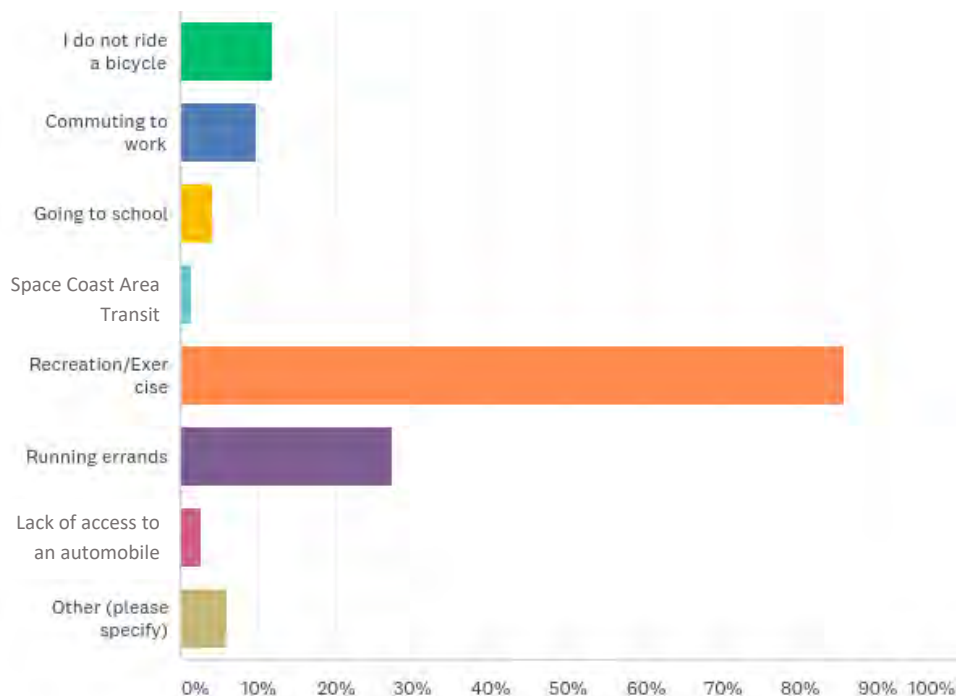


Figure 5: Online Survey Responses to: Why do You Bike?

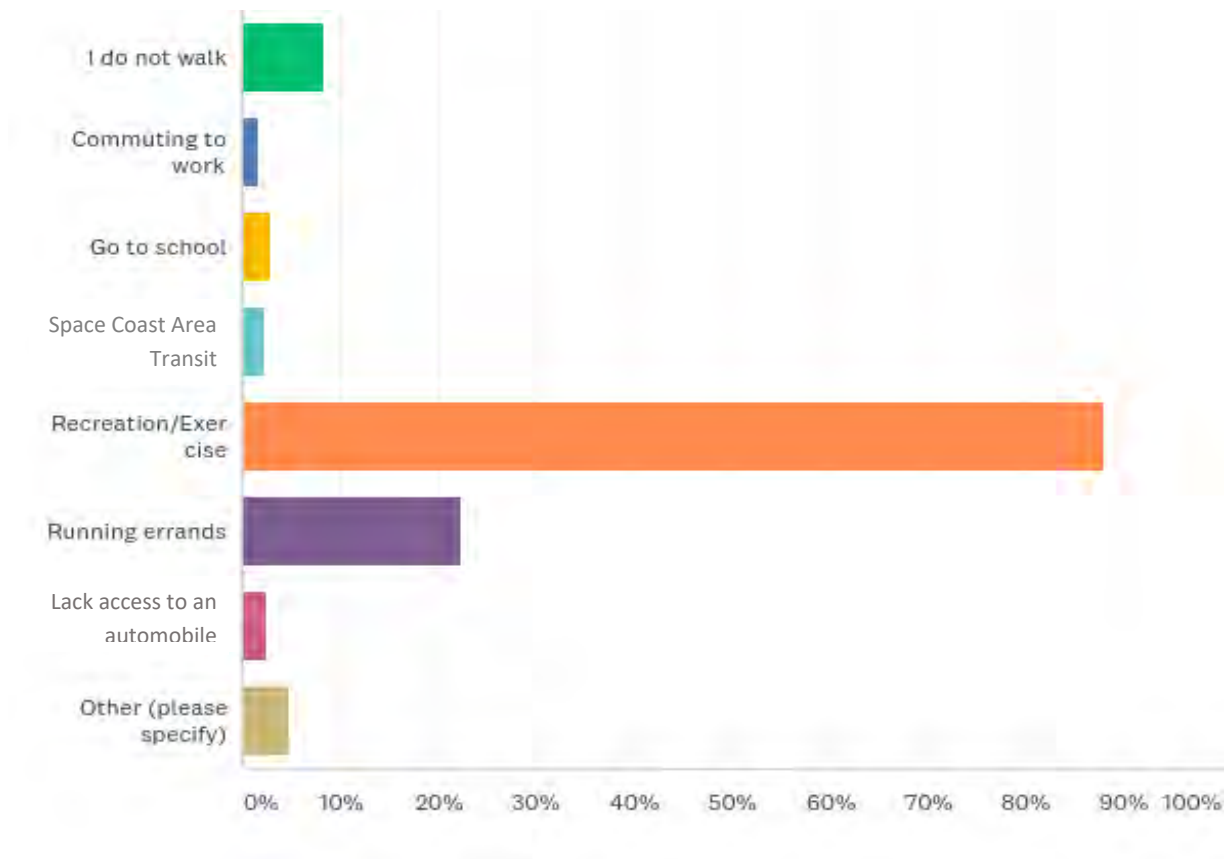


Figure 6: Online Survey Responses to: Why do You Walk?

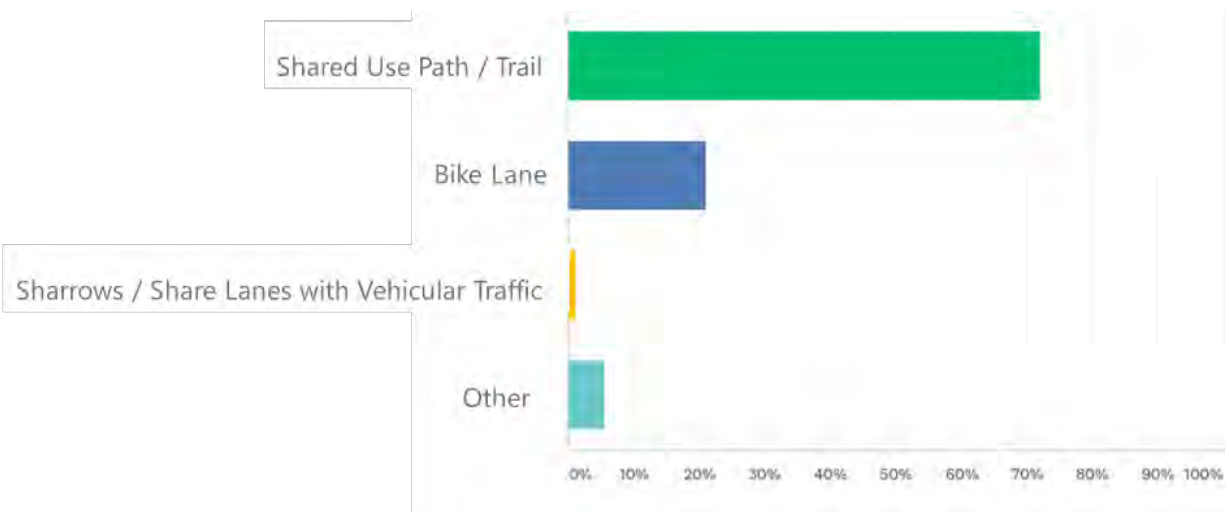


Figure 7: Online Survey Responses to: What Type of Bicycle Facility Do You Prefer?

Space Coast Area Transit User Survey

A paper version of the same online survey was distributed amongst Space Coast Area Transit users and garnered over 100 responses. The main takeaways from the transit users survey results are as follows:

- About 23% of respondents ride a bicycle because they lack access to an automobile.
- Around 38% of respondents are willing to ride a bicycle between 1 to 3 miles on a single trip.
- Little over 25% of respondents walk to ride Space Coast Area Transit.
- Around 30% of respondents are willing to walk less than a quarter mile on a single trip and around 22% of respondents are willing to walk between a half and 1 mile on a single trip.

Figure 8 shows transit users survey responses to the question: Why do You Bike? And **Figure 9** shows transit users survey responses to the question: Why do You Walk?

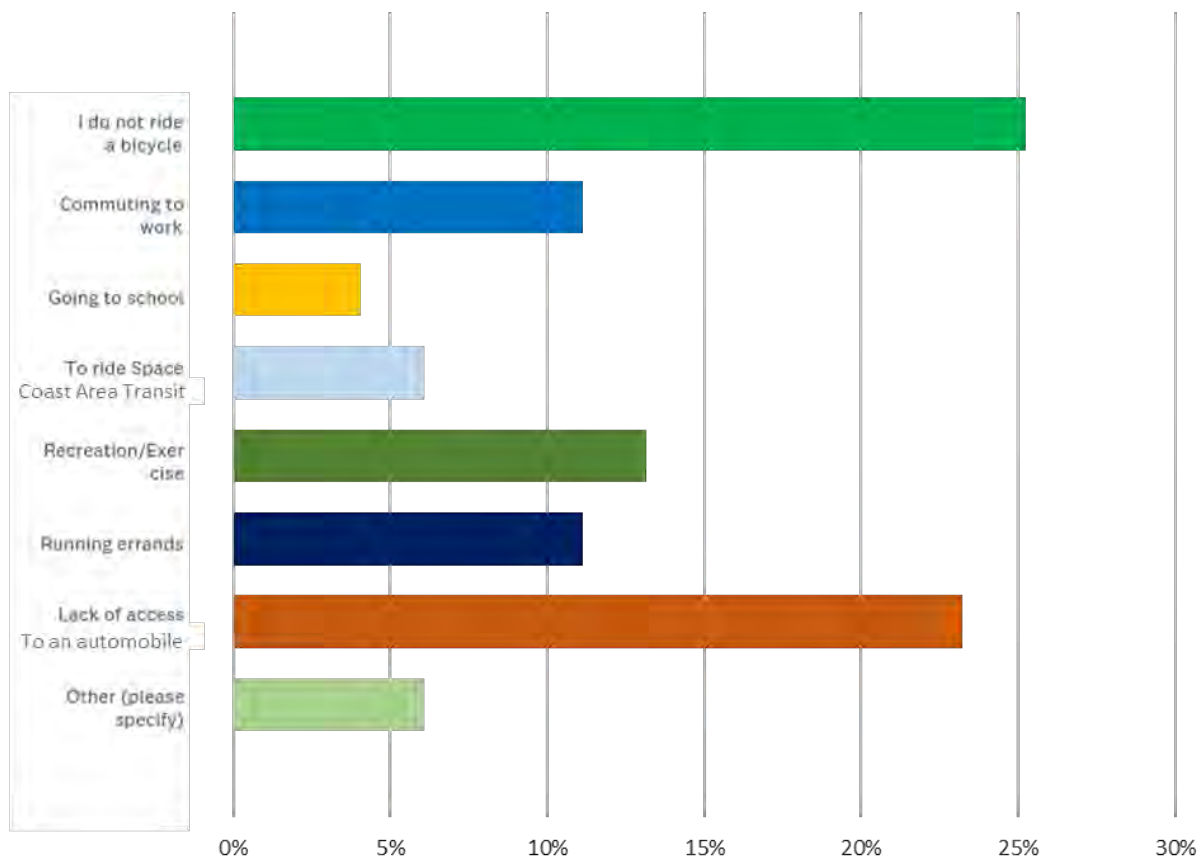


Figure 8: Transit Users Survey Responses to: Why do You Bike?

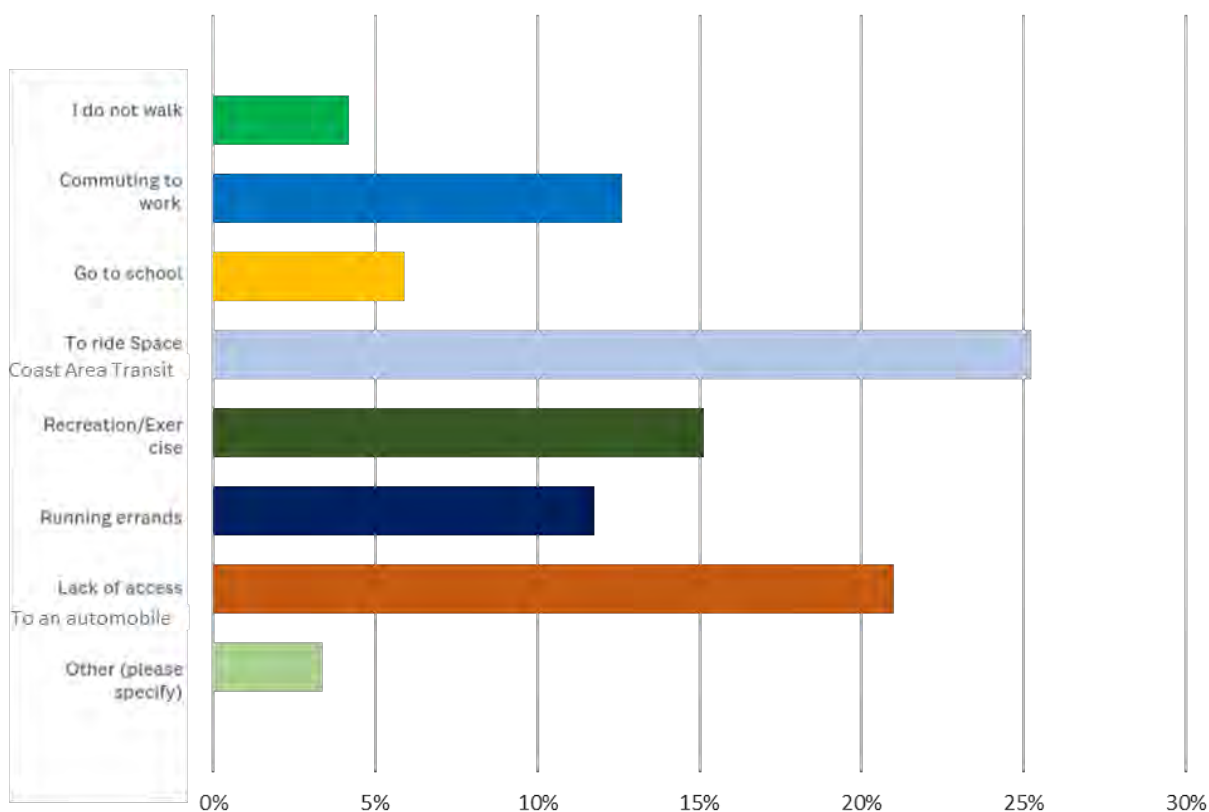


Figure 9: Transit Users Survey Responses to: Why do You Walk?

EFSC Survey

A paper version of the survey was distributed amongst students at the EFSC – Cocoa, Melbourne, and Titusville campuses. The survey garnered over 50 responses. The main takeaways from the transit users survey results are as follows:

- Over 80% of respondents drove in a car to commute to school.
- About 56% of respondents ride their bicycle and 67% walk for recreational purposes.

Major themes from the responses to the three surveys include:

- Online survey respondents and EFSC survey respondents bike and walk mainly for recreation or as exercise, and are willing to bike for longer distances than transit users.
- All respondents prefer physically separated facilities such as shared use paths or trails
- All respondents mentioned that lack of safe facilities and physical limitations prohibit more biking and walking.
- Transit users primarily bike due to lack of access to an automobile and mainly walk to ride Space Coast Area Transit.

Detailed survey results and summaries are provided in **Appendix A**.

Public Meetings

Six public meetings were held over a period of two months in Winter 2019 throughout various locations in Brevard County. **Table 1** lists the date, location, and geographical area for each of the six public meetings. The main goals for the public meetings were as follows:

- Integrate the public in the planning process;
- Create an opportunity for the public to review future bicycle and pedestrian improvements in the areas they live, work, and play; and
- Provide a forum for comments and discussion about the Plan and about specific improvements.

Table 1: Public Meeting Information

Date	Location	Area	Attendees
January 23, 2019	Cape Canaveral Public Library	North Beaches	39
February 5, 2019	Wickham Park Community Center	Melbourne	56
February 7, 2019	Cocoa Civic Center	Cocoa/Rockledge	51
February 27, 2019	Melbourne Beach Community Center	South Beaches	25
February 28, 2019	Enchanted Forest Sanctuary	Titusville/North Brevard	16
March 13, 2019	Ted Whitlock Community Center	Palm Bay/South Brevard	15
Total			202

Each public meeting followed the same format to educate, inform, and gather input. As part of the public outreach efforts for the BPMP, social media was used to inform residents about the public meetings taking place. Information was shared via Facebook, Twitter, Nextdoor, and the email platform Constant Contact. A detailed report documenting social media outreach conducted as part of the BPMP is presented in **Appendix A**.

The meetings were held in an open house format by which attendees could learn more about the plan by visiting various stations. Multiple opportunities to gather public feedback were provided at each of the meetings. Seven stations were created, each having an interactive exercise to get input from and educate attendees about the BPMP. The following seven stations were setup at all the public meetings:

- Welcome (**Figure 10**)
- Improvements (**Figure 11**)
- Existing Conditions (**Figure 12**)
- Project Implementation – Life of a Project (**Figure 13**)
- Education (**Figure 14**)
- Goal Prioritization (**Figure 15**)
- Feedback (**Figure 16**)



Figure 10: Welcome Station



Figure 11: Improvement Maps Station



Figure 12: Existing Conditions Maps Station

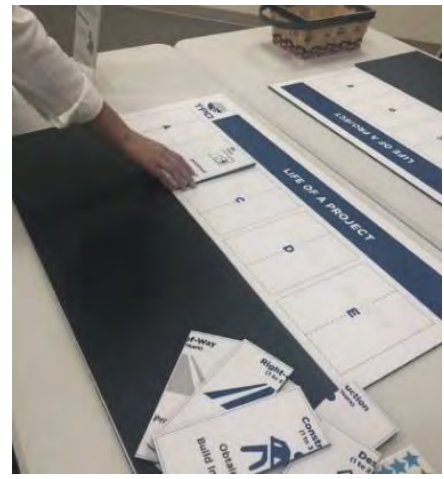


Figure 13: Life of a Project Station



Figure 14: Education Station



Figure 15: Goal Prioritization Station



Figure 16: Feedback Station

Over 300 public comments were received throughout the six public meetings. The Project Team logged and analyzed each of the comments and provided responses. The comments were categorized into the following themes:

- Pedestrian Facility Design
- Bicycle Facility Design
- Trails
- Maintenance
- New Proposed Improvement
- Safety
- Accessibility
- Connectivity
- Transit
- Enforcement

The public meeting comments captured a wide-variety of ideas. Several comments from the public meetings overlapped. Major topics emerging from the public comments included the following:

- There are many destinations, including natural areas, that people enjoy, and these places should be more accessible for bicyclists and pedestrians.
- Many existing facilities abruptly end at awkward and unsafe locations, forcing pedestrians and bicyclists to enter the road and be in dangerous situations with on-coming motor vehicle traffic.
- To keep pedestrians and bicyclists safe, there needs to be better crossing opportunities on busy roads and roadway enhancements such as lighting
- Connecting communities to trails.
- Connections between the mainland and barrier islands/beaches are important to the community.
- Work with law enforcement and maintenance agencies to keep existing and future bicycle and pedestrian facilities clear of trash or motor vehicle parking and blocking.

The Project Team collected and analyzed all the comments to refine the list of Priority Corridors and specific bicycle and pedestrian improvements. After the public meetings, the SCTPO highlighted the public feedback specifically geared towards safety at the Brevard Community Traffic Safety Team (CTST) meeting on May 22, 2019.

Figure 17 shows images from various public meetings. **Figure 18** maps locations and number of attendees for all six public meetings. Detailed comments from all the public meetings with their associated comments categories, goals, and responses can be reviewed in the master public meetings comment table in **Appendix A**.

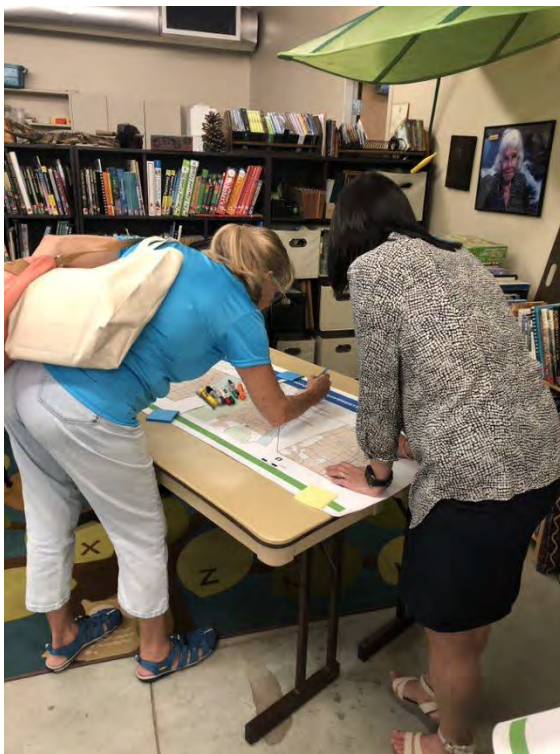
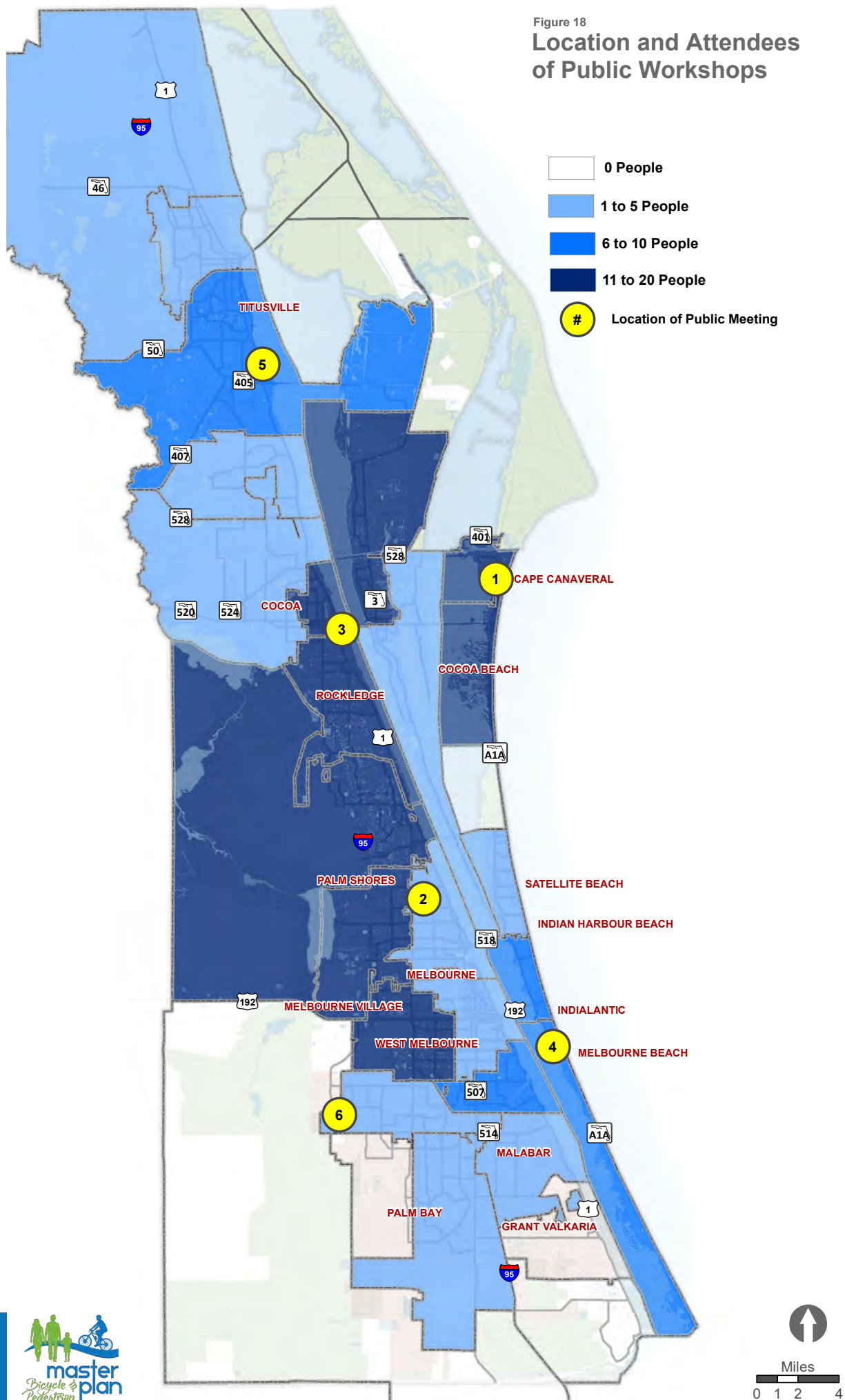


Figure 17: Images from Public Meetings

Figure 18

Location and Attendees of Public Workshops





Source: Kittelson & Associates, Inc.



Source: Space Coast Transportation Planning Organization

3. Themes, Goals, Objectives, and Performance Measures

The BPMP is intended to update the SCTPO's 2013 Mobility Plan. Before developing new goals for the BPMP, it was important to review the goals and objectives of the 2013 Mobility Plan and evaluate progress towards achieving those goals since the 2013 Mobility Plan's adoption. The themes, goals, objectives, and performance measures for this BPMP are discussed after the review of the 2013 Mobility Plan's goals and objectives.

Review of 2013 Mobility Plan Goals and Objectives

Goals and objectives in the 2013 Mobility Plan were organized around the "5 E's" – Engineering, Enforcement, Encouragement, Education, and Equity. **Table 2** displays the goals and objectives identified as part of the 2013 Mobility Plan and tracks progress that has been made since the Plan's adoption.



Source: Kittelson & Associates, Inc.



Table 2: 2013 Bicycle & Pedestrian Mobility Plan Goals and Objectives

Themes	Goals	Objectives	Performance Measures	Notes on Progress through June 2019														
Engineering	Establish a well-connected and safe bicycle and pedestrian network that enables multimodal transportation options for on and off-road travel and supports health and well-being.	Build a series of bikeways, sidewalks, and shared-use paths between residential areas, job centers, schools, and other destinations.	Track the number of new or redeveloped facilities that connect residential areas with job centers and other destinations.	74 miles of new sidewalks installed since 2013.														
		Implement the Showcase Trails and connect to a regional network of facilities that provides countywide, access to parks, recreation areas, and scenic landscapes.	Track completion of Showcase Trails, the East Coast Greenway, and connected bikeways and shared use paths.	East Central Florida Regional Rail Trail (17 miles). Zoo Trail Phase 1 and 2 (3.1 miles).														
		Provide safe pedestrian and bicyclist access from the mainland to the island areas and beaches by improving facilities on bridges and completing gaps along the US 1 corridor.	Completed non-motorized project phases to address these gaps and improve connectivity to the beach communities.	New bicycle and pedestrian facilities along US 1 in Cocoa.														
		Implement municipal Complete Streets policies that promote safe walking and bicycling and reduces vehicle miles travelled.	Track the number of new or redeveloped roadways constructed in accord with Complete Streets policies.	Completed: Peachtree Street, Florida Avenue in Cocoa; N. Atlantic Avenue in Cape Canaveral; Minuteman Causeway in Cocoa Beach. Under Design: Hickory Street, Front Street, Pineapple Avenue in Melbourne; Fiske Boulevard in Cocoa. Under Construction: Hickory Street, Melbourne.														
Enforcement	Enforce safe and legal use of all multimodal bicycle, pedestrian, and automobile facilities.	Establish liaisons with the sheriff and local law enforcement for Bicycle and Pedestrian Advisory Committee (BPTAC) meetings, programs, and projects.	Presence of local law enforcement during planning and implementation or programs and projects.	Accomplished through a law enforcement engagement tour held in Summer 2017.														
		Work with local law enforcement to initiate crash reduction strategies, with a focus on enforcing yield to pedestrian laws at crosswalks.	Reduction in the number of bicycle and pedestrian related crashes.	Total bicycle and pedestrian crashes in Brevard County on all roadways have increased.  <table><tr><th>Year</th><th>Crashes</th></tr><tr><td>2013</td><td>455</td></tr><tr><td>2014</td><td>493</td></tr><tr><td>2015</td><td>495</td></tr><tr><td>2016</td><td>501</td></tr><tr><td>2017</td><td>503</td></tr><tr><td>2018</td><td>517</td></tr></table> (Note: Number of crashes represent a combined total of pedestrian and bicycle crashes on all roadways – functionally classified and local streets, within Brevard County)	Year	Crashes	2013	455	2014	493	2015	495	2016	501	2017	503	2018	517
		Year	Crashes															
2013	455																	
2014	493																	
2015	495																	
2016	501																	
2017	503																	
2018	517																	
Pursue grants or other funding sources for law enforcement to conduct pedestrian safety operations, training, and media outreach in coordination with the SCTPO.	Successful completion of law enforcement led safety programs.	Law enforcement has been notified of the availability of High Visibility Enforcement (HVE) money. Local agencies have hosted a class to apply for HVE dollars. Some local law enforcement have applied for HVE funding and completed bicycle/pedestrian related traffic enforcement details.																

Table 2: 2013 Bicycle & Pedestrian Mobility Plan Goals and Objective (Continued)

Themes	Goals	Objectives	Performance Measures	Notes on Progress through June 2019
Encouragement	Encourage all people of all ages and abilities to walk or ride to everyday destinations and to improve their social and physical well-being.	Promote the existing and planned bicycle and pedestrian network through the use of public maps, wayfinding, brochures and on-line resources.	Implementation of wayfinding signs, maps, and other public media.	The City of Malabar installed kiosks for Al Tuttle Trail. Brevard County has been working on USNG and Mile Markers for the Rail Trail. The City of Titusville has installed wayfinding signage. SCTPO plans to fund a Coast to Coast/SJR2C Loop Wayfinding plan in the coming years. SCTPO has been working with the Office of Tourism on a mobile trail application.
		Conduct outreach efforts led by leadership organizations that communicate bicycle and pedestrian opportunities, benefits, and policies to a diverse audience of county residents and businesses.	Partner with the League of American Bicyclists, the Florida Bicycle Association, or Cycling Savvy to conduct classes.	The Florida Bicycle Association conducted a Ride Marshall training in December 2017. ReThink presented Cycle Savvy Lite to City of Titusville Staff. Bike Florida held their annual event in North Brevard Spring 2018.
		Establish incentive programs for local businesses and organizations to support biking and walking through health and well-being programs and local facility improvements.	Number of local actors who initiate health programs as a result of incentive programs.	N/A
		Partner with local health and medical industries to promote walking and bicycling as a treatment or preventative measure for health risks such as obesity and diabetes.	Report countywide obesity and diabetes rates.	Florida Department of Health, Bureau of Community Health Assessment, Division of Public Health Statistics and Performance Management tracks obesity and diabetes rates. As of 2016, 15.5% of adults in Brevard County have been told they have diabetes and 36% of adults are overweight.
Education	Increase the awareness of Brevard County's bicycle and pedestrian network, safe walking and riding practices and the benefits to public health.	Communicate the goals and opportunities of an integrated countywide bicycle and pedestrian network through a series of presentations to local governments.	Conduct a series of presentations by the SCTPO for local governments.	In 2015, ten informational presentations were given to various municipalities in an effort to educate and inform the public on the SCTPO and its activities, including the goal of an integrated bicycle and pedestrian network.
		Initiate educational programs that focus on non-native English speaking neighborhoods, schools in low-income communities, and elderly citizens.	Improve the awareness of the bicycle and pedestrian network in transportation-disadvantaged areas.	SCTPO presents bicycle/pedestrian safety to children who are "English as a second Language" students through the Headstart program. There are 14 Headstart schools with almost 800 students per year. SCTPO annually present to each school. School based and community based programs are conducted in low income areas and Title 1 schools. (Title 1 schools have large concentrations of low income students). In 2017 SCTPO began an annual Senior Stroll. Senior Stroll is made possible through community partners such as Legacy Club and FDOT. In 2017 the stroll was held in Downtown Eau Gallie and in 2018 it was held at the Brevard Zoo Linear Trail. Each year attracts around 50 senior citizens.

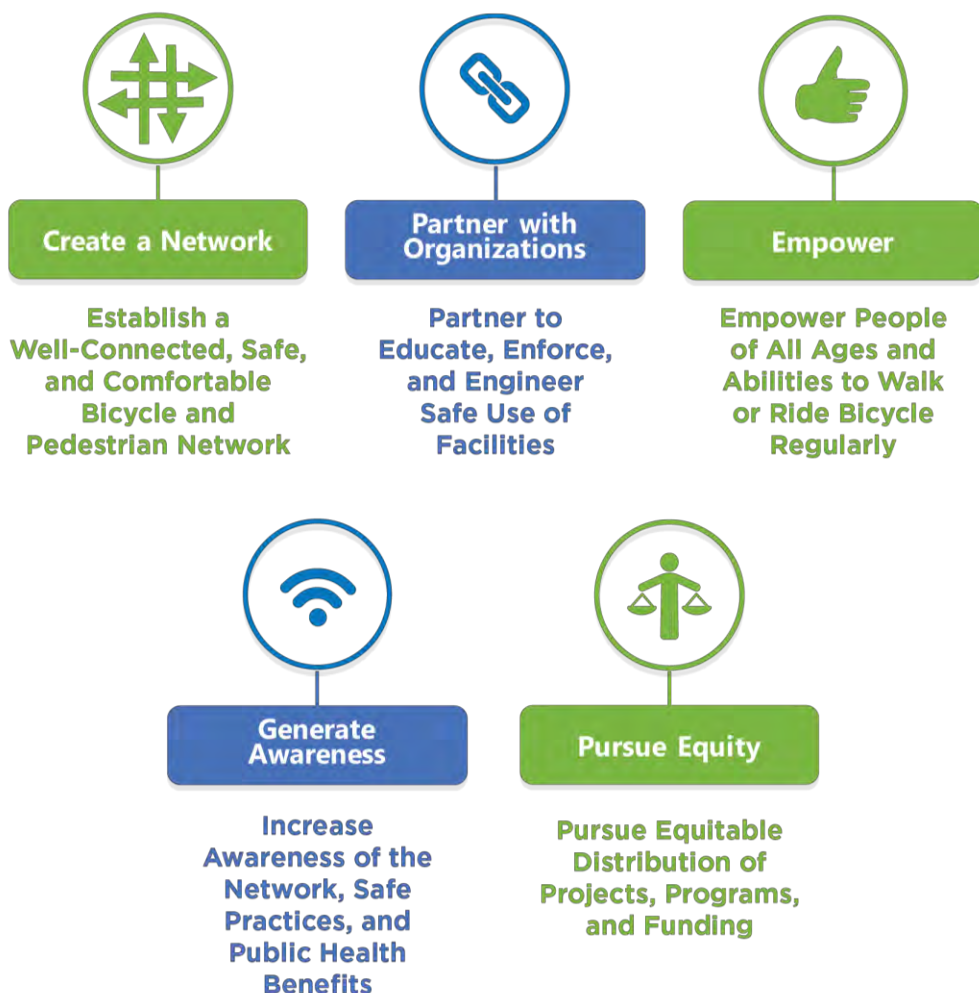
Table 2: 2013 Bicycle & Pedestrian Mobility Plan Goals and Objective (Continued)

Themes	Goals	Objectives	Performance Measures	Notes on Progress through June 2019																												
Education	Increase the awareness of Brevard County's bicycle and pedestrian network, safe walking and riding practices and the benefits to public health.	Partner with Brevard School Board (including private educators) to provide pedestrian and bicyclist safety classes as part of the Safe Routes to Schools, Foot not Fuel, and "walk to school days" programs.	Present safety classes at schools throughout the county.	<p>This is being done on a continual basis. High percentage of schools participate in Walk to School Day. Bike to School Day is also promoted. ‘Foot Not Fuel’ has been replaced with a ‘Kids Zone’ section on the SCTPO webpage. ‘Kids Zone’ contain lesson plans and other education resources available.</p> <p>Number of schools that participated in the Walk to School and Bike to School Day events is show in the chart below:</p> <div><table><caption>Walk to School</caption><thead><tr><th>Year</th><th>2013</th><th>2014</th><th>2015</th><th>2016</th><th>2017</th><th>2018</th></tr></thead><tbody><tr><td>Participation</td><td>41</td><td>39</td><td>45</td><td>45</td><td>39</td><td>43</td></tr></tbody></table> <table><caption>Bike to School</caption><thead><tr><th>Year</th><th>2013</th><th>2014</th><th>2015</th><th>2016</th><th>2017</th><th>2018</th></tr></thead><tbody><tr><td>Participation</td><td>20</td><td>34</td><td>30</td><td>18</td><td>27</td><td>24</td></tr></tbody></table></div>	Year	2013	2014	2015	2016	2017	2018	Participation	41	39	45	45	39	43	Year	2013	2014	2015	2016	2017	2018	Participation	20	34	30	18	27	24
		Year	2013	2014	2015	2016	2017	2018																								
Participation	41	39	45	45	39	43																										
Year	2013	2014	2015	2016	2017	2018																										
Participation	20	34	30	18	27	24																										
Construct an online forum where the public can organize and share local safety information such as riding etiquette and safety tips, 'rules of the road', street hazards, and group rides.	Development of the on-line forum and its usage activity.	The SCTPO utilizes its social media channels, newsletters, and press releases to distribute bicycle/pedestrian safety awareness information and campaigns.																														
Equity	Improve accessibility to the bicycle and pedestrian network through a socially and economically equitable distribution of projects, programs, and funding throughout the county.	Improve bicycle and pedestrian access to existing Space Coast Area Transit (SCAT) and planned Florida East Coast (FEC) Railway by focusing network treatments within one-quarter mile of public transit facilities.	Increased transit ridership by pedestrians and bicyclists.	<p>Transit Ridership has dropped from 2.28 million riders in 2013 to 2.12 million riders in 2018 by Year. Table below shows annual ridership in millions from 2013 to 2018.</p> <div><table><thead><tr><th>Year</th><th>2013</th><th>2014</th><th>2015</th><th>2016</th><th>2017</th><th>2018</th></tr></thead><tbody><tr><td>Ridership</td><td>2.28</td><td>2.33</td><td>2.38</td><td>2.26</td><td>2.13</td><td>2.12</td></tr></tbody></table></div>	Year	2013	2014	2015	2016	2017	2018	Ridership	2.28	2.33	2.38	2.26	2.13	2.12														
		Year	2013	2014	2015	2016	2017	2018																								
Ridership	2.28	2.33	2.38	2.26	2.13	2.12																										
Ensure environmental justice by examining design and construction funding for the bicycle and pedestrian network to ensure compliance with Title VI of the Civil Rights Act of 1964.	Equitable distribution of public mobility improvement funds. Number of successful grant applications or funding requests for non-auto improvements serving disadvantaged areas	Approximately 11 projects have either been funded or funds requested. 4 of those 11 projects have been completed. 2 are in design.																														

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Bicycle & Pedestrian Master Plan Themes, Goals, Objectives, and Performance Measures

New revised goals, objectives, and performance measures were developed after reviewing and tracking the 2013 Mobility Plan's goals, objectives. Five broad themes and related goals were developed early in the planning process to support the overall BPMP vision and guide the planning process including data collection, analysis, and the prioritization process. The five overarching themes and related goals are as follows:



Specific objectives were developed for each the goals. Apart from identifying Goals and Objectives, every plan needs indicators to help assess effectiveness and determine whether outcomes are being achieved over time. Performance Measures with quantifiable targets were developed for each Objective to serve as indicators of how well each of the Objectives are being met. The Performance Measures identified are intended to help the TPO provide a periodic assessment of its accomplishments on bicycle and pedestrian mobility. The draft Themes, Goals, Objectives, and Performance Measures were presented to the Technical Committee established for the Master Plan and were refined based on the committee's review and feedback.

The Themes, Goals, Objectives, and Performance Measures are as follows:



Create a Network: Establish a well-connected safe and comfortable bicycle and pedestrian network that enables multimodal transportation options for on and off-road travel, while supporting health and well-being.

- **Objective 1** - Build a network of safe and comfortable bikeways, sidewalks, and shared-use paths connecting residential areas to activity centers, schools, and other major destinations.
 - **Performance Measure 1.1** - Plan, design, or construct 4 miles of additional bicycle and pedestrian facilities that will connect activity centers, schools, other major destinations to residential areas by a safe and comfortable network by year 2024.
- **Objective 2** - Implement Showcase Trails and connect to a regional network of facilities that provides countywide access to parks, Environmentally Endangered Lands (EEL) Sanctuaries, recreation areas, and scenic landscapes.
 - **Performance Measure 2.1** - Plan, Design, or Construct 5% or more of additional Showcase Trails, connected bikeways and shared-use paths by year 2024.
- **Objective 3** - Continue to support local initiatives that promote safe walking and bicycling.
 - **Performance Measure 3.1** - Conduct 1 or more events/workshops annually to coordinate and explore opportunities for SCTPO to support local municipalities' plans, initiatives, and projects that promote safe walking and bicycling.
- **Objective 4** – Establish East Coast Greenway alignment.
 - **Performance Measure 4.1** - Finalize East Coast Greenway alignment with consensus from cities, County, SCTPO, and State agencies via resolution by year 2021.
- **Objective 5** - Continue development of the regional trail system through collaboration, partnerships, and funding.
 - **Performance Measure 5.1** - Host or participate in 4 regional trail meetings annually.
 - **Performance Measure 5.2** - Encourage 1 or more regional trail projects to receive/apply for funding annually.



Partner with Organizations: Partner with organizations to educate, enforce, plan, and engineer safe and legal use of multimodal bicycle and pedestrian facilities.

- **Objective 1** - Continue to strengthen relationships with various Public Safety Agencies by jointly pursuing grants or other funding sources to conduct pedestrian safety operations, training, and media outreach, as well as by encouraging Public Safety Agencies to participate in SCTPO meetings, programs, and projects.

- **Performance Measure 1.1** - Complete 3 or more safety programs annually, led by Public Safety Agencies.
- **Performance Measure 1.2** - Encourage Public Safety Agencies to participate in Bicycle/Pedestrian/Trails Advisory Committee (BPTAC) meetings, programs, and projects.
- **Objective 2** - Emphasize engineering, enforcement, and education strategies to reduce bicycle and pedestrian crashes.
 - **Performance Measure 2.1** - Observe a decreasing trend of bicycle and pedestrian crashes annually with the long term goal of achieving Vision Zero.
 - **Performance Measure 2.2** - Establish a program targeting high crash bicycle and pedestrian corridors by 2022.
- **Objective 3** - Continue to partner with Brevard School Board (including private educators) to provide pedestrian and bicyclist safety classes as part of the 'Safe Routes to Schools', 'bike to school days', and 'walk to school days' programs.
 - **Performance Measure 3** - Present 20 or more safety classes or events annually focusing on walking and bicycling at schools.



Empower: Empower people of all ages and abilities to walk or ride to everyday destinations and to improve their social and physical well-being.

- **Objective 1** - Empower cities to incentivizes local businesses and organizations to support biking and walking through various programs and local facility improvements such as the Office of Greenways and Trails (OGT) Trail-Town program or Trail-Community program.
 - **Performance Measure 1** - Conduct 1 or more events/activities annually to encourage cities to apply for state level programs or design their own programs that support local bicycle and pedestrian communities.
- **Objective 2** - Continue to partner with local health and medical industries to promote walking and bicycling as a treatment or preventative measure for health risks such as obesity and diabetes.
 - **Performance Measure 2** - Partner with 2 or more local health organizations and medical industries annually to promote walking and bicycle as a health treatment or preventive measure.
- **Objective 3** - Perform school safety studies. Establish a program that will identify funding for project implementation.
 - **Performance Measure 3.1** - Conduct 8 or more school safety studies and create a priority list for School Safety Studies by year 2023.
 - **Performance Measure 3.2** - Encourage municipalities to submit 5 or more 'Safe Routes to School' projects by year 2024 for construction.



Generate Awareness: Increase the awareness of Brevard County's bicycle and pedestrian network, safe walking and riding practices and the benefits to public health.

- **Objective 1** - Promote the existing and planned bicycle and pedestrian network through the use of public maps, wayfinding, brochures and on-line resources.
 - **Performance Measure 1.1** - Develop a county-wide bicycle network map by year 2019 and promote them through brochures and on-line resources.
 - **Performance Measure 1.2** - Begin development of a wayfinding plan for the Showcase Trail Network.
- **Objective 2** - Continue to communicate the goals and opportunities of an integrated countywide bicycle and pedestrian network through a series of presentations to local governments.
 - **Performance Measure 2** - Conduct a series of presentations by the SCTPO for all local governments by year 2021.
- **Objective 3** - Continue to promote the Bicycle and Pedestrian Master Plan through various communication channels.
 - **Performance Measure 3** - Perform/conduct bi-annual bicycle and pedestrian symposiums.



Pursue Equity: Improve accessibility to the bicycle and pedestrian network through a socially and economically equitable distribution of projects, programs, and funding throughout the county.

- **Objective 1** - Continue to partner/organize educational programs in marginalized or disadvantaged communities.
 - **Performance Measure 1** - Conduct 5 or more educational programs annually in marginalized or disadvantaged communities.
- **Objective 2** - Improve bicycle and pedestrian access to existing Space Coast Area Transit by focusing network treatments within one-quarter mile of public transit facilities.
 - **Performance Measure 2** - Coordinate for 10 or more transit stops that currently do not have pedestrian facilities to implement ADA compliant pedestrian facilities by year 2024.
- **Objective 3** - Prioritize environmental justice by examining design and construction funding for bicycle and pedestrian projects to ensure compliance with Title VI of the Civil Rights Act of 1964.
 - **Performance Measure 3** - Refine SCTPO's project prioritization methodology for TA funds to include consideration of transportation disadvantaged communities by year 2020.



Source: Titusville Launch From Here



Source: Space Coast Transportation Planning Organization

4. Existing Conditions Analysis

A full inventory of existing county-wide conditions sets the stage for identifying Priority Corridors and specific gaps in the functionally classified roadway network. This process included mapping and analyzing both physical and socioeconomic conditions applicable to the improvement of the bicycle and pedestrian network. Datasets that helped measure and track goals, objectives, and performance measures, as well as those that can be directly inputted into the prioritization process, were collected and analyzed. Components inventoried in the county-wide context included:

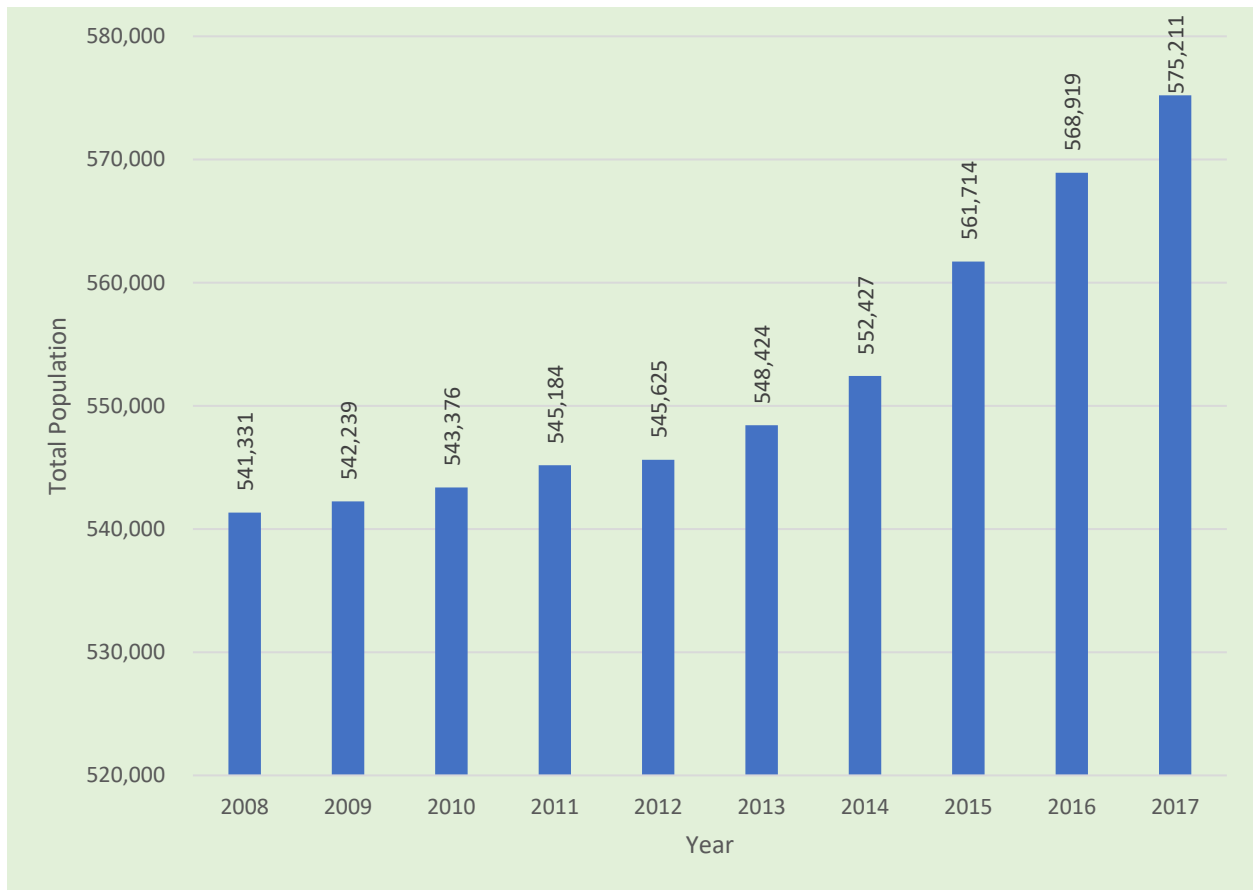
- Demographic data including population and employment density, residents under age 18 years and over 65 years, zero car households, and households in poverty;
- Existing and future land use;
- Activity centers and major destinations based on analysis of Comprehensive Plans, CRA plans, and other recent plans and studies;
- Space Coast Area Transit network and ridership;
- Bicycle and pedestrian crashes from 2013 to 2017;
- Existing bicycle and pedestrian facilities; and
- Regional trail networks.

Demographic Analysis

Population

Along with the rest of Florida, Brevard County has experienced significant population growth in last few years. **Figure 19** shows that the County population increased from 541,331 in 2008 to 575,211 in 2017 as per the 2017 SCTPO SOS Report. The Bureau of Economic and Business Research (BEBR) at the University of Florida projects that Brevard County's population will increase by 20 percent by 2045, reaching an estimate of 711,100. More than 50 percent of this population growth is expected to occur in the southern part of the County.

Figure 20 shows 2016 population density of Brevard County. The darker areas represent higher concentrations of people per acre. Areas in Titusville, Cocoa, Melbourne, Palm Bay, and Rockledge, as well as unincorporated areas of Port St. John and cities along the Atlantic coast have higher population density. Generally, areas with higher population density generate higher number of bicycle and pedestrian trips. Hence it is important to prioritize bicycle and pedestrian facilities along corridors that connect densely populated areas.



Source: 2017 SCTPO State of the System Report

Figure 19: Brevard County Population Growth (2008-2017)



Source: Space Coast Transportation Planning Organization

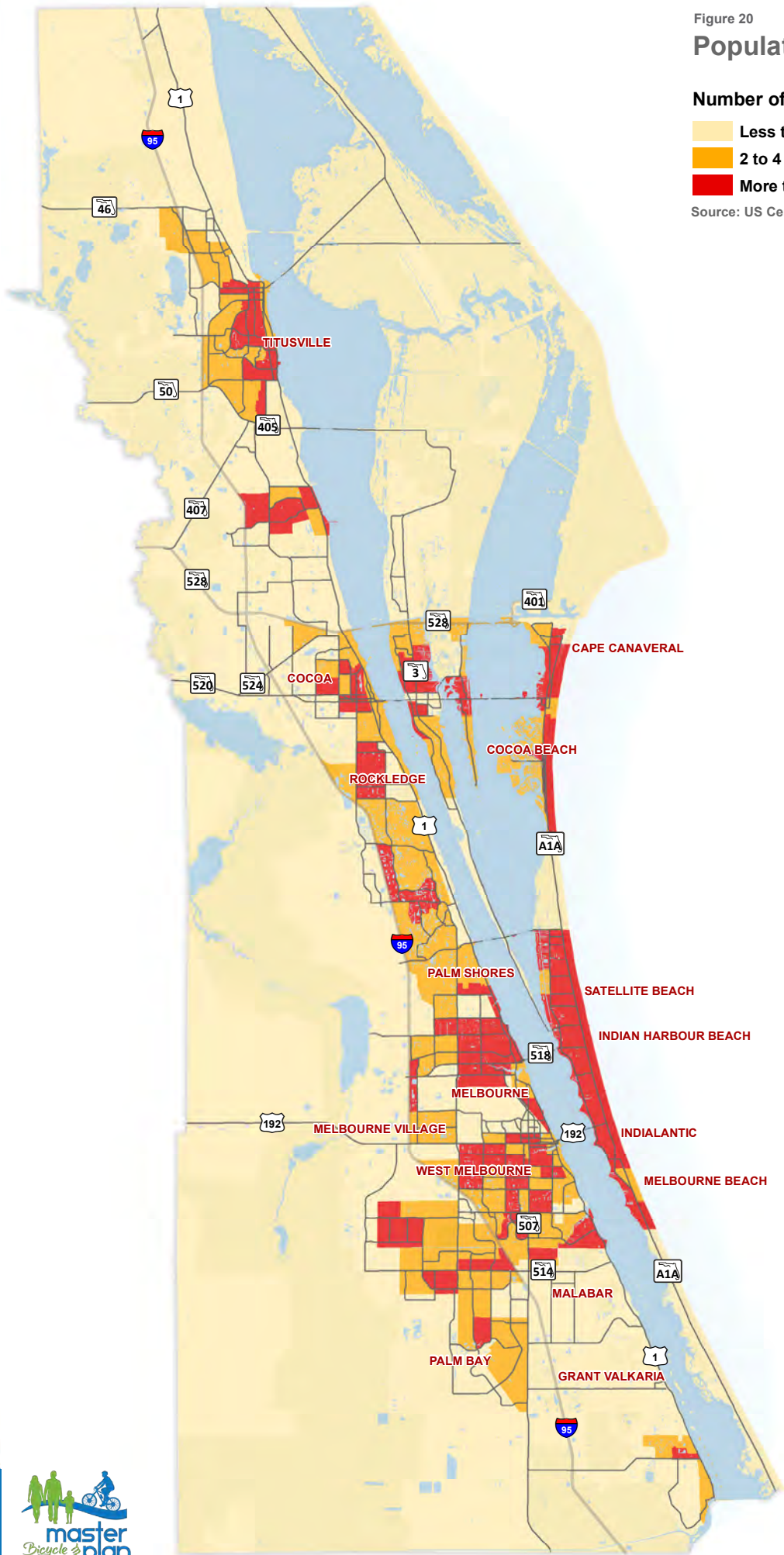
Figure 20

Population Density

Number of Residents per Acre

- Less than 2
- 2 to 4
- More than 4

Source: US Census ACS 2016



Youth and Senior Population

Young people under the age of 18 and seniors above 65 years typically depend on non-motorized transportation more than people of other ages. Therefore, it is important to understand spatial patterns across the County to identify areas with a higher percentage of youth or senior population.

Over 40 percent of Brevard County's population is youth and seniors. Residents aged 65 and above comprise 22.5 percent of the County's population, compared to the state-wide percentage of 19.1 percent. County residents aged 18 and under comprise 18.8 percent of the population, compared to the state-wide percentage of 20.4 percent. **Table 3** compares percentage of youth and senior population in Brevard County with state-wide youth and senior population.

Table 3: Comparison of Younger and Older Population between Brevard County and Florida

Age Groups	Brevard County	Florida
Residents Aged 18 and Under	18.8%	20.4%
Residents Aged 65 and Over	22.5%	19.1%

Source: US Census 2017 ACS 5-year Estimates

Areas in Palm Bay, southern Cocoa, Rockledge, and Titusville have higher concentration of residents aged 18 or under. Residents aged 65 and above are concentrated in Micco, Cape Canaveral, Cocoa Beach, Melbourne, Melbourne Beach, south and southwest of Titusville, and the southern part of the County. **Figure 21** and **Figure 22** maps residents 18 and under, and 65 and over respectively.



Source: Space Coast Transportation Planning Organization

Figure 21

Residents 18 and Under

Percent of Residents 18 and Under



Source: US Census ACS 2016

Note: Census Block Group that encompasses Kennedy Space Center also includes neighborhoods south of Crisafulli Rd.

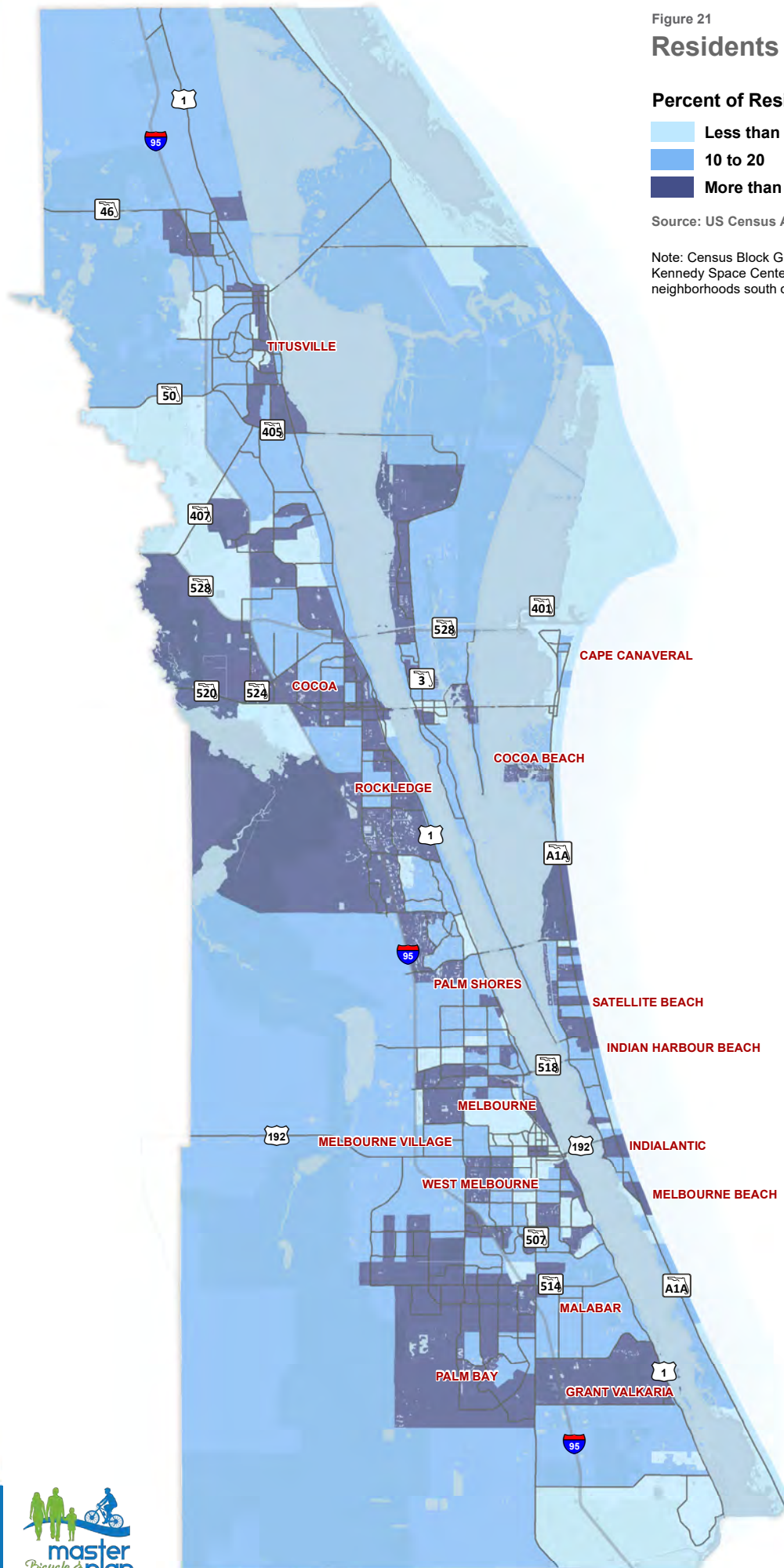


Figure 22

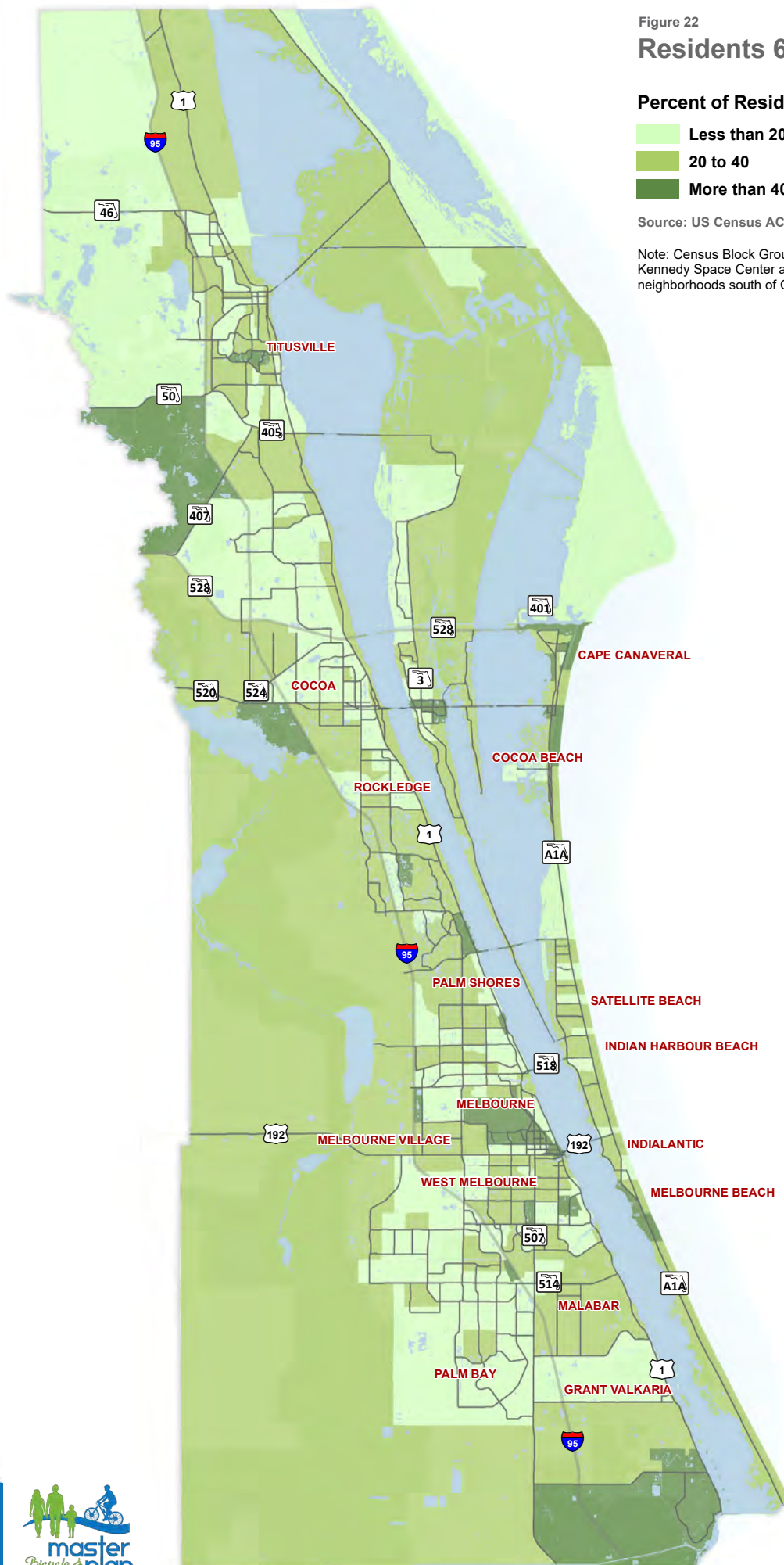
Residents 65 and Above

Percent of Residents 65 and Above



Source: US Census ACS 2016

Note: Census Block Group that encompasses Kennedy Space Center also includes neighborhoods south of Crisafulli Rd.



Poverty and Zero Car Households

Households in poverty and households with no access to a car may depend on walking and bicycling as their primary mode of transportation. Hence it is important to map and analyze areas with high rates of poverty and households with no cars.

As per US Census – ACS 2017 5-Year Estimates, the median annual income for Brevard County in 2017 dollars was \$49,914, compared to \$48,900 for the entire state of Florida. Although the County median income is slightly higher than the state-wide median, and poverty rate is lower than the state-wide percentage, poverty rates of up to 78 percent are concentrated in certain areas of Cocoa, Titusville, and Melbourne, as shown in **Figure 23**.

Though access to a car is generally widespread throughout the County, the areas with least access to a car are also the areas with the highest poverty rates – Downtown Titusville, central and eastern areas in Cocoa, and central areas in Melbourne, as shown in **Figure 24**. In these places, residents unable to afford a car are at a disadvantage in terms of the transportation options available to them. Over 60 percent of residents in transportation-disadvantaged areas are residents belonging to minority communities. These residents tend to be more dependent on transit, carpooling, vanpooling, walking, and biking.

Table 4 compares Brevard county's median household income with Florida state-wide median household income. **Table 4** also compares percentage of households in poverty and percentage of households with no car within Brevard County with state-wide statistics.

Table 4: Comparison of Median Household Income, Poverty, and Zero Car Households between Brevard County and Florida

	Brevard County	Florida
Median Income	\$49,914	\$48,900
Percentage of Households in Poverty	9.4%	11.1%
Percentage of Households with No Car	5.6%	6.7%

Source: US Census 2017 ACS 5-year Estimates

Figure 23

Households in Poverty

Percent of Households in Poverty

- Less than 15
- 15 to 30
- More than 30

Source: US Census ACS 2016

Note: Census Block Group that encompasses Kennedy Space Center also includes neighborhoods south of Crisafulli Rd.

Household poverty data is based on US Census ACS Data Form S1702. US Census defines poverty level separately depending on household size. Form S1702 aggregates households in poverty for all household sizes.

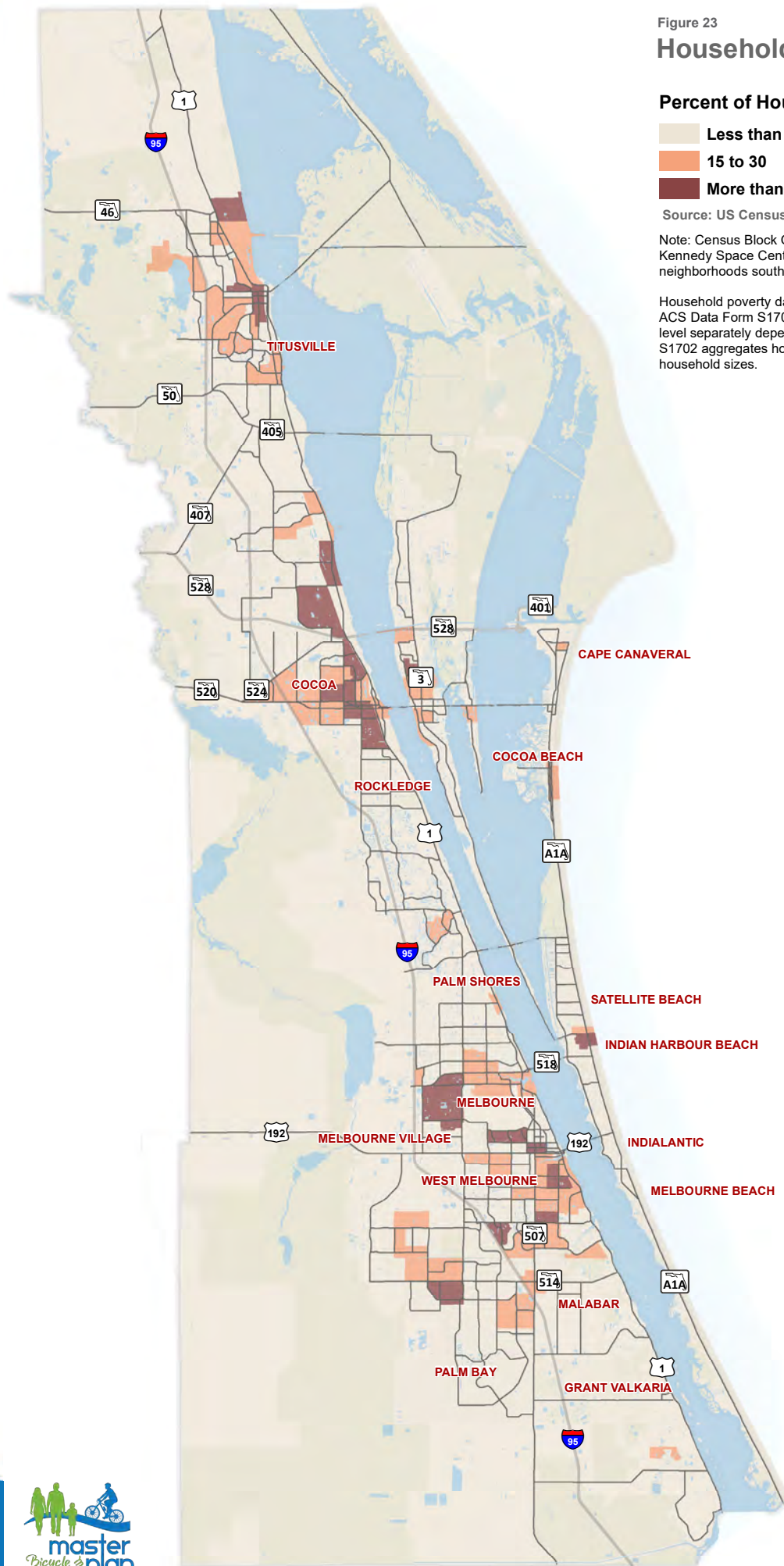


Figure 24

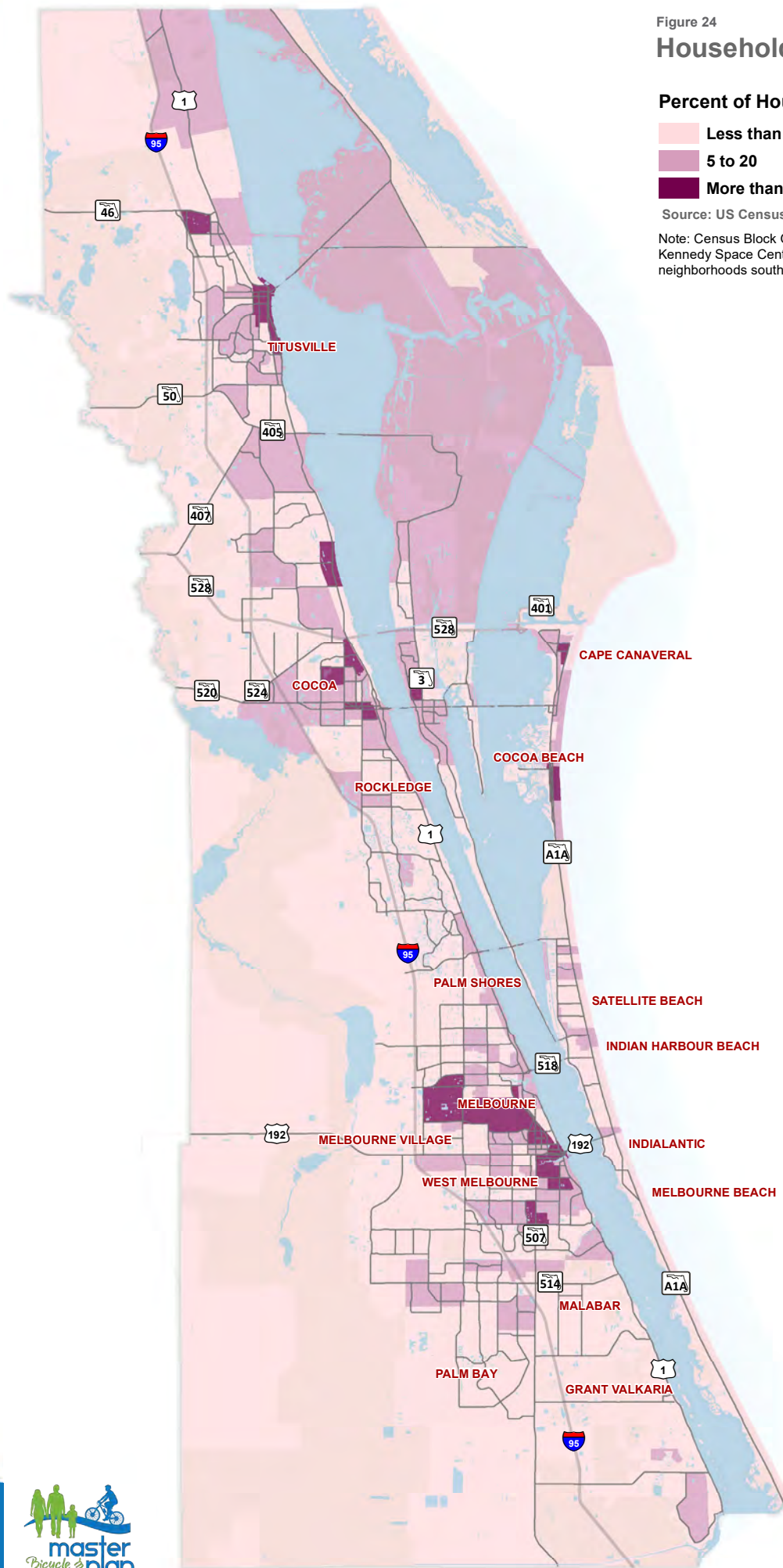
Households with No Car

Percent of Households with No Car



Source: US Census ACS 2016

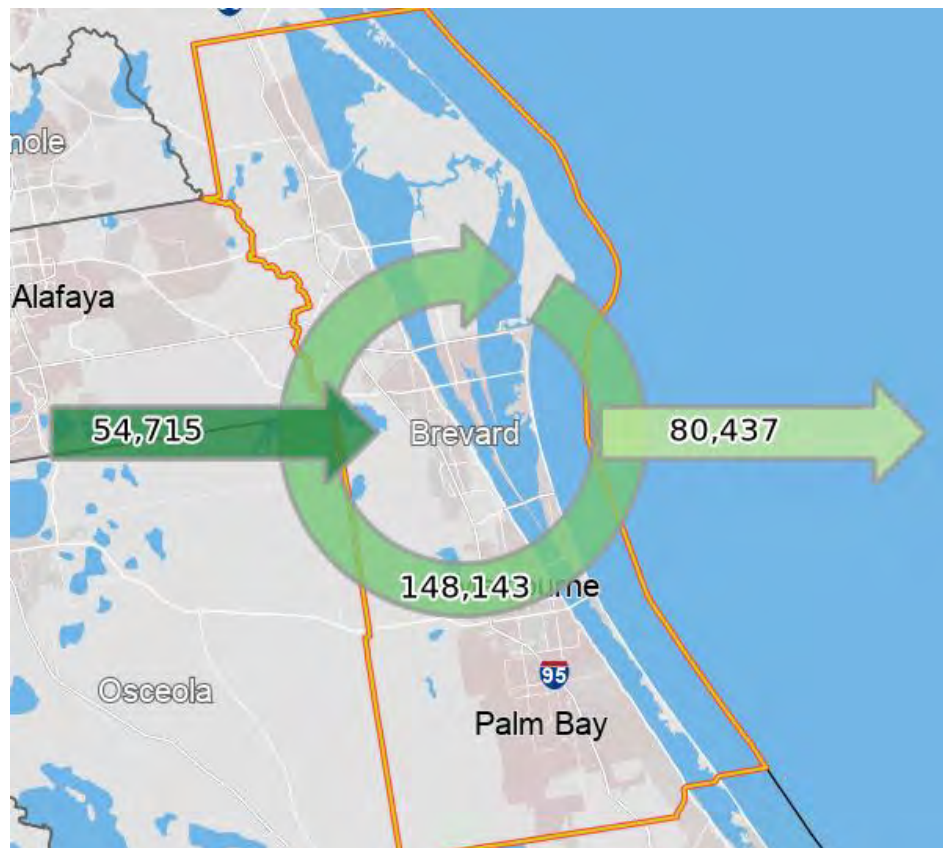
Note: Census Block Group that encompasses Kennedy Space Center also includes neighborhoods south of Crisafulli Rd.



Employment

Connecting major employment centers to surrounding areas by bicycle and pedestrian facilities is one of the key goals of the BPMP. Major employment centers in the County include Port Canaveral, Patrick Air Force Base, Eastern Florida State College, and the Florida Institute of Technology. As per the US Census Bureau – Center for Economic Studies, the County was home to an estimated 202,858 jobs in 2017, representing a recovery since the job losses resulting from the termination of the shuttle program in 2011.

Figure 25 shows inflow and outflow of employees working in Brevard County based on the US Census Bureau – Center for Economic Studies. As of 2017, 73 percent, or 148,143 of employees, live and work within the County. In addition, 54,715 employees commuted into the County from outside and 80,437 travelled outside Brevard County for work. Out of 202,858 employees, 47.7 percent, or 96,841 of employees, commute less than 10 miles. A well-connected network of safe and comfortable bicycle and pedestrian facilities can help these shorter trips be made on foot or on a bike.



Source: US Census Bureau – Center for Economic Studies

Figure 25: Inflow/Outflow of Employees in Brevard County

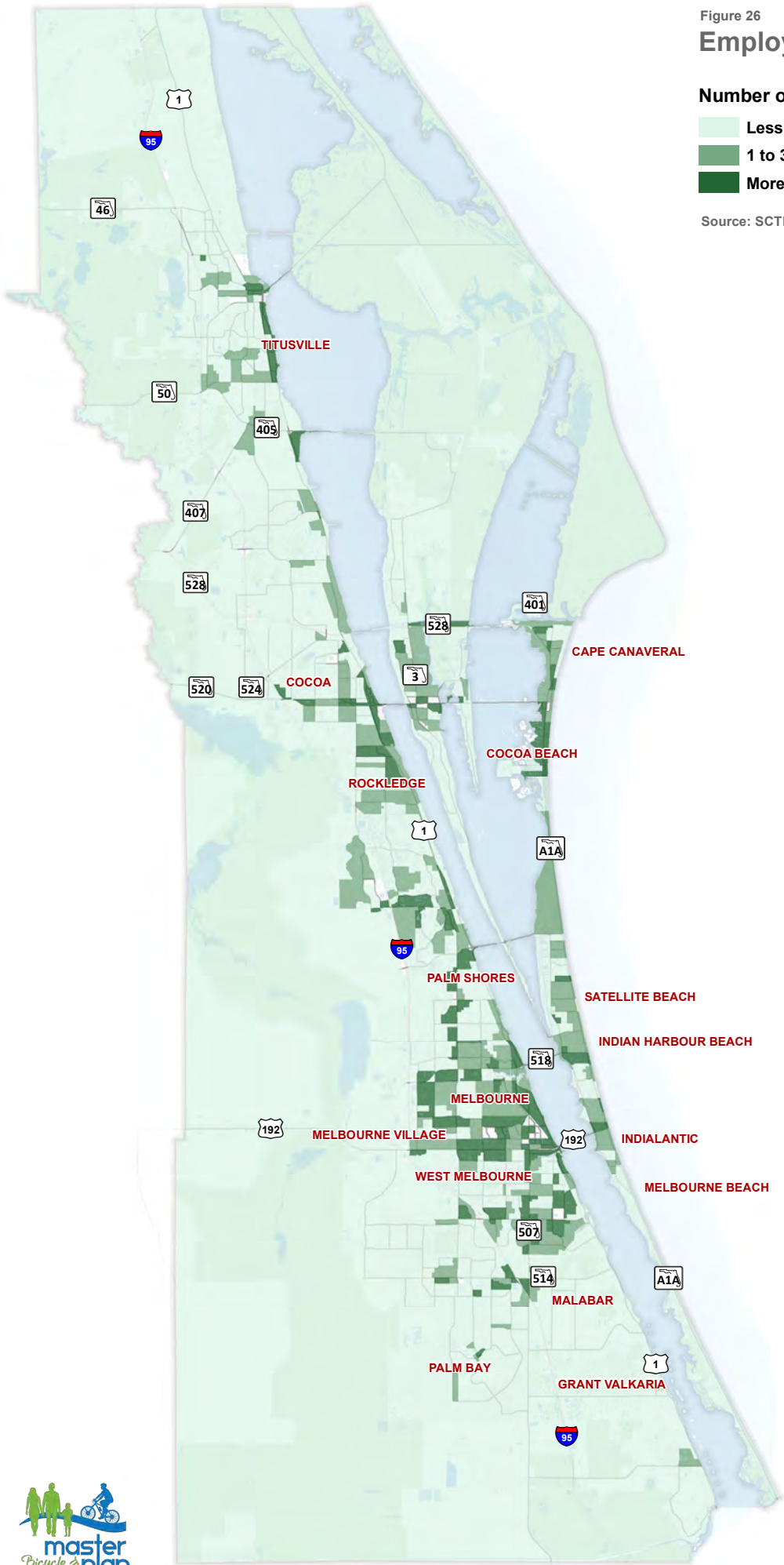
Figure 26 shows the density of jobs throughout the County. These include jobs held by Brevard County residents, and employees who travel to Brevard County from elsewhere. Cities and areas with high concentration of jobs within the County include Melbourne, Viera, Palm Bay, Titusville, Merritt Island, and Beachside areas.

Figure 26
Employment Density

Number of Jobs per Acre

- Less than 1
- 1 to 3
- More than 3

Source: SCTPO 2015



Land Use Analysis

Land use data was mapped to understand areas with mixed land uses across the County. Generally, areas with high mix of land uses generate higher number of bicycle and pedestrian trips, since various destinations are located within close proximity. **Figure 27** displays a map of future land uses within Brevard County. Downtown areas of Titusville, Cocoa, and Melbourne, along with major corridors such as US 1, SR A1A, SR 520, and Babcock Street, have a high concentration of mixed uses.

Land use analysis included developing a list of activity centers and major destinations. Activity centers are areas with a mix of uses, along with high densities of residential population or employment locations. These centers also experience high levels of transit ridership and are likely to generate large number of pedestrian and bicycling trips. Such centers include historic downtowns and suburban centers such as clusters of retail establishments, malls, and other civic amenities. Major destinations include parks, trailheads, libraries, schools, colleges, ports, airports, and other major government and military institutions. **Figure 28** maps activity centers and major destinations.

To further supplement the list of activity centers and major destinations, the Project Team reviewed several plans, policies, and programs that have been established to guide the development of bicycle and pedestrian transportation in Brevard County. **Table 5** lists various plans and policies that were reviewed. Summaries of these plans are included in **Chapter 10: Bicycle and Pedestrian Programs and Initiatives**



Source: Kittelson & Associates, Inc.

Figure 27

Future Land Use

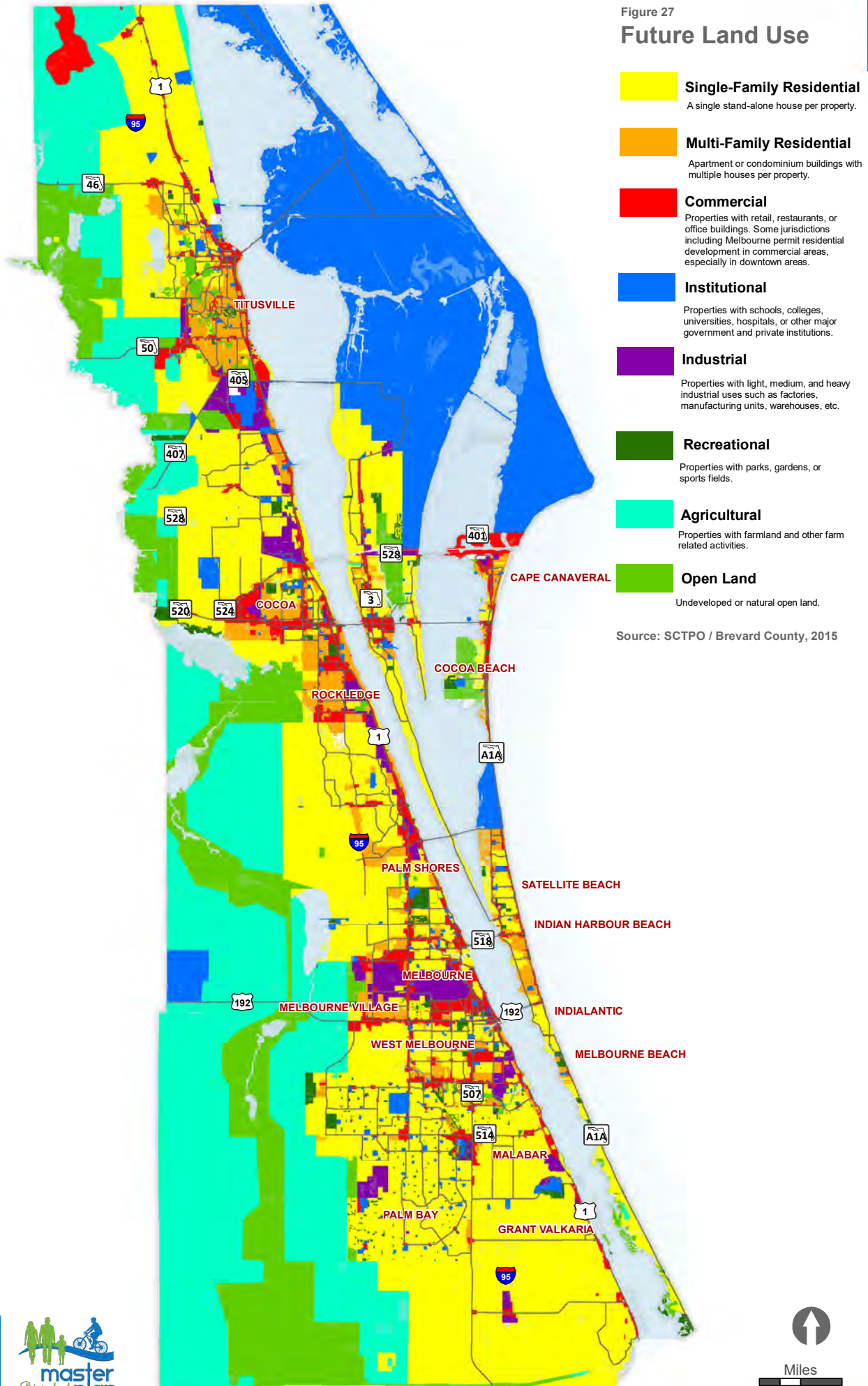


Figure 28

Existing Activity Centers and Major Destinations



Downtown Center

Downtown Centers are urban historic downtown areas defined by higher population and employment density, greater mix of land uses, and close knit street network with small block structure.



Suburban Center

Suburban Centers are defined as clusters of large suburban commercial or retail properties. These are generally clustered around major intersections of primary arterial roadways. Some centers may include other uses such as institutional and residential, but predominantly in a suburban building form.



Rural Town Center

Rural Town Centre is a small cluster of mixed-use development primarily surrounded by large swaths of rural and natural areas.

Major Destinations

- Brevard County Government Center
- Park
- Trailhead
- Library
- Cocoa Beach Pier
- Hospital/Health Center
- Kennedy Space Center
- Airport
- Patrick Air Force Base
- Port Canaveral
- Public/Charter School
- College/University

Note: This map shows only the existing activity centers and major destinations, future coordination will need to take place for planned town centers and major destinations.

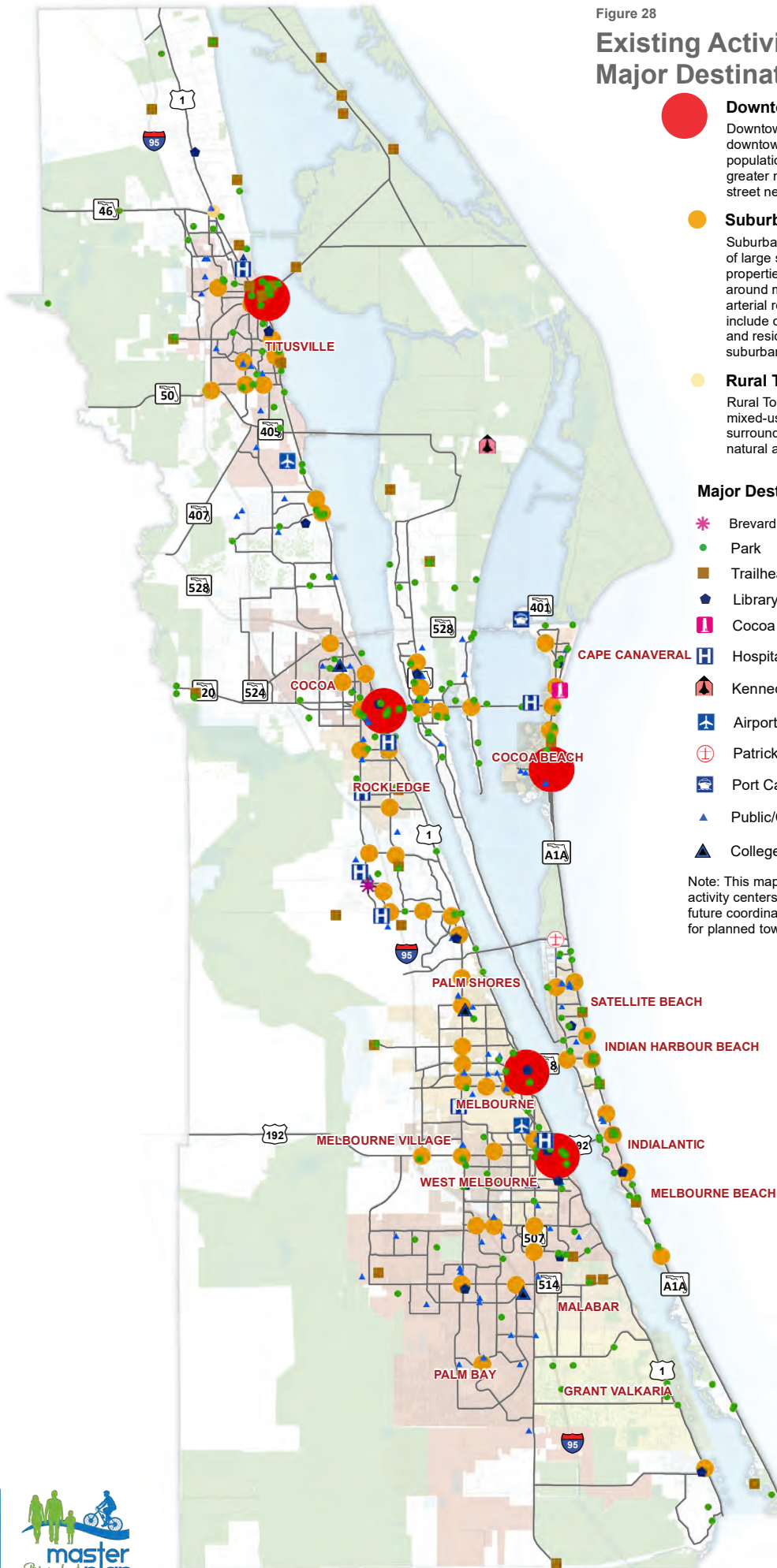


Table 5: Plans and Policies Reviewed

Agency/Jurisdiction	Plan / Study Reviewed
SCTPO	Bicycle and Pedestrian Mobility Plan (2013)
	Complete Streets Evaluation (2014)
	2040 LRTP (2015)
Space Coast Area Transit	Transit Development Plan (2007)
	ADA Assessment (2018)
Brevard Schools	Safe Routes to School: Brevard County Schools Analysis (2017)
Brevard County	Comprehensive Plan (2011)
Cape Canaveral	Cape Canaveral CRA Plan (2012)
	Comprehensive Plan (2014)
	Pedestrian and Bicycle Mobility Master Plan (2017)
	City Council Resolution 2018-01: SR A1A Improvement Priorities (2018)
Cocoa	Comprehensive Plan (2010)
	Diamond Square Redevelopment Plan Update (2014)
	Cocoa Waterfront Master Plan Update (2018)
Cocoa Beach	Downtown Cocoa Beach Community Redevelopment Plan (2012)
	Cocoa Beach Gateways Master Plan (2014)
	Comprehensive Plan (2015)
Grant-Valkaria	Comprehensive Plan (2011)
Indianalantic	Comprehensive Plan (2009)
Malabar	Comprehensive Plan (2009)
Melbourne	Comprehensive Plan (2010)
	Mobility Study and Mobility Plan (2011)
Melbourne Beach	Comprehensive Plan (2010)
Palm Bay	Community Visioning Plan (2006)
	Comprehensive Plan (2010)
	Bayfront Community Redevelopment District 2024 Plan (2010)
Rockledge	Comprehensive Plan (2012)
	City of Rockledge Community Redevelopment Update (2012)
Satellite Beach	Comprehensive Plan (2017)
	City of Satellite Beach Redevelopment Plan (2017)
	Sustainability Action Plan (2017)
Titusville	Downtown Titusville CRA Plan Update (2005)
	Miracle City Mall Redevelopment Plan (2007)
	Redevelopment Plan Supplemental (2015)
	Titusville Tomorrow: Vision Plan (2017)
	Comprehensive Plan (2018)
West Melbourne	Comprehensive Plan (2010)
	CRA Redevelopment Master Plan (2013)

Transit Network and Ridership Analysis

Brevard County is served by a bus based transit system operated by Space Coast Area Transit. Almost all transit trips start and end as a pedestrian and/or bicycle trip. This phenomenon is often referred to as the concept of first and last mile connectivity. Transit stops that are well connected to the surrounding areas by comfortable and safe bicycle and pedestrian facilities not only address needs of existing transit users but may induce more residents to ride transit. Hence, connecting high ridership transit stops with bicycle and pedestrian facilities is one of the goals identified in this BPMP.

To identify corridors with transit routes and bus stops with high ridership, the Space Coast Area Transit bus network and bus stop weekday alighting and boarding data was mapped. This information was collected through a manual accounting of boardings and alightings (i.e., “ons” and “offs”) at each stop, also known as a ride check. The ride check was completed during the week of April 21–26, 2018 and only accounts for the data on the singular date in time. The alighting and boarding data was originally collected as part of the Space Coast Area Transit and SCTPO Bus Stop Accessibility Study published in November 2018.

Figure 29 maps Space Coast Area Transit bus network and bus stop ridership. As seen in the map, Downtown areas of Titusville, Cocoa, Eau Gallie, and Melbourne, as well as SR 520 and US 192 corridors, have high transit ridership.



Source: Space Coast Transportation Planning Organization

Figure 29

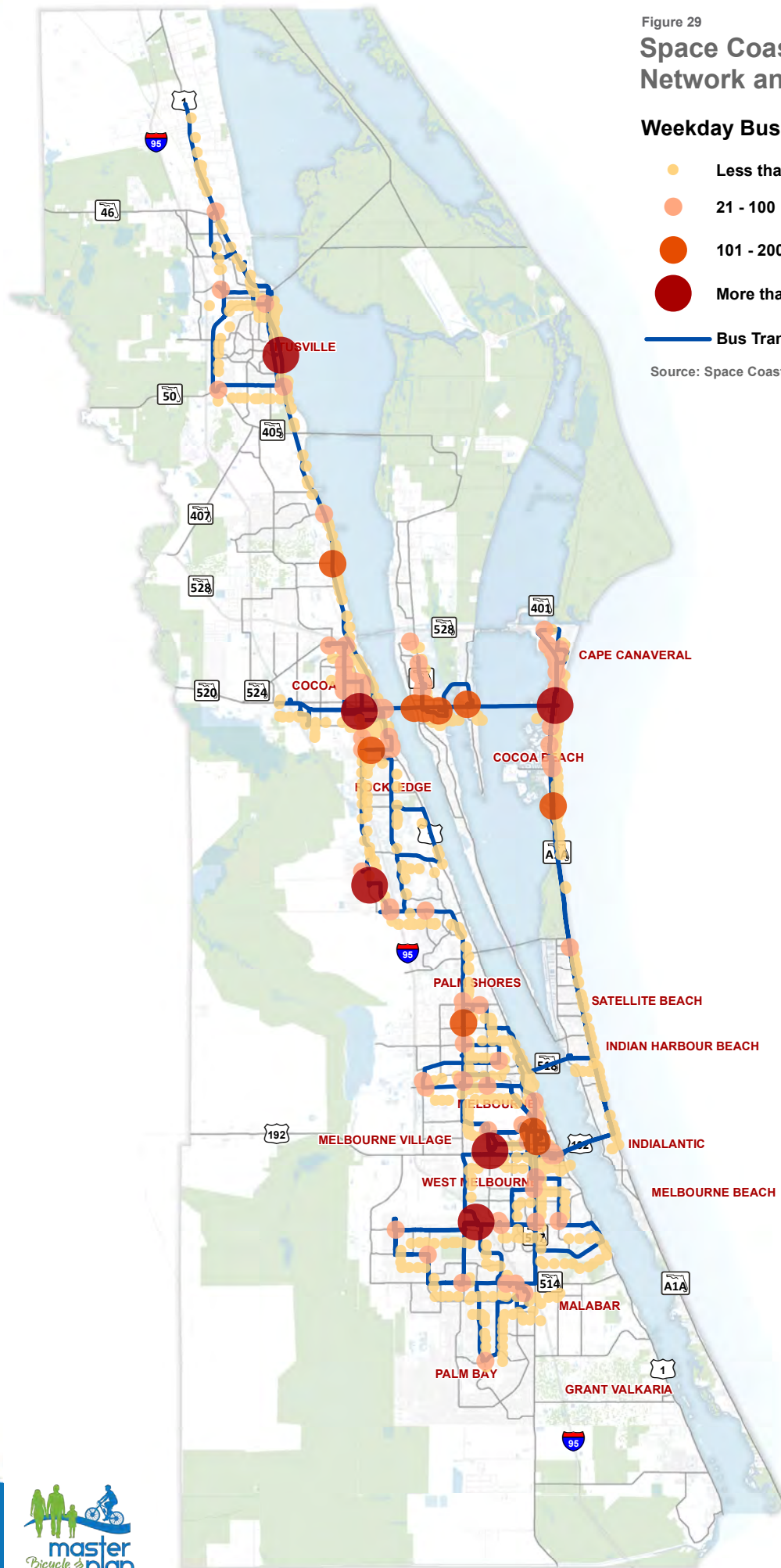
Space Coast Area Transit Network and Ridership

Weekday Bus Stop Ridership

- Less than 20
- 21 - 100
- 101 - 200
- More than 200

Bus Transit Routes

Source: Space Coast Area Transit / SCTPO (2018)



Crash Data and Safety Analysis

The county-wide bicycle and pedestrian crash analysis reflects an unbiased approach to prioritizing corridors with high bicycle and pedestrian crash frequency. This section summarizes the crash analysis methodology and the results of the analysis conducted for the County.

County-Wide Safety Analysis

To assess the safety needs and assess safety trends at the county-wide level, crash frequency and crash severity were reviewed for both bicycle and pedestrian crashes. The remainder of this section outlines the data collection, the crash mapping, and the analysis methodology for the specific safety metrics analyzed.

Crash data for this report was obtained from the University of Florida's Signal Four Analytics (S4) Database for the years 2013 to 2017. S4 is an interactive, web-based system designed to support crash mapping and analysis needs in the state of Florida. Developed by the GeoPlan Center at the University of Florida, crash reports are collected from law enforcement officers at crash sites throughout the state and transmitted nightly to the GeoPlan Center to be loaded into the S4 database. S4 has developed descriptive names for each crash data code to make the crash data more user-friendly. The FDOT Crash Analysis Reporting System (CARS) was not utilized for this analysis.

S4 data was obtained for all roadways within Brevard County. For purposes of consistency and prioritization, only crashes which occurred on the BPMP roadway network were included in the county-wide safety analysis (see **Figure 2** for the BPMP roadway network). For the safety analysis, 1,737 bicycle and pedestrian crashes were mapped and analyzed on BPMP roadways.

Crash Frequency

From 2013 to 2017, 1,737 bicycle and pedestrian crashes occurred on BPMP roadways. As displayed in **Figure 30**, bicycle and pedestrian crashes increased by over 9 percent from 331 in 2013 to 361 in 2014. However, total bicycle and pedestrian crashes have decreased since 2014 by approximately 4 percent to 347 crashes in 2017. **Figure 31** shows crash frequency by year for pedestrian crashes. Pedestrian crashes have increased by more than 22 percent from 129 in 2013 to 158 in 2017. **Figure 32** displays bicycle crashes by year. Bicycle crashes have decreased by 6 percent from 129 in 2013 to 158 in 2017.

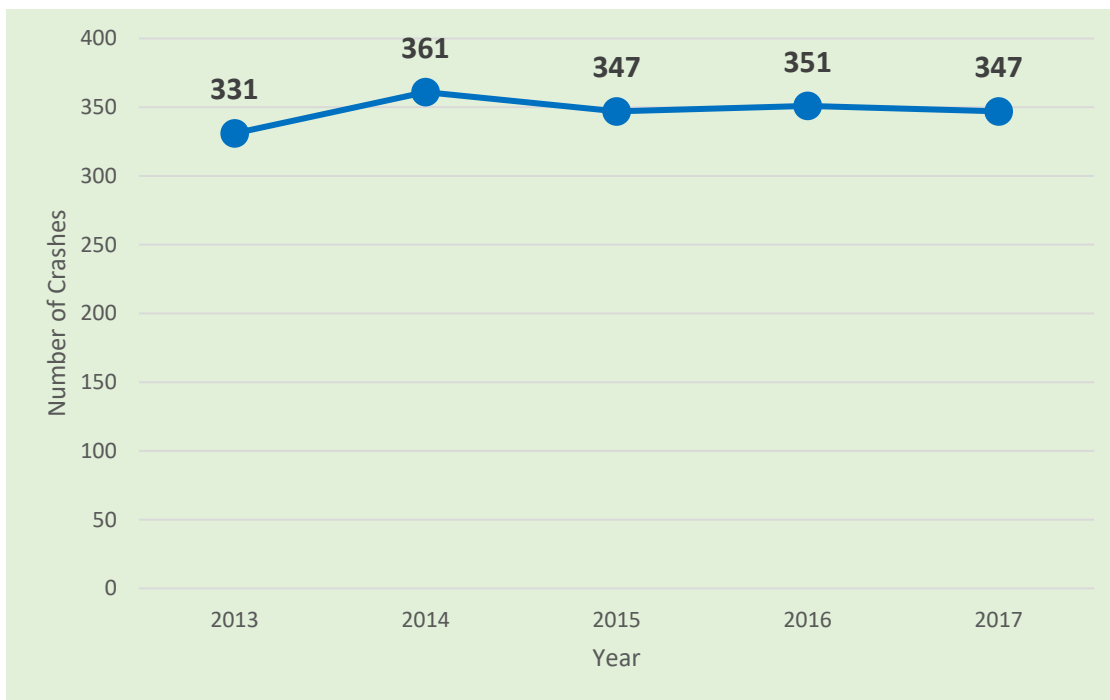


Figure 30: Bicycle and Pedestrian Crashes by Year (2013-2017)

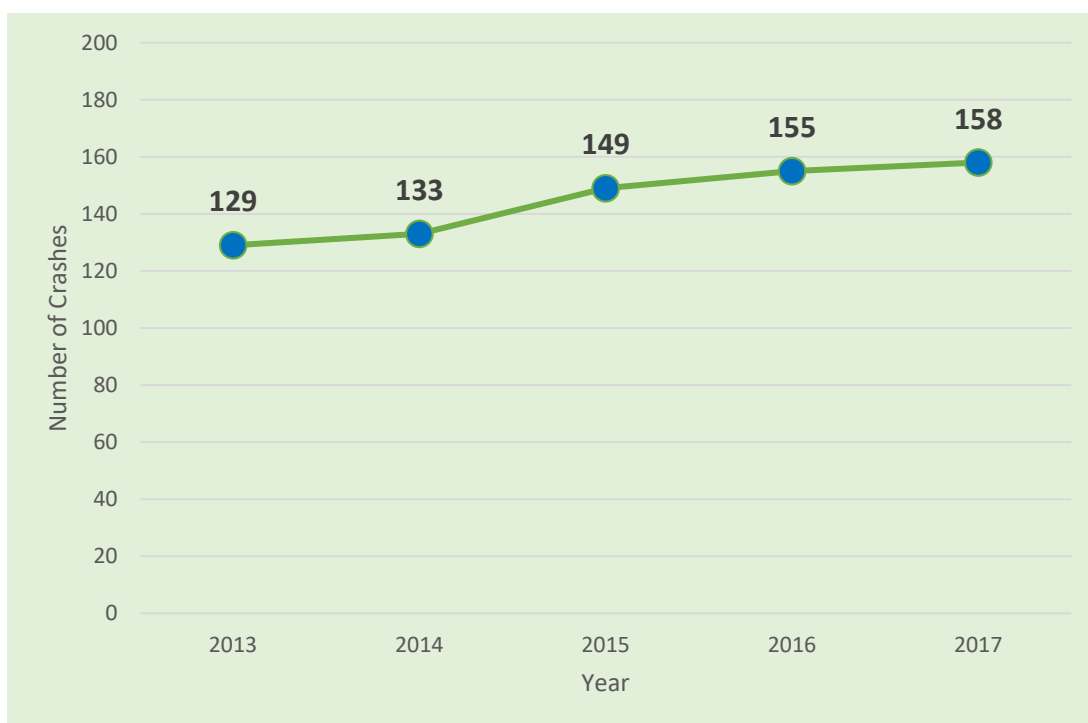


Figure 31: Pedestrian Crashes by Year (2013-2017)

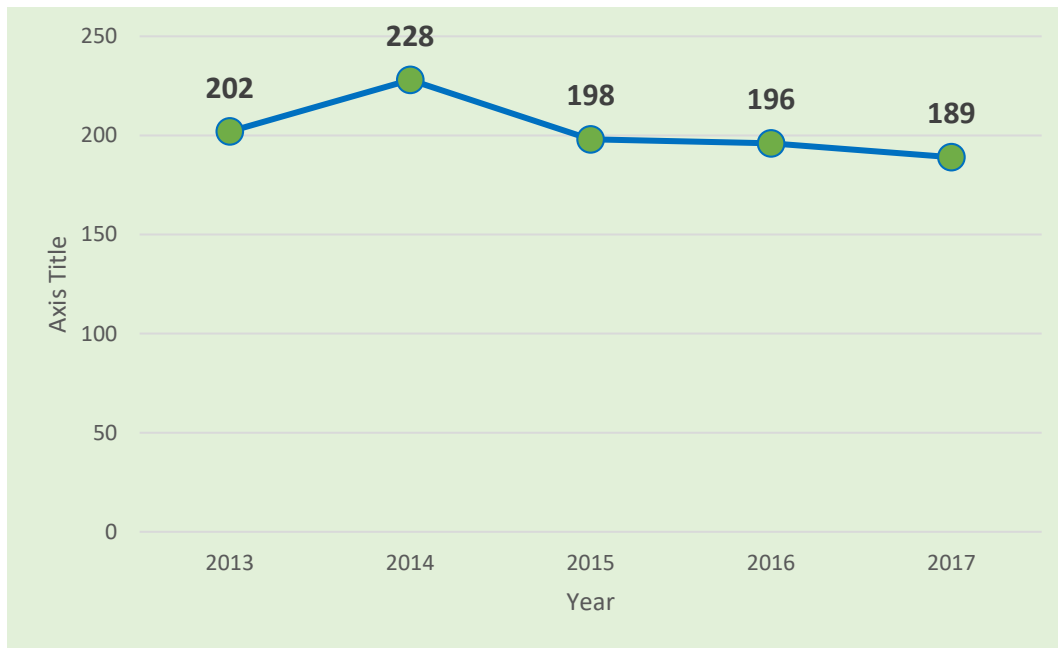


Figure 32: Bicycle Crashes by Year (2013-2017)

Crash Severity

During the study period (2013-2017), a total of 116 fatal, 1,281 injury, and 340 Property Damage Only (PDO) bicycle and pedestrian crashes were reported along the BPMP roadway network. **Figure 33** illustrates crash severity by year. Total number of fatal crashes have ranged from 30 in 2016 to 19 in 2017. Injury crashes have ranged from a high of 268 in 2017 to a low of 251 to 2016. PDO crashes range from 81 in 2014 to 58 in 2013.

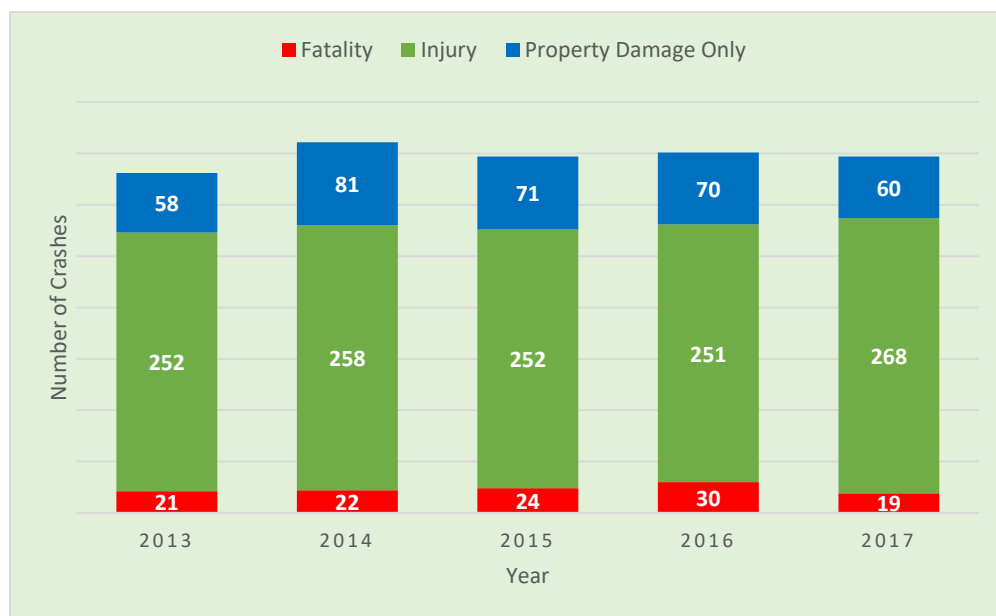


Figure 33: Bicycle and Pedestrian Crash Severity by Year (2013-2017)

The total number of pedestrian fatal crashes exceeds bicycle fatal crashes for every year reviewed. Between 2013 and 2017, the year 2016 saw the highest number of pedestrian fatalities. A total of 24 pedestrian fatal crashes were reported in 2016. This was the highest number of pedestrian fatalities recorded in a calendar year between 2013 and 2017. For other study years, fatal crashes have ranged from 22 to 11. Pedestrian injury and PDO crashes have ranged from 120 to 92 and 24 to 17, respectively. **Figure 34** displays pedestrian crash severity by year. Bicycle fatal crashes have reduced from a high of 8 in 2013 to 2 in 2017. Bicycle injury crashes have ranged from 166 to 141 and PDO crashes have ranged from 57 to 39 between 2013 and 2017. **Figure 35** displays bicycle crash severity by year.

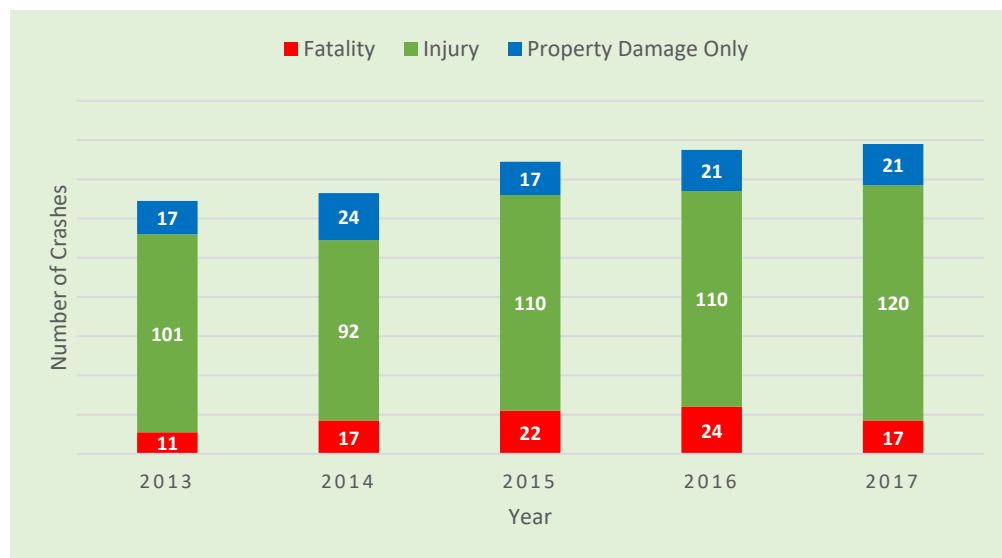


Figure 34: Pedestrian Crash Severity by Year (2013-2017)

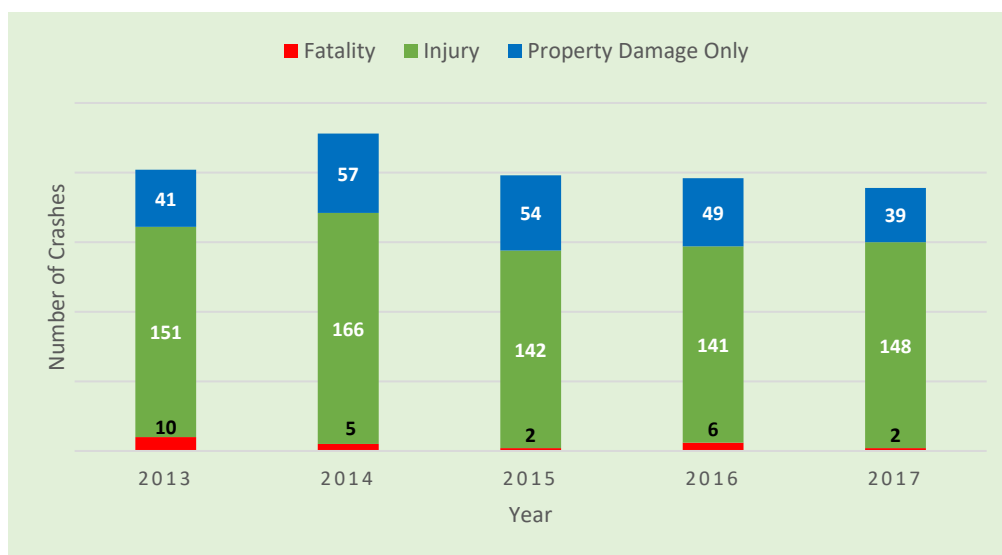


Figure 35: Bicycle Crash Severity by Year (2013-2017)

Figure 36 displays all bicycle and pedestrian crashes from 2013 to 2017 on the BPMP roadway network.

Bicycle and Pedestrian Crashes (2013 - 2017)

- **Bicycle PDO and Injury Crash**
- **Bicycle Fatality**
- **Pedestrian PDO and Injury Crash**
- **Pedestrian Fatality**

Figure 36

Bicycle and Pedestrian Crashes (2017-2020)

Bicycle and Pedestrian Crashes

- Bicycle
- Bicycle
- Pedestrian
- Pedestrian

Source: University of South Florida
Signal Four Analytics

Existing Bicycle and Pedestrian Facilities

Accounting of the existing county-wide bicycle and pedestrian facilities is critical to understand what and where facilities already exist, and to identify critical gaps in the functionally classified network. The Project Team created a new GIS dataset for existing bicycle and pedestrian facilities along the BPMP roadway network. This dataset was created by reviewing 2018 Google Earth satellite imagery, as well as Google Street View imagery. The initial dataset was then shared with SCTPO staff members and with representatives from all local jurisdictions to evaluate and provide input related to any missing or misrepresented mapping.

Bicycle Facilities

Bicycle facilities that were mapped included on-street marked bike lanes, marked sharrows, buffered bike lanes, cycle tracks, and shoulders with a width of 5' or greater. A total of 363 miles of existing bicycle facilities were mapped. Following attributes were also collected for all existing sidewalks while creating this dataset:

- Width
- Type
- Roadway side
- Presence of lighting
- Presence of curb

Figure 37, Figure 38, and Figure 39 show existing bicycle facilities for northern, central, and southern areas of Brevard County.

Pedestrian Facilities

Sidewalks and shared use paths were mapped as pedestrian facilities. A total of 702 miles of existing pedestrian facilities were mapped. Following attributes were also collected for all existing sidewalks while creating this dataset:

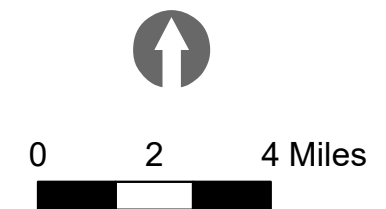
- Width
- Surface type
- Width of separation from curb or edge of asphalt
- Roadway side
- Presence of lighting
- Presence of curb

Figure 40, Figure 41, and Figure 42 show existing pedestrian facilities for northern, central, and southern areas of Brevard County.



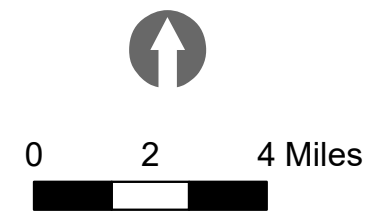
Source: Kittelson & Associates, Inc.

Existing Bicycle Facilities: North



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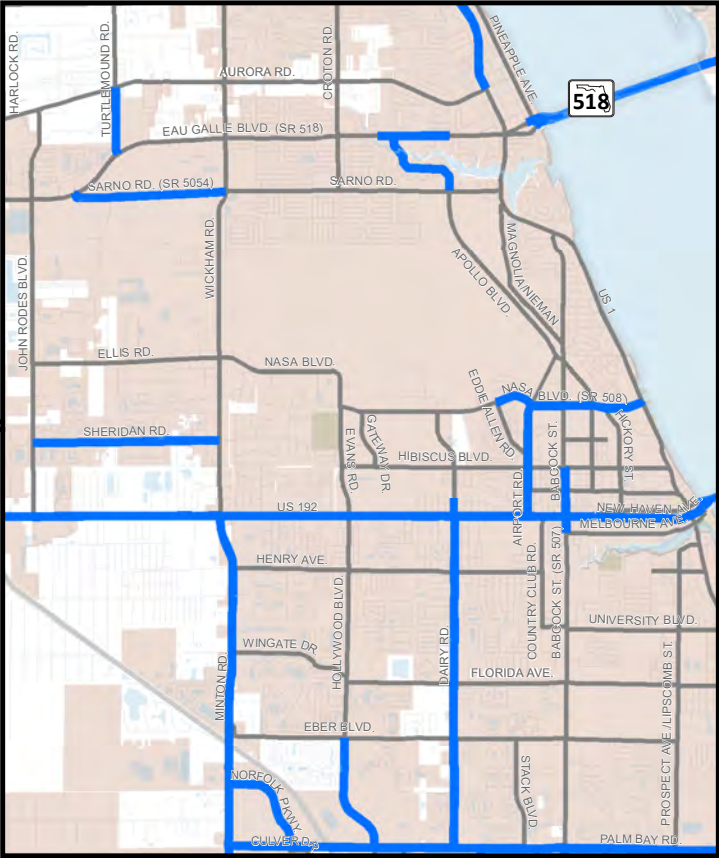
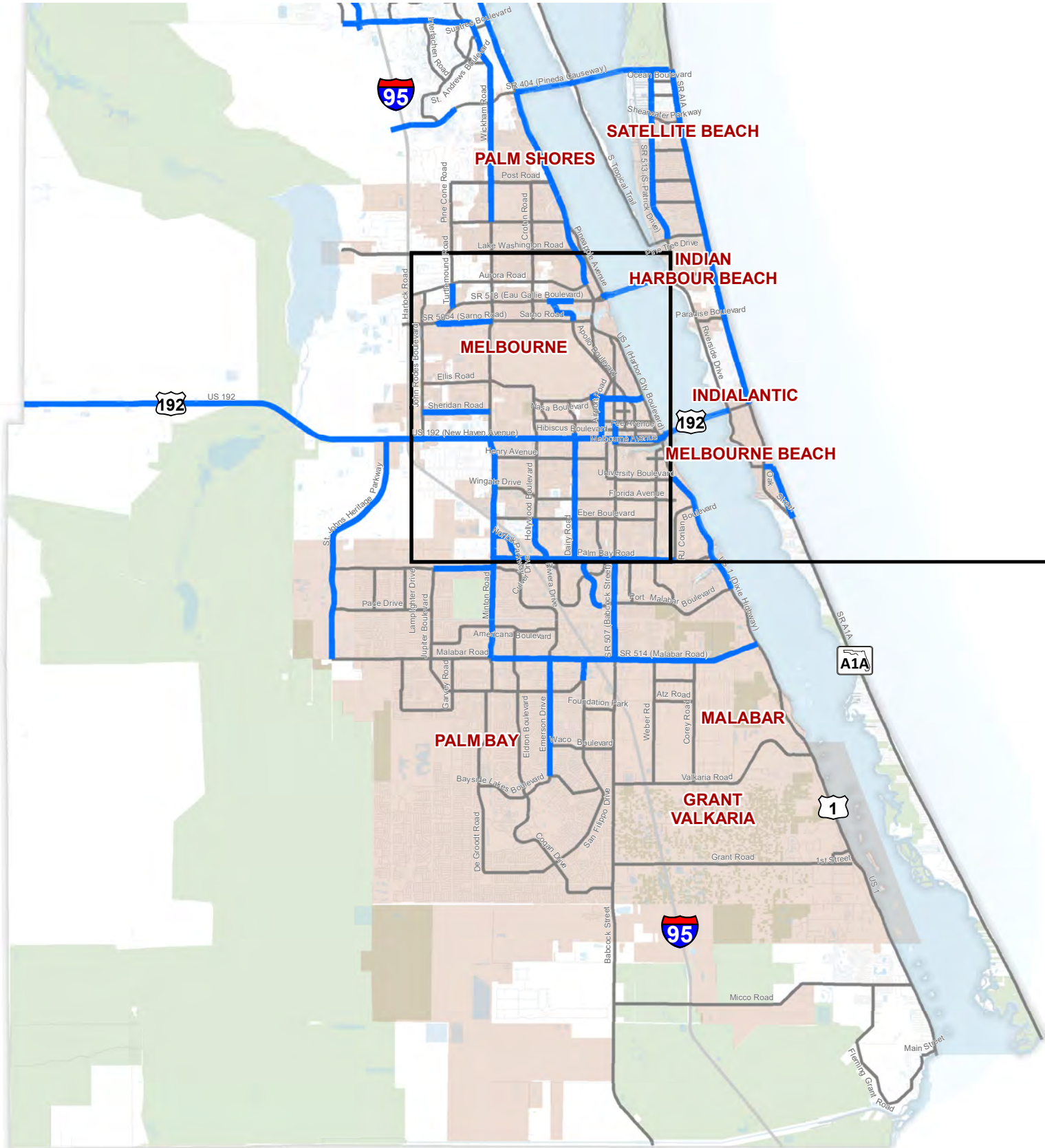
Existing Bicycle Facilities: Central



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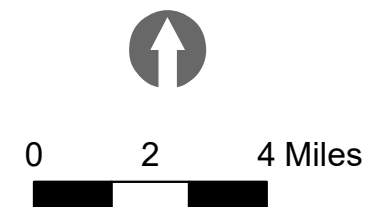
Figure 39
Existing Bicycle Facilities: South

- Existing Bicycle Facilities
- Master Plan Roadway Network
- Incorporated Cities/Towns



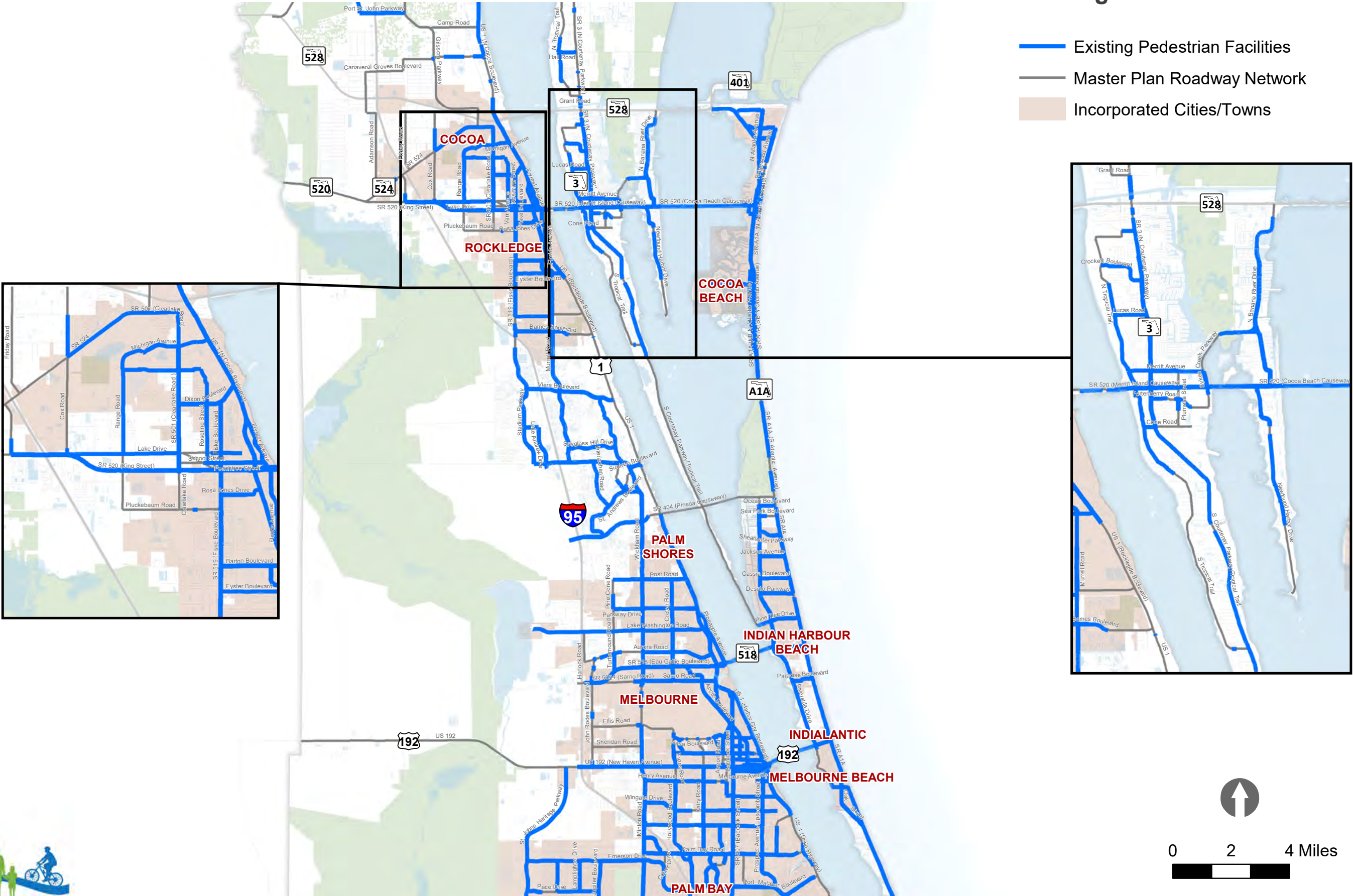
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Existing Pedestrian Facilities: North



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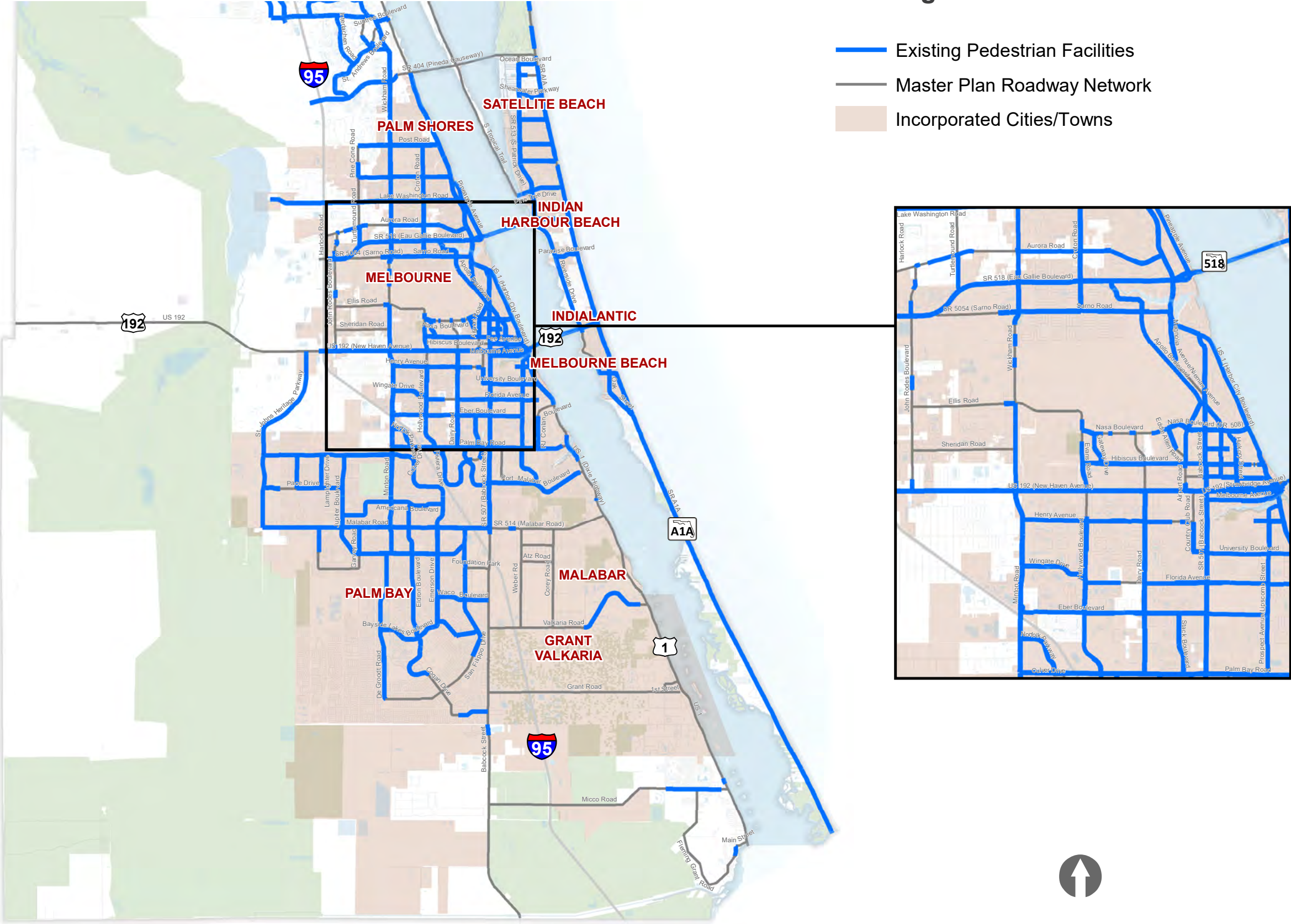
Figure 41
Existing Pedestrian Facilities: Central



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Figure 42
Existing Pedestrian Facilities: South

- Existing Pedestrian Facilities
- Master Plan Roadway Network
- Incorporated Cities/Towns



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Trails

Trails provide a safe and comfortable shared-use facility for pedestrians and bicyclists. A well-connected trail network can encourage local economic development, recreational opportunities, and healthier lifestyles. The SCTPO has planned and is in the process of implementing a county-wide network called 'Showcase Trails'. Beyond the Showcase Trails network, multiple regional trails that span jurisdictional lines are planned and being constructed. These state-wide regional trails are planned by FDOT as part of the Shared-Use Nonmotorized (SUN) Trail Network, as well as by the Florida Department of Environmental Protection's (FDEP) Office of Greenways and Trails (OGT) through their Priority Network and Opportunity Network of trails. Apart from these state-wide regional trails, the East Coast Greenway (ECG) trail system is also planned in Brevard County. The following sections describe these various trail systems.

Regional Trails

Regional trails that span multiple local jurisdictions are planned and developed by multiple state government departments and agencies. The Florida SUN Trail Program was created pursuant to Section 339.81, Florida Statutes (F.S.) in 2015. This program establishes the Florida Sun Trail Network. This program also directs FDOT to make use of its expertise to develop a statewide system of paved non-motorized trails as a component of the Florida Greenways and Trails System (FGTS), FGTS is planned by FDEP. **Figure 43** shows the SUN Trail Network within Brevard county.

OGT, within the Division of Recreation & Parks under FDEP, provides statewide leadership and coordination to establish, expand, and promote non-motorized trails that make up the FGTS, pursuant to the Florida Greenways and Trails Act. Beyond the SUN Trail Network, FGTS evaluates and identifies priority and opportunity trail networks. SUN Trail Network along with the FGTS Priority and Opportunity Networks forms the state-wide regional trail network. Three main regional trails pass through Brevard County. Following sections describe these regional trails briefly. **Figure 44** shows the OGT Trail Network in Brevard County.

East Coast Greenway (ECG)

The ECG is a trail system, connecting 15 states, 450 cities and towns, and spanning nearly 3,000 miles between Key West and Maine. Overall around 600 miles, or 1/3 the length of the entire ECG, is already designated as East Coast Greenway. The ultimate goal is a trail network that is 100 percent separated from motor vehicles. The ECG is an important spine trail network for local transportation systems.

Currently there are multiple alignments within Brevard County vying to be designated as ECG. As part of the Needs and Opportunity Analysis, a detailed analysis of trail alignments was conducted to identify a recommended alignment for ECG within Brevard County. **Chapter 7: East Coast Greenway (ECG) Alignment** contains more information about the process and final recommended ECG alignment within Brevard County.

Figure 43

SUN Trail Network

- East Coast Greenway (Existing)
- - - East Coast Greenway (Planned-Funded)
- · · · · East Coast Greenway (Planned-Unfunded)
- East Coast Greenway (Alternate Alignment) (Existing)
- - - East Coast Greenway (Alternate Alignment) (Planned)
- Coast-to-Coast Trail (Existing)
- - - Coast-to-Coast Trail (Planned)
- St John River to Sea Trail (Existing)
- - - St John River to Sea Trail (Planned)

Source: SCTPO

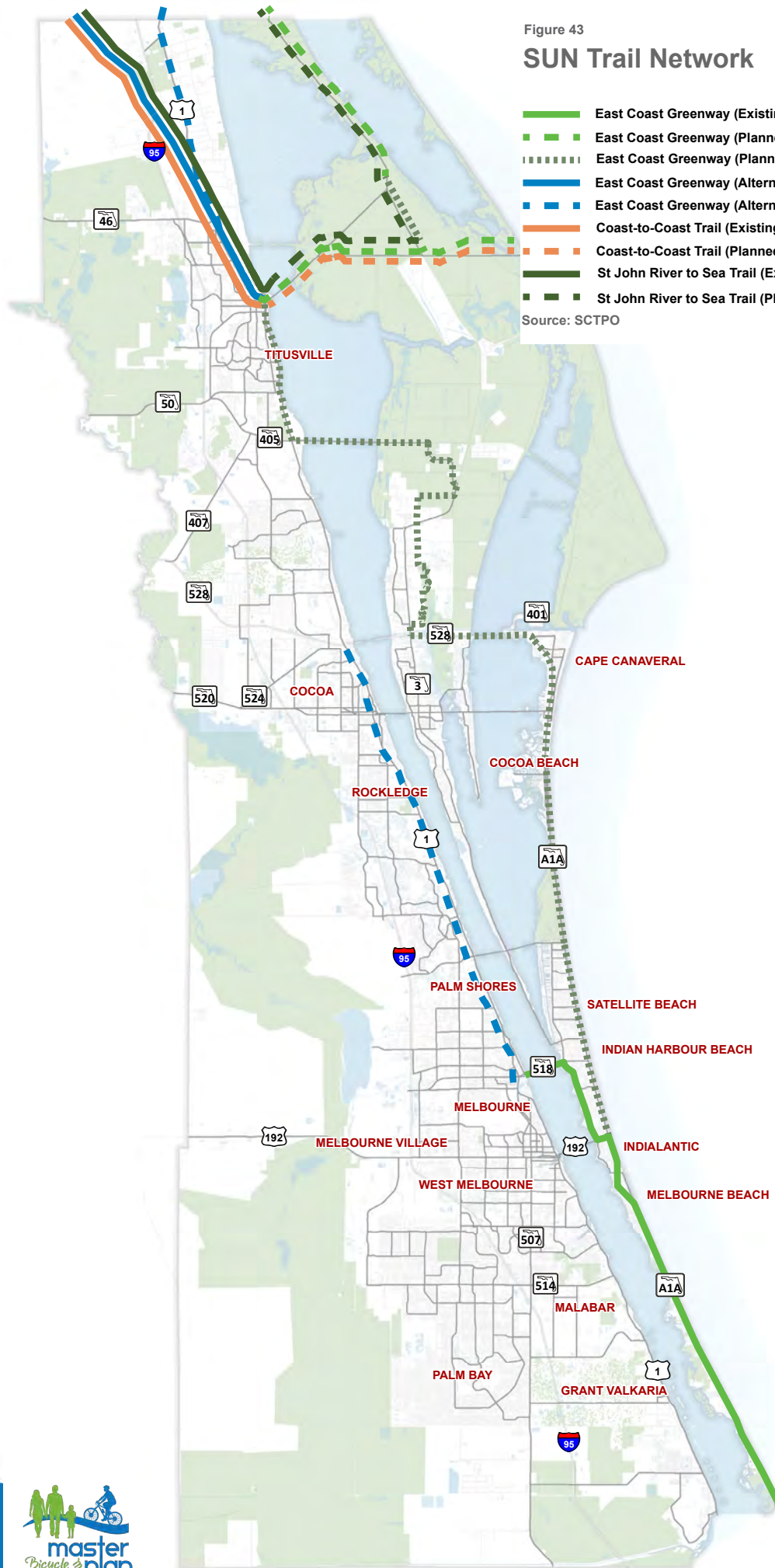


Figure 44

Office of Greenways and Trails (OGT) Trail Network

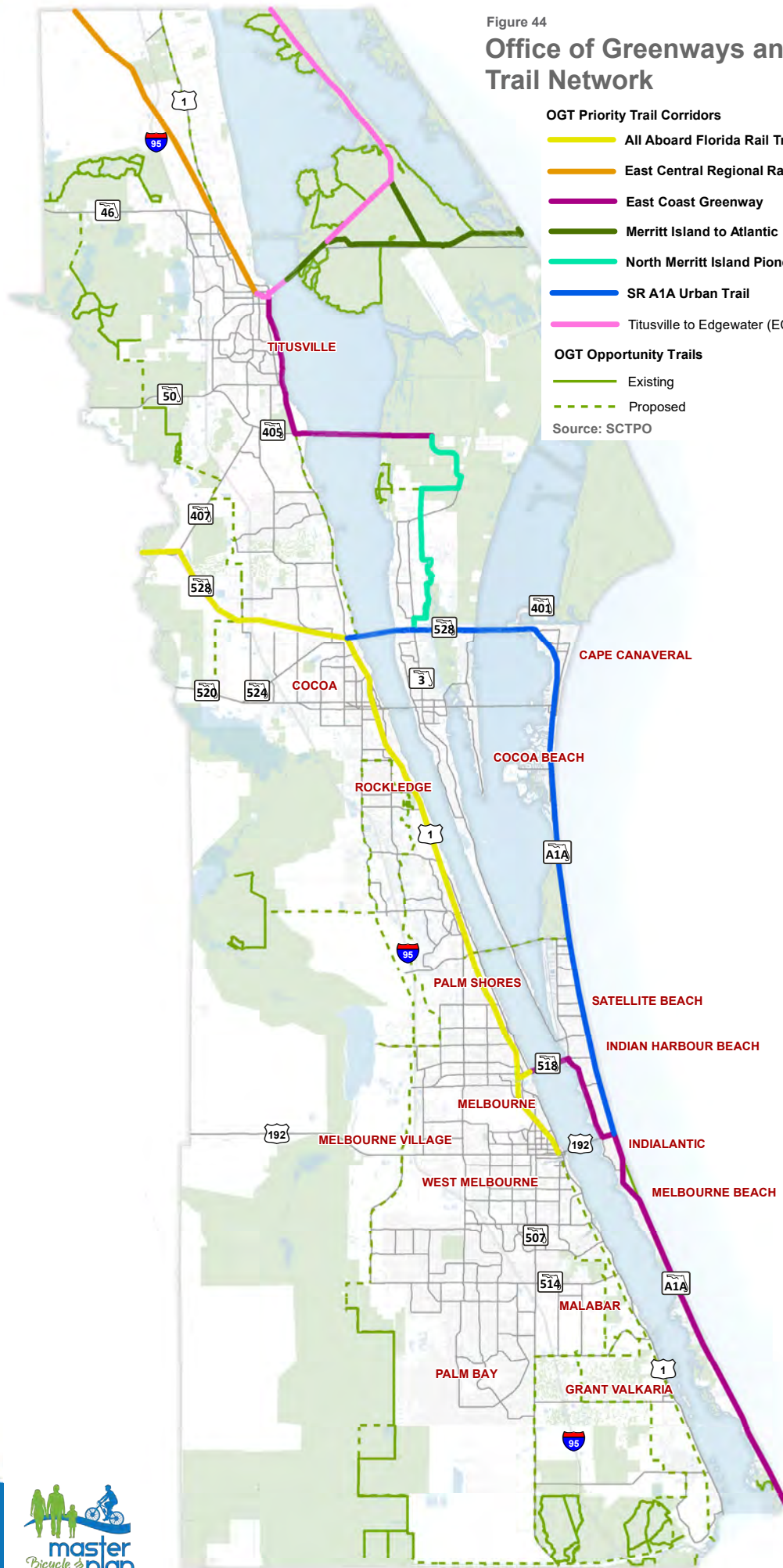
OGT Priority Trail Corridors

- All Aboard Florida Rail Trail (ECG Alternate Alignment)
- East Central Regional Rail Trail
- East Coast Greenway
- Merritt Island to Atlantic
- North Merritt Island Pioneer Trail
- SR A1A Urban Trail
- Titusville to Edgewater (ECG Alternate Alignment)

OGT Opportunity Trails

- Existing
- - - Proposed

Source: SCTPO



Coast-to-Coast Trail

The Coast-to-Coast Trail is a planned 275-mile bicycle and pedestrian trail that extends from the Gulf Coast to the Atlantic Ocean. Many sections of the trail have been constructed, with many other segments programmed for future construction. In Brevard County, there is an estimated 12-mile gap that runs from Titusville to the Atlantic Ocean along the Max Brewer Memorial Parkway. Multiple segments of this trail gap are either currently programmed and funded, or partially funded for pre-construction as part of the SUN Trail Network and OGT's Priority Network.

St Johns River-to-Sea Loop

The St. Johns River-to-Sea Loop is a regional loop trail planned to span five counties and almost 300 miles along Florida's Atlantic Coast. Within Brevard County, this loop trail will overlap with Coast-to-Coast Trail along the East Central Regional Rail Trail segment and is planned to continue northeast along the Max Brewer Memorial Parkway and Courtney Parkway. Multiple segments of this trail are either currently programmed and funded, or partially funded for pre-construction as part of the SUN Trail Network and OGT's Priority Network.

Showcase Trail Network

The Showcase Trails are a planned system of on and off road bicycle and pedestrian facilities that include sidewalks, bicycle facilities, and off-road shared-use paths. Individual Showcase Trails include:

- East Central Florida Rail Trail
- Kennedy Space Center (KSC) Loop Trail
- North Merritt Island Pioneer Trail
- St John's River Eco-Heritage Trail
- Brevard Zoo Trail
- South Brevard Al Tuttle Trail
- Space Coast Trail
- SR A1A Urban Trail

Each trail consists of sections that are currently existing, scheduled for construction, programmed, or planned for future implementation. The status of the trails as of 2018 is illustrated in the Showcase Trails Map in **Figure 45**.

Local Trails

Apart from the regional and showcase trails, there are multiple local trails that exist throughout Brevard County. Local jurisdictions build and maintain these local trails. Beyond paved local trails, a network of unpaved trails exists in many Environmentally Endangered Lands (EEL) sanctuaries. **Figure 46**, **Figure 47**, and **Figure 48** show existing trails for northern, central, and southern areas of Brevard County.

Figure 45

Showcase Trails Network

— Brevard Zoo Trail (Existing)

- - - Brevard Zoo Trail (Construction)

..... Brevard Zoo Trail (Planned)

The Brevard Zoo Linear Trail is a multi-use boardwalk and asphalt trail that runs from the Zoo, east along I-95 through wetlands and oak hammocks. Eventually, the trail will extend a few miles farther south to the Pineda Causeway and continue to Turtle Mound. The trail is open during regular Zoo hours. There is no admission fee. Some wildlife sightings include wading birds, raccoons, and more.

— Coast to Coast Trail (Existing)

- - - Coast to Coast Trail (Construction)

..... Coast to Coast Trail (Planned)

Upon completion, the Coast-to-Coast Trail will be an approximate 250 mile paved multi-use trail across the State of Florida. The C2C will link communities between St. Petersburg and Titusville, developing a trail corridor that can be used as transportation, recreation, tourism, and more. In Brevard County, the Coast to Coast will travel from the Volusia County Line of the East Central Florida Regional Rail Trail, through Downtown Titusville, across the A. Max Brewer Bridge, into the Merritt Island National Wildlife Refuge, and out to the beach through the Canaveral National Seashore.

— East Central Florida Rail Trail (Existing)

Utilizing a historic abandoned rail line, the trail includes a 12-foot multi-use path and a section of 8-foot equestrian trail. The ECFRT travels through Downtown Titusville, into the urban area of US 1, crosses suburban areas of Mims, and then takes a route into the Florida wilderness to join onto the Volusia segment. Because of the diversity of locations this trail serves as a safe route to school, a commuting corridor, accessibility to transit, recreation, exercise, wildlife watching, and more.

- - - KSC Loop Trail (Planned)

— North Merritt Island Pioneer Trail (Existing)

..... North Merritt Island Pioneer Trail (Planned)

The North Merritt Island Pioneer Trail is proposed to travel from the NASA causeway to SR 3 at Smith Road. It would include the 10-foot wide multi-use trail at Kings Park located between Chase Hammock Road and Hall Road. The trail will link the North Merritt Island community to existing parks, conservation areas, and community destinations. King's Park currently features a mile long trail, restrooms, and parking.

— SR A1A Urban Trail (Existing)

..... SR A1A Urban Trail (Planned)

The sidewalk parallel to SR A1A is known as the A1A Urban Trail. Spanning more than 40 miles from Port Canaveral to Sebastian Inlet, the urban trail allows for non-motorized transportation along the Barrier Island and links important resources, such as the Indian River Lagoon and the East Coast Greenway.

— South Brevard Al Tuttle Trail (Existing)

..... South Brevard Al Tuttle Trail (Planned)

Named for a local resident and chief trail proponent, the Al Tuttle Trail is a 10 foot wide paved multi-use trail in South Brevard. Accessed from the Sand Hill Trail Head on Marie Street in Malabar, the trail meanders along the border of the Malabar Scrub Sanctuary. The trailhead includes ADA parking and restrooms. Additional unpaved trails are available within the Sanctuary. The Al Tuttle Trail is part of the proposed 22-mile South Brevard Linear Trail, which will connect various preserve lands within the communities of Malabar, Palm Bay, Grant-Valkaria and Mico.

- - - Space Coast Trail (Planned)

The Space Coast Trail is a North Brevard Loop and the only planned trail in the world where trail explorers could see a rocket launch, Florida nature, commute to work, or get to school on a single multi-use path.

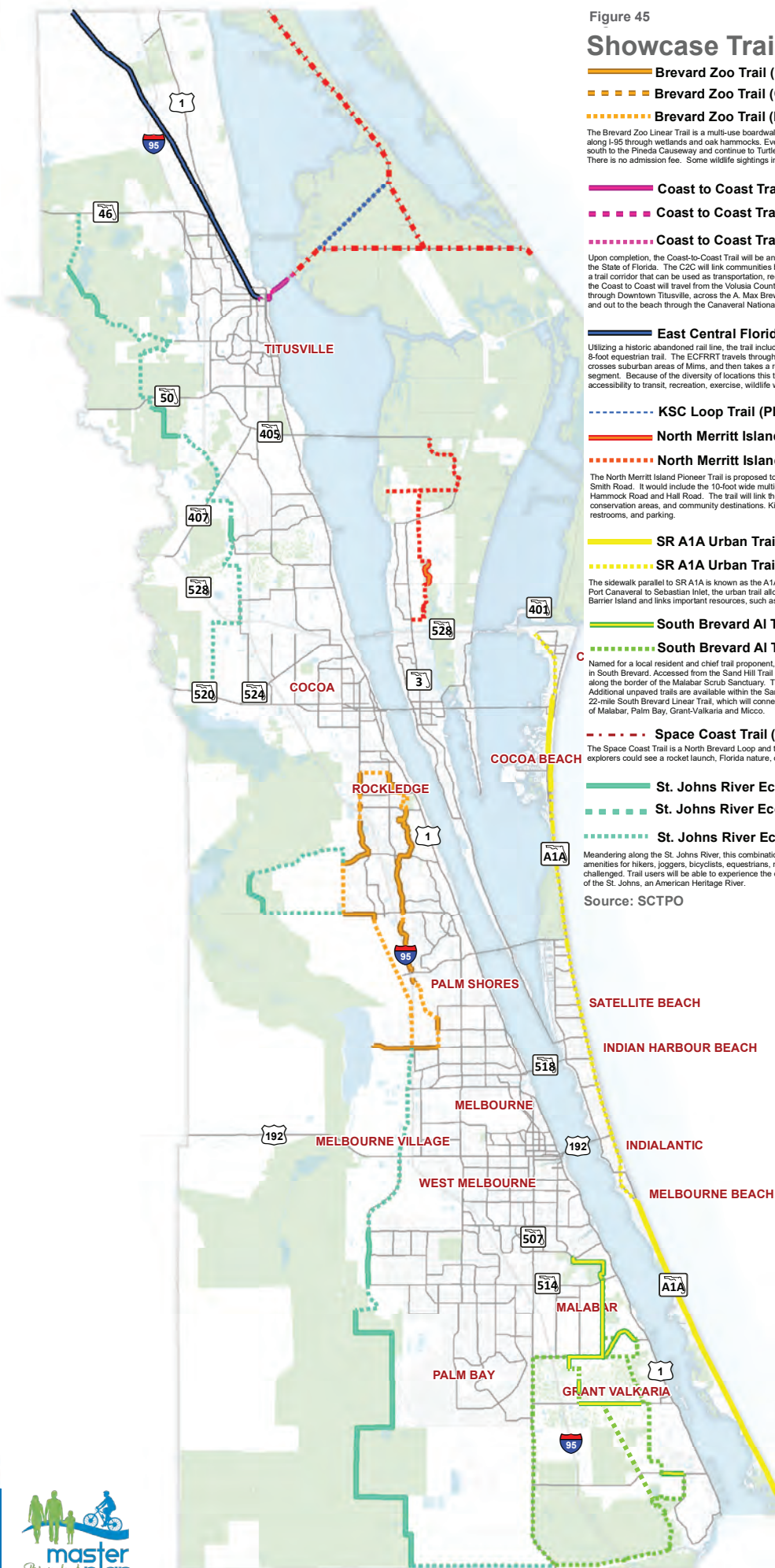
— St. Johns River Eco-Heritage Trail (Existing)

- - - St. Johns River Eco-Heritage Trail (Construction)

..... St. Johns River Eco-Heritage Trail (Planned)

Meandering along the St. Johns River, this combination of stabilized trails and blueways will feature amenities for hikers, joggers, bicyclists, equestrians, naturalists, paddlers and the physically challenged. Trail users will be able to experience the cultural, historical, recreational and natural beauty of the St. Johns, an American Heritage River.

Source: SCTPO

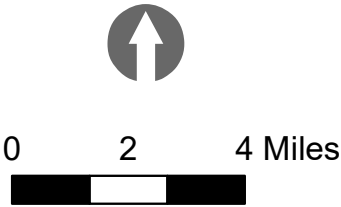
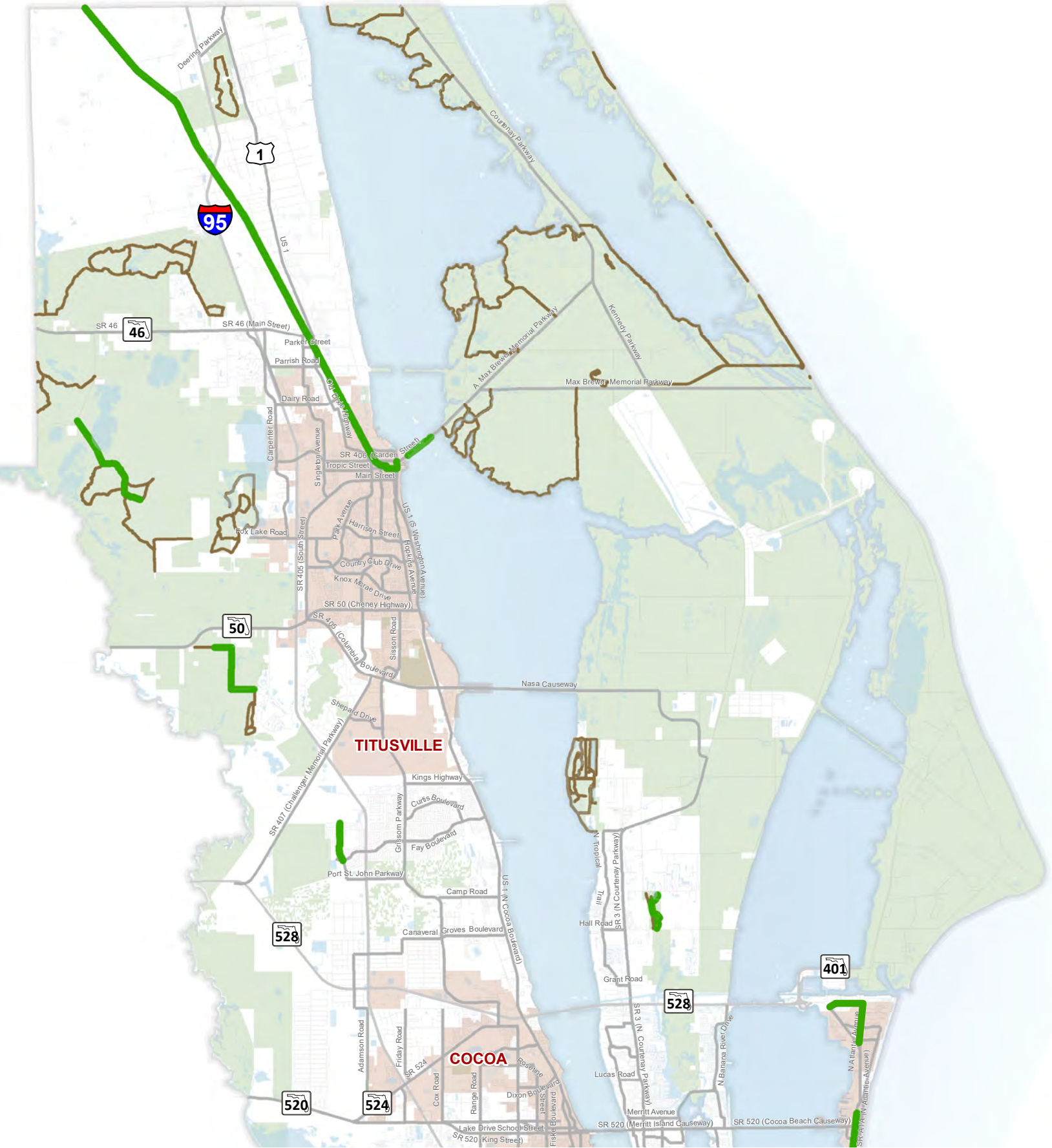




Source: Space Coast Transportation Planning Organization

Figure 46
Existing Trails: North

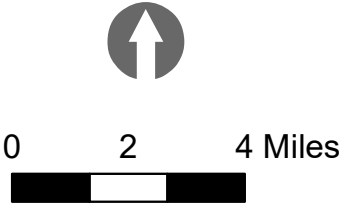
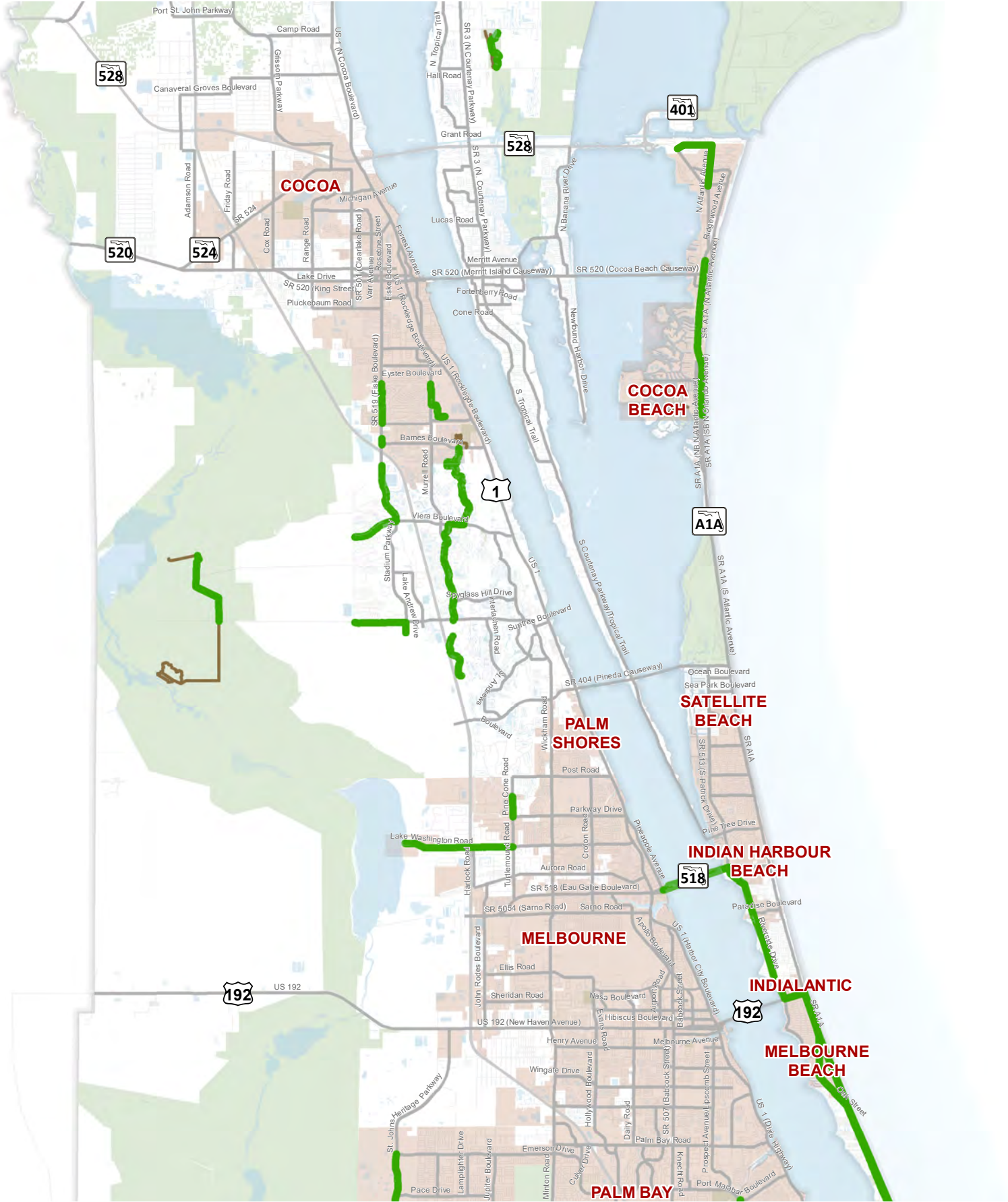
- Existing Paved Trails
- Existing Unpaved Trails
- Master Plan Roadway Network
- Incorporated Cities/Towns



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Figure 47
Existing Trails: Central

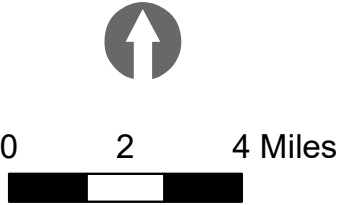
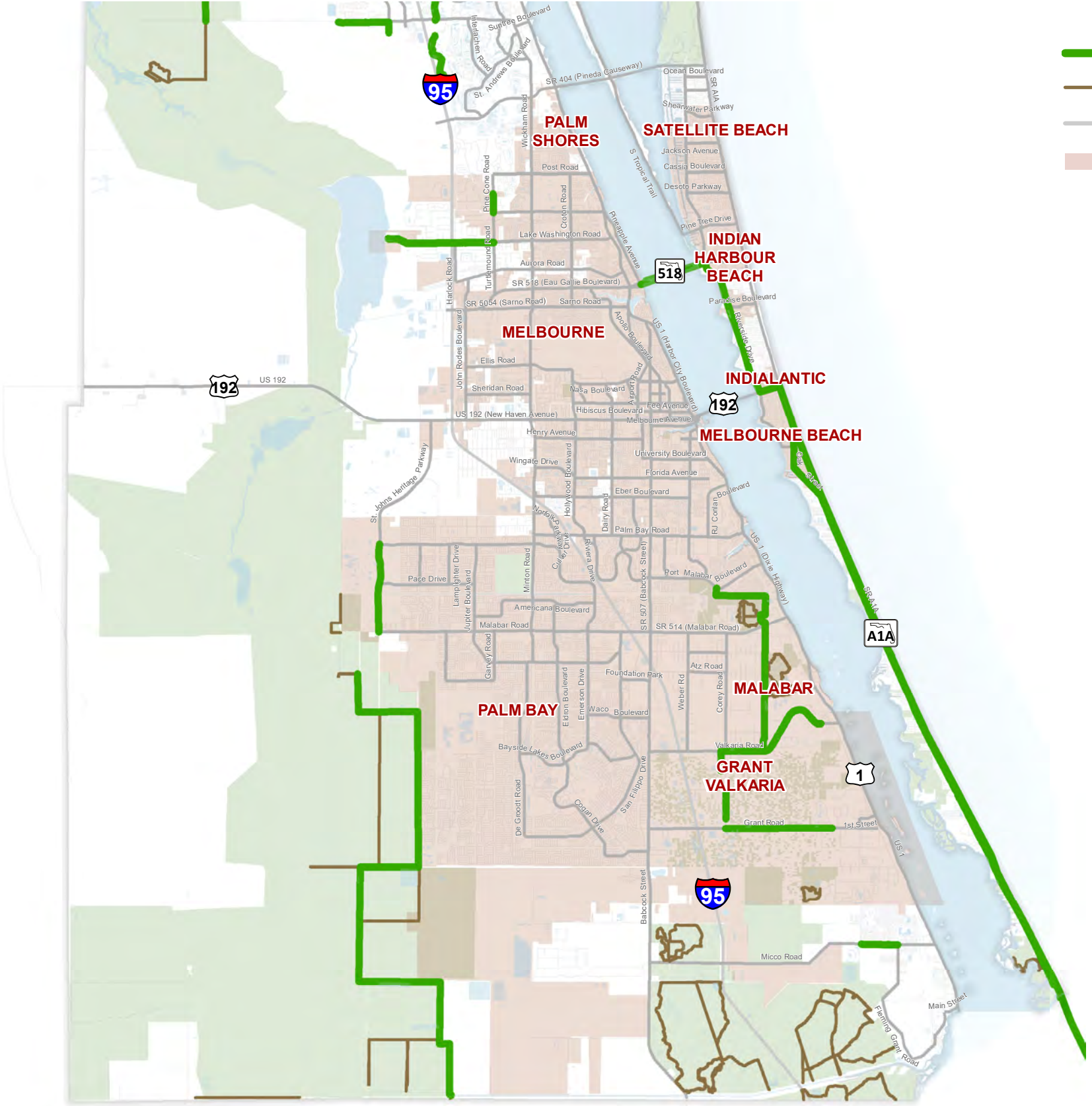
- Existing Paved Trails
- Existing Unpaved Trails
- Master Plan Roadway Network
- Incorporated Cities/Towns



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Figure 48
Existing Trails: South

- Existing Paved Trails
- Existing Unpaved Trails
- Master Plan Roadway Network
- Incorporated Cities/Towns



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Source: Space Coast Transportation Planning Organization



5. Prioritization Process

The Project Team developed a unique prioritization process to identify Priority Corridors and prioritize bicycle and pedestrian improvements. This process is a tool that illustrates which roadways within the BPMP network should be prioritized for new bicycle and pedestrian facilities. The analysis created a database that helped to inform locations where facilities are likely to be highly used and valued by local residents. Factors included in the analysis represented the need for functional facilities that connected people to destinations, safety, and access to transit. The prioritization process primarily seeks to answer the question “Where are the best opportunities for new bicycle and pedestrian connections?”.

Prioritization Methodology

The overall prioritization process is a six step process to identify Priority Corridors within the BPMP roadway network and rank specific bicycle and pedestrian facilities along them. The prioritization process builds on the existing conditions data as well as stakeholder and public feedback to identify Priority Corridors. The final step of the process ranks the improvements to generate a list of improvements at the corridor level for bicycle improvements, pedestrian improvements, and corridors with sidewalk gaps. **Figure 49** shows the overall prioritization process in a graphical form. The remainder of this chapter discusses each step in further detail.

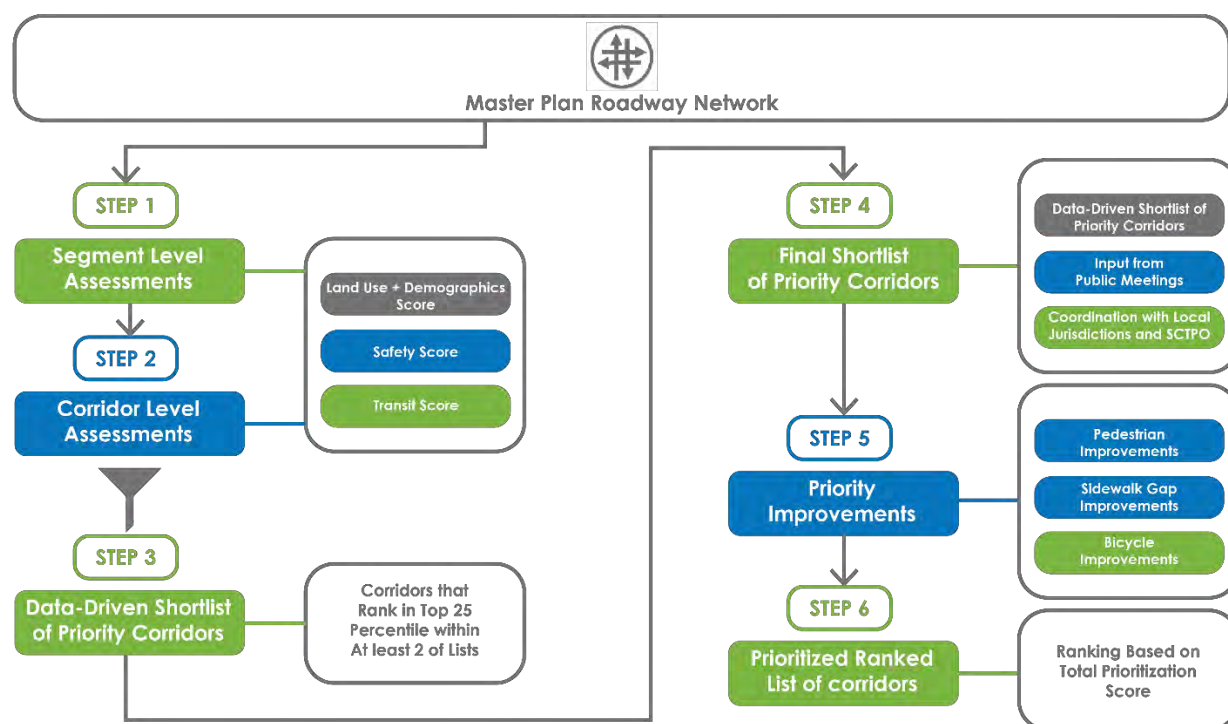


Figure 49: Overall Prioritization Process

Step 1: Segment Level Assessments

As discussed in **Chapter 1: Introduction**, the BPMP roadway network is comprised of 760 roadway segments. As part of Step 1, existing conditions data related to land use and demographics, safety, and transit was reviewed along each segment. The result of Step 1 was developing Land Use and Demographics, Safety, and Transit score for each segment.

Figure 50 shows Step 1 in a graphical flow chart form. **Table 6** displays the segment level point system used to develop the scores. **Table B-1** in **Appendix B** lists the raw scores at the segment level.

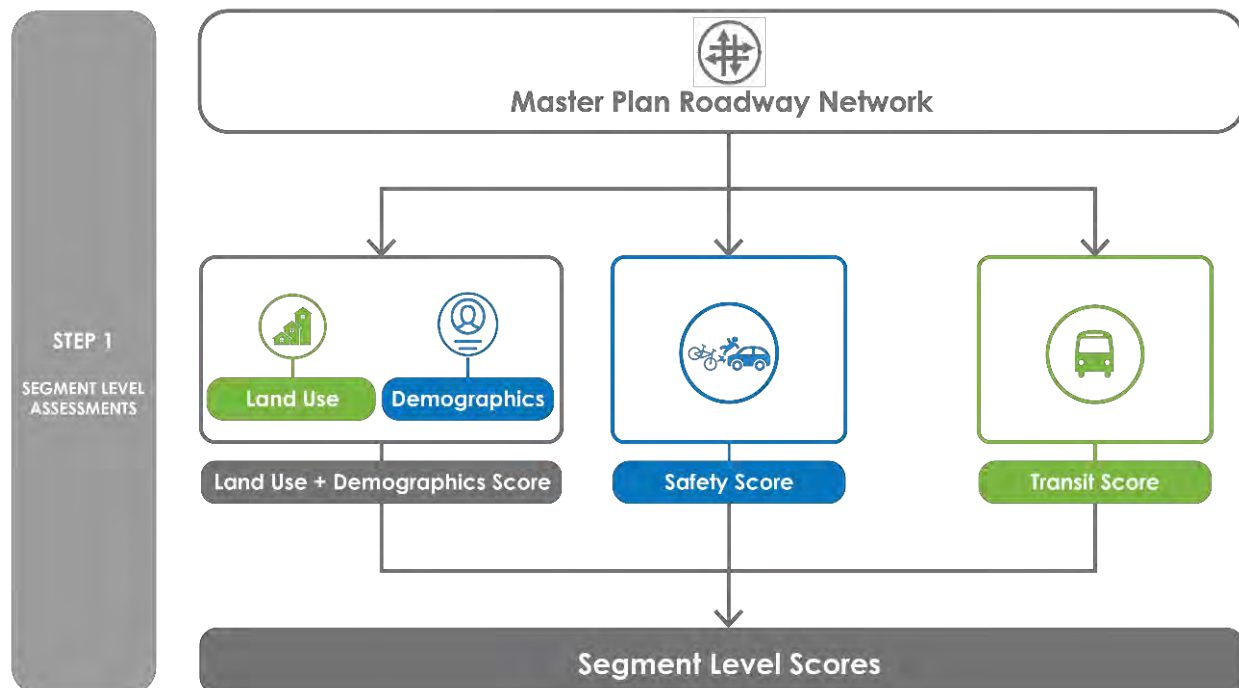


Figure 50: Step 1: Segment Level Assessment

Table 6: Step 1: Segment Level Assessment Point System

Metric	Factor	Criteria/Measure	Points
Land Use & Demographics Score	Downtown Activity Center	Within 0.5 Mile	1
		Outside 0.5 Mile	0
	Suburban Center	Within 0.25 Mile	1
		Outside 0.25 Mile	0
	Rural Town Center	Within 0.25 Mile	1
		Outside 0.25 Mile	0
	Major Destination	Within 0.25 Mile	1
		Outside 0.25 Mile	0
	Park	Within 0.25 Mile	1
		Outside 0.25 Mile	0
	Trailhead	Within 0.25 Mile	1
		Outside 0.25 Mile	0
	Library	Within 0.25 Mile	1
		Outside 0.25 Mile	0
	Public/Private/Charter School	Within 2 Miles	1
		Outside 2 Miles	0
	College or University	Within 0.25 Mile	1
		Outside 0.25 Mile	0
	Population Density (Number of Residents Per Acre)	> 4 Per Acre	3
		2 to 4 Per Acre	2
		< 2 Per Acre	1
	Employment Density (Number of Jobs Per Acre)	> 3 Per Acre	3
		1 to 3 Per Acre	2
		< 1 Per Acre	1
	Residents Under 18 (Percentage of Residents Under 18 Years Old Within a Census Block Group)	> 20	3
		10 to 20	2
		< 10	1
	Residents Over 65 (Percentage of Residents Over 65 Years Old Within a Census Block Group)	> 40	3
		20 to 40	2
		< 20	1
	Households with No Car (Percentage of Households with No Car Within a Census Block Group)	> 20	3
		5 to 20	2
		< 5	1
	Households in Poverty (Percentage of Households Under Poverty Within a Census Block Group)	> 30	3
		15 to 30	2
		< 15	1

Table 6: Step 1: Segment Level Assessment Point System (Continued)

Metric	Factor	Criteria/Measure	Points
Safety Score	Crash Frequency	> 0.6	3
		0.3 to 0.6	2
		0.1 to 0.2	1
		0	0
	Equivalent Property Damage Only (EPDO) Score	> 20	3
		6 to 20	2
		1 to 5	1
		0	0
	Fatal Crashes/Million Vehicle Miles Traveled	> (8/10 ⁵)	3
		(3/10 ⁵) to (8/10 ⁵)	2
		(1/10 ⁵) to (3/10 ⁵)	1
		0	0
Transit Score	Average Weekday Ridership per Bus Stop	>15	4
		7 to 15	3
		4 to 6	2
		1 to 3	1
		0 or No Route	0

Step 2: Corridor Level Assessments

Step 2 involved aggregating and normalizing segment level scores at corridor level. Multiple segments make up a corridor. 760 total segments were combined into 295 corridors. The Land Use and Demographics, Safety, and Transit scores calculated at the segment level as part of Step 1 were added and normalized to develop three scores for each corridor.

Corridors were also separated into Needs corridors and Opportunity corridors. Needs corridors are defined as corridors with no facilities present for the entire length of the corridor, while Opportunity corridors are defined as corridors that have partial facilities but they are not complete. Each corridor is listed as either a Bicycle Need or Bicycle Opportunity Corridor, and either as a Pedestrian Need or Pedestrian Opportunity Corridor.

The end result of Step 2 was to develop the following 12 corridor lists sorted by descending total number of points for each score.

- Bicycle Needs Corridors by Land Use and Demographic Score
- Bicycle Needs Corridors by Safety Score
- Bicycle Needs Corridors by Transit Score

- Bicycle Opportunities Corridors by Land Use and Demographic Score
- Bicycle Opportunities Corridors by Safety Score
- Bicycle Opportunities Corridors by Transit Score
- Pedestrian Needs Corridors by Land Use and Demographic Score
- Pedestrian Needs Corridors by Safety Score
- Pedestrian Needs Corridors by Transit Score
- Pedestrian Opportunities Corridors by Land Use and Demographic Score
- Pedestrian Opportunities Corridors by Safety Score
- Pedestrian Opportunities Corridors by Transit Score

Since a corridor can be listed as either a Needs corridor or an Opportunity corridor, each corridor gets recorded in six of the 12 lists above.

Figure 51 shows the flow chart for Step 2. **Table B-2** in **Appendix B** lists the raw scores at the corridor level.

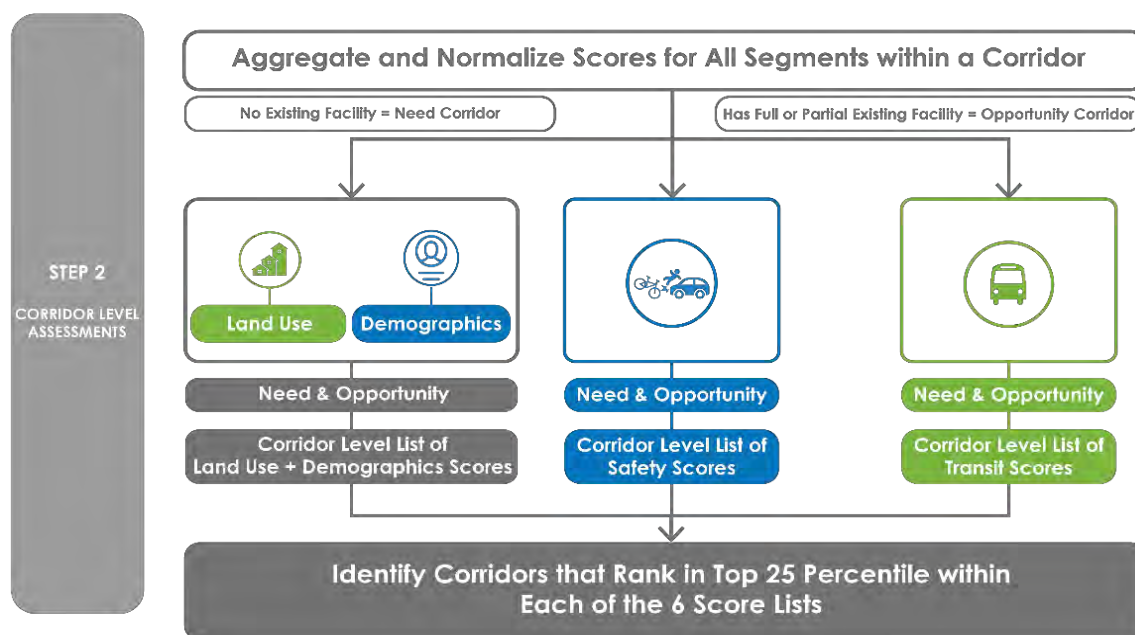


Figure 51: Step 2: Corridor Level Assessment

Identifying Priority Corridors

Step 3: Initial Shortlist of Priority Corridors

Corridors that ranked in top 25th percentile for at least 2 out of the 3 scoring lists (Land Use and Demographics, Safety, or Transit) for Bicycle Needs and Bicycle Opportunities were identified as Priority Corridors for bicycle improvements. Similarly, corridors that ranked in top 25th percentile for at least 2 out of the 3 scoring lists for Pedestrian Needs and Pedestrian Opportunities were selected as Priority Corridors for pedestrian improvements.

Table B-3 in Appendix B contains the data-driven corridor shortlist scoring. Figure 52 shows the flow chart for Step 3.

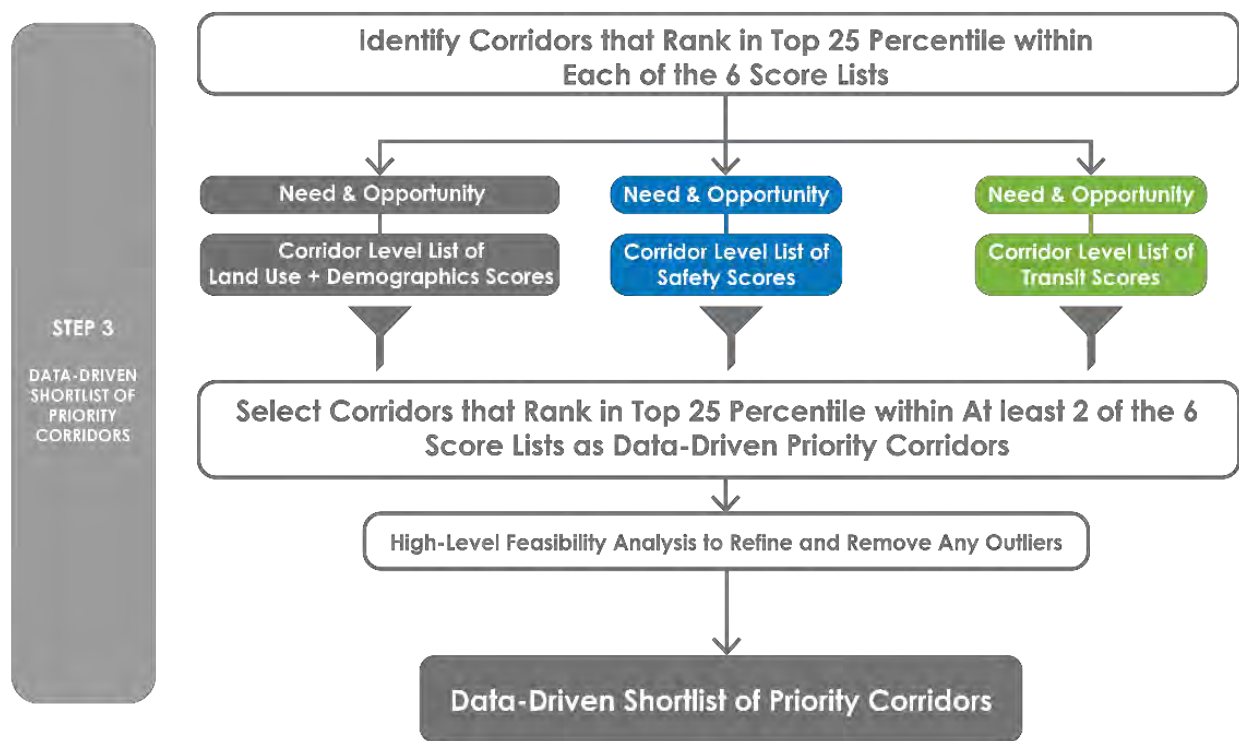


Figure 52: Step 3: Shortlist of Priority Corridors

Step 4: Final Shortlist of Priority Corridors

The shortlist of Priority Corridors that was identified as part of Step 3 was augmented in Step 4 by incorporating public and stakeholder feedback. As part of Step 4, 24 additional corridors were added to the Priority Corridor list based on input received at public meetings. An additional 55 corridors were added to the Priority Corridor list based on coordination with SCTPO staff and representatives from various local jurisdictions. The final list of Priority Corridors was established as a result of Step 4.

Figure 53 shows the flow chart for Step 4. **Table 7** lists the final list of Priority Corridors. **Figure 54** shows the Priority Corridors.

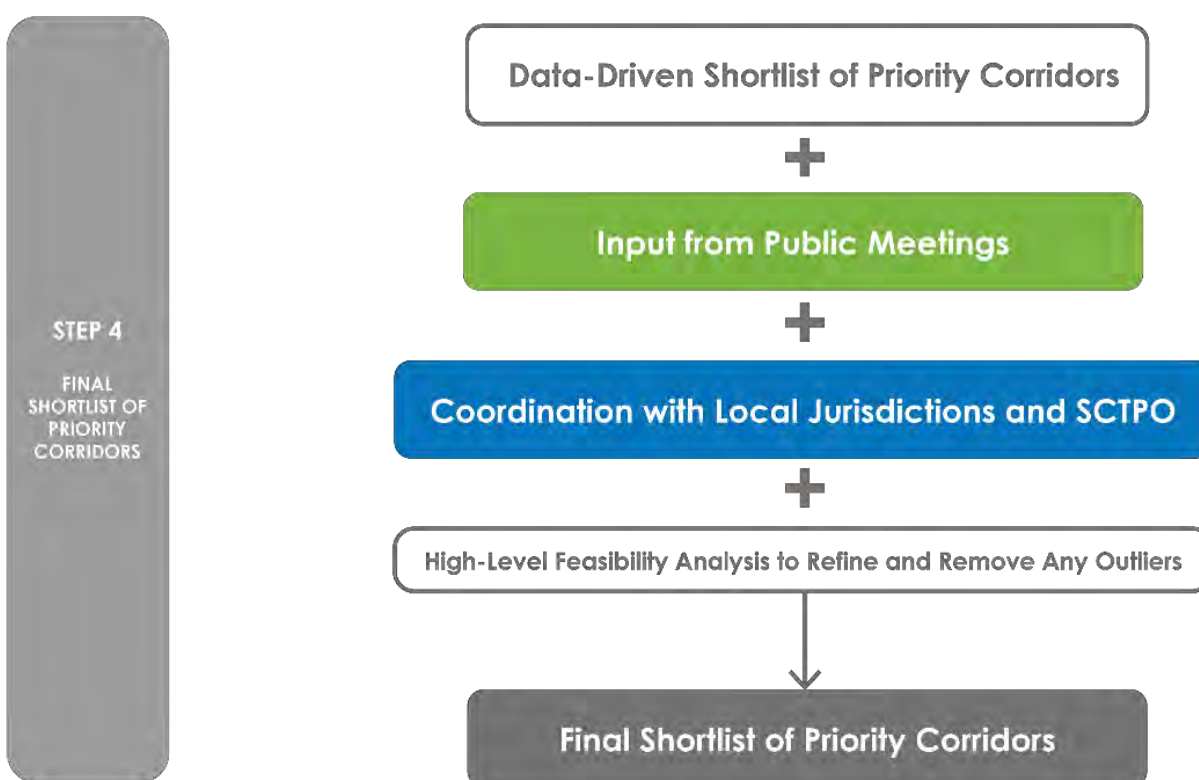


Figure 53: Step 4: Public and Stakeholder Input to Finalize List of Priority Corridors



Table 7: Final List of Priority Corridors (By Corridor Name)

Corridor ID	Road Name	Corridor Road Start	Corridor Road End	Jurisdictions			Past or Ongoing Study	Corridor Identified for Pedestrian Improvements	Corridor Identified for Sidewalk Gaps Improvements	Corridor Identified for Bicycle Improvements	Part of the Primary East Coast Greenway Alignment
383	A. Max Brewer Memorial Parkway	Causeway	Max Brewer Memorial Parkway	Titusville	Unincorporated		No	No	No	Yes	No
110	Apollo Boulevard	Fee Avenue	Sarno Road	Melbourne			No	No	Yes	Yes	No
112	Aurora Road	John Rodes Boulevard	Wickham Road	Unincorporated	Melbourne		No	Yes	No	No	No
113	Aurora Road	Wickham Road	US 1 (Harbor City Boulevard)	Melbourne			Yes	Yes	No	Yes	No
118	Babcock Street	US 192 (New Haven Avenue)	US 1 (Harbor City Boulevard)	Melbourne			No	No	No	Yes	No
1	Barna Avenue	SR 405 (Columbia Boulevard)	Park Avenue	Titusville	Unincorporated		No	No	No	Yes	No
67	Barnes Boulevard	Murrell Road	US 1	Rockledge	Unincorporated		No	Yes	No	No	No
322	Bayside Lakes Boulevard	De Groodt Road	Dateland Road	Palm Bay			No	No	No	Yes	No
323	Bulldog Boulevard/Sheridan Road	Babcock Street	Oak Street	Melbourne			No	No	Yes	Yes	No
2	Camp Road	Grissom Parkway	US 1 (N Cocoa Boulevard)	Unincorporated			No	Yes	No	No	No
3	Canaveral Groves Boulevard	Pine Street	US 1 (N Cocoa Boulevard)	Unincorporated			No	No	Yes	Yes	No
4	Carpenter Road	Fox Lake Road	SR 46 (W Main Street)	Unincorporated	Titusville		No	No	No	Yes	No
41	Cone Road	S Tropical Trail	Kemp Street	Unincorporated			No	Yes	No	Yes	No
300	Country Club Drive	S Park Avenue	US 1 (S Washington Avenue)	Titusville			No	No	Yes	No	No
379	Courtenay Parkway	Kennedy Parkway	Volusia County Line	Unincorporated			No	No	No	Yes	No
5	Dairy Road	Carpenter Road	US 1	Titusville	Unincorporated		No	Yes	No	No	No
329	De Groodt Road	San Filippo Drive	Jupiter Boulevard	Palm Bay			No	No	No	Yes	No
302	Deleon Avenue	Harrison Street	SR 406 (Garden Street)	Titusville			No	No	No	Yes	No
73	Dixon Boulevard	SR 501 (Clearlake Road)	US 1 (N Cocoa Boulevard)	Cocoa			No	No	No	Yes	No
345	E New Haven Avenue	US 192 (New Haven Avenue)/Franklin Street	US 192 (Melbourne Causeway)	Melbourne	Unincorporated		No	Yes	No	Yes	No
331	Eldron Boulevard	Bayside Lakes Blvd	Americana Boulevard	Palm Bay			No	No	No	Yes	No
130	Emerson Drive	Malabar Road	Minton Road	Palm Bay			No	No	No	Yes	No
132	Evans Road	US 192 (New Haven Avenue)	Nasa Boulevard	Unincorporated	Melbourne	West Melbourne	No	Yes	No	No	No
76	Fiske Boulevard	SR 520 (King Street)	Dixon Boulevard	Cocoa			No	No	Yes	Yes	No
333	Florida Avenue	Hollywood Boulevard	Northview Street	Melbourne	West Melbourne	Unincorporated	No	Yes	No	No	No
43	Fortenberry Road	S Courtenay Parkway	Sykes Creek Parkway	Unincorporated			No	Yes	No	No	No
9	Fox Lake Road	Fox Lake Park	SR 405 (South Street)	Titusville	Unincorporated		No	Yes	No	Yes	No
79	Friday Road	SR 520 (King Street)	SR 524	Cocoa	Unincorporated		No	Yes	No	Yes	No
198	George King Boulevard	Dave Nisbet Drive	N Atlantic Avenue	Unincorporated			No	No	No	No	Yes
380	Grant Road	N Tropical Trail	N Courtenay Parkway	Unincorporated			No	Yes	No	Yes	No
10	Grissom Parkway	Industry Road	Port St. John Parkway	Unincorporated	Cocoa		No	Yes	No	Yes	Yes
11	Grissom Parkway	Port St. John Parkway	Kings Highway	Unincorporated			No	Yes	No	Yes	Yes
12	Grissom Parkway	Kings Highway	SR 405 (Columbia Boulevard)	Titusville	Unincorporated		No	Yes	No	Yes	Yes
44	Hall Road	N Tropical Trail	SR 3 (N Courtenay Parkway)	Unincorporated			No	No	No	Yes	No
303	Harrison Street	Knox Mcrae Drive	US 1 (S Washington Street)	Titusville			No	No	No	Yes	No

Table 7: Final List of Priority Corridors (By Corridor Name) (Continued)

Corridor ID	Road Name	Corridor Road Start	Corridor Road End	Jurisdictions			Past or Ongoing Study	Corridor Identified for Pedestrian Improvements	Corridor Identified for Sidewalk Gaps Improvements	Corridor Identified for Bicycle Improvements	Part of the Primary East Coast Greenway Alignment
138	Hibiscus Boulevard	Evans Road	US 1 (Harbor City Boulevard)	Melbourne	West Melbourne	Unincorporated	No	Yes	Yes	Yes	No
139	Hickory Street	US 192 (Strawbridge Avenue)	SR 508 (Nasa Boulevard)	Melbourne			Yes	Yes	No	Yes	No
140	Hollywood Boulevard	Riviera Drive	US 192 (New Haven Avenue)	West Melbourne	Palm Bay	Unincorporated	Yes	No	Yes	No	No
15	Hopkins Avenue	SR 50 (Cheney Highway)	Grace Street	Titusville			Yes	Yes	No	Yes	No
16	Industry Road	SR 524/SR 501	Grissom Parkway	Cocoa	Unincorporated		No	Yes	No	Yes	Yes
142	John Rodes Boulevard	US 192 (New Haven Avenue)	SR 518 (Eau Gallie Boulevard)	Melbourne	West Melbourne	Unincorporated	No	Yes	No	Yes	No
143	John Rodes Boulevard	SR 518 (Eau Gallie Boulevard)	Aurora Road	Melbourne	Unincorporated		No	Yes	No	Yes	No
146	Jupiter Boulevard	Malabar Road	Emerson Drive	Palm Bay			No	No	No	Yes	No
381	Kennedy Parkway	Max Brewer Memorial Parkway	A. Max Brewer Memorial Parkway	Unincorporated			No	No	No	Yes	No
305	Knox Mcrae Drive	US 1 (S Washington Avenue)	Fox Hall Road	Titusville			No	No	Yes	No	No
81	Lake Drive	SR 520 (King Street)/Cox Road	SR 520 (King Street)/Varr Avenue	Unincorporated	Cocoa		No	Yes	No	Yes	No
382	Max Brewer Memorial Parkway	A. Max Brewer Memorial Parkway	Kennedy Parkway	Unincorporated			No	No	No	Yes	No
344	Melbourne Avenue	SR 507 (Babcock Street)	Front Street	Melbourne			No	No	No	Yes	No
47	Merritt Avenue	SR 3 (N Courtenay Parkway)	Sykes Creek Parkway	Unincorporated			No	No	No	Yes	No
156	Micco Road	Babcock Street	US 1 (Dixie Highway)	Unincorporated	Palm Bay		No	Yes	No	Yes	No
83	Michigan Avenue	Range Road	SR 501 (Clearlake Road)	Cocoa	Unincorporated		No	No	No	Yes	No
84	Michigan Avenue	SR 501 (Clearlake Road)	US 1 (N Cocoa Boulevard)	Cocoa	Unincorporated		No	Yes	No	Yes	Yes
157	Minton Road	Jupiter Boulevard	Palm Bay Road	Palm Bay			No	Yes	No	Yes	No
85	Murrell Road	Wickham Road	Barton Boulevard	Rockledge	Unincorporated		No	Yes	No	Yes	No
199	N Atlantic Avenue	SR A1A (Astronaut Boulevard)	George King Boulevard	Cape Canaveral			No	No	No	No	Yes
49	N Banana River Drive	SR 520 (Merritt Island Causeway)	SR 528/SR A1A (Beachline Expressway)	Unincorporated			No	Yes	Yes	Yes	No
52	N Tropical Trail	SR 520 (Merritt Island Causeway)	SR 3 (N Courtenay Parkway)	Unincorporated			No	Yes	No	Yes	No
53	N Tropical Trail	Grant Road	SR 3 (N Courtenay Parkway)	Unincorporated			No	Yes	No	Yes	No
159	Nasa Boulevard	Wickham Road	Eddie Allen Road	Melbourne	Unincorporated		No	Yes	No	No	No
200	Oak Street	SR A1A	Ocean Avenue	Melbourne Beach	Unincorporated		No	Yes	No	Yes	Yes
19	Old Dixie Highway	Garden Street	Parker Street	Titusville	Unincorporated		No	No	No	Yes	No
163	Palm Bay Road	SR 507 (Babcock Street)	US 1 (Dixie Highway)	Palm Bay	Unincorporated		Yes	Yes	No	Yes	No
307	Park Avenue	SR 405 (South Street)	SR 406 (Garden Street)	Titusville			No	Yes	Yes	Yes	No
164	Parkway Drive	Turtlemound Road	US 1 (Harbor City Boulevard)	Melbourne	Unincorporated		No	Yes	No	No	No
20	Parrish Road	Holder Road	US 1	Unincorporated	Titusville		No	Yes	No	No	No
86	Peachtree Street	SR 501 (Clearlake Road)	Forrest Avenue	Cocoa	Unincorporated		No	No	Yes	Yes	No
348	Pine Cone Road	Turtle Mound Road	Post Road	Melbourne	Unincorporated		No	Yes	No	No	No
88	Pluckebaum Road	Range Road	SR 519 (Fiske Boulevard)	Rockledge			No	Yes	No	No	No
54	Plumosa Street	Cone Road	Merritt Avenue	Unincorporated			No	Yes	No	Yes	No
167	Port Malabar Boulevard	SR 507 (Babcock Street)	US 1 (Dixie Highway)	Palm Bay			No	No	Yes	Yes	No

Table 7: Final List of Priority Corridors (By Corridor Name) (Continued)





Corridor ID	Road Name	Corridor Road Start	Corridor Road End	Jurisdictions			Past or Ongoing Study	Corridor Identified for Pedestrian Improvements	Corridor Identified for Sidewalk Gaps Improvements	Corridor Identified for Bicycle Improvements	Part of the Primary East Coast Greenway Alignment
351	Port Malabar Boulevard	SR 507 (Babcock Street)	Palm Bay Road	Palm Bay			No	No	No	Yes	No
168	Post Road	Pinecone Road	US 1 (Harbor City Boulevard)	Melbourne	Unincorporated		No	Yes	No	Yes	No
324	Prospect Avenue/Lipscomb Street	Palm Bay Road	US 1 (Harbor City Boulevard)	Melbourne	Palm Bay	Unincorporated	No	Yes	No	Yes	No
89	Range Road	Pluckebaum Road	Rosetine Street	Unincorporated	Cocoa		No	No	No	Yes	No
169	RJ Conlan Boulevard	Palm Bay Road	US 1 (Dixie Highway)	Palm Bay	Unincorporated		No	Yes	No	Yes	No
316	Rosa Jones Drive	SR 519 (Fiske Boulevard)	US 1 (S Cocoa Boulevard)	Cocoa	Rockledge		No	No	Yes	Yes	No
56	S Courtenay Parkway	Fortenberry Road	SR 520 (Merritt Island Causeway)	Unincorporated			Yes	Yes	No	Yes	No
55	S Courtenay Parkway/Tropical Trail	SR 404 (Pineda Causeway)	Fortenberry Road	Unincorporated			No	Yes	No	Yes	No
57	S Tropical Trail	Banana River Drive	SR 404 (Pineda Causeway)	Indian Harbour Beach	Unincorporated		No	Yes	No	Yes	No
58	S Tropical Trail	S Courtenay Parkway	SR 520 (Merritt Island Causeway)	Unincorporated			No	No	No	Yes	No
174	San Filippo Drive	De Groodt Road	Malabar Road	Palm Bay			No	Yes	No	Yes	No
171	Sarno Road	Wickham Road	US 1 (Harbor City Boulevard)	Melbourne			Yes	Yes	No	Yes	No
317	School Street	Lake Drive	Wilson Avenue	Cocoa	Unincorporated		No	Yes	No	Yes	No
22	Singleton Avenue	SR 405 (South Street)	SR 46 (W Main Street)	Titusville	Unincorporated		No	Yes	No	Yes	No
23	Sisson Road	SR 405 (Columbia Boulevard)	SR 50 (Cheney Highway)	Titusville	Unincorporated		No	Yes	No	Yes	No
51	SR 3 (N Courtenay Parkway)	SR 528/SR A1A (Beachline Expressway)	Space Commerce Way	Unincorporated			No	Yes	No	Yes	No
50	SR 3 (N. Courtenay Parkway)	SR 520 (Merritt Island Causeway)	SR 528/SR A1A (Beachline Expressway)	Unincorporated			Yes	Yes	No	Yes	No
165	SR 404 (Pineda Causeway)	I-95	US 1	Unincorporated	Palm Shores		No	No	No	Yes	No
28	SR 405 (Columbia Boulevard)	SR 50 (Cheney Highway)	US 1 (S Washington Avenue)	Titusville	Unincorporated		No	Yes	No	Yes	Yes
29	SR 405 (South Street)	SR 50 (Cheney Highway)	Singleton Avenue	Titusville			No	Yes	No	No	No
32	SR 406 (Garden Street)	I-95	US 1 (NB S Washington Avenue)	Titusville			Yes	Yes	No	Yes	No
26	SR 50 (Cheney Highway)	Orange County Line	I-95	Titusville			No	No	Yes	No	No
27	SR 50 (Cheney Highway)	I-95	US 1 (S Washington Avenue)	Titusville			No	No	Yes	No	No
69	SR 501 (Clearlake Road)	SR 520 (King Street)	Michigan Avenue	Unincorporated	Cocoa		Yes	No	No	Yes	No
70	SR 501 (Clearlake Road)	Michigan Avenue	Industry Road	Cocoa	Unincorporated		Yes	Yes	No	Yes	Yes
117	SR 507 (Babcock Street)	Palm Bay Road	US 192 (New Haven Avenue)	Melbourne	Palm Bay		Yes	Yes	No	Yes	No
205	SR 513 (S Patrick Drive)	SR 518 (Eau Gallie Boulevard)	Banana River Drive	Indian Harbour Beach	Unincorporated		No	No	No	Yes	No
206	SR 513 (S Patrick Drive)	Banana River Drive	SR 404 (Pineda Causeway)	Indian Harbour Beach	Satellite Beach	Unincorporated	No	No	Yes	No	No
123	SR 518 (Eau Gallie Boulevard)	I-95	Wickham Road	Melbourne	Unincorporated		No	No	No	Yes	No
124	SR 518 (Eau Gallie Boulevard)	Wickham Road	US 1 (Harbor City Boulevard)	Melbourne			No	No	No	Yes	No
197	SR 518 (Eau Gallie Boulevard)	SR 518 (Western End of Eau Gallie Causeway)	SR A1A	Melbourne	Indian Harbour Beach	Unincorporated	Yes	Yes	No	Yes	No
125	SR 518 (EB Montral Avenue)	US 1 (Harbor City Boulevard)	SR 518 (Eau Gallie Causeway)	Melbourne			No	No	No	Yes	No

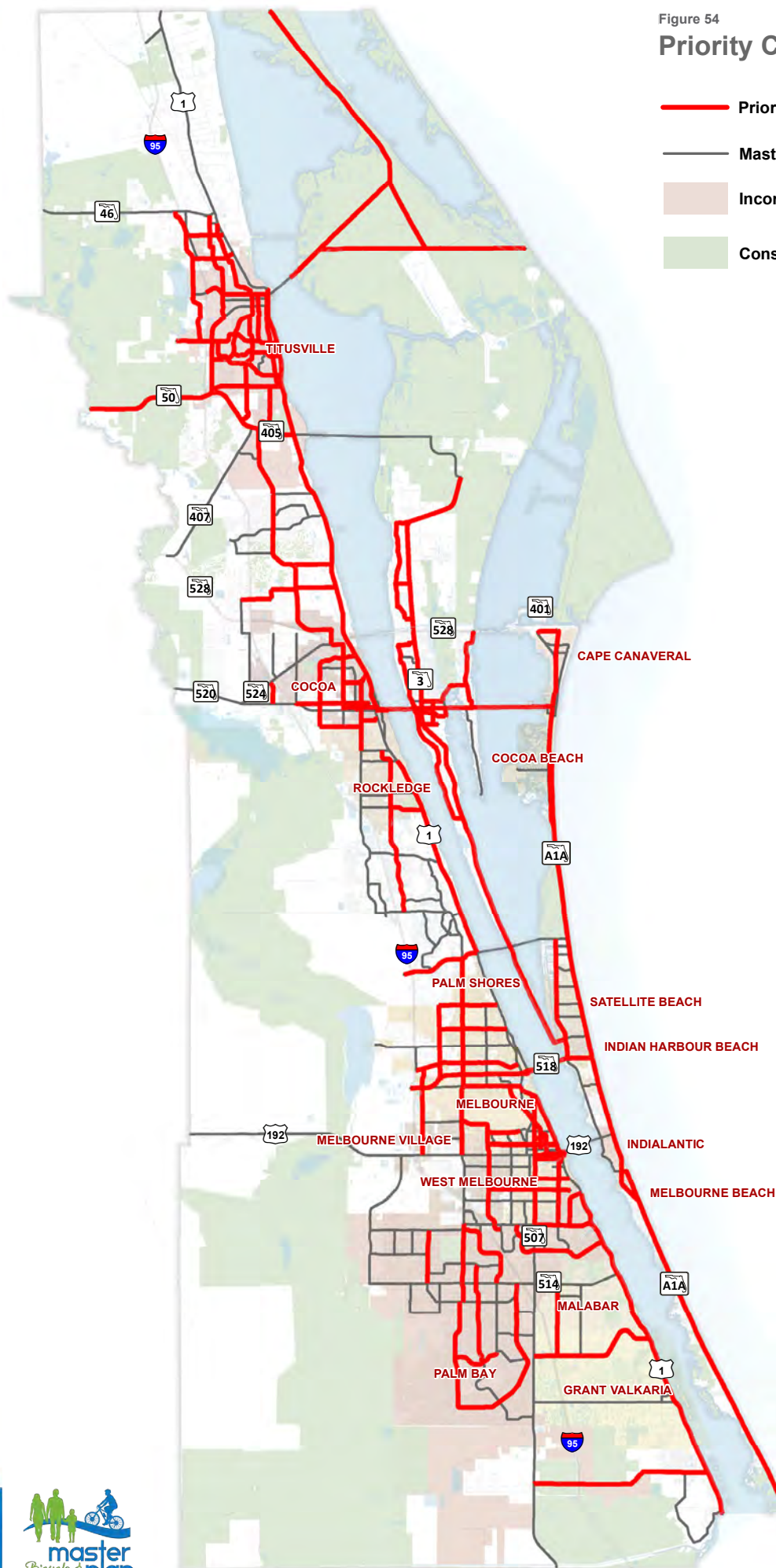
Table 7: Final List of Priority Corridors (By Corridor Name) (Continued)

Corridor ID	Road Name	Corridor Road Start	Corridor Road End	Jurisdictions			Past or Ongoing Study	Corridor Identified for Pedestrian Improvements	Corridor Identified for Sidewalk Gaps Improvements	Corridor Identified for Bicycle Improvements	Part of the Primary East Coast Greenway Alignment
126	SR 518 (WB Eau Gallie Boulevard)	US 1 (Harbor City Boulevard)	SR 518 (Eau Gallie Causeway)	Melbourne			No	No	No	Yes	No
75	SR 519 (Fiske Boulevard)	Barton Boulevard	SR 520 (King Street)	Rockledge	Cocoa		Yes	Yes	No	Yes	No
217	SR 520 (Cocoa Beach Causeway)	S Banana River Drive	SR A1A (N Atlantic Avenue)	Cocoa Beach	Unincorporated		No	Yes	No	Yes	No
94	SR 520 (EB) (King Street)	US 1 (S Cocoa Boulevard)	SR 520 (Humphrey Bridge)	Cocoa	Unincorporated		Yes	Yes	No	Yes	No
60	SR 520 (Merritt Island Causeway)	Humphrey Bridge	S. Banana River Drive	Unincorporated			No	Yes	No	Yes	No
95	SR 520 (WB) (Willard Street)	US 1 (S Cocoa Boulevard)	SR 520 (Humphrey Bridge)	Cocoa	Unincorporated		Yes	Yes	No	Yes	No
207	SR A1A	Indian River County Line	US 192 (5th Avenue)	Unincorporated	Melbourne Beach	Indialantic	No	Yes	No	Yes	Yes
208	SR A1A	US 192 (5th Avenue)	SR 518 (Eau Gallie Boulevard)	Melbourne	Indialantic	Unincorporated	No	Yes	No	No	Yes
209	SR A1A	SR 518 (Eau Gallie Boulevard)	SR 404 (Pineda Causeway)	Satellite Beach	Indian Harbour Beach	Unincorporated	No	Yes	No	No	Yes
213	SR A1A (N Atlantic Avenue)	Cocoa Isles Boulevard	SR 520 (Cocoa Beach Causeway)	Cocoa Beach			Yes	No	No	No	Yes
214	SR A1A (N Atlantic Avenue)	SR 520 (Cocoa Beach Causeway)	N Atlantic Avenue/Astronaut Boulevard	Cocoa Beach	Cape Canaveral	Unincorporated	Yes	No	No	No	Yes
211	SR A1A (NB N Atlantic Avenue)	S End Of One Way Pairs	N End Of One Way Pairs	Cocoa Beach			Yes	No	Yes	No	Yes
210	SR A1A (S Atlantic Avenue)	SR 404 (Pineda Causeway)	S End Of One Way Pairs	Unincorporated			Yes	Yes	No	Yes	Yes
212	SR A1A (SB N Orlando Avenue)	N End Of One Way Pairs	S End Of One Way Pairs	Cocoa Beach			Yes	No	Yes	No	No
62	Sykes Creek Parkway	Fortenberry Road	SR 520	Unincorporated			No	Yes	No	No	No
64	Sykes Creek Parkway	Merritt Avenue	N Banana River Drive	Unincorporated			No	No	No	Yes	No
176	Turtlemound Road	SR 518 (Eau Gallie Boulevard)	Pine Cone Road	Melbourne	Unincorporated		No	Yes	No	No	No
177	University Boulevard	SR 507 (Babcock Street)	US 1 (Harbor City Boulevard)	Melbourne	Palm Bay		No	Yes	No	No	No
102	US 1	SR 404 (Pineda Causeway)	Barnes Boulevard	Unincorporated			Yes	Yes	No	No	No
178	US 1	Indian River County Line	SR 514 (Malabar Road)	Grant Valkaria	Malabar	Unincorporated	No	Yes	No	No	No
179	US 1 (Dixie Highway)	SR 514 (Malabar Road)	RJ Conlan Boulevard	Palm Bay	Malabar	Unincorporated	No	Yes	No	No	No
181	US 1 (Harbor City Boulevard)	US 192 (Strawbridge Avenue)	Sarno Road	Melbourne	Unincorporated		No	Yes	No	Yes	No
35	US 1 (N Cocoa Boulevard)	SR 528/SR A1A (Beachline Expressway)	SR 405 (Columbia Boulevard)	Unincorporated	Titusville	Cocoa	Yes	Yes	No	No	No
106	US 1 (N Cocoa Boulevard)	Peachtree Street	SR 528/SR A1A (Beachline Expressway)	Cocoa			No	No	No	No	Yes
37	US 1 (NB S Washington Avenue)	Grace Street	SR 406 (Garden Street)	Titusville			Yes	No	No	No	Yes
103	US 1 (Rocklegde Boulevard)	Barnes Boulevard	Eyster Boulevard	Rockledge	Unincorporated		Yes	Yes	No	No	No
36	US 1 (S Washington Avenue)	SR 405 (Columbia Boulevard)	Grace Street	Titusville			No	Yes	Yes	Yes	Yes
38	US 1 (SB S Hopkins Avenue)	SR 406 (Garden Street)	Grace Street	Titusville			Yes	Yes	No	No	No
186	US 192 (Strawbridge Avenue)	SR 507 (Babcock Street)	New Haven Avenue	Melbourne	Unincorporated		No	Yes	No	No	No
187	Valkaria Road	Babcock Street	US 1	Grant Valkaria	Unincorporated		No	Yes	No	Yes	No
359	Weber Rd	Valkaria Road	SR 514 (Malabar Road)	Malabar	Grant Valkaria		No	Yes	No	No	No
188	Wickham Road	US 192 (New Haven Avenue)	Nasa Boulevard	West Melbourne	Unincorporated		No	No	No	Yes	No
189	Wickham Road	Nasa Boulevard	Sarno Road	Melbourne	West Melbourne	Unincorporated	No	Yes	No	Yes	No
190	Wickham Road	Sarno Road	Parkway Drive	Melbourne			Yes	Yes	No	Yes	No
191	Wickham Road	Parkway Drive	SR 404 (Pineda Causeway)	Melbourne	Unincorporated		No	No	Yes	No	No

Figure 54

Priority Corridors

-  Priority Corridor
-  Master Plan Roadway Network
-  Incorporated Cities/Towns
-  Conservation Areas



Identifying Bicycle and Pedestrian Improvements

Step 5: Priority Improvements

Specific bicycle and pedestrian facility improvements were identified along Priority Corridors as part of Step 5. Priority Corridors with no existing facilities or gaps within existing facilities were identified for proposed improvements. As a result of Step 5, three distinct lists – Bicycle Improvements, Pedestrian Improvements, and Sidewalk Gaps, were created. The Sidewalk Gaps list was created for corridors that already had significant sidewalk coverage for the length of the corridor but had small gaps in the sidewalk network. **Figure 55** shows the flow chart for Step 5.

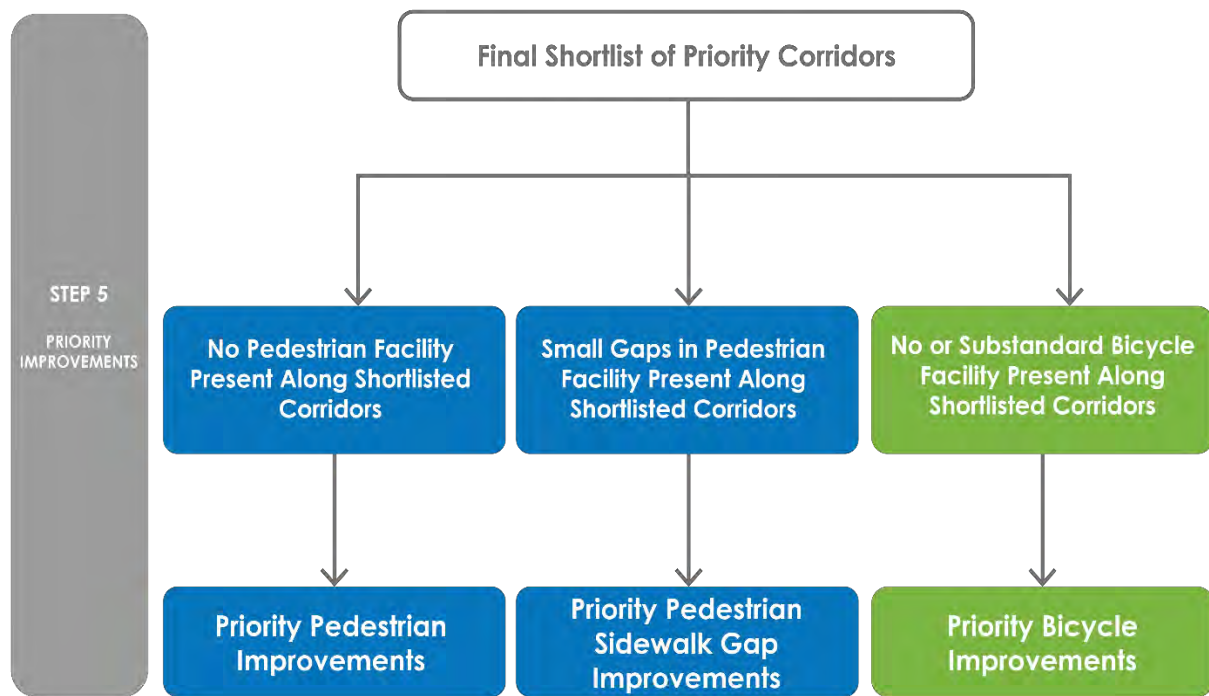


Figure 55: Step 5: Identifying Bicycle and Pedestrian Improvements

Step 6: Prioritized Ranking

The final step in the prioritization process ranked corridors in each of the three lists that were created as part of Step 5. Corridors were ranked based on the Total Prioritization Score. The Total Prioritization Score was developed for each Priority Corridor by adding the following scores together:

- Land Use
- Demographic
- Transit
- Safety
- Pedestrian Coverage (for Pedestrian Improvements and Sidewalk Gaps list)

- Pedestrian Level of Comfort Score (PLOC) (for Pedestrian Improvements and Sidewalk Gaps list)
- Bicycle Coverage (for Bicycle Improvements list)
- Bicycle Level of Traffic Stress (BLTS) (for Bicycle Improvements list)
- Trails

Land Use and Demographic, Transit, and Safety Scores were already calculated at the corridor level as part of Step 2 of the prioritization process. Pedestrian and Bicycle Coverage Scores are points assigned to corridors based on percentage of length covered by existing facilities. Corridors received higher scores for low coverage in order to prioritize them. **Table 8** shows the Bicycle and Pedestrian Coverage Scoring Methodology. **Table B-4** in **Appendix B** lists Pedestrian Coverage and Bicycle Coverage Scores.

Table 8: Bicycle and Pedestrian Coverage Scoring Methodology

Metric	Factor	Criteria/Measure	Points
Pedestrian Coverage Score	Percentage of length of corridor covered by existing facilities	0%	10
		1% to 35%	6
		36% to 70%	3
		71% to 99%	1
		100%	0
Bicycle Coverage Score	Percentage of length of corridor covered by existing facilities	0%	10
		1% to 35%	6
		36% to 70%	3
		71% to 99%	1
		100%	0

PLOC and BLTS are relatively new scoring methodologies but have quickly become industry standards. Originally developed by researchers at the Mineta Transportation Institute, BLTS is a methodology for assessing the comfort and connectivity of bicycle networks. PLOC and BLTS methodology involves creating an index to score each roadway corridor for its level of traffic stress or comfort. The index is created by combining available data such as facility width, traffic speeds, traffic volume, and number of lanes. Points range from 1 to 10 are assigned to corridors based on PLOC and BLTS scores. **Table 9** and **Table 10** show the PLOC scoring methodology and point system used to calculate the Total Prioritization Score. **Table B-5** in **Appendix B** lists PLOC Score for each corridor. **Table 11** and **Table 12** show the BLTS scoring methodology and point system used to calculate the Total Prioritization Score. **Table B-6** in **Appendix B** lists BLTS Score for each corridor.

Table 9: Level of Pedestrian Comfort Scoring Methodology

Criteria	LOC > 1	LOC > 2	LOC > 3	LOC = 4
	Highest Comfort			Least Comfort
Sidewalk Width (Feet)	8 or more	5 to 7.9	4 to 4.9	Less than 4
Separation Width (Feet)	3 or more	Less than 3	(N/A)	(N/A)
Speed Limit (MPH)	25 or less	30 or 40	45	More than 45
Traffic Volume (AADT)	Less than 10,000	10,000 to 20,000	20,001 to 30,000	More than 30,000
Total Number of Lanes	2	3	4 or 5	6 or More

If 'Sidewalk Width' is 8' or above 'AND' 'Separation Width' is 5' or above; LOC = 1 regardless of other Criteria

Table 10: Level of Pedestrian Comfort Score Points

Metric	Factor	Criteria/Measure	Points
On-Road Pedestrian Facilities LOC Score	Level of Comfort (LOC) weighted length average	4 (Lowest Comfort)	10
		3	6
		2	3
		1 (Highest Comfort)	1

Table 11: Level of Bicycle Traffic Stress Methodology

Criteria	LTS > 1	LTS > 2	LTS > 3	LTS = 4
	Least Traffic Stress			Highest Traffic Stress
Bicycle Facility Width (Feet)	6 or more	4.1 to 5.9	4	Less than 4
Speed Limit (MPH)	25 or less	30 or 40	45	More than 45
Traffic Volume (AADT)	Less than 10,000	10,000 to 20,000	20,001 to 30,000	More than 30,000
Total Number of Lanes	2	3	4 or 5	6 or More

Note: For Needs Corridors LOC and LTS scores were calculated based on following criteria: Speed Limit, Traffic Volume, and Total Number of Lanes

Table 12: Level of Bicycle Traffic Stress Score Points

Metric	Factor	Criteria/Measure	Points
On-Road Bicycle Facilities LTS Score	Level of Traffic Stress (LTS) weighted length average	4 (Highest Stress)	10
		3	6
		2	3
		1 (Lowest Stress)	1

The Trails Connectivity score was also used to calculate the Total Prioritization Score. Points are assigned to corridors based on whether existing or proposed trails are located along or intersect the corridor. The Trail Connectivity Score methodology is shown in **Table 13. Table B-7 in Appendix B** lists Trail Connectivity Score for each corridor.

Table 13: Trails Connectivity Scoring Methodology

Metric	Factor	Criteria/Measure	Points
Trails	Showcase Trails & SUN Trail Network	Along Proposed Trail	2
		Along Existing Trail	1.5
		Intersects Existing Trail	1
		Intersects Proposed Trail	0.5
		No Trail	0

Figure 56 shows the flow chart for Step 6.

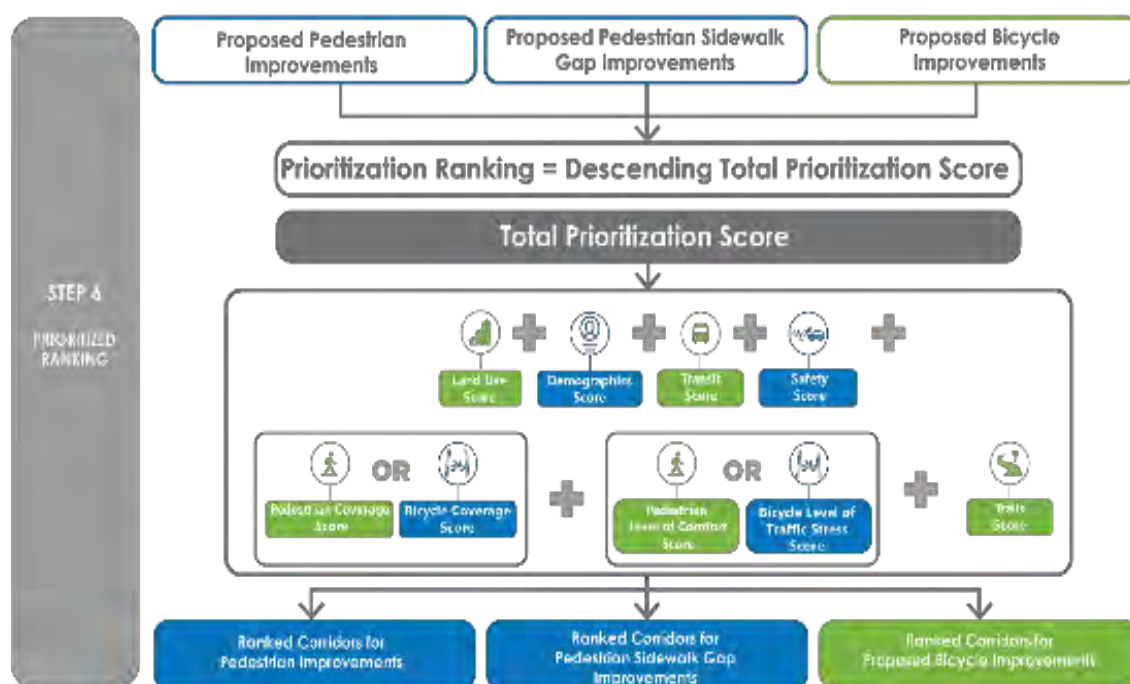
**Figure 56: Step 6: Ranking Priority Corridors with Bicycle and Pedestrian Improvements**

Table B-8 in Appendix B lists Total Prioritization Score for each corridor. Table B-9 in Appendix B lists all 295 corridors and indicates if a corridor is identified as a Priority Corridor, and if yes, what improvements are proposed.



Source: Space Coast Transportation Planning Organization

6. Prioritized Bicycle and Pedestrian Improvements

The BPMP is a county-wide plan intended to prioritize corridors and identify specific gaps as priority bicycle and pedestrian improvements. **Figure 57** illustrates the overall project development process that is used to plan, design, and construct projects. The BPMP is the first phase of this process.

One of the main outcomes of the BPMP are series of new bicycle and pedestrian facilities along Priority Corridors. These improvements have been identified as a result of the six step prioritization process discussed in **Chapter 5: Prioritization Process**. Detailed lists and maps of priority bicycle and pedestrian improvements are provided in this chapter. The prioritization process used existing conditions data as well as public and stakeholder input to identify 137 total Priority Corridors. **Figure 58** shows all Priority Corridors. **Table 14** lists the Priority Corridors.

As part of identifying the Priority Corridors, the Project Team also reviewed recently completed or ongoing corridor studies undertaken by FDOT, SCTPO, or other local jurisdictions. **Figure 59** and **Table 15** shows and lists these recently completed or ongoing studies. **Table 16** lists Priority Corridors that have a recently completed or have an ongoing study. The Project Team has not identified specific bicycle or pedestrian improvements along the corridors with recently completed or ongoing studies. Recommendations from these respective studies will substitute in lieu of specific prioritized improvements along these corridors. The BPMP will support the bicycle and pedestrian improvement recommendations from these studies.

Due to the high-level nature of the BPMP, no specific facility types or associated construction costs have been calculated. Facility type and costs are largely dependent on local conditions unique to each corridor, such as ROW availability, overhead and underground utilities, drainage patterns, etc. The BPMP did not evaluate these conditions for any corridor. The Project Team envisions that details such as facility types and costs will be developed as part of specific corridor planning studies or engineering projects in future phases.



Figure 57: Project Development Process

Figure 58

Priority Corridors

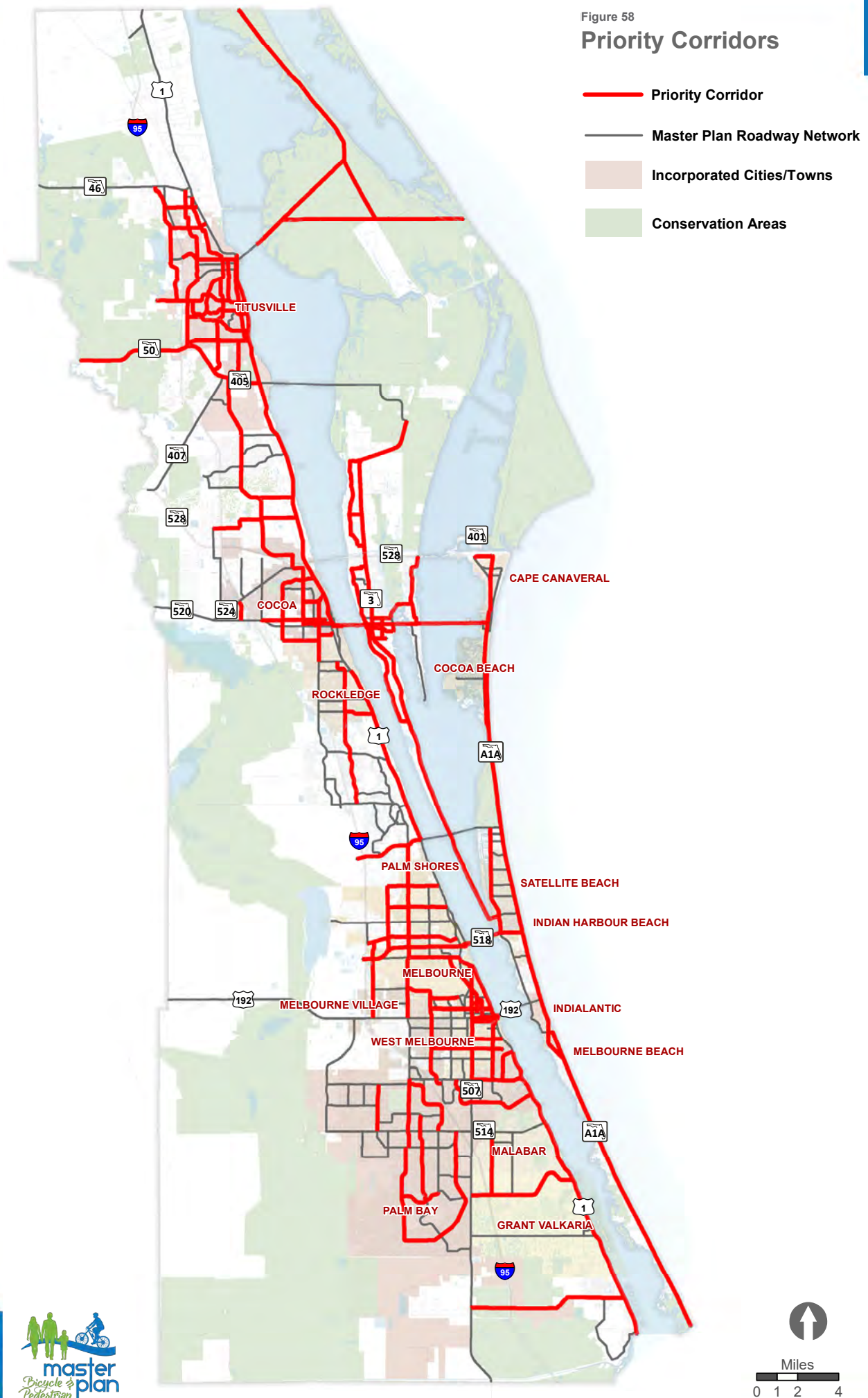


Table 14: Final List of Priority Corridors (By Corridor Name)

Corridor ID	Road Name	Corridor Road Start	Corridor Road End	Jurisdictions			Past or Ongoing Study	Corridor Identified for Pedestrian Improvements	Corridor Identified for Sidewalk Gaps Improvements	Corridor Identified for Bicycle Improvements	Part of the Primary East Coast Greenway Alignment
383	A. Max Brewer Memorial Parkway	Causeway	Max Brewer Memorial Parkway	Titusville	Unincorporated		No	No	No	Yes	No
110	Apollo Boulevard	Fee Avenue	Sarno Road	Melbourne			No	No	Yes	Yes	No
112	Aurora Road	John Rodes Boulevard	Wickham Road	Unincorporated	Melbourne		No	Yes	No	No	No
113	Aurora Road	Wickham Road	US 1 (Harbor City Boulevard)	Melbourne			Yes	Yes	No	Yes	No
118	Babcock Street	US 192 (New Haven Avenue)	US 1 (Harbor City Boulevard)	Melbourne			No	No	No	Yes	No
1	Barna Avenue	SR 405 (Columbia Boulevard)	Park Avenue	Titusville	Unincorporated		No	No	No	Yes	No
67	Barnes Boulevard	Murrell Road	US 1	Rockledge	Unincorporated		No	Yes	No	No	No
322	Bayside Lakes Boulevard	De Groodt Road	Dateland Road	Palm Bay			No	No	No	Yes	No
323	Bulldog Boulevard/Sheridan Road	Babcock Street	Oak Street	Melbourne			No	No	Yes	Yes	No
2	Camp Road	Grissom Parkway	US 1 (N Cocoa Boulevard)	Unincorporated			No	Yes	No	No	No
3	Canaveral Groves Boulevard	Pine Street	US 1 (N Cocoa Boulevard)	Unincorporated			No	No	Yes	Yes	No
4	Carpenter Road	Fox Lake Road	SR 46 (W Main Street)	Unincorporated	Titusville		No	No	No	Yes	No
41	Cone Road	S Tropical Trail	Kemp Street	Unincorporated			No	Yes	No	Yes	No
300	Country Club Drive	S Park Avenue	US 1 (S Washington Avenue)	Titusville			No	No	Yes	No	No
379	Courtenay Parkway	Kennedy Parkway	Volusia County Line	Unincorporated			No	No	No	Yes	No
5	Dairy Road	Carpenter Road	US 1	Titusville	Unincorporated		No	Yes	No	No	No
329	De Groodt Road	San Filippo Drive	Jupiter Boulevard	Palm Bay			No	No	No	Yes	No
302	Deleon Avenue	Harrison Street	SR 406 (Garden Street)	Titusville			No	No	No	Yes	No
73	Dixon Boulevard	SR 501 (Clearlake Road)	US 1 (N Cocoa Boulevard)	Cocoa			No	No	No	Yes	No
345	E New Haven Avenue	US 192 (New Haven Avenue)/Franklin Street	US 192 (Melbourne Causeway)	Melbourne	Unincorporated		No	Yes	No	Yes	No
331	Eldron Boulevard	Bayside Lakes Blvd	Americana Boulevard	Palm Bay			No	No	No	Yes	No
130	Emerson Drive	Malabar Road	Minton Road	Palm Bay			No	No	No	Yes	No
132	Evans Road	US 192 (New Haven Avenue)	Nasa Boulevard	Unincorporated	Melbourne	West Melbourne	No	Yes	No	No	No
76	Fiske Boulevard	SR 520 (King Street)	Dixon Boulevard	Cocoa			No	No	Yes	Yes	No
333	Florida Avenue	Hollywood Boulevard	Northview Street	Melbourne	West Melbourne	Unincorporated	No	Yes	No	No	No
43	Fortenberry Road	S Courtenay Parkway	Sykes Creek Parkway	Unincorporated			No	Yes	No	No	No
9	Fox Lake Road	Fox Lake Park	SR 405 (South Street)	Titusville	Unincorporated		No	Yes	No	Yes	No
79	Friday Road	SR 520 (King Street)	SR 524	Cocoa	Unincorporated		No	Yes	No	Yes	No
198	George King Boulevard	Dave Nisbet Drive	N Atlantic Avenue	Unincorporated			No	No	No	No	Yes
380	Grant Road	N Tropical Trail	N Courtenay Parkway	Unincorporated			No	Yes	No	Yes	No
10	Grissom Parkway	Industry Road	Port St. John Parkway	Unincorporated	Cocoa		No	Yes	No	Yes	Yes
11	Grissom Parkway	Port St. John Parkway	Kings Highway	Unincorporated			No	Yes	No	Yes	Yes
12	Grissom Parkway	Kings Highway	SR 405 (Columbia Boulevard)	Titusville	Unincorporated		No	Yes	No	Yes	Yes
44	Hall Road	N Tropical Trail	SR 3 (N Courtenay Parkway)	Unincorporated			No	No	No	Yes	No
303	Harrison Street	Knox Mcrae Drive	US 1 (S Washington Street)	Titusville			No	No	No	Yes	No

Table 14: Final List of Priority Corridors (By Corridor Name) (Continued)

Corridor ID	Road Name	Corridor Road Start	Corridor Road End	Jurisdictions			Past or Ongoing Study	Corridor Identified for Pedestrian Improvements	Corridor Identified for Sidewalk Gaps Improvements	Corridor Identified for Bicycle Improvements	Part of the Primary East Coast Greenway Alignment
138	Hibiscus Boulevard	Evans Road	US 1 (Harbor City Boulevard)	Melbourne	West Melbourne	Unincorporated	No	Yes	Yes	Yes	No
139	Hickory Street	US 192 (Strawbridge Avenue)	SR 508 (Nasa Boulevard)	Melbourne			Yes	Yes	No	Yes	No
140	Hollywood Boulevard	Riviera Drive	US 192 (New Haven Avenue)	West Melbourne	Palm Bay	Unincorporated	Yes	No	Yes	No	No
15	Hopkins Avenue	SR 50 (Cheney Highway)	Grace Street	Titusville			Yes	Yes	No	Yes	No
16	Industry Road	SR 524/SR 501	Grissom Parkway	Cocoa	Unincorporated		No	Yes	No	Yes	Yes
142	John Rodes Boulevard	US 192 (New Haven Avenue)	SR 518 (Eau Gallie Boulevard)	Melbourne	West Melbourne	Unincorporated	No	Yes	No	Yes	No
143	John Rodes Boulevard	SR 518 (Eau Gallie Boulevard)	Aurora Road	Melbourne	Unincorporated		No	Yes	No	Yes	No
146	Jupiter Boulevard	Malabar Road	Emerson Drive	Palm Bay			No	No	No	Yes	No
381	Kennedy Parkway	Max Brewer Memorial Parkway	A. Max Brewer Memorial Parkway	Unincorporated			No	No	No	Yes	No
305	Knox Mcrae Drive	US 1 (S Washington Avenue)	Fox Hall Road	Titusville			No	No	Yes	No	No
81	Lake Drive	SR 520 (King Street)/Cox Road	SR 520 (King Street)/Varr Avenue	Unincorporated	Cocoa		No	Yes	No	Yes	No
382	Max Brewer Memorial Parkway	A. Max Brewer Memorial Parkway	Kennedy Parkway	Unincorporated			No	No	No	Yes	No
344	Melbourne Avenue	SR 507 (Babcock Street)	Front Street	Melbourne			No	No	No	Yes	No
47	Merritt Avenue	SR 3 (N Courtenay Parkway)	Sykes Creek Parkway	Unincorporated			No	No	No	Yes	No
156	Micco Road	Babcock Street	US 1 (Dixie Highway)	Unincorporated	Palm Bay		No	Yes	No	Yes	No
83	Michigan Avenue	Range Road	SR 501 (Clearlake Road)	Cocoa	Unincorporated		No	No	No	Yes	No
84	Michigan Avenue	SR 501 (Clearlake Road)	US 1 (N Cocoa Boulevard)	Cocoa	Unincorporated		No	Yes	No	Yes	Yes
157	Minton Road	Jupiter Boulevard	Palm Bay Road	Palm Bay			No	Yes	No	Yes	No
85	Murrell Road	Wickham Road	Barton Boulevard	Rockledge	Unincorporated		No	Yes	No	Yes	No
199	N Atlantic Avenue	SR A1A (Astronaut Boulevard)	George King Boulevard	Cape Canaveral			No	No	No	No	Yes
49	N Banana River Drive	SR 520 (Merritt Island Causeway)	SR 528/SR A1A (Beachline Expressway)	Unincorporated			No	Yes	Yes	Yes	No
52	N Tropical Trail	SR 520 (Merritt Island Causeway)	SR 3 (N Courtenay Parkway)	Unincorporated			No	Yes	No	Yes	No
53	N Tropical Trail	Grant Road	SR 3 (N Courtenay Parkway)	Unincorporated			No	Yes	No	Yes	No
159	Nasa Boulevard	Wickham Road	Eddie Allen Road	Melbourne	Unincorporated		No	Yes	No	No	No
200	Oak Street	SR A1A	Ocean Avenue	Melbourne Beach	Unincorporated		No	Yes	No	Yes	Yes
19	Old Dixie Highway	Garden Street	Parker Street	Titusville	Unincorporated		No	No	No	Yes	No
163	Palm Bay Road	SR 507 (Babcock Street)	US 1 (Dixie Highway)	Palm Bay	Unincorporated		Yes	Yes	No	Yes	No
307	Park Avenue	SR 405 (South Street)	SR 406 (Garden Street)	Titusville			No	Yes	Yes	Yes	No
164	Parkway Drive	Turtlemound Road	US 1 (Harbor City Boulevard)	Melbourne	Unincorporated		No	Yes	No	No	No
20	Parrish Road	Holder Road	US 1	Unincorporated	Titusville		No	Yes	No	No	No
86	Peachtree Street	SR 501 (Clearlake Road)	Forrest Avenue	Cocoa	Unincorporated		No	No	Yes	Yes	No
348	Pine Cone Road	Turtle Mound Road	Post Road	Melbourne	Unincorporated		No	Yes	No	No	No
88	Pluckebaum Road	Range Road	SR 519 (Fiske Boulevard)	Rockledge			No	Yes	No	No	No
54	Plumosa Street	Cone Road	Merritt Avenue	Unincorporated			No	Yes	No	Yes	No
167	Port Malabar Boulevard	SR 507 (Babcock Street)	US 1 (Dixie Highway)	Palm Bay			No	No	Yes	Yes	No

Table 14: Final List of Priority Corridors (By Corridor Name) (Continued)

Corridor ID	Road Name	Corridor Road Start	Corridor Road End	Jurisdictions			Past or Ongoing Study	Corridor Identified for Pedestrian Improvements	Corridor Identified for Sidewalk Gaps Improvements	Corridor Identified for Bicycle Improvements	Part of the Primary East Coast Greenway Alignment
351	Port Malabar Boulevard	SR 507 (Babcock Street)	Palm Bay Road	Palm Bay			No	No	No	Yes	No
168	Post Road	Pinecone Road	US 1 (Harbor City Boulevard)	Melbourne	Unincorporated		No	Yes	No	Yes	No
324	Prospect Avenue/Lipscomb Street	Palm Bay Road	US 1 (Harbor City Boulevard)	Melbourne	Palm Bay	Unincorporated	No	Yes	No	Yes	No
89	Range Road	Pluckebaum Road	Rosetine Street	Unincorporated	Cocoa		No	No	No	Yes	No
169	RJ Conlan Boulevard	Palm Bay Road	US 1 (Dixie Highway)	Palm Bay	Unincorporated		No	Yes	No	Yes	No
316	Rosa Jones Drive	SR 519 (Fiske Boulevard)	US 1 (S Cocoa Boulevard)	Cocoa	Rockledge		No	No	Yes	Yes	No
56	S Courtenay Parkway	Fortenberry Road	SR 520 (Merritt Island Causeway)	Unincorporated			Yes	Yes	No	Yes	No
55	S Courtenay Parkway/Tropical Trail	SR 404 (Pineda Causeway)	Fortenberry Road	Unincorporated			No	Yes	No	Yes	No
57	S Tropical Trail	Banana River Drive	SR 404 (Pineda Causeway)	Indian Harbour Beach	Unincorporated		No	Yes	No	Yes	No
58	S Tropical Trail	S Courtenay Parkway	SR 520 (Merritt Island Causeway)	Unincorporated			No	No	No	Yes	No
174	San Filippo Drive	De Groodt Road	Malabar Road	Palm Bay			No	Yes	No	Yes	No
171	Sarno Road	Wickham Road	US 1 (Harbor City Boulevard)	Melbourne			Yes	Yes	No	Yes	No
317	School Street	Lake Drive	Wilson Avenue	Cocoa	Unincorporated		No	Yes	No	Yes	No
22	Singleton Avenue	SR 405 (South Street)	SR 46 (W Main Street)	Titusville	Unincorporated		No	Yes	No	Yes	No
23	Sisson Road	SR 405 (Columbia Boulevard)	SR 50 (Cheney Highway)	Titusville	Unincorporated		No	Yes	No	Yes	No
51	SR 3 (N Courtenay Parkway)	SR 528/SR A1A (Beachline Expressway)	Space Commerce Way	Unincorporated			No	Yes	No	Yes	No
50	SR 3 (N. Courtenay Parkway)	SR 520 (Merritt Island Causeway)	SR 528/SR A1A (Beachline Expressway)	Unincorporated			Yes	Yes	No	Yes	No
165	SR 404 (Pineda Causeway)	I-95	US 1	Unincorporated	Palm Shores		No	No	No	Yes	No
28	SR 405 (Columbia Boulevard)	SR 50 (Cheney Highway)	US 1 (S Washington Avenue)	Titusville	Unincorporated		No	Yes	No	Yes	Yes
29	SR 405 (South Street)	SR 50 (Cheney Highway)	Singleton Avenue	Titusville			No	Yes	No	No	No
32	SR 406 (Garden Street)	I-95	US 1 (NB S Washington Avenue)	Titusville			Yes	Yes	No	Yes	No
26	SR 50 (Cheney Highway)	Orange County Line	I-95	Titusville			No	No	Yes	No	No
27	SR 50 (Cheney Highway)	I-95	US 1 (S Washington Avenue)	Titusville			No	No	Yes	No	No
69	SR 501 (Clearlake Road)	SR 520 (King Street)	Michigan Avenue	Unincorporated	Cocoa		Yes	No	No	Yes	No
70	SR 501 (Clearlake Road)	Michigan Avenue	Industry Road	Cocoa	Unincorporated		Yes	Yes	No	Yes	Yes
117	SR 507 (Babcock Street)	Palm Bay Road	US 192 (New Haven Avenue)	Melbourne	Palm Bay		Yes	Yes	No	Yes	No
205	SR 513 (S Patrick Drive)	SR 518 (Eau Gallie Boulevard)	Banana River Drive	Indian Harbour Beach	Unincorporated		No	No	No	Yes	No
206	SR 513 (S Patrick Drive)	Banana River Drive	SR 404 (Pineda Causeway)	Indian Harbour Beach	Satellite Beach	Unincorporated	No	No	Yes	No	No
123	SR 518 (Eau Gallie Boulevard)	I-95	Wickham Road	Melbourne	Unincorporated		No	No	No	Yes	No
124	SR 518 (Eau Gallie Boulevard)	Wickham Road	US 1 (Harbor City Boulevard)	Melbourne			No	No	No	Yes	No
197	SR 518 (Eau Gallie Boulevard)	SR 518 (Western End of Eau Gallie Causeway)	SR A1A	Melbourne	Indian Harbour Beach	Unincorporated	Yes	Yes	No	Yes	No
125	SR 518 (EB Montral Avenue)	US 1 (Harbor City Boulevard)	SR 518 (Eau Gallie Causeway)	Melbourne			No	No	No	Yes	No

Table 14: Final List of Priority Corridors (By Corridor Name) (Continued)

Corridor ID	Road Name	Corridor Road Start	Corridor Road End	Jurisdictions			Past or Ongoing Study	Corridor Identified for Pedestrian Improvements	Corridor Identified for Sidewalk Gaps Improvements	Corridor Identified for Bicycle Improvements	Part of the Primary East Coast Greenway Alignment
126	SR 518 (WB Eau Gallie Boulevard)	US 1 (Harbor City Boulevard)	SR 518 (Eau Gallie Causeway)	Melbourne			No	No	No	Yes	No
75	SR 519 (Fiske Boulevard)	Barton Boulevard	SR 520 (King Street)	Rockledge	Cocoa		Yes	Yes	No	Yes	No
217	SR 520 (Cocoa Beach Causeway)	S Banana River Drive	SR A1A (N Atlantic Avenue)	Cocoa Beach	Unincorporated		No	Yes	No	Yes	No
94	SR 520 (EB) (King Street)	US 1 (S Cocoa Boulevard)	SR 520 (Humphrey Bridge)	Cocoa	Unincorporated		Yes	Yes	No	Yes	No
60	SR 520 (Merritt Island Causeway)	Humphrey Bridge	S. Banana River Drive	Unincorporated			No	Yes	No	Yes	No
95	SR 520 (WB) (Willard Street)	US 1 (S Cocoa Boulevard)	SR 520 (Humphrey Bridge)	Cocoa	Unincorporated		Yes	Yes	No	Yes	No
207	SR A1A	Indian River County Line	US 192 (5th Avenue)	Unincorporated	Melbourne Beach	Indialantic	No	Yes	No	Yes	Yes
208	SR A1A	US 192 (5th Avenue)	SR 518 (Eau Gallie Boulevard)	Melbourne	Indialantic	Unincorporated	No	Yes	No	No	Yes
209	SR A1A	SR 518 (Eau Gallie Boulevard)	SR 404 (Pineda Causeway)	Satellite Beach	Indian Harbour Beach	Unincorporated	No	Yes	No	No	Yes
213	SR A1A (N Atlantic Avenue)	Cocoa Isles Boulevard	SR 520 (Cocoa Beach Causeway)	Cocoa Beach			Yes	No	No	No	Yes
214	SR A1A (N Atlantic Avenue)	SR 520 (Cocoa Beach Causeway)	N Atlantic Avenue/Astronaut Boulevard	Cocoa Beach	Cape Canaveral	Unincorporated	Yes	No	No	No	Yes
211	SR A1A (NB N Atlantic Avenue)	S End Of One Way Pairs	N End Of One Way Pairs	Cocoa Beach			Yes	No	Yes	No	Yes
210	SR A1A (S Atlantic Avenue)	SR 404 (Pineda Causeway)	S End Of One Way Pairs	Unincorporated			Yes	Yes	No	Yes	Yes
212	SR A1A (SB N Orlando Avenue)	N End Of One Way Pairs	S End Of One Way Pairs	Cocoa Beach			Yes	No	Yes	No	No
62	Sykes Creek Parkway	Fortenberry Road	SR 520	Unincorporated			No	Yes	No	No	No
64	Sykes Creek Parkway	Merritt Avenue	N Banana River Drive	Unincorporated			No	No	No	Yes	No
176	Turtlemound Road	SR 518 (Eau Gallie Boulevard)	Pine Cone Road	Melbourne	Unincorporated		No	Yes	No	No	No
177	University Boulevard	SR 507 (Babcock Street)	US 1 (Harbor City Boulevard)	Melbourne	Palm Bay		No	Yes	No	No	No
102	US 1	SR 404 (Pineda Causeway)	Barnes Boulevard	Unincorporated			Yes	Yes	No	No	No
178	US 1	Indian River County Line	SR 514 (Malabar Road)	Grant Valkaria	Malabar	Unincorporated	No	Yes	No	No	No
179	US 1 (Dixie Highway)	SR 514 (Malabar Road)	RJ Conlan Boulevard	Palm Bay	Malabar	Unincorporated	No	Yes	No	No	No
181	US 1 (Harbor City Boulevard)	US 192 (Strawbridge Avenue)	Sarno Road	Melbourne	Unincorporated		No	Yes	No	Yes	No
35	US 1 (N Cocoa Boulevard)	SR 528/SR A1A (Beachline Expressway)	SR 405 (Columbia Boulevard)	Unincorporated	Titusville	Cocoa	Yes	Yes	No	No	No
106	US 1 (N Cocoa Boulevard)	Peachtree Street	SR 528/SR A1A (Beachline Expressway)	Cocoa			No	No	No	No	Yes
37	US 1 (NB S Washington Avenue)	Grace Street	SR 406 (Garden Street)	Titusville			Yes	No	No	No	Yes
103	US 1 (Rocklegde Boulevard)	Barnes Boulevard	Eyster Boulevard	Rockledge	Unincorporated		Yes	Yes	No	No	No
36	US 1 (S Washington Avenue)	SR 405 (Columbia Boulevard)	Grace Street	Titusville			No	Yes	Yes	Yes	Yes
38	US 1 (SB S Hopkins Avenue)	SR 406 (Garden Street)	Grace Street	Titusville			Yes	Yes	No	No	No
186	US 192 (Strawbridge Avenue)	SR 507 (Babcock Street)	New Haven Avenue	Melbourne	Unincorporated		No	Yes	No	No	No
187	Valkaria Road	Babcock Street	US 1	Grant Valkaria	Unincorporated		No	Yes	No	Yes	No
359	Weber Rd	Valkaria Road	SR 514 (Malabar Road)	Malabar	Grant Valkaria		No	Yes	No	No	No
188	Wickham Road	US 192 (New Haven Avenue)	Nasa Boulevard	West Melbourne	Unincorporated		No	No	No	Yes	No
189	Wickham Road	Nasa Boulevard	Sarno Road	Melbourne	West Melbourne	Unincorporated	No	Yes	No	Yes	No
190	Wickham Road	Sarno Road	Parkway Drive	Melbourne			Yes	Yes	No	Yes	No
191	Wickham Road	Parkway Drive	SR 404 (Pineda Causeway)	Melbourne	Unincorporated		No	No	Yes	No	No

Recently Completed or Ongoing Studies





Source: Kittelson & Associates, Inc.

Table 15: Recently Completed or Ongoing Studies (By Corridor Name)

Corridor ID	Road Name	Corridor Road Start	Corridor Road End	Jurisdictions			Priority Corridor	Study Name	Study From	Study To
113	Aurora Road	Wickham Road	US 1 (Harbor City Boulevard)	Melbourne			Yes	Aurora Road	Wickham Road	Stewart Avenue
114	Babcock Street	Indian River County	Grant Road	Palm Bay	Unincorporated		No	Babcock Street	Micco Road	SR 514 (Malabar Road)
115	Babcock Street	Grant Road	SR 514 (Malabar Road)	Palm Bay	Grant Valkaria	Malabar	No	Babcock Street	Micco Road	SR 514 (Malabar Road)
128	Ellis Road	John Rodes Boulevard	Wickham Road	West Melbourne	Melbourne	Unincorporated	No	Ellis Road	John Rodes Boulevard	Wickham Road
139	Hickory Street	US 192 (Strawbridge Avenue)	SR 508 (Nasa Boulevard)	Melbourne			Yes	Hickory Street	US 192 (Strawbridge Avenue)	SR 508 (Nasa Boulevard)
140	Hollywood Boulevard	Riviera Drive	US 192 (New Haven Avenue)	West Melbourne	Palm Bay	Unincorporated	Yes	Hollywood Boulevard	Palm Bay Road	US 192 (New Haven Avenue)
15	Hopkins Avenue	SR 50 (Cheney Highway)	Grace Street	Titusville			Yes	Hopkins Avenue	SR 50 (Cheney Highway)	Grace Street
150	Malabar Road	St. Johns Heritage Parkway	Minton Road	Palm Bay			No	Malabar Road	St. Johns Heritage Parkway	Minton Road
163	Palm Bay Road	SR 507 (Babcock Street)	US 1 (Dixie Highway)	Palm Bay	Unincorporated		Yes	Palm Bay Road	SR 507 (Babcock Street)	Limpscomb Street
372	Pine Tree Drive/Banana River Drive	SR 513 (S Patrick Drive)	SR A1A	Indian Harbour Beach			No	Banana River Drive	SR 513 (S Patrick Drive)	SR A1A
349	Pineapple Avenue	SR 518 (EB Eau Gallie Boulevard)	Parkway Drive	Melbourne			No	Pineapple Avenue	SR 518 (EB Eau Gallie Boulevard)	Aurora Road
56	S Courtenay Parkway	Fortenberry Road	SR 520 (Merritt Island Causeway)	Unincorporated			Yes	S Courtenay Parkway	Fortenberry Road	SR 520 (Merritt Island Causeway)
171	Sarno Road	Wickham Road	US 1 (Harbor City Boulevard)	Melbourne			Yes	Sarno Road	SR 518 (Eau Gallie Boulevard)	US 1 (Harbor City Boulevard)
50	SR 3 (N. Courtenay Parkway)	SR 520 (Merritt Island Causeway)	SR 528/SR A1A (Beachline Expressway)	Unincorporated			Yes	SR 3 (N. Courtenay Parkway)	SR 520 (Merritt Island Causeway)	SR 528/SR A1A (Beachline Expressway)
32	SR 406 (Garden Street)	I-95	US 1 (NB S Washington Avenue)	Titusville			Yes	SR 406 (Garden Street)	I-95	US 1 (NB S Washington Avenue)
69	SR 501 (Clearlake Road)	SR 520 (King Street)	Michigan Avenue	Unincorporated	Cocoa		Yes	SR 501 (Clearlake Road)	Dixon Road	Michigan Avenue
70	SR 501 (Clearlake Road)	Michigan Avenue	Industry Road	Cocoa	Unincorporated		Yes	SR 501 (Clearlake Road)	Michigan Avenue	Industry Road
170	SR 5054 (Sarno Road)	SR 518 (Eau Gallie Boulevard)	Wickham Road	Melbourne			No	Sarno Road	SR 518 (Eau Gallie Boulevard)	US 1 (Harbor City Boulevard)
117	SR 507 (Babcock Street)	Palm Bay Road	US 192 (New Haven Avenue)	Melbourne	Palm Bay		Yes	SR 507 (Babcock Street)	Palm Bay Road	US 192 (New Haven Avenue)
116	SR 507 (Babcock Street)	SR 514 (Malabar Road)	Palm Bay Road	Palm Bay			No	SR 507 (Babcock Street)	SR 514 (Malabar Road)	Palm Bay Road
155	SR 514 (Malabar Road)	Babcock Street	US 1	Malabar	Palm Bay		No	SR 514 (Malabar Road)	Babcock Street	US 1

Table 15: Recently Completed or Ongoing Studies (By Corridor Name) (Continued)

Corridor ID	Road Name	Corridor Road Start	Corridor Road End	Jurisdictions			Priority Corridor	Study Name	Study From	Study To
197	SR 518 (Eau Gallie Boulevard)	SR 518 (Western End of Eau Gallie Causeway)	SR A1A	Melbourne	Indian Harbour Beach	Unincorporated	Yes	SR 518 (Eau Gallie Boulevard)	South Patrick Drive	SR A1A
75	SR 519 (Fiske Boulevard)	Barton Boulevard	SR 520 (King Street)	Rockledge	Cocoa		Yes	SR 519 (Fiske Boulevard)	Barton Boulevard	SR 520 (King Street)
74	SR 519 (Fiske Boulevard)	I -95/Barnes Boulevard	Barton Boulevard	Rockledge			No	SR 519 (Fiske Boulevard)	I -95/Barnes Boulevard	Barton Boulevard
94	SR 520 (EB) (King Street)	US 1 (S Cocoa Boulevard)	SR 520 (Humphrey Bridge)	Cocoa	Unincorporated		Yes	SR 520 (EB) (King Street)	US 1 (S Cocoa Boulevard)	Riveredge Boulevard
95	SR 520 (WB) (Willard Street)	US 1 (S Cocoa Boulevard)	SR 520 (Humphrey Bridge)	Cocoa	Unincorporated		Yes	SR 520 (WB) (Willard Street)	US 1 (S Cocoa Boulevard)	SR 520 (Humphrey Bridge)
96	SR 524	SR 520 (King Street)	I-95	Cocoa	Unincorporated		No	SR 524	Friday Road	I-95
97	SR 524	I-95	Industry Road/SR 501	Cocoa			No	SR 524	I-95	Industry Road
N/A	SR 528/SR A1A* (Beachline Expressway)	Industry Road	SR 401	Unincorporated			N/A	SR 528	Industry Rd	SR 401
215	SR A1A (Astronaut Boulevard)	N Atlantic Avenue	SR 401	Cape Canaveral			No	SR A1A (Astronaut Boulevard)	N Atlantic Avenue	SR 401
213	SR A1A (N Atlantic Avenue)	Cocoa Isles Boulevard	SR 520 (Cocoa Beach Causeway)	Cocoa Beach			Yes	SR A1A (N Atlantic Avenue)	Cocoa Isles Boulevard	SR 520 (Cocoa Beach Causeway)
214	SR A1A (N Atlantic Avenue)	SR 520 (Cocoa Beach Causeway)	N Atlantic Avenue/Astronaut Boulevard	Cocoa Beach	Cape Canaveral	Unincorporated	Yes	SR A1A (N Atlantic Avenue)	SR 520 (Cocoa Beach Causeway)	N Atlantic Avenue/Astronaut Boulevard
211	SR A1A (NB N Atlantic Avenue)	S End Of One Way Pairs	N End Of One Way Pairs	Cocoa Beach			Yes	SR A1A (NB N Atlantic Avenue)	S End Of One Way Pairs	N End Of One Way Pairs
210	SR A1A (S Atlantic Avenue)	SR 404 (Pineda Causeway)	S End Of One Way Pairs	Unincorporated			Yes	SR A1A (S Atlantic Avenue)	SR 404 (Pineda Causeway)	S End Of One Way Pairs
212	SR A1A (SB N Orlando Avenue)	N End Of One Way Pairs	S End Of One Way Pairs	Cocoa Beach			Yes	SR A1A (SB N Orlando Avenue)	N End Of One Way Pairs	S End Of One Way Pairs
102	US 1	SR 404 (Pineda Causeway)	Barnes Boulevard	Unincorporated			Yes	US 1 Corridor Study	SR 404 (Pineda Causeway)	Park Avenue
180	US 1 (Harbor City Boulevard)	RJ Conlan Boulevard	US 192 (Strawbridge Avenue)	Melbourne	Palm Bay		No	US 1 (Harbor City Boulevard)	University Boulevard	US 192 (New Haven Avenue)
35	US 1 (N Cocoa Boulevard)	SR 528/SR A1A (Beachline Expressway)	SR 405 (Columbia Boulevard)	Unincorporated	Titusville	Cocoa	Yes	US 1 (N Cocoa Boulevard)	Broadway Boulevard	Fay Boulevard
37	US 1 (NB S Washington Avenue)	Grace Street	SR 406 (Garden Street)	Titusville			Yes	US 1 (NB S Washington Avenue)	Grace Street	SR 406 (Garden Street)
103	US 1 (Rockledge Boulevard)	Barnes Boulevard	Eyster Boulevard	Rockledge	Unincorporated		Yes	US 1 Corridor Study	SR 404 (Pineda Causeway)	Park Avenue
38	US 1 (SB S Hopkins Avenue)	SR 406 (Garden Street)	Grace Street	Titusville			Yes	US 1 (SB S Hopkins Avenue)	SR 406 (Garden Street)	Grace Street
190	Wickham Road	Sarno Road	Parkway Drive	Melbourne			Yes	Wickham Road	Sarno Road	Parkway Drive

* Note: SR 528/SR A1A (Beachline Expressway) is a limited access roadway and not part of the BPMP roadway network. However, it has been included in this table since a separate bicycle and pedestrian bridge is planned along this corridor.

Table 16: Priority Corridors with Recently Completed or Ongoing Studies (By Corridor Name)

Corridor ID	Road Name	Corridor Road Start	Corridor Road End	Jurisdictions			Study Name	Study From	Study To
113	Aurora Road	Wickham Road	US 1 (Harbor City Boulevard)	Melbourne			Aurora Road	Wickham Road	Stewart Avenue
139	Hickory Street	US 192 (Strawbridge Avenue)	SR 508 (Nasa Boulevard)	Melbourne			Hickory Street	US 192 (Strawbridge Avenue)	SR 508 (Nasa Boulevard)
140	Hollywood Boulevard	Riviera Drive	US 192 (New Haven Avenue)	West Melbourne	Palm Bay	Unincorporated	Hollywood Boulevard	Palm Bay Road	US 192 (New Haven Avenue)
15	Hopkins Avenue	SR 50 (Cheney Highway)	Grace Street	Titusville			Hopkins Avenue	SR 50 (Cheney Highway)	Grace Street
163	Palm Bay Road	SR 507 (Babcock Street)	US 1 (Dixie Highway)	Palm Bay	Unincorporated		Palm Bay Road	SR 507 (Babcock Street)	Limpscomb Street
56	S Courtenay Parkway	Fortenberry Road	SR 520 (Merritt Island Causeway)	Unincorporated			S Courtenay Parkway	Fortenberry Road	SR 520 (Merritt Island Causeway)
171	Sarno Road	Wickham Road	US 1 (Harbor City Boulevard)	Melbourne			Sarno Road	SR 518 (Eau Gallie Boulevard)	US 1 (Harbor City Boulevard)
50	SR 3 (N. Courtenay Parkway)	SR 520 (Merritt Island Causeway)	SR 528/SR A1A (Beachline Expressway)	Unincorporated			SR 3 (N. Courtenay Parkway)	SR 520 (Merritt Island Causeway)	SR 528/SR A1A (Beachline Expressway)
32	SR 406 (Garden Street)	I-95	US 1 (NB S Washington Avenue)	Titusville			SR 406 (Garden Street)	I-95	US 1 (NB S Washington Avenue)
69	SR 501 (Clearlake Road)	SR 520 (King Street)	Michigan Avenue	Unincorporated	Cocoa		SR 501 (Clearlake Road)	Dixon Road	Michigan Avenue
70	SR 501 (Clearlake Road)	Michigan Avenue	Industry Road	Cocoa	Unincorporated		SR 501 (Clearlake Road)	Michigan Avenue	Industry Road
117	SR 507 (Babcock Street)	Palm Bay Road	US 192 (New Haven Avenue)	Melbourne	Palm Bay		SR 507 (Babcock Street)	Palm Bay Road	US 192 (New Haven Avenue)
197	SR 518 (Eau Gallie Boulevard)	SR 518 (Western End of Eau Gallie Causeway)	SR A1A	Melbourne	Indian Harbour Beach	Unincorporated	SR 518 (Eau Gallie Boulevard)	South Patrick Drive	SR A1A
75	SR 519 (Fiske Boulevard)	Barton Boulevard	SR 520 (King Street)	Rockledge	Cocoa		SR 519 (Fiske Boulevard)	Barton Boulevard	SR 520 (King Street)
94	SR 520 (EB) (King Street)	US 1 (S Cocoa Boulevard)	SR 520 (Humphrey Bridge)	Cocoa	Unincorporated		SR 520 (EB) (King Street)	US 1 (S Cocoa Boulevard)	Riveredge Boulevard
95	SR 520 (WB) (Willard Street)	US 1 (S Cocoa Boulevard)	SR 520 (Humphrey Bridge)	Cocoa	Unincorporated		SR 520 (WB) (Willard Street)	US 1 (S Cocoa Boulevard)	SR 520 (Humphrey Bridge)
213	SR A1A (N Atlantic Avenue)	Cocoa Isles Boulevard	SR 520 (Cocoa Beach Causeway)	Cocoa Beach			SR A1A (N Atlantic Avenue)	Cocoa Isles Boulevard	SR 520 (Cocoa Beach Causeway)
214	SR A1A (N Atlantic Avenue)	SR 520 (Cocoa Beach Causeway)	N Atlantic Avenue/Astronaut Boulevard	Cocoa Beach	Cape Canaveral	Unincorporated	SR A1A (N Atlantic Avenue)	SR 520 (Cocoa Beach Causeway)	N Atlantic Avenue/Astronaut Boulevard
211	SR A1A (NB N Atlantic Avenue)	S End Of One Way Pairs	N End Of One Way Pairs	Cocoa Beach			SR A1A (NB N Atlantic Avenue)	S End Of One Way Pairs	N End Of One Way Pairs
210	SR A1A (S Atlantic Avenue)	SR 404 (Pineda Causeway)	S End Of One Way Pairs	Unincorporated			SR A1A (S Atlantic Avenue)	SR 404 (Pineda Causeway)	S End Of One Way Pairs
212	SR A1A (SB N Orlando Avenue)	N End Of One Way Pairs	S End Of One Way Pairs	Cocoa Beach			SR A1A (SB N Orlando Avenue)	N End Of One Way Pairs	S End Of One Way Pairs
102	US 1	SR 404 (Pineda Causeway)	Barnes Boulevard	Unincorporated			US 1 Corridor Study	SR 404 (Pineda Causeway)	Park Avenue
35	US 1 (N Cocoa Boulevard)	SR 528/SR A1A (Beachline Expressway)	SR 405 (Columbia Boulevard)	Unincorporated	Titusville	Cocoa	US 1 (N Cocoa Boulevard)	Broadway Boulevard	Fay Boulevard
37	US 1 (NB S Washington Avenue)	Grace Street	SR 406 (Garden Street)	Titusville			US 1 (NB S Washington Avenue)	Grace Street	SR 406 (Garden Street)
103	US 1 (Rockledge Boulevard)	Barnes Boulevard	Eyster Boulevard	Rockledge	Unincorporated		US 1 Corridor Study	SR 404 (Pineda Causeway)	Park Avenue
38	US 1 (SB S Hopkins Avenue)	SR 406 (Garden Street)	Grace Street	Titusville			US 1 (SB S Hopkins Avenue)	SR 406 (Garden Street)	Grace Street
190	Wickham Road	Sarno Road	Parkway Drive	Melbourne			Wickham Road	Sarno Road	Parkway Drive

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Bicycle Improvements

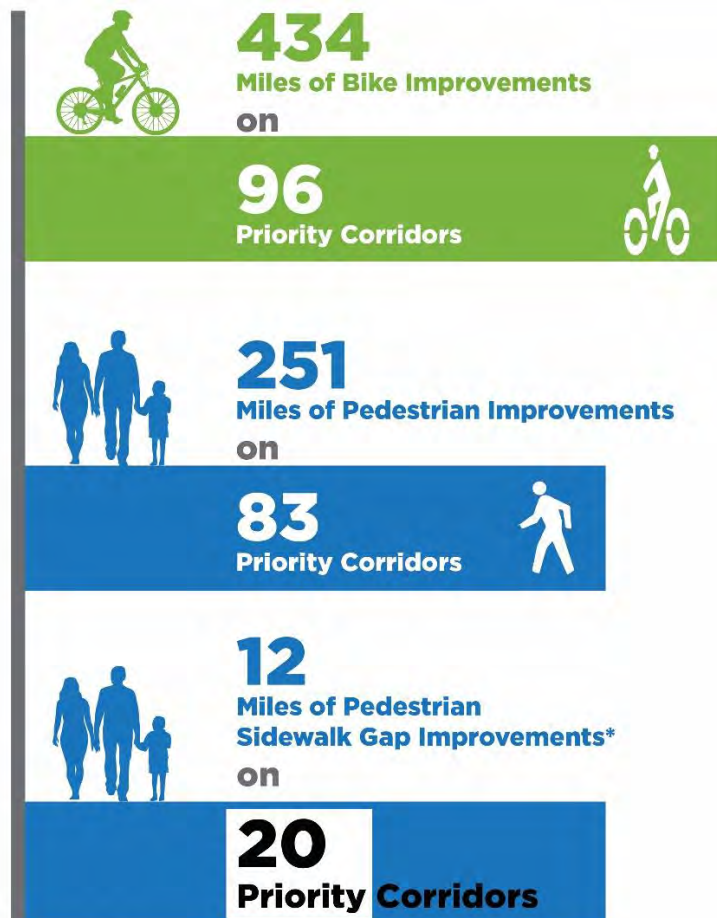
A total length of 434 miles of bicycle improvements have been recommended on 96 out of the 137 Priority Corridors. **Figure 60**, **Figure 61**, and **Figure 62** show proposed bicycle improvements in the northern, central, and southern parts of Brevard County. **Table 17** is the ranked list of Priority Corridors with bicycle improvements.

Pedestrian Improvements

A total length of 251 miles of pedestrian improvements have been recommended on 83 out of the 137 Priority Corridors. **Figure 63**, **Figure 64**, and **Figure 65** show proposed pedestrian improvements in the northern, central, and southern parts of Brevard County. **Table 18** is the ranked list of Priority Corridors with pedestrian improvements.

Pedestrian Sidewalk Gap List

A separate Pedestrian Sidewalk Gap list consisting of 20 corridors was created to distinguish Priority Corridors with small gaps within their sidewalk network. **Table 19** shows the ranked list of Priority Corridors with proposed pedestrian sidewalk gap improvements.



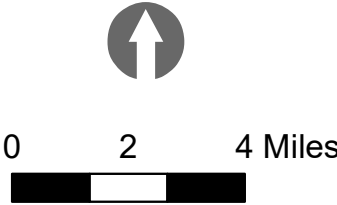
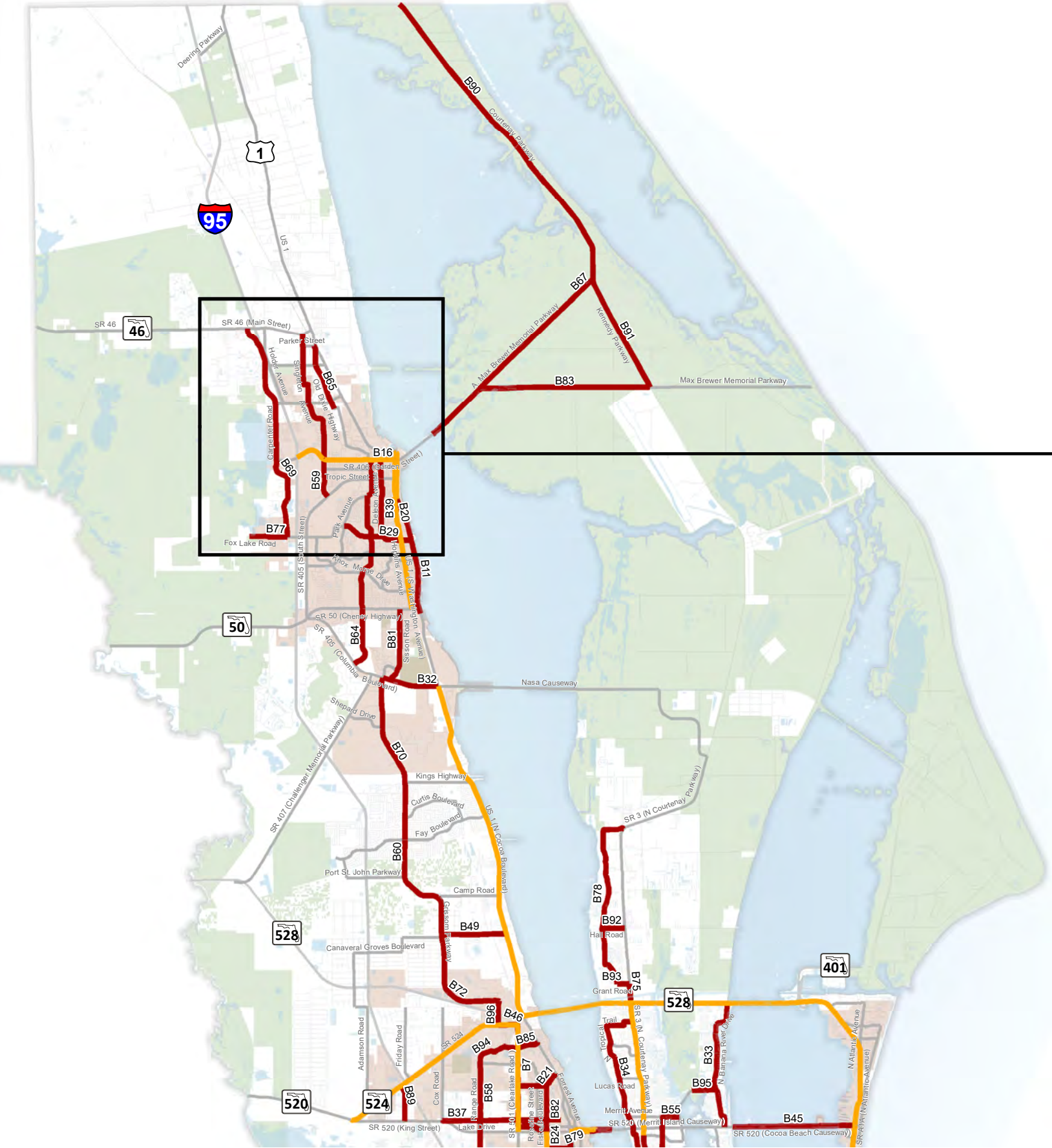
* Note: A Separate Sidewalk Gap Corridors list was created to distinguish Priority Corridors with small gaps within their sidewalk network.



Source: Kittelson & Associates, Inc.

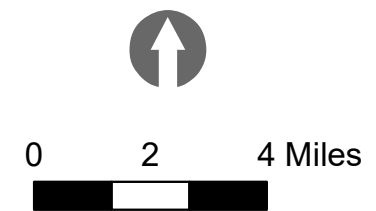
Figure 60
Priority Bicycle Improvements: North

- Priority Bicycle Improvements
- Recently Completed/Ongoing Study
- Master Plan Roadway Network
- Incorporated Cities/Towns



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Priority Bicycle Improvements: Central



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Priority Bicycle Improvements: South



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Table 17: Prioritized Bicycle Improvements (By Bicycle Improvements Rank)

Corridor ID	Road Name	Corridor Road Start	Corridor Road End	Jurisdictions			Past or Ongoing Study	Start Point of Bike Improvement	End Point of Bike Improvement	Bicycle Improvements Prioritization Rank	Bicycle Improvement Project No.
60	SR 520 (Merritt Island Causeway)	Humphrey Bridge	S. Banana River Drive	Unincorporated			No	Western End of Humphrey Bridge	Eastern End of Humphrey Bridge	1	B1
50	SR 3 (N. Courtenay Parkway)	SR 520 (Merritt Island Causeway)	SR 528/SR A1A (Beachline Expressway)	Unincorporated			Yes	SR 520 (Merritt Island Causeway)	SR 528/SR A1A (Beachline Expressway)	2	B2
118	Babcock Street	US 192 (New Haven Avenue)	US 1 (Harbor City Boulevard)	Melbourne			No	Hibiscus Boulevard	US 1 (Harbor City Boulevard)	3	B3
307	Park Avenue	SR 405 (South Street)	SR 406 (Garden Street)	Titusville			No	Barna Avenue	SR 406 (Garden Street)	4	B4
207	SR A1A	Indian River County Line	US 192 (5th Avenue)	Unincorporated	Melbourne Beach	Indialantic	No	Ocean Avenue	US 192 (5th Avenue)	5	B5
117	SR 507 (Babcock Street)	Palm Bay Road	US 192 (New Haven Avenue)	Melbourne	Palm Bay		Yes	Palm Bay Road	US 192 (New Haven Avenue)	6	B6
69	SR 501 (Clearlake Road)	SR 520 (King Street)	Michigan Avenue	Unincorporated	Cocoa		Yes	SR 520 (King Street)	Michigan Avenue	7	B7
85	Murrell Road	Wickham Road	Barton Boulevard	Rockledge	Unincorporated		No	Wickham Road	Barton Boulevard	8	B8
181	US 1 (Harbor City Boulevard)	US 192 (Strawbridge Avenue)	Sarno Road	Melbourne	Unincorporated		No	US 192 (Strawbridge Avenue)	Sarno Road	9	B9
324	Prospect Avenue/Lipscomb Street	Palm Bay Road	US 1 (Harbor City Boulevard)	Melbourne	Palm Bay	Unincorporated	No	Palm Bay Road	US 1 (Harbor City Boulevard)	10	B10
36	US 1 (S Washington Avenue)	SR 405 (Columbia Boulevard)	Grace Street	Titusville			No	S Of SR 405 (Columbia Boulevard)	Grace Street	11	B11
138	Hibiscus Boulevard	Evans Road	US 1 (Harbor City Boulevard)	Melbourne	West Melbourne	Unincorporated	No	Evans Road	US 1 (Harbor City Boulevard)	12	B12
110	Apollo Boulevard	Fee Avenue	Sarno Road	Melbourne			No	Fee Avenue	Babcock Street	13	B13
163	Palm Bay Road	SR 507 (Babcock Street)	US 1 (Dixie Highway)	Palm Bay	Unincorporated		Yes	RJ Conlan Boulevard	US 1 (Dixie Highway)	14	B14
94	SR 520 (EB) (King Street)	US 1 (S Cocoa Boulevard)	SR 520 (Humphrey Bridge)	Cocoa	Unincorporated		Yes	US 1 (S Cocoa Boulevard)	SR 520 (Humphrey Bridge)	15	B15
32	SR 406 (Garden Street)	I-95	US 1 (NB S Washington Avenue)	Titusville			Yes	I-95	US 1 (NB S Washington Avenue)	16	B16
171	Sarno Road	Wickham Road	US 1 (Harbor City Boulevard)	Melbourne			Yes	Wickham Road	US 1 (Harbor City Boulevard)	17	B17
190	Wickham Road	Sarno Road	Parkway Drive	Melbourne			Yes	Sarno Road	Parkway Drive	18	B18
345	E New Haven Avenue	US 192 (New Haven Avenue)/Franklin Street	US 192 (Melbourne Causeway)	Melbourne	Unincorporated		No	US 192 (New Haven Avenue)/Franklin Street	US 192 (Melbourne Causeway)	19	B19
15	Hopkins Avenue	SR 50 (Cheney Highway)	Grace Street	Titusville			Yes	SR 50 (Cheney Highway)	Grace Street	20	B20
73	Dixon Boulevard	SR 501 (Clearlake Road)	US 1 (N Cocoa Boulevard)	Cocoa			No	SR 501 (Clearlake Road)	US 1 (N Cocoa Boulevard)	21	B21
86	Peachtree Street	SR 501 (Clearlake Road)	Forrest Avenue	Cocoa	Unincorporated		No	SR 501 (Clearlake Road)	Lake Drive	22	B22
95	SR 520 (WB) (Willard Street)	US 1 (S Cocoa Boulevard)	SR 520 (Humphrey Bridge)	Cocoa	Unincorporated		Yes	US 1 (S Cocoa Boulevard)	SR 520 (Humphrey Bridge)	23	B23

Table 17: Prioritized Bicycle Improvements (By Bicycle Improvements Rank) (Continued)

Corridor ID	Road Name	Corridor Road Start	Corridor Road End	Jurisdictions			Past or Ongoing Study	Start Point of Bike Improvement	End Point of Bike Improvement	Bicycle Improvements Prioritization Rank	Bicycle Improvement Project No.
75	SR 519 (Fiske Boulevard)	Barton Boulevard	SR 520 (King Street)	Rockledge	Cocoa		Yes	Barton Boulevard	SR 520 (King Street)	24	B24
189	Wickham Road	Nasa Boulevard	Sarno Road	Melbourne	West Melbourne	Unincorporated	No	Nasa Boulevard	Sarno Road	25	B25
174	San Filippo Drive	De Groodt Road	Malabar Road	Palm Bay			No	Degroot Road	Jupiter Boulevard	26	B26
168	Post Road	Pinecone Road	US 1 (Harbor City Boulevard)	Melbourne	Unincorporated		No	Pinecone Road	US 1 (Harbor City Boulevard)	27	B27
124	SR 518 (Eau Gallie Boulevard)	Wickham Road	US 1 (Harbor City Boulevard)	Melbourne			No	Wickham Road	US 1 (Harbor City Boulevard)	28	B28
303	Harrison Street	Knox Mcrae Drive	US 1 (S Washington Street)	Titusville			No	Park Avenue	US 1 (S Washington Street)	29	B29
139	Hickory Street	US 192 (Strawbridge Avenue)	SR 508 (Nasa Boulevard)	Melbourne			Yes	US 192 (Strawbridge Avenue)	SR 508 (Nasa Boulevard)	30	B30
113	Aurora Road	Wickham Road	US 1 (Harbor City Boulevard)	Melbourne			Yes	Wickham Road	Stewart Avenue	31	B31
28	SR 405 (Columbia Boulevard)	SR 50 (Cheney Highway)	US 1 (S Washington Avenue)	Titusville	Unincorporated		No	Grissom Parkway	US 1 (S Washington Avenue)	32	B32
49	N Banana River Drive	SR 520 (Merritt Island Causeway)	SR 528/SR A1A (Beachline Expressway)	Unincorporated			No	SR 520 (Merritt Island Causeway)	SR 528/SR A1A (Beachline Expressway)	33	B33
52	N Tropical Trail	SR 520 (Merritt Island Causeway)	SR 3 (N Courtenay Parkway)	Unincorporated			No	SR 520 (Merritt Island Causeway)	SR 3 (N Courtenay Parkway)	34	B34
157	Minton Road	Jupiter Boulevard	Palm Bay Road	Palm Bay			No	Jupiter Boulevard	Malabar Road	35	B35
55	S Courtenay Parkway/Tropical Trail	SR 404 (Pineda Causeway)	Fortenberry Road	Unincorporated			No	SR 404 (Pineda Causeway)	Fortenberry Road	36	B36
81	Lake Drive	SR 520 (King Street)/Cox Road	SR 520 (King Street)/Varr Avenue	Unincorporated	Cocoa		No	SR 520 (King Street)/Cox Road	SR 520 (King Street)/Varr Avenue	37	B37
58	S Tropical Trail	S Courtenay Parkway	SR 520 (Merritt Island Causeway)	Unincorporated			No	S Courtenay Parkway	SR 520 (Merritt Island Causeway)	38	B38
302	Deleon Avenue	Harrison Street	SR 406 (Garden Street)	Titusville			No	Harrison Street	SR 406 (Garden Street)	39	B39
317	School Street	Lake Drive	Wilson Avenue	Cocoa	Unincorporated		No	Lake Drive	Wilson Avenue	40	B40
123	SR 518 (Eau Gallie Boulevard)	I-95	Wickham Road	Melbourne	Unincorporated		No	I-95	Wickham Road	41	B41
54	Plumosa Street	Cone Road	Merritt Avenue	Unincorporated			No	Cone Road	Merritt Avenue	42	B42
56	S Courtenay Parkway	Fortenberry Road	SR 520 (Merritt Island Causeway)	Unincorporated			Yes	Fortenberry Road	SR 520 (Merritt Island Causeway)	43	B43
165	SR 404 (Pineda Causeway)	I-95	US 1	Unincorporated	Palm Shores		No	W Of Fringetree Lane	US 1	44	B44
217	SR 520 (Cocoa Beach Causeway)	S Banana River Drive	SR A1A (N Atlantic Avenue)	Cocoa Beach	Unincorporated		No	S Banana River Drive	SR A1A (N Atlantic Avenue)	45	B45
70	SR 501 (Clearlake Road)	Michigan Avenue	Industry Road	Cocoa	Unincorporated		Yes	Michigan Avenue	Industry Road	46	B46
125	SR 518 (EB Montral Avenue)	US 1 (Harbor City Boulevard)	SR 518 (Eau Gallie Causeway)	Melbourne			No	US 1 (Harbor City Boulevard)	Pineapple Avenue	47	B47
188	Wickham Road	US 192 (New Haven Avenue)	Nasa Boulevard	West Melbourne	Unincorporated		No	US 192 (New Haven Avenue)	Nasa Boulevard	48	B48

Table 17: Prioritized Bicycle Improvements (By Bicycle Improvements Rank) (Continued)

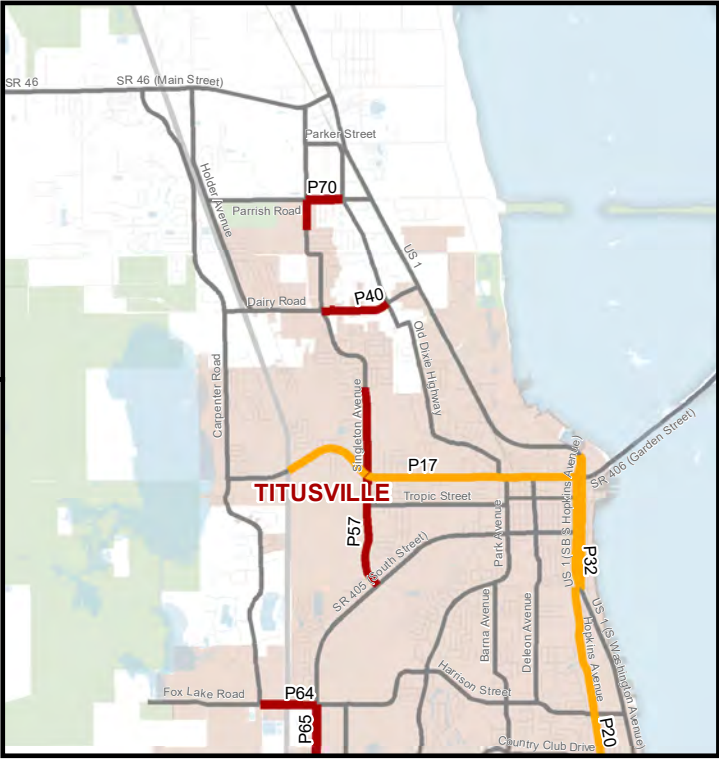
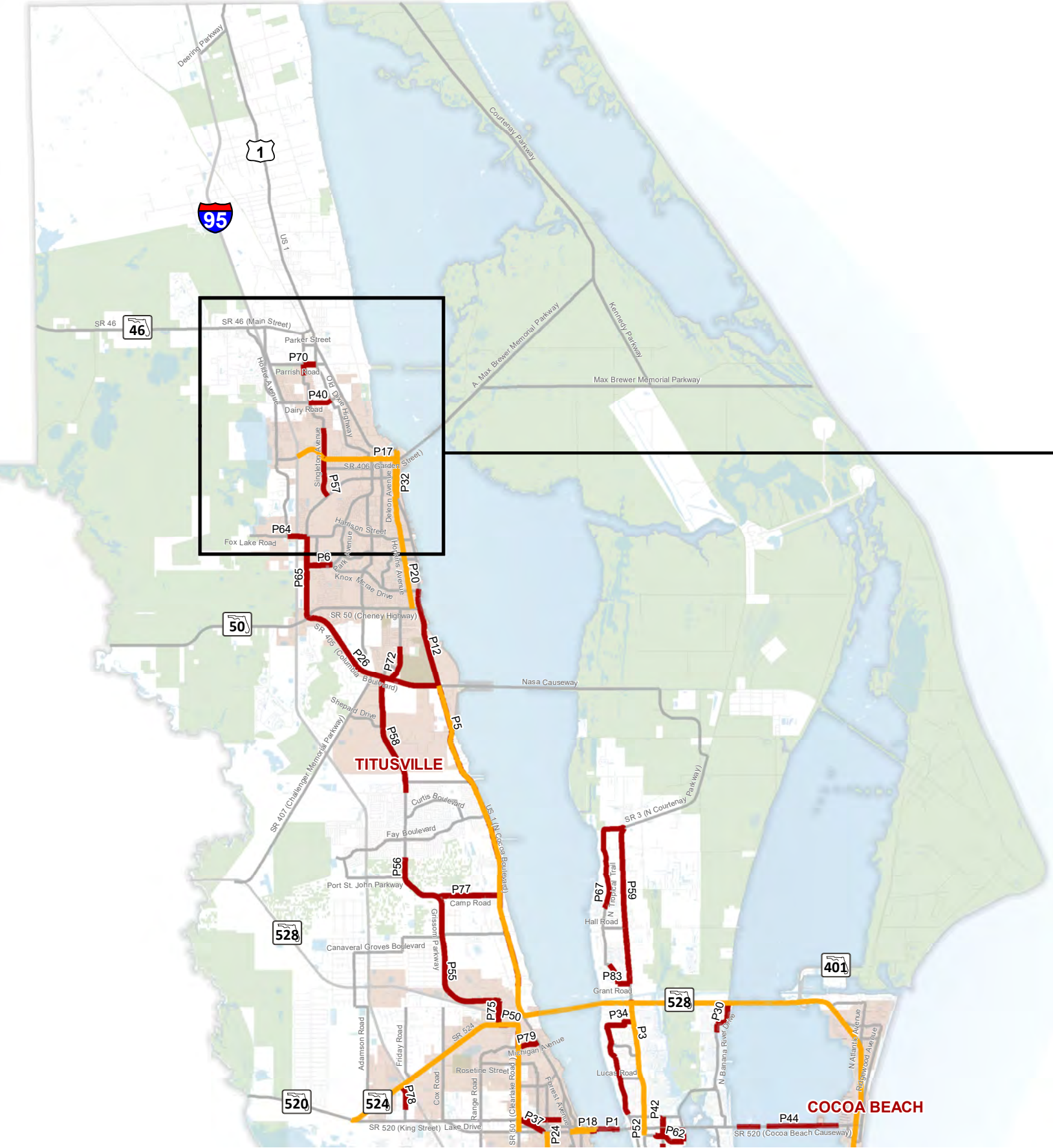
Corridor ID	Road Name	Corridor Road Start	Corridor Road End	Jurisdictions			Past or Ongoing Study	Start Point of Bike Improvement	End Point of Bike Improvement	Bicycle Improvements Prioritization Rank	Bicycle Improvement Project No.
3	Canaveral Groves Boulevard	Pine Street	US 1 (N Cocoa Boulevard)	Unincorporated			No	Grissom Parkway	US 1 (N Cocoa Boulevard)	49	B49
197	SR 518 (Eau Gallie Boulevard)	SR 518 (Western End of Eau Gallie Causeway)	SR A1A	Melbourne	Indian Harbour Beach	Unincorporated	Yes	South Patrick Drive	SR A1A	50	B50
126	SR 518 (WB Eau Gallie Boulevard)	US 1 (Harbor City Boulevard)	SR 518 (Eau Gallie Causeway)	Melbourne			No	US 1 (Harbor City Boulevard)	Highland Avenue	51	B51
142	John Rodes Boulevard	US 192 (New Haven Avenue)	SR 518 (Eau Gallie Boulevard)	Melbourne	West Melbourne	Unincorporated	No	US 192 (New Haven Avenue)	SR 518 (Eau Gallie Boulevard)	52	B52
41	Cone Road	S Tropical Trail	Kemp Street	Unincorporated			No	S Tropical Trail	Kemp Street	53	B53
331	Eldron Boulevard	Bayside Lakes Blvd	Americana Boulevard	Palm Bay			No	Bayside Lakes Boulevard	Americana Boulevard	54	B54
47	Merritt Avenue	SR 3 (N Courtenay Parkway)	Sykes Creek Parkway	Unincorporated			No	Plumosa Street	Sykes Creek Parkway	55	B55
322	Bayside Lakes Boulevard	De Groodt Road	Dateland Road	Palm Bay			No	Degroot Road	Walden Boulevard	56	B56
167	Port Malabar Boulevard	SR 507 (Babcock Street)	US 1 (Dixie Highway)	Palm Bay			No	SR 507 (Babcock Street)	US 1 (Dixie Highway)	57	B57
89	Range Road	Pluckebaum Road	Rosetine Street	Unincorporated	Cocoa		No	Pluckebaum Road	Rosetine Street	58	B58
22	Singleton Avenue	SR 405 (South Street)	SR 46 (W Main Street)	Titusville	Unincorporated		No	SR 405 (South Street)	SR 46 (W Main Street)	59	B59
11	Grissom Parkway	Port St. John Parkway	Kings Highway	Unincorporated			No	Port St. John Parkway	Kings Highway	60	B60
200	Oak Street	SR A1A	Ocean Avenue	Melbourne Beach	Unincorporated		No	SR A1A	Ocean Avenue	61	B61
156	Micco Road	Babcock Street	US 1 (Dixie Highway)	Unincorporated	Palm Bay		No	Babcock Street	US 1 (Dixie Highway)	62	B62
205	SR 513 (S Patrick Drive)	SR 518 (Eau Gallie Boulevard)	Banana River Drive	Indian Harbour Beach	Unincorporated		No	SR 518 (Eau Gallie Boulevard)	Banana River Drive	63	B63
1	Barna Avenue	SR 405 (Columbia Boulevard)	Park Avenue	Titusville	Unincorporated		No	SR 405 (Columbia Boulevard)	Park Avenue	64	B64
19	Old Dixie Highway	Garden Street	Parker Street	Titusville	Unincorporated		No	Lagrange Road	Parker Street	65	B65
130	Emerson Drive	Malabar Road	Minton Road	Palm Bay			No	Malabar Road	Minton Road	66	B66
383	A. Max Brewer Memorial Parkway	Causeway	Max Brewer Memorial Parkway	Titusville	Unincorporated		No	Causeway	N Courtenay Parkway	67	B67
344	Melbourne Avenue	SR 507 (Babcock Street)	Front Street	Melbourne			No	SR 507 (Babcock Street)	Front Street	68	B68
4	Carpenter Road	Fox Lake Road	SR 46 (W Main Street)	Unincorporated	Titusville		No	Fox Lake Road	SR 46 (W Main Street)	69	B69
12	Grissom Parkway	Kings Highway	SR 405 (Columbia Boulevard)	Titusville	Unincorporated		No	Kings Highway	SR 405 (Columbia Boulevard)	70	B70
323	Bulldog Boulevard/Sheridan Road	Babcock Street	Oak Street	Melbourne			No	Babcock Street	Oak Street	71	B71
10	Grissom Parkway	Industry Road	Port St. John Parkway	Unincorporated	Cocoa		No	Industry Road	Port St. John Parkway	72	B72
169	RJ Conlan Boulevard	Palm Bay Road	US 1 (Dixie Highway)	Palm Bay	Unincorporated		No	Palm Bay Road	US 1 (Dixie Highway)	73	B73
329	De Groodt Road	San Filippo Drive	Jupiter Boulevard	Palm Bay			No	San Filippo Drive	Jupiter Boulevard	74	B74
51	SR 3 (N Courtenay Parkway)	SR 528/SR A1A (Beachline Expressway)	Space Commerce Way	Unincorporated			No	SR 528/SR A1A (Beachline Expressway)	Grant Road	75	B75

Table 17: Prioritized Bicycle Improvements (By Bicycle Improvements Rank) (Continued)

Corridor ID	Road Name	Corridor Road Start	Corridor Road End	Jurisdictions			Past or Ongoing Study	Start Point of Bike Improvement	End Point of Bike Improvement	Bicycle Improvements Prioritization Rank	Bicycle Improvement Project No.
210	SR A1A (S Atlantic Avenue)	SR 404 (Pineda Causeway)	S End Of One Way Pairs	Unincorporated			Yes	SR 404 (Pineda Causeway)	S End Of One Way Pairs	76	B76
9	Fox Lake Road	Fox Lake Park	SR 405 (South Street)	Titusville	Unincorporated		No	Fox Lake Park	Carpenter Road	77	B77
53	N Tropical Trail	Grant Road	SR 3 (N Courtenay Parkway)	Unincorporated			No	Grant Road	SR 3 (N Courtenay Parkway)	78	B78
316	Rosa Jones Drive	SR 519 (Fiske Boulevard)	US 1 (S Cocoa Boulevard)	Cocoa	Rockledge		No	SR 519 (Fiske Boulevard)	US 1 (S Cocoa Boulevard)	79	B79
351	Port Malabar Boulevard	SR 507 (Babcock Street)	Palm Bay Road	Palm Bay			No	Pebble Beach Avenue	SR 507 (Babcock Street)	80	B80
23	Sisson Road	SR 405 (Columbia Boulevard)	SR 50 (Cheney Highway)	Titusville	Unincorporated		No	SR 405 (Columbia Boulevard)	SR 50 (Cheney Highway)	81	B81
76	Fiske Boulevard	SR 520 (King Street)	Dixon Boulevard	Cocoa			No	SR 520 (King Street)	Dixon Boulevard	82	B82
382	Max Brewer Memorial Parkway	A. Max Brewer Memorial Parkway	Kennedy Parkway	Unincorporated			No	A. Max Brewer Memorial Parkway	Kennedy Parkway	83	B83
187	Valkaria Road	Babcock Street	US 1	Grant Valkaria	Unincorporated		No	Babcock Street	US 1	84	B84
84	Michigan Avenue	SR 501 (Clearlake Road)	US 1 (N Cocoa Boulevard)	Cocoa	Unincorporated		No	SR 501 (Clearlake Road)	US 1 (N Cocoa Boulevard)	85	B85
146	Jupiter Boulevard	Malabar Road	Emerson Drive	Palm Bay			No	Malabar Road	Emerson Drive	86	B86
143	John Rodes Boulevard	SR 518 (Eau Gallie Boulevard)	Aurora Road	Melbourne	Unincorporated		No	SR 518 (Eau Gallie Boulevard)	Aurora Road	87	B87
57	S Tropical Trail	Banana River Drive	SR 404 (Pineda Causeway)	Indian Harbour Beach	Unincorporated		No	Banana River Drive	SR 404 (Pineda Causeway)	88	B88
79	Friday Road	SR 520 (King Street)	SR 524	Cocoa	Unincorporated		No	SR 520 (King Street)	SR 524	89	B89
379	Courtenay Parkway	Kennedy Parkway	Volusia County Line	Unincorporated			No	Kennedy Parkway	Volusia County Line	90	B90
381	Kennedy Parkway	Max Brewer Memorial Parkway	A. Max Brewer Memorial Parkway	Unincorporated			No	Max Brewer Memorial Parkway	A. Max Brewer Memorial Parkway	91	B91
44	Hall Road	N Tropical Trail	SR 3 (N Courtenay Parkway)	Unincorporated			No	N Tropical Trail	SR 3 (N Courtenay Parkway)	92	B92
380	Grant Road	N Tropical Trail	N Courtenay Parkway	Unincorporated			No	N Tropical Trail	N Courtenay Parkway	93	B93
83	Michigan Avenue	Range Road	SR 501 (Clearlake Road)	Cocoa	Unincorporated		No	Range Road	SR 501 (Clearlake Road)	94	B94
64	Sykes Creek Parkway	Merritt Avenue	N Banana River Drive	Unincorporated			No	Old Audubon Road	N Banana River Drive	95	B95
16	Industry Road	SR 524/SR 501	Grissom Parkway	Cocoa	Unincorporated		No	SR 501 (Clearlake Road)	Grissom Parkway	96	B96

Figure 63
Priority Pedestrian Improvements: North

- Priority Pedestrian Improvements
- Recently Completed/Ongoing Study
- Master Plan Roadway Network
- Incorporated Cities/Towns



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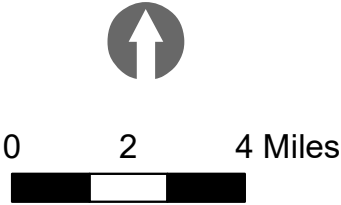
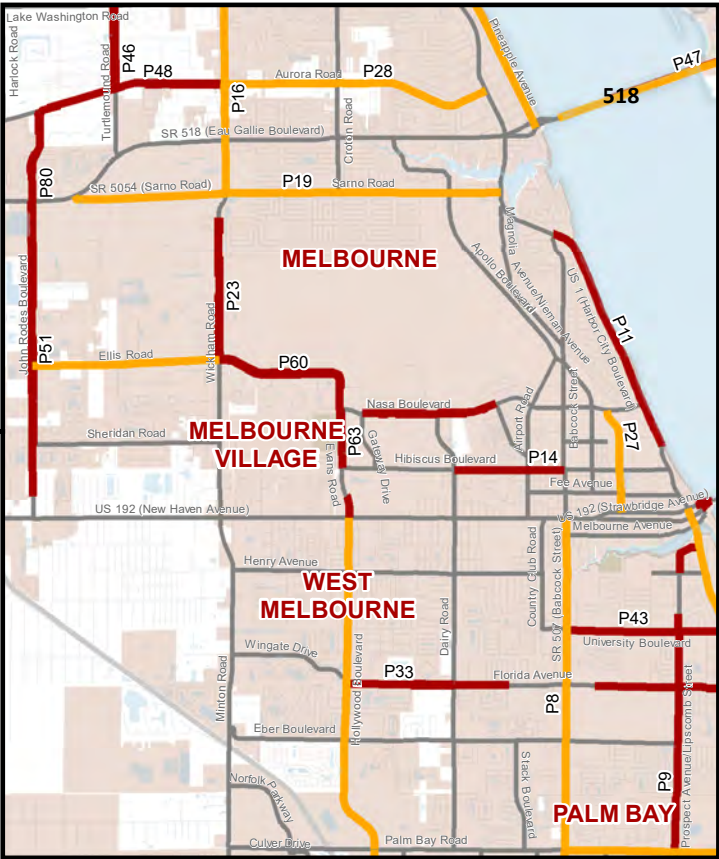
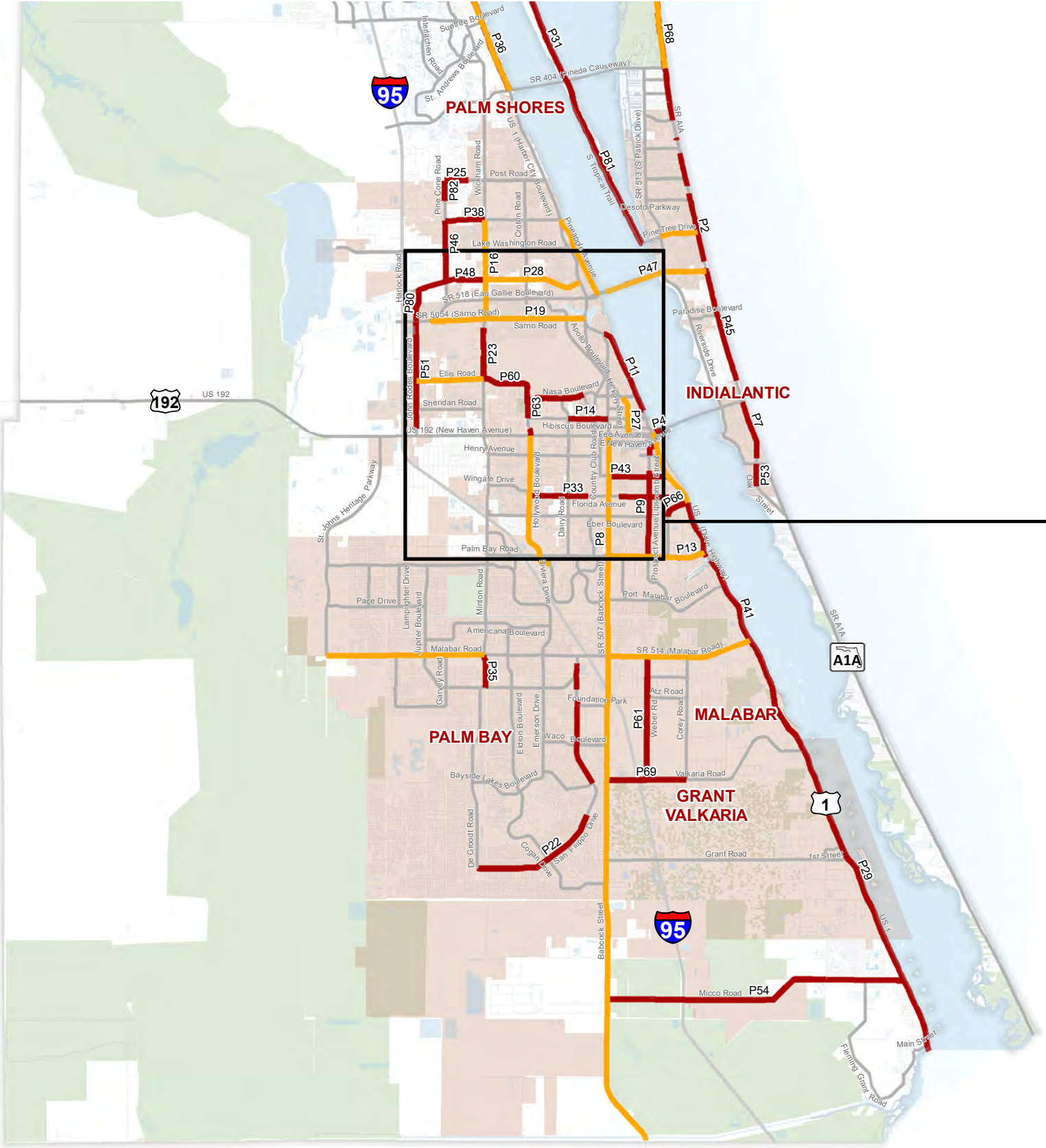
Priority Pedestrian Improvements: Central



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Figure 65
Priority Pedestrian Improvements: South

- Priority Pedestrian Improvements
- Recently Completed/Ongoing Study
- Master Plan Roadway Network
- Incorporated Cities/Towns



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Table 18: Prioritized Pedestrian Improvements (By Pedestrian Improvements Rank)

Corridor ID	Road Name	Corridor Road Start	Corridor Road End	Jurisdictions			Past or Ongoing Study	Start Point of Pedestrian Improvement	End Point of Pedestrian Improvement	Pedestrian Improvements Prioritization Rank	Pedestrian Improvement Project No.
60	SR 520 (Merritt Island Causeway)	Humphrey Bridge	S. Banana River Drive	Unincorporated			No	Humphrey Bridge	Intercoastal Waterway Park	1	P1
209	SR A1A	SR 518 (Eau Gallie Boulevard)	SR 404 (Pineda Causeway)	Satellite Beach	Indian Harbour Beach	Unincorporated	No	SR 518 (Eau Gallie Boulevard)	SR 404 (Pineda Causeway)	2	P2
50	SR 3 (N. Courtenay Parkway)	SR 520 (Merritt Island Causeway)	SR 528/SR A1A (Beachline Expressway)	Unincorporated			Yes	SR 520 (Merritt Island Causeway)	SR 528/SR A1A (Beachline Expressway)	3	P3
186	US 192 (Strawbridge Avenue)	SR 507 (Babcock Street)	New Haven Avenue	Melbourne	Unincorporated		No	Riverview Drive	New Haven Avenue	4	P4
35	US 1 (N Cocoa Boulevard)	SR 528/SR A1A (Beachline Expressway)	SR 405 (Columbia Boulevard)	Unincorporated	Titusville	Cocoa	Yes	SR 528/SR A1A (Beachline Expressway)	SR 405 (Columbia Boulevard)	5	P5
307	Park Avenue	SR 405 (South Street)	SR 406 (Garden Street)	Titusville			No	SR 405 (South Street)	Knox McRae Drive	6	P6
207	SR A1A	Indian River County Line	US 192 (5th Avenue)	Unincorporated	Melbourne Beach	Indialantic	No	Avenue B	US 192 (5th Avenue)	7	P7
117	SR 507 (Babcock Street)	Palm Bay Road	US 192 (New Haven Avenue)	Melbourne	Palm Bay		Yes	Palm Bay Road	US 192 (New Haven Avenue)	8	P8
324	Prospect Avenue/Lipscomb Street	Palm Bay Road	US 1 (Harbor City Boulevard)	Melbourne	Palm Bay	Unincorporated	No	Palm Bay Road	US 1 (Harbor City Boulevard)	9	P9
85	Murrell Road	Wickham Road	Barton Boulevard	Rockledge	Unincorporated		No	Barnes Boulevard Levitt Parkway	Gus Hipp Boulevard Eyster Boulevard	10	P10
181	US 1 (Harbor City Boulevard)	US 192 (Strawbridge Avenue)	Sarno Road	Melbourne	Unincorporated		No	Bon Air Avenue	Babcock Street	11	P11
36	US 1 (S Washington Avenue)	SR 405 (Columbia Boulevard)	Grace Street	Titusville			No	SR 405 (Columbia Boulevard)	Knox Mcrae Drive	12	P12
163	Palm Bay Road	SR 507 (Babcock Street)	US 1 (Dixie Highway)	Palm Bay	Unincorporated		Yes	Glenham Drive	US 1 (Dixie Highway)	13	P13
138	Hibiscus Boulevard	Evans Road	US 1 (Harbor City Boulevard)	Melbourne	West Melbourne	Unincorporated	No	Woody Burke Drive	Babcock Street	14	P14
94	SR 520 (EB) (King Street)	US 1 (S Cocoa Boulevard)	SR 520 (Humphrey Bridge)	Cocoa	Unincorporated		Yes	Riveredge Boulevard	SR 520 (Humphrey Bridge)	15	P15
190	Wickham Road	Sarno Road	Parkway Drive	Melbourne			Yes	Sarno Road	Parkway Drive	16	P16
32	SR 406 (Garden Street)	I-95	US 1 (NB S Washington Avenue)	Titusville			Yes	I-95	US 1 (NB S Washington Avenue)	17	P17
95	SR 520 (WB) (Willard Street)	US 1 (S Cocoa Boulevard)	SR 520 (Humphrey Bridge)	Cocoa	Unincorporated		Yes	SR 520 (EB) (King street)	SR 520 (Humphrey Bridge)	18	P18

Table 18: Prioritized Pedestrian Improvements (By Pedestrian Improvements Rank) (Continued)

Corridor ID	Road Name	Corridor Road Start	Corridor Road End	Jurisdictions			Past or Ongoing Study	Start Point of Pedestrian Improvement	End Point of Pedestrian Improvement	Pedestrian Improvements Prioritization Rank	Pedestrian Improvement Project No.
171	Sarno Road	Wickham Road	US 1 (Harbor City Boulevard)	Melbourne			Yes	Wickham Road	US 1 (Harbor City Boulevard)	19	P19
15	Hopkins Avenue	SR 50 (Cheney Highway)	Grace Street	Titusville			Yes	SR 50 (Cheney Highway)	Grace Street	20	P20
345	E New Haven Avenue	US 192 (New Haven Avenue)/Franklin Street	US 192 (Melbourne Causeway)	Melbourne	Unincorporated		No	Front Street	US 192 (Melbourne Causeway)	21	P21
174	San Filippo Drive	De Groodt Road	Malabar Road	Palm Bay			No	Degroot Road	Malabar Road	22	P22
189	Wickham Road	Nasa Boulevard	Sarno Road	Melbourne	West Melbourne	Unincorporated	No	Nasa Boulevard	Fountainhead Boulevard	23	P23
75	SR 519 (Fiske Boulevard)	Barton Boulevard	SR 520 (King Street)	Rockledge	Cocoa		Yes	Barton Boulevard	SR 520 (King Street)	24	P24
168	Post Road	Pinecone Road	US 1 (Harbor City Boulevard)	Melbourne	Unincorporated		No	Pinecone Road	Estancia Way	25	P25
28	SR 405 (Columbia Boulevard)	SR 50 (Cheney Highway)	US 1 (S Washington Avenue)	Titusville	Unincorporated		No	SR 50 (Cheney Highway)	US 1 (S Washington Avenue)	26	P26
139	Hickory Street	US 192 (Strawbridge Avenue)	SR 508 (Nasa Boulevard)	Melbourne			Yes	US 192 (Strawbridge Avenue)	SR 508 (Nasa Boulevard)	27	P27
113	Aurora Road	Wickham Road	US 1 (Harbor City Boulevard)	Melbourne			Yes	Wickham Road	Stewart Avenue	28	P28
178	US 1	Indian River County Line	SR 514 (Malabar Road)	Grant Valkaria	Malabar	Unincorporated	No	Indian River County Line	SR 514 (Malabar Road)	29	P29
49	N Banana River Drive	SR 520 (Merritt Island Causeway)	SR 528/SR A1A (Beachline Expressway)	Unincorporated			No	Sandpiper Street	SR 528/SR A1A (Beachline Expressway)	30	P30
55	S Courtenay Parkway/Tropical Trail	SR 404 (Pineda Causeway)	Fortenberry Road	Unincorporated			No	SR 404 (Pineda Causeway)	Cone Road	31	P31
38	US 1 (SB S Hopkins Avenue)	SR 406 (Garden Street)	Grace Street	Titusville			Yes	SR 406 (Garden Street)	Grace Street	32	P32
333	Florida Avenue	Hollywood Boulevard	Northview Street	Melbourne	West Melbourne	Unincorporated	No	Hollywood Boulevard	Northview Street	33	P33
52	N Tropical Trail	SR 520 (Merritt Island Causeway)	SR 3 (N Courtenay Parkway)	Unincorporated			No	SR 520 (Merritt Island Causeway)	SR 3 (N Courtenay Parkway)	34	P34
157	Minton Road	Jupiter Boulevard	Palm Bay Road	Palm Bay			No	Jupiter Boulevard	Malabar Road	35	P35
102	US 1	SR 404 (Pineda Causeway)	Barnes Boulevard	Unincorporated			Yes	SR 404 (Pineda Causeway)	Barnes Boulevard	36	P36
81	Lake Drive	SR 520 (King Street)/Cox Road	SR 520 (King Street)/Varr Avenue	Unincorporated	Cocoa		No	SR 501 (Clearlake Road)	SR 520 (King Street)/Varr Avenue	37	P37
164	Parkway Drive	Turtlemound Road	US 1 (Harbor City Boulevard)	Melbourne	Unincorporated		No	Turtle Mound Road	Wickham Road	38	P38
317	School Street	Lake Drive	Wilson Avenue	Cocoa	Unincorporated		No	Lake Drive	Wilson Avenue	39	P39

Table 18: Prioritized Pedestrian Improvements (By Pedestrian Improvements Rank) (Continued)

Corridor ID	Road Name	Corridor Road Start	Corridor Road End	Jurisdictions			Past or Ongoing Study	Start Point of Pedestrian Improvement	End Point of Pedestrian Improvement	Pedestrian Improvements Prioritization Rank	Pedestrian Improvement Project No.
5	Dairy Road	Carpenter Road	US 1	Titusville	Unincorporated		No	Singleton Avenue	Old Dixie Highway	40	P40
179	US 1 (Dixie Highway)	SR 514 (Malabar Road)	RJ Conlan Boulevard	Palm Bay	Malabar	Unincorporated	No	SR 514 (Malabar Road)	RJ Conlan Boulevard	41	P41
54	Plumosa Street	Cone Road	Merritt Avenue	Unincorporated			No	Cone Road	Merritt Avenue	42	P42
177	University Boulevard	SR 507 (Babcock Street)	US 1 (Harbor City Boulevard)	Melbourne	Palm Bay		No	SR 507 (Babcock Street)	US 1 (Harbor City Boulevard)	43	P43
217	SR 520 (Cocoa Beach Causeway)	S Banana River Drive	SR A1A (N Atlantic Avenue)	Cocoa Beach	Unincorporated		No	S Banana River Drive	SR A1A (N Atlantic Avenue)	44	P44
208	SR A1A	US 192 (5th Avenue)	SR 518 (Eau Gallie Boulevard)	Melbourne	Indialantic	Unincorporated	No	Grosse Pointe Avenue	SR 518 (Eau Gallie Boulevard)	45	P45
176	Turtlemound Road	SR 518 (Eau Gallie Boulevard)	Pine Cone Road	Melbourne	Unincorporated		No	Aurora Road	Parkway Drive	46	P46
197	SR 518 (Eau Gallie Boulevard)	SR 518 (Western End of Eau Gallie Causeway)	SR A1A	Melbourne	Indian Harbour Beach	Unincorporated	Yes	South Patrick Drive	SR A1A	47	P47
112	Aurora Road	John Rodes Boulevard	Wickham Road	Unincorporated	Melbourne		No	John Rodes Boulevard	Wickham Road	48	P48
41	Cone Road	S Tropical Trail	Kemp Street	Unincorporated			No	S Tropical Trail	Kemp Street	49	P49
70	SR 501 (Clearlake Road)	Michigan Avenue	Industry Road	Cocoa	Unincorporated		Yes	Michigan Avenue	Industry Road	50	P50
142	John Rodes Boulevard	US 192 (New Haven Avenue)	SR 518 (Eau Gallie Boulevard)	Melbourne	West Melbourne	Unincorporated	No	Rodgers Place	SR 518 (Eau Gallie Boulevard)	51	P51
56	S Courtenay Parkway	Fortenberry Road	SR 520 (Merritt Island Causeway)	Unincorporated			Yes	Fortenberry Road	SR 520 (Merritt Island Causeway)	52	P52
200	Oak Street	SR A1A	Ocean Avenue	Melbourne Beach	Unincorporated		No	Driftwood Avenue	Ocean Avenue	53	P53
156	Micco Road	Babcock Street	US 1 (Dixie Highway)	Unincorporated	Palm Bay		No	Babcock Street	US 1 (Dixie Highway)	54	P54
10	Grissom Parkway	Industry Road	Port St. John Parkway	Unincorporated	Cocoa		No	Industry Road	Port St. John Parkway	55	P55
11	Grissom Parkway	Port St. John Parkway	Kings Highway	Unincorporated			No	Port St. John Parkway	Bridge Road	56	P56
22	Singleton Avenue	SR 405 (South Street)	SR 46 (W Main Street)	Titusville	Unincorporated		No	SR 405 (South Street)	Parrish Road	57	P57
12	Grissom Parkway	Kings Highway	SR 405 (Columbia Boulevard)	Titusville	Unincorporated		No	Ranch Road	SR 405 (Columbia Boulevard)	58	P58
51	SR 3 (N Courtenay Parkway)	SR 528/SR A1A (Beachline Expressway)	Space Commerce Way	Unincorporated			No	Grant Road	N Tropical Trail	59	P59
159	Nasa Boulevard	Wickham Road	Eddie Allen Road	Melbourne	Unincorporated		No	Wickham Road	Eddie Allen Road	60	P60
359	Weber Rd	Valkaria Road	SR 514 (Malabar Road)	Malabar	Grant Valkaria		No	Valkaria Road	SR 514 (Malabar Road)	61	P61

Table 18: Prioritized Pedestrian Improvements (By Pedestrian Improvements Rank) (Continued)

Corridor ID	Road Name	Corridor Road Start	Corridor Road End	Jurisdictions			Past or Ongoing Study	Start Point of Pedestrian Improvement	End Point of Pedestrian Improvement	Pedestrian Improvements Prioritization Rank	Pedestrian Improvement Project No.
43	Fortenberry Road	S Courtenay Parkway	Sykes Creek Parkway	Unincorporated			No	Imperial Street	Sykes Creek Parkway	62	P62
132	Evans Road	US 192 (New Haven Avenue)	Nasa Boulevard	Unincorporated	Melbourne	West Melbourne	No	US 192 (New Haven Avenue)	Nasa Boulevard	63	P63
9	Fox Lake Road	Fox Lake Park	SR 405 (South Street)	Titusville	Unincorporated		No	Carpenter Road	SR 405 (South Street)	64	P64
29	SR 405 (South Street)	SR 50 (Cheney Highway)	Singleton Avenue	Titusville			No	SR 50 (Cheney Highway)	Fox Lake Road	65	P65
169	RJ Conlan Boulevard	Palm Bay Road	US 1 (Dixie Highway)	Palm Bay	Unincorporated		No	Commerce Park Drive	US 1 (Dixie Highway)	66	P66
53	N Tropical Trail	Grant Road	SR 3 (N Courtenay Parkway)	Unincorporated			No	Grant Road Indian Bay Boulevard	Entrance Drive (Tropical Trail Village) SR 3 (N Courtenay Parkway)	67	P67
210	SR A1A (S Atlantic Avenue)	SR 404 (Pineda Causeway)	S End Of One Way Pairs	Unincorporated			Yes	SR 404 (Pineda Causeway)	36Th Street S	68	P68
187	Valkaria Road	Babcock Street	US 1	Grant Valkaria	Unincorporated		No	Babcock Street	Corey Road	69	P69
20	Parrish Road	Holder Road	US 1	Unincorporated	Titusville		No	Singleton Avenue	Old Dixie Highway	70	P70
103	US 1 (Rocklegde Boulevard)	Barnes Boulevard	Eyster Boulevard	Rockledge	Unincorporated		Yes	Barnes Boulevard	Park Avenue	71	P71
23	Sisson Road	SR 405 (Columbia Boulevard)	SR 50 (Cheney Highway)	Titusville	Unincorporated		No	SR 405 (Columbia Boulevard)	Little League Lane	72	P72
88	Pluckebaum Road	Range Road	SR 519 (Fiske Boulevard)	Rockledge			No	Rumor Avenue	SR 519 (Fiske Boulevard)	73	P73
62	Sykes Creek Parkway	Fortenberry Road	SR 520	Unincorporated			No	Fortenberry Road	SR 520	74	P74
16	Industry Road	SR 524/SR 501	Grissom Parkway	Cocoa	Unincorporated		No	SR 501 (Clearlake Road)	Grissom Parkway	75	P75
67	Barnes Boulevard	Murrell Road	US 1	Rockledge	Unincorporated		No	W Of Waterford Drive	US 1	76	P76
2	Camp Road	Grissom Parkway	US 1 (N Cocoa Boulevard)	Unincorporated			No	Grissom Parkway	US 1 (N Cocoa Boulevard)	77	P77
79	Friday Road	SR 520 (King Street)	SR 524	Cocoa	Unincorporated		No	Fleetwood Place	SR 524	78	P78
84	Michigan Avenue	SR 501 (Clearlake Road)	US 1 (N Cocoa Boulevard)	Cocoa	Unincorporated		No	SR 501 (Clearlake Road)	US 1 (N Cocoa Boulevard)	79	P79
143	John Rodes Boulevard	SR 518 (Eau Gallie Boulevard)	Aurora Road	Melbourne	Unincorporated		No	SR 518 (Eau Gallie Boulevard)	Aurora Road	80	P80
57	S Tropical Trail	Banana River Drive	SR 404 (Pineda Causeway)	Indian Harbour Beach	Unincorporated		No	Banana River Drive	SR 404 (Pineda Causeway)	81	P81
348	Pine Cone Road	Turtle Mound Road	Post Road	Melbourne	Unincorporated		No	Turtle Mound Road	Post Road	82	P82
380	Grant Road	N Tropical Trail	N Courtenay Parkway	Unincorporated			No	N Tropical Trail	N Courtenay Parkway	83	P83

Table 19: Prioritized Pedestrian Sidewalk Gap Improvements (By Sidewalk Gap Improvements Rank)

Corridor ID	Road Name	Corridor Road Start	Corridor Road End	Jurisdictions			Study	Start Point of Sidewalk Gap Improvement	End Point of Sidewalk Gap Improvement	Sidewalk Gaps Improvements Prioritization Rank	Sidewalk Gaps Improvement Project No.
307	Park Avenue	SR 405 (South Street)	SR 406 (Garden Street)	Titusville			No	S of Ravenswood Drive Vista Terrace Tropic Street	Harrison Street Barna Avenue SR 406 (Garden Street)	1	SG1
206	SR 513 (S Patrick Drive)	Banana River Drive	SR 404 (Pineda Causeway)	Indian Harbour Beach	Satellite Beach	Unincorporated	No	Neptune Drive Ocean Boulevard	Coral Reef Drive SR 404 (Pineda Causeway)	2	SG2
36	US 1 (S Washington Avenue)	SR 405 (Columbia Boulevard)	Grace Street	Titusville			No	Knox McRae Drive	Grace Street	3	SG3
110	Apollo Boulevard	Fee Avenue	Sarno Road	Melbourne			No	Fee Avenue	Babcock Street	4	SG4
138	Hibiscus Boulevard	Evans Road	US 1 (Harbor City Boulevard)	Melbourne	West Melbourne	Unincorporated	No	Evans Road Medical Park Drive	Just W of Gateway Drive US 1 (Harbor City Boulevard)	5	SG5
27	SR 50 (Cheney Highway)	I-95	US 1 (S Washington Avenue)	Titusville			No	I-95	SR 405 (Columbia Boulevard)	6	SG6
191	Wickham Road	Parkway Drive	SR 404 (Pineda Causeway)	Melbourne	Unincorporated		No	Conservation Place S of Pineda Crossing Drive	Summer Brook Street N of Deer Lakes Drive	7	SG7
86	Peachtree Street	SR 501 (Clearlake Road)	Forrest Avenue	Cocoa	Unincorporated		No	SR 501 (Clearlake Road)	Lake Drive	8	SG8
305	Knox Mcrae Drive	US 1 (S Washington Avenue)	Fox Hall Road	Titusville			No	Rosehill Avenue	Jupiter Avenue	9	SG9
140	Hollywood Boulevard	Riviera Drive	US 192 (New Haven Avenue)	West Melbourne	Palm Bay	Unincorporated	Yes	Imagine Way Henry Avenue	Eber Boulevard US 192 (New Haven Avenue)	10	SG10
300	Country Club Drive	S Park Avenue	US 1 (S Washington Avenue)	Titusville			No	S Park Avenue Raney Road	Nicklaus Drive US 1 (S Washington Avenue)	11	SG11
49	N Banana River Drive	SR 520 (Merritt Island Causeway)	SR 528/SR A1A (Beachline Expressway)	Unincorporated			No	In front of BP Gas Station on E side, just N of SR 520 Inside triangle area where N Banana River, Sykes Creek Parkway, and Triangle Road meet	In front of BP Gas Station on E side, just N of SR 520 Inside triangle area where N Banana River, Sykes Creek Parkway, and Triangle Road meet	12	SG12
211	SR A1A (NB N Atlantic Avenue)	S End Of One Way Pairs	N End Of One Way Pairs	Cocoa Beach			Yes	N 3rd Street	N End of One Way Pairs	13	SG13
3	Canaveral Groves Boulevard	Pine Street	US 1 (N Cocoa Boulevard)	Unincorporated			No	Grissom Parkway Morris Avenue	Hess Avenue Railroad Tracks	14	SG14
212	SR A1A (SB N Orlando Avenue)	N End Of One Way Pairs	S End Of One Way Pairs	Cocoa Beach			Yes	S 7th Street N 4th Street	S 6th Street N End of One Way Pairs	15	SG15
167	Port Malabar Boulevard	SR 507 (Babcock Street)	US 1 (Dixie Highway)	Palm Bay			No	Cable Lane	US 1 (Dixie Highway)	16	SG16
323	Bulldog Boulevard/Sheridan Road	Babcock Street	Oak Street	Melbourne			No	Apollo Boulevard	Valentine Street	17	SG17
316	Rosa Jones Drive	SR 519 (Fiske Boulevard)	US 1 (S Cocoa Boulevard)	Cocoa	Rockledge		No	Pond Access Road	US 1 (S Cocoa Boulevard)	18	SG18
26	SR 50 (Cheney Highway)	Orange County Line	I-95	Titusville			No	Helen Hauser Boulevard	I-95	19	SG19
76	Fiske Boulevard	SR 520 (King Street)	Dixon Boulevard	Cocoa			No	Grove Avenue	Park Drive	20	SG20

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Impoverished Areas Evaluation of Equity

SCTPO staff utilized GIS mapping of Census Block Data, prioritized bicycle and pedestrian improvements, as well as existing bicycle and pedestrian facilities to analyze whether underprivilege communities in Brevard County were equitably represented in the prioritized bicycle and pedestrian improvement network. The census blocks analyzed were ones where 30 percent or more households are below the poverty level or 20 percent or more households did not own a car. Mapping of the census blocks can be viewed in **Figure 23** and **Figure 24** in **Chapter 4**. Through this analysis, nine Priority Corridors were found. Four of the Priority Corridors were addressed through other priority lists within the BPMP. These corridors and their respective listings can be seen below in **Table 20**.

Table 20: Corridors Identified on Other Lists within the BPMP

Corridor ID	Road Name	Corridor Road Start	Corridor Road End	Sidewalk Gap Improvement Project No.	Bicycle Improvement Project No.
3	Canaveral Groves Boulevard	Pine Street	US 1 (N Cocoa Boulevard)	SG 14	B 49
86	Peachtree Street	SR 501 (Clearlake Road)	Forrest Avenue	SG 8	B 22
212	SR A1A (SB N Orlando Avenue)	N End of One Way Pairs	S End of One Way Pairs	SG 15	N/A
302	Deleon Avenue	Harrison Street	SR 406 (Garden Street)	N/A	B 39

Improvements along one of the Priority Corridors are currently under construction through a resurfacing project. FM# 432398-1 SR 46 from west of Palm Avenue to US 1 will construct sidewalks, provide bike lanes, and add ADA improvements. This section of SR 46 is corridor ID 25 within the BPMP roadway network.

Two corridors were identified as potential gaps not being addressed within the impoverished areas. One corridor was Woody Burke Drive from Hibiscus Boulevard to NASA Boulevard (Corridor ID 195). From reviewing the corridor, it appears to be largely industrial properties and does not necessarily provide a clear destination or route for the residents living within the area. The other corridor was US 1 from Parker Street to just north of Correll Circle (within Corridor ID 39). This corridor should be considered for a future Sidewalk Gap project.

The final two corridors identified have either previous or ongoing studies/projects. Sarno Road from Eau Gallie Boulevard to Wickham Road (Corridor ID 170) and Ellis Road from John Rodes Boulevard to Wickham Road (Corridor ID 128) are designated on the Previous/Ongoing Studies list.

SCTPO staff also reviewed what percentage of projects on the Priority Corridors list were within impoverished areas. Those numbers can be found in **Table 21**.

Table 21: Percentage of Projects on the Priority Pedestrian Improvement List in Impoverished Areas

Section of Identified Pedestrian Improvements within Census Block Areas that Meet the Poverty Threshold or No Car Threshold	Percentage of Projects
Top 20 Improvements	55%
Top 50 Improvements	44%
All 84 Improvements	37%

Based upon this evaluation, SCTPO staff believes the approach used in prioritizing and ranking projects provides an equitable consideration for impoverished areas. **Appendix C** includes a detailed evaluation of equity in prioritized bicycle and pedestrian improvements.



Source: Space Coast Transportation Planning Organization



Source: Kittelson & Associates, Inc.



Source: Titusville Launch from Here

7. East Coast Greenway (ECG) Alignment

Introduction

The ECG is a multi-use path stretching 3,000 miles from Maine to Florida, connecting some of the most populated cities in the country. The ECG is designed to transform the 15 states and 450 communities it connects through active and healthy lifestyles, sustainable transportation, and tourism. ECG offers a safe place for bicyclists, walkers, and runners of all ages and abilities to commute, exercise, and visit new destinations. Overall, approximately 950 miles of the ECG is already complete down the eastern seaboard.

Figure 66 shows the overall ECG map.

Although, the overall ECG route is planned to pass through Brevard County, no specific primary alignment has been finalized. Past plans and studies like the Showcase Trail System, Sun Trail Network, and the OGT Trails System have identified multiple ECG alignments. **Figure 67** shows potential alignment alternatives for ECG in Brevard County identified by prior plans and studies.

As part of developing the BPMP, the SCTPO coordinated with the ECG Alliance, and several other local jurisdictions, to establish a recommended Primary ECG Alignment in Brevard County. The Primary ECG Alignment was finalized based on following considerations:

- Segments that have potential to fulfill minimum ECG design standards of 12' clear and paved width (8' to 10' allowed for constrained locations) of off-street trails or shared use paths.
- Existing paved off-street trails and shared use paths with minimum width of 8' along previously identified ECG alignments.
- Paved off-street trails, shared use paths, or pedestrian and bicycle bridges along previously identified ECG alignments that are funded or are currently under design or construction.
- Other segments were finalized based on design and construction feasibility as identified through previous plans and studies as well as through coordination with the SCTPO, FDOT, and local jurisdictions.

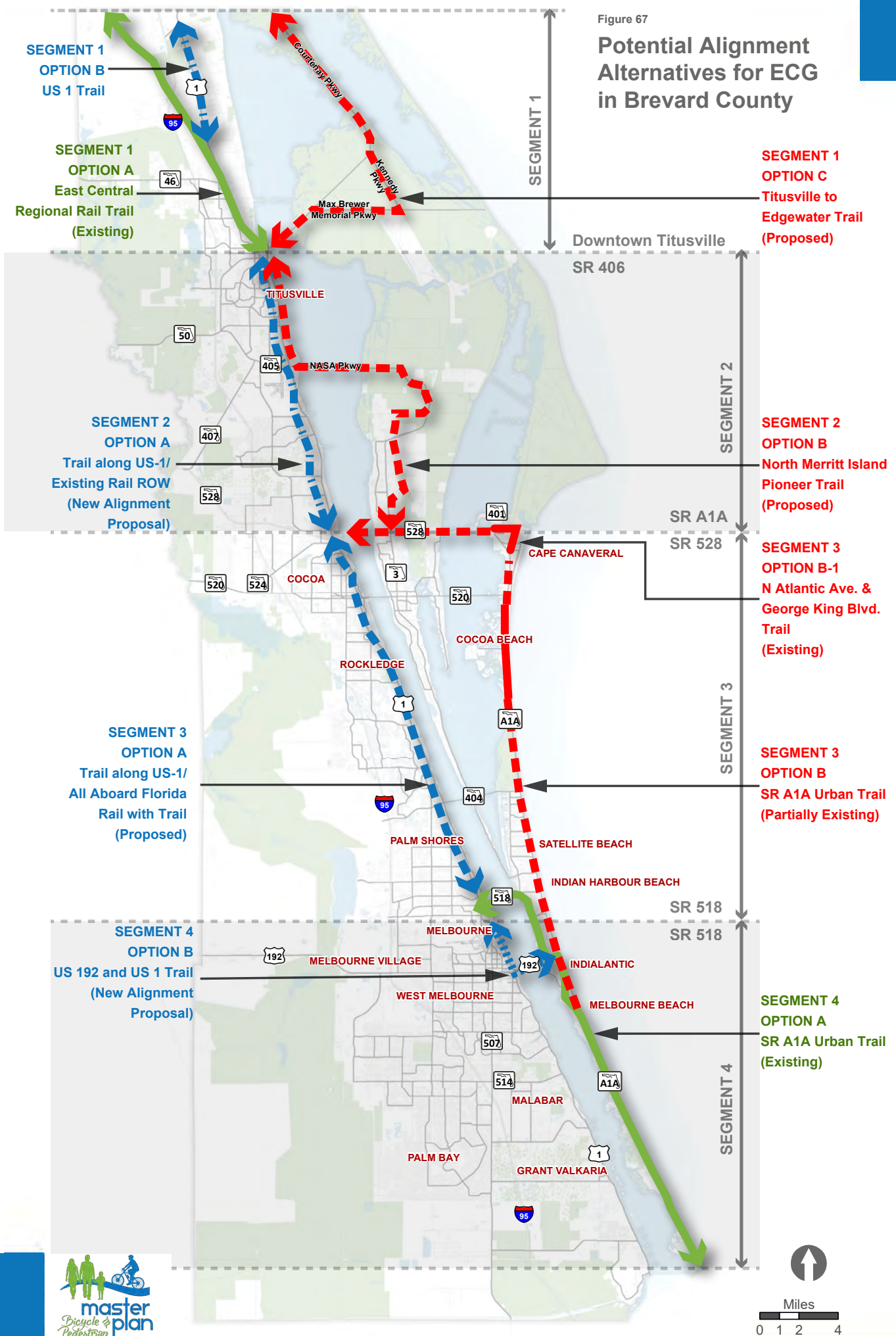


Source: East Coast Greenway Alliance

Figure 66: Overall East Coast Greenway Map

Figure 67

Potential Alignment Alternatives for ECG in Brevard County



Recommended Alignment

The length of the County was divided into four segments to better understand alignment alternatives in different regions of the County. **Figure 68** identifies the four segments and the recommended Primary ECG Alignment within each segment. **Figure 68** also illustrates Complimentary Routes and Causeway Connections. Complimentary Routes are secondary ECG trail alignments that provide a parallel alternative to the Primary Alignment. The Primary and Complimentary routes are planned such that an ECG trail connection is present on either side of the Indian River and Banana River. Causeway Connections refer to recommended pedestrian and bicycle facilities along the bridges and causeways across the Indian River and the Banana River, connecting mainland and beach areas. The text below discusses the recommended alignment for each segment.

- **Segment 1: Volusia/Brevard County Line to SR 406 (Garden Street – Downtown Titusville)**
 - The East Central Regional Rail Trail will be the Primary ECG Alignment.
 - The Space Coast Trail along Max Brewer Memorial Parkway and Kennedy Parkway N and Courtenay Parkway N will be the Complimentary Route.
- **Segment 2: SR 406 (Garden Street – Downtown Titusville) to SR 528**
 - US 1 will be the Primary ECG Alignment.
 - The North Merritt Island Pioneer Trail is not recommended as a Primary ECG Alignment or as a Complimentary Route. However, it will remain as a proposed Showcase Trail and will be evaluated and pursued in the future. This alignment was not selected as the Primary ECG Alignment or as a Complimentary Route because no pedestrian or bicycle facilities along NASA Causeway are being considered as part of the ongoing PD&E Study. Implementation of North Merritt Island Pioneer Trail may also result in significant environmental impacts
- **Segment 3: SR 528 to SR 518 (Eau Gallie Causeway)**
 - SR 528 and SR A1A will be the Primary ECG Alignment. This alignment was selected because the SR 528 widening design is planning to incorporate a 12' wide shared use path from US 1 to Port Canaveral on the north side of the roadway. Also, SR A1A along Cape Canaveral, Cocoa Beach, Satellite Beach, and Indian Harbour Beach has existing sidewalk facilities with potential for future enhancement and improvements, although there may be challenges in Cocoa Beach to widen existing facilities through their downtown area. SR A1A also passes through relatively densely populated urbanized areas with multiple tourist destinations.
 - US 1 from SR 528 to SR 518 (Eau Gallie Causeway) will be the Complimentary Route.
- **Segment 4: SR 518 (Eau Gallie Causeway) to Brevard/Indian River County Line**
 - The Urban Trail along SR A1A will be the Primary ECG Alignment.
 - US 1 from SR 518 (Eau Gallie Causeway) to US 192 (Melbourne Causeway) will be the Complimentary Route.

Table 22 lists all the BPMP roadway corridors that have been identified as part of the recommended Primary ECG Alignment.

Figure 68

Primary East Coast Greenway Alignment

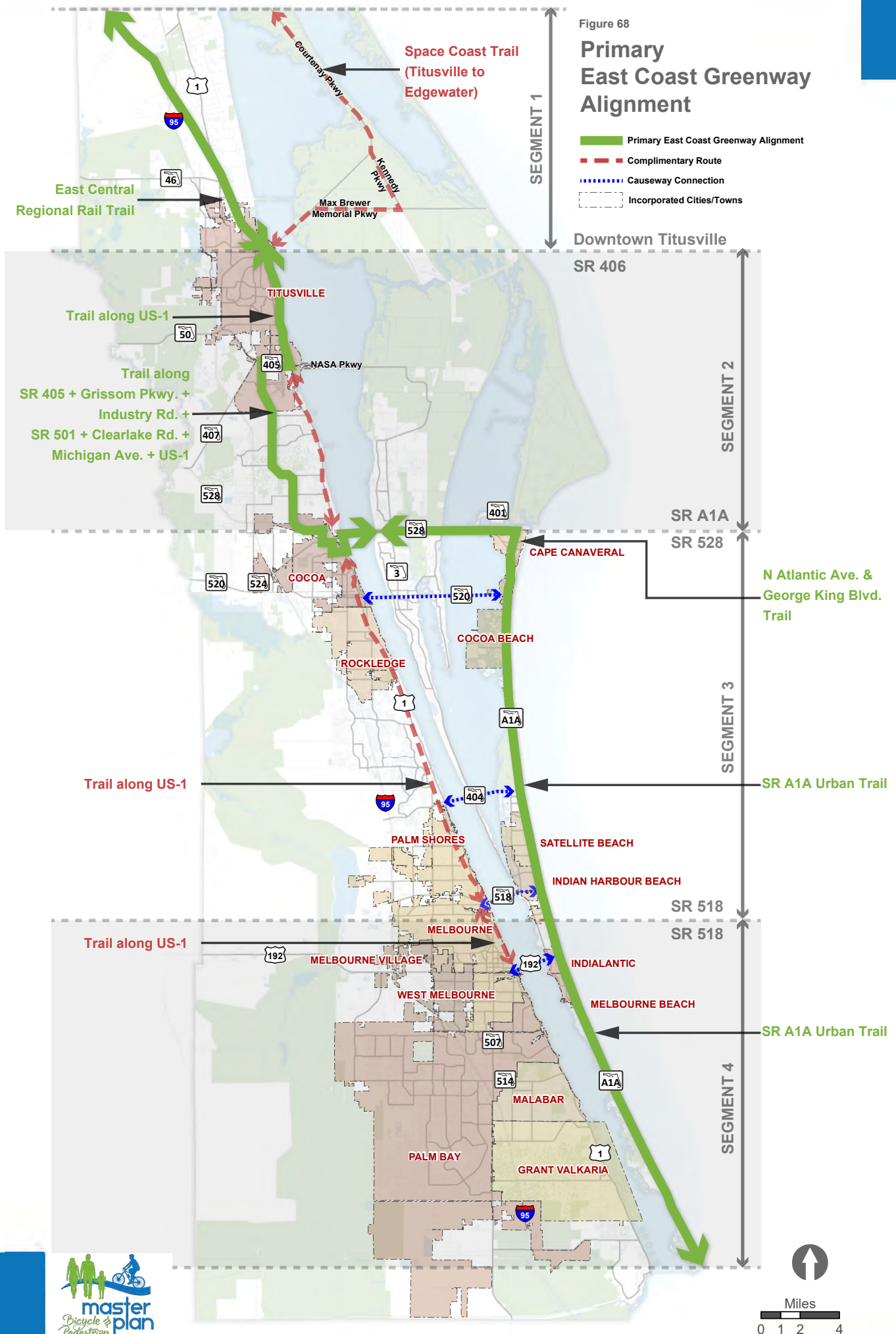


Table 22: BPMP Network Corridors as part of Recommended Primary ECG Alignment

Corridor ID	Road Name	Corridor Road Start	Corridor Road End	Jurisdictions
198	George King Boulevard	Dave Nisbet Drive	N Atlantic Avenue	Unincorporated
10	Grissom Parkway	Industry Road	Port St. John Parkway	Unincorporated, Cocoa
11	Grissom Parkway	Port St. John Parkway	Kings Highway	Unincorporated
12	Grissom Parkway	Kings Highway	SR 405 (Columbia Boulevard)	Titusville, Unincorporated
84	Michigan Avenue	SR 501 (Clearlake Road)	US 1 (N Cocoa Boulevard)	Cocoa, Unincorporated
199	N Atlantic Avenue	SR A1A (Astronaut Boulevard)	George King Boulevard	Cape Canaveral
200	Oak Street	SR A1A	Ocean Avenue	Melbourne Beach, Unincorporated
28	SR 405 (Columbia Boulevard)	SR 50 (Cheney Highway)	US 1 (S Washington Avenue)	Titusville, Unincorporated
70	SR 501 (Clearlake Road)	Michigan Avenue	Industry Road	Cocoa, Unincorporated
16	Industry Road	SR 524/SR 501	Grissom Parkway	Cocoa, Unincorporated
N/A	SR 528/SR A1A*	Industry Road	SR 401	Unincorporated
207	SR A1A	Indian River County Line	US 192 (5th Avenue)	Unincorporated, Melbourne Beach, Indialantic
208	SR A1A	US 192 (5th Avenue)	SR 518 (Eau Gallie Boulevard)	Melbourne, Indialantic, Unincorporated
209	SR A1A	SR 518 (Eau Gallie Boulevard)	SR 404 (Pineda Causeway)	Satellite Beach, Indian Harbour Beach, Unincorporated,
213	SR A1A (N Atlantic Avenue)	Cocoa Isles Boulevard	SR 520 (Cocoa Beach Causeway)	Cocoa Beach
214	SR A1A (N Atlantic Avenue)	SR 520 (Cocoa Beach Causeway)	N Atlantic Avenue/Astronaut Boulevard	Cocoa Beach, Cape Canaveral, Unincorporated
211	SR A1A (NB N Atlantic Avenue)	S End of One Way Pairs	N End of One Way Pairs	Cocoa Beach
210	SR A1A (S Atlantic Avenue)	SR 404 (Pineda Causeway)	S End of One Way Pairs	Unincorporated
106	US 1 (N Cocoa Boulevard)	Peachtree Street	SR 528/SR A1A	Cocoa
37	US 1 (NB S Washington Avenue)	Grace Street	SR 406 (Garden Street)	Titusville
36	US 1 (S Washington Avenue)	SR 405 (Columbia Boulevard)	Grace Street	Titusville

* Note: SR 528/SR A1A (Beachline Expressway) is a limited access roadway and not part of the BPMP roadway network. However, it has been included in this table since a separate bicycle and pedestrian bridge is planned along this corridor.

Next Steps

The SCTPO will coordinate with the local jurisdictions to build consensus and adopt the primary ECG alignment via a resolution. Future coordination with the ECG alliance will continue to identify opportunities to support and endorse grant applications for funding of ECG trail segments. The SCTPO will also coordinate with FDOT and FDEP OGT to revise and add the final recommended alignment in the OGT priority map to make it part of the Sun Trail Network.



Source: Titusville Launch from Here



Source: Kittelson & Associates, Inc.

8. Design Guidance

Introduction

The following chapter is a reference for best practices and guidance for planning and designing bicycle and pedestrian facilities. This chapter is divided into two sections: Design Principles and Facility Typology Toolkit.

The overarching principles of safety, context sensitivity, and designing for all roadway users are discussed in the Design Principles section. Unique facility typologies and treatments are presented in the Facility Typology Toolkit section. The strengths, constraints, and design considerations of facility types are explored to provide an overview of potential solutions and their characteristics for use on varying roadway types. Additional resources for the bicycle and pedestrian facilities and intersection treatments are listed to further study standards and specifications for each.

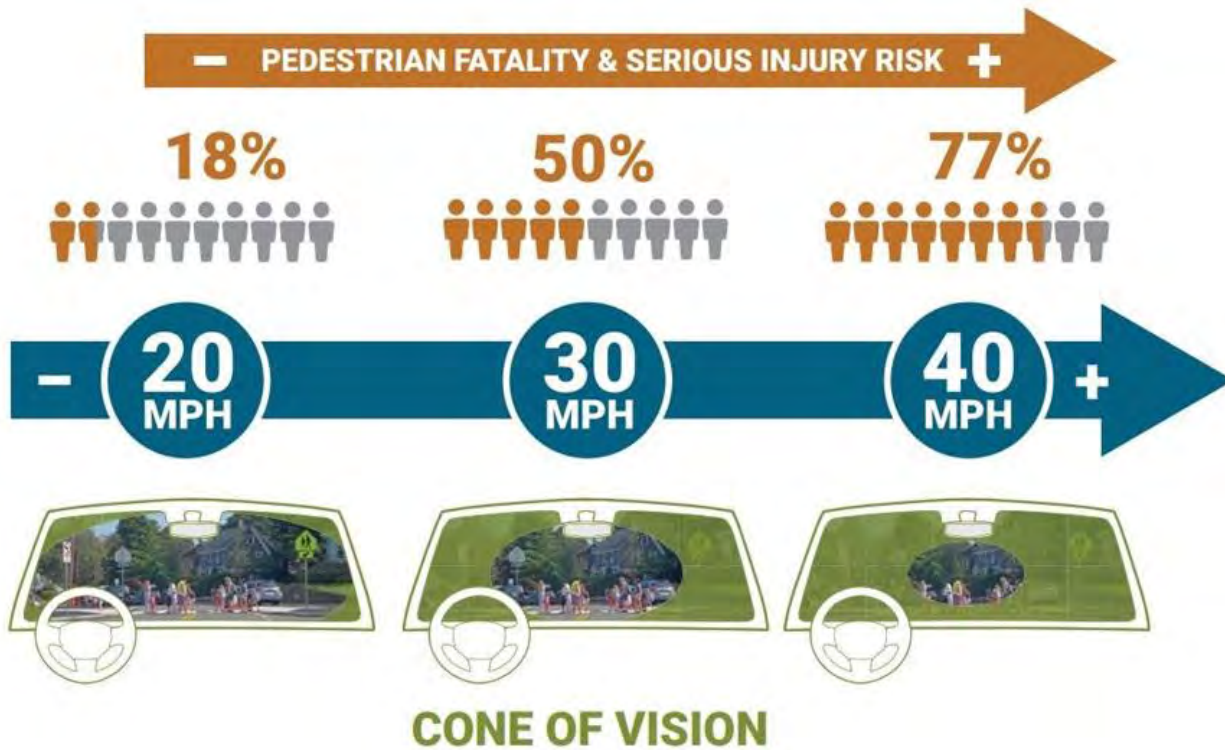
Information provided in this chapter is not intended to replace or supersede any of the adopted federal, state, or local design standards, such as the FDOT Design Manual, the Florida Greenbook, or the American Association of State Highway and Transportation Officials (AASHTO) Guide for Development of Bicycle Facilities. Rather, this toolkit provides guidance to local jurisdictions on best practices and preferred treatments that support walking and bicycling. The recommendations contained in this document are not binding but should be used when possible to enhance the project development process to support the Master Plan.

It is important to recognize that bicycle and pedestrian planning continues to experience fast paced innovations through use of new technology, research, and analytical methods, resulting in new guidance and new facility types. Therefore, the guidance and resources listed in this chapter may need to be updated in future.

Design Principles

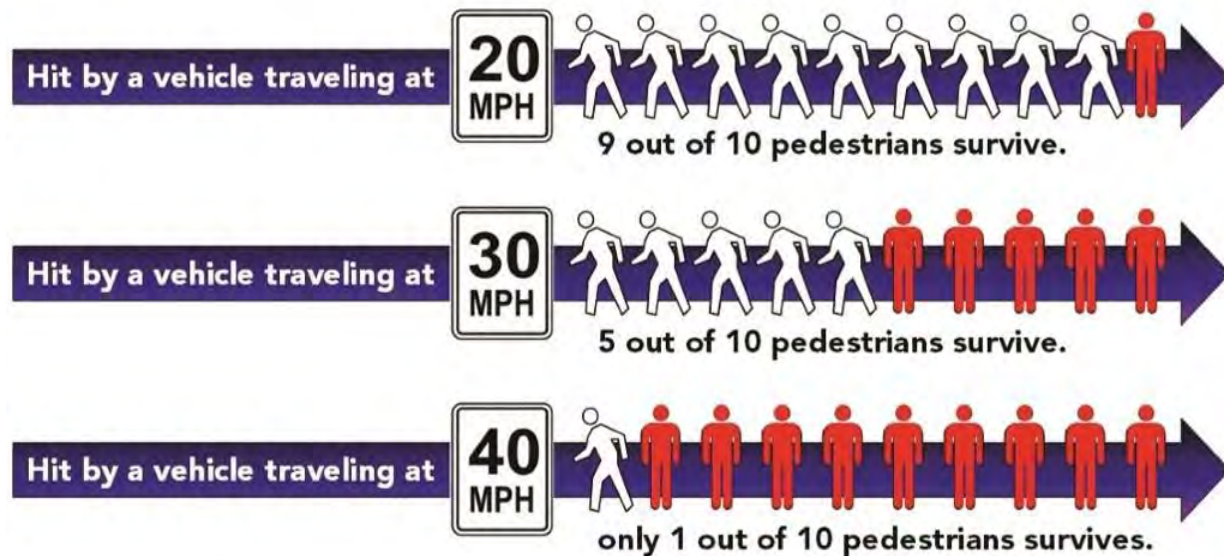
Safety

Safety is the one of the most important considerations while designing bicycle and pedestrian facilities, and drives many of the federal, state, and local requirements. Difference in speeds and mass between motorized vehicles and non-motorized vulnerable roadway users like pedestrians and bicyclists, known as 'speed differential', is an important factor to mitigate to enhance safety. Separating pedestrians and bicyclists in space and time from fast moving and heavy vehicular traffic can help reduce the impact of speed and mass differential to enhance safety. When separation is not possible, enhancing visibility, minimizing direct pedestrian or bicyclists' exposure to vehicular traffic, lowering traffic speeds, and designing facilities that encourage predictable behavior from all modes is important to improve overall safety. Conflict zones such as intersections, driveways, bus stops, and other types of mixing zones need to be carefully designed following the principles mentioned above. **Figure 69** and **Figure 70** show how risk of serious injury or fatality increases with increase in travel speed. **Figure 71** shows mass differential between a bus, a car, and a bicyclist/pedestrian.



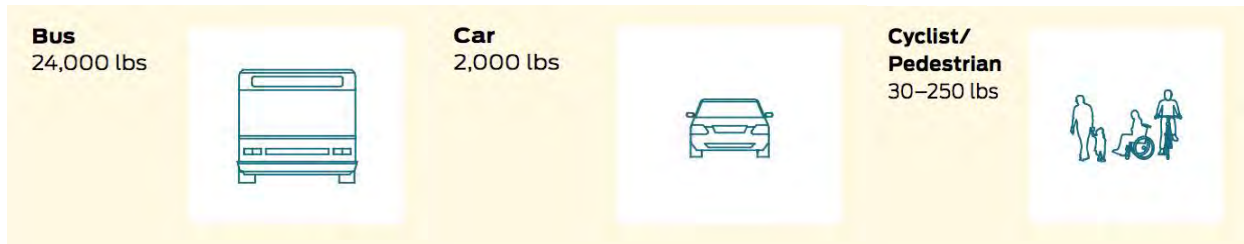
Source: Federal Highway Administration (FHWA)

Figure 69: Motorist's Visual Field and Peripheral Vision Reduced at Higher Speeds



Source: Vision Zero Network

Figure 70: Higher Traffic Speeds Lead to More Severe Crashes



Source: National Association of City Transportation Officials (NACTO)

Figure 71: Mass Differential between Different Street Users

Context Sensitive Design

Understanding local context in terms of surrounding land uses, community characteristics, and environmental conditions is important when designing a roadway facility. Context Sensitive design approach looks beyond the typical design standards associated with roadway functional classification types and develops more context-specific solutions that address local needs in terms of user types, safety concerns, and local communities.

The natural-to-rural-to-urban transect is an urban planning model that defines a series of context zones that transition from natural environment, rural areas, suburban areas, to the dense urban core. This model can be used to identify a street's land use context and to redefine design standards that are sensitive to the land use context as well as appropriate for its functional classification. **Source:** FDOT Context Classification Handbook

Figure 72 shows different Florida-specific land use context zones identified by FDOT.

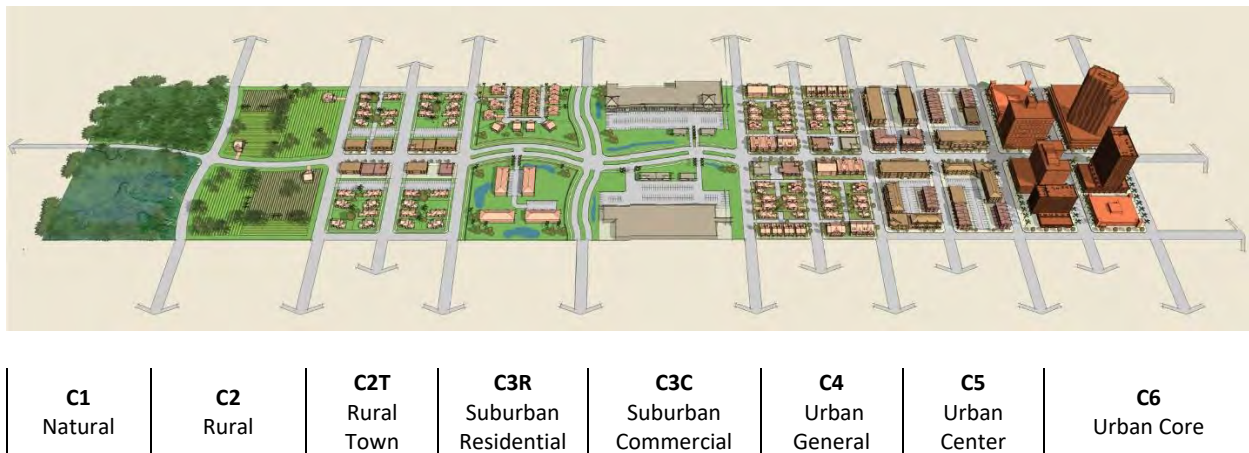
Four factors generally indicate an area's context: land use, site design, building design, and multimodal activity. These factors can be further defined as follows:

- Present and future land use affects the width and design of roadways, building typology, and travel demand.
- Site design affects the location and orientation of buildings, parking, and block size. Area plans, zoning codes, and stated goals provide an indication of how the area's site design may change in the future.
- Building design affects the height, density, scale, aesthetic character, and relationship of the pedestrians to adjacent structures.
- Pedestrian, bicyclist, and transit activity is typically driven by land use mix and density, as a result future estimates of activity may also be an indicator of transect zone typology.

To appropriately identify the bicycle and pedestrian facility to be implemented on a roadway, the proper land use context and functional road classification needs to be evaluated. FDOT has developed a context classification framework that broadly defines the build environment conditions in Florida. The context classification system describes the general land use, development patterns, and roadway connectivity on state roads to understand and plan for the different uses and user groups of these roadways. Context

classification defined through this system will inform FDOT's planning, PD&E, design, construction, and maintenance practices to apply design criteria and standards on state roadways.

The context classification system was created because of the need to define contexts beyond urban and rural classifications, and to include multimodal needs into the functional classification system. The bicycle and pedestrian facility types and intersection treatments defined in this chapter should be applied on roadways in consideration of FDOT's context classification system to create a transportation network that meets the needs of all users. **Figure 72** shows different land use context zones identified as part of the FDOT Context Classification Handbook. The exact number and type of zones should be calibrated by each jurisdiction/agency to better fit their context and needs.



Source: FDOT Context Classification Handbook

Figure 72: Context Zones as Identified by FDOT

Designing for Users of All Ages and Abilities

Too often streets are designed for operational efficiency of one mode – automobiles. This approach frequently results in streets that are uncomfortable for people who walk, bike, or ride transit. People of different age groups and abilities respond differently to their surrounding environments. For example, children often have underdeveloped abilities to judge distance and speed. Seniors who depend on pedestrian or transit networks more when compared to other adults may have limited visibility, agility, and strength. Similarly, people with disabilities have special needs that need to be addressed through ADA compliant street design. It is important to consider all modes and varying skills, abilities, and needs of all Brevard County users while designing streets, especially while designing bicycle and pedestrian facilities.

Complete Streets

Another concept that focuses on designing roadways for all users is called Complete Streets. Complete Streets are roadways designed for all users including pedestrians, bicyclists, public transit, and motorists of all ages and abilities. SCTPO identified high priority Complete Streets projects in 2013.

The following corridors have been redesigned and implemented as a Complete Street project:

- North Atlantic Avenue, Cape Canaveral
- Peachtree Street, Cocoa
- Florida Avenue, Cocoa (**Figure 73** shows before and after images of the Florida Avenue Complete Street project)
- Minuteman Causeway, Cocoa Beach (**Figure 74** show before and after images of the Minuteman Causeway Complete Street project)

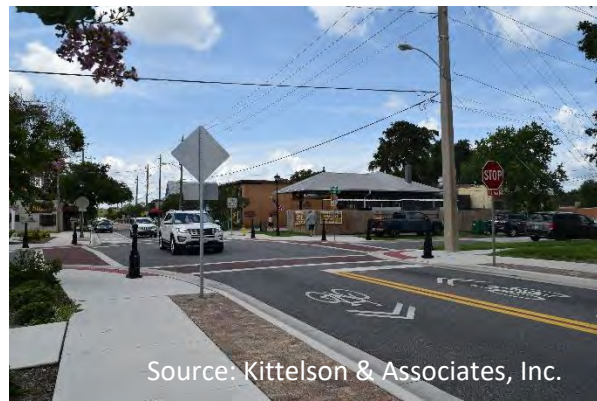


Figure 73: Before (Left) and After (Right): Florida Avenue, Cocoa

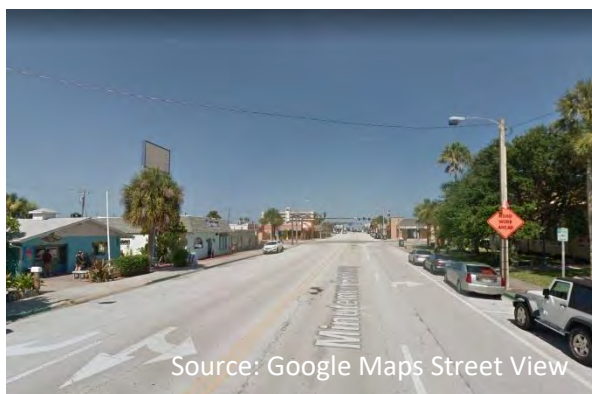


Figure 74: Before (Left) and After (Right): Minuteman Causeway, Cocoa Beach

The following corridors are currently under various stages of design and implementation:

- Hickory Street, Melbourne
- Front Street, Melbourne
- Pineapple Avenue, Melbourne
- Fiske Boulevard, Cocoa

Americans with Disabilities Act (ADA) Standards

While designing facilities for pedestrians, adhering to ADA standards to accommodate roadway users with visual and physical disabilities is critical. The ADA defines roadway standards that helps give access to the built environment for people with disabilities. The ADA Standards establish design requirements for the construction and alteration of facilities subject to the law. These enforceable standards apply to places of public accommodation, commercial facilities, and state and local government facilities. Roadway elements that assist and empower disabled users include the following:

- Curb ramps placed parallel to the crossing itself, which help blind or wheelchair-bound person to navigate safely
- Where a curb ramp is present on one side of a roadway, another curb cut or at-grade sidewalk must be provided on the other side of the roadway
- Sidewalks must also be designed with a specific degree of cross-slope to allow proper drainage, so that rainwater does not impede the progress or safety of disabled pedestrians

As per the Department of Labor regulation 28 CFR Section 35.150, jurisdictions will develop a transition plan to improve accessibility to existing facilities. More detail on ADA-compliant facility design may be found in Chapter 5 of the FDOT Pedestrian Planning and Design Guidelines. **Appendix D** provides additional resources and guidance developed by Federal Highway Administration (FHWA) for designing pedestrian facilities for accessibility.

Implementing and maintaining ADA facilities is an important responsibility of local jurisdictions and the FDOT. Florida International University (FIU) in collaboration with FDOT, FHWA, and Broward MPO has developed ‘The Safe Accessible Pedestrian Facilities Inventory Model’ (SAPFIM). SAPFIM is an internet-based ArcGIS tool developed for local agencies to assist them with sidewalk inventories and ADA transition planning. Additional information about the SAPFIM is provided in **Appendix D**.

Bicycle User Types

As mentioned in the preceding section, it is important to consider the varying skills, abilities, and needs of all users while selecting and designing facilities. This is especially true when designing bicycle facilities in various contexts. Not all people who bike have same skills or ability, and even adults have varying degrees of comfort level while biking on streets, depending on presence and type of bicycle facilities. The proximity of motor vehicles when traveling by bike is a major factor in understanding how comfortable users will be using a bicycle facility type.

Roger Geller at the City of Portland, Oregon, originally developed the concept of “Four Types of Bicyclists”.¹ This concept categorizes the population in four broad categories based on their interest and willingness to ride bicycles on streets:

¹ Roger Geller, Four Types of Cyclists, City of Portland, 2009;
<https://www.portlandoregon.gov/transportation/article/264746>

- Strong and Fearless: People willing to bicycle with limited or no bicycle-specific infrastructure (Typical bicycle facility requirement: No special type of bicycle facilities required)
- Enthused and Confident: People willing to bicycle if some bicycle-specific infrastructure is in place (Typical bicycle facility requirement: Standard bike lanes on most roads, buffered bike lanes on high volume/high speed roads)
- Interested but Concerned: People willing to bicycle if high-quality bicycle infrastructure is in place (Typical bicycle facility requirement: Shared use path/trail or separated bicycle facilities along high volume/high speed streets; or sharrows/shared lanes on low volume/low speed streets)
- No Way, No How: People unwilling to bicycle even if high-quality bicycle infrastructure is in place (Typical bicycle facility requirement: No type of bicycle facilities will help)

Roger Geller's research, based on a survey of residents of Portland, Oregon, was followed by research led by Jennifer Dill, Ph.D., at the Portland State University.² Her research was based on a survey in the 50 largest metro regions in the U.S. to verify Geller's findings. Both of these research projects resulted in an industry-wide acceptance of 'Four Types of Bicyclists' concept to help identify which segments of the population need lower stress facilities to bicycle regularly. National surveys using these four categories have asked people which category they most closely identify themselves with. **Figure 75** shows results of the national surveys with respect to the four types of bicyclists.

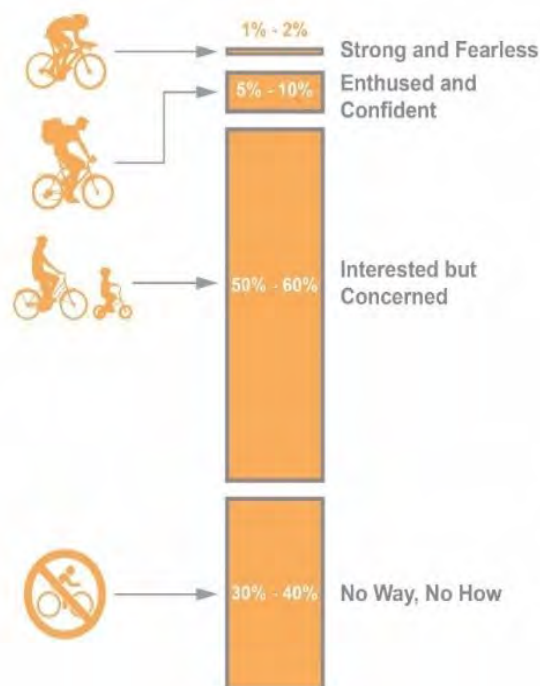
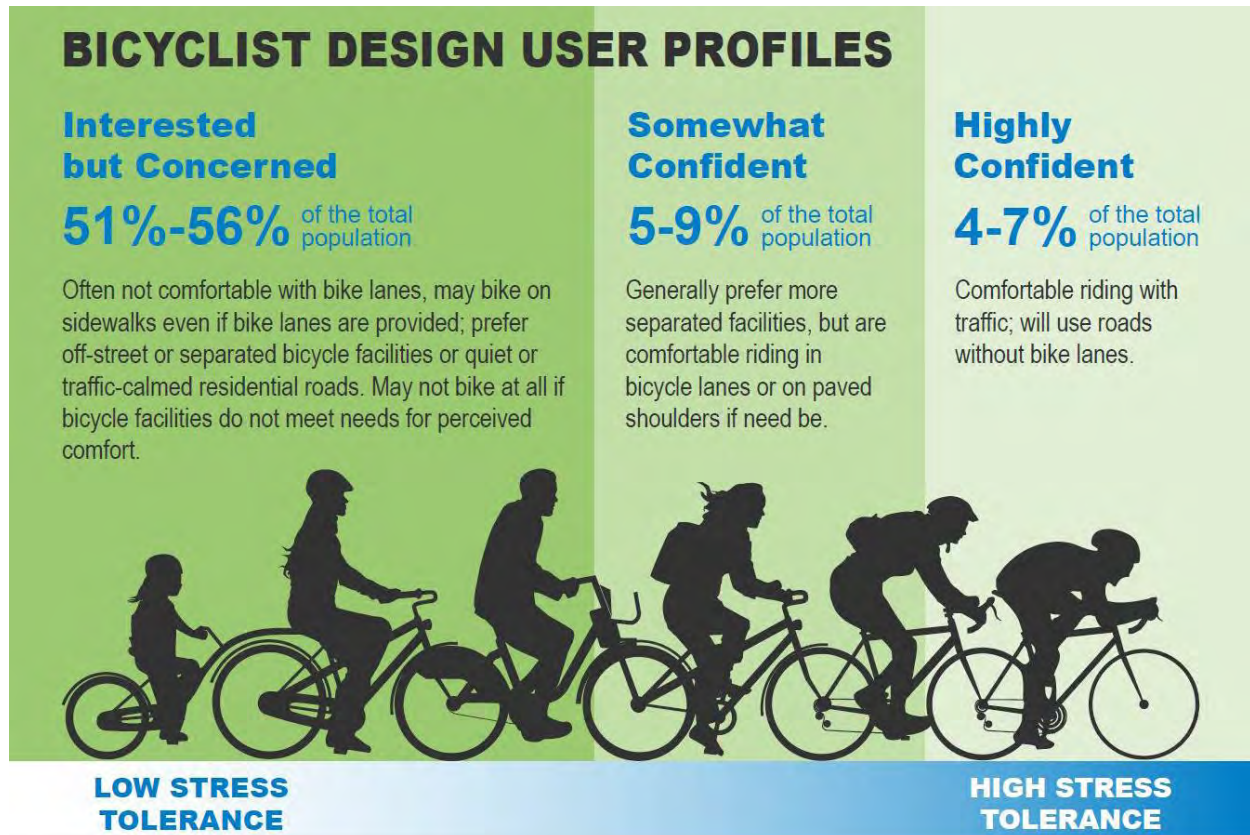


Figure 75: Four Types of Bicyclists

² Jennifer Dill and Nathan McNeil, Revisiting the Four Types of Cyclists: Findings from a National Survey, Transportation Research Record: Journal of the Transportation Research Board, 2587: 90-99, 2016.

These results indicate that majority of people fall into ‘Interested but Concerned’ category. Designing safe, connected, comfortable, and low-stress bicycle facilities will allow people in this category to try bicycling or to bicycle more often. Building on these surveys, FHWA released the Bikeway Selection Guide in February 2019, that published the Bicyclists Design User Profiles. **Figure 76** shows the Bicyclists Design User Profiles.³



Source: FHWA Bikeway Selection Guide

Figure 76: Bicyclists Design User Profiles

Targeted Design User and Network Comfort

The bicycle design user categories make it clear that majority of people fall into the ‘Interested but Concerned’ realm. Facilities designed for people in this category, in which they feel safe and comfortable riding in, will most likely improve the number and frequency of people biking throughout Brevard County. Hence, people in the ‘Interested but Concerned’ category can be considered as the default ‘design user’.

People in the ‘Interested but Concerned’ category have low stress tolerance to vehicular traffic and will require a low-stress connected bicycle network. The major contributor to bicycling stress is exposure to high motor vehicle traffic speeds and volumes. Comfort level and stress are inversely related, in which

³ FHWA, Bikeway Selection Guide, 2019; https://safety.fhwa.dot.gov/ped_bike/tools_solve/docs/fhwasa18077.pdf

high-comfort/low-stress networks serve the needs of most people and low-comfort/high-stress networks serve the small ‘Strong and Fearless’ bike riders. The goal for an inclusive bicycle network used by people of all ages and abilities is a low-stress bicycle network designed with safety and comfort as main principles.

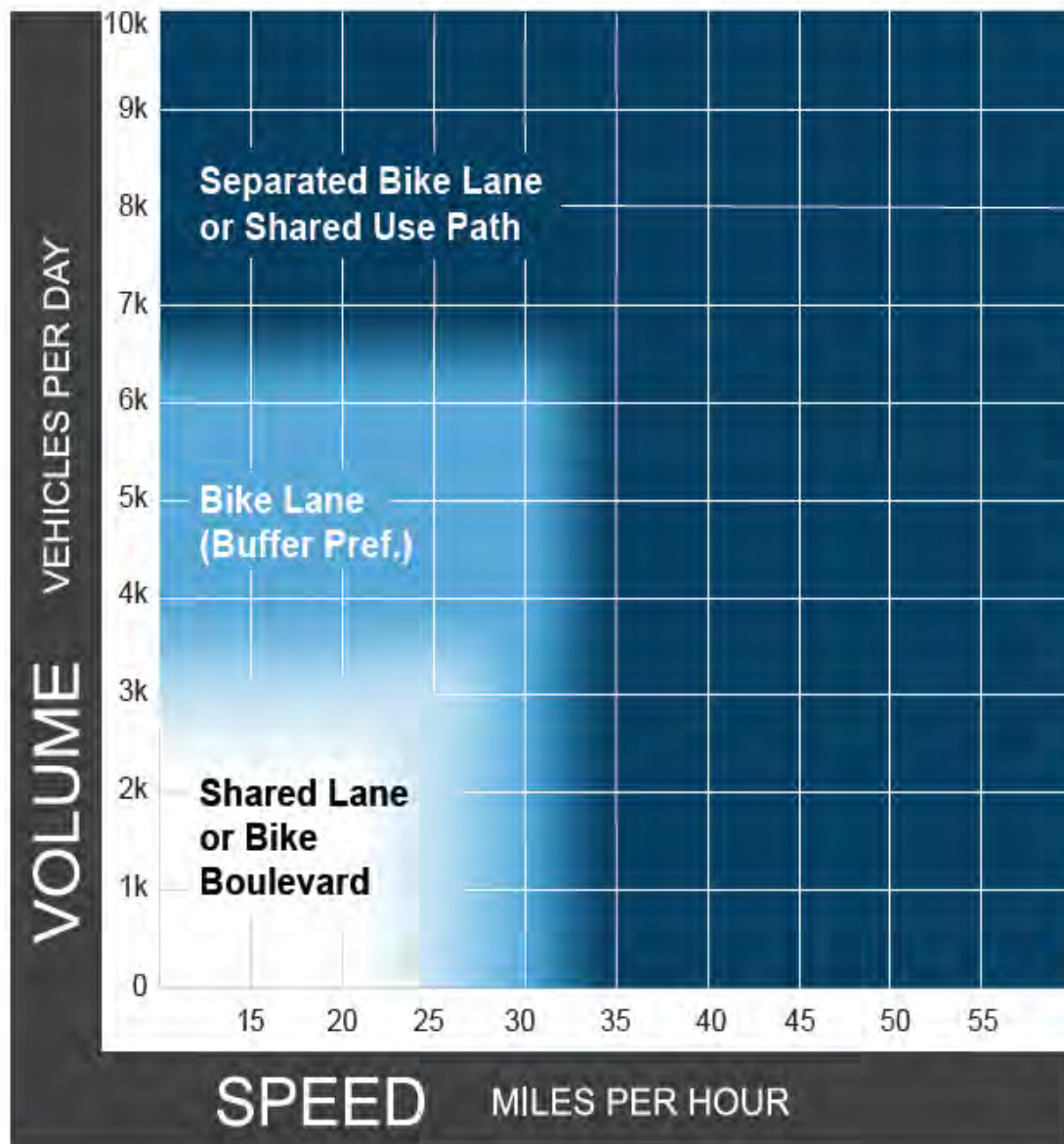
A low-stress bicycle network places emphasis on the quality of the facility rather than simply its presence on a roadway. Low-stress networks are typically composed of bicycle facilities that are physically separated from vehicular traffic through buffers or medians. Facilities such as standard bike lanes or shared lanes can also be part of low-stress network if the facilities are on low-speed and low-volume streets, like quiet residential streets or streets specially designed as bicycle boulevards with traffic calming devices. Another important aspect of a low-stress bicycle network is design of major intersections to allow for safe and comfortable movement of bicycles.

Figure 77 shows range of bicycle facility types on a spectrum from least separation to most separation from vehicular traffic.



Figure 77: Range of Bicycle Facility Types

FHWA’s Bikeway Design Selection guide has published the following charts to guide the selection of bike facility type that can act as low-stress bicycle facility for ‘Interested but Concerned’ bicyclists in different land use contexts. **Figure 78** shows preferred bikeway type for the combination of traffic volume and speed for urban, urban core, suburban, and rural town contexts. **Figure 79** shows preferred shoulder widths for the combination of traffic volume and speed for rural roadways.

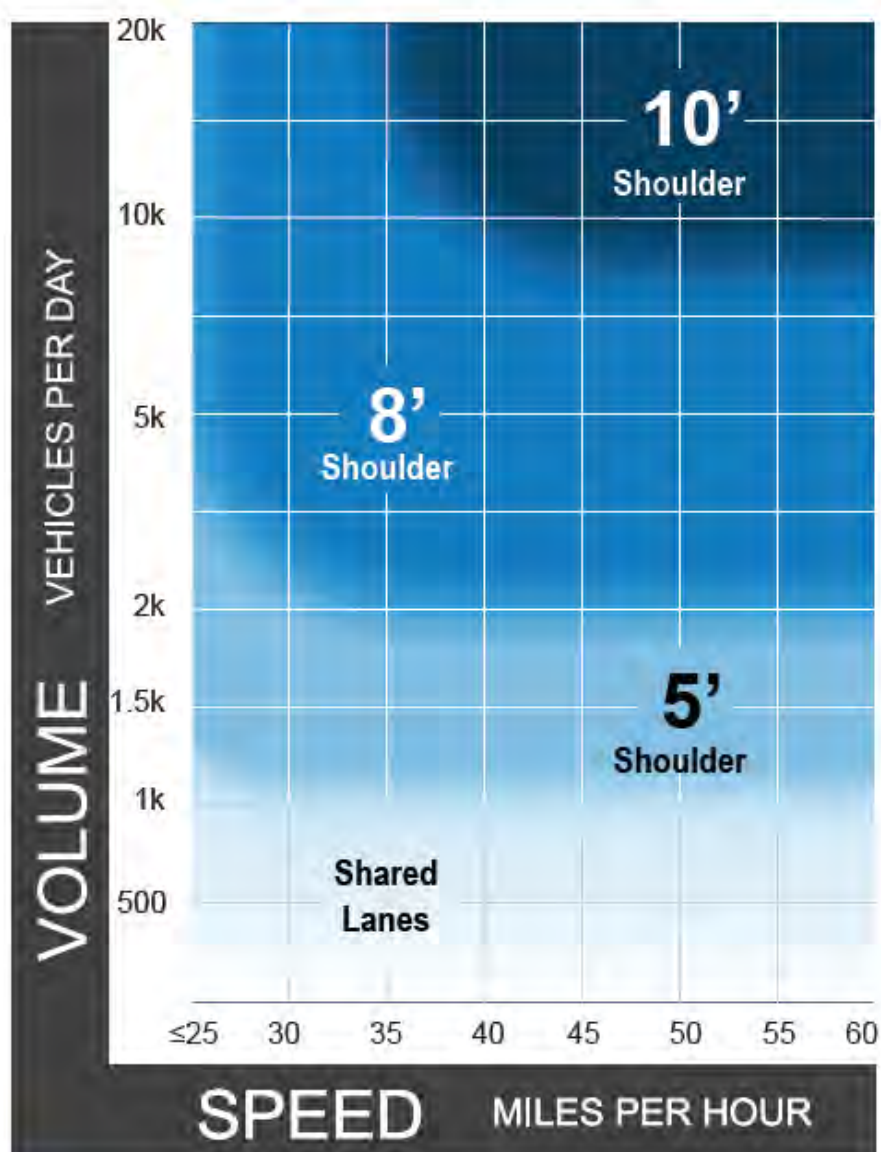


Notes

- 1 Chart assumes operating speeds are similar to posted speeds. If they differ, use operating speed rather than posted speed.
- 2 Advisory bike lanes may be an option where traffic volume is <3K ADT.
- 3 See page 32 for a discussion of alternatives if the preferred bikeway type is not feasible.

Source: FHWA Bikeway Selection Guide

Figure 78: Preferred Bikeway Type for Combination of Traffic Volume and Speed for Urban, Urban Core, Suburban, and Rural Town Contexts



Notes

- 1 This chart assumes the project involves reconstruction or retrofit in constrained conditions. For new construction, follow recommended shoulder widths in the AASHTO Green Book.
- 2 A separated shared use pathway is a suitable alternative to providing paved shoulders.
- 3 Chart assumes operating speeds are similar to posted speeds. If they differ, use operating speed rather than posted speed.
- 4 If the percentage of heavy vehicles is greater than 5%, consider providing a wider shoulder or a separated pathway.

Source: FHWA Bikeway Selection Guide

Figure 79: Preferred Shoulder Widths for Combination of Traffic Volume and Speed for Rural Roadways

Micromobility Options

In past few years there has been an explosion of new transportation modes, especially in downtown areas of large cities across the country. These new modes categorized under the broad umbrella term of 'micromobility' include very light vehicles such as electric scooters (e-scooters), electric skateboards (e-skateboards), shared bicycles and electric pedal assisted bicycles (e-bikes). Many micromobility options are offered through a shared network of vehicles such as bike sharing or scooter sharing allowing people to join through membership or rent vehicles for one-off trip. The electric assist or battery operated vehicles such as e-scooters or e-bikes often have maximum travel speeds of 30 MPH and maximum battery power that lasts 40 minutes and can travel between 5 to 10 miles. Most users choose to ride either on the sidewalk or in bike lanes because of the size and speed of these vehicles, as well as the high level of rider exposure.

Micromobility options are still a new phenomenon and are evolving rapidly. Overall given the speed and size of these vehicles, they may fit well with traditional bicycles and could share bicycle facilities. However, there has not been enough industry-wide research or policies and regulations to help develop any specific micromobility recommendations as part of the BPMP. More research and analysis is required to get a better understanding of these modes. As micromobility options evolve and cities, states, and the Federal Government develops new guidelines and regulations, future updates of the BPMP can address these issues in more detail.



Source: Kittelson & Associates, Inc.



Source: Kittelson & Associates, Inc.

Facility Typology Toolkit

The following section provides an overview of the different pedestrian facilities and bicycle facilities. Each facility type within the toolbox includes following sections:

- Brief description
- Example images
- Cost estimate range
- Benefits and constraints
- Typical applications
- Additional guidance

Additional guidance includes specific national and state guidebooks as well as design manuals for planning and design of respective facility types. Apart from various guidebooks and manuals listed in the additional guidance sections, FHWA's Pedestrian Safety Guide and Countermeasure Selection System (PedSafe) (<http://www.pedbikesafe.org/pedsafe/>) and Bicycle Safety Guide and Countermeasure Selection System (BikeSafe) (<http://www.pedbikesafe.org/bikesafe/>) are comprehensive sources for selection, planning, and design for various bicycle and pedestrian facilities. All cost estimates are based on information provided by the FHWA Pedestrian and Bicycle Information Center (PBIC).

The list of facility types in the section is not meant to be an exhaustive list, but a toolbox of the most used facility types based on best practices as per the date of this report. Research and industry guidance related to bicycle and pedestrian facilities is constantly evolving. This section may need to be updated and revised in the future as new research and industry guidance evolves.



Source: Kittelson & Associates, Inc.

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Pedestrian Facilities and Treatments



Source: Kittelson & Associates, Inc.

Sidewalk – Residential Frontage

Description:

A sidewalk is a dedicated pedestrian facility adjacent to the roadway and separated from traffic by a curb. The pedestrian through zone is the primary walkway. The street furniture zone is between the curb and through zone and allows amenities like lighting and benching. For residential frontages, the frontage zone is generally replaced by a landscape buffer and there is no building frontage zone.

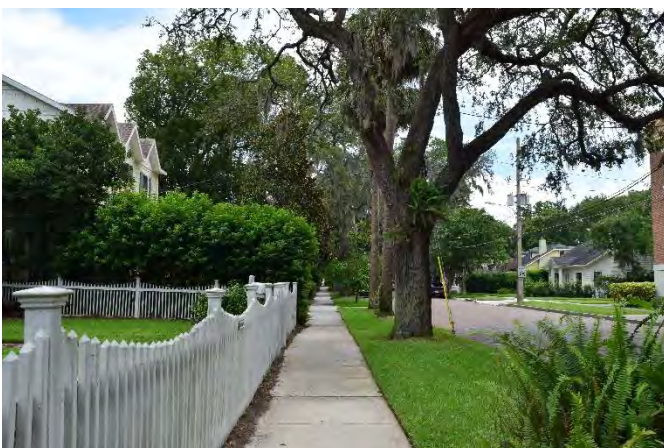
Cost Estimate:

A concrete 5 foot wide sidewalk is approximately \$32 per linear foot on average but can range from \$10 to \$400.

Example Images:



Source: Kittelson & Associates, Inc.



Source: Kittelson & Associates, Inc.

Benefits

- Provides pedestrians with a dedicated, physically-separated space.
- Provides means of mobility for people using wheelchairs, people with strollers, or others who may not be able to travel on an unpaved surface.

Constraints

- Adding a concrete curb and sidewalk to streets can add a substantial expense to the overall construction cost.
- Stormwater drainage needs to be considered when retrofitting existing streets.

Typical Applications

- Typically provided on urban and suburban residential streets.

Design Considerations

- Typically, 5 to 7 foot wide. Sidewalks should be constructed at least 5 foot wide, with a minimum of 3 foot of clear width, excluding a shy distance of 1 foot from the curb and any adjacent obstructions. A minimum 7 foot vertical clearance required.
- A landscaped buffer is preferable in residential areas and in locations with higher traffic speeds and volumes.
- Sidewalk grades should not exceed 5% unless accessible ramps are provided.

Additional Guidance

- AASHTO Green Book
- NACTO Urban Street Design Guide
- FHWA Designing Sidewalks and Trails for Access

Sidewalk – Urban Retail/Commercial Frontage

Description:

A sidewalk is a dedicated pedestrian facility adjacent to the roadway and separated from traffic by a curb. In Urban Retail/Commercial Frontage Sidewalks, the frontage zone is the extension of a building and is immediately adjacent to a building and fronting the street. The pedestrian through zone is the primary walkway. The street furniture zone is between the curb and through zone and allows amenities like lighting and benching.

Cost Estimate:

A concrete 5 foot wide sidewalk is approximately \$32 per linear foot on average but can range from \$10 to \$400.

Example Images:



Source: Kittelson & Associates, Inc.



Source: Kittelson & Associates, Inc.

Benefits

- Provides means of mobility for pedestrians, people in wheelchairs, people with strollers, or others who may not be able to travel on an unpaved surface.
- Encourages economic development through multi-modal access to store fronts and businesses.

Constraints

- Adding a concrete curb and sidewalk to streets can add a substantial expense to the overall construction cost.
- Stormwater drainage needs to be considered when retrofitting existing streets.

Typical Applications

- Typically provided on urban and suburban commercial streets.

Design Considerations

- Typically, 6 to 18 foot wide including all sidewalk zones. Sidewalks should be constructed at least 5 foot wide, with a minimum of 3 foot of clear width, excluding a shy distance of 1 foot from the curb and any adjacent obstructions.
- 3 foot to 4 foot wide or wider building frontage zone adjacent to buildings is preferable when sidewalk fronting retail or commercial uses present.
- 3 foot to 4 foot wide or wider furniture zone is preferred where amenities such as benches, trash cans, lighting and landscape can be provided.

Additional Guidance

- AASHTO Green Book
- NACTO Urban Street Design Guide
- FHWA Designing Sidewalks and Trails for Access

Crosswalk

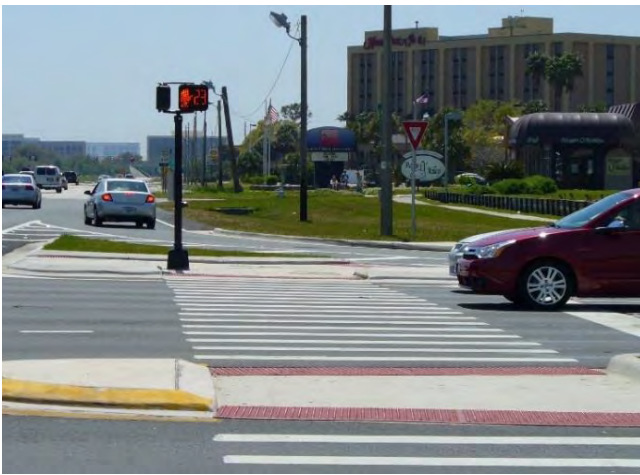
Description:

Marked, high visibility crosswalks consist of reflective roadway markings and accompanying signage at intersections and priority pedestrian crossing locations.

Cost Estimate:

The cost of striped crosswalks ranges from approximately \$100 to \$2,100 each, or on average approximately \$7 per square foot. A high visibility crosswalk can range from \$600 to \$5,700 each, or around \$2,500 on average.

Example Images:



Source: Kittelson & Associates, Inc.



Source: Kittelson & Associates, Inc.

Benefits

- Communicates potential for pedestrian crossings to motorists
- Designates a preferred crossing location for pedestrians.
- Motorists are required to yield for pedestrians entering crosswalks.
- Low cost solution.

Constraints

- Can be more effective with other types of traffic control (signals, stop signs).
- At uncontrolled locations (mid-block), motorist compliance is lower without other treatments.

Typical Applications

- Legally present at all intersections, whether marked or not.
- Can be applied at mid-block locations, especially in conjunction with other treatments.

Design Considerations

- Crosswalk striping can vary, and may include continental striping, high-visibility, ladder striping, zebra striping.
- Can be constructed with paint or thermoplastic material.
- A stop bar located 8 foot in advance of crosswalk reinforces vehicle yielding to pedestrians.

Additional Guidance

- NACTO Urban Street Design Guide
- FDOT Design Manual
- FDOT Plans Preparation Manual (PPM)

Raised Pedestrian Crosswalk

Description:

Raised pedestrian crosswalks bring the level of the roadway even with the sidewalk, providing a level pedestrian path and requiring vehicles to slow. Raised crosswalks can be used at mid-block crosswalks or intersections.

Cost Estimate:

The cost for a raised crosswalk can range from approximately \$700 to \$6,900, depending on the height, width of the road, drainage conditions, and design. An average cost is approximately \$2,600.

Example Images:



Source: www.pedbikeimages.org / Dan Burden



Source: www.pedbikeimages.org / Dan Burden

Benefits

- Provides a better view for pedestrians and motorists.
- Slows down motorists.
- Reduces the need for curb ramps.

Constraints

- Can be difficult to navigate for large trucks and low ground clearance vehicles.
- May require additional drainage and utility relocation work.

Typical Applications

- Applied in key access points to parks, schools, waterfronts, and intersections with local streets to increase visibility and yielding behavior
- Raised crosswalks are typically provided at mid-block crossings on two-lane roads where pedestrian volumes ≥ 50 pedestrians per hour and speed control is needed.
- Raised crosswalks may be provided at intersections where low-volume streets intersect with high-volume streets or where a roadway changes context.
- Raised crosswalks should not be used on transit routes or where there are steep grades or curves.

Design Considerations

- Raised crosswalks should be even with the sidewalk in height and at least as wide as the crossing or intersection, usually 10 to 15 foot wide.
- Provide detectable warnings for pedestrians where they cross from the sidewalk into the crossing area.
- Consider drainage needs and provide appropriate treatments.
- Use colored asphalt as opposed to brick or decorative surface materials to make the crossing smoother for those with mobility impairments.
- Installed on two- or three-lane roads with speed limits of 30 mph or less with AADT below 9,000
- Should avoid being used on transit or emergency vehicles routes.

Additional Guidance

- FDOT Design Manual
- ITE/FHWA Report Traffic Calming: State of the Practice
- FHWA Designing Sidewalks and Trails for Access
- NACTO Urban Street Design Guide

Raised Intersection

Description:

Raised intersections, also called speed tables, require ramps on each intersection approach to elevate the entire intersection to the sidewalk level. This is meant to reduce vehicular speeds and provide additional safety to pedestrians, particularly those with limited mobility.

Cost Estimate:

The cost for a raised intersection can range from approximately \$25,000 to \$70,000, depending on the height, width of the road, drainage conditions, and design.

Example Images:



Source: Kittelson & Associates, Inc.



Source: Kittelson & Associates, Inc.

Benefits

- Raises pedestrian crossing to sidewalk level.
- Reduces motorist speeds.
- Increases visibility between motorists and pedestrians.
- Provides increased ease for people with limited mobility.

Constraints

- Reduces the speed of emergency vehicles.
- Large commercial vehicles experience delays when crossing.
- Greater cost and time to install than standard crosswalks.
- Can present turning radius problems to large vehicles.
- Likely requires a change in below-ground utilities.

Typical Applications

- Dense urban areas controlled by all-way stop-controls.
- Used where posted speeds are 30 mph or less.
- Appropriate where there are existing crosswalks on all four legs of the intersection.
- Can be used for intersection of collector and local residential subdivision streets.
- Appropriate where daily traffic volumes are low.

Design Considerations

- Maximum grade of 8% recommended.
- Close attention must be paid to existing drainage systems.
- Color contrasts and warning truncated domes at edges help visually-impaired pedestrians.
- Bollards can be placed along corners to protect pedestrians.

Additional Guidance

- NACTO Urban Street Design Guide
- FHWA Traffic Calming ePrimer Module 3
- ITE/FHWA Report Traffic Calming: State of the Practice

Pedestrian Curb Ramps

Description:

Curb ramps provide a vertical transition between sidewalks and the roadway for pedestrians. These must be installed at all intersections and mid-block locations with pedestrian crossings.

Cost Estimate:

The cost of a curb ramp is approximately \$810 on average, or \$12 per square foot. Adding truncated domes/detectable warning material is approximately \$42 on average.

Benefits

- Can be easily accommodated within curb extensions.
- Provide access for wheelchair users.

Constraints

- Without tactile warnings, can be dangerous for the visually impaired.
- In constrained environments adding ADA compliant ramps can be challenging.

Example Images:



Source: www.pedbikeimages.org / Dan Burden



Source: www.pedbikeimages.org / Dan Burden

Typical Applications

- Curb ramps are required at all locations where pedestrians have to transition vertically from sidewalks to roadway level.
- Particularly important in downtown areas, streets near transit stops, schools, parks, medical facilities, shopping areas, and residences with people who use wheelchairs.
- Should be placed everywhere with a marked or unmarked crosswalk area.
- Should be provided at points of designated pedestrian concentration like loading island and mid-block pedestrian crossings.

Design Considerations

- Accessible curb ramps are required by the ADA at all crosswalks.
- Curb ramp placement is determined by the design limitations of the sidewalk, street, and intersection.
- It is preferred to have curb ramps designed at each crossing direction to allow all pedestrians to cross at the same location with equal visibility to motorists.
- Cannot have a slope of more than 8.33%.
- Tactile warnings enhance the function of curb ramps by warning users of the street edge.
- Color of tactile warnings should be considered in order to accommodate visual impairments.

Additional Guidance

- Accessibility Guidelines for Pedestrian Facilities in the Public Right-Of-Way
- AASHTO Guide for the Planning, Design, and Operation of Pedestrian Facilities

Pedestrian Refuge Islands

Description:

A crossing island in the median provides a protected area in the middle of a crosswalk for pedestrians to stop while crossing the street. Also called pedestrian refuge islands or median refuges, they can be used at intersections or mid-block crossings.

Cost Estimate:

The costs range from \$3,500 to \$40,000 per island depending on the design, site conditions, and whether the median can be added as part of another roadway construction project.

Example Images:



Source: www.pedbikeimages.org / Dan Burden



Source: Kittelson & Associates, Inc.

Benefits

- Reduces pedestrian exposure at marked and unmarked crosswalks
- Requires shorter gaps in traffic to cross the street
- Allows pedestrians to cross in two phases
- Can be applied in conjunction with other traffic control treatments.

Constraints

- Streets with constrained right-of-way may not have enough width to allow for a crossing island

Typical Applications

- Applied when volumes exceed 12,000 ADT or where crossing distance exceeds 60 foot.
- Preferred treatment for crossings of multi-lane streets.
- Often used in areas with high levels of vulnerable pedestrian users, such as near schools or senior centers/housing.
- Often applied in areas with high traffic volumes or with a pedestrian crash history.

Design Considerations

- Refuge islands should be at least 6 foot wide, but a preferred width of 8-10 foot should be used where possible.
- The ideal length of a refuge island is 40 foot.
- The cut-through or ramp width should equal that of the crosswalk.
- Can include bollards or other features to protect users on the island.
- Median intersections should include a “nose” that extends past the crosswalk to protect pedestrians on the island and slow the speeds of turning vehicles.

Additional Guidance

- FDOT Design Manual
- NACTO Urban Street Design Guide
- NCHRP Report 562 Improving Pedestrian Safety at Unsignalized Crossings

Leading Pedestrian Interval (LPI)

Description:

A leading pedestrian interval gives pedestrians a 3-7 second head start before the concurrent vehicle phase turns green. This allows pedestrians to enter and occupy the crosswalk before the turning vehicles.

Cost Estimate:

The cost to alter the timing of a pedestrian signal can be relatively inexpensive (from \$0 to \$3,500), depending on the site specifications. Installing a new signal can range from \$250,000-\$500,000.

Example Images:



Source: Kittelson & Associates, Inc.

Benefits

- Pedestrians are more visible in the crosswalk before vehicles start moving.
- Helps reduce conflicts with pedestrians and turning vehicles.
- LPI's have less delay than exclusive pedestrian phase signal.
- Relatively low-cost because LPI's require adjustment to existing signal timing.

Constraints

- Reduces green time for vehicle movements.
- May add to delays at intersections operating near capacity.

Typical Applications

- In downtown areas with high pedestrian crossing volumes.
- Used at locations with high number of vehicle-pedestrian conflicts, high number of students or elders.
- Used in areas where right-turning vehicle movements often interfere with pedestrian crossing movements.

Design Considerations

- Only possible when pedestrian signal faces are present.
- Leading bicycle intervals can be combined with LPI's when there are bicycle facilities present.
- LPI's should give pedestrians a minimum of 3-7 second start, and intervals up to 10 seconds are appropriate when pedestrian volume high or crossing distances are long.
- Curb extensions can be installed to increase the effectiveness of an LPI.

Additional Guidance

- FDOT Development of Statewide Guidelines for Implementing Leading Pedestrian Intervals in Florida
- NACTO Urban Street Design Guide
- FHWA Pedestrian Safety Guide and Countermeasure Selection System

Rectangular Rapid Flashing Beacon (RRFB)

Description:

A RRFB includes signs that have a pedestrian-activated “strobe-light” flashing pattern to attract motorists’ attention and provide awareness of pedestrians and bicyclists that are intending to cross the roadway.

Cost Estimate:

The cost to furnish and install a flashing beacon can vary widely depending on site conditions and the type of device that is used ranging from \$4,500 to \$52,000 each.

Example Images:



Source: Kittelson & Associates, Inc.



Source: Kittelson & Associates, Inc.

Benefits

- Provides a visible warning to motorists.
- Increases motorists yielding behavior at crossing locations over round yellow flashing beacons (60 to 100 percent compliance. Yield rate for Florida is around 60 percent)

Constraints

- Flashing beacons must be activated by pedestrians.
- Motorists may not understand the flashing lights of the RRFB, so compliance may be lower than with a traffic signal.

Typical Applications

- For marked crosswalks at uncontrolled approaches.
- Midblock crossings with medium to high pedestrian or bicycle demand and/or medium to high traffic volumes.
- Locations where multi-use paths intersect with roadways.

Design Considerations

- The push button to activate the RRFB should be easily accessible by pedestrians, wheelchair users, and bicyclists (if applicable).
- Add a push button in the median island for crossings of multi-lane facilities.
- Should be limited to roadways with four or fewer through lanes.
- State and local agencies must request permission before using RRFB.

Additional Guidance

- FDOT Traffic Engineering Manual
- Manual on Uniform Traffic Control Devices (MUTCD) – 2018 Interim Approval
- NACTO Urban Street Design Guide
- NCHRP Report 562 Improving Pedestrian Safety at Unsignalized Crossings

Pedestrian Hybrid Beacon

Description:

A pedestrian hybrid beacon (sometimes called a HAWK) is a pedestrian activated signal. It begins with a yellow light alerting drivers to slow, and then displays a solid, red light requiring drivers to remain stopped while pedestrians cross the street. The beacon shifts to flashing red lights to signal that motorists may proceed after pedestrians have completed their crossing.

Cost Estimate:

Pedestrian Hybrid Beacons are less expensive than a full traffic signal installation. The costs range from \$21,000 to \$128,000, with an average per unit cost of \$57,680.

Example Images:



Source: Kittelson & Associates, Inc.



Source: michigancompletestreets.wordpress.com/2013/11/26/pedestrian-hybrid-beacons-hawk-signals-explained/

Benefits

- Has nearly 100 percent rate of motorist yielding behavior at crossing locations.
- Improves pedestrian safety and reduces pedestrian-involved crashes.
- Less delay to motor vehicle drivers than a signal.

Constraints

- Must be activated by pedestrians.
- More costly than other crossing treatments.
- Drivers are not familiar with HAWK signals.

Typical Applications

- Midblock crossings with high pedestrian or bicycle demand and/or high traffic volumes.
- At locations where multi-use paths intersect with roadways.

Design Considerations

- The push button to activate the pedestrian hybrid beacon should be easily accessible by pedestrians, wheelchair users, and bicyclists (if applicable).
- Intersection control beacons should be no closer than 8 foot from an approach.
- Should only be used in conjunction with marked crosswalks.

Additional Guidance

- FDOT Design Manual
- Manual on Uniform Traffic Control Devices (MUTCD)
- NACTO Urban Street Design Guide
- NCHRP Report 562 Improving Pedestrian Safety at Unsignalized Crossings
- FHWA Proven Safety Counter Measures
- Safe Routes to School Engineering Guide

Bicycle Facilities and Treatments



Source: Kittelson & Associates, Inc.

Shared-Lane Markings (Sharrows)

Description:

Shared lane markings are bicycle roadway markings in the middle of the travel lane indicating that bicyclists may use the entire travel lane and share it with other vehicles.

Cost Estimate:

Shared-lane marking costs vary depending on what additions are made to the roadway. Signs can be added for approximately \$300 each, and shared-lane markings for approximately \$180 each. More substantially, developing a signed bicycle route can range from approximately \$5,000 to \$65,000 per mile.

Example Images:



Source: Kittelson & Associates, Inc.



Source: www.pedbikeimages.org / Lyubov Zuyeva

Benefits

- Allows for bicycle travel when other treatments are not feasible.
- Low cost.
- Can be used as directional or wayfinding guidance.
- Alerts road users of potential bicyclist presence.

Constraints

- Does not provide any separation from vehicles.
- Without additional traffic-calming treatments, it is likely to attract only Highly confident bicyclists.
- Marking must be maintained regularly.

Typical Applications

- Generally used on 2 lane roadways with low traffic volumes.
- Use on roadways with posted speeds equal to or less than 25 mph.
- Along front-in angled parking where a bike lane is unsuitable.
- Sharrows are typically used in urban or suburban locations on bicycle network links where other facilities are not present.
- To fill a gap in the bicycle network, generally for short distances.
- Not considered a facility type and should not substitute a bike lane or other separate treatment

Design Considerations

- Sharrows should be placed at least 4 foot from the edge of the curb or on-street parking.
- Sharrows should be placed immediately after intersections at a maximum spacing of 250 foot.
- Sharrows should be placed at the center of the travel lane.

Additional Guidance

- Manual on Uniform Traffic Control Devices (MUTCD)
- NACTO Urban Bikeway Design Guide
- FDOT Design Manual
- FHWA Bikeway Selection Guide

Bicycle Boulevard

Description:

Bicycle boulevards are low-volume, low-speed streets where bicycles and motorized vehicles share road space, but where bicycle movements are prioritized and optimized through use of motorized vehicle restrictions, traffic calming elements, and intersection crossing treatments.

Cost Estimate:

Costs vary, but bicycle boulevards offer a cost-effective use of existing roadways that also benefit residents and pedestrians.

Example Images:



Source: www.pedbikeimages.org / Adam Fukushima



Source: BikeTexas
<https://www.biketexas.org/programs/benchmarking-2010/105-bike-boulevards/>

Benefits

- It typically does not require additional right-of-way.
- Can create a comfortable space for bicyclists of all levels.
- Can be a low cost treatment compared to other bicycle facilities.

Constraints

- Bicycle boulevards may reduce through routes for motorized vehicles.
- Some treatments, such as traffic circles or chicanes, may be expensive.
- Without comfortable and safe intersection crossings, bicyclists may not use.

Typical Applications

- Local streets parallel to larger, higher-traffic roadways, such as arterials or collectors.
- Low-traffic neighborhood routes that can enhance the bicycle network connectivity.

Design Considerations

- A variety of traffic calming elements can be employed, including speed humps, traffic circles, chicanes, median barriers, and traffic diverters to keep traffic volumes low and minimize through-traffic.
- Consider providing “bicycle-only” through movements at intersections, where motorists are required to turn off the bicycle boulevard.
- Include shared lane markings and wayfinding signage for bicyclists.
- Placed shared lane markings (SLM) in the center of the travel lane.
- Recommended for streets with posted speeds of 25 mph or lower and volumes less than 3,000 average daily motorized traffic.

Additional Guidance

- NACTO Urban Bikeway Design Guide
- Small Towns and Rural Design Guide
- AASHTO Bike Guide
- FHWA Bikeway Selection Guide

Designated Bike Lane

A designated bike lane is an on-street facility that provides space for bicyclists, separated from vehicles by pavement markings.

Cost Estimate:

The cost can vary depending on changes in existing roadway required to accommodate a bike lane. Generally, a 5 foot wide bicycle lane can range from approximately \$5,000 (just striping) to \$535,000 (full roadway reconstruction) per mile, with an average cost around \$130,000.

Example Images:



Source: Kittelson & Associates, Inc.



Source: Kittelson & Associates, Inc.

Benefits

- Provides a designated facility for bicyclists using pavement width.
- Relatively inexpensive treatment when pavement width is available.
- Increases bicyclists comfort and safety on busy streets.
- Overall improves bicyclist safety.

Constraints

- Can position bicyclists in the "door zone" if located adjacent to parked vehicles without a buffer.
- Motorists may illegally park in the lane if not adequately signed and enforced.
- Does not provide physical protection or horizontal buffer from vehicles and therefore does not attract bicyclists of all levels.
- Lane lines and markings need to be regularly maintained.

Typical Applications

- Streets with speeds at or higher than 25 mph but lower than 45 mph and over 3,000 average daily motorized traffic volumes.
- Streets without enough right-of-way or pavement width for buffered bike lanes or separated bike lanes (SBLs).

Design Considerations

- Typical bike lane width is 5-7 foot, with a minimum of 4 foot in constrained locations.
- Green pavement markings or striping can add visibility and awareness in "conflict areas" or intersections where bicycle and vehicle travel paths cross.
- When a bike lane is adjacent to parking, the width from the curb to the bike lane should be no less than 12 foot.
- Signs and bicycle lane word/symbol and arrow markings are used to define the bike lane and located to minimize tread wear.
- A six to eight inch solid, white line is used to separate motor vehicle travel from the bike lane.

Additional Guidance

- AASHTO Guide for the Development of Bicycle Facilities
- NACTO Urban Bikeway Design Guide
- Manual on Uniform Traffic Control Devices (MUTCD)
- FHWA Bikeway Selection Guide

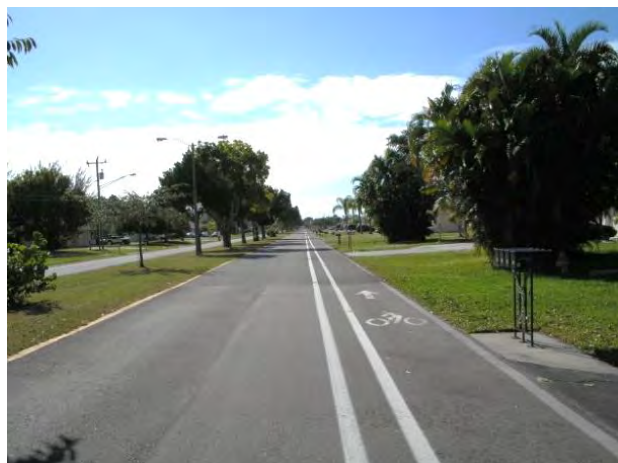
Buffered Bike Lane

Buffered bicycle lanes are on-street lanes that include an additional striped buffer of typically 2 to 3 foot between the bicycle lane and the vehicle travel lane and/or between the bicycle lane and the vehicle parking lane.

Cost Estimate:

The cost of installing bicycle facilities depends on the type and scope of a project, whether it be restriping, resurfacing, or reconstruction. Generally, a buffered bike lane can range from approximately \$5,000 (just striping) to \$535,000 (full roadway reconstruction) per mile, with an average cost around \$130,000.

Example Images:



www.pedbikeimages.org / Dan Moser



Source: Kittelson & Associates, Inc.

Benefits

- Increased separation from motor vehicles (over standard bicycle lanes) can increase bicyclist comfort.
- Appeals to various levels of bicycle users.
- A parking-edge buffer on streets with on-street parking can reduce the likelihood of “dooring”.

Constraints

- Does not provide physical protection and therefore may not attract bicyclists of all levels.
- The additional width provided by the buffer may invite motorists to illegally park in the lane if not adequately signed and enforced.
- Buffer striping requires additional maintenance.

Typical Applications

- Streets with sufficient pavement width to provide a buffer.
- Widely applicable in both urban and rural settings.
- Segments of the bicycle network with moderate to high vehicle speeds or volumes, and with truck traffic.

Design Considerations

- Typical buffer width is 2 to 3 foot, in addition to standard bicycle lane width of 5 to 6 foot. FDOT has a 7 foot standard, but 6 foot is acceptable where there is limited right-of-way.
- The buffer strip is marked with two solid white lines and interior diagonal cross hatchings or chevron markings if 3 foot or wider.
- Green pavement markings or striping can add visibility and awareness in “conflict areas” or intersections where bicycle and vehicle travel paths cross.

Additional Guidance

- AASHTO Guide for the Development of Bicycle Facilities
- NACTO Urban Bikeway Design Guide
- FDOT Design Manual
- FHWA Separated Bike Lane Guide
- Small Town and Rural Design Guide

One-Way Separated/Protected Bike Lane (Cycle Track)

A one-way separated bike lane, also known as a protected bike lane or cycle track, is a bicycle facility within the street right-of-way separated from motor vehicle traffic by a physical barrier, such as planters, flexible posts, parked cars, landscape median, or a mountable curb. These types of bike lanes can be raised to sidewalk level for additional safety and comfort or if additional space is available beyond the curbs.

Cost Estimate:

Cost vary depending on specific roadway conditions. The implementation cost is low if the project uses existing pavement and drainage, but costs significantly increase if curbs, drainage, or other utility infrastructure needs to be moved.

Example Images:



Source: www.pedbikeimages.org / Kristen Brookshire



Source: www.pedbikeimages.org / Kristen Langford

Benefits

- Provides physical separation from motor vehicle traffic, which can attract users of all levels.
- Buffer can provide opportunities for landscaping.
- Reduced risk of “dooring” when parked cars are present.
- Greater actual and perceived comfort for bicyclists.

Constraints

- Requires additional right-of-way over standard bike lane.
- Construction may be more expensive than standard bike lane.
- May introduce maintenance considerations, depending on buffer type.
- Street sweeping, and regular maintenance might require special equipment.

Typical Applications

- Key segments of the bicycle network where more protection is desirable, such as major roadways with higher traffic volumes or speeds, or routes to common destinations, like schools, parks, etc.
- Streets with parking lanes that can be used as buffer.
- Roadway segments with sufficient right-of-way or where a “road diet” (vehicle lane reduction) can be implemented.
- Roadways with infrequent driveways and side street accesses.

Design Considerations

- Intersections must be designed to ensure visibility of bicyclists using the facility. Treatments include separate signal phases for bicyclists and high visibility pavement markings.
- Buffer type can vary depending on context, presence of parking, and available right-of-way.
- Green pavement markings or striping can add visibility and awareness in “conflict areas” or intersections where bicycle and vehicle travel paths cross.

Additional Guidance

- NACTO Urban Bikeway Design Guide
- FHWA Separated Bike Lane Planning and Design Guide
- FHWA Bikeway Selection Guide
- Small Town and Rural Design Guide
- FDOT Design Manual

Two-Way Separated/Protected Bike Lane (Cycle Track)

A two-way Separated Bike Lane, also known as a two-way cycle track or protected bike lanes, is a facility within the street right-of-way separated from motor vehicle traffic by a physical barrier, such as planters, flexible posts, parked cars, or a mountable curb. Two-way SBLs serve bi-directional bicycle travel within the facility on one side of the street. These types of bike lanes can be raised to sidewalk level for additional safety and comfort or if additional space is available beyond the curbs.

Cost Estimate:

Cost vary depending on specific roadway conditions. The implementation cost is low if the project uses existing pavement and drainage, but costs significantly increase if curbs, drainage, or other utility infrastructure needs to be moved.

Example Images:



Source: Kittelson & Associates, Inc.



Source: www.pedbikeimages.org / Megan Kanagy

Benefits

- Requires less right-of-way than a pair of one-way SBLs, due to the need for only one buffer.
- Provides physical separation from motor vehicle traffic, which can attract users of all levels.
- Reduced risk of “dooring” when parked cars are present.
- Greater actual and perceived comfort for bicyclists.

Constraints

- May be less intuitive due to apparent “wrong-way” travel on one side of street.
- Safety concerns in areas with frequent driveways.
- Construction may be more expensive than standard bike lane.
- Maintenance might require special equipment.
- At intersections, contra-flow movements are a main crash factor.

Typical Applications

- On-street connections between off-street multi-use paths.
- Roadways with infrequent driveways and side street accesses.
- Key segments of the bicycle network where more protection is desirable, such as roadways with higher traffic volumes or speeds or routes to common destinations, like schools.
- On one-way streets where two-way bicycle travel is desirable.
- Where there are more destinations on one side of the street reducing crossing needs.

Design Considerations

- Intersections must be designed to ensure visibility of bicyclists. Treatments include separate signal phases for bicyclists and high visibility pavement markings.
- Buffer type can vary depending on context, presence of parking, and available right-of-way.
- Green pavement markings or striping can add visibility and awareness in “conflict areas” or intersections where bicycle and vehicle travel paths cross.

Additional Guidance

- NACTO Urban Bikeway Design Guide
- FHWA Separated Bike Lane Planning and Design Guide

Bike Pocket (Keyhole)

Bike pockets or keyholes are conventional bike lanes at an intersection between the through vehicular travel lane and the right-turn-only or left-turn-only vehicular travel lane.

Cost Estimate:

Very low cost treatment. Basically, includes two 6-inch white striping and bike stencil pavement marking.

Example Images:



Source: NACTO



Source: NACTO

Benefits

- Enables bicyclists to position themselves to the left of right turn lanes or to the right of left turn lanes.
- Reduces conflicts between turning motorists and bicycle through traffic.
- Provides bicyclists with guidance to follow the preferred travel path.
- Leads to more predictable bicyclist and motorist travel movements.
- Alerts motorists to expect and yield to merging bicycle traffic.
- Signifies an appropriate location for motorists to safely merge across the bike lane into the turn lane.

Constraints

- In constrained intersections there may not be additional space for a bike pocket.
- Regular maintenance of striping and pavement markings is required.

Typical Applications

- On streets with right-side bike lanes and right-turn only lanes at intersections.
- On streets with left-side bike lanes and left-turn only lanes at intersections.
- On streets with bike lanes and an auxiliary right-turn-only lane added in advance of the intersection.
- On streets with bike lanes and a parking lane that transition into a turn lane at intersections.

Design Considerations

- The desired width of a dotted bike transition lane and through bike lane is 6 foot wide with a minimum width of 4 foot.
- Bicycle lane symbol and arrow markings shall be used to define the bike lane and designate that portion of the street for preferential use by bicyclists.
- The through bike lane shall be placed to the left of the right-turn only lane.
- Dotted lines signifying the merge area shall begin a minimum of 50 foot before the intersection.

Additional Guidance

- AASHTO Guide for the Development of Bicycle Facilities
- NACTO Urban Bikeway Design Guide
- FDOT Design Manual

Bicycle Crossing Markings

A bicycle crossing is a marked crossing at an intersection with a street, driveway, or an alley. Intersection markings guide bicyclists on a safe and direct path through intersections and distinguish the bicycle, pedestrian, and motor vehicle through or crossing the path. Markings include dotted line extensions, shared lane markings, colored conflict area, and “elephant’s feet”.

Cost Estimate:

The cost of striped crossings ranges from approximately \$100 to \$2,100 each, or on average approximately \$7 per square foot. A high visibility crossing with green backed paint can range from \$600 to \$5,700 each, or around \$2,500 on average.

Example Images:



Source: www.pedbikeimages.org / Megan Kanagy



DOTTED LINE
EXTENSIONS



SHARED LANE
MARKINGS



COLORLED
CONFLICT AREA



ELEPHANT'S
FEET

Source: Kittelson & Associates, Inc.

Benefits

- Identifies conflict areas for roadway users and increases bicyclists visibility.
- Reinforces that bicyclists have right-of-way for through movements.

Constraints

- Requires routine roadway maintenance.
- Can become confusing for automobile drivers.

Typical Applications

- At signalized intersections where the bicycle path may be unclear.
- Across driveways, stops, or yield-controlled cross-streets.
- Where typical movements may cross into bicycle space like ramp entries/exits.

Design Considerations

- Dotted lines tie the bicycle crossing space through intersections.
- Striping width should be a minimum of six inches from motor vehicles travel lane and match the width and lateral positions of leading bike lane.
- Approaching an intersection, bicycle buffer lane striping must transition to a double, six-inch-wide stipe using a 2 foot to 4 foot dotted pattern 150 foot in advance of the intersection for right-turning motor vehicles.
- Can be paired with a separate signal phase for bicyclists.
- A stop line/bar indicates where bicyclists should stop in separated bike lane in compliance with stop sign/traffic signal. A minimum 1 foot distance from the crossing road is required at locations with bicycle queuing.
- It is generally marked parallel to pedestrian crosswalks.

Additional Guidance

- NACTO Urban Bikeway Design Guide
- Manual on Uniform Traffic Control Devices (MUTCD)
- FDOT Design Manual
- AASHTO's Guide for the Development of Bicycle Facilities
- FHWA Separated Bike Lane Planning and Design Guide
- MassDOT Separated Bike Lane Planning and Design Guide

Bicycle Box (Bike Box)

Bicycle/bike box are designated spaces at signalized intersections, placed between a set-back stop bar and the pedestrian crosswalk, that allow left-turning bicyclists to queue in front of motor vehicles at red lights.

Cost Estimate:

The cost of a bike box that includes eight inches to 1 foot wide white striping around the box and green paint in the box ranges from approximately \$1,000 to 2,000 each, or on average approximately \$5 per square foot.

Example Images:



Source: www.pedbikeimages.org / Megan Kanagy



Source: www.pedbikeimages.org / TooleDesignGroup

Benefits

- Increases the visibility of queued bicyclists.
- Allows bicyclists to start up and enter the intersection in front of motor vehicles when the signal turns green and/or position for a left-turn.
- Provides queuing capacity for bicycles at signals beyond a typical bike lane.

Constraints

- Driver compliance rates vary.
- Bike boxes may prevent drivers from making right-turn-on-red movements.
- Colored pavement markings are costly to maintain.
- Additional education programs should be developed to accompany the installation of this facility.

Typical Applications

- Signalized intersections, particularly those with high bicycle volumes.
- Signalized intersections where a designated bicycle route turns left.
- Where right-turns on red are prohibited and there is a protected left turn signal.
- Posted speed equal to or less than 35 mph.
- Bicycle detection is provided and there is more than one through lane approaching intersection.
- There is a bicycle lane or keyhole lane approaching the intersection and a bicycle facility opposite the intersection.

Design Considerations

- Minimum depth of the bike box should be 10 foot, and it should extend across the bike lane, any buffer space, and at least one adjacent vehicle travel lane
- Can be extended across multiple vehicle lanes on multilane streets to allow bicyclists to position for left turns
- FHWA issues interim approval for bicycle boxes and the green-colors intersection bicycle box requires the approval of the State Roadway Design Engineer in Florida

Additional Guidance

- MUTCD (interim approval)
- FHWA Separated Bike Lane Planning and Design Guide
- FDOT Design Manual
- NACTO Urban Bikeway Design Guide

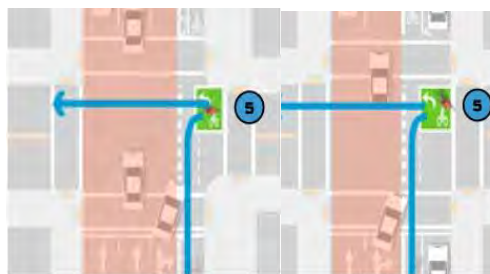
Two-Stage Left Turn Queue Box

Two-stage left-turn boxes allow bicyclists to safely and comfortably make left-turns at signalized or unsignalized intersections from a right-side bicycle lane or cycle track. Bicyclists arriving on a green light at signalized intersections, or at an unsignalized intersections, travel into the intersection and pull out into the two-stage turn queue box away from through-moving traffic and in front of cross street traffic. Bicyclists waiting in the two-stage turn queue box get a head start and can proceed through on the next green signal for cross traffic or when there is a gap in traffic.

Cost Estimate:

The cost of a two-stage left turn queue box that includes eight inches to 1 foot wide white striping around the box and green paint in the box ranges from approximately \$500 to \$1,000 each, or on average approximately \$5 per square foot.

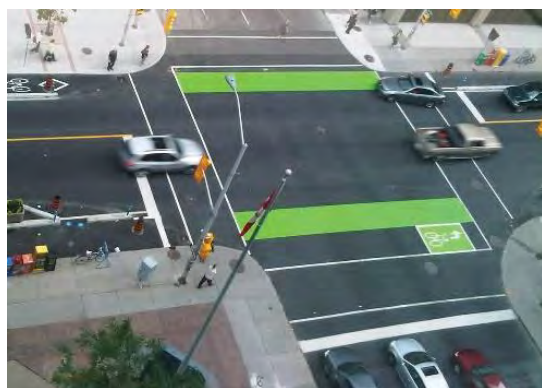
Example Images:



Crosswalk Setback Configuration
Wider corner radii, set back pedestrian crossing, and/or narrowed bikeway space, provides opportunity for queue box.

King Lane Configuration

Source: NACTO



Source: NACTO

Benefits

- Provides an option for left turns, so that bicyclists do not need to merge into traffic.
- Provides a clear and visible location for queuing bicyclists waiting to cross.
- Separates bicyclists wanting to turn from those wanting to make a through movement.

Constraints

- May be difficult to accommodate within a constrained intersection geometry.
- Increased delay for bicyclists.
- Colored pavement markings are costly to maintain.
- Additional education programs should be developed to accompany the installation of this facility.

Typical Applications

- At signalized or unsignalized intersections.
- At locations where a low-stress left turn movement for bicyclists is desirable.
- Along roadways with high traffic speeds and volumes.
- Where there is a travel pattern of bicyclists turning left from a right lane.
- Where bicycle detection can be provided

Design Considerations

- Pavement markings with a bicycle stencil and a turn arrow, and markings across the intersection should define bicycle positioning.
- Should be located out of the way of through bicyclists, usually between the bike lane and the crosswalk. If there is on-street parking, space may be available between the bike lane and vehicle travel lane
- Consider using passive bicycle detection in the two-stage left turn box to call the green signal phase for bicyclists.

Additional Guidance

- MUTCD (interim approval)
- FHWA Separated Bike Lane Planning and Design Guide
- FDOT Design Manual
- NACTO Urban Bikeway Design Guide
- MassDOT Separated Bike Lane Planning and Design Guide

Protected Intersection

A protected intersection maintains the physical separation of modes through an intersection to reduce exposure to bicyclists that would otherwise need to merge and weave into the roadway at intersections. In a protected intersection, a separate signal phase for bicycle and motor vehicle traffic eliminates conflict points. Protected intersection design includes a corner island to protect through and turning bicycle traffic from adjacent roadway traffic.

Cost Estimate:

Costs for protected intersections vary greatly as in many cases it involves total reconstruction of an intersection. Low cost protected intersections are possible if protected intersection design can fit within existing intersection footprint without major changes in existing curbs, drainage or utility infrastructure.

Example Images:



Source: www.pedbikeimages.org / Nathan Roseberry (CDOT)



Source: Kittelson & Associates, Inc.

Benefits

- Clearly defines bicycle and pedestrian operating spaces.
- High safety and comfort for all levels of bicyclists because bicyclists separated from vehicular traffic.
- Right-of-way priority clarified to require motor vehicles to yield.
- Improved sightlines for roadway users.

Constraints

- Without bicycle signals, unclear if bicyclists operate with pedestrians or motor vehicles.
- Bicyclists must yield to pedestrians in crosswalk.
- Retrofitting protected intersections might result in small corner islands.
- Might require crosswalk reconfiguration.
- Corner islands pose limitations on right turning movements for trucks.

Typical Applications

- At major intersection where all legs have bike lanes roadways.
- Along roadways with high traffic speeds and volumes.
- Where bicycle detection can be provided.

Design Considerations

- A corner refuge island protects bicyclists up to the intersection crossing point.
- Forward bicycle queueing occurs on the bike facility and increases visibility of bicyclists to motorists at the stop bar; the area should be at least 6 foot long.
- A motorist yield zone is set back from the intersection and creates a space for right turning motorists to yield to bicyclists.
- Pedestrian crossing islands located between the motor vehicle travel lane and bicycle lane prevent pedestrians from waiting in bicycle travel area.
- Other elements of protected intersections include corner truck apron for allowing large truck turning movement.
- Optimize crash reduction benefit where bicycle crossings are set back from motor vehicles by distance of 6 to 16.5 foot.

Additional Guidance

- MassDOT Separated Bike Lane Planning and Design Guide

Bicycle Signals

Bicycle signals facilitate bicycle crossings at intersections by indicating when bicyclists can cross and restricting conflicting vehicle movements. Bicycle-only signals can be used at intersections to provide a separate signal phase that is dedicated to bicyclists. Signal heads are typically the standard green, yellow, and red lenses with bike symbol.

Cost Estimate:

Cost will depend on the complexity and size of the intersection, but in general, costs are comparable to the installation of conventional traffic signal heads.

Example Images:



Source: www.pedbikeimages.org / TooleDesignGroup



Source: www.pedbikeimages.org / Adam Coppola Photography

Benefits

- Provides bicycles with a dedicated signal phase without potential motor vehicle conflicts.
- Provides increased protection for bicyclists.
- Discourages unsafe and illegal crossing movements.

Constraints

- May increase intersection delay for motorists and bicyclists with the addition of a signal phase.
- Not currently included in the Manual on Uniform Traffic Control Devices (MUTCD)

Typical Applications

- At major intersections with heavy bicycle traffic.
- Where vehicle or pedestrian conflicts with bicycle traffic at major crossings are an issue.
- Roadway intersections with multi-use trails.
- At intersections with separated bike lanes on the roadways, or at transitions to and from two-way separated bike lanes.
- At intersections where large numbers of turning vehicles have the potential to conflict with through bicycle movements.

Design Considerations

- Determining what type of signal to use depends on speed limits, ADT, bicycle traffic volume, and existing/planned bicycle facilities.
- Push buttons, signage and pavement markings enhance bicycle travel on facilities with signals.
- Ensure that signal heads are clearly visible to cyclists.
- Install painted indicators on bicycle detectors to show bicyclists where to wait.
- Consider prohibiting right-turn-on-red for motorists if right turns conflict with bicycle movements.

Additional Guidance

- NACTO Urban Bikeway Design Guide
- FHWA Separated Bike Lane Planning and Design Guide
- MassDOT Separated Bike Lane Planning and Design Guide

Bicycle Parking

Bicycle parking consists of devices and/or areas that allow secure bicycle parking, often located at areas of high bicycle traffic such as bus stations, shopping centers, schools, and shared-use paths/trails.

Cost Estimate:

Bicycle rack costs can range from approximately \$60 to \$3,600, depending on design and materials used. On average the cost is approximately \$660. Bicycle lockers costs range from \$1,280 to \$2,680, and bicycle stations are approximately \$250,000.

Example Images:



Source: Kittelson & Associates, Inc.



Source: Kittelson & Associates, Inc.

Benefits

- Provides a secure location to store and lock bicycles.
- Encourages community bicycle use and makes local attractions/businesses more accessible to bicyclists.
- Inexpensive and easy strategy to increase overall parking supply.
- Minimal maintenance needed.
- Bike parking elements expand transit sheds and supplement transit ridership.

Constraints

- Requires space in potentially busy areas, such as sidewalks.
- May remove on-street parking space if located on the roadway.
- Periodic removal of abandoned bikes and locks needed.

Typical Applications

- Typically provided at areas of high bicycle traffic such as bus stations, shopping centers, schools, and shared-use paths/trails.

Design Considerations

- The size and design of bicycle racks can vary based on the estimated number of users and available space.
- Covered bicycle parking can provide protection from the weather for parked bicycles and people as they lock and unlock bikes.
- Bike lockers can provide additional security.
- If possible, bicycle racks should be placed immediately adjacent to the entrance/location they serve.
- Rack should not be placed to block the entrance of a building or inhibit pedestrian flow.
- Racks should be easy to find, convenient, and secure.
- Racks should support the bicycle from two locations to prevent it from falling over.
- Locate parking in well-lit areas in view of sidewalks and pedestrian paths.
- Racks can be artistic, colorful, and express the community aesthetic.

Additional Guidance

- AASHTO's Guide for the Development of Bicycle Facilities
- APBP Bicycle Parking Guidelines
- FDOT Design Manual

Wayfinding

A bicycle wayfinding system consists of comprehensive signing and/or pavement markings to guide bicyclists and pedestrians to their destinations along preferred trails and routes. Signs are typically placed at decision points, typically at the intersection of two or more bikeways/trails and at other key locations leading to and along routes.

Cost Estimate:

Cost will depend on style, type, and number of signs. Per sign costs are generally comparable to typical roadway signs.

Example Images:



Source: Kittelson & Associates, Inc.



Source: www.pedbikeimages.org / Sarah Heaton Kennedy

Benefits

- Familiarizes users with the bicycle/trail network.
- Identifies the best routes to destinations.
- Signage that includes mileage and travel time to destinations may help minimize the tendency to overestimate the amount of time it takes to travel by bicycle.
- Visually indicates to motorists that they are driving along a bicycle/trail route and should use caution.
- Passively markets the bicycle/trail network by providing unique and consistent imagery throughout the jurisdiction.

Constraints

- Requires routine roadway maintenance.
- Custom made signs can become expensive.
- Possible vandalism of signs depending on location.
- Potential for sign pollution

Typical Applications

- Along all streets, trails, and/or bicycle facility types that are part of the bicycle network.
- Along corridors with circuitous bikeway facility routes to guide bicyclists to their intended destination.

Design Considerations

- Follow MUTCD standards (Section 9B.01 – Application and Placement of Signs), including mounting height and lateral placement from edge of path or roadway. Additional standards and guidance are found in Section 9B.20 – Bicycle Guide Signs.
- Signs should include destinations, directional arrows, distance, and travel time. It is recommended that a 10 mph bicycle speed be used for travel time calculations.

Additional Guidance

- NACTO Urban Bikeway Design Guide
- FHWA Separated Bike Lane Planning and Design Guide
- MassDOT Separated Bike Lane Planning and Design Guide
- MUTCD

Common Bicycle and Pedestrian Facilities



Source: Space Coast Transportation Planning Organization

Advisory Shoulder

Description:

Advisory shoulders create usable shoulders for pedestrian and bicyclists on a roadway that is otherwise too narrow to accommodate one. The shoulder is delineated by pavement marking and optional pavement color. Motorists may only enter the shoulder when no bicyclists are present and must overtake these users with caution due to potential oncoming traffic.

Cost Estimate:

Advisory shoulders use existing pavement to provide space prioritized for bicycles and pedestrians at very low cost.

Example Images:



Source: Small Town and Rural Design Guide



Source: Small Town and Rural Design Guide

Benefits

- Functions well in rural and small-town settings.
- Reduced vehicle speeds on a narrow roadway may lower some crash types.

Constraints

- Motorists can utilize advisory shoulders when not in use by bicyclists or pedestrians.
- Approved as “Experiment” by FHWA on an agency-wide basis.

Typical Applications

- Used in roadways with bicycle and pedestrian demand and limited paved roadway surfaces.
- Appropriate in streets with low to moderate volumes and moderate vehicle speeds.
- Used as an interim measure for shoulder widening in the future.
- Work best on roads without frequent stops or signal controlled intersections.
- Traffic volume is less than 6,000 AADT.
- The street is not designed for truck or bus routes.

Design Considerations

- Preferred width is 6 foot with a minimum width of 4 foot when no curb/gutter present.
- Motorists traveling in the two-way center lane may encroach the shoulder when vehicles are meeting head-on.
- Usually, a dashed line is used to delineate advisory shoulders.

Additional Guidance

- Small Town and Rural Design Guide
- FHWA “Dashed Bicycle Lanes” Guidance
- MUTCD

Shared-Use Path (Trail)

Description:

Shared-use paths are bi-directional sidepaths or trails physically separated from vehicular travel lanes along roadways or completely off the roadway right-of-way that are shared by both pedestrians and bicyclists. They play an integral role in recreation, commuting, and accessibility due to their appeal to users of all ages and skill levels.

Cost Estimate:

A paved, multi-use trail can range in cost from approximately \$65,000 per mile to more than \$4 million per mile. An unpaved path can range from approximately \$30,000 to \$400,000 per mile.

Example Images:



Source: Kittelson & Associates, Inc.



Source: <https://www.bikeflorida.net/east-central-rail-trail.htm>

Benefits

- Provides facility for both pedestrians and bicyclists.
- Separation from motor vehicles can attract users of all levels.

Constraints

- May be unsafe in areas with frequent crossings or driveways.
- Potential for conflicts between bicyclists and pedestrians due to shared facility.

Typical Applications

- These facilities offer network connectivity outside of the roadway network and are usually located in parks, along rivers, beaches, greenbelts, or utility corridors.
- Medium- to long-distance links within and between communities that also serve as recreational facilities.
- Parallel to roads in rural areas where sidewalks and on-street facilities are not present.
- Best suited in areas where roadway crossings and driveways can be minimized.

Design Considerations

- Necessitate high-visibility treatments for crossings.
- A minimum width of 10 foot is recommended for low-pedestrian/bicycle-traffic; 12 to 20 foot should be considered in areas with moderate to high levels of bicycle and pedestrian traffic.
- Design speeds of 18 mph for paths with longitudinal grades of less than or equal to 4%, and 30 mph for paths above that.

Additional Guidance

- FDOT Design Manual
- FHWA Designing Sidewalks and Trails for Access
- AASHTO Guide for the Development of Bicycle Facilities



Source: Kittelson & Associates, Inc.



Source: Kittelson & Associates, Inc.

9. Implementation and Funding Sources

This chapter provides an overview of existing funding sources that are regularly used to implement bicycle and pedestrian facilities, programs, and policies. The chapter is organized by categorizing programs based on its jurisdictional scale and scope – Federal, State, and Local. The programs outlined in this chapter are not meant to be an exhaustive list, but to provide a comprehensive understanding of potential resources and partners in the development of bicycling and pedestrian facilities. Many of the programs listed may or may not continue in the future depending on allocation of funds in federal, state, and local budgets. Hence, this list may require future updates depending on changes in legislation and respective budgets. Many programs listed are not exclusively targeted for funding and implementing bicycle and pedestrian facilities, but surface transportation in general. However, various types of bicycle and pedestrian facilities are eligible for funding under the listed funding sources. For some programs, standalone bicycle and pedestrian projects may not be competitive, unless part of larger infrastructure projects.

Federal Programs

U.S. Department of Transportation (U.S. DOT)



This section lists potential eligibility for pedestrian and bicycle projects under U.S. DOT surface transportation funding programs. Section 1404 of the Fixing America's Surface Transportation (FAST) Act to require federally-funded projects on the National Highway System to consider access for other modes of transportation and provides greater design flexibility to do so.

Better Utilizing Investments to Leverage Development (BUILD) Grants

The BUILD Transportation Discretionary Grant program provides funding opportunities to invest in road, rail, transit, and port projects. Previously known as Transportation Investment Generating Economic Recovery (TIGER) Discretionary Grants, Congress has dedicated nearly \$7.1 billion for ten rounds of National Infrastructure Investments to fund projects that have a significant local or regional impact. The eligibility requirements of BUILD allow project sponsors at the State and local levels to obtain funding for multi-modal, multi-jurisdictional projects that are more difficult to support through traditional U.S. DOT programs. BUILD can provide capital funding directly to any public entity, including municipalities, counties, port authorities, tribal governments, MPOs, or others in contrast to traditional Federal programs which provide funding to very specific groups of applicants (mostly State DOTs and transit agencies). The Consolidated Appropriations Act of 2019 made available \$900 million for the BUILD grants.

For more information, visit the BUILD website at <https://www.transportation.gov/BUILDgrants>.

Infrastructure For Rebuilding America (INFRA) Grants

The INFRA Grants program provides dedicated, discretionary funding for projects. INFRA advances a grant program established in the Fixing America's Surface Transportation (FAST) Act of 2015 and utilizes updated criteria to align projects with national and regional economic vitality goals and to leverage additional non-federal funding. The program will increase the impact of projects by leveraging federal grant funding and incentivizing project sponsors to pursue innovative strategies, including public-private partnerships. The INFRA grant program preserves the statutory requirement in the FAST Act to award at least 25 percent of funding for rural projects. In addition to providing direct federal funding, the INFRA program aims to increase the total investment by state, local, and private partners. INFRA grants may be used to fund a variety of components of an infrastructure project, however, the program is specifically focused on projects in which the local sponsor is significantly invested and is positioned to proceed rapidly to construction. In FY 2018, INFRA grants in the amount of nearly \$1.5 billion were awarded to 26 projects. The INFRA program will make approximately \$855-902.5 million available to projects in FY 2019.

For more information, visit the INFRA website at <https://www.transportation.gov/buildamerica/infragrants>.

Transportation Infrastructure Finance and Innovation Act (TIFIA) Program

The TIFIA program provides credit assistance for qualified projects of regional and national significance. Many large-scale, surface transportation projects – highway, transit, railroad, intermodal freight, and port access – are eligible for assistance. Eligible applicants include state and local governments, transit agencies, railroad companies, special authorities, special districts, and private entities. The TIFIA credit program is designed to fill market gaps and leverage substantial private co-investment by providing supplemental and subordinate capital.

For more information, visit the TIFIA website at <https://www.transportation.gov/buildamerica/programs-services/tifia/overview>.

Federal Transit Administration (FTA) Programs

Multiple FTA grant programs are able to help cities, towns, and rural areas invest in bicycle and pedestrian infrastructure as part of transit projects. Some of these programs are listed below:



Federal Transit Administration

- Metropolitan & Statewide and Nonmetropolitan Transportation Planning
- Urbanized Area Formula Program
- Fixed Guideway Capital Investment Grants
- Bus and Bus Facilities Formula Grants
- Enhanced Mobility of Seniors and Individuals with Disabilities
- Formula Grants for Rural Areas
- TOD Planning Pilot Grants

For more information, visit the FTA website at

<https://www.transit.dot.gov/regulations-and-guidance/environmental-programs/livable-sustainable-communities/fta-program-bicycle/>.

Congestion Mitigation and Air Quality Improvement (CMAQ) Program

The CMAQ program was established under the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991. The CMAQ program was implemented to support surface transportation projects and other related efforts that contribute air quality improvements and provide congestion relief. Administered by FHWA, the program has been reauthorized under every successive Transportation Bill up to and including the FAST Act in 2015. Through the close of the Moving Ahead for Progress in the 21st Century (MAP-21) period in 2015, the CMAQ program has provided more than \$30 billion to fund over 30,000 transportation related environmental projects for State DOTs, MPOs, and other sponsors throughout the country. The FAST Act provides \$2.3 to \$2.5 billion in CMAQ funding for each year of the authorization, from 2016 through 2020. For more information, visit the CMAQ website at https://www.fhwa.dot.gov/environment/air_quality/cmaq/.

Surface Transportation Block Grant Program (STBG)

The STBG provides flexible funding that may be used by States and localities for transportation projects. Funding can be used to preserve or improve performance on any Federal-aid highway, bridge, and tunnel projects on any public road. Pedestrian and bicycle infrastructure as well as transit capital projects, including intercity bus terminals, are also eligible for this grant program. Estimated funding for FY 2020 under STBG is little over \$12 billion. For more information, visit the STBG website at <https://www.fhwa.dot.gov/specialfunding/stp/>.

Transportation Alternatives (TA)

The FAST Act replaced the former Transportation Alternatives Program (TAP) with a set-aside of funds under the STBG. The TA Set-Aside authorizes funding for following programs and projects defined as transportation alternatives:

- On- and off-road pedestrian and bicycle facilities;
- Infrastructure projects for improving non-driver access to public transportation and enhanced mobility;
- Community improvement activities such as historic preservation and vegetation management;
- Environmental mitigation related to stormwater and habitat connectivity;
- Recreational trail projects;
- Safe routes to school projects; and
- Projects for planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former divided highways.

Estimated funding for FY 2020 for TA Set-Aside is little over \$850 million. For more information, visit the TA website at https://www.fhwa.dot.gov/environment/transportation_alternatives/.

Federal Recreational Trails Program (RTP)

The Recreational Trails Program (RTP) provides funds to the States to develop and maintain recreational trails and trail-related facilities for both non-motorized and motorized recreational trail uses. The RTP is an assistance program of the FHWA. Federal transportation funds benefiting recreation such as hiking, bicycling, in-line skating, equestrian use, cross-country skiing, snowmobiling, off-road motorcycling, all-terrain vehicle riding, four-wheel driving, or using other off-road motorized vehicles. The FAST Act reauthorized the RTP for Federal fiscal years 2016 through 2020 as a set-aside of funds from TA Set-Aside under STBG. Overall at the federal level, over \$82 million were apportioned in FY 2018. The amount set aside is equal to each the state's RTP apportionment. For more information, visit the RTP website at https://www.fhwa.dot.gov/environment/recreational_trails/.

State and Local Funding Programs

Florida RTP



FDEP administers the state's RTP. Through Florida's RTP, FDEP matches and distributes federally funded competitive grants. These grants provide financial assistance to agencies of city, county, state, and other approved organizations for the development of recreational trails, trailheads, and trailside facilities. The program has been shifted from the OGT to FDEP's Land and Recreation Grants Section within the Division of State Lands. The FDEP administers the program in coordination with the U.S. DOT and the FHWA. RTP grants require a minimum 20 percent local match. Maximum grant amount varies from \$400,000 to \$1 million depending on type of project. For more information, visit the RTP website

at <https://floridadep.gov/lands/land-and-recreation-grants/content/rtp-assistance>.

Florida Community Trust (FCT) – Florida Forever Grant Program

FCT is a governmental land acquisition program administered by FDEP. FCT awards grants annually on a competitive basis to local governments and non-profit environmental organizations for community-based parks, open space and greenways. FCT assists communities in protecting important natural resources, providing recreational opportunities, and preserving Florida's traditional working waterfronts. Florida Forever is FCT's premier conservation and recreation lands acquisition program. This local land acquisition grant program provides funding to local governments and eligible nonprofit organizations to acquire land for parks, open space, and greenways. As of 2018, more than 776,888 acres of land has been purchased with a little over \$3 billion through the Florida Forever Grant Program. For more information, visit the FCT website at <https://floridadep.gov/lands/land-and-recreation-grants/content/fct-florida-communities-trust-home>.

PeopleForBikes Community Grant Program



peopleforbikes

The PeopleForBikes Community Grant Program provides funding for important projects that build momentum for bicycling in communities across the country. These projects include bike paths and rail trails, as well as mountain bike trails, bike parks, BMX facilities, and large-scale bicycle advocacy initiatives. Since 1999, this program has awarded 425 grants to non-profit organizations and local governments in all 50 states, the District of Columbia, and Puerto Rico. The total grant amount has exceeded \$3.5 million and has leveraged nearly \$775 million in public and private funding. For more information, visit the

PeopleForBikes website at <https://peopleforbikes.org/our-work/community-grants/>.

VISIT FLORIDA Grants



VISIT FLORIDA is the state's official tourism marketing corporation created in 1996. VISIT FLORIDA is not a government agency, but rather a nonprofit corporation that

carries out the work of the Florida Commission on Tourism, which was created as a public-private partnership by the Florida Legislature in 1996. VISIT FLORIDA administers an advertising matching grants program to publicize the tourism advantages of the State of Florida. This program is administered on behalf of the Florida Commission on Tourism, in cooperation with the Governor's Office of Tourism, Trade, and Economic Development. Notices of the grants program are sent out by the second Friday in March. Applicants may not receive an award in excess of \$2,500. The total annual allocation for this program shall not to exceed \$40,000. For more information, visit the VISIT FLORIDA website at <https://www.visitflorida.org/resources/grants/advertising-matching-grant-program/>.



Source: Titusville Launch from Here

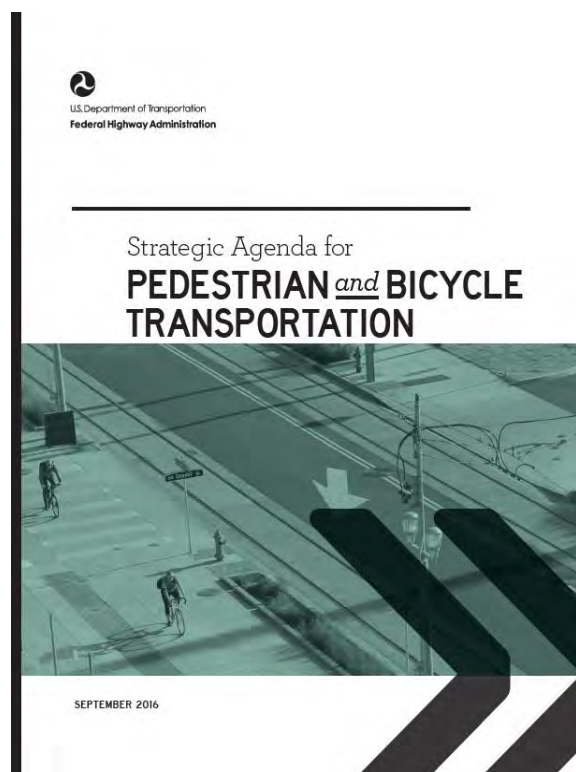
10. Bicycle and Pedestrian Programs and Initiatives

This chapter provides an overview of existing programs, plans, policies, and initiatives related to bicycling and walking. The chapter is organized by categorizing programs based on jurisdictional scale and scope – Federal or National Non-Governmental, State, and Local. The programs and initiatives outlined in this chapter provide a comprehensive understanding of potential resources and partners in the development of bicycling and pedestrian facilities as well as general awareness related to active transportation in Brevard County. This chapter also includes information related to three additional topics:

- Safe Routes to School programs
- Bicycle and pedestrian count programs
- Link between public health and active transportation

Federal Plans, Research, and Guidance

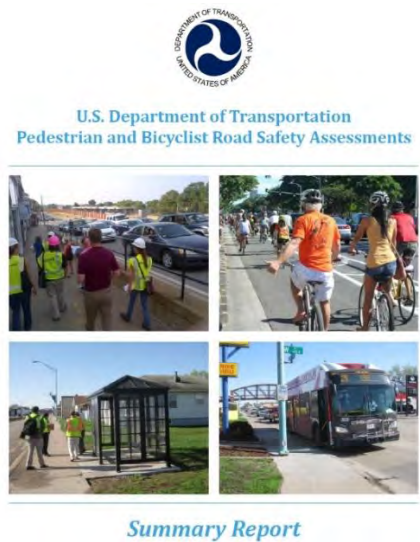
Strategic Agenda for Bicycle and Pedestrian Transportation (2016)



The Strategic Agenda is a framework to guide U.S. Department of Transportation (U.S. DOT) Federal Highway Administration's (FHWA) bicycle and pedestrian initiatives and investments during the five-year period from Federal Fiscal Year (FY) 2016-17 to FY 2020-21. The four goals outlined in the guide are improved safety for travelers of all ages and abilities, improved mobility for all businesses and people, improved access to jobs and essential service for all, and increase resilience for communities.

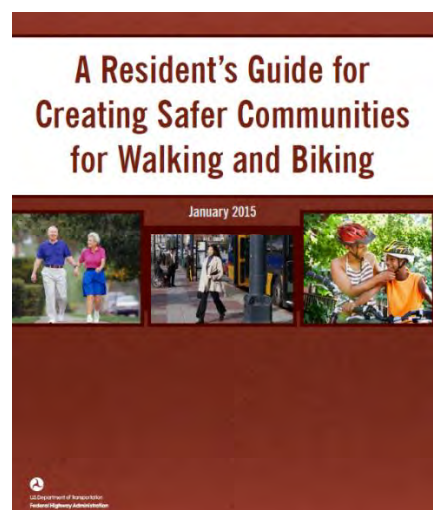
This Strategic Agenda establishes the National Goals that will inform FHWA's bicycle and pedestrian activities in the coming years. The first set of these goals is to achieve an 80 percent reduction in bicycle and pedestrian fatalities and serious injuries in 15 years and zero bicycle and pedestrian fatalities and serious injuries in the next 20 to 30 years. The second set of goals is to increase the percentage of short trips represented by bicycling and walking to 30 percent by the year 2025, where short trips are defined as trips 5 miles or less for bicyclists and 1 mile or less for pedestrians.

Pedestrian and Bicyclist Road Safety Assessments (2015)



Beginning in the fall of 2014, U.S. DOT field offices began organizing bicycle and pedestrian safety assessments; on-the-ground examinations of transportation facilities conducted by a multidisciplinary, multi-agency team to understand the extent of the safety need. The local teams used a data-driven process to identify locations with bicycle and pedestrian safety challenges and adapted existing assessment tools to fit the context. The teams considered site-specific recommendations and worked to envision broader systemic changes needed to improve safe walking and bicycling.

A Resident's Guide to Creating Safer Communities for Walking and Biking (2015)



Designed by FHWA, this guide provides examples from communities working to improve bicycle and pedestrian safety. It includes ideas and resources to help residents learn about issues that affect walking and bicycling conditions, find ways to address or prevent these problems, and promote safety for all road users. The Resource Sheets in the Guide has checklists, tip sheets, worksheets, and sample materials to improve pedestrian and/or bicycle safety.

Strategic Highway Safety Plan (SHSP)

SHSPs were first required under Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), which established the Highway Safety Improvement Program (HSIP) as a core federal program. The FAST Act continues the HSIP as a core Federal-aid program and the requirement for States to develop, implement, evaluate and update a SHSP that identifies and analyzes highway safety problems and opportunities on all public roads. A SHSP is developed by the State department of transportation in a cooperative process with Local, State, Federal, Tribal, and other public and private sector safety stakeholders. It is a data-driven, multi-year comprehensive plan that establishes statewide goals, objectives, and key emphasis areas integrating the four E's of highway safety – engineering, education, enforcement, and emergency medical services (EMS). A SHSP is a major component and requirement of the HSIP. A SHSP identifies a State's key safety needs and guides investment decisions towards strategies and countermeasure with the most potential to save lives and prevent injuries.

Action Plan on Bike and Pedestrian Safety (2014)

Safer People, Safer Streets:

Summary of U.S. Department of Transportation Action Plan to Increase Walking and Biking and Reduce Pedestrian and Bicyclist Fatalities

September 2014



Published in 2014 by the U.S. DOT, the Action Plan aims to increase walking and biking while reducing pedestrian and bicyclist fatalities. This initiative includes new research and tools to improve safety, data on bicycle and pedestrian activity, crashes, and infrastructure, and methods to build stronger partnerships between U.S. DOT headquarters and field offices, local officials, safety organizations, state, regional, and local planners and engineers, and advocacy groups.

Pedestrian Safety Strategic Plan (2010)



Pedestrian Safety Strategic Plan: Recommendations for Research and Product Development

Submitted to:
United States Department of Transportation (U.S. DOT)
Federal Highway Administration (FHWA)

Submitted by:
UNC-Chapel Hill Highway Safety Research Center
Vivian Hargen Brustin Inc.
Vivian

October 2010

Completed in October 2010, this 15-year plan addresses pedestrian safety concerns and contains information to identify problems and implement solutions related to the roadway environment. The Strategic Plans also recommends updates to current FHWA technology transfer tools, or the process by which the transportation community received and applies the results of research. Engineers, planners, researchers, and practitioners interested in implementing pedestrian treatments and government agencies responsible for public safety can use the Strategic Plan to understand the best practices for identifying and addressing safety issues for pedestrians and bicyclists.

Bicycle and Pedestrian Safety Guide and Countermeasure Selection Systems (2006)

These two online guides (BikeSafe and PedSafe) were developed by FHWA and offer practitioners with the latest information about bicycle and pedestrian safety and mobility. A suite of online tools lists possible engineering, education, or enforcement treatments to improve safety and/or mobility based on the input information of a specific location.



National-Level Non-Governmental Programs

Vision Zero Network (2016)



The Vision Zero Network is a collaboration of leaders in the realms of public health, transportation planning and engineering, policy, law enforcement, community advocacy, and the private sector to develop and share strategies and support to prevent traffic collisions. A community can be designated as “Vision Zero” for taking demonstrable steps to enhance the safety and mobility of all people.

To achieve this recognition, a community must:

- Set a clear goal of eliminating traffic deaths and serious injuries within a set timeframe
- Have a top elected official commit to Vision Zero and City staff to prioritize it
- Create a Vision Zero Action Plan that is data-driven, equitable, and implementable

- Delegating work to key city departments that will oversee the Vision Zero plan's implementation and progress
- Establish a Vision Zero Task Force made up of the community and all other stakeholders to lead and evaluate efforts.

National Bike to School Day (2012)



National Bike to School Day was created by the National Center for Safe Routes to School and is celebrated on an annual basis across the country. This yearly event is meant to bring awareness about the benefits of biking during Bike Month in May. SCTPO offers this program as part of its bicycle and pedestrian education resources.

Walking School Bus Program (1998)

The National Center for Safe Routes to School of the University of North Carolina Highway Safety Research Center maintains the Walking School Bus Program funded by U.S. DOT. A walking school bus is a group of children walking to school with the supervision of one or more adults. The main reason for the development of this program is the increasing number of children that are not walking or bicycling to school and the growing rate of childhood obesity. This program aims to counteract these trends. SCTPO supports this program as part of their bicycle and pedestrian educational initiative.

Safe Routes to School Programs (1997)



The National Center for Safe Routes to School promotes the Federal Safe Routes to School Program by developing resources, providing technical assistance, and conducting marketing for Walk to School Day and Bike to School Day, as well as the Vision Zero for Youth Initiative. SCTPO promotes this educational program in their bicycle and pedestrian initiatives.

National Walk to School Day (1997)



The National Center for Safe Routes to School created the National Walk to School Day in 1997 to raise awareness about the benefits of walking to school and to teach children about safely walking and biking to school. This program is one of the resources that SCTPO offers as part of their bicycle and pedestrian education initiative.

Bicycle Friendly Community Program (1995)



The League of American Bicyclists started this program to provide a roadmap on improving conditions for bicycling and guidance to create better, bikeable communities a reality. While this designation can take many years to achieve, it is an excellent goal to advance the efforts of bicycling programs and initiatives. This award is based on evaluating each applicant on the following factors: a) the physical environment for bicycling; b) education programs to promote response among bicyclists; (c) pedestrians, and motorists; (d) initiatives to promote people to bicycle or ride more often; (e) enforcement of traffic laws for motorists and bicyclists; and (f) future plans and evaluation techniques to further improve bicycle facilities.

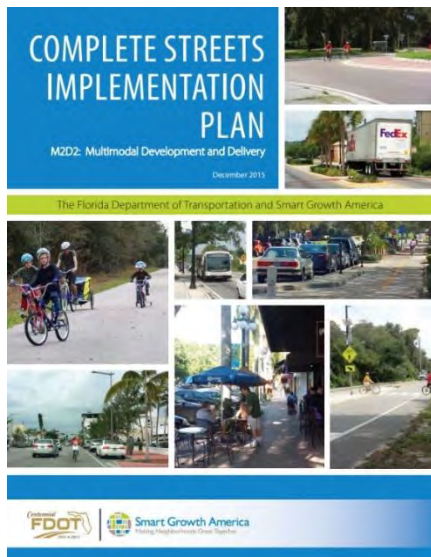
Stop on Red Week (1995)

The National Coalition for Safer Road (NCSR) partners, with organizations and communities across the country, raise awareness about red-light running during the national Stop on Red Week. Each day of the week during this event emphasizes a different safety aspect and useful statistics and information on creating safer roads.

State-Level

Florida Department of Transportation (FDOT)

Complete Streets (2017)



The FDOT has multiple resources about Complete Streets and their Design Manual for local governments and MPOs. The resources include an overview of FDOT's Design Manual, the Context Classification process, and special topics assisting local governments. Complete Streets Implementation (2015).

The Complete Streets Policy passed in 2014 by the FDOT continues to be integrated into the Department's guidelines, manuals, and related documents, and serves as a support to the goals and objectives of SCTPO's plans for bicycle and pedestrian facilities.

Bicycle and Pedestrian Strategic Safety Plan (2013)



Created in 2013 by the Center for Urban Transportation Research (CUTR) for FDOT, this plan provides a framework to focus funding and resources to areas with the largest opportunity to reduce injuries and fatalities for pedestrians and bicyclists. This Plan is designed as a comprehensive strategy to address bicycle and pedestrian safety issues by identifying goals, objectives, strategies, tasks, and performance measures for key program areas.

Alert Today Florida (2011)



Campaigned by the FDOT, Alert Today Florida draws from the goals of the Florida Transportation Plan, Florida's Strategic Highway Safety Plan, Florida's Highway Safety Improvement Program, and Florida's Bicycle and pedestrian Strategic Safety Plan to raise awareness bicycle and pedestrian safety. The Alert Today Florida website provides resources for bicyclists, pedestrians, and motorists.

Bicycle and Pedestrian Resource Center Safety Materials Program (2009)



The Resource Center, funded through an FDOT grant, provides resources for and information on bicycle and pedestrian safety. The Safety Materials Program distributed bicycle lights, non-reflective/lighted tangible items, armbands, print materials, and safety kits to entities and communities meeting the requirements and rules set forth by the Resource Center.

Bicycle and Pedestrian Resource Center Bicycle Helmet Program (2009)

The Bicycle Helmet Program is funded by the FDOT and in partnership with the Florida Pedestrian and Bicycling Safety Resource Center of the University of Florida. Bicycle helmets are distributed to entities and communities meeting the requirements and rules set forth by the Resource Center. The SCTPO partakes in this program as part of their bicycle and pedestrian education initiatives.

Bicycle and Pedestrian Safety Program (2006)

The FDOT has undertaken numerous initiatives and created programs and plans to increase the awareness and propensity of walking and bicycling in the state of Florida. The website for this Program contains an array of information on FDOT's actions to increase safety for users of non-motorized modes and provides resources for practitioners, government officials, and stakeholders. The Florida Bicycle and Pedestrian Safety Program is the overarching program led by FDOT District Champions under which many other Florida-specific initiatives are formed.

Safe Routes to School (2005)



Safe Routes to School is a growing movement with the goal of increasing the number of children who walk or bike to school. This is done by providing funding to projects that enhance the environment for bicycle and pedestrian modes. Some of the barriers that prevent walking to school are a lack of infrastructure, unsafe infrastructure, and a lack of education and encouragement programs that promote walking and bicycling to school.

School Crossing Guards Training Program (1992)

FDOT established the Florida School Crossing Guard Training Program (FSCGTP) to train and certify local school crossing guard trainers, who then train guards for their local agencies. The purpose of this program is to have standardized training for crossing guards throughout the state of Florida to properly handle hazardous situations.

Florida Department of Environmental Protection (FDEP)

Florida Trail Town Program (2018)



OGT seeks to promote non-motorized modes of transportation pursuant to the Florida Greenways and Trails Act. Communities receive the designation of being a “Trail Town” by providing unique services that emphasize the heritage of a community and resources for the public, such as hiking, bicycling, and paddling facilities. To earn this designation, the community must be in proximity to one or more long-distance recreational trails, which allows town residents and trail users to easily access both the town and the trails. Destinations such as work, schools, parks, and shops should be accessible to residents via a trail network. Other characteristics of a successful Trail Town are clear and

safe connections between trail and town, education programs for business owners to understand the economic benefits of meeting trail tourists’ needs, integrating the trail into the town’s culture through events like annual festivals highlighting the trails, and working with the neighboring communities to promote the long-distance trail corridor as a destination. The cities of Titusville and Malabar have been designated as Florida Trail Towns under this program.

Florida Greenway and Trails System Plan (FGTS) (1998)



The Office of Greenways and Trails (OGT) developed the Florida Greenway and Trails System Plan to create a vision and framework for a statewide system of greenways and trails for recreational and conservational purposes, and as opportunities for alternative transportation choices, healthier lifestyles, and economic growth. The updated 2018 – 2022 System Plan and maps will guide the implementation of the Florida trail system until the year 2022.

Florida Greenways and Trails Act (1995)

The Florida Greenways and Trails Act legislature was created with the purpose of providing open space for the benefit of environmentally sensitive lands and wildlife, and with providing people access to outdoor activities for improved quality of life. Lands can be acquired or designated toward the establishment of the statewide system of greenways and trails.

SCTPO/Regional-Level

Bicycle, Pedestrian, and Trails Advisory Committee (BPTAC)

The SCTPO BPTAC reviews plans and policies regarding bicycle, pedestrian, and multi-use trail projects. Committee members represent local governments, law enforcement agencies, educators, cyclists, hikers, walkers, environmentalists, businesses, and interested citizens. The BPTAC coordinates with the SCTPO, County, and City staff on bicycle and pedestrian issues, including assistance with the implementation of the Mobility Plan. Goals of the BPTAC include organizing the structure of the group, monitoring plan implementation, and helping organize events and programs relating to bicycle and pedestrian improvements.

Transportation Disadvantaged Local Coordinating Board (TDLCB)

Bicycling and walking are active and healthy forms of transportation that can be very accessible to all residents of the Space Coast. They are also essential for any transit rider. The benefits of using these modes of transportation should be available and accessible to residents of all geographic areas, income levels, racial or ethnic makeup, and level of education. The Transportation Disadvantaged Local Coordinating Board (TDLCB) works to ensure that transportation opportunities are available for all residents regardless of age, ability, or economic status. This board specifically coordinates the needs of people unable to use traditional bus services. Composed of representatives from local governments, social service providers, and citizens, the primary responsibility of the TDLCB is to evaluate the service provided by the local Community Transportation Coordinator (CTC). The board is also responsible to produce a Transportation Disadvantaged Service Plan.

SCTPO Bicycle & Pedestrian Education & Safety Program

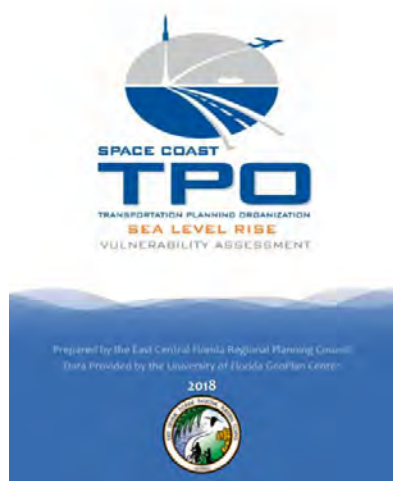


The SCTPO is committed to bicycle and pedestrian education. The primary goal of these programs is to improve safety and reduce transportation-related injuries and deaths by educating bicyclists, pedestrians, and motorists on state traffic laws and the safe use of transportation infrastructure.

Some of the education programs offered by the SCTPO include:

- Bicycle Rodeos
- Safety Fairs and Exhibits
- Bicycle helmet program in partnership with the Florida Pedestrian and Bicycling Safety Resource Center
- Elementary School Programs – including the coordination of “boring” bicycle trailers for bike safety workshops with students

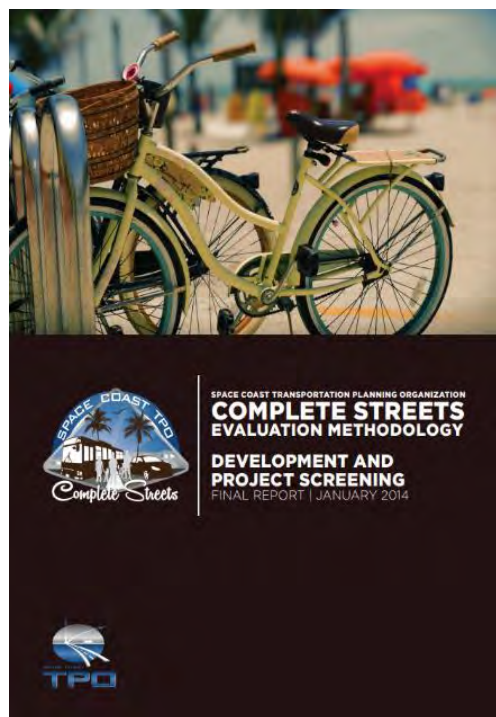
Sea Level Rise Vulnerability Assessment and Environmental Justice (2018)



A key benefit of non-motorized travel is improved air quality, which can provide a sustainable and healthy future. Resiliency to sea-level rise is also a crucial element to consider in the Space Coast Region, as the occurrence of serious weather incidents and flooding may increase in the coming decades. Existing and planned bicycle and pedestrian facilities must be prepared for the risks of climate change and sea-level rise. The 2018 Sea Level Rise Vulnerability Assessment conducted on behalf of SCTPO by the East Central Florida Regional Planning Council provides maps and data to assist the TPO in planning adaptation actions, policies, and practices that will address vulnerable facilities and minimize negative long-term impacts on countywide mobility.

While climate change affects all people, it is known that some communities are disproportionately affected and have a lack of bicycle and pedestrian facilities to access economic, social, and political opportunities. These communities are often made up of people of color and people from a low-income background.

Complete Streets Evaluation Methodology (2014)



In 2014, the Complete Streets Evaluation Methodology was published to identify and recommend projects for Complete Streets treatments within Brevard County.

The methodology is comprised of a three-step process:

- Identify potential corridors to apply “Complete Streets” concept;
- Conduct a feasibility analysis for identified projects; and
- Recommend projects for funding based on the feasibility analysis.

As described in the report, a Complete Streets project must meet both the federal funding requirements, as well as the goals of SCTPO Complete Streets Guiding Principles. Funding criteria are outlined in the report as follows:

- A Complete Street Policy must have been adopted by the municipality in which the project is located;
- The project must be located along a collector or arterial roadway;

- The proposed road cross section had elements to address safety and comfort for three or more modes of travel;
- Local support must exist for the project; and
- The sponsoring jurisdiction must be Local Agency Program (LAP) certified.

Showcase Trails Program (2013)

The Showcase Trails are a planned system of on- and off-road bicycle and pedestrian facilities composed of sidewalks, bicycle facilities, and off-road shared-used paths. Allocating state and federal funding for the completion of Showcase Trails will provide miles of recreational facilities for bicyclists and pedestrians, creating key connections between recreational and non-recreational areas for Brevard County residents. Highlighted in the 2013 Bicycle, Pedestrian, and Trails Mobility Plan, Showcase Trails provide connectivity and accessibility to Brevard County's natural resources, parks, economic centers, and intermodal hubs. The Showcase Trails identified in the previous Mobility Plan are the A1A Urban Trail, Al Tuttle Trail, Brevard Zoo Linear Trail, Kennedy Space Center Loop Trail, Street. John's River Eco-Heritage Trail, North Merritt Island Pioneer Trail, and the Space Coast Trail, which includes the Florida East Central Regional Rail Trail, the Coast to Coast Trail, the East Coast Greenway, and the St. John's River to Sea Loop. Showcase Trails should continue being prioritized for Federal enhancement funds in the Long-Range Transportation Plan cost feasibility element for inclusion in the Transportation Improvement Plan. In addition to the recreational opportunities these trails provide, they also help conserve native ecosystems by sustaining the biodiversity of plant and animal communities, provide safe bicycle and pedestrian corridors, and they help reduce air pollution and roadway congestion. **Figure 45** shows the Showcase Trails network in **Chapter 4: Existing Conditions Analysis**.

Complete Streets Guiding Principles (2011)

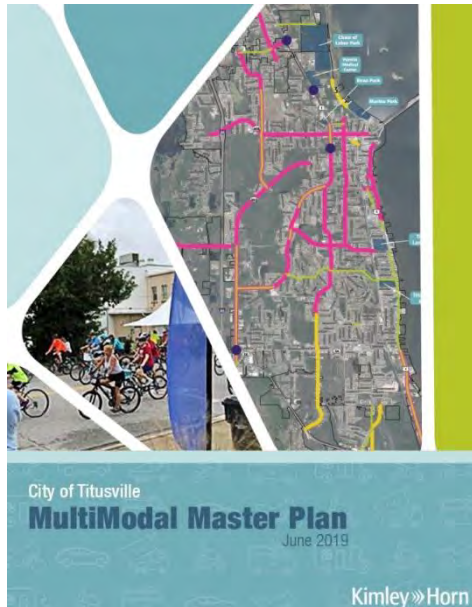
Adopted in 2011 by the SCTPO, the Complete Streets Guiding Principles stem from the vision statement that every public right-of-way will be planned, designed, constructed, and maintained in a way that allows each resident of Brevard County to have safe and convenient transportation choices. The Principles should continue to shape the implementation of planning and construction projects into the future to advance the quality of the environment for users of every transportation mode. Populations of focus in Complete Street projects include children, the elderly, and people with disabilities.

Environmentally Endangered Lands Program (EEL) (1990)

Created through a 1990 referendum by Brevard County voters, the Environmentally Endangered Lands Program (EEL) was established as a funding mechanism to acquire and preserve environmentally sensitive areas in Brevard County. Voters passed the program by accepting a tax up to \$55 million dollars to buy and maintain natural habitats in the county. In 2004, the EEL program was continued with a second referendum aimed at acquiring environmentally-sensitive lands through a willing seller program to conserve lands and provide passive recreation and environmental education. Some of the resources protected under this program include trails for bicycling and walking.

Local-Level

City of Titusville



Multi Modal Master Plan (2019)

The City of Titusville developed a MultiModal Master Plan in 2019 that reflects the City's vision to take the next steps in developing a multi modal community. This report describes the outreach, planned improvements, analysis, and recommendations for additional multi modal facilities within the City of Titusville.

Annual Cycling Event (2018)

The City of Titusville celebrates the converging cycling trails in the area with an annual community ride. On the day of this event, rides begin at the Downtown Welcome Center and diverge into different trails of varying length, from five to 40 miles.

This event is meant to highlight the importance of trails for safe pedestrian and bicycling mobility and accessibility. It promotes awareness on the impact of regional trails in Titusville in connecting the entire state. It also sheds light on economic opportunities gained through economic redevelopment and increased tourism and advances the state's reputation as a destination which offers attractions to families, cyclists, hikers, equestrians, and more.

Trail Town Program Recognition (2018)

The City of Titusville was recognized as a Trail Town in June 2018 by the FDEP. The City received this accolade for its work towards becoming a hub of three converging trails:

Coast-to-Coast Trail: 250-mile 12 foot wide multi-purpose trail running from St. Petersburg through downtown Titusville. Eventually this trail will continue from Titusville through the Merritt Island National Wildlife Refuge and Canaveral National Seashore to the Atlantic Ocean beaches.

St. Johns River-to-Sea Loop: 260-mile loop encompasses five counties - Volusia, Putnam, St. Johns, Flagler, and Brevard. When complete, this trail will create a loop from Titusville to St. Augustine to Putnam County and back through Volusia, along the Atlantic Coast and St. Johns River corridor.

East Coast Greenway: When complete, this trail will connect Calais, Maine to Key West, Florida. The 3,000-mile trail will become one of the nation's longest connecting protected biking and walking route.

City of Satellite Beach Sustainability Action Plan (2017)



The City of Satellite Beach Sustainability Action Plan was released in 2017 following the establishment of the Sustainability Board in 2016. This Plan identifies primary categories and subcategories of specific components that capture the goals and culture of the community with a focus on recommended actions for implementation. A variety of principles, plans, and indicators are identified, which serve to measure performance across the three principles of sustainability: Economic, Social, and Environmental. The City used the results of their 2016 Sustainability Assessment Report (SAR) to identify priority measures to address in a sustainability program based on five categories: Built Environment, Land and Water Systems, Energy and Transportation Networks, Community Outreach, and Quality of Life. The City Council will set priorities based upon this plan, community input, and City Boards to guide the selection of principles for plan implementation.

The Sustainability Action Plan will help the City of Satellite Beach reduce and mitigate natural disaster risks, improve the natural environment, provide greater economic opportunities for residents and business owners, increase community awareness regarding environmental threats and how residents can work toward solving these, and improve Satellite Beach's environmental resiliency.

Under the Energy and Transportation section of the Action Plan, bicycle and pedestrian resources are listed as measures to indicate the city's level of sustainability. The two measures for analysis listed in the Plan are:

- Percentage of total streets with sidewalks on both sides
- Percentage of total streets with bike routes

The SAR Matrix in the Action Plan lists the measures under Bicycle and pedestrian Resources as crashes, sea level vulnerability, bicycle network connectivity, proximity to public space, and crosswalk availability. A recommendation given in the Action Plan is to include bicycle lanes along all future road improvement projects, where appropriate.

City of Cape Canaveral Bicycle and pedestrian Mobility Master Plan (2017)



The purpose of the Cape Canaveral Bicycle and pedestrian Mobility Master Plan is to identify the quality of access on the older residential streets in Cape Canaveral, identify projects that will improve safety for pedestrians and bicyclists, provide connectivity to form a network for these modes, and create a healthier and safer pedestrian-friendly city. Short-term and mid-term recommendations were formed from data analysis and public meetings.

Short-Term Recommendations include:

- Sidewalk assessment survey
- Wayfinding signage
- Community meetings about pedestrian rules and safety

Mid-Term Recommendations include:

- Connectivity to the surrounding towns
- Updating the existing SR A1A Resolution
- Creating bicycle boulevards
- Implementing a streetscape plan on Polk Avenue
- Creating an Open Streets events
- Pursuing a Bicycle-friendly City designation through Bicycle Friendly American program

Town of Indianalantic Bicycle Safety and Regulations (2010)

The Town of Indianalantic adopted the Bicycle Safety and Regulations material in June 2010, listing eight rules bicycle riders and passengers must abide by within the Town limits. Bicyclists and passengers under the age of 16 must abide by following regulations:

- Wear a helmet
- Passenger cannot stay in a child seat or carrier of a bicycle when the rider is not in immediate control
- Bicycle may not carry more passengers than it is intended for
- Person propelling a vehicle by human power upon and along a sidewalk has the rights and responsibilities of a pedestrian
- Bicycles in use between sunset and sunrise must be equipped with front and rear lights shining 500 foot or more ahead

- Person propelling a bicycle upon or along a sidewalk or crosswalk must yield to pedestrians and provide an audible signal for passing pedestrians
- Any person operating a bicycle on the roadway at less than the normal speed of traffic must ride as close to the right-hand curb or edge of the roadway as possible.

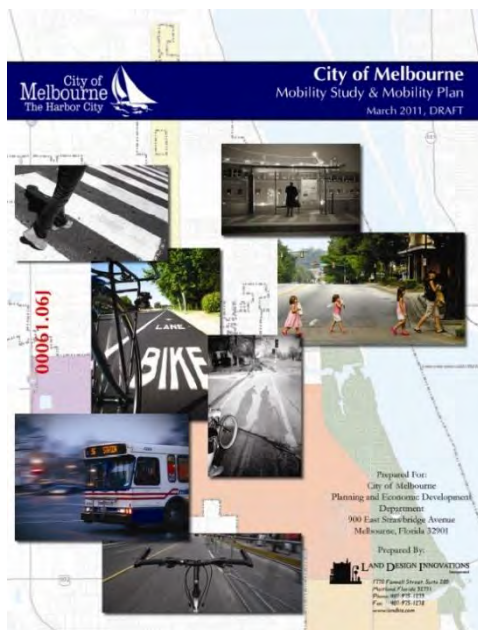
Town of Melbourne Beach Comprehensive Plan (2010)

The Town of Melbourne Beach Comprehensive Plan was adopted by the Town Commission in June 2010 and provides a framework for bicycle and pedestrian planning in the Transportation Element. The Goals, Objectives, and Policies in the Transportation Element section of the plan highlight the opportunities to improve the quality of non-motorized modes of transportation in Melbourne Beach. The primary goal identified in this plan is the provision of a safe and convenient transportation system that supports the community, increases mobility, reduces reliance on automobiles, and limits any negative impact on neighborhood, cultural, and natural resources. The policies relating to bicycle and pedestrian modes for Melbourne Beach stem from this overarching goal and seek to address the issues of safety, convenience, and energy efficiency in their transportation network.

Town of Grant Valkaria Comprehensive Plan (2011)

The Town of Grant Valkaria Comprehensive Plan, adopted in October 2011, indicates that there is a policy of consideration for Complete Streets, which aims to create safe and effective bicycle and pedestrian facilities. The Town has developed park of the South Brevard Al Tuttle Trail, through their town connector trail project. Grant Valkaria's development pattern has the goal of reducing the need for new roads and infrastructure to encourage pedestrian, equestrian, and bicycle use, and provide access for future transit routes.

City of Melbourne Mobility Study and Mobility Plan (2011)



This study creates a baseline of measures for mobility characteristics for the five designated Mobility Districts in the City of Melbourne. The results from this study form the five-year Mobility Plan for the Mobility Districts in Melbourne. The improvements listed are meant to generate more access to alternate modes of transportation in Melbourne and to complement the existing infrastructure in place. Pedestrian facilities, bicycle facilities, transit facilities, and Intelligent Transportation Systems were analyzed in this study to understand the gaps in existing infrastructure and in using alternate modes in the City. The factors used to prioritize improvements within each of the five Mobility Districts include:

- Existing facilities analysis
- Disjointed facilities
- High pedestrian activity

- Locations of transit stops
- Locations of schools
- Locations of shopping centers
- Locations of parks
- Locations of higher education facilities
- Crash locations.

Bike-to-Work Day Pledge

The City of Titusville has held Bike-to-Work Days. Bike-to-Work Day was created by the League of American Bicyclists in 1956 and is part of the Bike-to-Work Week which is part of National Bike Month. The goal of National Bike-to-Work Day is for those that typically commute to work by modes other than bicycling to gain exposure to this experience and learn about the benefits of bicycling to work, such as better air quality, physical health, and cost savings.

City of West Melbourne Comprehensive Plan (2010)

The City's updated Comprehensive Plan was adopted in 2010 to respond to the requirements of the 1985 Growth Management Act. The Plan provides a policy framework for growth management in West Melbourne to the planning horizon of 2030. The Plan gives direction and guidance on how to maintain and enhance West Melbourne quality of life by investing in more destinations to live, work, and play. The Plan is split up into two chapters, the first focusing on goals, objectives, and policies, and the second encapsulating data and analysis. Under Volume 1 of the Plan, the transportation section specifies that multimodal development is a priority for the City and multimodal options should supplement existing development.

Three components make up West Melbourne's Multimodal Transportation Framework within the Comprehensive Plan:

- Support the city's quality of life through a highly interconnected, multimodal transportation system.
- Provide for the safety and comfort of all users of the West Melbourne's transportation services such as pedestrians, bicyclists, transit riders, and motorists.
- Establish a multi-modal transportation system to provide the city with varied transportation alternatives, improved connectivity, and enhanced quality of life envisioned by the community planning vision.

The bicycle and pedestrian specific subsections in the Plan get at the idea of expanding each of these networks within the City of West Melbourne and preserving urban trail corridors to improve access to destinations in Brevard County. In addition, the Plan recommends a partnership between Brevard County Public School District and local, regional, state, and federal agencies to create a Safe Route to School program.

Safe Routes to School

Federal Programs

Safe Routes to School (SRTS) is a nation-wide movement aimed at increasing the number of children that walk or bike to school. SRTS programs fund planning and implementation of projects, programs, and policies that promote safe bicycle and pedestrian access to schools. The SRTS Program was established in the fall of 2005 as part of SAFETEA-LU legislation, which created funding for the State Departments of Transportation to establish and administer SRTS Programs. The Program was funded at \$1.162 billion for Federal fiscal years (FY) 2005-2012.⁴ The two types of projects eligible for Federal funding include infrastructure improvements and non-infrastructure programs such as education and enforcement initiatives. In addition to funding these types of projects, money is allocated to the creation of entities responsible for the coordination of these initiatives including a SRTS Coordinator, the National SRTS clearinghouse, and the SRTS task force. Florida has received a total of \$58.2 million in funding from the U.S. DOT from FY 2005-2012⁵.

U.S. DOT and FHWA established the National Center for Safe Routes to School (National Center) for bicycle and pedestrian research and tools.⁶ The National Center works closely with the Bicycle and pedestrian Information Center (PBIC) for research efforts, including the creation of a national guidance for establishing an SRTS programs. The SRTS guide outlines the following eight steps to establish a successful program⁷:

1. Bringing together stakeholders to discuss their concerns, interests, and the opportunities regarding SRTS in their communities.
2. Holding a kick-off meeting with stakeholders to establish a vision and action items for an SRTS program.
3. Collecting data to identify existing conditions and to establish a benchmark to track future progress.
4. Brainstorming solutions to existing issues with various stakeholders, including immediate short-term solutions to garner momentum and enthusiasm for the program.
5. Planning the program by establishing a timeline for implementation, and by creating strategies to refine the program over time.
6. Identifying funding sources to sustain the SRTS program.
 - Federal funding sources can include latest surface transportation spending authorization bills such as the FAST Act, EPA grants, Congestion Mitigation and Air Quality, Trail Program Funding, and other similar sources with dedicated funds for active transportation improvements.
 - State-led SRTS programs.
 - Local jurisdiction funding for improvements to bicycle and pedestrian facilities.
 - Private funds through sources such as developers, non-profits, and philanthropies.
7. Hosting regular events that showcase the SRTS program.

⁴ https://www.fhwa.dot.gov/environment/safe_routes_to_school/overview/

⁵ https://www.fhwa.dot.gov/environment/safe_routes_to_school/funding/

⁶ <http://www.saferoutesinfo.org/>

⁷ <http://guide.saferoutesinfo.org/steps/index.cfm>

- Programs such as International Walk to School Day or Walking Wednesday are a great way to showcase the SRTS program.
- 8. Evaluating the results of the SRTS program will highlight what areas of the program are working well and which need to be improved. Strategies that will ensure the long-term success of the Program include the following:
 - Identifying program champion(s).
 - Publicizing all the successes of the program and creating strong marketing campaigns to increase awareness about the program.
 - Encouraging broader policy changes that support children walking and bicycling to school.
 - Establishing a permanent committee to oversee the SRTS Program.

In 2012, the SRTS program was integrated with other bicycle and pedestrian initiatives into a new program called the Transportation Alternatives Plan (TAP). The transportation law behind this consolidation was known as MAP-21. This consolidation of programs resulted in no dedicated funding for the SRTS program. Each state is left to fund SRTS projects at their discretion. Although, there is no dedicated funding as part of MAP-21 for SRTS program, TAP funds can be used to implement typical SRTS type projects such as sidewalks, crosswalks, bike lanes, trail infrastructure, and SRTS programming across the country.⁸ In 2015, US Congress passed the FAST Act, making modifications to TAP which included securing five years of funding for typical SRTS type projects.⁹ The latest appropriations include \$835 million available for the TAP in 2016. For Florida, TAP funding in FY 2016 was approximately \$51 million. TAP projects require a 20 percent match from local project sponsors.

National and Non-Profit Initiatives



The National Center is a leading agency for SRTS research and development in the United States. Using research-based evidence and professional development tools, training, and technical support, the National Center assists communities in creating a better environment for pedestrians and bicyclists. Initiatives undertaken by the National Center include the SRTS Program, Walk to School Day, Bike to School day, and Vision Zero for Youth. The Center developed a centralized database and

reporting system in 2006 to evaluate the impact on communities because of the Federal SRTS Program. Through data processing services offered to schools around the country from 2007-2016, the National Center created a standardized way of evaluating and benchmarking SRTS programs. Based on the research conducted, the National Center reported in 2016 an increase to about 17 percent of all school trips occurring by walking or bicycling between 2007-2008 and 2014.¹⁰

⁸ http://saferoutespartnership.org/sites/default/files/resource_files/using-tap-to-improve-safety-and-health.pdf

⁹ <https://www.saferoutespartnership.org/healthy-communities/policy-change/federal>

¹⁰ <http://www.saferoutesinfo.org/>

The non-profit organization SRTS National Partnership (National Partnership) is another nation-wide organization working to advance policies for SRTS and the implementation of programs. The National Partnership's 2016 – 2021 Strategic Plan outlines the long-term goals and strategies. The four focus areas of the Strategic Plan are:

- Improving policies, programs, and infrastructure
- Advancing social equity
- Ensuring sustainability
- Partnering with organizations with the focus on SRTS.

Florida organizations that the National Partnership collaborates with include the Broward County MPO, the Florida Bicycle Association, Florida Traffic and Bicycle Safety Education Program, Green Mobility Network, and Walking School Bus Central Florida.¹¹ The National Partnership advances not just the goals of SRTS but the goals of improving bicycling and walking around the county. The National Partnership created best practices for state policies that improve the children's ability to safely walk and bike to school. Some of these best practices for policies are as follows¹²:

- Adopt Complete Streets policies ensuring that local and state entities provide facilities for safely traveling through active modes of transportation and promote physical activity in and around neighborhoods and on school routes.
- Conduct traffic safety training that integrates SRTS principles into school curricula and promotes skills training for students.
- Strictly enforce traffic laws and develop mechanisms to garner funds through 'double-fine' zones or additional fees for running red lights in and around school zones to fund SRTS programs.
- Share school, community, and recreational facilities between the school districts and the communities to address childhood obesity and physical inactivity.
- Encourage legislation to create more funding for SRTS programs and policies.
- Encourage other state-wide and local plans to incorporate SRTS principles in goals, objectives, and strategies to address safety needs, including language to support funding for walking and bicycling improvements.

¹¹ <https://www.saferoutespartnership.org/about/our-partners#state>

¹² <https://www.saferoutespartnership.org/state/bestpractices>

State-Level



FDOT administers the SRTS Program in Florida. The Florida SRTS program's mission is to enable and encourage children in grades kindergarten through high school, including those with disabilities, to walk and bike to school. The Florida SRTS program focuses on making walking and biking to school safer and more appealing, as well as to facilitate the planning, development, and implementation of projects that will improve safety and reduce traffic, fuel consumption, and improve air quality in the vicinity of schools.

FDOT has developed a list of basic steps to follow when starting a local SRTS Program¹³:

- Bringing together the right people that want to make walking and bicycling to school a realistic and safe alternative, including faculty, staff, parents, community leaders, and others that are also stakeholders in local SRTS programs.
- Gathering representatives from the "Five E's" (emphasis areas):
 - Engineering – creating safe infrastructure around schools that reduce vehicular speeds and potential conflicts between motorists, pedestrians, and bicyclists are performed by a local county or city engineer.
 - Education – teachers are champions for children and can teach about the broad range of transportation choices, lifelong importance of bicycle and walking, and overall safety skills.
 - Encouragement – PTA and school staff can plan and host events that promote walking and bicycling.
 - Enforcement – partnering with local law enforcement is important to ensure that traffic laws are obeyed around schools and initiating community enforcement like crossing guard programs.
 - Evaluation – a designated person or group of people should monitor and document outcomes and trends of the SRTS program to continually make improvements.
- Holding a kick-off meeting to explain the SRTS program, establish vision, goals, and objectives as well as bring overall awareness to community members about the program.
- Identifying specific solutions to the problems uncovered during the information gathering and data collection process.
- Creating a student travel survey/plan that answers the questions of where students currently walk and bike, where students would walk and bike if they could, and what changes need to be made.

¹³ http://www.fdot.gov/safety/2a-programs/Safe-Routes_StartingSRTS.shtm

This plan can identify short-term solutions for immediate implementation and longer-term solutions that require additional planning.

- Regularly evaluating the program's success regularly will highlight the effectiveness of each strategy created for the program and indicate those that need modification to improve the program

Another foremost resource available to help establish SRTS programs is the Florida SRTS Toolkit developed by the SRTS Program Initiative at the University of Florida. The toolkit includes the following components to establish an SRTS Program¹⁴:

- Establish a School Traffic Safety Task Force.
- Include a bicycle and pedestrian safety component in the School Improvement Plan which includes identified safe routes, the roles and responsibilities of a safety committee, and an outline of a safety education curriculum.
- Survey all the students in the school at the start of a project or SRTS program to understand the various transportation modes students use to go to and from schools.
- Survey the built environment around the school to assess the condition of traffic, drop-off locations, sidewalks, crossings, and the overall safety of the existing routes from students' homes to schools.
- Survey the parents to understand their attitudes toward SRTS programs and their concerns for allowing their child or children to walk or bike to school.
- Draft a list of planned infrastructure and non-infrastructure improvements to present to the appropriate government entity for consideration of funding from various sources.
- Host a bicycle and pedestrian safety-focused workshop for all faculty and staff at schools, including crossing guards and other employees involved with the safety of children traveling to and from school.
- Host activities and events such as safety lessons for children, the Walking School Bus Program, and events like Walk to School Day as part of the SRTS program.

Regular surveying of students, parents, faculty and staff is important to understand the successes and shortfalls of a SRTS program and to continually enhance the program. At the state level, Florida SRTS programs are funded and managed through the FDOT on a cost-reimbursement basis¹⁵. All applications to fund the SRTS programs in the state are submitted to the FDOT District SRTS Coordinators. Projects are awarded through a competitive process at the local FDOT level. Applications must meet federal and state SRTS guidelines and are chosen based on cost-effectiveness. FDOT specifies that no more than five projects can be submitted at once from a single applicant during the 'Call for Applications' period. The program guidelines as listed by FDOT provide further funding specifications, such as that the applicants will need to partner with Local Area Program (LAP) certified maintaining agencies (government agencies

¹⁴ <http://floridasrts.com/resources/safe-ways-to-school/>

¹⁵ http://www.fdot.gov/safety/2a-programs/Safe-Routes_Funding.shtm

that enter into a legal agreement with FDOT), applicants must design and/or construct the project meeting all federal requirements, applicants must provide the initial funding for the project before it is reimbursed, and also maintain the completed infrastructure project¹⁶. The common types of projects eligible for funding under both the Federal and Florida guidelines include¹⁷:

- New sidewalks
- Sidewalk widenings
- Short pedestrian bridges
- Bike lanes
- Shared use paths
- Bike parking - racks/shelters/lockers on school campuses
- Crosswalks
- Traffic signs and signals
- Pedestrian Hybrid Beacon (PHB) or High-intensity activated crosswalk beacon (HAWK) signals

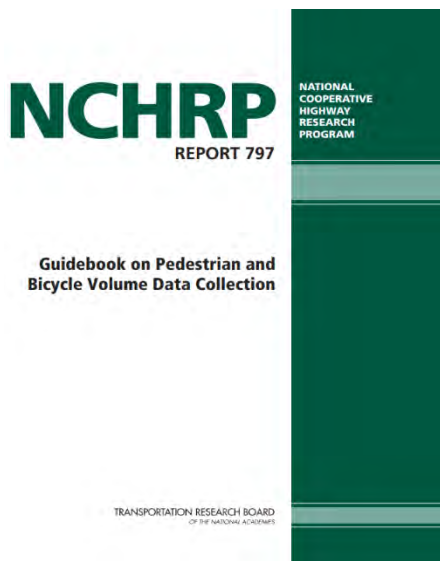
Bicycle and Pedestrian Count Research and Programs

The absence of bicycle and pedestrian volume data is a hindrance to plan more effective facilities and to improve safety for pedestrians and bicyclists. Well-established procedures for collecting, summarizing, and disseminating automobile traffic volumes have long existed, but these procedures do not generally provide bicycle and pedestrian volume data. Most bicycle and pedestrian volume data collection is done for specific project locations and is not tracked over time. The lack of systemwide bicycle and pedestrian volume data limits the ability of planning agencies to understand travel patterns with respect to bicycle and pedestrian trips. In the past few years, national research guidance as well other state-level and local programs have been developed to track system-wide bicycle and pedestrian trips. This section summarizes recent research and highlights two bicycle and pedestrian count programs in Florida.

¹⁶ http://www.fdot.gov/safety/2a-programs/Safe-Routes_ProgramGuidelines.shtm

¹⁷ <http://www.srtsfl.org/>

National-Level Research and Guidance



The National Cooperative Highway Research Program (NCHRP) Report 797: Guidebook on Bicycle and pedestrian Volume Data Collection contains detailed information regarding specific technologies available to record counts, planning and implementing data collection programs, and applications of the count data.

While manual, in-field counting is still practiced around the country, automated count technologies are gaining popularity due to their different forms, strengths, and capabilities. Innovative features of the automated count technology include the transfer of count data to a live website, as well as the capability of creating customized graphics of the data recorded. The most well-known count technology and methods are listed below.

- Manual counting
- Manual counts from videos
- Automatic counts from videos
- Pneumatic tubes
- Inductive loop detectors
- Passive infrared
- Active infrared
- Piezoelectric strips
- Radio beams
- Thermals
- Laser scanners
- Pressure or acoustic pads
- Magnetometers
- Fiber-optic pressure sensors

Regardless of whether manual or automatic counts are being recorded, data always needs to be reviewed, adjusted, and “scrubbed” to be applied. Count data collection planning includes specifying the purpose for collecting data, identifying data collection resources and technology, selecting count locations and determining a count timeframe.

There are various steps in implementing a count program, which may include the following:

- Obtaining the necessary permissions to set up at specific locations
- Purchasing or renting counting devices if using automated counting techniques
- Inventorying and preparing devices for automated counts
- Training staff to record counts
- Installing and validated automated count devices
- Calibrating automated count devices
- Maintaining automated count devices
- Managing the count data
- Cleaning, correcting, and adjusting the count data
- Analyzing and applying the count data

Part of the count data analysis effort is adjusting count data after it is been recorded. This means adjusting automated count data errors, measuring the accuracy and precision of count technologies, correcting factors in automated counters to adjust raw counts, and establishing what are known as expansion factors, which extrapolate short-duration count volumes to longer time periods. Adjusting count data is important because there are multiple sources of errors with the data when using automated count technologies, including:

- Occlusion – when two or more people cross an invisible infrared red screening at the same time there is an undercount of users
- Environmental conditions – weather or lighting can cause technologies to malfunction because of interference with the electrical work of count technologies
- Counter bypassing – a user passes through the edge of sensor path and is not counted, for example, a bicyclist riding with vehicular traffic when there is a cycle track available for use
- Mixed-traffic effects – sensors sometimes count bicyclists and pedestrians when it's actually a vehicle passing

Potential applications of count data include developing extrapolation factors and evaluating user behavior patterns. The first is useful when organizations are unable to record count data over a long period of time. Short duration counts are observed to estimate volumes for longer time periods and under different conditions, to identify the effects of specific land uses, weather conditions, accessibility, and demographics on bicycle and pedestrian activity. Similarly, counts can be used to evaluate behavior patterns and identify external factors that influence where and when people bike or walk. Count data can also be useful in safety analysis, such as quantifying exposure or identifying before and after safety effects. Moreover, data can be used in systemic safety analysis to create bicycle and pedestrian crash prediction models to estimate potentially dangerous locations and to measure the effects of safety treatments. Count data is also used to prioritize projects by highlighting locations where there is high bicycle and pedestrian activity.

State-Level Efforts

FDOT began their bicycle and pedestrian count program in 2014 with the intent of collecting data for pedestrians approaching intersections, pedestrians crossing at crosswalks, bicycles along roadways, bicycles on sidewalks, and bicycles going against the flow of vehicular traffic. For FDOT, the primary reasons for collecting counts are to understand the experiences of bicyclists and pedestrians in their existing environments, to assess exposure, and to analyze the effectiveness of projects aimed at improving the infrastructure for these modes.

Historically, FDOT has taken video counts by setting up cameras at various locations around the study area where pedestrians, bicyclists, and automobiles are observed for various days, at various times, including on weekends. Daily and hourly averages of through-movement and turning-movement counts (at intersections) are published annually. This information is reported to the National Bicycle-Pedestrian Documentation Project (NBPDP), a clearinghouse for bicycle and pedestrian counts where summary reports of counts can be uploaded and downloaded. Since FDOT first began to record count data, the agency has developed guidelines for effective data collection. This research and knowledge have been documented in the FDOT Traffic Monitoring Handbook.

The 2018 Traffic Monitoring Handbook by FDOT introduces a chapter on non-motorized traffic monitoring and includes an overview of the methodology, continuous count practices, short-term count practices, and technology available for recording bicycle and pedestrian volume counts. As described in the Handbook, establishing a count program requires the following steps:

- Site selection
- Equipment installation
- Data collection criteria

Stakeholders are surveyed to evaluate the geographic areas where count technology will be set up. Stakeholder survey responses and site selection criteria are used to select the best sites for implementation. Different types of count data can be collected to understand bicyclist and pedestrian activities and travel behaviors. Short-term count data is used to create annual average estimates, while continuous counts are used to provide more accurate data for travel volumes. To implement continuous count programs, the following steps outlined in the Traffic Monitoring Guide can be followed:

- Review existing count programs
- Create an inventory of count locations and equipment
- Determine the traffic patterns to be observed
- Decide on patterns/factor groups
- Determine the number of locations for monitoring
- Select specific locations for monitoring
- Calculate monthly, weekday, and hourly factors to annualize short-duration counts

Short-term counts are set up for a minimum of seven days in duration when automated count technology is used, although 14 days is preferred to account for each day of the week and to eliminate uncommon scenarios that might occur on a recorded date, like inclement weather or equipment malfunctions. Criteria for setting up, implementing, and maintaining short-term counts are described in greater detail in the NBPDP Criteria which include setting up counts near corridor areas, representative locations in urban, suburban, and rural locations, locations where count technologies have historically been placed, locations where bicyclists and pedestrians commonly travel and have difficulty deviating from, and locations where collision numbers are high for bicyclists and pedestrians.

Cleaning and correcting count data involves analyzing the raw data to identify any existing problems, which can be attributed to a blocked sensor, double-counting (or more) a single user, equipment malfunction, or faulty installation of the technology. The bicycle and pedestrian count technology and methods outlined in the Florida Handbook include the following:

- Manual counts
- Pneumatic tubes
- Passive infrared
- Active infrared
- Automated video cameras
- Inductive loops
- Piezoelectric strips
- Radar scanners
- Thermal sensors
- Laser scanners
- Pressure and acoustic scanners
- Magnetometers

These options align with the list of methods and technology available according to the most recent national research on bicycle and pedestrian volume count.

Regional-Level: MetroPlan Orlando Efforts

MetroPlan Orlando, the MPO for the Orlando Metropolitan Region, has a Bicycle and Pedestrian Count Program in place to track bicycle and pedestrian facility usage. The goals of MetroPlan's program are as follows:

- Gauge regional and local levels of bicycling and walking which is not accounted for in the census data
- Evaluate the before and after, effects of specific projects
- Inform the public and decision-makers about non-motorized travel patterns

- Identify patterns for planning and design of multimodal infrastructure projects and education and enforcement programs
- Prioritize bicycle and pedestrian related projects
- Secure funding for multimodal projects using counts as evidence.



MetroPlan has a manual and digital count program in place, both of which inform the Bicycle and Pedestrian Count Report put forth by the organization. MetroPlan's manual count program is an effort to conduct bicycle and pedestrian counts at key locations in Central Florida once or twice a year with the aim of meeting the agency's goals listed above. The resulting data from this program are submitted to the NBPDP.

The digital count program was launched in 2015 using Eco-Counter's PYRO-Boxes. Using the NHCRP Report 797 as a guide, from 2015-2016 MetroPlan Orlando planned and implemented automated counts at 55 locations around Orange, Osceola, and Seminole Counties using the passive infrared technology. The PYRO-Boxes detect pedestrians and cyclists by infrared heat patterns and are typically located in trails or sidewalks with the ability to be easily moved to other locations. For MetroPlan

specifically, eight automated devices with 15 foot ranges and two devices with 50 foot ranges were procured. The PYRO-Boxes were located in state-owned and maintain facilities with a history of bicycle and pedestrian crashes for a duration of one month (30-day) period.

A second digital resource for MetroPlan is Strava data, or data being pulled from STRAVA mobile application. Strava application users record their walking, running, or biking times and locations. The agency uses to aggregate information to understand non-motorized travel behavior in the region. The results of MetroPlan Orlando's initial volume count collection and efforts starting from 2014 are documents in the organizations' Bicycle and pedestrian Count Report 2016¹⁸.

¹⁸ <https://metroplanorlando.org/wp-content/uploads/metroplan-ped-bike-count-report-2016.pdf>

Link between Public Health and Active Transportation

Recent studies and research have established a clear link between positive public health outcomes and easy access to walking and bicycling infrastructure. Centers for Disease Control and Prevention (CDC) has emphasized that regular physical activity helps improve overall health and fitness and reduces risk for many chronic diseases. Easy access to safe and comfortable walking and bicycling infrastructure is key to encouraging regular physical activity. The CDC has developed extensive resources as part of their Community Strategies initiative to integrate walking and bicycling infrastructure in communities that will result in regularly physical activity and improve public health outcomes.

The Community Preventive Services Task Force (CPSTF), which is supportive by the CDC, developed the Guide to Community Preventive Services. This guide recommends strategies to increase physical activity that are related to walkability: community-scale urban design, street-scale urban design, and improving access to places for physical activity (including providing maps and descriptive information).

Connecting Routes + Destinations is a package of resources developed by the CDC. This package of resources can help state and local health departments, public health professionals, and community organizations to build more activity-friendly communities. To increase physical activity, the CPSTF recommends built environment approaches that combine one or more interventions to improve pedestrian or bicycle transportation systems (activity-friendly routes) with one or more land use and community design interventions (everyday destinations).

The CDC lists the following additional sources related to planning walking and bicycling infrastructure to design healthy communities:

- **Active People, Healthy Nation:** The CDC is working with states and communities to improve the built environment as part of Active People, Healthy Nation – Creating an Active America, Together. This initiative aims to help 27 million Americans become more physically active by 2027 to improve their overall health and quality of life and to reduce healthcare costs.
- **CDC's Designing and Building Healthy Places:** This website offers tools and evidence-based health strategies for community planning, transportation, and land-use decisions.
- **The CDC Guide to Strategies to Increase Physical Activity in the Community:** This document provides guidance for program managers, policy makers, and others on how to select strategies to increase physical activity in the community.
- **Physical Activity Guidelines for Americans:** The U.S. Department of Health and Human Services has issued a new edition of the Guidelines to describe the amounts and types of physical activity needed to maintain or improve overall health and reduce the risk of chronic disease.
- **Zoning for Walkability:** Zoning regulations can be used to foster walkable communities. The CDC's website lists additional external sources related to zoning regulation recommendations to improve walkability.



NORTH BREVARD
HISTORICAL
MUSEUM

Playalinda

11. Local Jurisdiction Booklets

This section includes a series of local jurisdiction booklets for most of the County’s municipalities as well as for the Unincorporated Brevard County area. The booklets contain basic demographic and employment information about the local jurisdiction, as well as maps and lists for the recommended bicycle and pedestrian improvements within that jurisdiction.

These booklets are intended to be used as a reference by the local jurisdictions to understand which recommendations from the overall BPMP should be prioritized for implementation within their jurisdiction. Since there were no prioritized bicycle or pedestrian improvements in municipalities of Melbourne Village and Palm Shores, no booklets have been created for these two jurisdictions.

Local Jurisdiction Booklets:

Unincorporated Brevard County_____	231
Cape Canaveral_____	241
Cocoa_____	245
Cocoa Beach_____	249
Grant-Valkaria_____	253
Indialantic_____	257
Indian Harbour Beach_____	261
Malabar_____	265
Melbourne_____	269
Melbourne Beach_____	273
Palm Bay_____	277
Rockledge_____	281
Satellite Beach_____	285
Titusville_____	289
West Melbourne_____	293



Source: Kittelson & Associates, Inc.

Unincorporated Brevard County

Population: 217,132

Source: 2013-2017
American Community Survey 5-Year Estimates



17%

Residents
under 18



25%

Residents
above 65



6%

Households
with no car



25

Public &
Charter
Schools



85

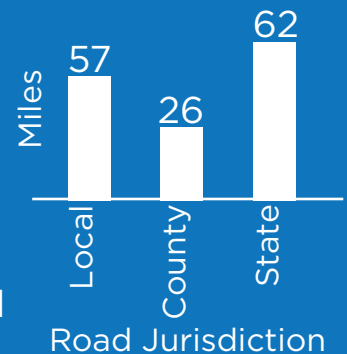
Parks



Sidewalks

258 Miles of Existing

145 Miles of Prioritized



Trails

East Coast Greenway
Brevard Zoo Linear Trail
East Central Florida Regional
Rail Trail



54

Bus Stops
without Sidewalk
Connection

**Major
Employment
Industries**

- Public/Government
- Medical/Health Services
- Space Industry Contractors

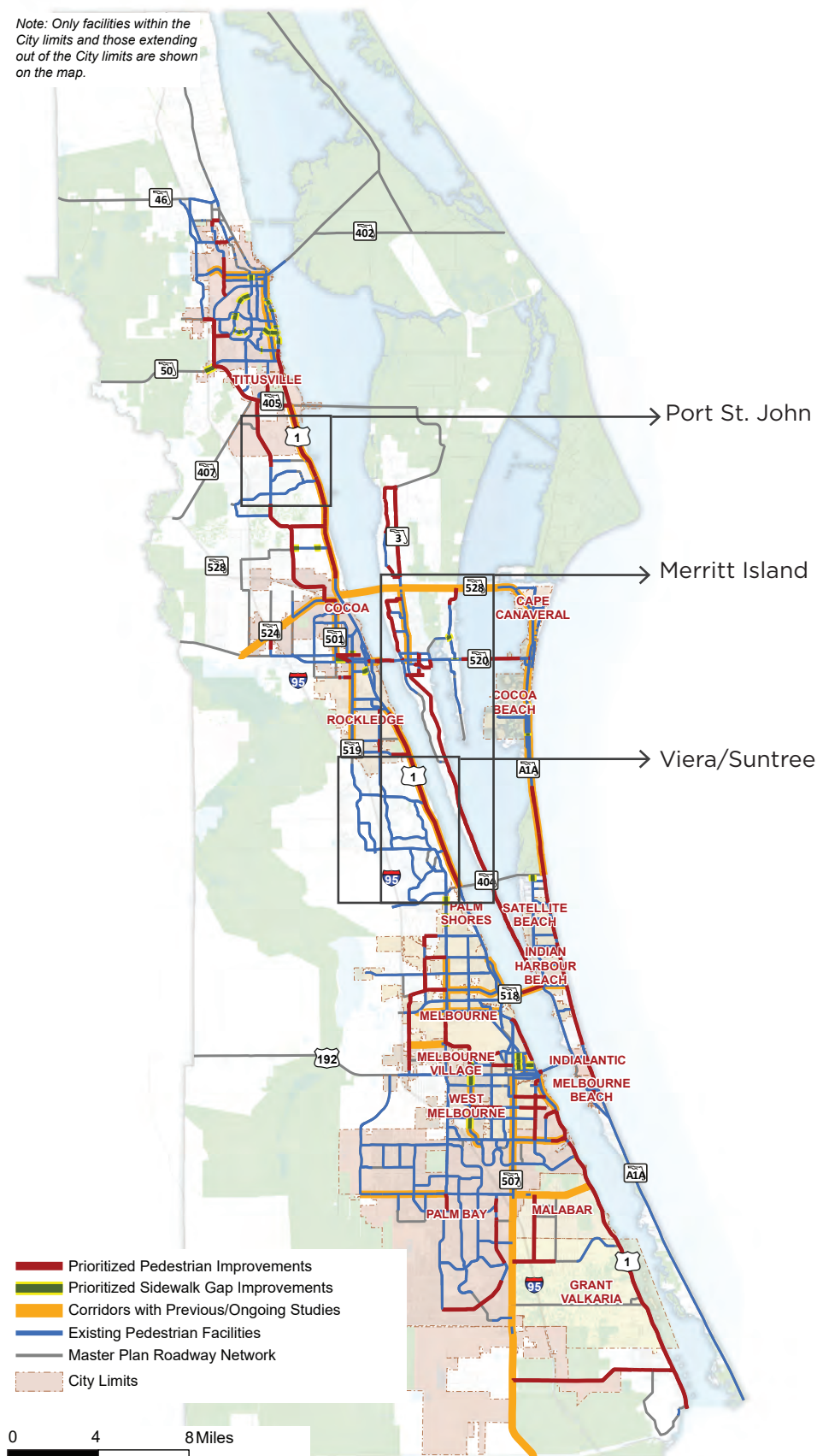
**Major
Destinations**

- Brevard Zoo
- Kennedy Space Center Visitors Complex
- Melbourne-Orlando International Airport



Brevard County Prioritized Pedestrian Improvements

Note: Only facilities within the City limits and those extending out of the City limits are shown on the map.

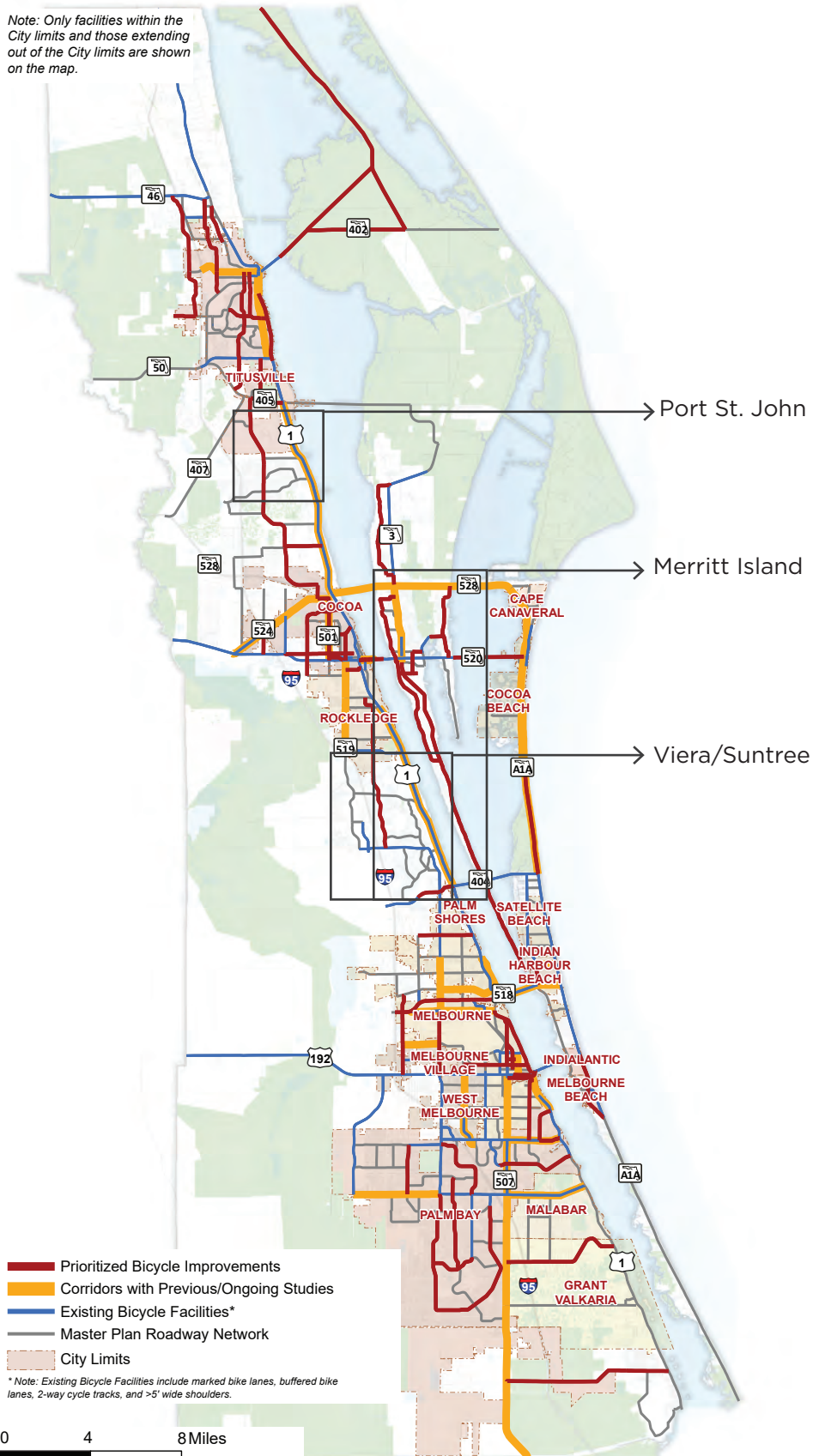




Brevard County

Prioritized Bicycle Improvements

Note: Only facilities within the City limits and those extending out of the City limits are shown on the map.





Unincorporated Port St. John

Prioritized Pedestrian Improvements

Note: Only facilities within the City limits and those extending out of the City limits are shown on the map.





Unincorporated Port St. John

Prioritized Bicycle Improvements

Note: Only facilities within the City limits and those extending out of the City limits are shown on the map.

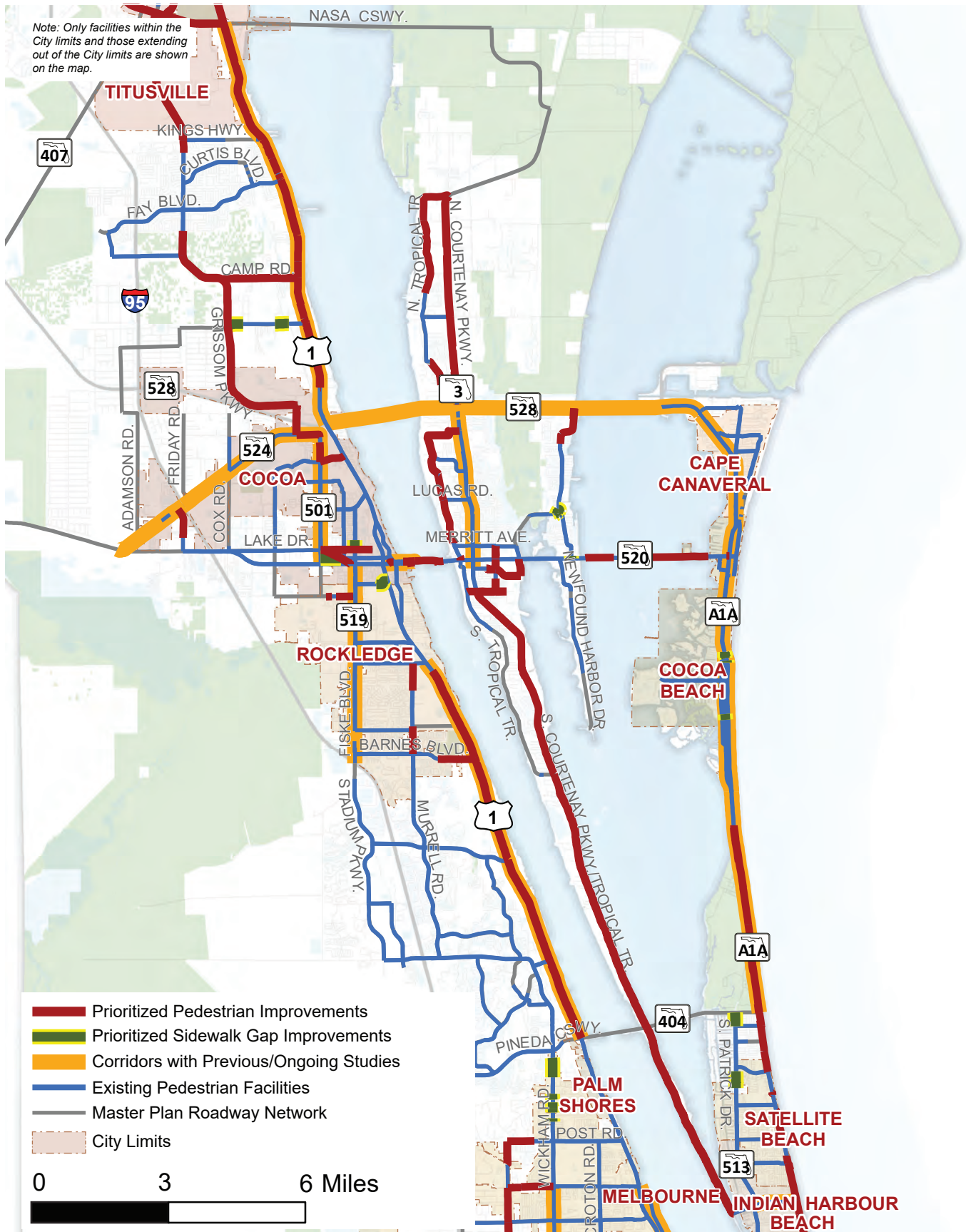




Unincorporated Merritt Island

Prioritized Pedestrian Improvements

Note: Only facilities within the City limits and those extending out of the City limits are shown on the map.



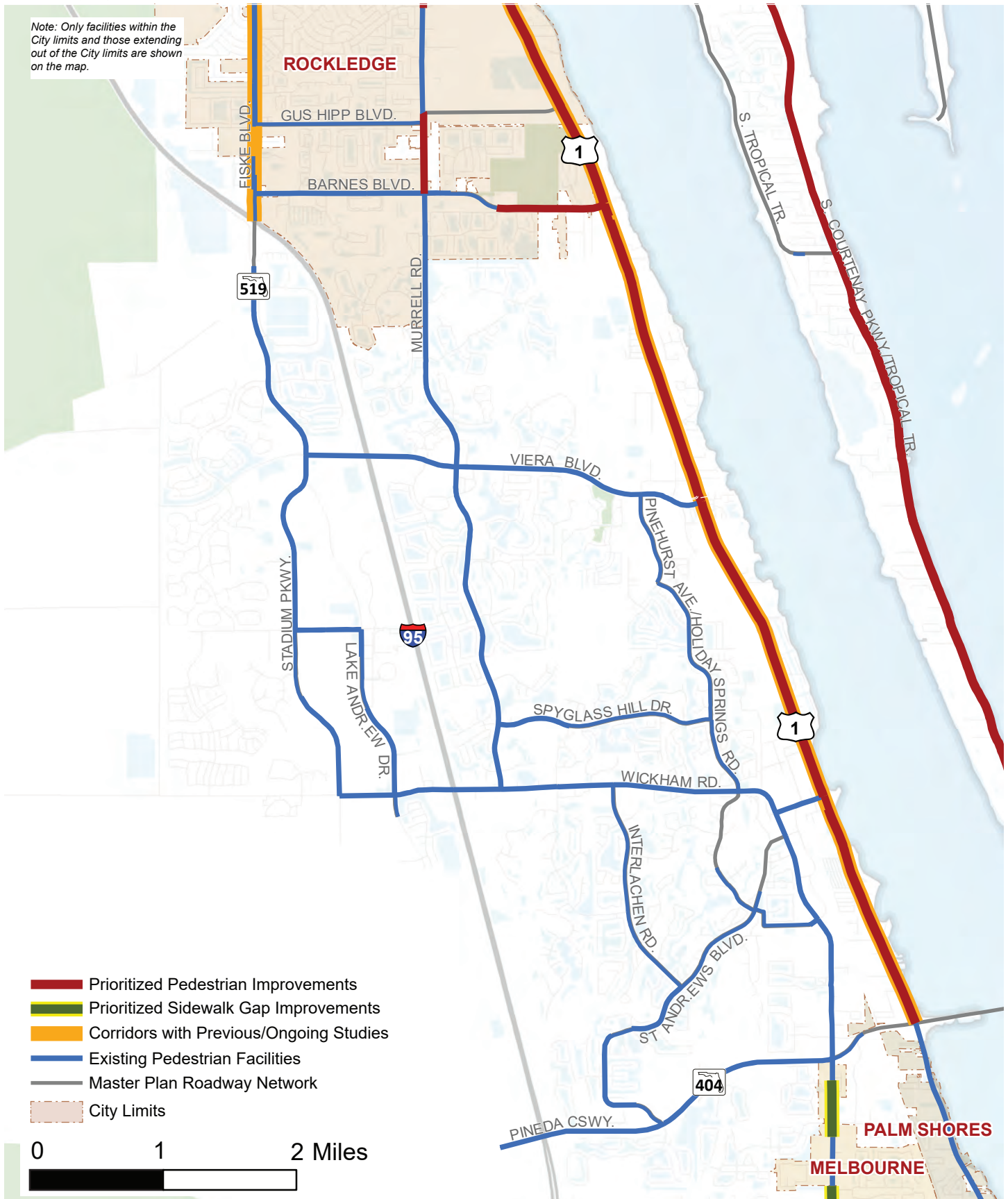
0 3 6 Miles



Unincorporated Viera/Suntree

Prioritized Pedestrian Improvements

Note: Only facilities within the City limits and those extending out of the City limits are shown on the map.

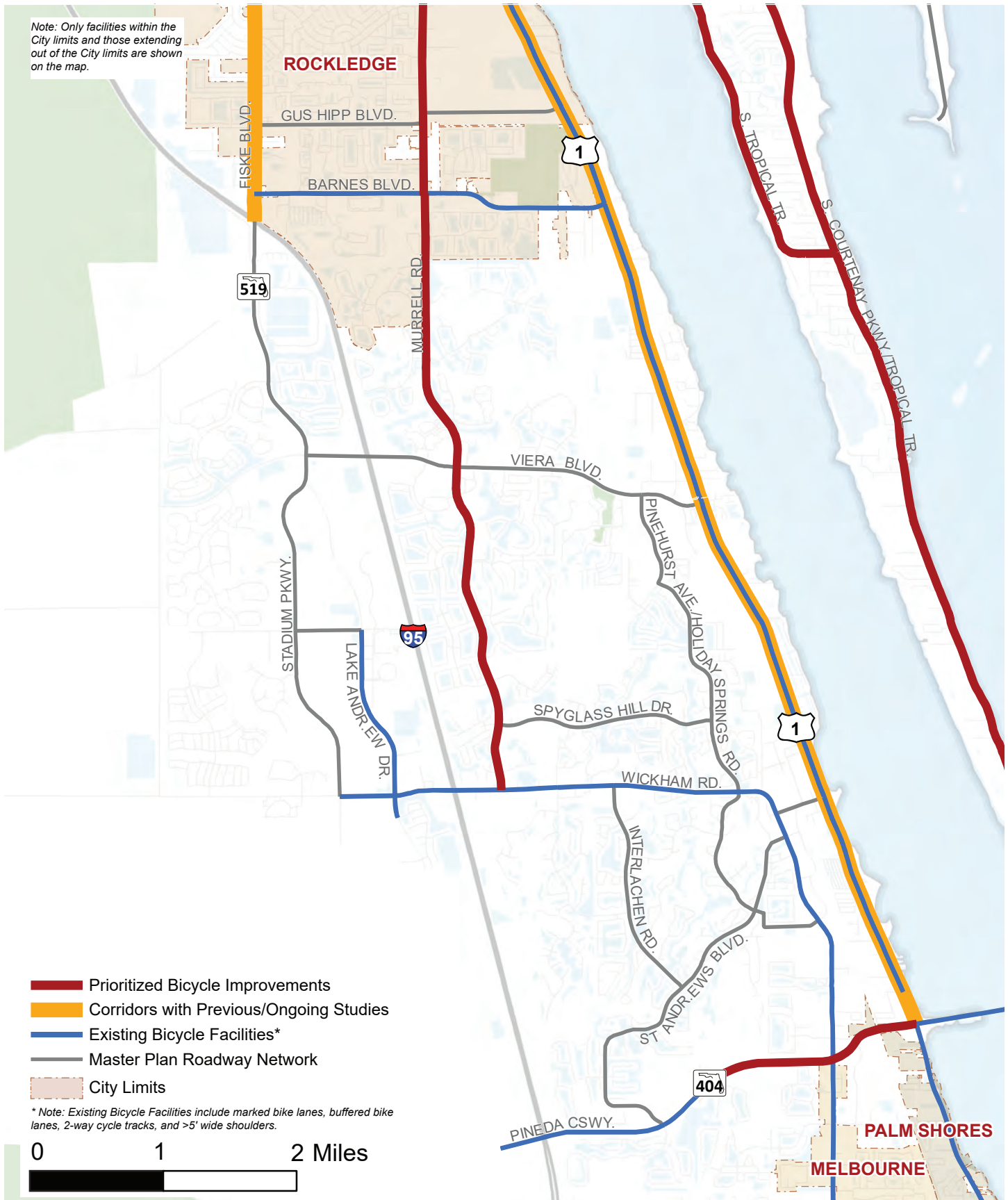




Unincorporated Viera/Suntree

Prioritized Bicycle Improvements

Note: Only facilities within the City limits and those extending out of the City limits are shown on the map.





Unincorporated Brevard County

Prioritized Bicycle & Pedestrian Improvements

Sidewalk Gap List

Road Name	Start Point of Pedestrian Improvement	End Point of Pedestrian Improvement	Previous Study
SR 513 (S Patrick Drive)	Neptune Drive Ocean Boulevard	Coral Reef Drive SR 404 (Pineda Causeway)	N/A
Hibiscus Boulevard	Evans Road Medical Park Drive	Just W of Gateway Drive US 1 (Harbor City Boulevard)	N/A
Wickham Road	Conservation Place S of Pineda Crossing Drive	Summer Brook Street N of Deer Lakes Drive	N/A
Peachtree Street	SR 501 (Clearlake Road)	Lake Drive	N/A
Hollywood Boulevard	Imagine Way Henry Avenue	Eber Boulevard US 192 (New Haven Avenue)	N/A
N Banana River Drive	In front of BP Gas Station on E side, just N of SR 520 Inside triangle area where N Banana River, Sykes Creek Parkway, and Triangle Road meet	In front of BP Gas Station on E side, just N of SR 520 Inside triangle area where N Banana River, Sykes Creek Parkway, and Triangle Road meet	N/A
Canaveral Groves Boulevard	Grissom Parkway Morris Avenue	Hess Avenue Railroad Tracks	N/A

Top Ranked Prioritized Pedestrian Improvements

Road Name	Start Point of Pedestrian Improvement	End Point of Pedestrian Improvement	Previous Study
SR 520 (Merritt Island Causeway)	Humphrey Bridge	Intercoastal Waterway Park	N/A
SR A1A*	SR 518 (Eau Gallie Boulevard)	SR 404 (Pineda Causeway)	N/A
US 192 (Strawbridge Avenue)	Riverview Drive	US 192 (New Haven Avenue)	N/A
US 1 (N Cocoa Boulevard)	SR 528/SR A1A (Beachline Expressway)	SR 405 (Columbia Boulevard)	N/A
Prospect Avenue/Lipscomb Street	Palm Bay Road	US 1 (Harbor City Boulevard)	N/A
US 1 (Harbor City Boulevard)	Bon Air Avenue	Babcock Street	N/A
US 1 (S Washington Avenue)*	SR 405 (Columbia Boulevard)	Knox McRae Drive	N/A
Palm Bay Road	Glenham Drive	US 1 (Dixie Highway)	N/A
Hibiscus Boulevard	Woody Burke Drive	Babcock Street	N/A
SR 520 (EB) (King Street)	Riveredge Boulevard	SR 520 (Humphrey Bridge)	Yes

* Note: Corridor is identified as a part of the primary East Coast Greenway alignment

Top Ranked Prioritized Bicycle Improvements

Road Name	Start Point of Bicycle Improvement	End Point of Bicycle Improvement	Previous Study
SR 520 (Merritt Island Causeway)	Western End of Humphrey Bridge	Eastern End of Humphrey Bridge	N/A
SR A1A	Ocean Avenue	US 192 (5th Avenue)	N/A
SR 501 (Clearlake Road)	SR 520 (King Street)	Michigan Avenue	N/A
Murrell Road	Wickham Road	Barton Boulevard	N/A
US 1 (Harbor City Boulevard)	US 192 (Strawbridge Avenue)	Sarno Road	N/A
Prospect Avenue/Lipscomb Street	Palm Bay Road	US 1 (Harbor City Boulevard)	N/A
Hibiscus Boulevard	Evans Road	US 1 (Harbor City Boulevard)	N/A
Palm Bay Road	RJ Conlan Boulevard	US 1 (Dixie Highway)	N/A
SR 520 (EB) (King Street)	US 1 (S Cocoa Boulevard)	SR 520 (Humphrey Bridge)	Yes
E New Haven Avenue	US 192 (New Haven Avenue)/Franklin Street	US 192 (Melbourne Causeway)	N/A

Cape Canaveral

Population: 10,169

Source: 2013-2017 American Community Survey 5-Year Estimates



10%

Residents
under 18



36%

Residents
above 65



12%

Households
with no car



1

Public &
Charter
Schools



9

Parks



Sidewalks

12

Miles of Existing

0

Miles of Prioritized

Miles

0

Local

0

County

0

State

Road Jurisdiction

Note: No specific pedestrian sidewalk improvements have been prioritized as part of the Bicycle and Pedestrian Master Plan. However, two recent studies have been conducted along SR A1A and SR 528. Recommendations from these studies should be considered for implementation.



Trails

Manatee Sanctuary Park
Ridgewood Avenue
North Atlantic Avenue



4

Bus Stops
without Sidewalk
Connection

**Major
Employers**

- Comprehensive Health Services
- Lockheed Martin
- Space Exploration Technologies

**Major
Destinations**

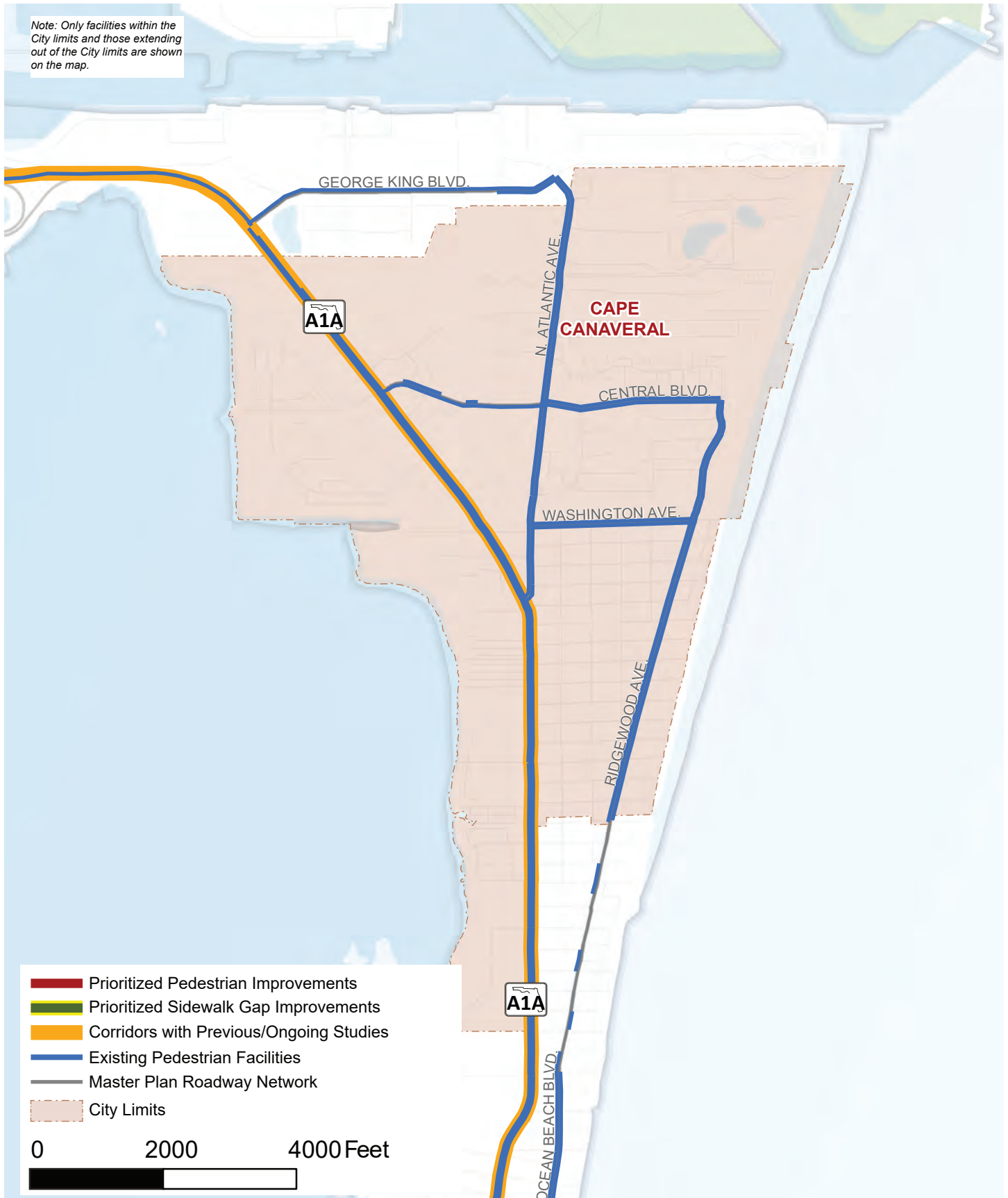
- Beach Access
- Port Canaveral
- Jetty Park Fishing Pier



Cape Canaveral

Prioritized Pedestrian Improvements

Note: Only facilities within the City limits and those extending out of the City limits are shown on the map.

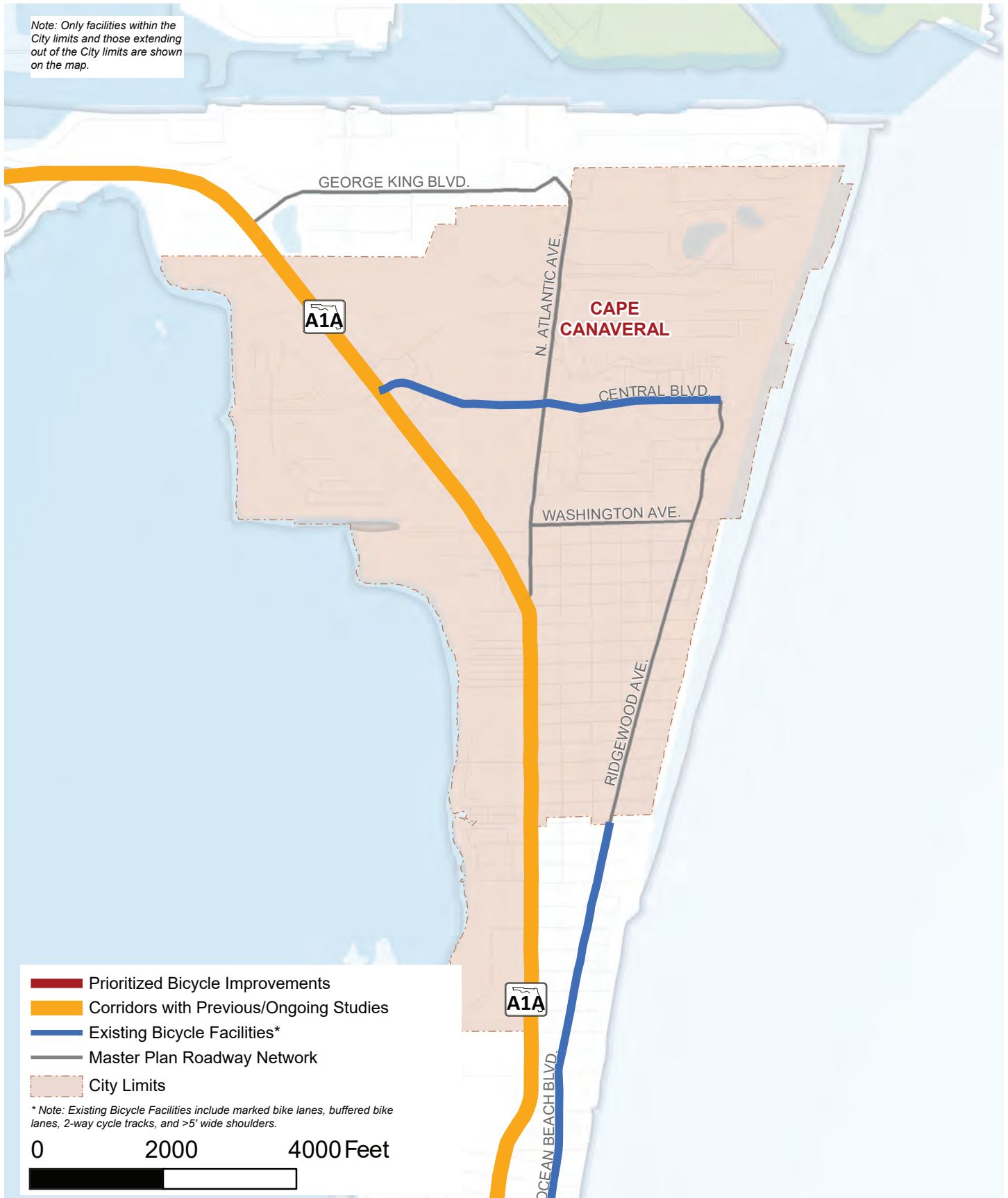




Cape Canaveral

Prioritized Bicycle Improvements

Note: Only facilities within the City limits and those extending out of the City limits are shown on the map.





Cape Canaveral

Prioritized Bicycle & Pedestrian Improvements

Sidewalk Gap List

Road Name	Start Point of Pedestrian Improvement	End Point of Pedestrian Improvement	Previous Study
N/A	N/A	N/A	N/A

Top Ranked Prioritized Pedestrian Improvements

Road Name	Start Point of Pedestrian Improvement	End Point of Pedestrian Improvement	Previous Study
N/A	N/A	N/A	N/A

Top Ranked Prioritized Bicycle Improvements

Road Name	Start Point of Bicycle Improvement	End Point of Bicycle Improvement	Previous Study
N/A	N/A	N/A	N/A

Note: No specific pedestrian or bicycle improvements have been prioritized in Cape Canaveral as part of the Bicycle and Pedestrian Master Plan. However, two recent studies have been conducted along SR A1A and SR 528. Recommendations from these studies should be considered for implementation. Parts of these two corridors have also been identified as the primary East Coast Greenway alignment.

Cocoa

Population: 17,748

Source: 2013-2017 American Community Survey 5-Year Estimates



26%

Residents
under 18



17%

Residents
above 65



13%

Households
with no car



4

Public &
Charter
Schools



11

Parks



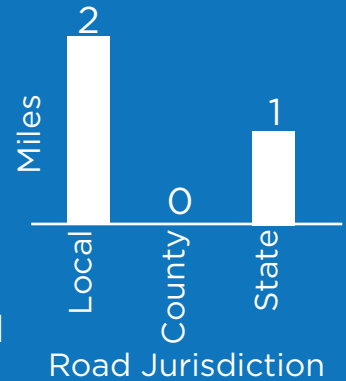
Sidewalks

36

Miles of Existing

3

Miles of Prioritized



Trails

Brevard Museum of History &
Natural Science

F. Burton Smith Regional Park

Riverfront Connector



10

Bus Stops
without Sidewalk
Connection

Major Employers

- Eastern Florida State College
- Wal-Mart Associates
- City of Cocoa

Major Destinations

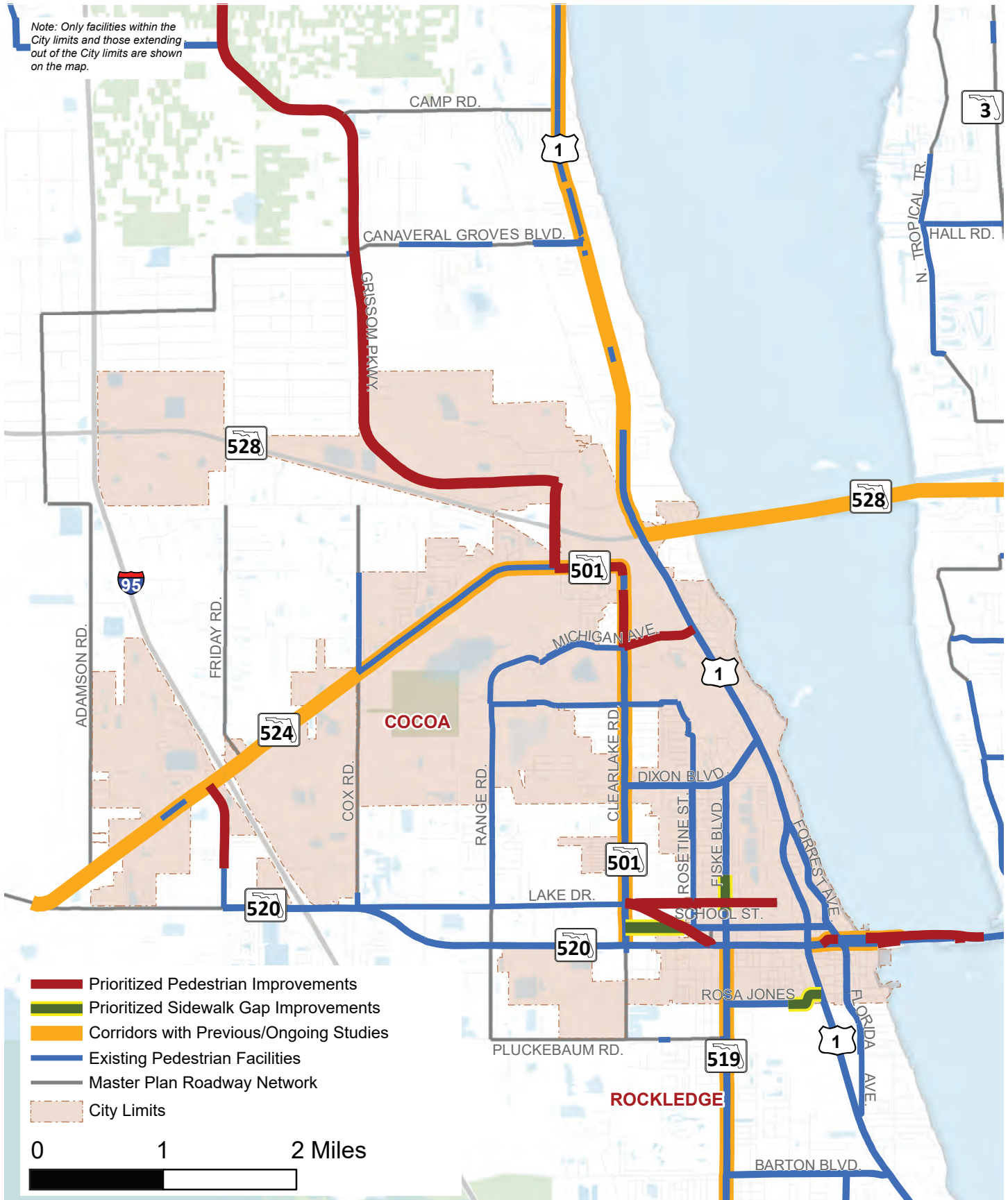
- Cocoa Village
- Cocoa West Recreational Complex
- Porcher House



Cocoa

Prioritized Pedestrian Improvements

Note: Only facilities within the City limits and those extending out of the City limits are shown on the map.





Cocoa

Prioritized Bicycle Improvements

Note: Only facilities within the City limits and those extending out of the City limits are shown on the map.





Cocoa

Prioritized Bicycle & Pedestrian Improvements

Sidewalk Gap List

Road Name	Start Point of Pedestrian Improvement	End Point of Pedestrian Improvement	Previous Study
Peachtree Street	SR 501 (Clearlake Road)	Lake Drive	N/A
Rosa Jones Drive	Pond Access Road	US 1 (S Cocoa Boulevard)	N/A
Fiske Boulevard	Grove Avenue	Park Drive	N/A

Top Ranked Prioritized Pedestrian Improvements

Road Name	Start Point of Pedestrian Improvement	End Point of Pedestrian Improvement	Previous Study
SR 520 (EB) (King Street)	Riveredge Boulevard	SR 520 (Humphrey Bridge)	Yes
SR 520 (WB) (Willard Street)	SR 520 (EB) (King Street)	SR 520 (Humphrey Bridge)	Yes
SR 519 (Fiske Boulevard)	Barton Boulevard	SR 520 (King Street)	Yes
Lake Drive	SR 501 (Clearlake Road)	SR 520 (King Street)	N/A
School Street	Lake Drive	Wilson Avenue	N/A
SR 501 (Clearlake Road)*	Michigan Avenue	Industry Road	Yes
Grissom Parkway*	Industry Road	Port St. John Parkway	N/A
Industry Road*	SR 501 (Clearlake Road)	Grissom Parkway	N/A
Friday Road	Fleetwood Place	SR 524	N/A
Michigan Avenue*	SR 501 (Clearlake Road)	US 1 (N Cocoa Boulevard)	N/A

* Note: Corridor is identified as a part of the primary East Coast Greenway alignment

Top Ranked Prioritized Bicycle Improvements

Road Name	Start Point of Bicycle Improvement	End Point of Bicycle Improvement	Previous Study
SR 501 (Clearlake Road)	SR 520 (King Street)	Michigan Avenue	Yes
SR 520 (EB) (King Street)	US 1 (S Cocoa Boulevard)	SR 520 (Humphrey Bridge)	Yes
Dixon Boulevard	SR 501 (Clearlake Road)	US 1 (N Cocoa Boulevard)	N/A
Peachtree Street	SR 501 (Clearlake Road)	Lake Drive	N/A
SR 520 (WB) (Willard Street)	US 1 (S Cocoa Boulevard)	SR 520 (Humphrey Bridge)	Yes
SR 519 (Fiske Boulevard)	Barton Boulevard	SR 520 (King Street)	Yes
Lake Drive	SR 520 (King Street)/Cox Road	SR 520 (King Street)/Varr Ave.	N/A
School Street	Lake Drive	Wilson Avenue	N/A
SR 501 (Clearlake Road)	Michigan Avenue	Industry Road	Yes
Range Road	Pluckebaum Road	Rosetine Street	N/A

Cocoa Beach

Population: 11,489

Source: 2013-2017 American Community Survey 5-Year Estimates



10%

Residents
under 18



34%

Residents
above 65



8%

Households
with no car



3

Public &
Charter
Schools



5

Parks



Sidewalks

25

Miles of Existing

1

Miles of Prioritized



Trails

Lori Wilson Park

Maritime Hammock Preserve



0

Bus Stops
without Sidewalk
Connection

Major Employers

- Cape Canaveral Hospital
- City of Cocoa Beach
- Chenega Infinity LLC

Major Destinations

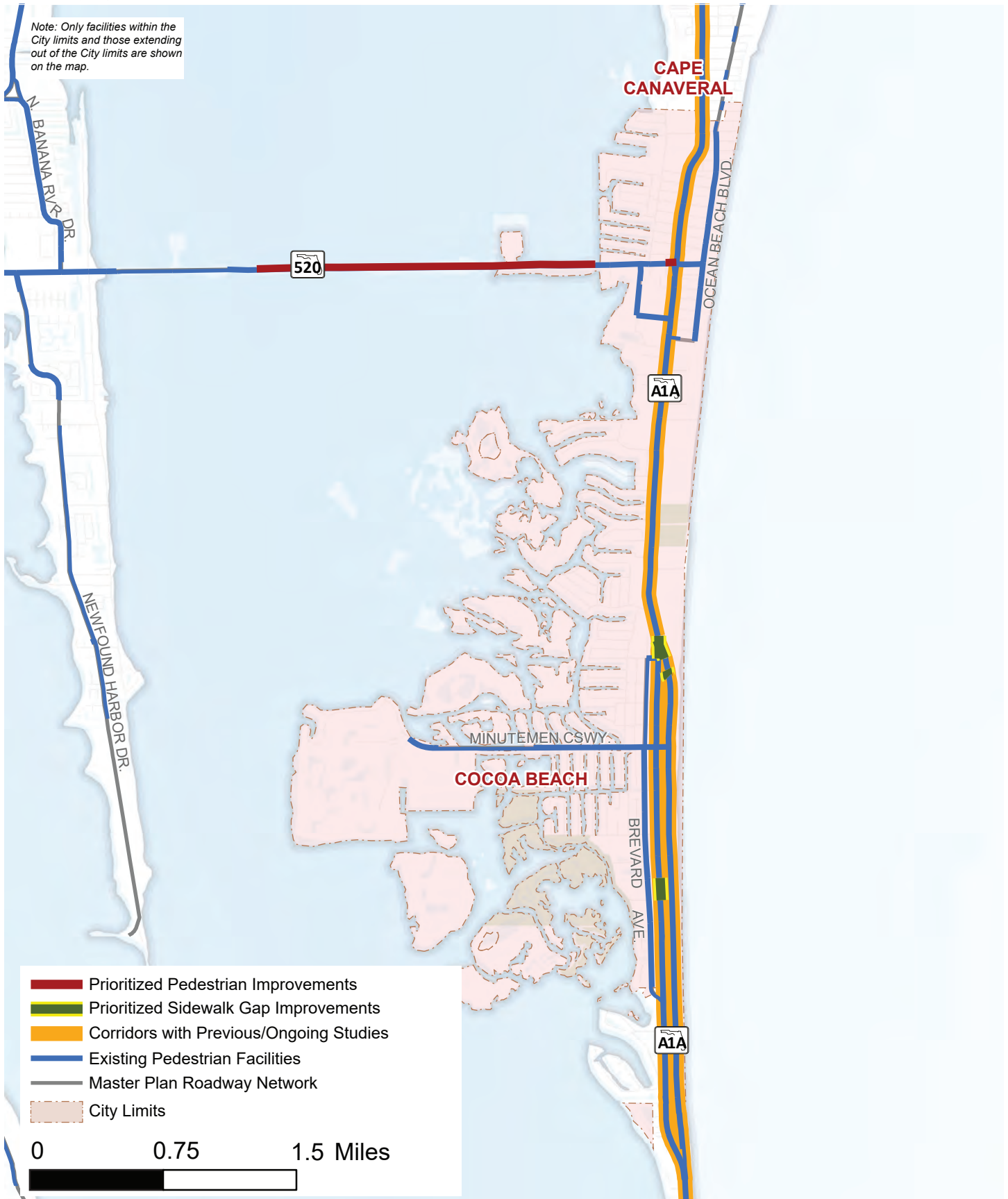
- Ron Jon Surfshop
- Cocoa Beach Pier
- Cocoa Beach Main Street



Cocoa Beach

Prioritized Pedestrian Improvements

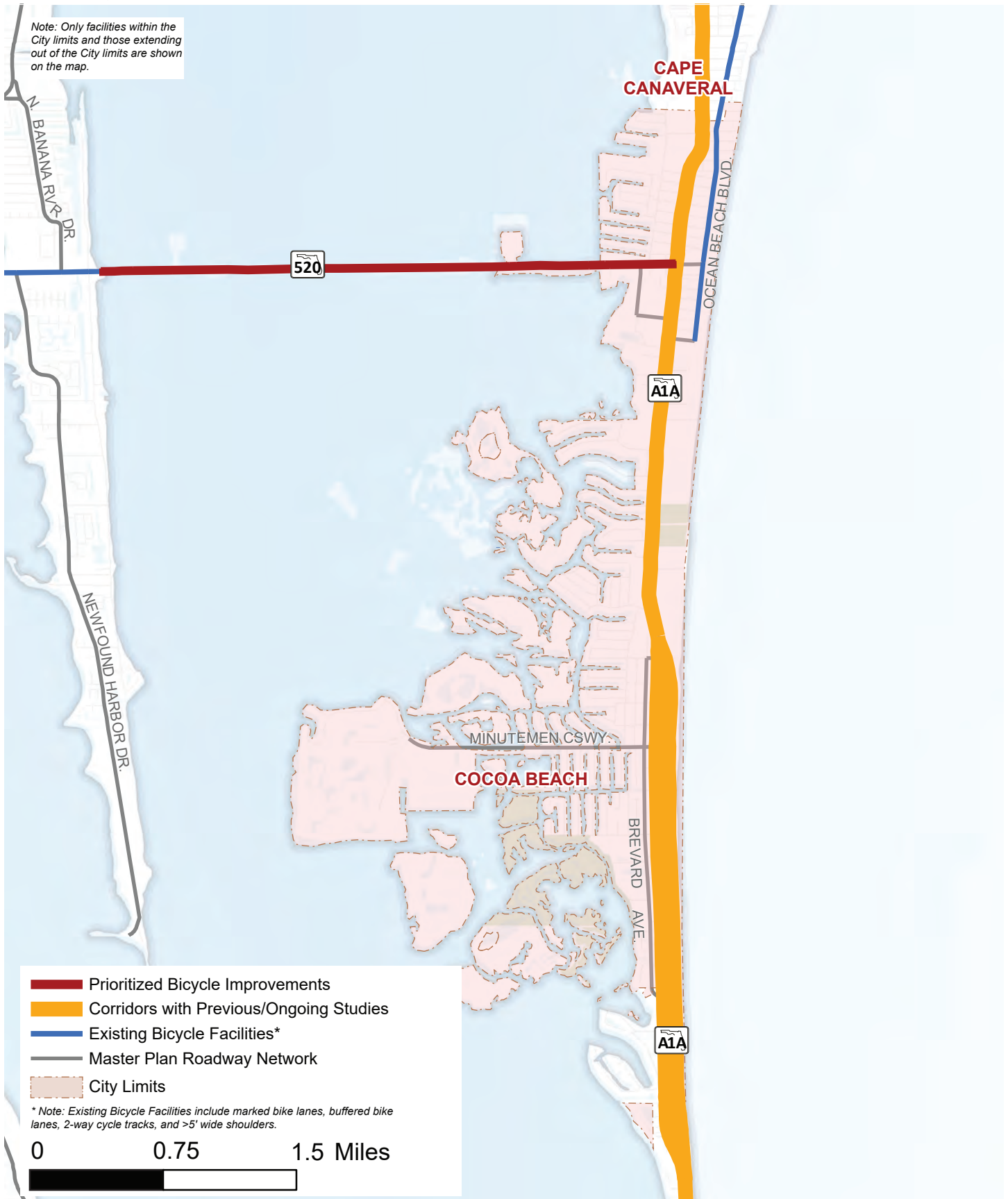
Note: Only facilities within the City limits and those extending out of the City limits are shown on the map.





Cocoa Beach

Prioritized Bicycle Improvements





Cocoa Beach

Prioritized Bicycle & Pedestrian Improvements

Sidewalk Gap List

Road Name	Start Point of Pedestrian Improvement	End Point of Pedestrian Improvement	Previous Study
SR A1A (NB N Atlantic Avenue)	N 3rd Street	N End of One Way Pairs	Yes
SR A1A (SB N Orlando Avenue)	S 7th Street N 4th Street	S 6th Street N End of One Way Pairs	Yes

Top Ranked Prioritized Pedestrian Improvements

Road Name	Start Point of Pedestrian Improvement	End Point of Pedestrian Improvement	Previous Study
SR 520 (Cocoa Beach Causeway)	S Banana River Drive	SR A1A (N Atlantic Avenue)	N/A
SR A1A (NB N Atlantic Avenue)*	N 1st Street	N End Of One Way Pairs	Yes
SR A1A (N Atlantic Avenue)*	Flagler Lane	SR 520 (Cocoa Beach Causeway)	Yes
SR A1A (N Atlantic Avenue)*	SR 520 (Cocoa Beach Causeway)	N Atlantic Avenue/Astronaut Boulevard	Yes

* Note: Corridor is identified as a part of the primary East Coast Greenway alignment

Top Ranked Prioritized Bicycle Improvements

Road Name	Start Point of Bicycle Improvement	End Point of Bicycle Improvement	Previous Study
SR 520 (Cocoa Beach Causeway)	S Banana River Drive	SR A1A (N Atlantic Avenue)	N/A

Grant-Valkaria

Population: 4,047

Source: 2013-2017 American Community Survey 5-Year Estimates



21%

Residents
under 18



22%

Residents
above 65



1%

Households
with no car



1

Public &
Charter
Schools



7

Parks



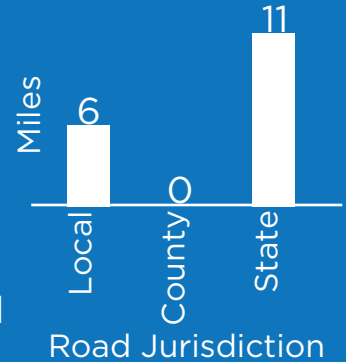
Sidewalks

2

Miles of Existing

17

Miles of Prioritized



Trails

Al Tuttle

Grant Flatwoods Sanctuary
Grant-Valkaria Park



0

Bus Stops
without Sidewalk
Connection

Major Employers

- Carl R Pursell Construction LLC
- The Old Fish House LLC
- Island Paddle

Major Destinations

- 3 Boat Launching Parks
- Grant-Valkaria Airport
- Grant Historical House



Grant-Valkaria

Prioritized Pedestrian Improvements

Note: Only facilities within the City limits and those extending out of the City limits are shown on the map.





Grant-Valkaria

Prioritized Bicycle Improvements

Note: Only facilities within the City limits and those extending out of the City limits are shown on the map.





Grant-Valkaria

Prioritized Bicycle & Pedestrian Improvements

Sidewalk Gap List

Road Name	Start Point of Pedestrian Improvement	End Point of Pedestrian Improvement	Previous Study
N/A	N/A	N/A	N/A

Top Ranked Prioritized Pedestrian Improvements

Road Name	Start Point of Pedestrian Improvement	End Point of Pedestrian Improvement	Previous Study
US 1	Indian River County Line	SR 514 (Malabar Road)	N/A
Weber Rd	Valkaria Road	SR 514 (Malabar Road)	N/A
Valkaria Road	Babcock Street	Corey Road	N/A

Top Ranked Prioritized Bicycle Improvements

Road Name	Start Point of Bicycle Improvement	End Point of Bicycle Improvement	Previous Study
Valkaria Road	Babcock Street	Corey Road	N/A

Indialantic

Population: 2,804

Source: 2013-2017 American Community Survey 5-Year Estimates



25%

Residents
under 18



19%

Residents
above 65



3%

Households
with no car



0

Public &
Charter
Schools



5

Parks



Sidewalks

3

Miles of Existing

2

Miles of Prioritized

Miles



Trails

James H. Nance Park
A1A Urban Trail



0

Bus Stops
without Sidewalk
Connection

Major Employers

- Raytheon Cyber Solutions, Inc.
- Belleair East Health Care Center
- Crown Plaza

Major Destinations

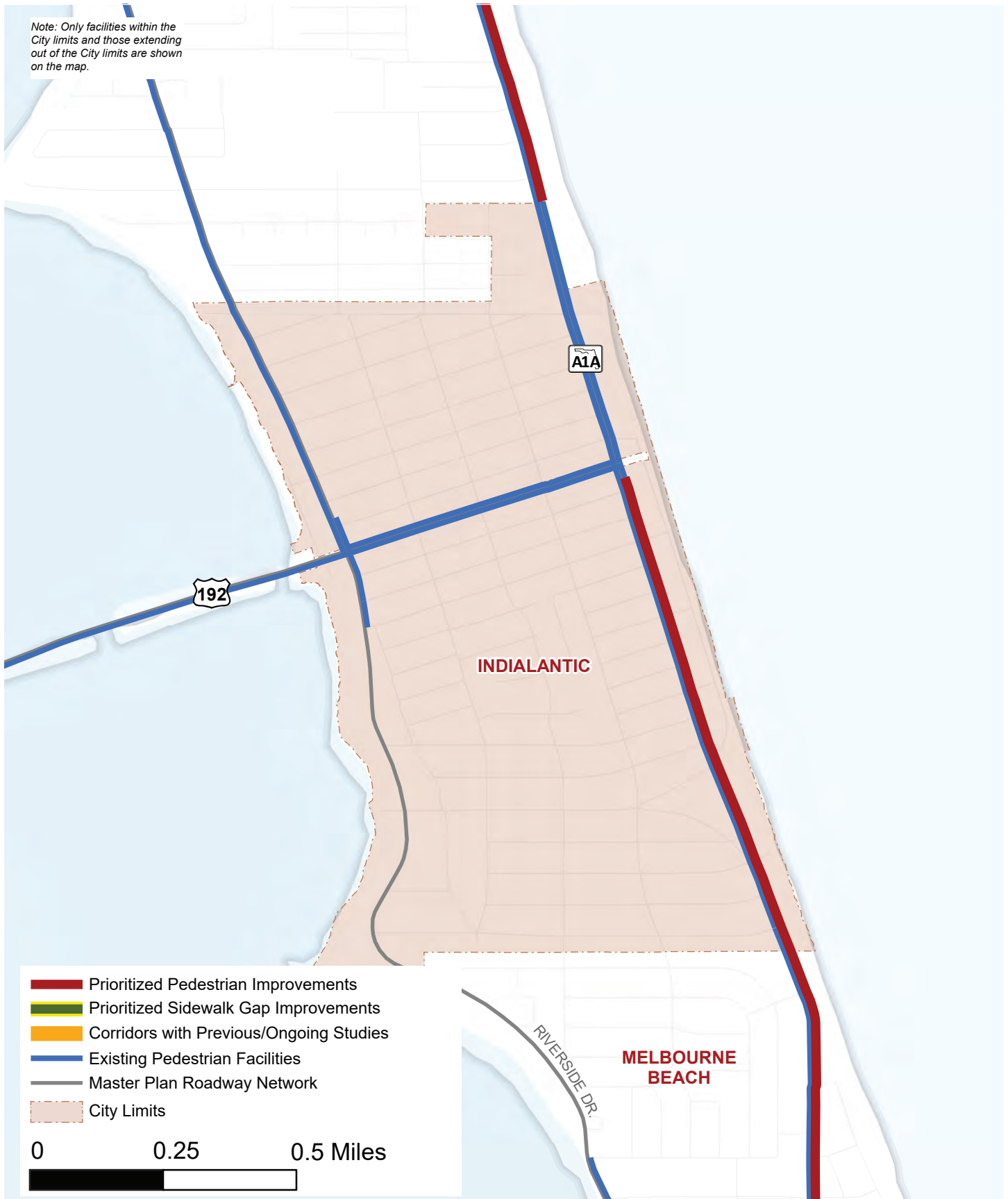
- Beach Access
- Riverside Park
- Sea Turtle Preservation Society



Indialantic

Prioritized Pedestrian Improvements

Note: Only facilities within the City limits and those extending out of the City limits are shown on the map.

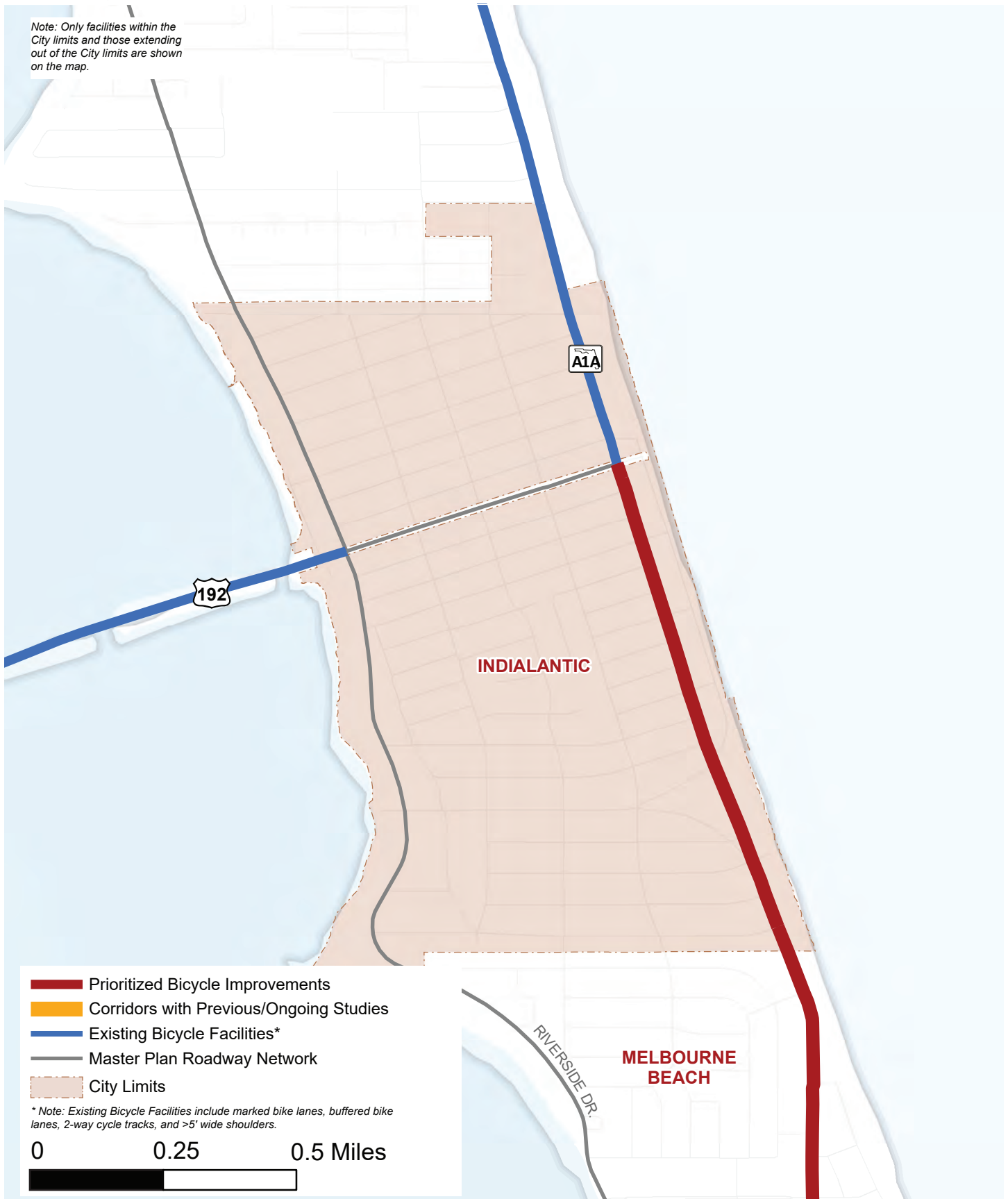




Indialantic

Prioritized Bicycle Improvements

Note: Only facilities within the City limits and those extending out of the City limits are shown on the map.





Indialantic

Prioritized Bicycle & Pedestrian Improvements

Sidewalk Gap List

Road Name	Start Point of Pedestrian Improvement	End Point of Pedestrian Improvement	Previous Study
N/A	N/A	N/A	N/A

Top Ranked Prioritized Pedestrian Improvements

Road Name	Start Point of Pedestrian Improvement	End Point of Pedestrian Improvement	Previous Study
SR A1A*	Avenue B	US 192 (5th Avenue)	N/A

* Note: Corridor is identified as a part of the primary East Coast Greenway alignment

Top Ranked Prioritized Bicycle Improvements

Road Name	Start Point of Bicycle Improvement	End Point of Bicycle Improvement	Previous Study
SR A1A	Ocean Avenue	US 192 (5th Avenue)	N/A

Indian Harbour Beach

Population: 8,395

Source: 2013-2017 American Community Survey 5-Year Estimates



17%

Residents
under 18



29%

Residents
above 65



3%

Households
with no car



1

Public &
Charter
Schools



3

Parks



Sidewalks

9

Miles of Existing

1

Miles of Prioritized



Trails

Gleason Park
Mathers Bridge



1

Bus Stops
without Sidewalk
Connection

Major Employers

- Publix Supermarket, Inc.
- Lowes Home Centers, Inc.
- Wal-Mart Associates, Inc.

Major Destinations

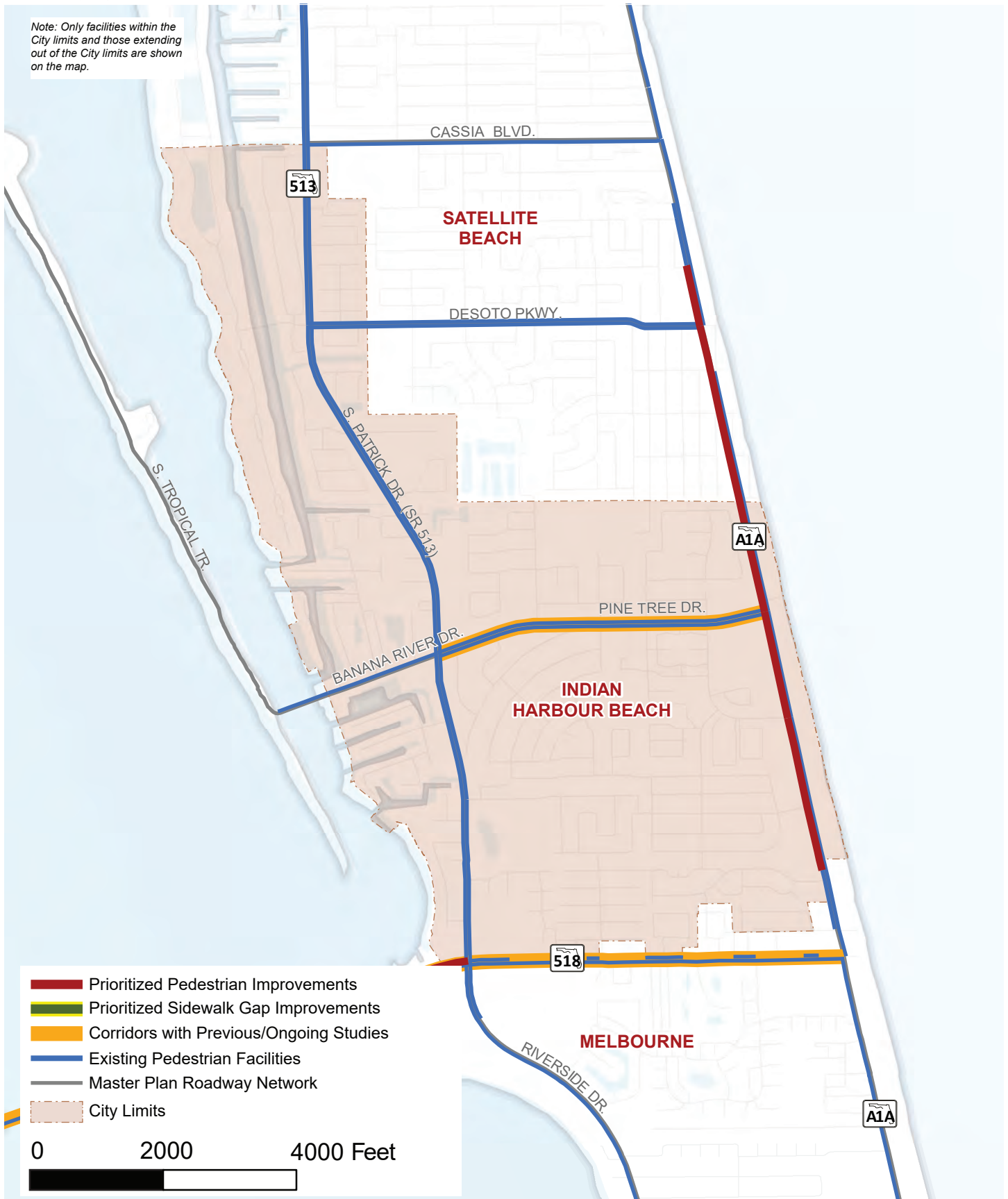
- Canova Beach Dog Park
- Indian Harbour Beach Recreation Center
- Oars and Paddles Park



Indian Harbour Beach

Prioritized Pedestrian Improvements

Note: Only facilities within the City limits and those extending out of the City limits are shown on the map.

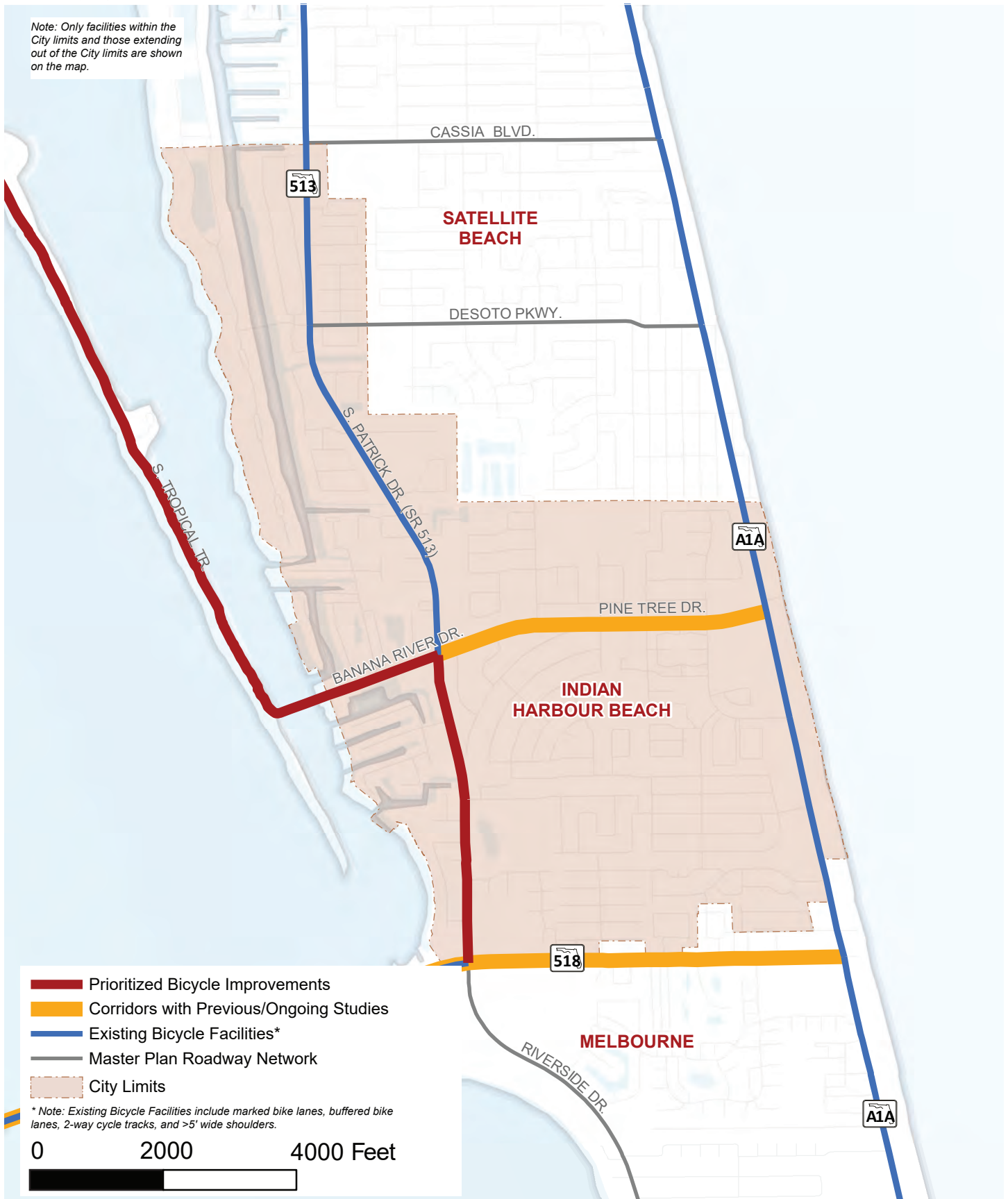




Indian Harbour Beach

Prioritized Bicycle Improvements

Note: Only facilities within the City limits and those extending out of the City limits are shown on the map.





Indian Harbour Beach

Prioritized Bicycle & Pedestrian Improvements

Sidewalk Gap List

Road Name	Start Point of Pedestrian Improvement	End Point of Pedestrian Improvement	Previous Study
N/A	N/A	N/A	N/A

Top Ranked Prioritized Pedestrian Improvements

Road Name	Start Point of Pedestrian Improvement	End Point of Pedestrian Improvement	Previous Study
SR A1A*	SR 518 (Eau Gallie Boulevard)	SR 404 (Pineda Causeway)	N/A
SR 518 (Eau Gallie Boulevard)	SR 518 (Eau Gallie Causeway)	SR A1A	Yes

* Note: Corridor is identified as a part of the primary East Coast Greenway alignment

Top Ranked Prioritized Bicycle Improvements

Road Name	Start Point of Bicycle Improvement	End Point of Bicycle Improvement	Previous Study
SR 518 (Eau Gallie Boulevard)	SR 518 (Eau Gallie Causeway)	SR A1A	Yes
SR 513 (S Patrick Drive)	SR 518 (Eau Gallie Boulevard)	Banana River Drive	N/A
S Tropical Trail	Banana River Drive	SR 404 (Pineda Causeway)	N/A

Malabar

Population: 2,934

Source: 2013-2017 American Community Survey 5-Year Estimates



14%

Residents
under 18



26%

Residents
above 65



3%

Households
with no car



0

Public &
Charter
Schools



1

Parks



Sidewalks

0

Miles of Existing

11

Miles of Prioritized



Trails

Al Tuttle
Grapefruit Trails
Cameron Preserve Trails



1

Bus Stops
without Sidewalk
Connection

Major Employers

- Harris Corporation
- Health First Medical Group LLC
- Data Management Associates of Brevard

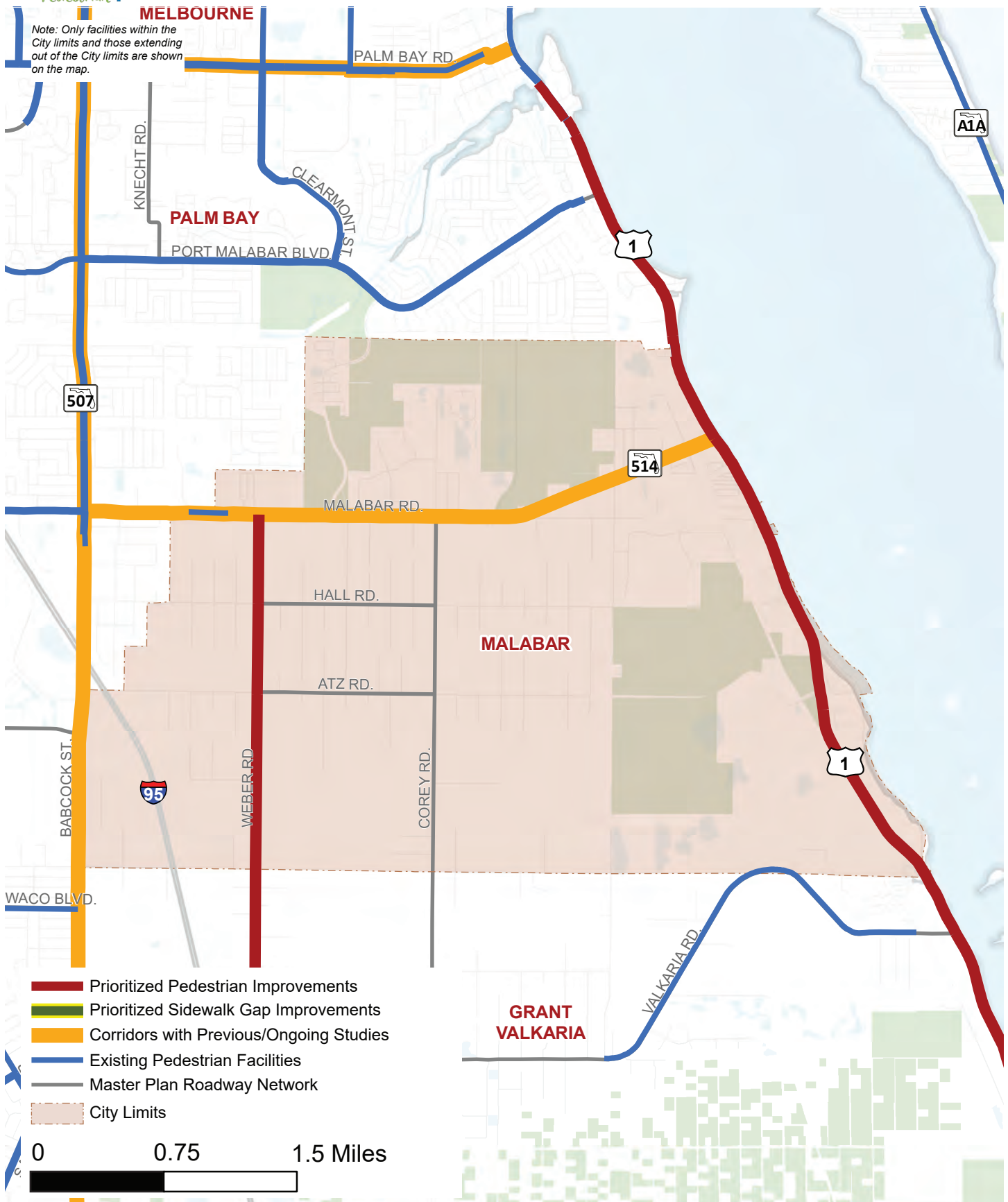
Major Destinations

- Historic Malabar School House
- Malabar Scrub Sanctuary
- Malabar Disc Golf Course



Malabar

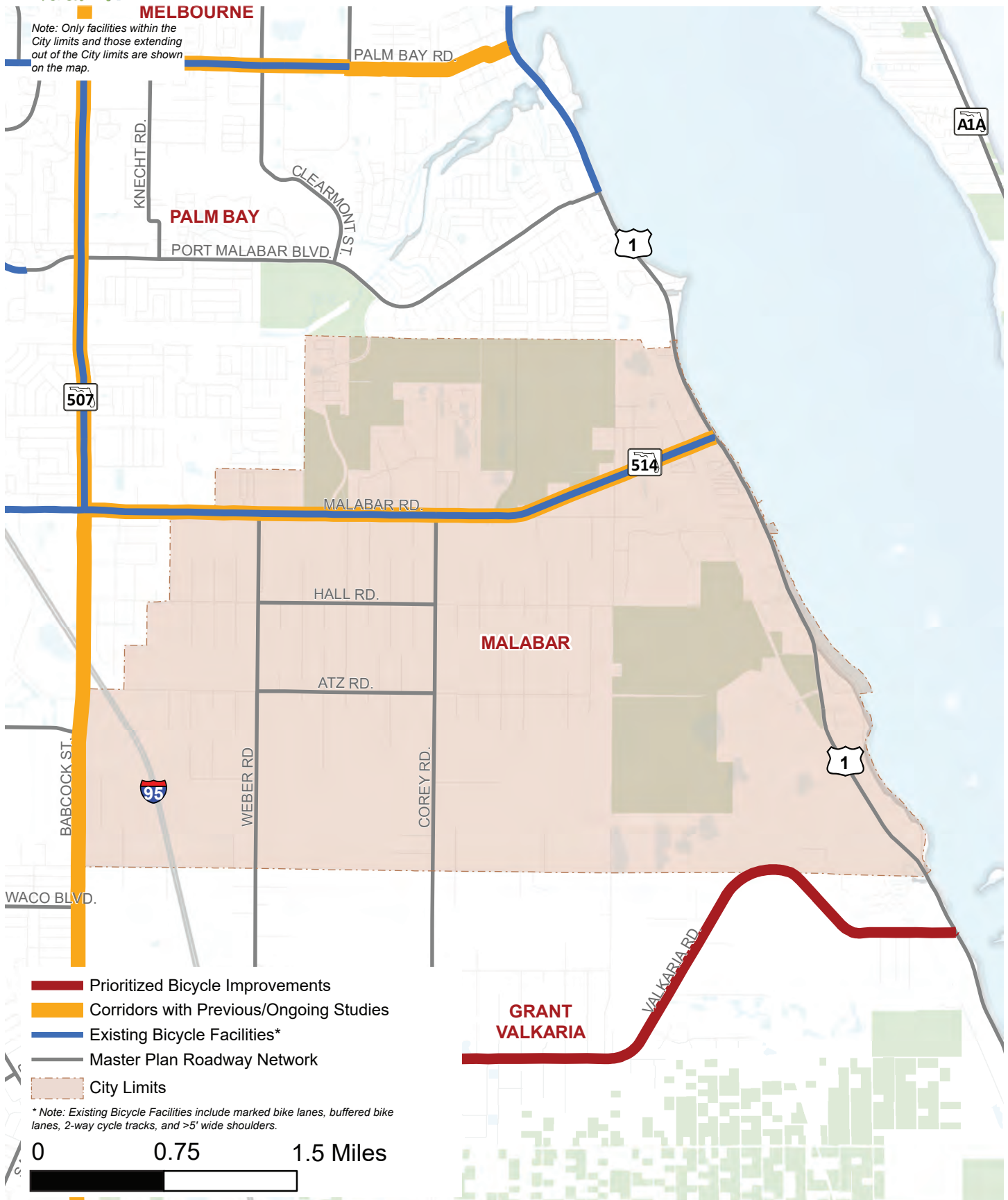
Prioritized Pedestrian Improvements





Malabar

Prioritized Bicycle Improvements





Malabar

Prioritized Bicycle & Pedestrian Improvements

Sidewalk Gap List

Road Name	Start Point of Pedestrian Improvement	End Point of Pedestrian Improvement	Previous Study
N/A	N/A	N/A	N/A

Top Ranked Prioritized Pedestrian Improvements

Road Name	Start Point of Pedestrian Improvement	End Point of Pedestrian Improvement	Previous Study
US 1	Indian River County Line	SR 514 (Malabar Road)	N/A
US 1 (Dixie Highway)	SR 514 (Malabar Road)	RJ Conlan Boulevard	N/A
Weber Rd	Valkaria Road	SR 514 (Malabar Road)	N/A

Top Ranked Prioritized Bicycle Improvements

Road Name	Start Point of Bicycle Improvement	End Point of Bicycle Improvement	Previous Study
Valkaria Road	Babcock Street	US 1	N/A

Melbourne

Population: 79,640

Source: 2013-2017 American Community Survey 5-Year Estimates



17%

Residents
under 18



22%

Residents
above 65



8%

Households
with no car



16

Public &
Charter
Schools



34

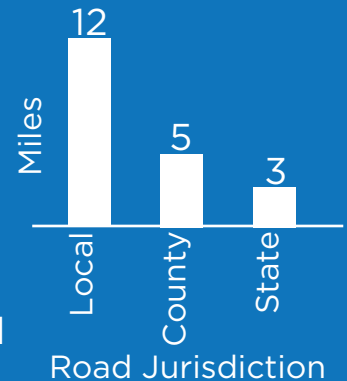
Parks



Sidewalks

110 Miles of Existing

20 Miles of Prioritized



Trails

Wickham Park
Erna Nixon Park
FIT Botanical Gardens



31

Bus Stops
without Sidewalk
Connection

Major Employers

- Northrop Grumman
- Harris Corporation
- Embraer

Major Destinations

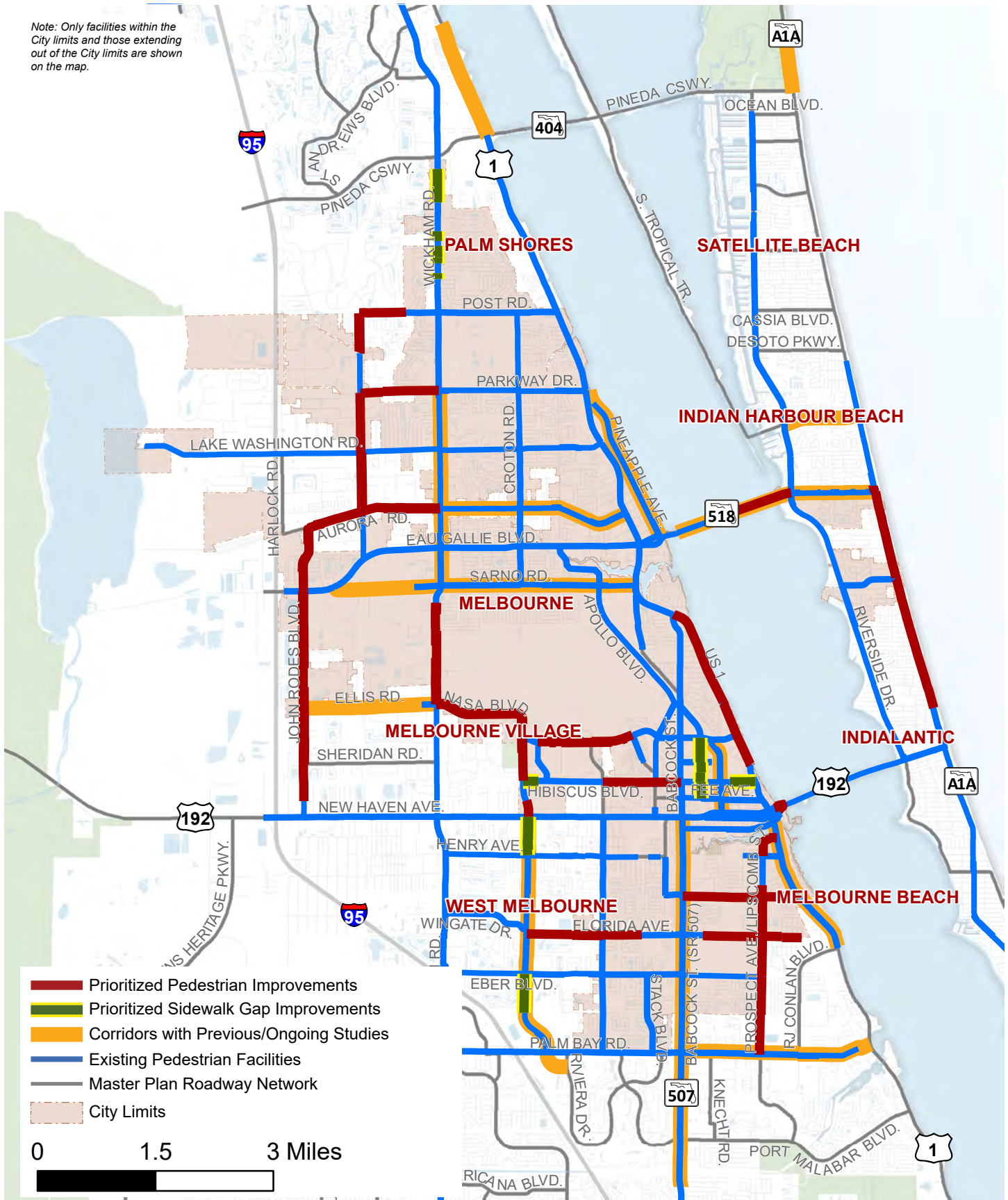
- Downtown Melbourne
- Eau Gallie Arts District
- King Center for the Performing Arts



Melbourne

Prioritized Pedestrian Improvements

Note: Only facilities within the City limits and those extending out of the City limits are shown on the map.

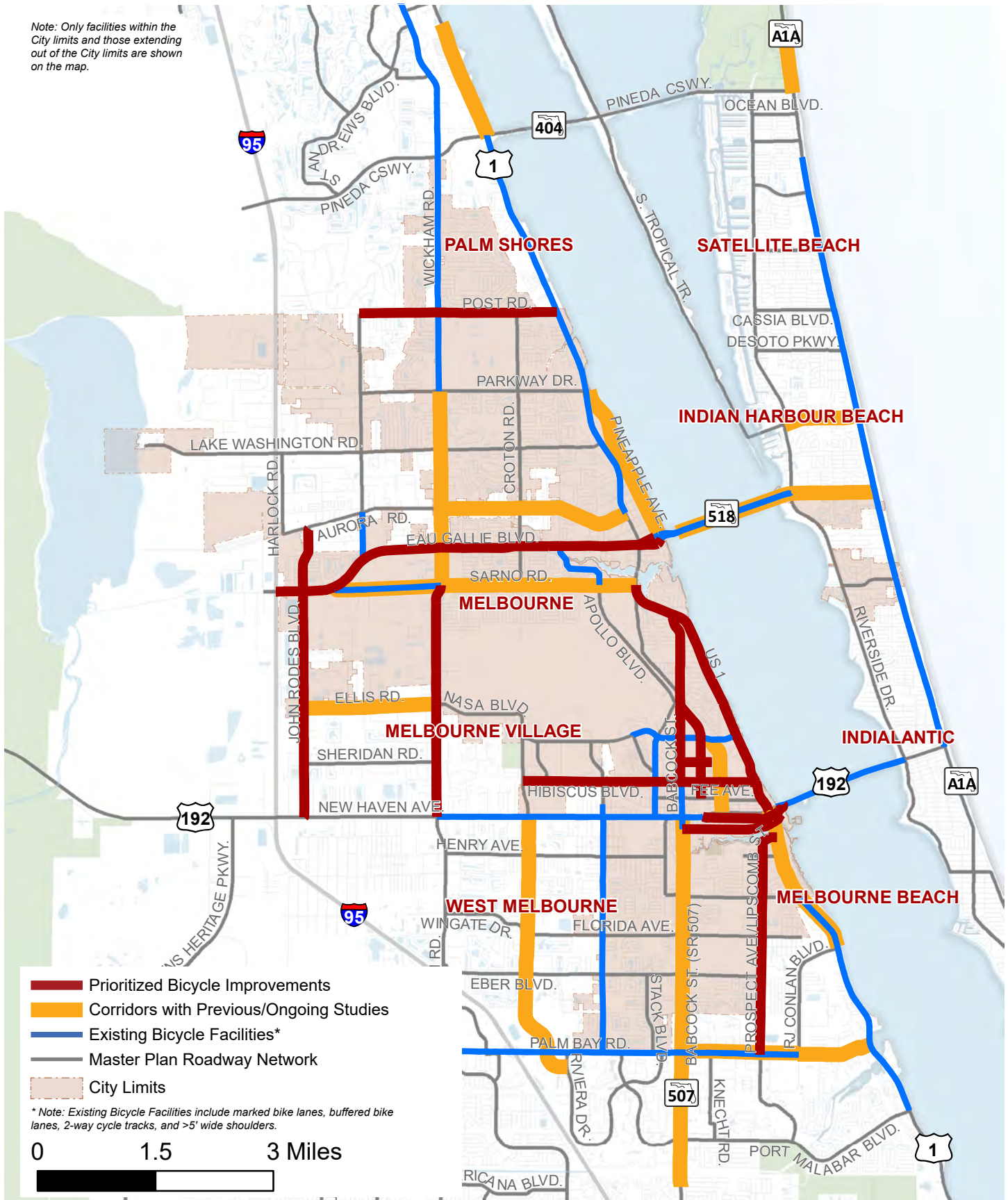




Melbourne

Prioritized Bicycle Improvements

Note: Only facilities within the City limits and those extending out of the City limits are shown on the map.





Melbourne

Prioritized Bicycle & Pedestrian Improvements

Sidewalk Gap List

Road Name	Start Point of Pedestrian Improvement	End Point of Pedestrian Improvement	Previous Study
Apollo Boulevard	Fee Avenue	Babcock Street	N/A
Hibiscus Boulevard	Evans Road Medical Park Drive	Just W of Gateway Drive US 1 (Harbor City Boulevard)	N/A
Wickham Road	Conservation Place South of Pineda Crossing Drive	Summer Brook Street North of Deer Lakes Drive	N/A
Bulldog Blvd./Sheridan Rd.	Apollo Boulevard	Valentine Street	N/A

Top Ranked Prioritized Pedestrian Improvements

Road Name	Start Point of Pedestrian Improvement	End Point of Pedestrian Improvement	Previous Study
US 192 (Strawbridge Avenue)	Riverview Drive	New Haven Avenue	N/A
SR 507 (Babcock Street)	Palm Bay Road	US 192 (New Haven Avenue)	Yes
Prospect Ave./Lipscomb St.	Palm Bay Road	US 1 (Harbor City Boulevard)	N/A
US 1 (Harbor City Boulevard)	Bon Air Avenue	Babcock Street	N/A
Hibiscus Boulevard	Woody Burke Drive	Babcock Street	N/A
Wickham Road	Sarno Road	Parkway Drive	Yes
Sarno Road	Wickham Road	US 1 (Harbor City Boulevard)	Yes
E New Haven Avenue	Front Street	US 192 (Melbourne Causeway)	N/A
Wickham Road	Nasa Boulevard	Fountainhead Boulevard	N/A
Post Road	Pinecone Road	Estancia Way	N/A

Top Ranked Prioritized Bicycle Improvements

Road Name	Start Point of Bicycle Improvement	End Point of Bicycle Improvement	Previous Study
Babcock Street	Hibiscus Boulevard	US 1 (Harbor City Boulevard)	N/A
SR 507 (Babcock Street)	Palm Bay Road	US 192 (New Haven Avenue)	Yes
US 1 (Harbor City Boulevard)	US 192 (Strawbridge Avenue)	Sarno Road	N/A
Prospect Ave./Lipscomb St.	Palm Bay Road	US 1 (Harbor City Boulevard)	N/A
Hibiscus Boulevard	Evans Road	US 1 (Harbor City Boulevard)	N/A
Apollo Boulevard	Fee Avenue	Babcock Street	N/A
Sarno Road	Wickham Road	US 1 (Harbor City Boulevard)	Yes
Wickham Road	Sarno Road	Parkway Drive	Yes
E New Haven Avenue	US 192 (New Haven Avenue)/ Franklin Street	US 192 (Melbourne Causeway)	N/A
Wickham Road	Nasa Boulevard	Sarno Road	N/A

Melbourne Beach

Population: 3,189

Source: 2013-2017 American Community Survey 5-Year Estimates



19%

Residents
under 18



21%

Residents
above 65



3%

Households
with no car



1

Public &
Charter
Schools



3

Parks



Sidewalks

5

Miles of Existing

1

Miles of Prioritized



Trails

Coconut Point Sanctuary
Long Point Park
East Coast Greenway



0

Bus Stops
without Sidewalk
Connection

Major Employers

- Publix Super Markets, Inc.
- Sand on the Beach, Inc.
- Community Training Works, Inc.

Major Destinations

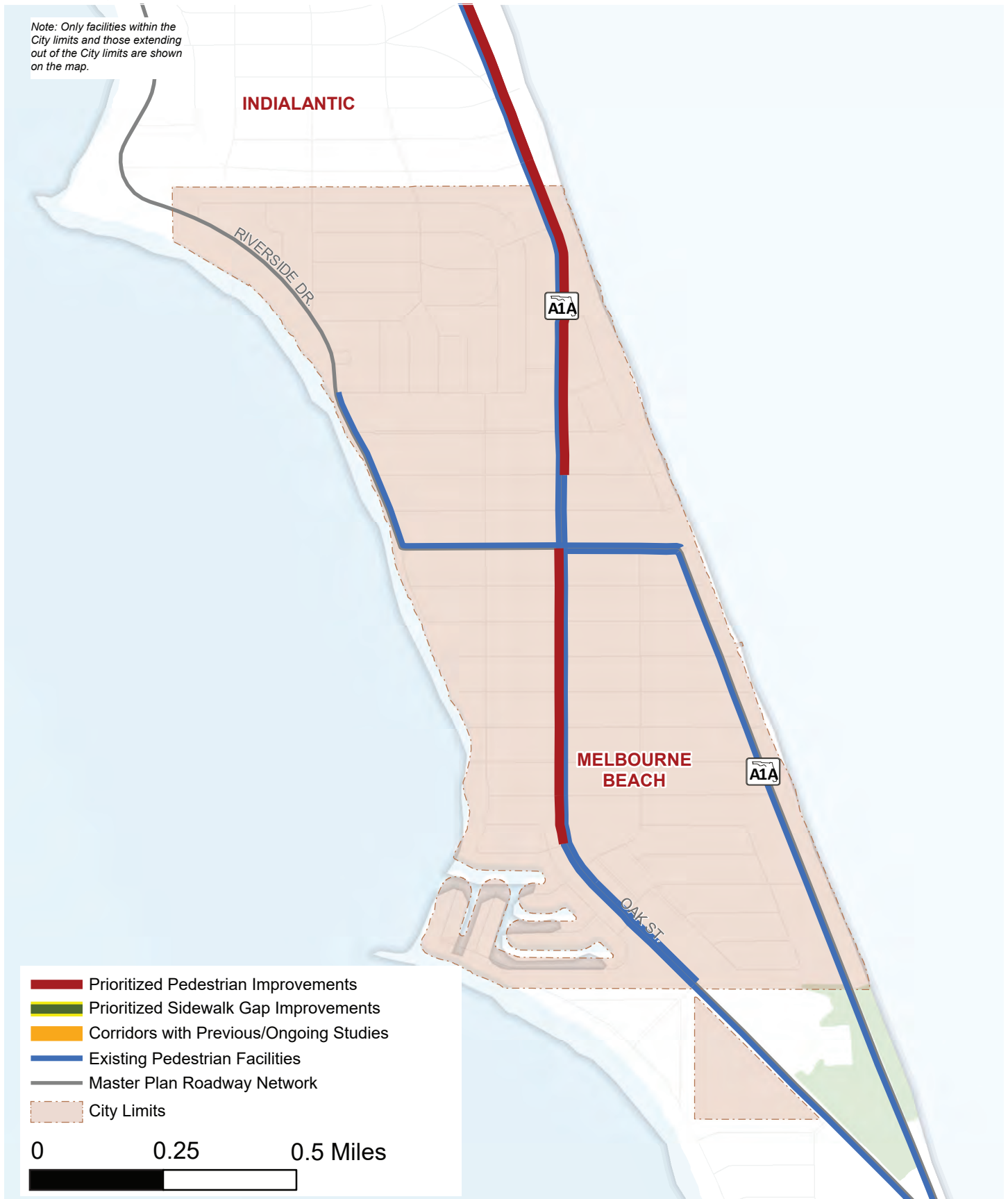
- Barrier Island Center
- Beach Access
- Melbourne Beach Town Complex



Melbourne Beach

Prioritized Pedestrian Improvements

Note: Only facilities within the City limits and those extending out of the City limits are shown on the map.

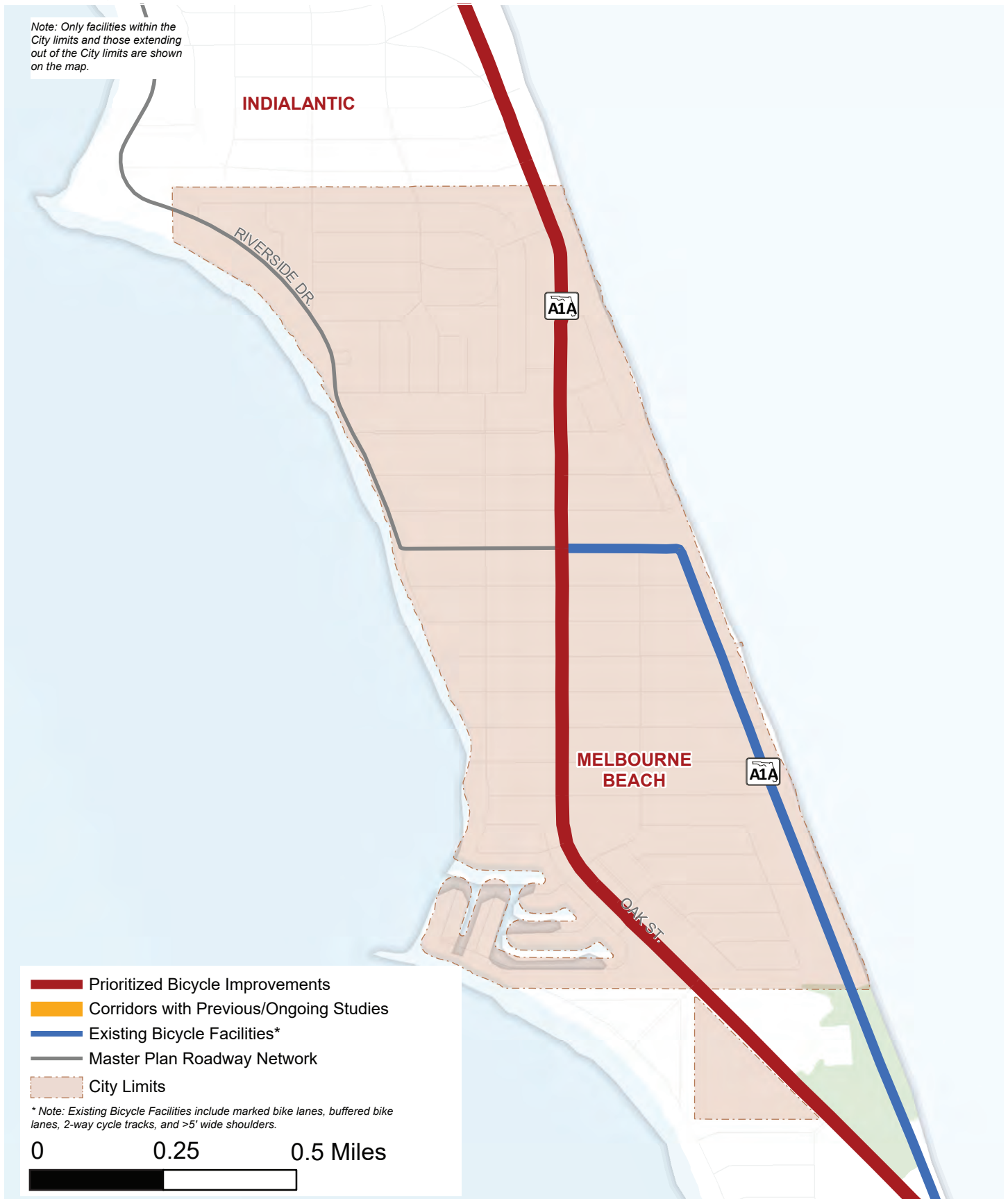




Melbourne Beach

Prioritized Bicycle Improvements

Note: Only facilities within the City limits and those extending out of the City limits are shown on the map.





Melbourne Beach

Prioritized Bicycle & Pedestrian Improvements

Sidewalk Gap List

Road Name	Start Point of Pedestrian Improvement	End Point of Pedestrian Improvement	Previous Study
N/A	N/A	N/A	N/A

Top Ranked Prioritized Pedestrian Improvements

Road Name	Start Point of Pedestrian Improvement	End Point of Pedestrian Improvement	Previous Study
SR A1A*	Avenue B	US 192 (5th Avenue)	N/A
Oak Street*	Driftwood Avenue	Ocean Avenue	N/A

* Note: Corridor is identified as a part of the primary East Coast Greenway alignment

Top Ranked Prioritized Bicycle Improvements

Road Name	Start Point of Bicycle Improvement	End Point of Bicycle Improvement	Previous Study
SR A1A	Ocean Avenue	US 192 (5th Avenue)	N/A
Oak Street	SR A1A	Ocean Avenue	N/A

Palm Bay

Population: 107,802

Source: 2013-2017 American Community Survey 5-Year Estimates



23%

Residents
under 18



17%

Residents
above 65



5%

Households
with no car



18

Public &
Charter
Schools



9

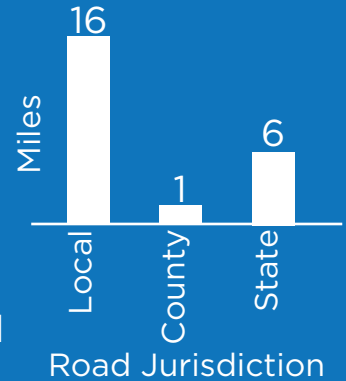
Parks



Sidewalks

109 Miles of Existing

23 Miles of Prioritized



Trails

Turkey Creek Sanctuary
Al Tuttle
Cross City Trail



12

Bus Stops
without Sidewalk
Connection

Major Employers

- Harris Corporation, Inc.
- City of Palm Bay
- Wal-Mart Associates, Inc.

Major Destinations

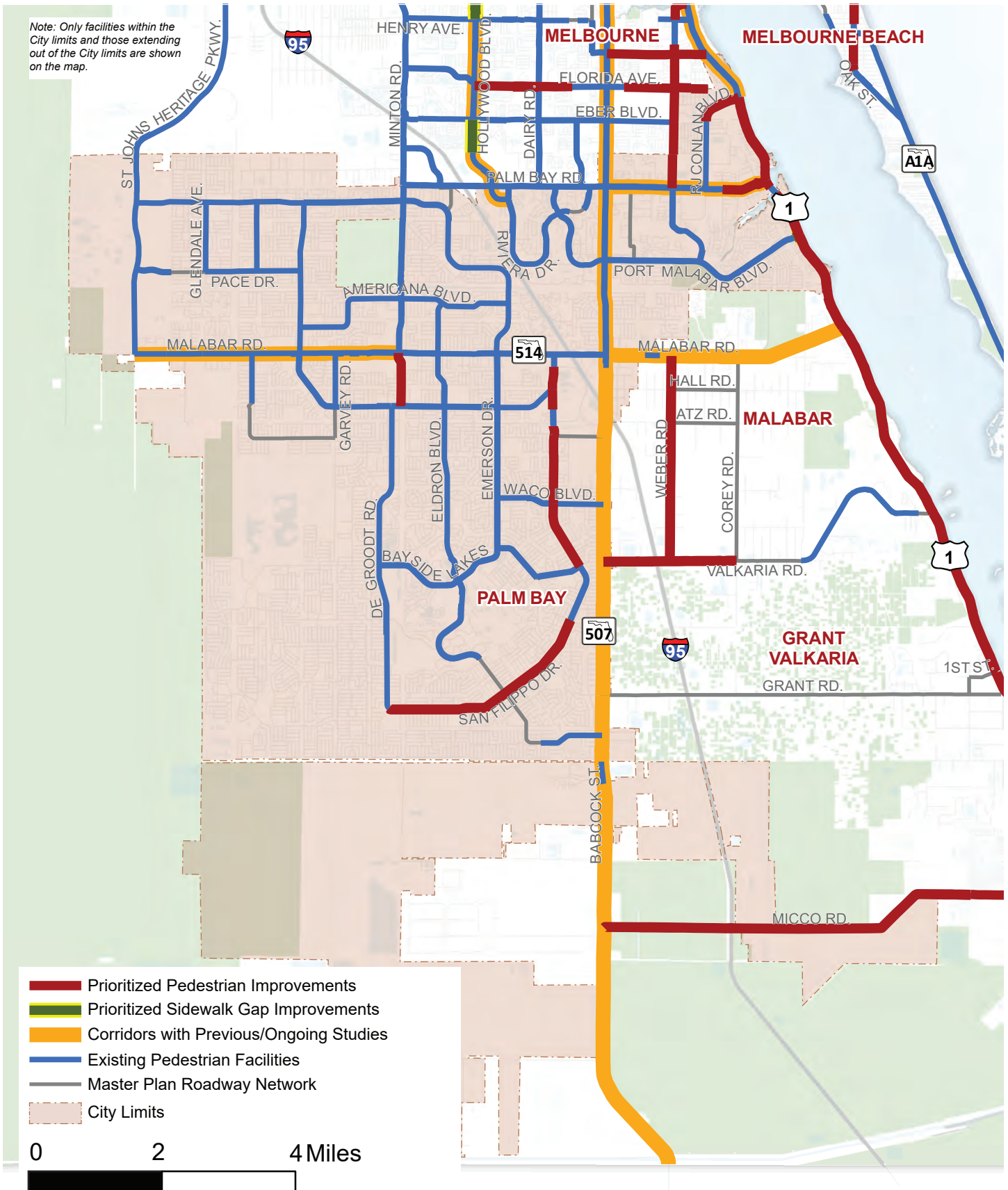
- Lagoon House
- Palm Bay Aquatic Center
- Castaways Point Park



Palm Bay

Prioritized Pedestrian Improvements

Note: Only facilities within the City limits and those extending out of the City limits are shown on the map.





Palm Bay

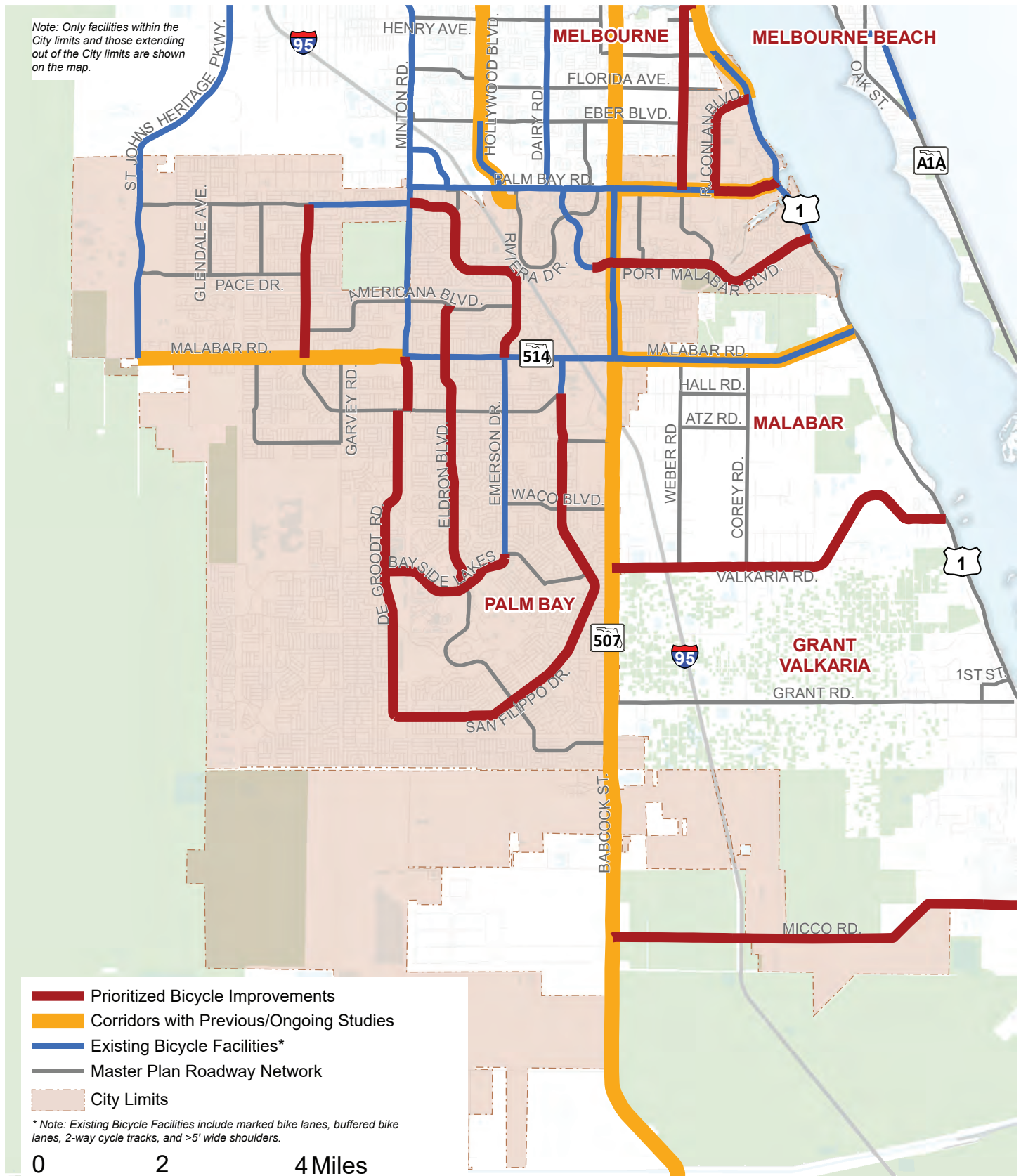
Prioritized Bicycle Improvements

Note: Only facilities within the City limits and those extending out of the City limits are shown on the map.

- Prioritized Bicycle Improvements
- Corridors with Previous/Ongoing Studies
- Existing Bicycle Facilities*
- Master Plan Roadway Network
- City Limits

* Note: Existing Bicycle Facilities include marked bike lanes, buffered bike lanes, 2-way cycle tracks, and >5' wide shoulders.

0 2 4 Miles





Palm Bay

Prioritized Bicycle & Pedestrian Improvements

Sidewalk Gap List

Road Name	Start Point of Pedestrian Improvement	End Point of Pedestrian Improvement	Previous Study
Port Malabar Boulevard	Cable Lane	US 1 (Dixie Highway)	N/A

Top Ranked Prioritized Pedestrian Improvements

Road Name	Start Point of Pedestrian Improvement	End Point of Pedestrian Improvement	Previous Study
SR 507 (Babcock Street)	Palm Bay Road	US 192 (New Haven Avenue)	Yes
Prospect Avenue/Lipscomb Street	Palm Bay Road	US 1 (Harbor City Boulevard)	N/A
Palm Bay Road	Glenham Drive	US 1 (Dixie Highway)	Yes
San Filippo Drive	Degroot Road	Malabar Road	N/A
Minton Road	Jupiter Boulevard	Malabar Road	N/A
US 1 (Dixie Highway)	SR 514 (Malabar Road)	RJ Conlan Boulevard	N/A
University Boulevard	SR 507 (Babcock Street)	US 1 (Harbor City Boulevard)	N/A
Micco Road	Babcock Street	US 1 (Dixie Highway)	N/A
RJ Conlan Boulevard	Commerce Park Drive	US 1 (Dixie Highway)	N/A
Valkaria Road	Babcock Street	Corey Road	N/A

Top Ranked Prioritized Bicycle Improvements

Road Name	Start Point of Bicycle Improvement	End Point of Bicycle Improvement	Previous Study
SR 507 (Babcock Street)	Palm Bay Road	US 192 (New Haven Avenue)	Yes
Prospect Avenue/Lipscomb Street	Palm Bay Road	US 1 (Harbor City Boulevard)	N/A
Palm Bay Road	RJ Conlan Boulevard	US 1 (Dixie Highway)	Yes
San Filippo Drive	Degroot Road	Jupiter Boulevard	N/A
Minton Road	Jupiter Boulevard	Malabar Road	N/A
Eldron Boulevard	Bayside Lakes Boulevard	Americana Boulevard	N/A
Bayside Lakes Boulevard	Degroot Road	Walden Boulevard	N/A
Port Malabar Boulevard	SR 507 (Babcock Street)	US 1 (Dixie Highway)	N/A
Micco Road	Babcock Street	US 1 (Dixie Highway)	N/A
Emerson Drive	Malabar Road	Minton Road	N/A

Rockledge

Population: 26,497

Source: 2013-2017 American Community Survey 5-Year Estimates



18%

Residents
under 18



22%

Residents
above 65



3%

Households
with no car



5

Public &
Charter
Schools



7

Parks



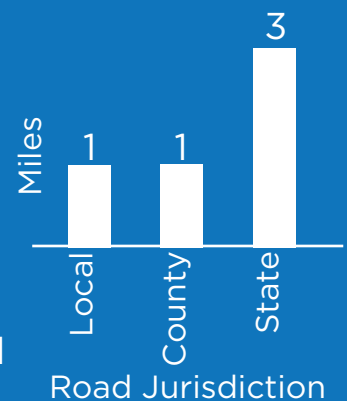
Sidewalks

24

Miles of Existing

5

Miles of Prioritized



Trails

Cruickshank Scrub Sanctuary
Griffin Walking Trail
Walk the Rock



4

Bus Stops
without Sidewalk
Connection

Major Employers

- Holmes Regional Medical Center
- Health First
- Rockledge Regional Medical Center

Major Destinations

- Space Coast Iceplex
- Turtle Creek Golf Club
- Rockledge Gardens



Rockledge

Prioritized Pedestrian Improvements

Note: Only facilities within the City limits and those extending out of the City limits are shown on the map.





Rockledge

Prioritized Bicycle Improvements

Note: Only facilities within the City limits and those extending out of the City limits are shown on the map.





Rockledge

Prioritized Bicycle & Pedestrian Improvements

Sidewalk Gap List

Road Name	Start Point of Pedestrian Improvement	End Point of Pedestrian Improvement	Previous Study
Rosa Jones Drive	Pond Access Road	US 1 (S Cocoa Boulevard)	N/A

Top Ranked Prioritized Pedestrian Improvements

Road Name	Start Point of Pedestrian Improvement	End Point of Pedestrian Improvement	Previous Study
Murrell Road	Barnes Boulevard Levitt Parkway	Gus Hipp Boulevard Eyster Boulevard	N/A
SR 519 (Fiske Boulevard)	Barton Boulevard	SR 520 (King Street)	Yes
US 1 (Rockledge Boulevard)	Barnes Boulevard	Park Avenue	N/A
Pluckebaum Road	Rumor Avenue	SR 519 (Fiske Boulevard)	N/A
Barnes Boulevard	West of Waterford Drive	US 1	N/A

Top Ranked Prioritized Bicycle Improvements

Road Name	Start Point of Bicycle Improvement	End Point of Bicycle Improvement	Previous Study
Murrell Road	Wickham Road	Barton Boulevard	N/A
SR 519 (Fiske Boulevard)	Barton Boulevard	SR 520 (King Street)	Yes
Rosa Jones Drive	SR 519 (Fiske Boulevard)	US 1 (S Cocoa Boulevard)	N/A

Satellite Beach

Population: 10,585

Source: 2013-2017 American Community Survey 5-Year Estimates



23%

Residents
under 18



22%

Residents
above 65



2%

Households
with no car



4

Public &
Charter
Schools



4

Parks



Sidewalks

12

Miles of Existing

2

Miles of Prioritized



Trails

Samsons Island
A1A Urban Trail



0

Bus Stops
without Sidewalk
Connection

Major Employers

- Publix Super Market, Inc.
- Millennium Engineering
- City of Satellite Beach

Major Destinations

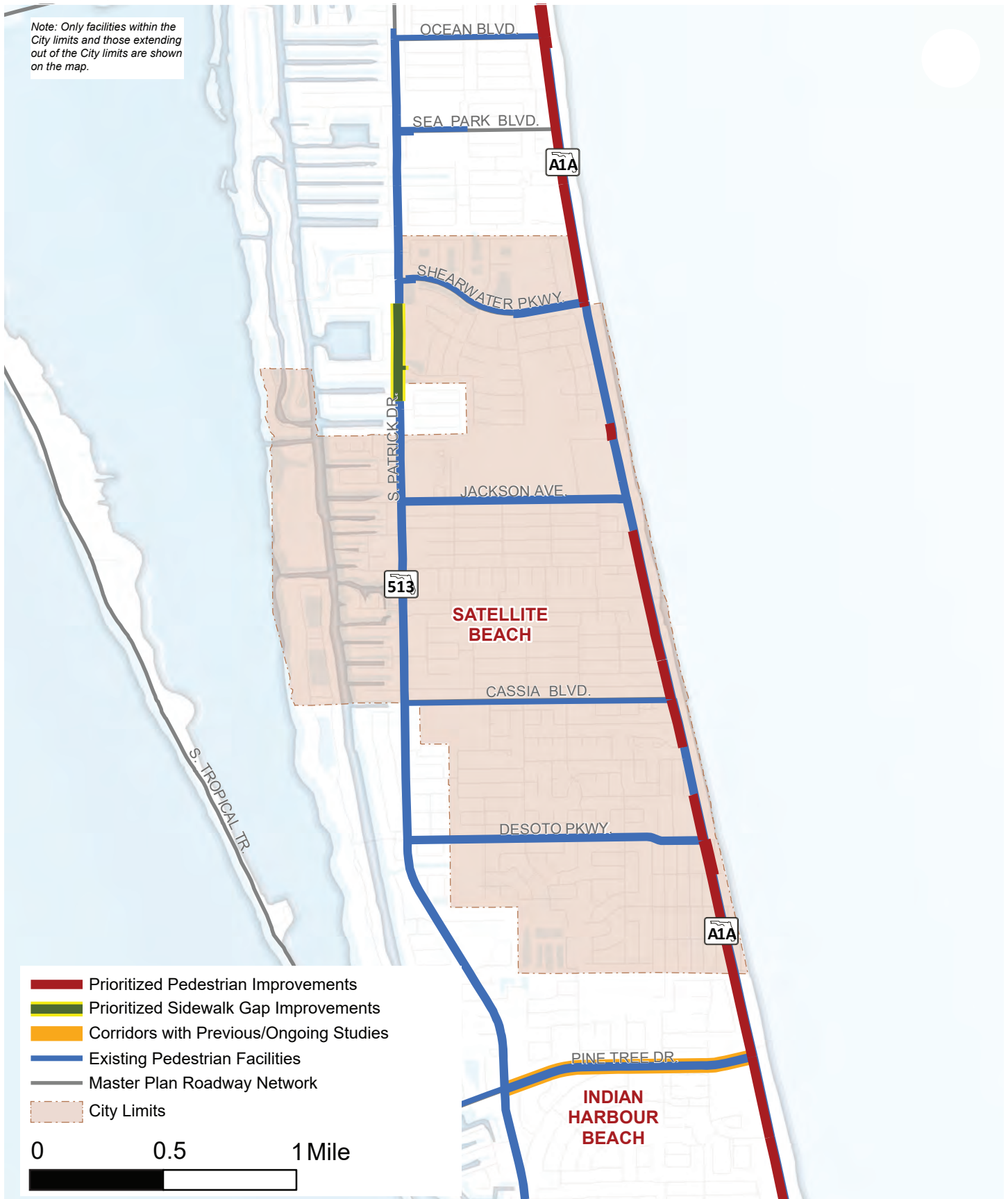
- Beach Access
- Skate/BMX Park
- R. Lorraine Gott Dog Park



Satellite Beach

Prioritized Pedestrian Improvements

Note: Only facilities within the City limits and those extending out of the City limits are shown on the map.

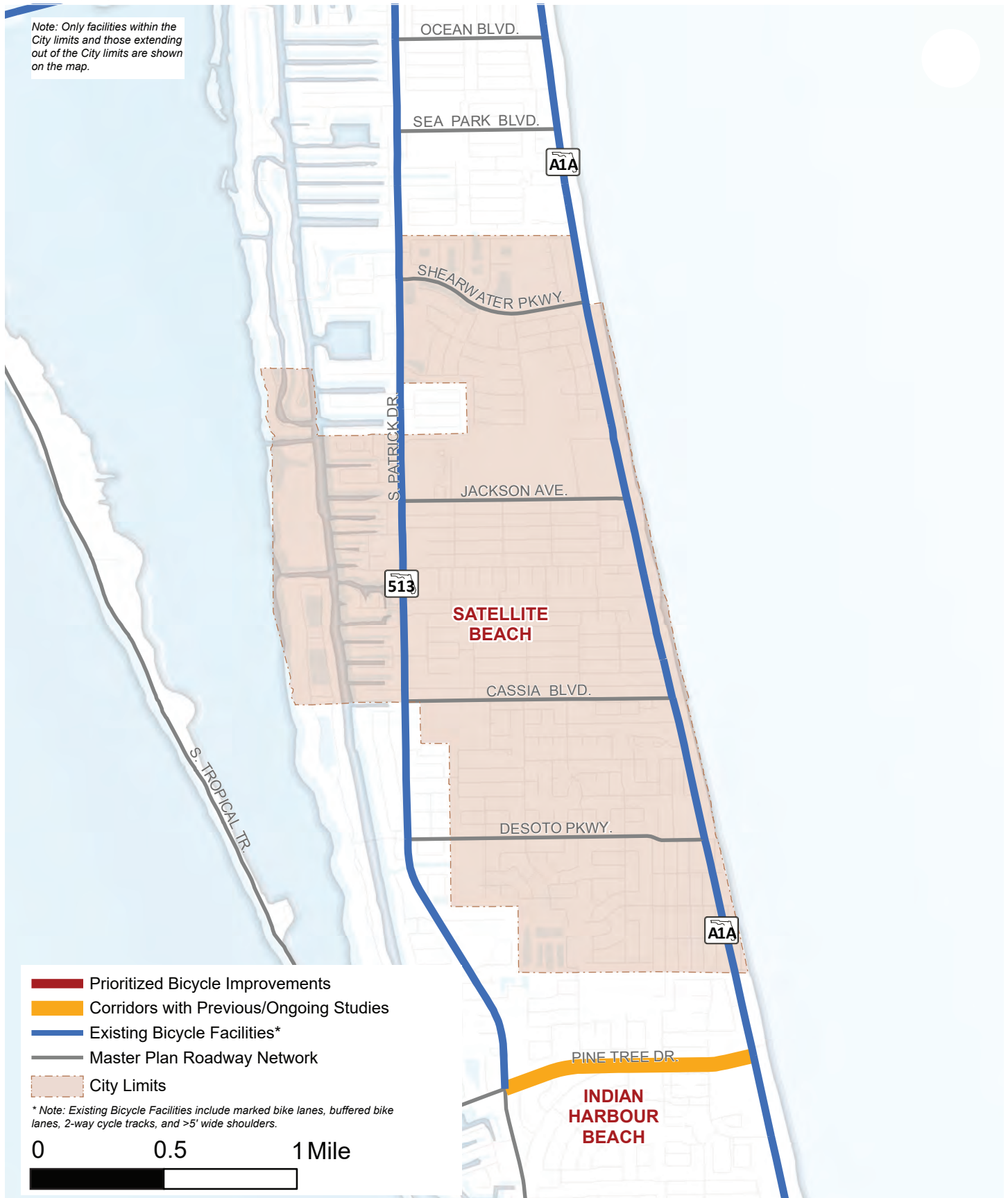




Satellite Beach

Prioritized Bicycle Improvements

Note: Only facilities within the City limits and those extending out of the City limits are shown on the map.





Satellite Beach

Prioritized Bicycle & Pedestrian Improvements

Sidewalk Gap List

Road Name	Start Point of Pedestrian Improvement	End Point of Pedestrian Improvement	Previous Study
SR 513 (S Patrick Drive)	Neptune Drive Ocean Boulevard	Coral Reef Drive SR 404 (Pineda Causeway)	N/A

Top Ranked Prioritized Pedestrian Improvements

Road Name	Start Point of Pedestrian Improvement	End Point of Pedestrian Improvement	Previous Study
SR A1A*	SR 518 (Eau Gallie Boulevard)	SR 404 (Pineda Causeway)	N/A

* Note: Corridor is identified as a part of the primary East Coast Greenway alignment

Top Ranked Prioritized Bicycle Improvements

Road Name	Start Point of Bicycle Improvement	End Point of Bicycle Improvement	Previous Study
N/A	N/A	N/A	N/A

Titusville

Population: 44,984

Source: 2013-2017 American Community Survey 5-Year Estimates



19%

Residents
under 18



23%

Residents
above 65



8%

Households
with no car



11

Public &
Charter
Schools



21

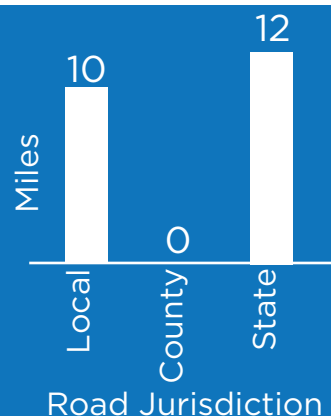
Parks



Sidewalks

76 Miles of Existing

22 Miles of Prioritized



Trails

Coast to Coast Trail
St. Johns River to Sea Loop
Chain of Lakes Park Trails



12

Bus Stops
without Sidewalk
Connection

Major Employers

- Brevard County Sheriff's Department
- Parrish Medical Center
- City of Titusville

Major Destinations

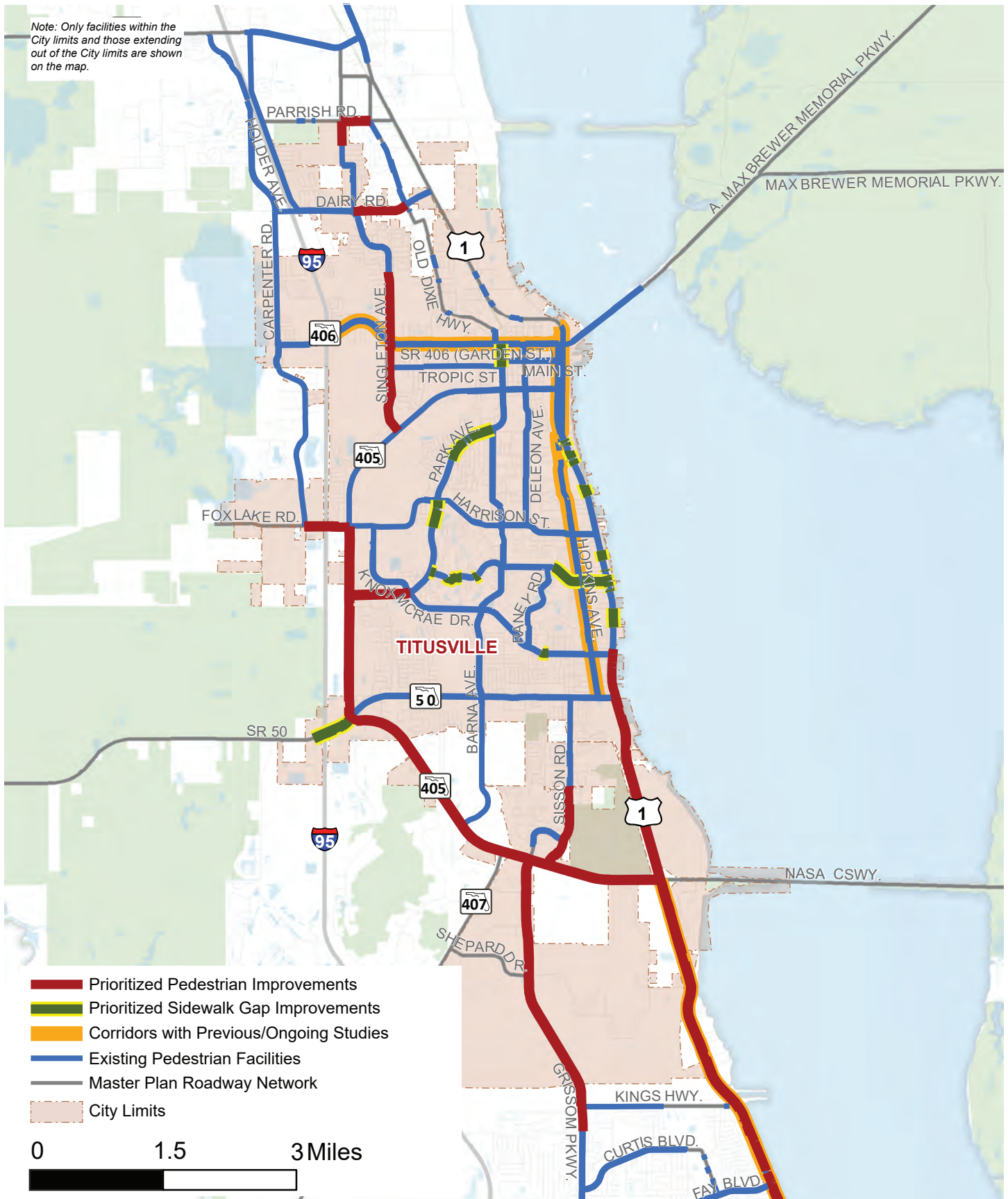
- Merritt Island National Wildlife Refuge
- Titusville Playhouse
- Space View Park



Titusville

Prioritized Pedestrian Improvements

Note: Only facilities within the City limits and those extending out of the City limits are shown on the map.

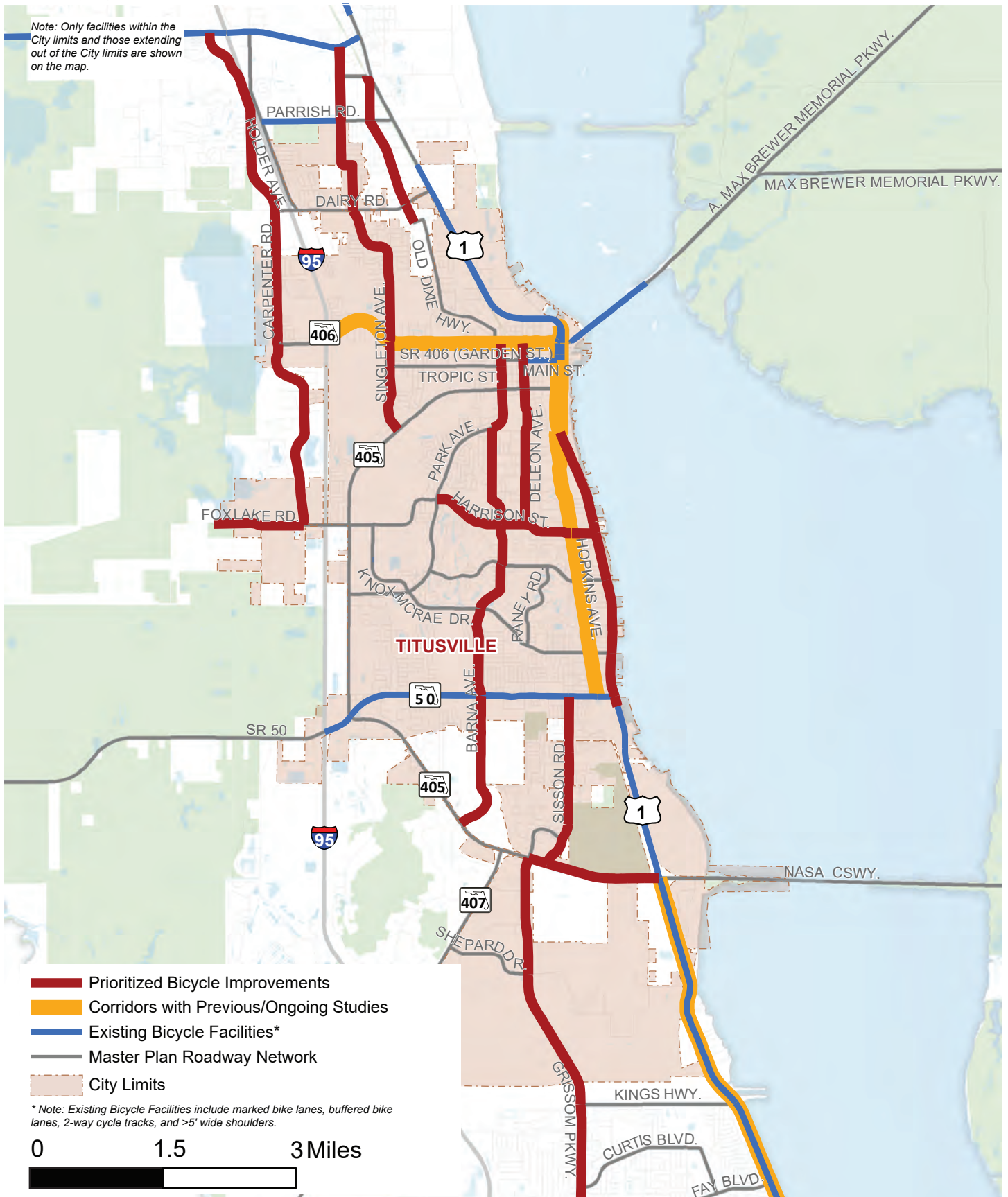




Titusville

Prioritized Bicycle Improvements

Note: Only facilities within the City limits and those extending out of the City limits are shown on the map.





Titusville

Prioritized Bicycle & Pedestrian Improvements

Sidewalk Gap List

Road Name	Start Point of Pedestrian Improvement	End Point of Pedestrian Improvement	Previous Study
Park Avenue	S of Ravenswood Drive Vista Terrace Tropic Street	Harrison Street Barna Avenue SR 406 (Garden Street)	N/A
US 1 (S Washington Avenue)	Knox McRae Drive	Grace Street	N/A
SR 50 (Cheney Highway)	I-95	SR 405 (Columbia Boulevard)	N/A
Knox Mcrae Drive	Rosehill Avenue	Jupiter Avenue	N/A
Country Club Drive	S Park Avenue Raney Road	Nicklaus Drive US 1 (S Washington Avenue)	N/A
SR 50 (Cheney Highway)	Helen Hauser Boulevard	I-95	N/A

Top Ranked Prioritized Pedestrian Improvements

Road Name	Start Point of Pedestrian Improvement	End Point of Pedestrian Improvement	Previous Study
US 1 (N Cocoa Boulevard)	SR 528/SR A1A (Beachline Exp.)	SR 405 (Columbia Boulevard)	Yes
Park Avenue	SR 405 (South Street)	Knox McRae Drive	N/A
US 1 (S Washington Avenue)*	SR 405 (Columbia Boulevard)	Knox Mcrae Drive	N/A
SR 406 (Garden Street)	I-95	US 1 (NB S Washington Avenue)	Yes
Hopkins Avenue	SR 50 (Cheney Highway)	Grace Street	Yes
SR 405 (Columbia Boulevard)*	SR 50 (Cheney Highway)	US 1 (S Washington Avenue)	N/A
US 1 (SB S Hopkins Avenue)	SR 406 (Garden Street)	Grace Street	Yes
Dairy Road	Singleton Avenue	Old Dixie Highway	N/A
Singleton Avenue	SR 405 (South Street)	Parrish Road	N/A
Grissom Parkway*	Ranch Road	SR 405 (Columbia Boulevard)	N/A

* Note: Corridor is identified as a part of the primary East Coast Greenway alignment

Top Ranked Prioritized Bicycle Improvements

Road Name	Start Point of Bicycle Improvement	End Point of Bicycle Improvement	Previous Study
Park Avenue	Barna Avenue	SR 406 (Garden Street)	N/A
US 1 (S Washington Avenue)	S Of SR 405 (Columbia Blvd.)	Grace Street	N/A
SR 406 (Garden Street)	I-95	US 1 (NB S Washington Avenue)	Yes
Hopkins Avenue	SR 50 (Cheney Highway)	Grace Street	Yes
Harrison Street	Park Avenue	US 1 (S Washington Street)	N/A
SR 405 (Columbia Boulevard)	Grissom Parkway	US 1 (S Washington Avenue)	N/A
Deleon Avenue	Harrison Street	SR 406 (Garden Street)	N/A
Singleton Avenue	SR 405 (South Street)	SR 46 (W Main Street)	N/A
Barna Avenue	SR 405 (Columbia Boulevard)	Park Avenue	N/A
Old Dixie Highway	Lagrange Road	Parker Street	N/A

West Melbourne

Population: 20,768

Source: 2013-2017 American Community Survey 5-Year Estimates



23%

Residents
under 18



19%

Residents
above 65



4%

Households
with no car



6

Public &
Charter
Schools



7

Parks



Sidewalks

20 Miles of Existing

2 Miles of Prioritized



Trails

Westbrooke Park
Erna Nixon Park
Tallwood Park



7

Bus Stops
without Sidewalk
Connection

Major Employers

- Harris Corporation
- Publix Super Market
- Harris Sanitation

Major Destinations

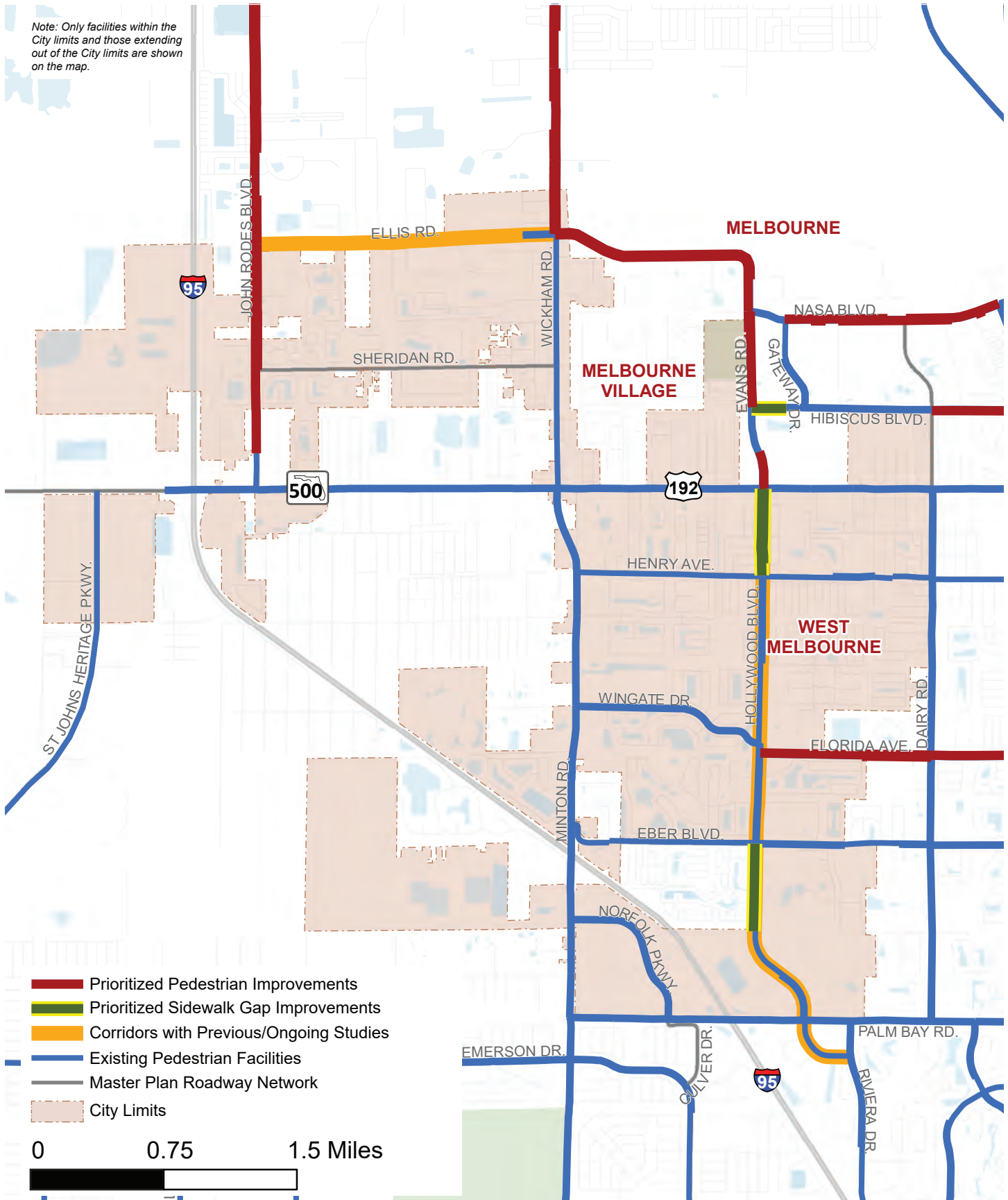
- Hammock Landing
- Field of Dreams
- Bryant Adams Park



West Melbourne

Prioritized Pedestrian Improvements

Note: Only facilities within the City limits and those extending out of the City limits are shown on the map.

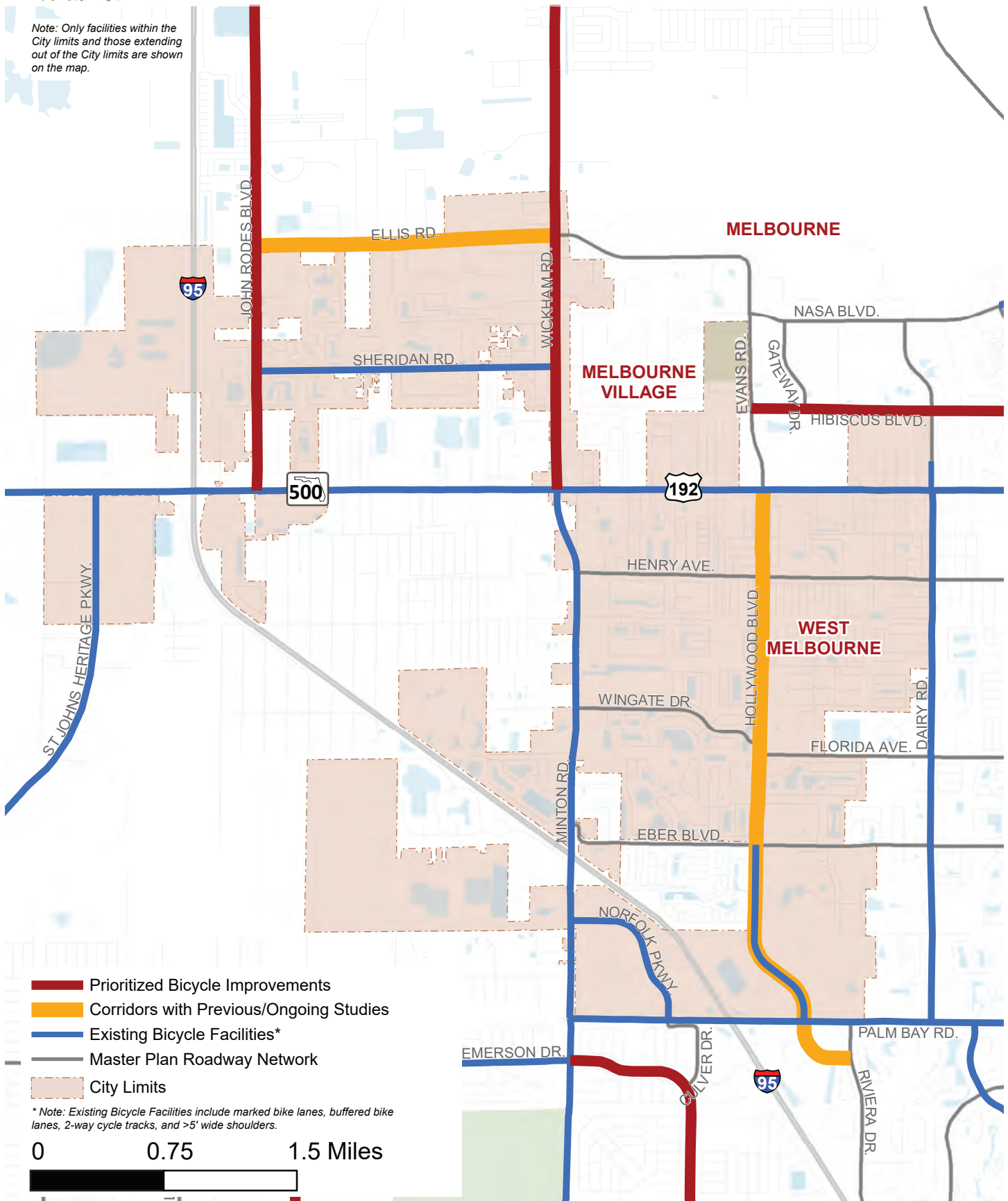




West Melbourne

Prioritized Bicycle Improvements

Note: Only facilities within the City limits and those extending out of the City limits are shown on the map.





West Melbourne

Prioritized Bicycle & Pedestrian Improvements

Sidewalk Gap List

Road Name	Start Point of Pedestrian Improvement	End Point of Pedestrian Improvement	Previous Study
Hollywood Boulevard	Imagine Way Henry Avenue	Eber Boulevard US 192 (New Haven Avenue)	N/A

Top Ranked Prioritized Pedestrian Improvements

Road Name	Start Point of Pedestrian Improvement	End Point of Pedestrian Improvement	Previous Study
Wickham Road	Nasa Boulevard	Fountainhead Boulevard	N/A
Florida Avenue	Hollywood Boulevard	Northview Street	N/A
John Rodes Boulevard	Rodgers Place	SR 518 (Eau Gallie Boulevard)	N/A
Nasa Boulevard	Wickham Road	Eddie Allen Road	N/A

Top Ranked Prioritized Bicycle Improvements

Road Name	Start Point of Bicycle Improvement	End Point of Bicycle Improvement	Previous Study
Wickham Road	Nasa Boulevard	Sarno Road	N/A
Wickham Road	US 192 (New Haven Avenue)	Nasa Boulevard	N/A
John Rodes Boulevard	US 192 (New Haven Avenue)	SR 518 (Eau Gallie Boulevard)	N/A



SPACE COAST TRANSPORTATION PLANNING ORGANIZATION
BICYCLE & PEDESTRIAN MASTER PLAN

APPENDIX

Appendix A: Public Outreach Summary

Summary of Technical Committee Meetings



1

AGENDA

- 1 | Project Scope
- 2 | Project Schedule
- 3 | Role of the Steering Committee
- 4 | Completed & Ongoing Tasks
- 5 | Goals, Objectives, and Performance Measures
- 6 | Next Steps

2

2

PROJECT SCOPE

- Review and Update the 2013 Bicycle and Pedestrian Mobility Plan
- Existing Conditions Evaluation
- Needs and Opportunities Analysis
- Public Outreach
- Action Plan Update and Final Report

3

3

PROJECT SCHEDULE



4

4

ROLE OF THE STEERING COMMITTEE

- **Sounding Board for the Project Team**
- **Liaisons to the Respective Agencies/Municipalities and the Public**
- **Be an Advocate of the Project and Support Public Outreach Efforts**
- **Review and Provide Input on Draft Work Products**

5

5

MEETING SCHEDULE

- **Steering Committee Meetings (3)**
 - Late August/Early September 2018 - Update on Existing Conditions/Inventory Analysis
 - Late November/Early December 2018 - Update on Needs and Opportunities Analysis
 - Early/Mid-April 2019 - Presenting Draft Action Plan
- **Public Workshops (6)**
 - January and February 2019

6

6

14 STAKEHOLDER MEETINGS

- City of Titusville
- City of Palm Bay
- Brevard County Public Schools
- Patrick Air Force Base (PAFB)
- Office of Greenways & Trails (OGT)
- Environmentally Endangered Lands Program (EEL)
- Brevard Achievement Center
- Revolutions Cyclery Bike Shop
- Brevard County
- National Federation of the Blind - Melbourne Space Coast Chapter
- Port Canaveral
- University of Florida (UF/IFAS) Extension
- Space Coast Area Transit
- City of Melbourne

7

7

TAKEAWAYS FROM STAKEHOLDER MEETINGS

- Need for Safe, Comfortable, Connected, and Consistent Bicycle and Pedestrian Network throughout County
- Biggest Challenges: Funding, ROW Constraints, and Maintenance
- Focus Areas: Areas around Everyday Destinations and Activity Centers
- Wide Range of Users with Diverse Bicycle and Pedestrian Needs
- Leverage Ongoing Efforts at Local Municipal Level throughout County
- Important to Connect Land Use Planning with Bicycle and Pedestrian Planning

8

8

ONGOING TASKS

- Review of Previous and Ongoing Studies
- Land Use and Demographic Analysis
- Mapping Existing and Proposed On-Street Pedestrian and Bicycle Network
- Mapping Existing and Proposed Trail Network
- Pedestrian and Bicycle Crash Data Analysis
- Transit Network and Ridership Analysis
- Identify Goals, Objectives, and Performance Measures

9

9

THEMES & GOALS



10

10

OBJECTIVES & PERFORMANCE MEASURES



Create a Network

Objectives	Performance Measures
Build a Network Connecting Residential Areas to Activity Centers	Connect <i>X%</i> or More of Activity Centers to Residential Areas by Year 2024
Implement Showcase Trails Network	Complete <i>X%</i> or More of Additional Showcase Trails By Year 2024
Continue to Support Local Initiatives	Conduct 1 or More Events/Workshops Annually to Support Local Initiatives
Establish East Coast Greenway Alignment	Finalize Alignment Between All Stakeholders via Resolution By Year 2021
Continue Development of the Regional Trail System	Host or Participate in 4 Regional Trail Meetings Annually Encourage 1 or More Projects to Receive/Apply for Funding Annually

11

11

OBJECTIVES & PERFORMANCE MEASURES



Partner with Organizations

Objectives	Performance Measures
Continue to Strengthen Relationships with Various Public Safety Agencies	Complete 3 or More Safety Programs Annually Encourage to Participate in Meetings, Programs, and Projects
Emphasize Strategies to Reduce Pedestrian and Bicycle Crashes	Observe a Decreasing Trend Annually with the Long Term Goal of Achieving Vision Zero Establish a program targeting high crash pedestrian/bicycle corridors by 2022
Continue to Partner With Schools	Present 20 or More Classes or Events Annually on Walking and Bicycling to Schools

12

12

OBJECTIVES & PERFORMANCE MEASURES



Empower

Objectives	Performance Measures
Empower Cities, Local Businesses, and Organizations to Support Biking and Walking	Conduct 1 or More Events/Activities Annually
Continue to Partner with Local Health and Medical Industries to Promote Walking and Bicycling	Partner with 2 or More Local Health Organizations and Medical Industries Annually
Perform a School Safety Study	Conduct 8 or More School Safety Studies and Create a Priority List by Year 2023
	Encourage Municipalities to Submit 5 or More 'Safe Routes To School' Projects by Year 2024

13

13

OBJECTIVES & PERFORMANCE MEASURES



Generate Awareness

Objectives	Performance Measures
Promote the Network Through Maps, Wayfinding, Brochures, and On-Line Resources	Develop a County-Wide Bicycle Network Map by Year 2019
	Begin Development of a Wayfinding Plan for the Showcase Trail Network
Continue to Communicate the Goals and Opportunities Through a Series of Presentations to Local Governments	Conduct a Series of Presentations for All Local Governments by Year 2021
Continue to Promote the Bicycle/Pedestrian Master Plan through Communication Channels	Perform/Conduct Bi-Annual Bicycle/Pedestrian Symposiums

14

14

OBJECTIVES & PERFORMANCE MEASURES



Pursue Equity

Objectives	Performance Measures
Continue to Partner/Organize Educational Programs in Marginalized or Disadvantaged Communities	Conduct 5 or More Programs Annually in Marginalized or Disadvantaged Communities
Improve Access to Transit Stops	Coordinate 10 or More Transit Stop Improvements by Year 2024
Prioritize Environmental Justice to Ensure Compliance with Title VI of the Civil Rights Act of 1964	Refine Prioritization Methodology by Year 2020 to Include Consideration of Transportation Disadvantaged Communities

15

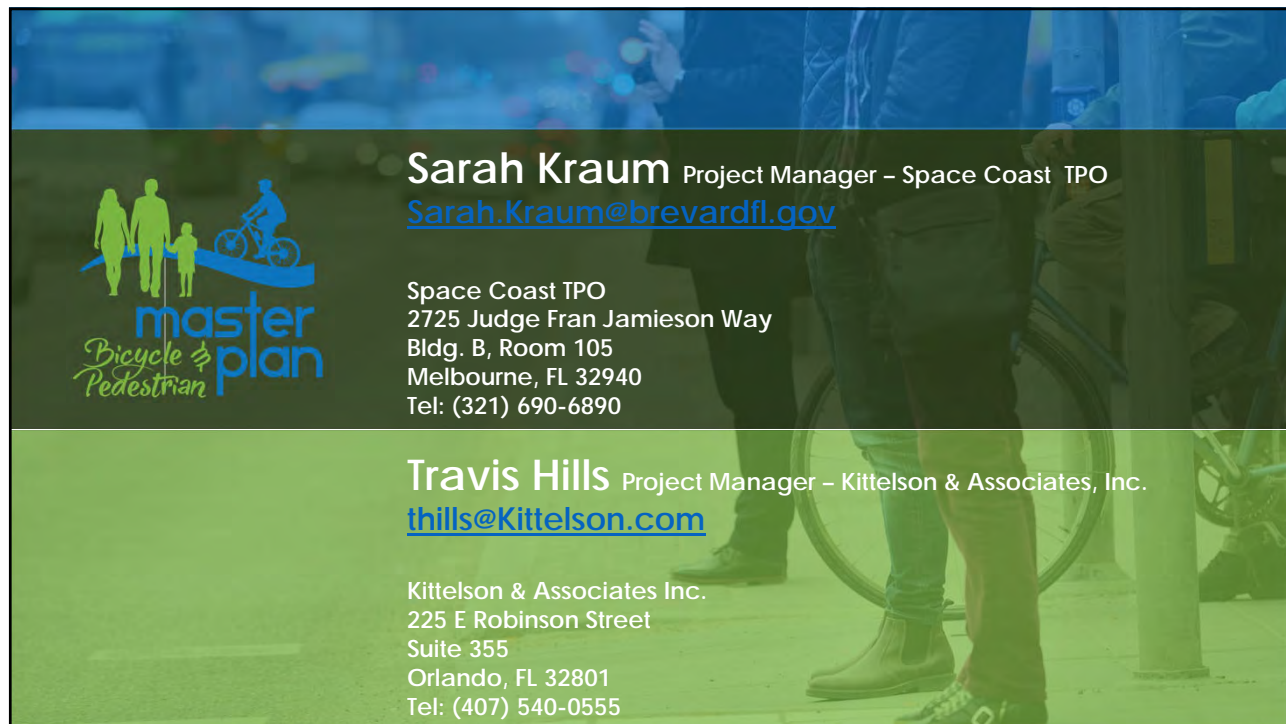
15


NEXT STEPS

- **Finalize Goals, Objectives, and Performance Measures**
- **Develop and Release the User Survey**
- **Continue Work on Task 2 – Evaluating Existing Conditions**
- **Next Steering Committee Meeting – Late August/Early September 2018 to discuss findings of Existing Conditions Analysis**

16

16





master plan
Bicycle & Pedestrian

Sarah Kraum Project Manager – Space Coast TPO
Sarah.Kraum@brevardfl.gov

Space Coast TPO
 2725 Judge Fran Jamieson Way
 Bldg. B, Room 105
 Melbourne, FL 32940
 Tel: (321) 690-6890

Travis Hills Project Manager – Kittelson & Associates, Inc.
thills@Kittelson.com

Kittelson & Associates Inc.
 225 E Robinson Street
 Suite 355
 Orlando, FL 32801
 Tel: (407) 540-0555



Steering Committee Kick Off Meeting

Date: July 18, 2018

Location: Bill Posey Room – Health Department
2555 Judge Fran Jamieson Way, Melbourne, FL 32940

Attendees:

1. Katie Bernier (Florida Office of Greenways and Trails (OGT))
2. Terry Stoms (Brevard County Parks and Recreation)
3. Ashley Stanford (Brevard County Public Works)
4. Terry Jordon (Space Coast Area Transit)
5. Todd Corwin (City of Melbourne)
6. Christy Fischer (City of West Melbourne)
7. Erin Sterk (Brevard County)
8. Mark Ryan (City of Indian Harbour Beach)
9. Ed Wegerif (City of Cocoa)
10. Trevor Traphagen (City of Titusville)
11. Alan Woolwich (Brevard County Housing and Human Services)
12. Michael Ziarnek (FDOT)
13. Laura Carter (SCTPO)
14. Kim Smith (SCTPO)
15. Sarah Kraum (SCTPO)
16. Travis Hills (KAI)
17. Aditya Inamdar (KAI)

Introduction:

Space Coast Transportation Planning Organization (SCTPO) is currently in the process of developing the 2018 Bicycle and Pedestrian Master Plan (BPMP). This plan will update the 2013 Bicycle and Pedestrian Mobility Plan developed by SCTPO. The purpose of this update is to create a connected system of bicycling and pedestrian facilities to serve the needs and interests of our residents. The BPMP will consider local efforts and projects, with an emphasis on identifying critical gaps, addressing safety needs, serving areas with the highest propensity for pedestrian and bicycling mobility, and supporting local economic development goals.

As part of developing the 2018 BPMP, a Steering Committee has been established as part of the public engagement process. The Steering Committee is comprised of representatives from local municipalities, Space Coast Area Transit, Florida Office of Greenways and Trails (OFT), Brevard County Planning, Public Works, Housing and Human Services, and Parks and Recreation Departments, Brevard County Public Schools, and the Florida Department of Transportation (FDOT). The Steering Committee will function as a sounding board for the Project Team and act as liaisons for their respective agencies throughout the update of the BPMP. This document summarizes the Steering Committee Kick Off Meeting.

Meeting Notes:

The Kick Off Meeting was the start the engagement process which allowed the Project Team to share the work performed to date. Sarah Kraum started the meeting by providing background information and discussing the overall scope of the project. After brief introductions from the attendees, Travis Hills presented the project scope, schedule, and the role of the Steering Committee. Aditya Inamdar continued the presentation by providing a summary of completed and on-going tasks as well as discussing draft Goals, Objectives, and Performance Measures.

After the presentation, the attendees formed three small groups to discuss the Goals, Objectives, and Performance Measures in more detail. Three different stations were set up and small groups cycled through all the stations for 15-minute discussions. Sarah Kraum, Travis Hills, and Aditya Inamdar moderated the small group discussions at the three stations.

Following section summarizes the discussions at each of the stations.

Station 1 Theme: Create a Network

- **Group 1**
 - Prioritize pedestrians/bicyclists safety.
 - Focus on the local roadway network.
 - Maintenance is one of the big issues and can be a deterrent for building pedestrian facilities.
 - Consider the 'Propensity to Walk' analysis as part of this project. This is an analysis that Brevard County Housing and Human Services can share with the Study Team.
 - Consider splitting up Performance Measure #1 (Connect X% or More of Activity Centers to Residential Areas by Year 2024) into Regional (Countywide) and Local (City Specific).
- **Group 2**
 - Define Activity Centers better. Include retail and employment areas, civic and recreational land uses, and major shopping centers (Walmart) in activity centers.
 - Include Design Standards in the final report.
 - High level overview of best practice facilities will be included in the final report.
 - Consider Transit provisions.

- **Group 3**
 - Consider finding and utilizing data showing where people are walking/biking.
 - The project will be using Strava data.
 - Occasionally there is opposition from community residents about pedestrian/bicycle road users.

Station 2 Theme: Partner with Organizations and Empower

- **Group 1**
 - Expand School Safety Studies.
 - Consider safety funds as a funding source in process of targeting high crash areas.
 - Explore establishing a dedicated maintenance fund to build a pedestrian and bicycle network.
 - Utilize Nextdoor online tool to post updates as an outreach method.
 - Coordinate with FEC for more pedestrian crossings.
- **Group 2**
 - Explore different ways to reach the community beyond social media, through churches, community centers, schools, etc.
 - Encourage partnership between Space Coast Area Transit and School Board.
 - Partner with businesses and encourage employers to provide incentives to walk and bike.
 - Partner with Florida Bike Association to conduct bike leaders training.
 - Address LAP certification issue.
- **Group 3**
 - Meet with neighborhoods with CDGB Strategy Area Plans.
 - Consider partnering with other agencies for funding, such as CRAs and CDBG Strategy Areas.
 - Focus on regional connections as part of the trail network. Connections that go beyond Brevard County into surrounding counties.
 - Explore opportunities to partner with health insurance companies to provide incentives to walk and bike. Or to conduct educational events to present on health benefits of walking and biking.
 - Explore more exciting or marketable way to report data and new updates through PSAs.

Station 3 Theme: Generate Awareness and Pursue Equity

- **Group 1**
 - Utilize different format for maps than static PDF. Consider formats that are more interactive and easy to update like ArcGIS online, mobile apps, etc.
 - Wayfinding plan should include signages for trails beyond the Showcase Trails network.

- Consider including Transportation Disadvantaged Areas in analysis for BPMP. These are identified in Space Coast Area Transit's TDP.
- **Group 2**
 - Brevard County Health and Housing Services has developed datasets to identify CDBG areas. They will share the data and strategy area plans with the project team.
 - Better define and explain terms used in Goals, Objectives, and Performance Measures such as network or disadvantaged communities, etc.
 - Review CDBG Target Area Strategy Plans.
- **Group 3**
 - Better define and explain terms used in Goals, Objectives and Performance Measures.
 - Focus more on social equity and people walking or using bicycle as a commute mode than only focusing on recreational activities.

Following the small group discussions, Sarah Kraum, Travis Hills, and Aditya Inamdar provided synopsis of the topics raised during the discussions. The meeting concluded with Travis Hills presenting next steps for the Project including the next Steering Committee Meetings.

Next Steps:

- The Steering Committee members are expected to provide their feedback, or any additional comments related the Goals, Objectives, and Performance Measures in next two weeks.
- The Project team will follow up with individual Steering Committee members to request additional data that was brought up during the discussions, including proposed pedestrian and bicycle facilities for local jurisdictions, local jurisdiction mobility plans, CDBG Strategy Area Plans, etc.
- SCTPO will be setting up a project website to share project documents and post project progress updates.
- Next Steering Committee Meeting will be held in late August/early September 2018 to discuss findings of the existing conditions analysis.



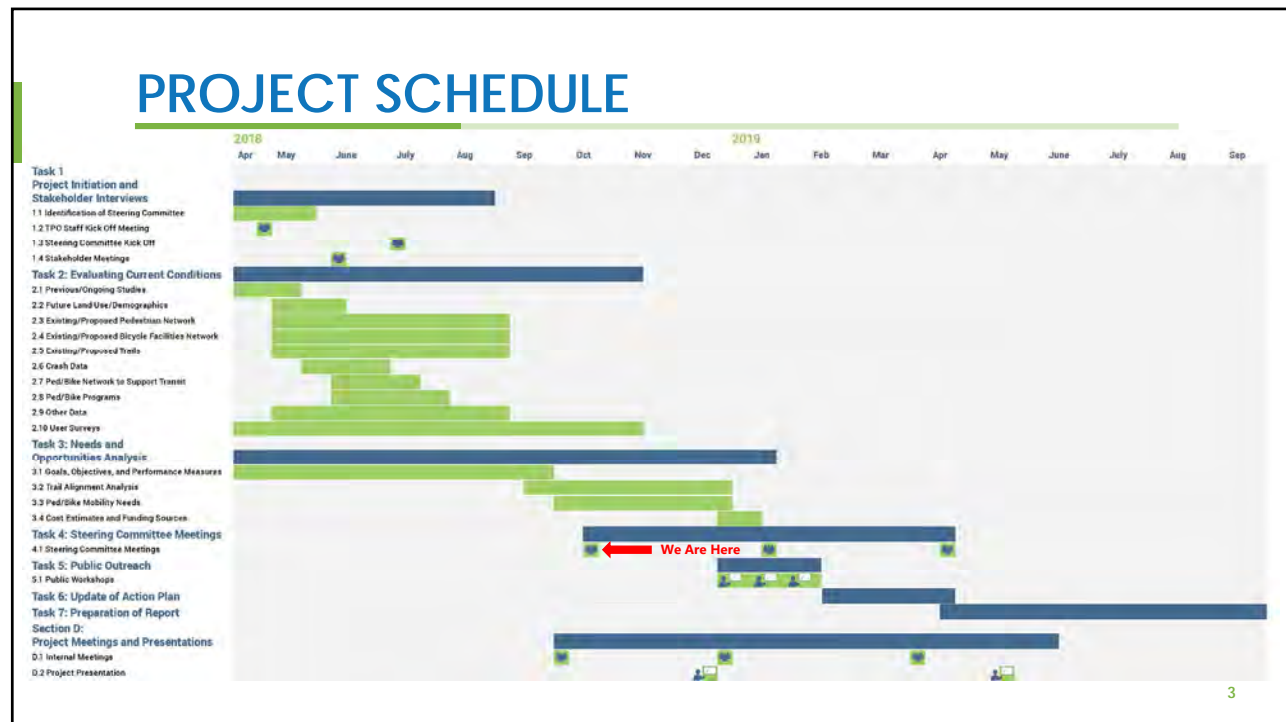
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AGENDA

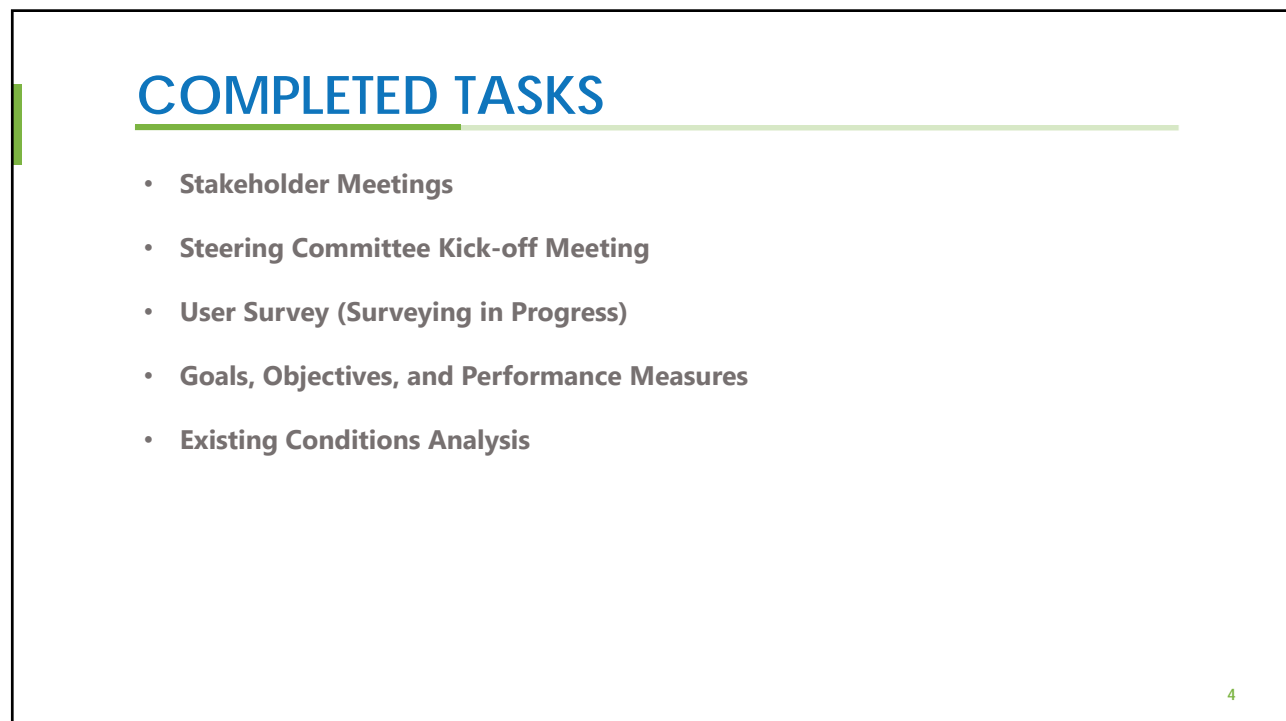
- 1 | Introductions
- 2 | Summary of Tasks Completed
- 3 | Draft Methodology to Identify Needs and Opportunities
- 4 | Next Steps

2

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4

THEMES & GOALS



Create a Network

Establish a Well-Connected, Safe, and Comfortable Bicycle and Pedestrian Network



Partner with Organizations

Partner to Educate, Enforce, and Engineer Safe Use of Facilities



Empower

Empower People of All Ages and Abilities to Walk or Ride Bicycle Regularly



Generate Awareness

Increase Awareness of the Network, Safe Practices, and Public Health Benefits

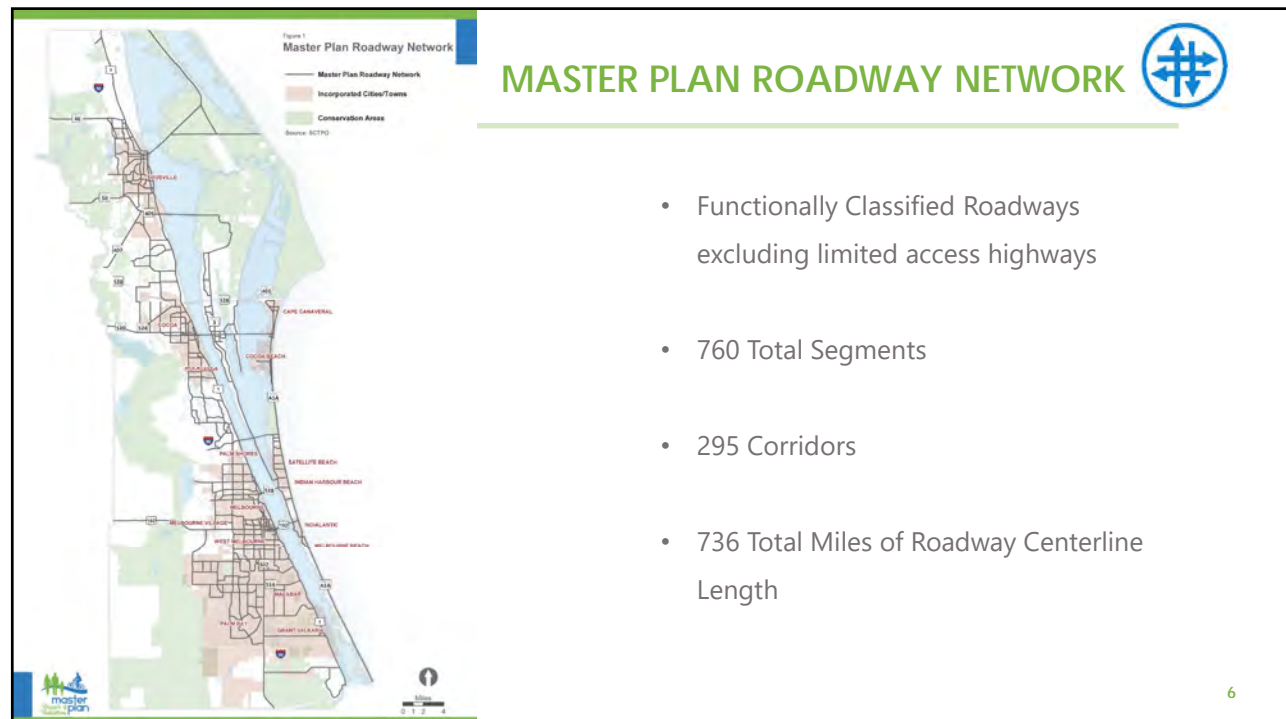


Pursue Equity

Pursue Equitable Distribution of Projects, Programs, and Funding

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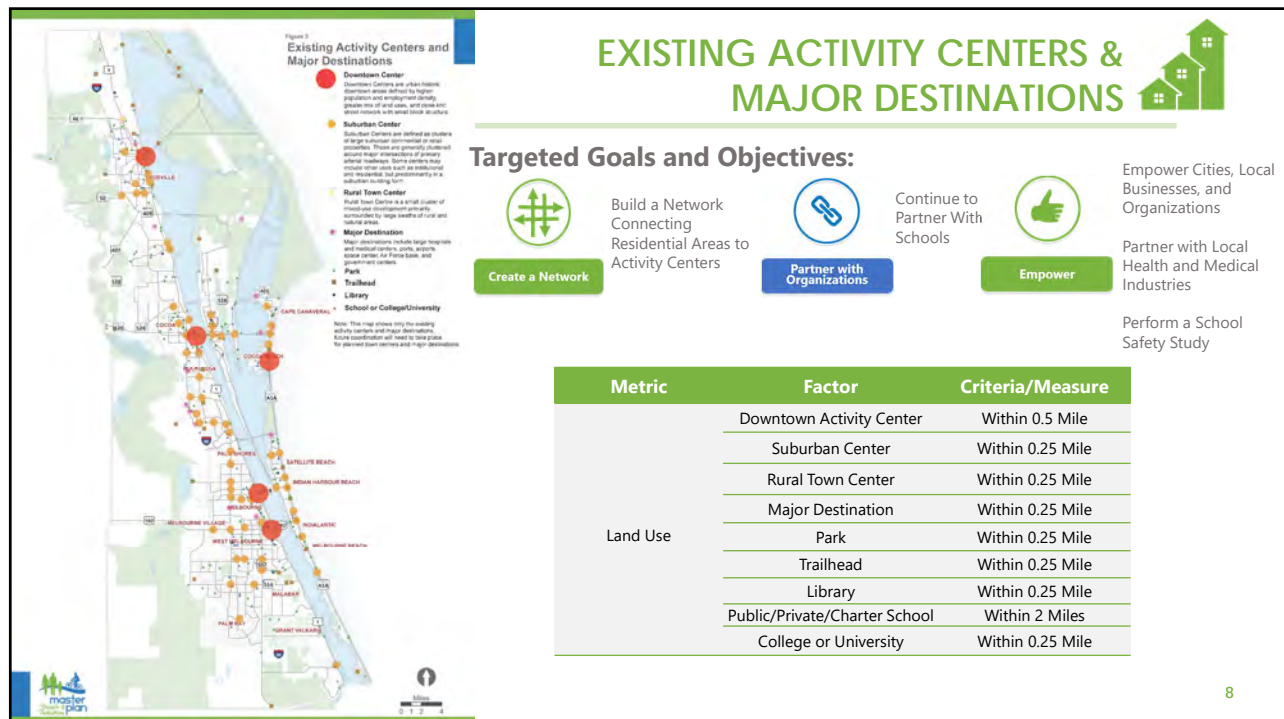
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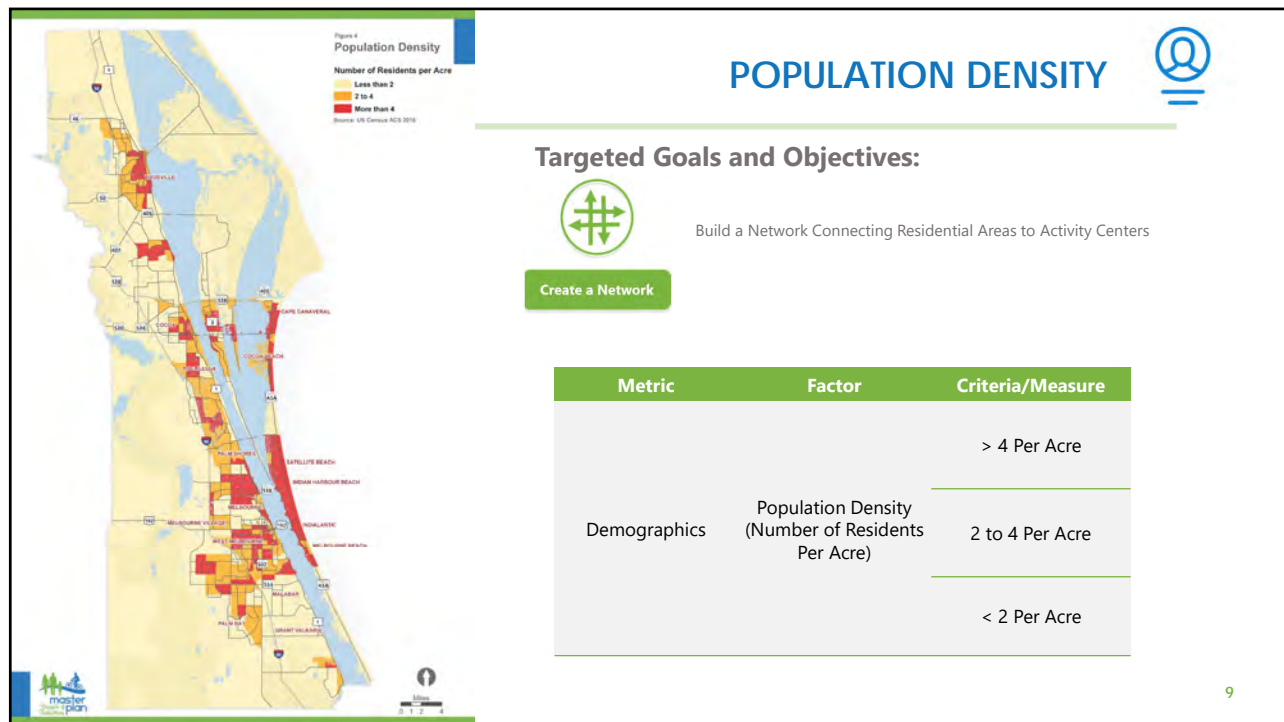
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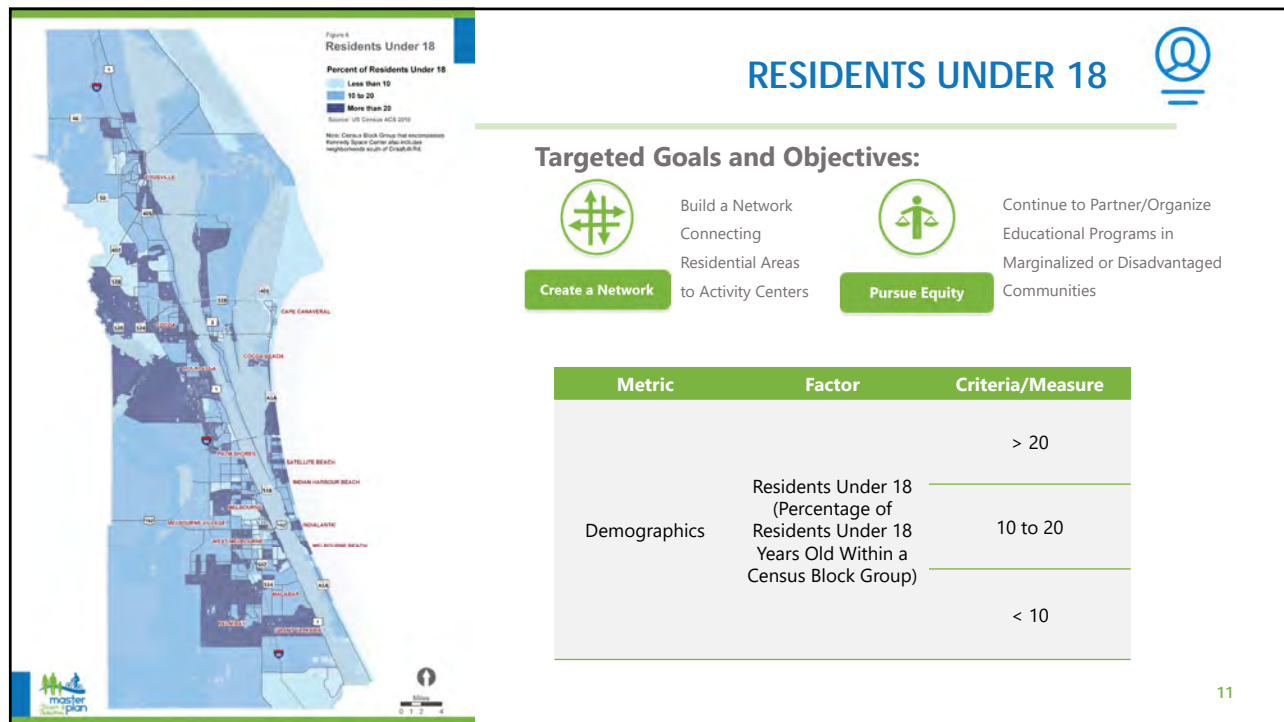
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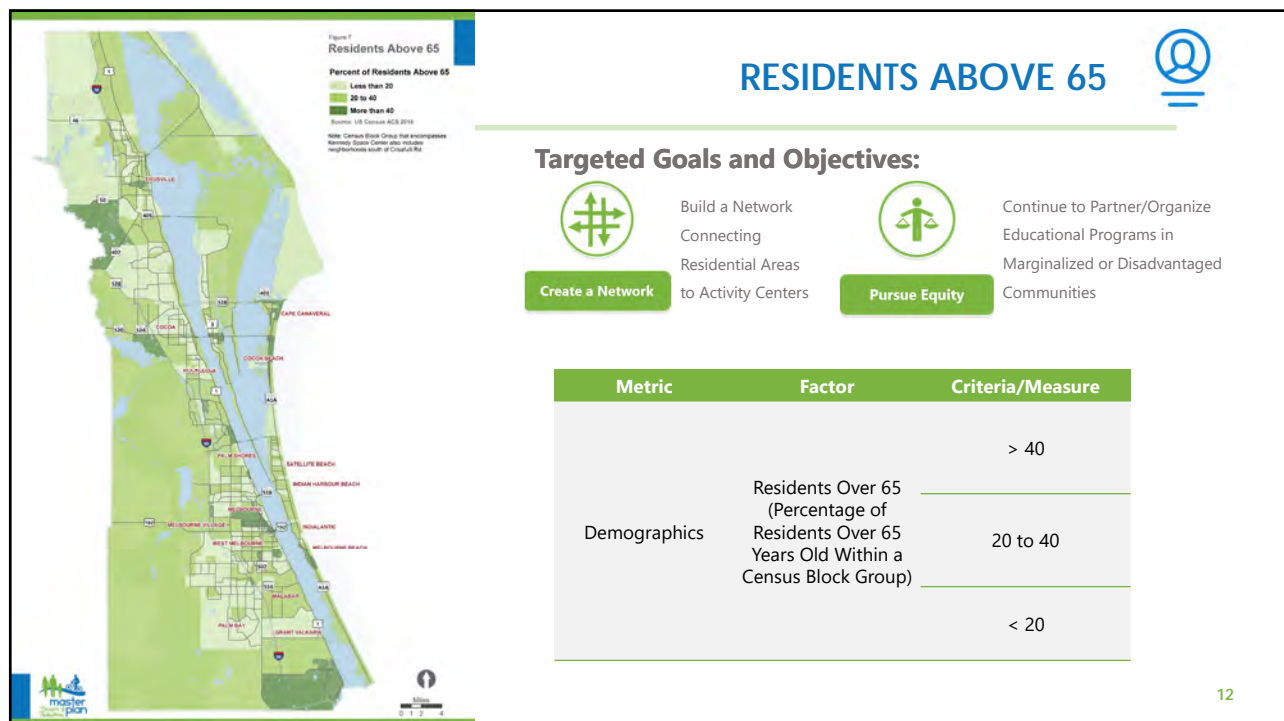
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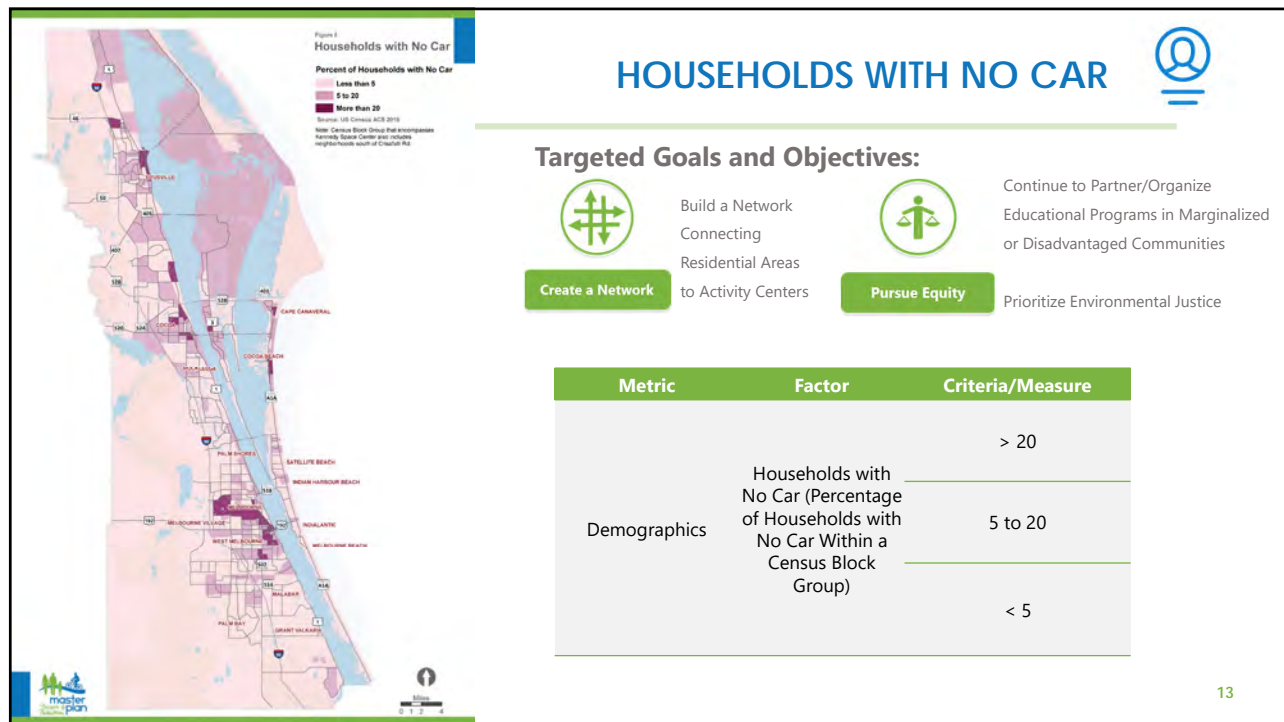
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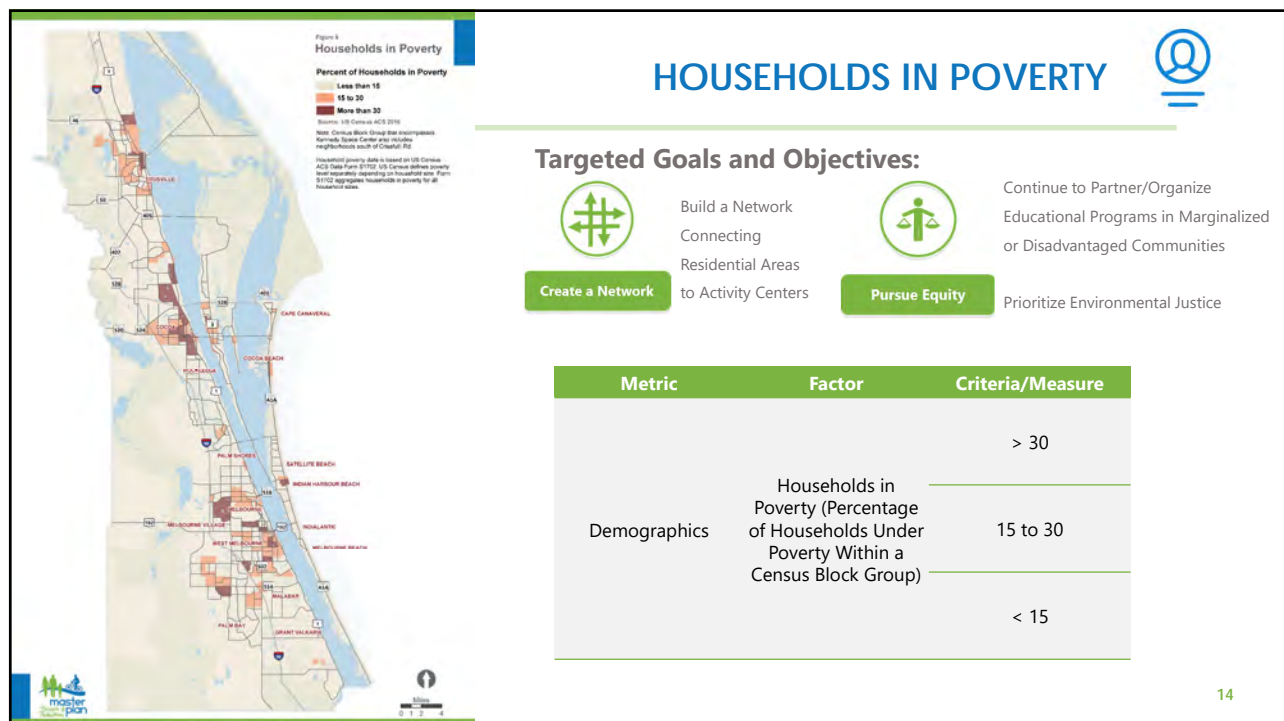
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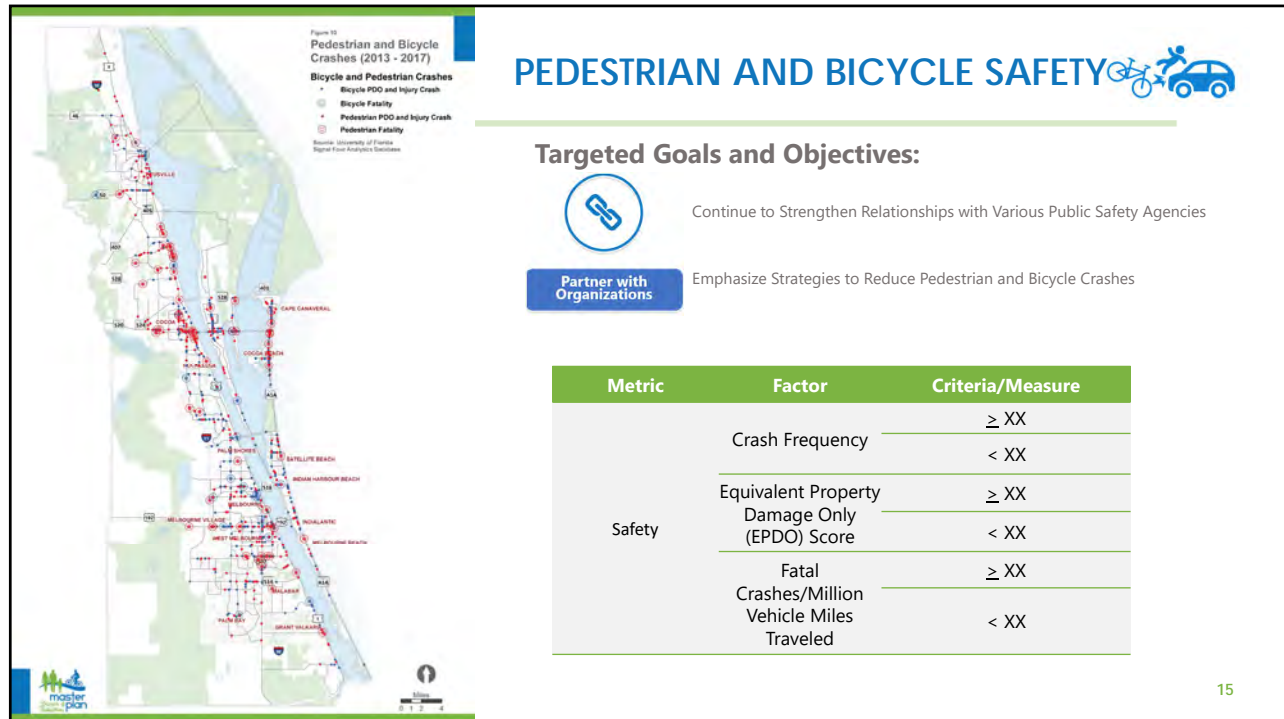
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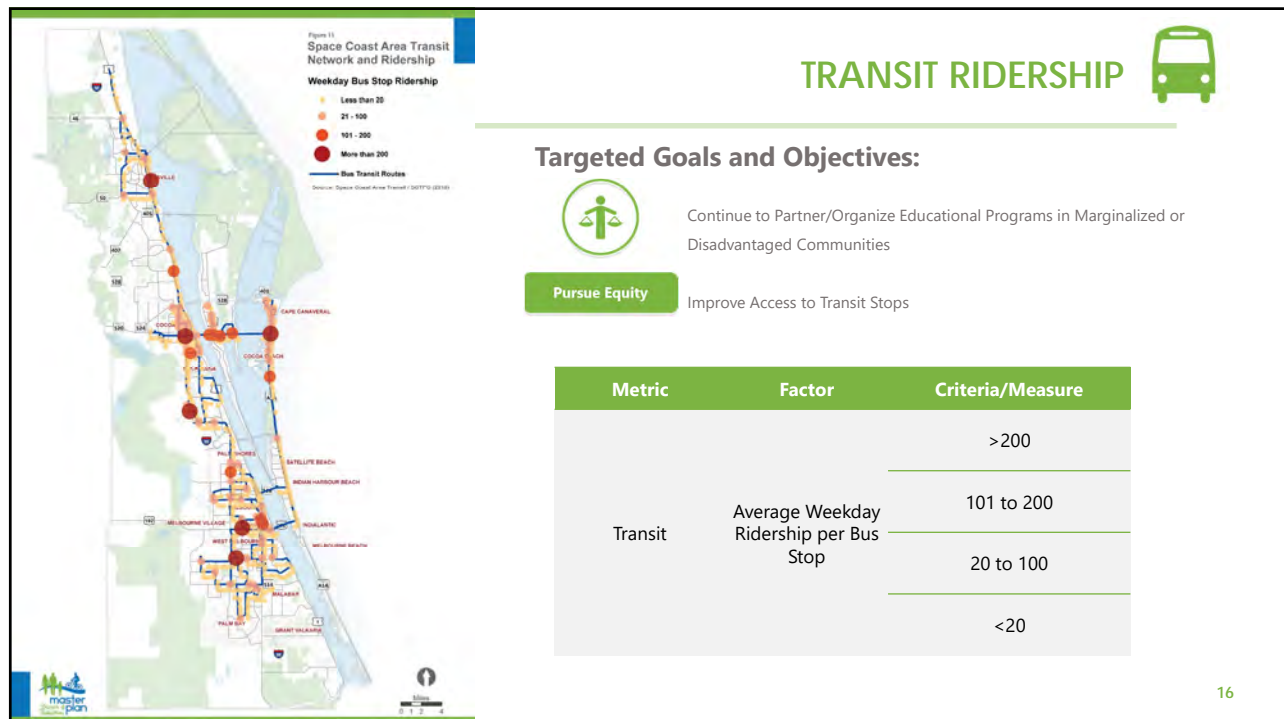
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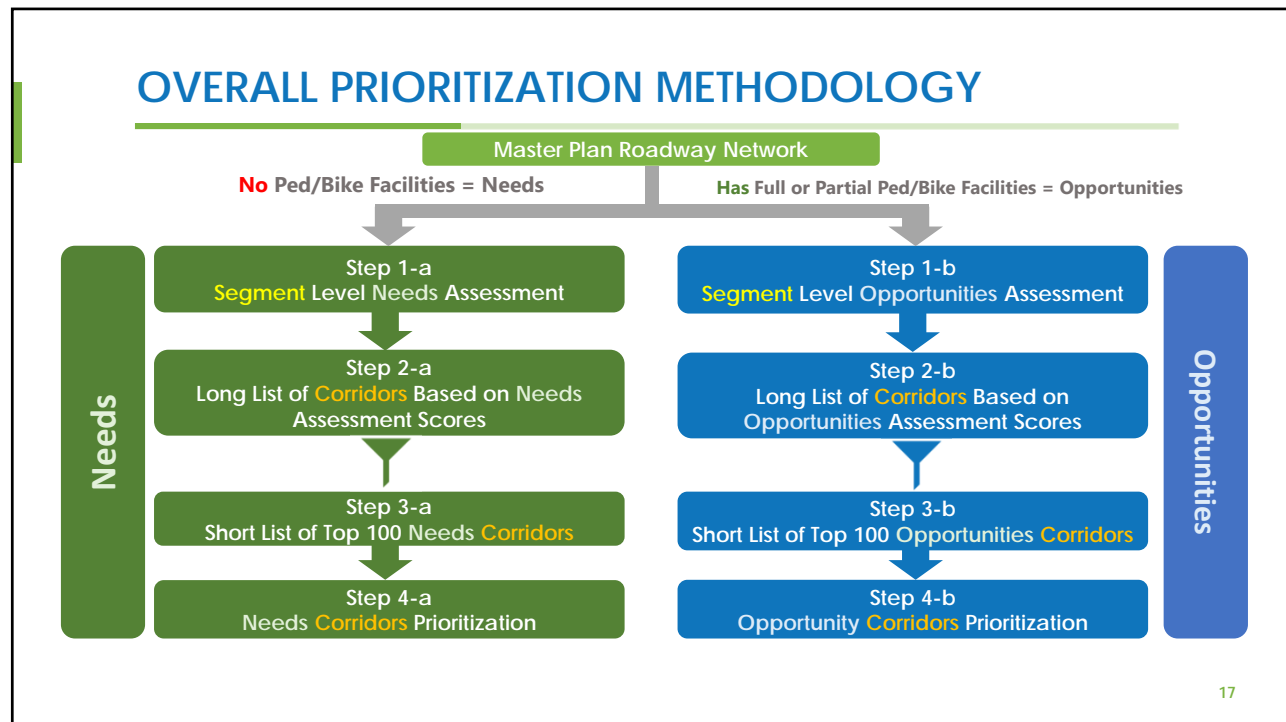
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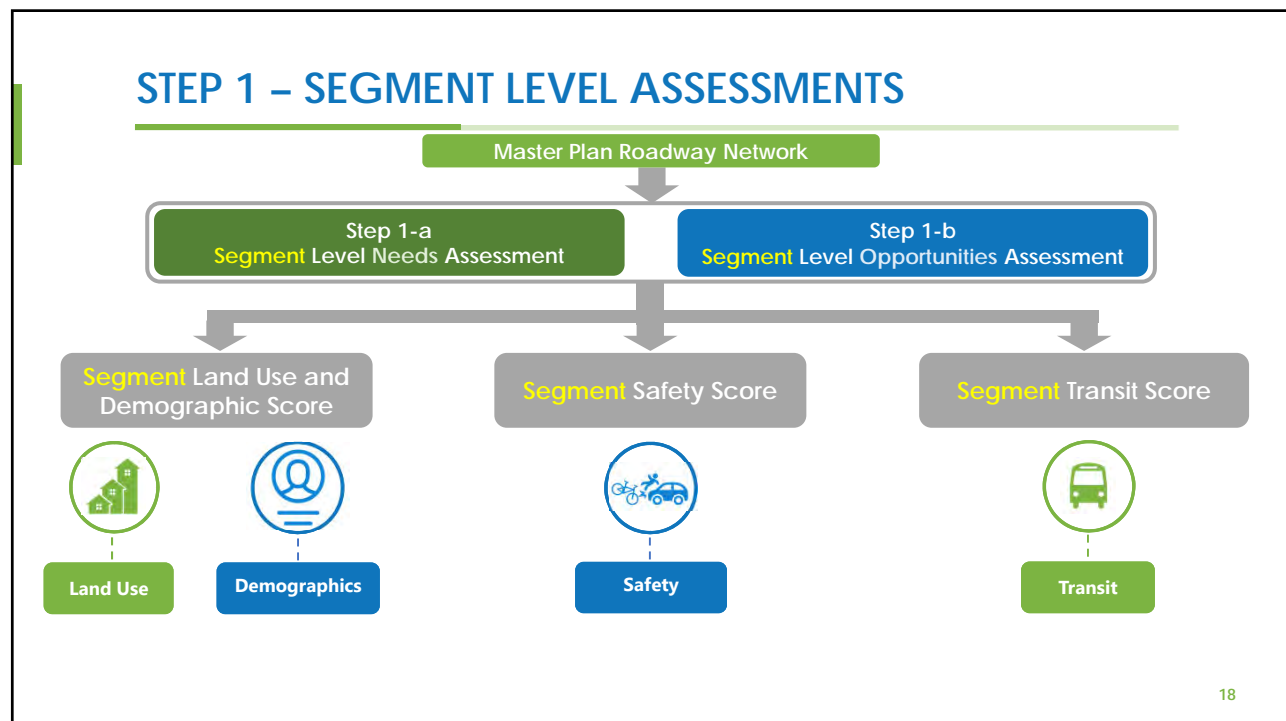
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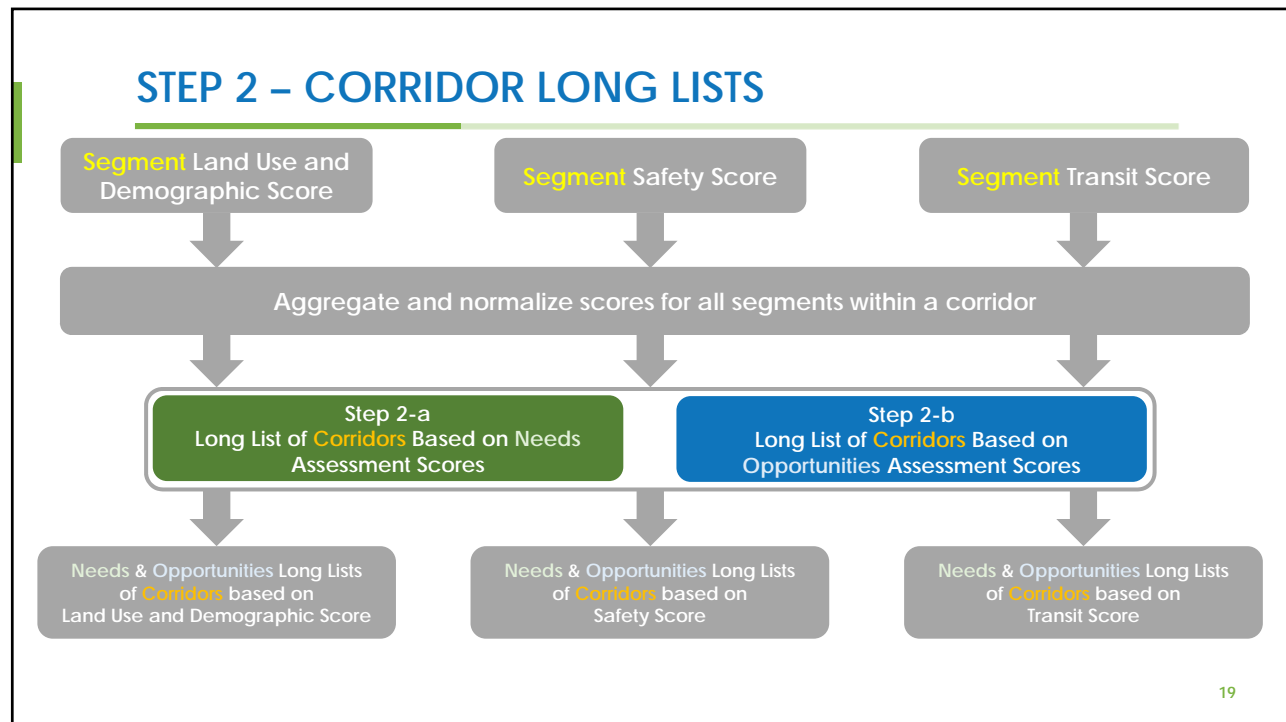
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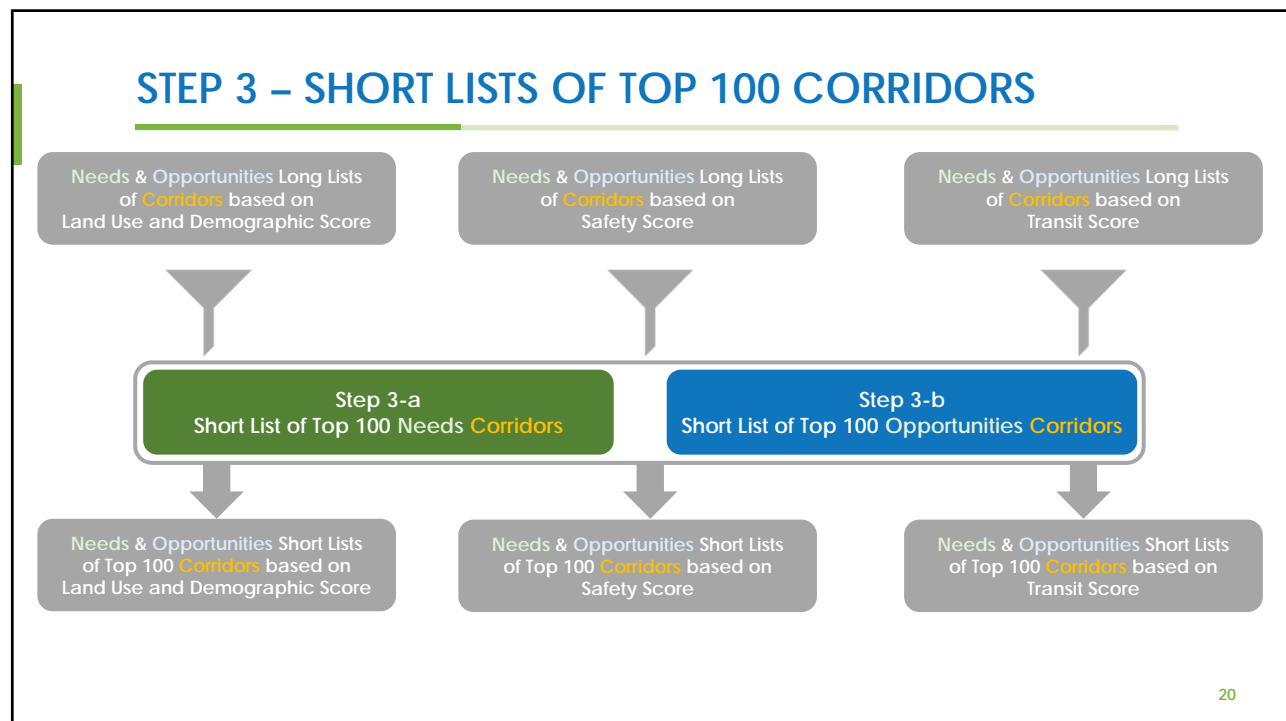
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STEP 4 – CORRIDOR PRIORITIZATION



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LEVEL OF COMFORT (LOC) METHODOLOGY



PEDESTRIAN LEVEL OF COMFORT				
Criteria	LOC \geq 1	LOC \geq 2	LOC \geq 3	LOC = 4
	<i>Highest Comfort</i>			<i>Least Comfort</i>
Sidewalk Width (Feet)	8 or more	5 to 7.9	4 to 4.9	Less than 4
Speed Limit (MPH)	25 or less	30 or 40	45	More than 45
Separation Width (Feet)	3 or more	Less than 3	(n.a.)	(n.a.)
Traffic Volume (AADT)	Less than 10,000	10,000 to 20,000	20,001 to 30,000	More than 30,000
Number of Travel Lanes (thru lanes per direction)	1	2, if directions are separated by a raised median	2 without a separating median	More than 2

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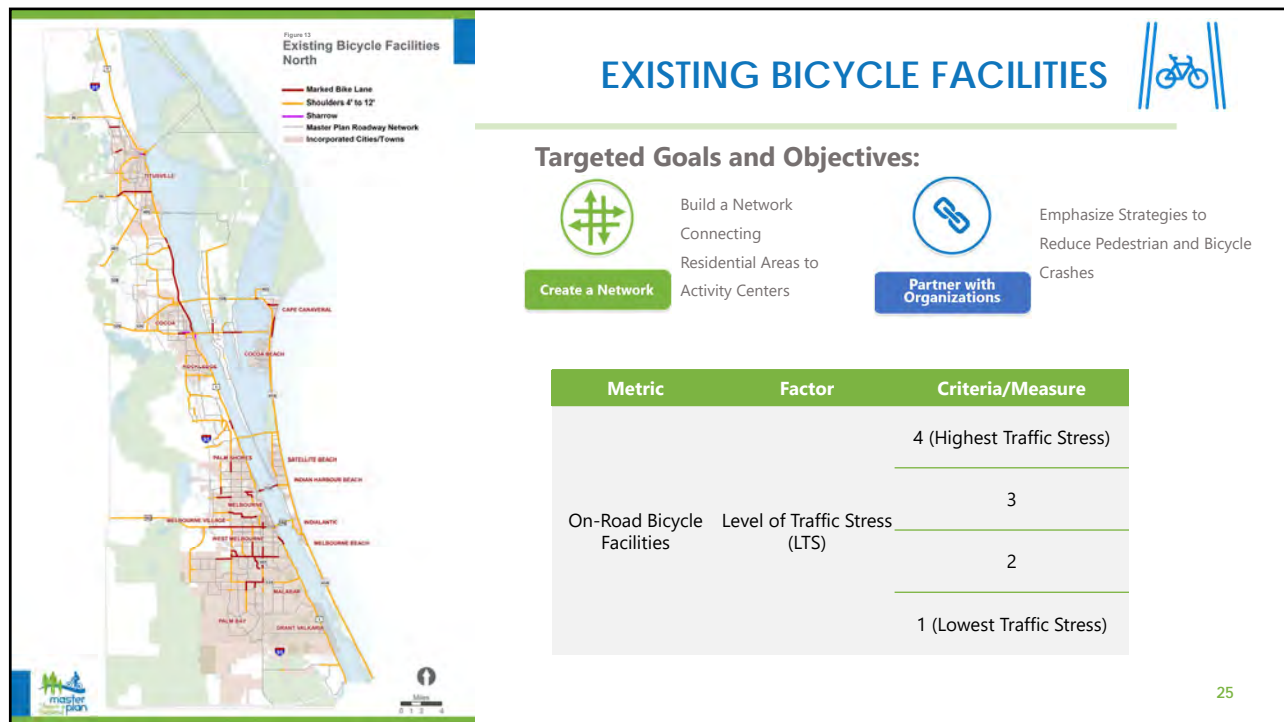
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BICYCLE LEVEL OF TRAFFIC STRESS (LTS) METHODOLOGY

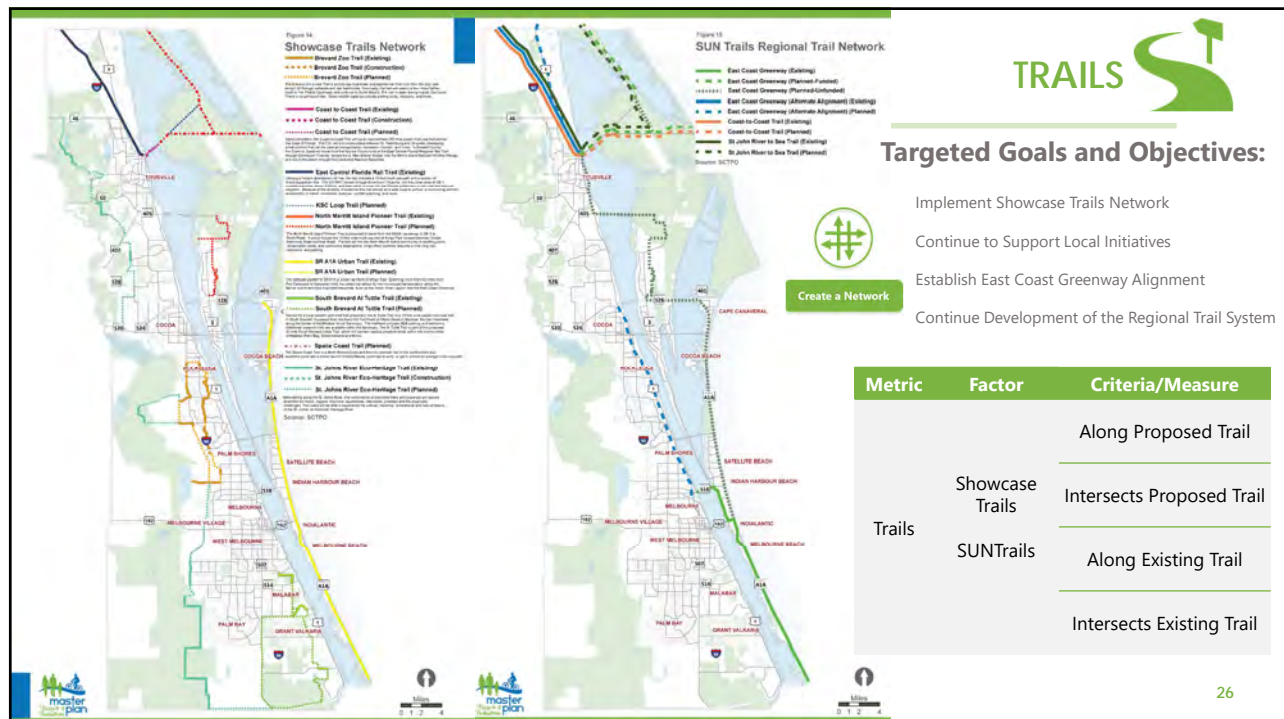
BICYCLE LEVEL OF STRESS				
Criteria	LTS ≥ 1	LTS ≥ 2	LTS ≥ 3	LTS = 4
	<i>Least Traffic Stress</i>			<i>Highest Traffic Stress</i>
Bicycle Facility Width (Feet)	6 or more	4.1 to 5.9	4	Less than 4
Speed Limit (MPH)	25 or less	30 or 40	45	More than 45
Traffic Volume (AADT)	Less than 10,000	10,000 to 20,000	20,001 to 30,000	More than 30,000
Number of Travel Lanes (thru lanes per direction)	1	(n.a.)	2, if directions are separated by a raised median	More than 2, or 2 without a separating median

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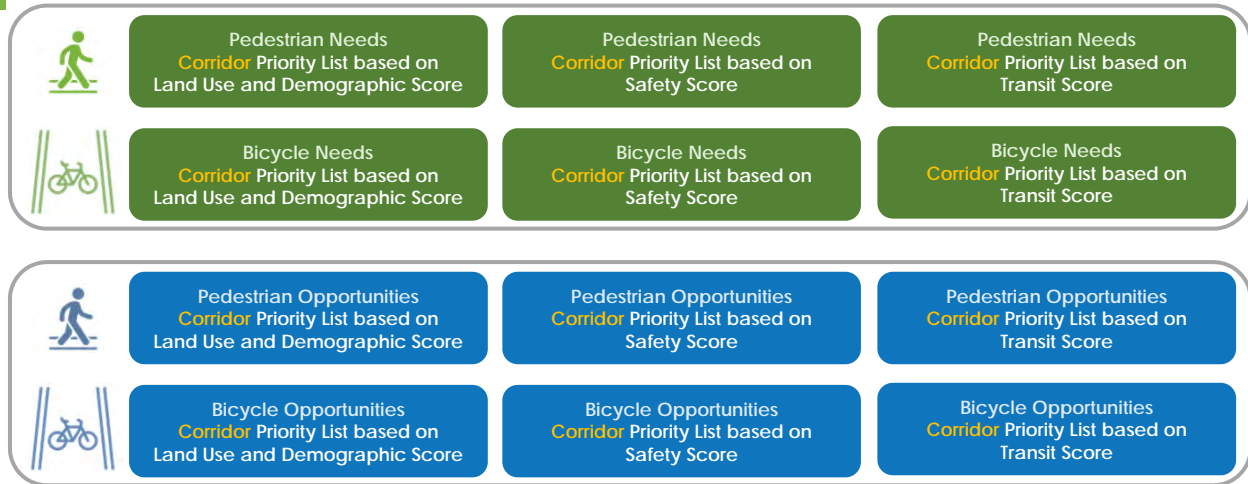


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RANKED CORRIDOR PRIORITIZATION SHORT LISTS



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MEETING SCHEDULE

- **Next Steering Committee Meetings**
 - Early January 2019 - Update on Needs and Opportunities Analysis
 - Early/Mid-April 2019 - Presenting Draft Action Plan
- **Public Workshops (6)**
 - January and February 2019

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NEXT STEPS

- **Analyze the Network Based on the Prioritization Methodology**
- **Identify Priority Corridors**
- **Identify Potential Projects**
- **Analyze Input Received from User Survey**
- **East Coast Greenway Alignment**
- **Next Steering Committee Meeting – Early January to Discuss Needs and Opportunities Analysis**

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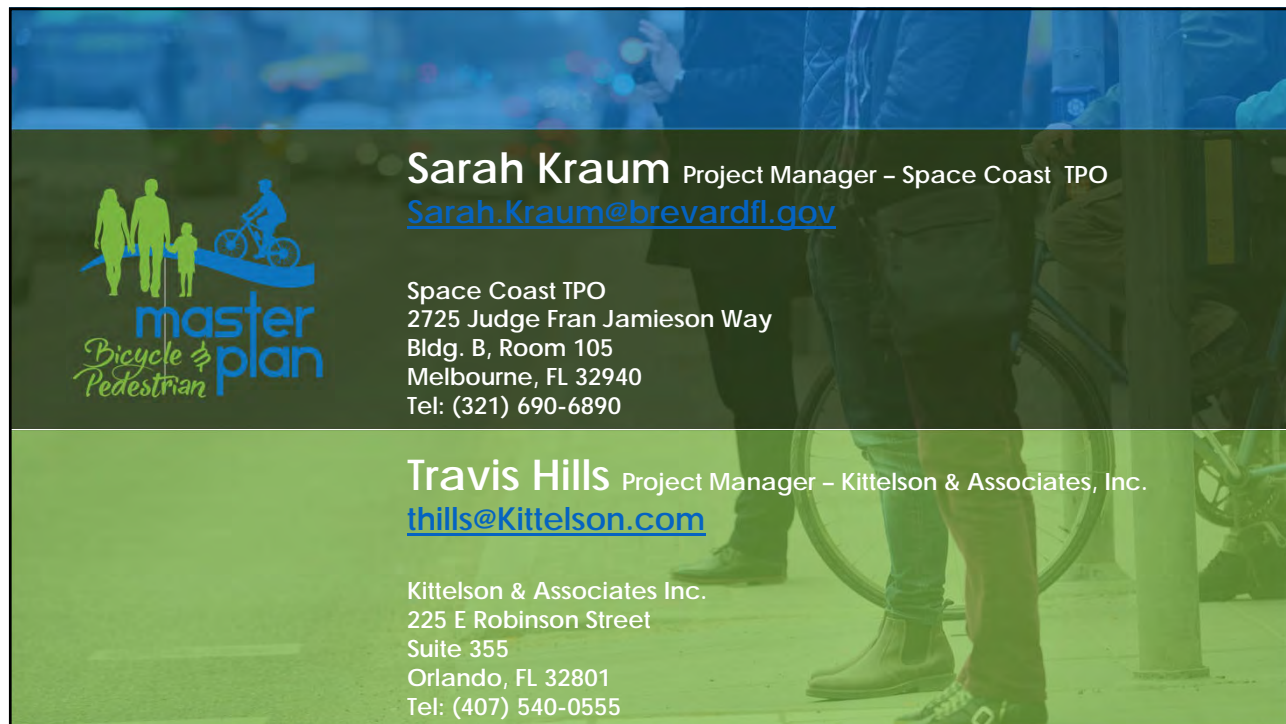
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NEXT STEPS FOR THE STEERING COMMITTEE

- **Promote the User Survey**
- **Review Existing Conditions Maps for Clarity (10/19/2018)**
- **Promote Public Meetings (Meeting dates to be announced early November)**

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master plan
Bicycle & Pedestrian

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 Tel: (407) 540-0555

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2nd Steering Committee Meeting

Date: October 4, 2018

Location: Kiwanis Island Park Rd, Merritt Island, FL 32952

Attendees:

1. Michael Ziarnek (FDOT)
2. Jared Francis (City of Cocoa Beach)
3. Rob Strong (City of Cocoa Beach)
4. Katie Bernier (OGT – FDEP)
5. Terry Jordan (Space Coast Area Transit)
6. Pete Petyk (CAC SCTPO)
7. Ed Wegerif (City of Cocoa)
8. Brenda Defoe-Surprenant (City of Cape Canaveral)
9. Alan Woolwich (Brevard County Housing and Human Services)
10. Todd Corwin (City of Melbourne)
11. David Lindemann (Brevard Public Schools)
12. Georganna Gillette (SCTPO)
13. Laura Carter (SCTPO)
14. Sarah Kraum (SCTPO)
15. Travis Hills (KAI)
16. Aditya Inamdar (KAI)

Introduction:

Space Coast Transportation Planning Organization (SCTPO) is currently in the process of developing the Bicycle and Pedestrian Master Plan (BPMP). This plan will update the 2013 Bicycle and Pedestrian Mobility Plan developed by SCTPO. The purpose of this update is to create a connected system of bicycling and pedestrian facilities to serve the needs and interests of our residents. The BPMP will consider local efforts and projects, with an emphasis on identifying critical gaps, addressing safety needs, serving areas with the highest propensity for pedestrian and bicycling mobility, and supporting local economic development goals.

As part of developing the BPMP, a Steering Committee has been established as part of the public engagement process. The Steering Committee is comprised of representatives from local municipalities, Space Coast Area Transit, Florida Office of Greenways and Trails (OFT), Brevard County Planning, Public Works, Housing and Human Services, and Parks and Recreation Departments, Brevard County Public

Schools, and the Florida Department of Transportation (FDOT). The Steering Committee will function as a sounding board for the Project Team and act as liaisons for their respective agencies throughout the update of the BPMP. This document summarizes the 2nd Steering Committee Meeting.

Meeting Notes:

Sarah Kraum started the meeting by providing background information and reviewing the overall scope of the project. After introductions from the attendees, Aditya Inamdar presented the following sections of the presentation:

- Introduction
- Schedule Overview
- Summary of the Kick-Off (Themes, Goals, Objectives, and Performance Measures)
- Completed Tasks
 - Stakeholder Meetings
 - User Survey
 - Themes, Goals, Objectives, and Performance Measures
 - Existing Conditions Analysis

Each existing condition map and associated analysis was presented with respect to how it connected back to targeted goals and objectives as well as how it will be utilized in the draft Prioritization Process point system to identify Priority Corridors.

Travis Hills continued the presentation by sharing the draft overall Prioritization Methodology to identify needs and opportunities. He ended the presentation with discussion of next steps:

The following section summarizes the general discussions during and after the presentation.

Existing Conditions Data Mapping:

- The Study Team should review the criteria used to identify existing bicycle facilities. Four feet wide shoulders should not qualify as bike facilities.
- The Study Team responded that they will revise the existing bike facilities dataset to only include shoulders that are 5 feet or more in width.
- There were some inaccuracies noted in the existing conditions datasets for sidewalks and bike facilities.
- The study Team responded that the existing pedestrian and bicycle facilities datasets were created by reviewing latest Google Earth satellite and street view imagery. This may have resulted in datasets not capturing recently built facilities.
- The Study Team will revise the maps and GIS layers based on comments received from the Steering Committee members.

Prioritization Process

- There were no major questions or comments regarding the draft overall Prioritization Process developed by the Study Team to identify needs and opportunities corridors.

- Steering Committee members expressed interest in reviewing the results of the draft Prioritization Process and allow additions to the list of Priority Corridors based on local plans and policies.
- The Study Team emphasized that the Prioritization Process is at the draft stage and will be tweaked based on initial testing.

Next Steps:

- Next Steering Committee Meetings:
 - i. Early 2019 – Update on Needs and Opportunities Analysis
 - ii. Early/Mid-April 2019 – Presenting Draft Action Plan
- Six Public Meetings to be held in January and February 2019. The meetings will be held throughout the County in six different locations. The study Team will present the Goals and Objectives, Existing Conditions Analysis, and initial draft results of the Prioritization Methodology at these Public Meetings. To remain consistent, exact same materials and content will be presented at all six Public Meetings.



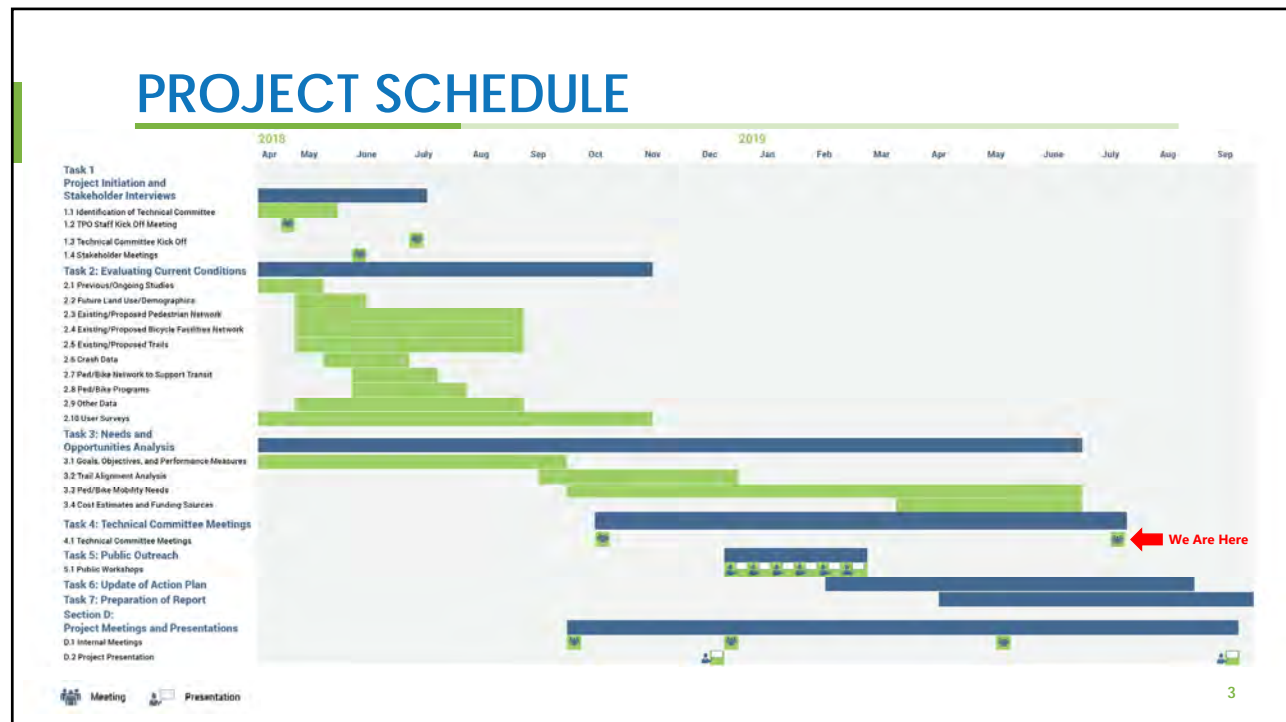
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AGENDA

- 1 | Introductions
- 2 | Schedule Overview
- 3 | Summary of the Kick-Off and the 2nd Technical Committee Meeting
- 4 | Completed Tasks
- 5 | Prioritization Process
- 6 | Priority Corridors and Proposed Pedestrian & Bicycle Improvements
- 7 | Local Jurisdiction Booklets
- 8 | Next Steps

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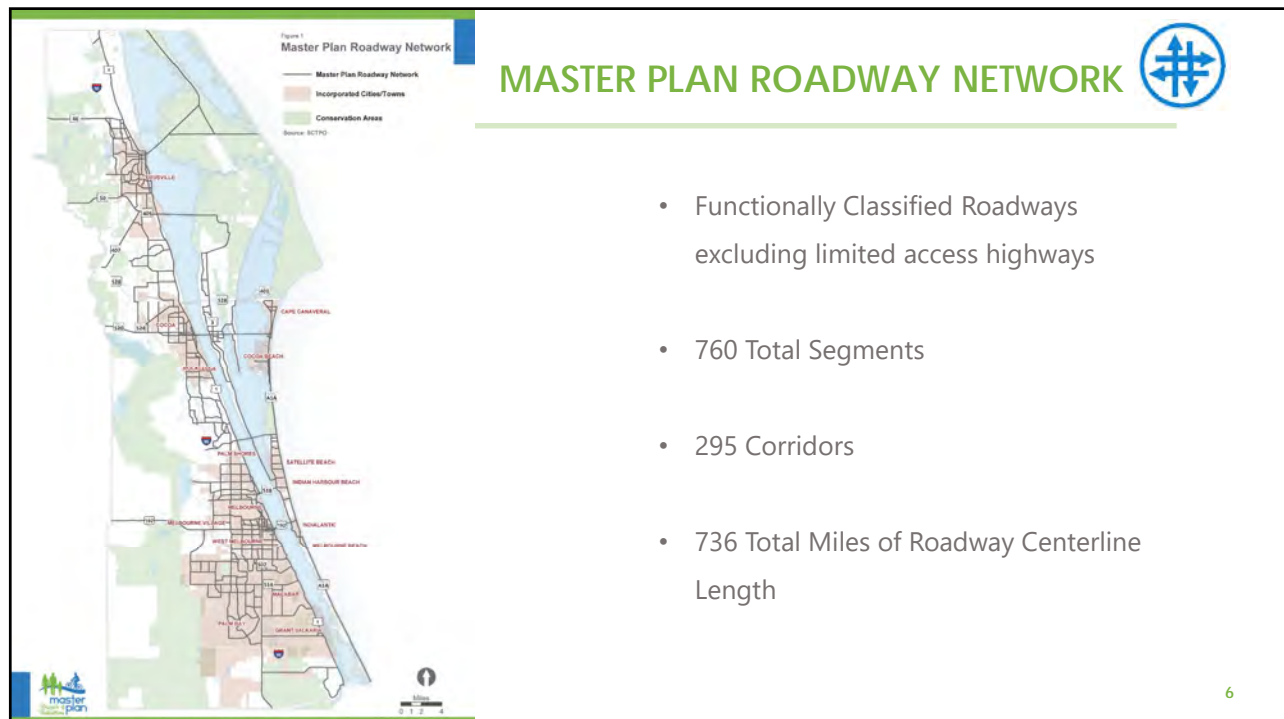
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COMPLETED TASKS

- Stakeholder Meetings
- User Survey
- Themes, Goals, Objectives, and Performance Measures
- Existing Conditions Analysis
- Prioritization Methodology
- Priority Corridors and Bicycle and Pedestrian Improvements
- Ranked List of Improvements
- Recommended East Coast Greenway Alignment

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THEMES & GOALS

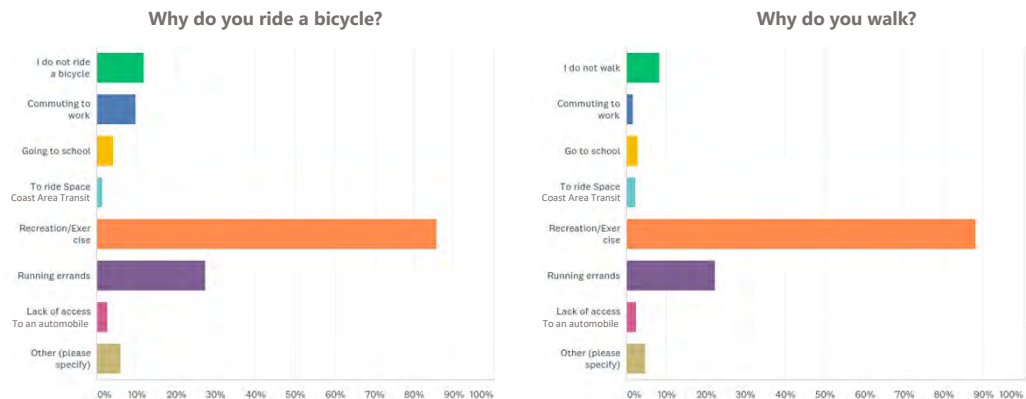


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SUMMARY OF THE USER SURVEY RESULTS

- Survey Money Online Survey – August 30th, 2018 to December 10th, 2018
- 1,831 Total Responses Received

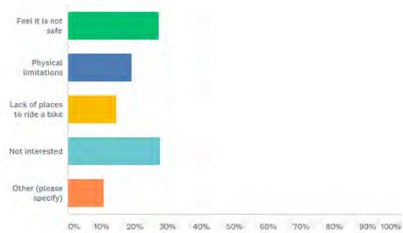


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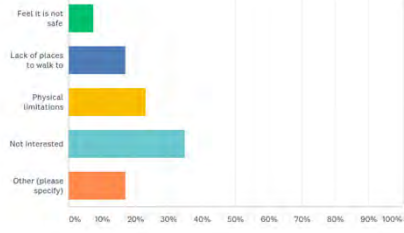
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SUMMARY OF THE USER SURVEY RESULTS

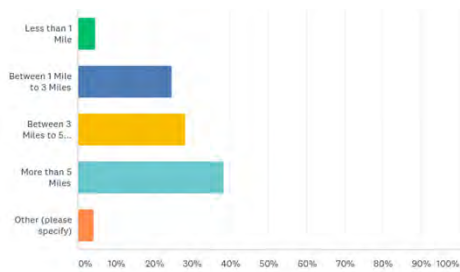
What prohibits you from bicycling?



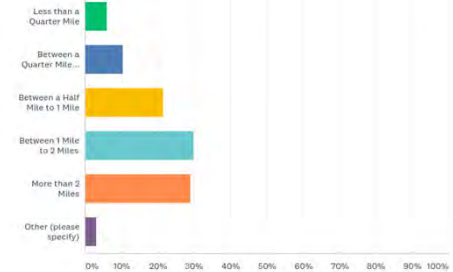
What prohibits you from walking?



How far are you willing to bicycle?



How far are you willing to walk?

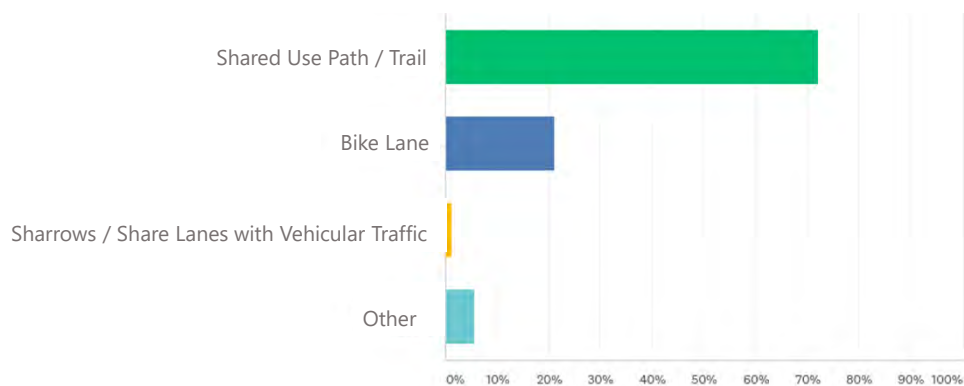


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SUMMARY OF THE USER SURVEY RESULTS

Preferred Bicycle Facility:

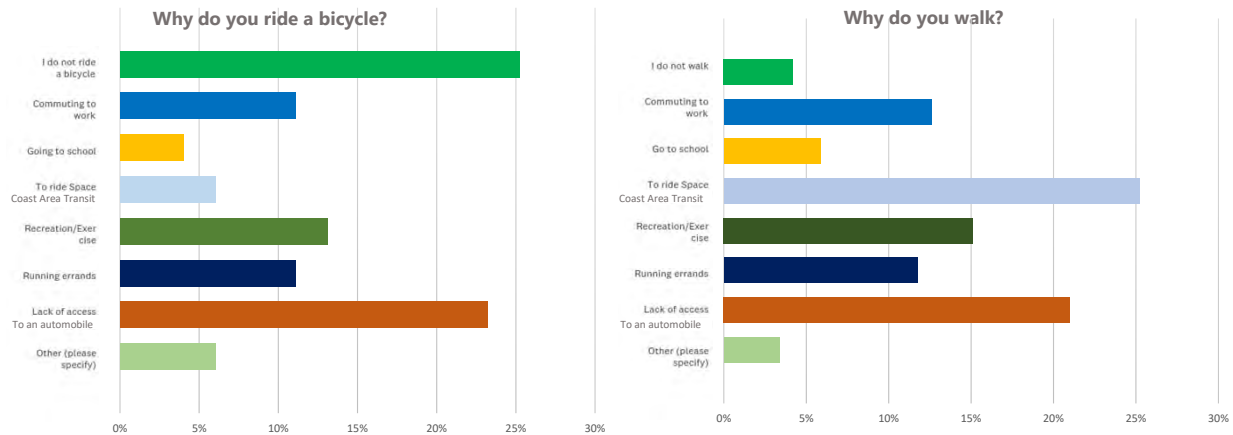


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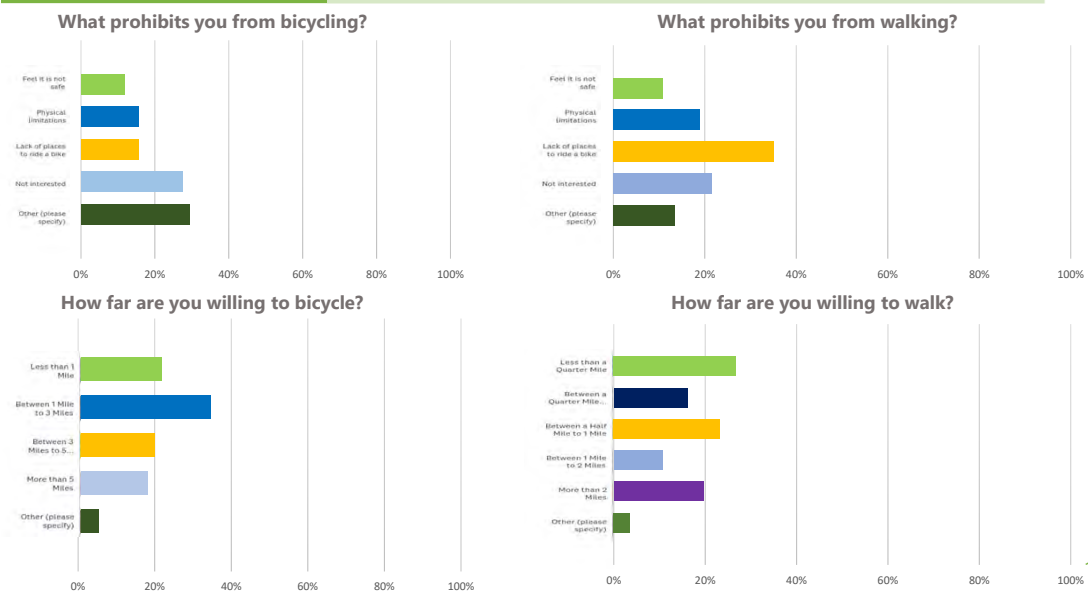
SUMMARY OF THE TRANSIT USER SURVEY RESULTS

- Paper-Based Survey Conducted on SCAT Buses for Transit Users
- 107 Total Responses Received



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SUMMARY OF THE TRANSIT USER SURVEY RESULTS



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SUMMARY OF THE USER SURVEY RESULTS

- **Major Themes from the Online Survey:**

- Biking and walking for recreation/exercise
- Willing to bike for more than 5 miles and walk 1 to 2 miles or more (Maybe because doing it for recreation/exercise)
- Prefer physically separated facilities such as shared use paths or trails
- *Lack of safe facilities and physical limitations prohibit more biking and walking*

- **Major Themes from the Transit User's Survey:**

- Bike due to lack of access to an automobile
- Walk to ride Space Coast Area Transit
- Willing to bike for 1 to 2 miles and walk quarter mile
- *Lack of safe facilities and physical limitations prohibits more biking and walking*

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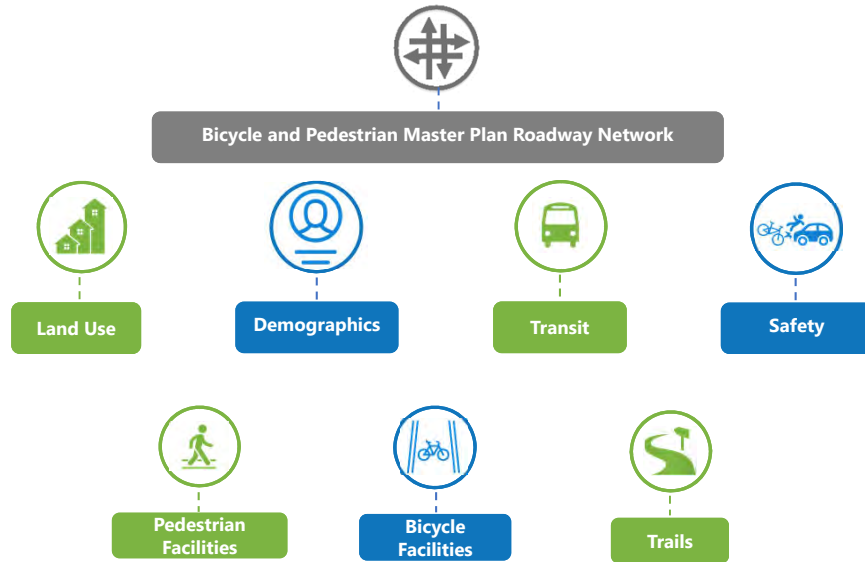
RECOMMENDED ALIGNMENT: EAST COAST GREENWAY

- Coordination with the East Coast Greenway Alliance
- Feasibility Analysis
- Coordination and Adoption by Local Jurisdictions

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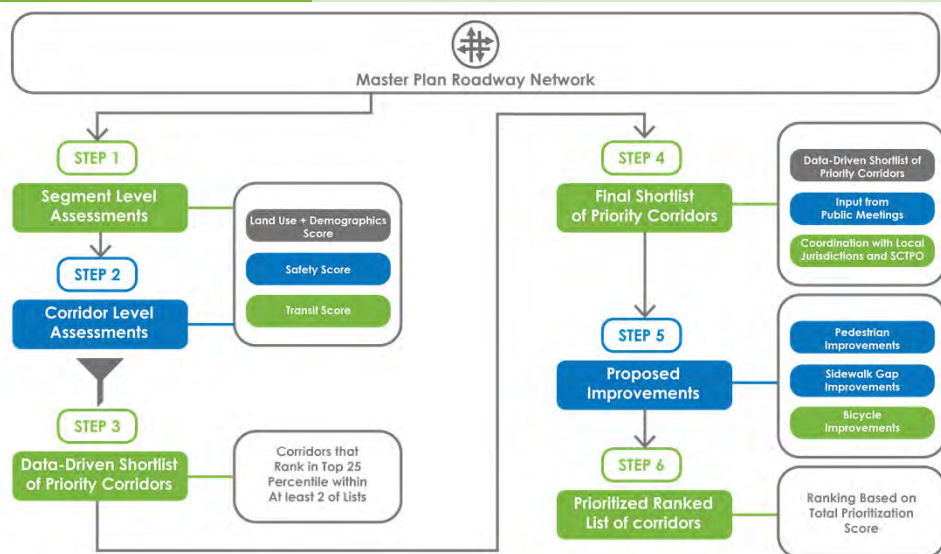
EXISTING CONDITIONS ANALYSIS



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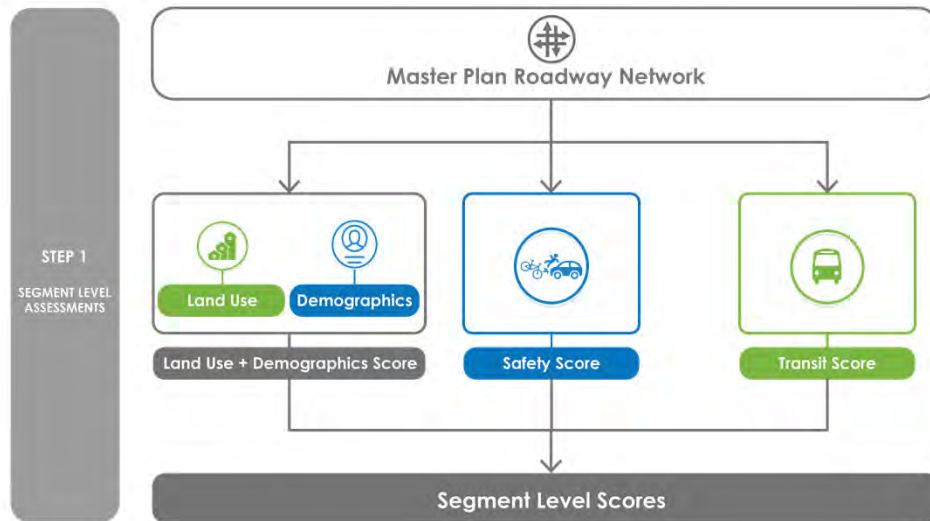
PRIORITIZATION METHODOLOGY



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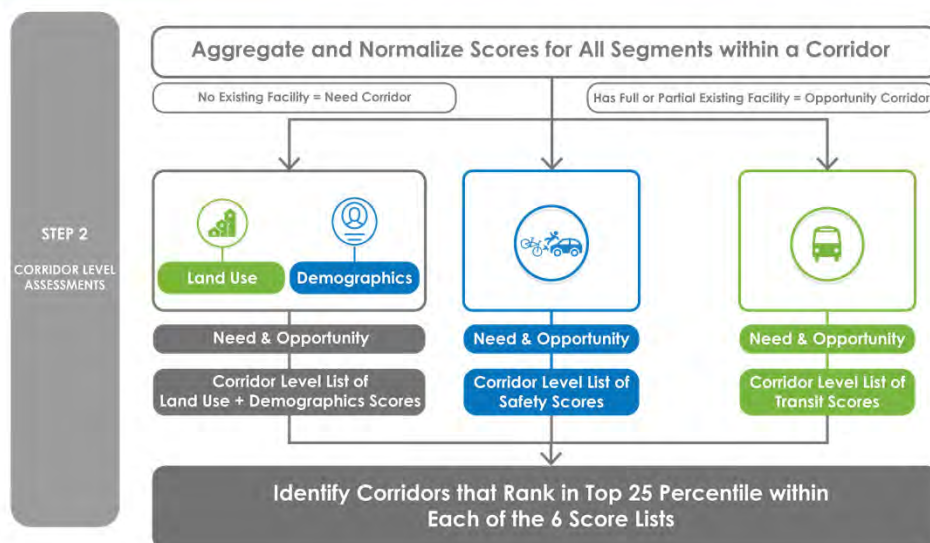
PRIORITIZATION METHODOLOGY – STEP 1



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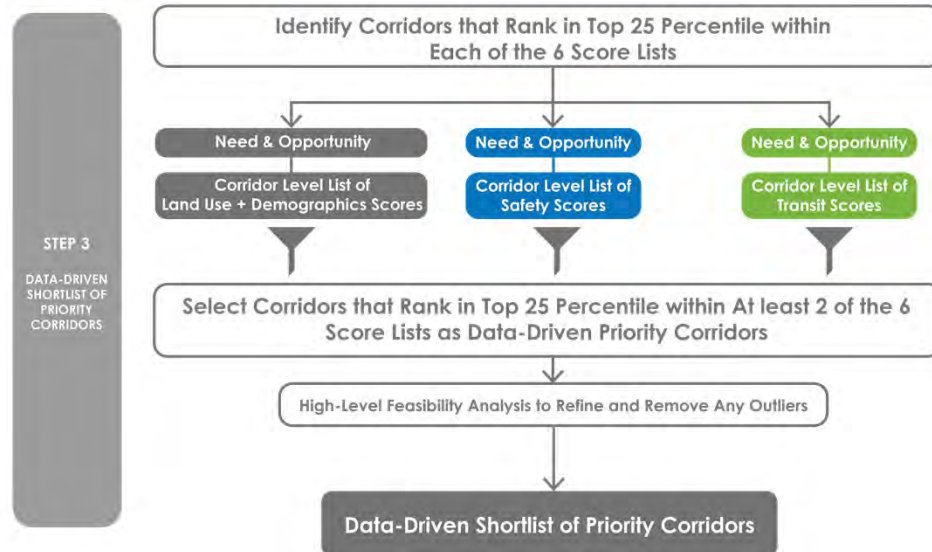
PRIORITIZATION METHODOLOGY – STEP 2



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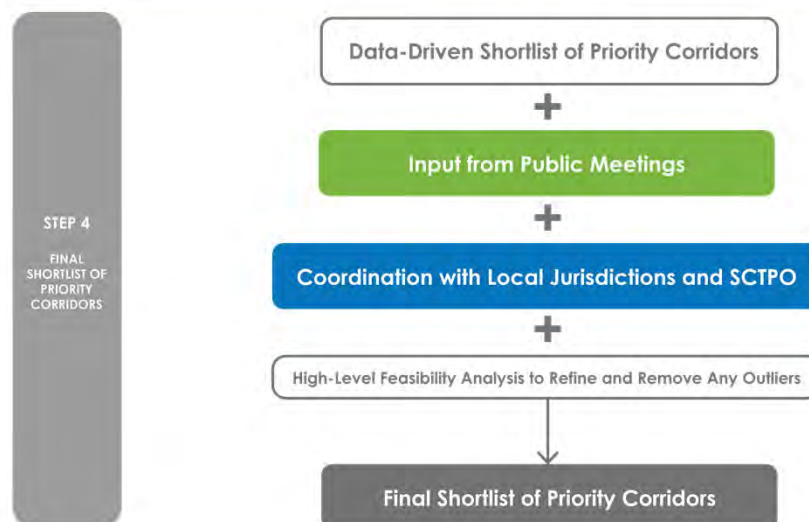
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PRIORITIZATION METHODOLOGY – STEP 3



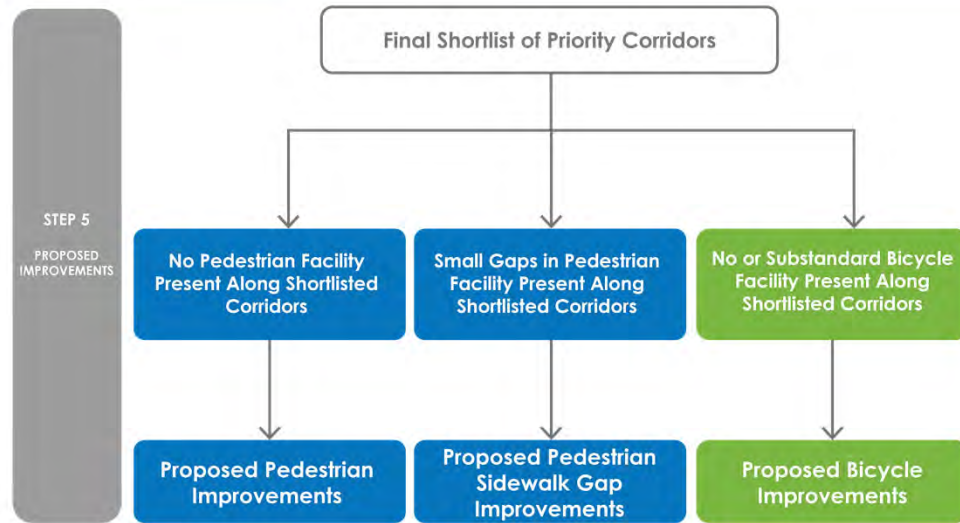
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PRIORITIZATION METHODOLOGY – STEP 4



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PRIORITIZATION METHODOLOGY – STEP 5



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EXAMPLE CORRIDOR: US -1 (From SR 405 to Grace Street)

STEP 1 & 2: Segment and Corridor Level Assessment

Corridor ID	Road Name	From	To	Jurisdiction	Pedestrian Need Corridor	Pedestrian Opportunity Corridor	Bike Need Corridor	Bike Opportunity Corridor
36	US 1	SR 405	Grace Street	Titusville	No	Yes	No	Yes

Land Use and Demographics Score

68

Safety Score

16

Transit Score

9

STEP 3: Data-Driven Shortlist of Priority Corridors

Corridor ID	Road Name	Top 25th percentile list for Pedestrian Opportunity			Top 25th percentile list for Pedestrian Opportunity		
		Land Use and Demographic Score	Safety Score	Transit Score	Land Use and Demographic Score	Safety Score	Transit Score
36	US 1	Yes	Yes	Yes	Yes	Yes	Yes

Within Top 25 Percentile for All 3 Lists : Bike and Ped

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EXAMPLE CORRIDOR: US -1 (From SR 405 to Grace Street)

STEP 4: Final Shortlist of Priority Corridors

- Shortlisted through Data-Driven Analysis
- Feedback at Public Meetings
- Coordination with Local Jurisdiction + SCTPO

STEP 5: Proposed Improvements

Proposed Pedestrian Improvements

Start Point of Pedestrian Improvement	End Point of Pedestrian Improvement
SR 405	Knox McRae Drive

Proposed Sidewalk Gap Improvements

Start Point of Pedestrian Improvement	End Point of Pedestrian Improvement
Knox McRae Drive	Grace Street

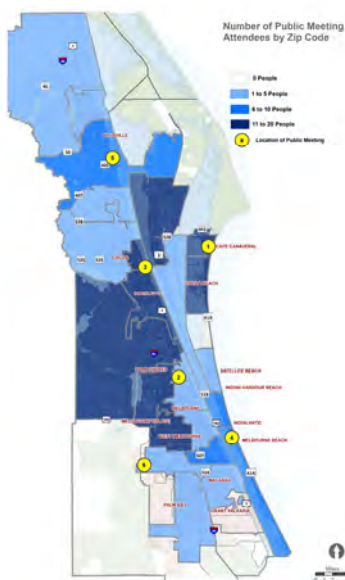
Proposed Bicycle Improvements

Start Point of Bicycle Improvement	End Point of Bicycle Improvement
South of SR 50	Grace Street

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SUMMARY OF PUBLIC MEETINGS



Date	Location	Area	Attendees
January 23, 2019	Cape Canaveral Public Library	North Beaches	39
February 5, 2019	Wickham Park Community Center	Melbourne	56
February 7, 2019	Cocoa Civic Center	Cocoa/Rockledge	51
February 27, 2019	Melbourne Beach Community Center	South Beaches	25
February 28, 2019	Enchanted Forest Sanctuary	Titusville/North Brevard	16
March 13, 2019	Ted Whitlock Community Center	Palm Bay/South Brevard	15
Total Attendees			202

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SUMMARY OF PUBLIC MEETINGS



- **325 Total Public Comments Received**
- **19 Bicycle Corridors and 17 Pedestrian Corridors Added to Improvement Lists**
- **Major Themes:**
 - Accessibility to many types of destinations
 - Network connectivity
 - Safe and comfortable facilities as well as crossings
 - Connections to trails
 - Connections between the mainland and the beaches
 - Maintenance and enforcement

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PRIORITY CORRIDORS



Total Priority Corridors: 135

- Data Driven Analysis: 56 Corridors
- After Public Meetings: 24 Corridors
- SCTPO and Local Jurisdiction Coordination : 55 Corridors

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PEDESTRIAN IMPROVEMENTS

North



Central



- 84 Priority Corridors with Pedestrian Improvements
- 20 Priority Corridors with Pedestrian Sidewalk Gap Improvements
- Maps and Table of Improvements on Boards

South



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BICYCLE IMPROVEMENTS

North



Central



- 96 Priority Corridors with Bicycle Facility Improvements
- Maps and Table of Improvements on Boards

South



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RANKED PRIORITIZED LIST OF IMPROVEMENTS

Pedestrian and Bicycle Coverage Score			
Metric	Factor	Criteria/Measure	Points
Pedestrian Coverage Score	Percentage of length of corridor covered by existing facilities	0%	10
		1% to 35%	6
		36% to 70%	3
		71% to 99%	1
		100%	0
Bicycle Coverage Score	Percentage of length of corridor covered by existing facilities	0%	10
		1% to 35%	6
		36% to 70%	3
		71% to 99%	1
		100%	0

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RANKED PRIORITIZED LIST OF IMPROVEMENTS

Pedestrian Level Of Comfort (LOC) Methodology				
Criteria	LOC > 1	LOC > 2	LOC > 3	LOC = 4
	<i>Highest Comfort</i>			<i>Least Comfort</i>
Sidewalk Width (Feet)	8 or more	5 to 7.9	4 to 4.9	Less than 4
Separation Width (Feet)	3 or more	Less than 3	(n.a.)	(n.a.)
Speed Limit (MPH)	25 or less	30 or 40	45	More than 45
Traffic Volume (AADT)	Less than 10,000	10,000 to 20,000	20,001 to 30,000	More than 30,000
Total Number of Lanes	2	3	4 or 5	6 or More

If 'Sidewalk Width' is 8' or above 'AND' 'Separation Width' is 5' or above; LOC = 1 regardless of other Criteria

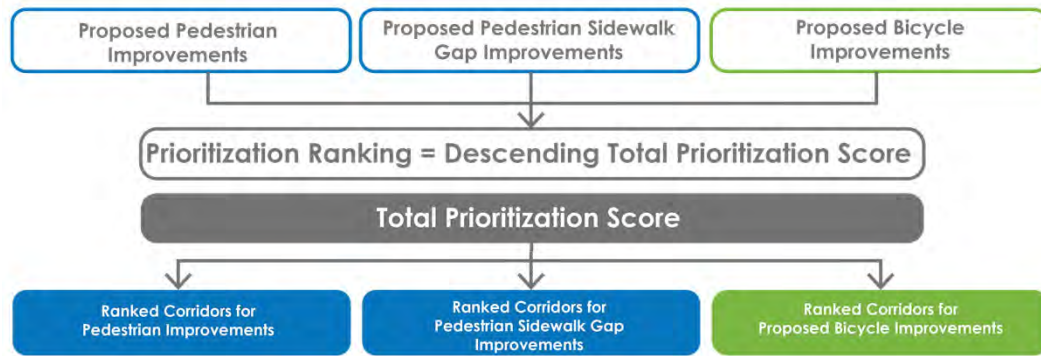
Bicycle Level Of Traffic Stress (LTS) Methodology				
Criteria	LTS > 1	LTS > 2	LTS > 3	LTS = 4
	<i>Least Traffic Stress</i>			<i>Highest Traffic Stress</i>
Bicycle Facility Width (Feet)	6 or more	4.1 to 5.9	4	Less than 4
Speed Limit (MPH)	25 or less	30 or 40	45	More than 45
Traffic Volume (AADT)	Less than 10,000	10,000 to 20,000	20,001 to 30,000	More than 30,000
Total Number of Lanes	2	3	4 or 5	6 or More

Note: For Needs Corridors LOC and LTS scores were calculated based on following criteria: Speed Limit, Traffic Volume, and Total Number of Lanes

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RANKED PRIORITIZED LIST OF IMPROVEMENTS



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EXAMPLE CORRIDOR: US-1 (From SR 405 to Grace Street)

Metric	Points
Land Use and Demographics Score	68
Safety Score	16
Transit Score	9
Pedestrian Coverage Score	3
Bicycle Coverage Score	6
Pedestrian Level of Comfort Score	6
Bicycle Level of Traffic Stress Score	10
Trails Score	3
Total Prioritization Score For Pedestrian Improvements	105
Total Prioritization Score For Bicycle Improvements	112

Rank for Pedestrian Improvements	Pedestrian Project No.	Rank for Sidewalk Gap Improvements	Sidewalk Gap Project No.	Rank for Bicycle Improvements	Bicycle Project No.
12 out of 84	P12	3 out of 20	SG3	11 out of 96	B11

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LOCAL JURISDICTION BOOKLETS

List of Local Jurisdiction Booklets:

1. Titusville
2. Cocoa
3. Rockledge
4. West Melbourne
5. Melbourne
6. Palm Bay
7. Cape Canaveral
8. Cocoa Beach
9. Satellite Beach
10. Indian Harbour Beach
11. Grant-Valkaria
12. Malabar
13. Indialantic
14. Melbourne Beach
15. Unincorporated Brevard County
 - o Callouts for Merritt Island, Port St. John, and Viera/Suntree Area

No Proposed Improvements:

1. Palm Shores
2. Melbourne Village

35

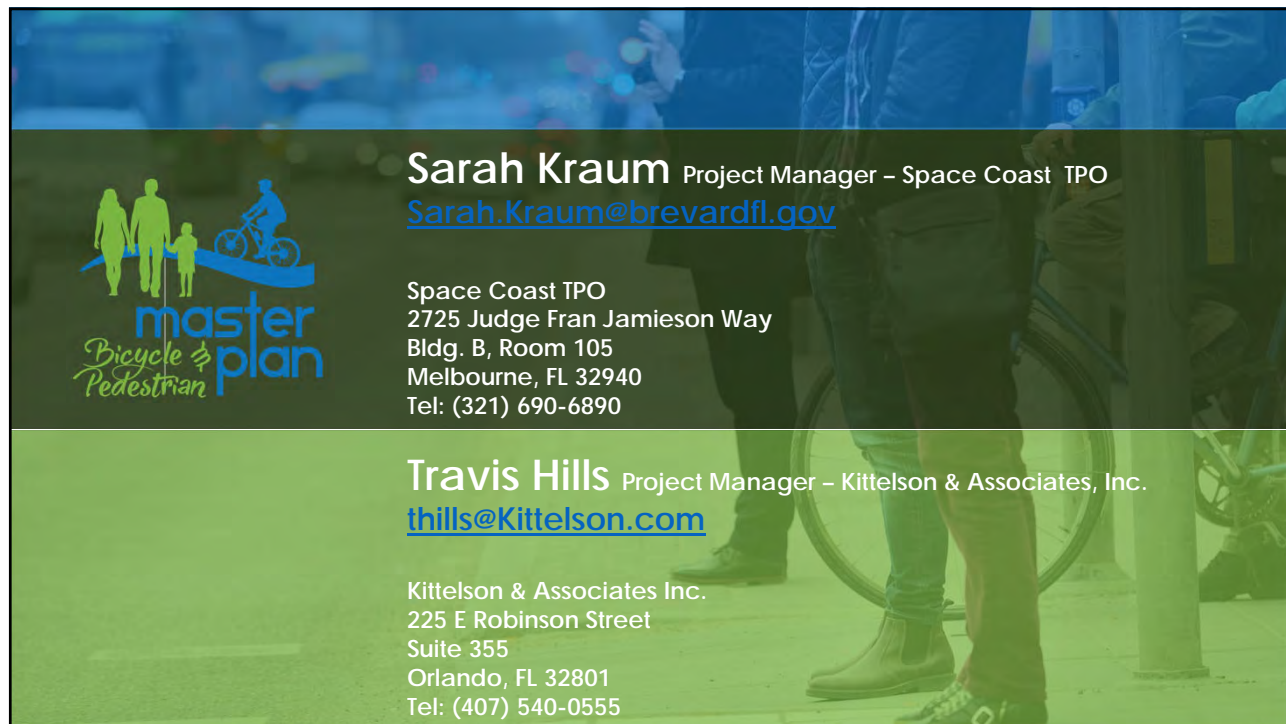
35


NEXT STEPS

- Finalize Bicycle and Pedestrian Master Plan Report
- Presentations of the Bicycle and Pedestrian Master Plan to the SCTPO BPTAC, TAC/CAC, and Board

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master plan
Bicycle & Pedestrian

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 Tel: (407) 540-0555



3rd Technical Committee Meeting

Date: July 22, 2019

Location: Bill Posey Room – Health Department
2555 Judge Fran Jamieson Way, Melbourne, FL 32940

Attendees:

1. Terry Stoms (Brevard County Parks and Recreation)
2. Terry Jordan (Space Coast Area Transit)
3. Pete Petyk (CAC SCTPO)
4. Abby Diaz (City of Cocoa)
5. Rob Strong (City of Cocoa Beach)
6. Todd Corwin (City of Melbourne)
7. Christy Fischer (City of West Melbourne)
8. Mark Ryan (City of Indian Harbour Beach)
9. Alan Woolwich (Brevard County Housing and Human Services)
10. Paul Schoelzel (FDOT)
11. Laura Carter (SCTPO)
12. Kim Smith (SCTPO)
13. Sarah Kraum (SCTPO)
14. Travis Hills (KAI)
15. Aditya Inamdar (KAI)

Introduction:

Space Coast Transportation Planning Organization (SCTPO) is currently in the process of developing the Bicycle and Pedestrian Master Plan (BPMP). This plan will update the 2013 Bicycle and Pedestrian Mobility Plan developed by SCTPO. The purpose of this update is to create a connected system of bicycling and pedestrian facilities to serve the needs and interests of our residents. The BPMP will consider local efforts and projects, with an emphasis on identifying critical gaps, addressing safety needs, serving areas with the highest propensity for pedestrian and bicycling mobility, and supporting local economic development goals.

As part of developing the BPMP, a Technical Committee has been established as part of the public engagement process. The Technical Committee is comprised of representatives from local municipalities, Space Coast Area Transit, Florida Office of Greenways and Trails (OFT), Brevard County Planning, Public Works, Housing and Human Services, and Parks and Recreation Departments, Brevard County Public

Schools, and the Florida Department of Transportation (FDOT). The Technical Committee will function as a sounding board for the Project Team and act as liaisons for their respective agencies throughout the update of the BPMP. This document summarizes the 3rd Technical Committee Meeting.

Meeting Notes:

Sarah Kraum started the meeting by providing background information and reviewing the overall scope of the project. After introductions from the attendees, Travis Hills presented the following sections of the presentation:

- Introductions
- Schedule Overview
- Summary of the Kick-Off (Themes, Goals, Objectives, and Performance Measures) and the 2nd Technical Committee Meetings (Existing Conditions Analysis and Draft Prioritization Methodology to Identify Needs and Opportunities)
- Completed Tasks
 - Stakeholder Meetings
 - User Survey
 - Themes, Goals, Objectives, and Performance Measures
 - Existing Conditions Analysis
 - Prioritization Methodology
 - Priority Corridors and Bicycle and Pedestrian Improvements
 - Ranked List of Improvements
 - Recommended East Coast Greenway Alignment

Aditya Inamdar continued the presentation by providing a summary of the following sections:

- Prioritization Process
- Priority Corridors and Proposed Pedestrian & Bicycle Improvements
- Summary of Public Meetings
- Local Jurisdiction Booklets
- Next Steps

The following section summarizes the general discussions during and after the presentation.

User Survey:

- The survey results were not weighted based on demographics but were summarized as raw data.
- Explore the possibility to conduct the online and transit user surveys periodically to capture trends.

Prioritization Process and Priority Corridors:

- Six step prioritization process used to identify and rank priority corridors that combined data-driven existing conditions analysis with public and stakeholder feedback.
- 135 out of 195 total corridors in the BPMP network identified as priority corridors
 - Pedestrian improvements have been identified along 84 priority corridors

- Sidewalk gap improvements have been identified along 20 priority corridors
- Bicycle improvements have been identified along 96 priority corridors
- There was concern regarding lack of weight allotted to low-income areas in the prioritization process. However, the project team clarified that ‘Percentage of Household in Poverty’ and ‘Percentage of Zero Car Households’ be census block groups as well as ‘Transit Ridership’ are three distinct datasets in the prioritization system that capture low-income areas.
- SCTPO and Kittelson will review the results of the prioritization process and conduct a high-level analysis to verify that projects have been distributed equitably in low-income areas

Public Meetings:

- Six public meetings held between January and March 2019
- 202 total attendees
- 325 total public comments received
- 19 bicycle corridors and 17 pedestrian corridors added to improvement lists as a result of input received at public meetings
- Major Themes:
 - Accessibility to many types of destinations
 - Network connectivity
 - Safe and comfortable facilities as well as crossings
 - Connections to trails
 - Connections between the mainland and the beaches
 - Maintenance and enforcement

Local Jurisdiction Booklets:

- Local jurisdiction booklets will include city’s basic information and are designed to highlight proposed bicycle and pedestrian improvements within each jurisdiction.
- Booklets for the following jurisdiction will be created:

1. Titusville	9. Satellite Beach
2. Cocoa	10. Indian Harbour Beach
3. Rockledge	11. Grant-Valkaria
4. West Melbourne	12. Malabar
5. Melbourne	13. Indian Lantic
6. Palm Bay	14. Melbourne Beach
7. Cape Canaveral	15. Unincorporated Brevard County
8. Cocoa Beach	Callouts for Merritt Island, Port St. John, and Viera/Suntree Area
- Since there are no proposed improvements within Palm Shores and Melbourne Village, no booklets will be created for these two local jurisdictions.

Next Steps:

- Finalize Bicycle and Pedestrian Master Plan Report
- Presentations of the Bicycle and Pedestrian Master Plan to the SCTPO BPTAC, TAC/CAC, and Board in September and October 2019.

Summary of Stakeholder Meetings



Stakeholder Meeting with the City of Titusville

Space Coast Transportation Planning Organization (SCTPO) is currently in the process of developing the 2018 Bicycle and Pedestrian Master Plan (BPMP). This plan will update the 2013 Bicycle and Pedestrian Mobility Plan developed by SCTPO. As part of developing the 2018 BPMP, several stakeholder interviews were conducted as part of the stakeholder engagement process. These initial one-on-one interviews with each stakeholder were meant to identify high-level issues and opportunities, as well as receive input from the stakeholders related to bicycle and pedestrian facilities in Brevard County.

The following document summarizes the meeting with the City of Titusville.

Date: June 15, 2018

Location: SCTPO Conference Room

2725 Judge Fran Jamieson Way, Building B, Room 105, Viera, FL 32940

Attendees:

1. Trevor Traphagen (City of Titusville)
2. Edyie McCall (City of Titusville)
3. Sarah Kraum (SCTPO)
4. Jane Lim-Yap (KAI)
5. Travis Hills (KAI)
6. Aditya Inamdar (KAI)

Questions

A list of questions was shared with the City of Titusville. These questions were shared before the meeting and the text following each question in *red italics* are the responses received from the City of Titusville prior to the meeting.

1. What are your immediate issues and opportunities related to pedestrian and bicycling mobility and access within Brevard County?
Inconsistent infrastructure along State and County maintained roadways. For example, bike lanes are present but not clearly marked, or start and stop with no connection points. Lack of pedestrian access points to parks and waterfront without driving to the specific location.
2. What specific aspects related to the needs of pedestrians/bicyclists/trails would you like this BPMP update to focus on?

Updated and consistent design standards that could be used as a model for municipalities within the county; connecting existing facilities between jurisdictions; expanding separated facilities on State and County maintained roadways as speeds and multiple lanes are not safe for cyclists; and, a robust public education component to continually inform the public about cycle safety and encourage cycling.

3. Are there any existing plans/programs or ongoing initiatives within your organization (or that you are aware of) that contributes to building bike/ped/trail facilities or influences future needs of the County? Do you have plans or programs that can help in funding and implementing bike/ped initiatives?

Other than improvements associated with the Coast-to-Coast/East Coast Greenway/SJR2C Loop trails within the downtown, there are no other formal initiatives in place to further the installation of bike/ped infrastructure. The City is currently drafting scopes for the creation of a bike/ped master plan and/or replacement of transportation concurrency with a mobility fee to holistically address transportation including auto/pedestrian and bicycle.

4. How can your organization benefit from the BPMP? How can this BPMP help advance your organization's goals/objectives?

Ideally, the BPMP should provide guidance and examples of best practices for design of facilities that municipalities can use when drafting specific plans for a municipality, this will set ground rules and positive examples to create a system that is seamlessly interconnected throughout the county. Knowing the County's standpoint from the County on bike/ped facilities will assist the City in creating a local bike/ped plan that is feasible and consistent with the goals of the other jurisdictions within the county. (Note from Sarah Kraum: When Travis referred to "the county" in regards to consistency, I think he was referencing the TPO plans suggesting standards. The TPO is often confused with the county. Also, the County officially defers to our BPMP.)

5. Are there any major ongoing or planned pedestrian/bicycle/trails projects within the City?

The majority of the trail improvements within the City have been completed for the time being. Additional funds may be allocated within the downtown for bike/ped improvements in the future.

6. What major corridors/areas are you prioritizing, or think should be prioritized for bicycle and pedestrian improvements?

The City does not currently have a bike/ped master plan, but the goals will be to identify and complete sidewalk gaps, prioritize corridors that can accommodate bicycle infrastructure, and identify funding mechanisms. The main corridors for bike/ped improvements within the City will likely be Barna Avenue, Park Avenue, Harrison Street/Fox Lake Road, Knox McRae Drive; however, all corridors, including those that are State and County maintained, will be analyzed as part of a bike/ped plan for the City.

7. Are there any other ongoing or planned initiatives/policies/programs that we should take into consideration for BPMP?

Other than the planned bike/ped plan, no other initiatives are proposed at this time within the City.

8. Are there any specific facility design types/details that you think work well for bicyclists that you would recommend we include in the BPMP as part of design guidance section?

All types of bicycle facilities should be illustrated using best practices, and this should include both urban and suburban typologies. Specifically, properly buffered bike lanes, two-way cycle tracks, shared bike/ped facilities (typically urban typologies), and suburban multi-use pathways.

9. Are there any additional plans/research/data that the City can share that may help in analysis and prioritization of corridors?

Some general analysis on sidewalk facilities and streets has been completed as part of the City's recent Evaluation and Appraisal Report required for the Comprehensive Plan.

10. Are there any plans for incorporating equestrian use on trail facilities?

None at this time.

General Notes

Sarah Kraum began the meeting by giving a brief introduction about the project and the purpose of the meeting. Following brief personal introductions by all the attendees, Jane Lim-Yap facilitated the discussion framed around the series of questions listed above. The following points summarize the general discussion that followed.

Focus Areas/Corridors

- Titusville is a little isolated, would be nice to have some connection points to Mims (to the north) or Port St. John (to the south).
- Grissom Parkway can be a potential north-south corridor for pedestrian and bicycle improvements.
- Focus on better connectivity to the Environmentally Endangered Lands (EEL) properties (nature sanctuaries) in Mims and elsewhere in and around the City. Coordinate with EEL.
- Explore potential spur trails and connections from the Rail Trail which parallels US 1.
- Emphasis on improving connectivity between the neighborhoods, activity centers, and the downtown to existing trails.
- Encourage residents to get to downtown on bicycle to access regional trails.
- On SR 405, the trail should continue from Fox Lake, south to SR 50. Pedestrian and bicycle facilities are also inconsistent along SR 405, south of SR 50.
- US 1, SR 50, and Garden Street have major challenges. People ride in the wrong direction and the facilities are not the best. People use bike lanes for parking cars, or as right turn lanes, etc.
- Schools are mostly buried in residential communities, not many issues with access.
- Focus on building bike connections from the marina to the downtown. Many people bring their bikes on boats. Some places also rent bikes near the marina.

Existing Plans/Ongoing Projects/Planned initiatives or projects

- The City is planning to develop its own Bicycle and Pedestrian Master Plan later this year, or next year, depending on funding.
- The City is currently working on modifying Impact Fees to create Mobility Fees. The City currently charges Impact Fees from developers, that can only be used to mitigate

vehicular traffic impacts/improvements. Mobility Fees can be used for pedestrian, bicycle, and other multi-modal improvements.

- The City is working on 'Titusville Tomorrow' vision document and an evaluation and appraisal report.
- The City has completed a sidewalk inventory.
- Hopkins Avenue from SR 50 to US 1 is being resurfaced and bike lanes are being added.
- The City is working on Comprehensive Plan updates, it is expected to be completed by Fall 2018.
- Downtown CRA Plan is going to be updated after the Comprehensive Plan. CRA can be another potential funding source for implementation.
- On US 1 from Grace Street to SR 50, Sun Trail funding for 12' multi use trail may be secured. Work program will be presented in December 2018.
- SR 406 (Garden Street) has no bike lanes, they may be added when resurfacing happens.
- SR 405, north of SR 50 is being programmed for resurfacing project. Pedestrian and bicycle facilities can be added as part of the resurfacing.
- Hopkins Avenue resurfacing project to include bike lanes, City to pursue other complete street elements.
- 436187-2 Coast-to-Coast Trail, From Canaveral Ave to west of Max Brewer Bridge - Titusville Gap.
- 436187-3 Coast to Coast Trail, east of Max Brewer Bridge to Merritt Island National Wildlife Refuge (MINWR)
- 432399-1 Garden Street (SR 406) from east of Petty Circle to Washington Ave (US 1/SR 5 North)

Facility Design/Standards

- The City would prefer buffered bike lanes and green paint, even though it is high maintenance.
- For the East Coast Greenway (ECG) – People want separate walking trail along the riverfront, but this would be a long-term project. Indian River Drive is currently designated for the ECG.
- The City may be too small for a bike-share system. The City does not have that many destinations or bike network to support it. Welcome Center has bike rental. The City can share information on any demographic data that is available for visitors to the Welcome Center.

Challenges

- The biggest challenge is funding. Getting the money to get things built. Hopefully, Mobility Fees will help in this regard.
- A cultural shift is required in thinking about pedestrian and bicycle facilities. Organizations such as Chamber of Commerce, Rotary Club can be partnered with for educational outreach.

Other

- Titusville Talks, a city public relations newsletter can be an effective medium to share information and run safety/education campaigns.
- The city approves sidewalk waivers for developers in some instances. Developers do not have to build a sidewalk if the development site does not connect to existing sidewalks on any side. However, they do need to pay into a trust fund. The City has changed this process from an earlier provision, where the developers would not have to build or pay if they get approved for a waiver.

Action Items/Data to be shared with the Project Team

- GIS shapefile for all the trails in the city.
- Sidewalk inventory.
- Titusville Tomorrow vision document.
- Demographic data for Welcome Center visitors.
- Details about trail counters and data collected.



Stakeholder Meeting with the City of Palm Bay

Space Coast Transportation Planning Organization (SCTPO) is currently in the process of developing the 2018 Bicycle and Pedestrian Master Plan (BPMP). This plan will update the 2013 Bicycle and Pedestrian Mobility Plan developed by SCTPO. As part of developing the 2018 BPMP, several stakeholder interviews were conducted as part of the stakeholder engagement process. These initial one-on-one interviews with each stakeholder were meant to identify high-level issues and opportunities, as well as receive input from the stakeholders related to bicycle and pedestrian facilities in Brevard County.

The following document summarizes the meeting with the City of Palm Bay.

Date: June 15, 2018

Location: SCTPO Conference Room

2725 Judge Fran Jamieson Way, Building B, Room 105, Viera, FL 32940

Attendees:

1. Conroy Jacobs (City of Palm Bay)
2. Sarah Kraum (SCTPO)
3. Jane Lim-Yap (KAI)
4. Travis Hills (KAI)
5. Aditya Inamdar (KAI)

Questions

A list of following questions was shared with the City of Palm Bay prior to the meeting.

1. What are your immediate issues and opportunities related to pedestrian and bicycling mobility and access within Brevard County?
2. What specific aspects related to the needs of pedestrians/bicyclists/trails would you like this BPMP update to focus on?
3. Are there any existing plans/programs or ongoing initiatives within your organization (or that you are aware of) that contributes to building bike/ped/trail facilities or influences future needs of the County? Do you have plans or programs that can help in funding and implementing bike/ped initiatives?

4. How can your organization benefit from the BPMP? How can this BPMP help advance your organization's goals/objectives?
5. Are there any major ongoing or planned pedestrian/bicycle/trails projects within the City?
6. What major corridors/areas are you prioritizing, or think should be prioritized for bicycle and pedestrian improvements?
7. Are there any other ongoing or planned initiatives/policies/programs that we should take into consideration for BPMP?
8. Are there any specific facility design types/details that you think work well for bicyclists that you would recommend we include in the BPMP as part of design guidance section?
9. Are there any additional plans/research/data that the City can share that may help in analysis and prioritization of corridors?
10. Are there any plans for incorporating equestrian use on trail facilities?
11. What are the biggest challenges the City is facing with bike/ped/trail planning and implementation?

General Notes

Sarah Kraum began the meeting by giving a brief introduction about the project and the purpose of the meeting. Following brief personal introductions by all the attendees, Jane Lim-Yap facilitated the discussion framed around the series of questions listed above. The following points summarize the general discussion that followed.

Focus Areas/Corridors

- Trail connectivity should be focused on throughout the southern part of Palm Bay.
- Krassner Drive will be a priority. Connect to the Fred Poppe Regional Park.
- Malabar Road, west of Minton Road has a major need for sidewalks. Many commercial land uses, government subsidized housing, and assisted living in located in this area.
- Explore other utility Right-Of-Way (ROW)/easements that could be used for trail connectivity.
- RJ Conlan Boulevard is another priority corridor. The Redevelopment Agency along with Bayfront Development is developing a plan for this area to create a mixed-use village center/downtown with RJ Conlan Boulevard as a 'Main Street'.
- Public Works Department is mainly focused on storm water improvements. However, these could be leveraged for roadway restriping or sidewalk/bicycle facilities projects.

Existing Plans/Ongoing Projects/Planned initiatives or projects

- The City submitted a grant application to build a Cross-City trail along FPL ROW/easement in southern Palm Bay. Some sections already exist to the north and the south of the city.
- Palm Bay Parkway will have 10'-12' wide sidewalk/path from Babcock Street to the new southern I-95 interchange.

- Palm Bay received grant funding for Safe Routes to School projects for five schools. These projects are currently in engineering design phase. They consist of 3.2 miles of sidewalks. Area around Westside Elementary School will have 1.5 miles of new sidewalks.
- The City's Planning Department submitted a grant application to develop a local Pedestrian and Bicycle Master Plan.
- A PD&E Study is exploring option of adding an equestrian trail along Babcock Street.
- Malabar Road from Minton Road to St John Heritage Parkway PD&E by FDOT which will include widening to four lanes and sidewalks is programmed for 2020. The City's Comprehensive plan stresses on pedestrian and bicycle connectivity to schools.

Facility Design/Standards

- City code allows for standard 4' wide sidewalks, however many new sidewalks are 5' or 6' wide.

Challenges

- The biggest challenge is getting private developer to build sidewalks, they get waivers.
- Palm Bay has high percentage of aging residents who prefer to walk rather than drive, but current infrastructure is inadequate for their needs.

Other:

- The City approves sidewalk waivers for developers in some instances. There is no set documented procedure for waivers.
- The City utilizes Impact Fees to mitigate vehicular traffic impacts/improvements, could explore ways to use Impact Fees for pedestrian and bicycle projects.
- The City has used CDBG money before to build sidewalks.
- The City would like the BPMP to include a narrative of benefits of pedestrian and bicycle facilities, especially about their high return on investment.

Action Items/Data to be shared with the Project Team

- Sarah to provide the City's grant application for the FPL trail.
- Study team to examine various Road Safety Audits (RSAs) conducted in Palm Bay.
- The City will share their current sidewalk inventory in GIS format.
- The City will share grant application for their Pedestrian and Bicycle Master Plan.
- The City will share the Bayfront Development Master Plan.



Stakeholder Meeting with Brevard County Public Schools

Space Coast Transportation Planning Organization (SCTPO) is currently in the process of developing the 2018 Bicycle and Pedestrian Master Plan (BPMP). This plan will update the 2013 Bicycle and Pedestrian Mobility Plan developed by SCTPO. As part of developing the 2018 BPMP, several stakeholder interviews were conducted as part of the stakeholder engagement process. These initial one-on-one interviews with each stakeholder were meant to identify high-level issues and opportunities, as well as receive input from the stakeholders related to bicycle and pedestrian facilities in Brevard County.

The following document summarizes the meeting with Brevard County Public Schools (BCPS).

Date: June 15, 2018

Location: SCTPO Conference Room

2725 Judge Fran Jamieson Way, Building B, Room 105, Viera, FL 32940

Attendees:

1. David Lindemann (BCPS)
2. Sarah Kraum (SCTPO)
3. Jane Lim-Yap (KAI)
4. Travis Hills (KAI)
5. Aditya Inamdar (KAI)

Questions

A list of questions was shared with the BPCS. These questions were shared before the meeting and the text following each question in *red italics* are the responses received from them prior to the meeting.

1. What are your immediate issues and opportunities related to pedestrian and bicycling mobility and access within Brevard County?
Parents insist on driving kids to school. This is a cultural shift that creates havoc at schools not designed for this. Not sure what the solution is, but maybe convening some stakeholder conversations about it would be helpful. Everyone hates the traffic congestion (and it is a safety concern too), but no one wants to give up their car. Another emerging issue is golf carts, who

drives them, interaction with cars – etc. Would suggest that TPO dive into this issue as well in the plan.

2. What specific aspects related to the needs of pedestrians/bicyclists/trails would you like this BPMP update to focus on?

During our attendance boundary change public meetings, we discovered there are parents that walk or bike to get their kids to school out of necessity. After school care/transportation is a big issue too. Children can't access valuable programs because of inadequate transportation. (Almost thinking a "mobility desert" analogous to a food desert).

3. Are there any existing plans/programs or ongoing initiatives within your organization (or that you are aware of) that contributes to building bike/ped/trail facilities or influences future needs of the County? Do you have plans or programs that can help in funding and implementing bike/ped initiatives?
4. How can your organization benefit from the BPMP? How can this BPMP help advance your organization's goals/objectives?

Strong emphasis on school-related mobility issues would definitely help us. It is a mess out there and our funding is not designed to address these issues. I'm thinking conceptually about something like a pilot school area mobility study (like an AIS) that looks at the issues comprehensively – drivers, cart drivers, walkers, bikers, bus and transit users + non-school traffic all occupying the same space. I don't think looking at just bike ped gets you the broader view needed to change behavior. We could do some things on our side perhaps if the reasoning was compelling enough – but it is really hard to change our systems. Perhaps a pilot study with stakeholder involvement could get us a framework for conversations about these issues.

5. What are the policies or plans that the School District has initiated to encourage walking and bicycling to school?

Not much. The 2-mile definition in statute needs a reality check too.

6. Is there any current methodology that the School District uses to prioritize schools that need investments in pedestrian and bicycle facilities?

No. In fact, many schools have reasonable bike/ped access – the challenge is getting parents to allow kids to use these facilities and sufficient crossing guard support. The traditional parameters for a "safe" walk or bike to school really aren't accepted by parents.

7. Are there any specific schools/corridors/areas that the School District is prioritizing, or thinks should be prioritized for pedestrian and bicycle improvements, or to conduct Safe Routes to School Studies?

Not specifically – bigger issue than just bike/ped infrastructure

8. Are there any additional plans/research/data that the School District can share that may help in developing the BPMP?

General Notes

Sarah Kraum began the meeting by giving a brief introduction about the project and the purpose of the meeting. Following brief personal introductions by all the attendees, Jane Lim-Yap facilitated the

discussion framed around the series of questions listed above. The following points summarize the general discussion that followed.

Focus Areas/Corridors

- Southlake School in the north part of the County is re-opening and parents have been asking about sidewalks around that area.
- BCPS focuses on building pedestrian and bicycle infrastructure on site, not around the school.

Existing Plans/Ongoing Projects/Planned initiatives or projects

- Students at the University of Florida did a study that developed a GIS based methodology to rank and prioritize schools for Safe Routes to School Studies.
- One new public school is planned in Viera, probably an elementary school.
- Pinecrest is going to be a Charter School.
- Kim Smith, Bicycle/Pedestrian Education Coordinator for the SCTPO, conducts bike/ped encouragement and safety programs.
- SCTPO conducts school travel surveys.

Challenges

- Viera has golf cart commute issues. Public schools have added golf cart loops at the schools in Viera.
- Very few students walk or bike to school anymore.
- Mindset in the County is to drive kids to school, especially if they live within the 2-mile buffer.
- Many roadways, especially arterials are not safety/comfortable to walk or to bike along.
- BCPS can only spend their money on on-site improvements.

Other

- There are total 83 schools plus 11 charter schools in the County.
- Schools have bicycle parking on site. Can fit about 75 bikes at each school.
- School location is often decided upon by the land that is given to BCPS. BCPS may not have much input in site selection and location.
- Most of the growth in enrollment has been at charter schools.
- BCPS will like the BPMP to analyze the 2-mile areas around the school to identify gaps in pedestrian and bicycle facilities.
- Flagler County uses a smaller radius for elementary schools as study area.
- Charter schools do Traffic Impact Analysis (TIA).
- Eastern Florida State College (EFSC) students have free bus passes for Space Coast Area Transit buses.
- Public school students do not get a free bus pass for Space Coast Area Transit buses; however, they can ride free if they show library card during summer months.

Action Items/Data to be shared with the Project Team

- BCPS to share the University of Florida study.
- SCTPO to share student travel survey data from each school.



Stakeholder Meeting with the Patrick Air Force Base (PAFB)

Space Coast Transportation Planning Organization (SCTPO) is currently in the process of developing the 2018 Bicycle and Pedestrian Master Plan (BPMP). This plan will update the 2013 Bicycle and Pedestrian Mobility Plan developed by SCTPO. As part of developing the 2018 BPMP, several stakeholder interviews were conducted as part of the stakeholder engagement process. These initial one-on-one interviews with each stakeholder were meant to identify high-level issues and opportunities, as well as receive input from the stakeholders related to bicycle and pedestrian facilities in Brevard County.

The following document summarizes the meeting with the Patrick Air Force Base (PAFB).

Date: June 15, 2018

Location: SCTPO Conference Room

2725 Judge Fran Jamieson Way, Building B, Room 105, Viera, FL 32940

Attendees:

1. Terry Ahlin (PAFB)
2. Karl Christiansen (PAFB)
3. Tony Curate (PAFB)
4. Cody Lokken (PAFB)
5. Tim Leech (PAFB)
6. Sarah Kraum (SCTPO)
7. Jane Lim-Yap (KAI)
8. Travis Hills (KAI)
9. Aditya Inamdar (KAI)

Questions

A list of following questions was shared with the PAFB prior to the meeting.

1. What are your immediate issues and opportunities related to pedestrian and bicycling mobility and access within Brevard County?
2. What specific aspects related to the needs of pedestrians/bicyclists/trails would you like this BPMP update to focus on?
3. Are there any existing plans/programs or ongoing initiatives within your organization (or that you are aware of) that contributes to building bike/ped/trail facilities or influences future needs of the

County? Do you have plans or programs that can help in funding and implementing bike/ped initiatives?

4. How can your organization benefit from the BPMP? How can this BPMP help advance your organization's goals/objectives?
5. Are there any major ongoing or planned pedestrian/bicycle/trails projects within the City?
6. What major corridors/areas are you prioritizing, or think should be prioritized for bicycle and pedestrian improvements?
7. Are there any other ongoing or planned initiatives/policies/programs that we should take into consideration for BPMP?
8. Are there any specific facility design types/details that you think work well for bicyclists that you would recommend we include in the BPMP as part of design guidance section?
9. Are there any additional plans/research/data that the City can share that may help in analysis and prioritization of corridors?
10. Are there any plans for incorporating equestrian use on trail facilities?
11. What are the biggest challenges the City is facing with bike/ped/trail planning and implementation?

General Notes

Sarah Kraum began the meeting by giving a brief introduction about the project and the purpose of the meeting. Following brief personal introductions by all the attendees, Jane Lim-Yap facilitated the discussion framed around the series of questions listed above. The following points summarize the general discussion that followed.

Focus Areas/Corridors

- PAFB would like to have trails/bike facilities/pedestrian facilities approaching the entrances to the base.
- PAFB owns S Patrick Drive down to Shearwater Drive, FDOT has an easement. Same with Pineda Causeway and SR A1A.
- PAFB would like FDOT/County to add sidewalks on S Patrick Drive from Base's South Gate to Ocean Boulevard.
- Crosswalks at officer's club is a safety concern.

Existing Plans/Ongoing Projects/Planned initiatives or projects

- FDOT is currently working on engineering design for SR A1A from the Base's north boundary to Pineda Causeway. The project is planning to add paved shoulders and sidewalks on both sides. PAFB wants FDOT to add sidewalks only on east side. FDOT FM #430202-6 (Heather Garcia is FDOT PM).

Other

- The interior of the base has multi-modal facilities.
- About 20,000 people a day access the base.
- Around 500 people live on the base.

- Retired population use the Base's South Gate to get to community services, such as pharmacy, health care, hospital, etc. All these services are in the southern part of the base.
- No internal public transportation within the base. Most people walk or ride a bike within the base.
- People that work on the base, commute from all around the County.

Action Items/Data to be shared with the Project Team

- PAFB to share any survey data available related to commute mode at gates.



Stakeholder Meeting with the Office of Greenways & Trails (OGT)

Space Coast Transportation Planning Organization (SCTPO) is currently in the process of developing the 2018 Bicycle and Pedestrian Master Plan (BPMP). This plan will update the 2013 Bicycle and Pedestrian Mobility Plan developed by SCTPO. As part of developing the 2018 BPMP, several stakeholder interviews were conducted as part of the stakeholder engagement process. These initial one-on-one interviews with each stakeholder were meant to identify high-level issues and opportunities, as well as receive input from the stakeholders related to bicycle and pedestrian facilities in Brevard County.

The following document summarizes the meeting with the Office of Greenways & Trails (OGT).

Date: June 15, 2018

Location: Magnolia Conference Room and Conference Call
2725 Judge Fran Jamieson Way, Building B, Viera, FL 32940

Attendees:

1. Katie Bernier (OGT)
2. Samantha Browne (OGT)
3. Sarah Kraum (SCTPO)
4. Jane Lim-Yap (KAI)
5. Travis Hills (KAI)
6. Aditya Inamdar (KAI)

Questions

A list of following questions was shared with the OGT prior to the meeting.

1. What are your immediate issues and opportunities related to pedestrian and bicycling mobility and access within Brevard County?
2. What specific aspects related to the needs of pedestrians/bicyclists/trails would you like this BPMP update to focus on?
3. Are there any existing plans/programs or ongoing initiatives within your organization (or that you are aware of) that contributes to building bike/ped/trail facilities or influences future needs of the County? Do you have plans or programs that can help in funding and implementing bike/ped initiatives?
4. How can your organization benefit from the BPMP? How can this BPMP help advance your organization's goals/objectives?

5. How does the OGT program envision the relationship between recreational trail network within the Florida Greenways and Trails System and the overall county-wide pedestrian and bicycle facilities network?
6. What are OGT's policies or plans related to connecting Florida Greenways and Trails System connecting to surrounding neighborhoods?
7. What is OGT's Trail Town Program?
8. Is there any current methodology that the OGT uses to prioritize corridors/areas that need investments in existing or new pedestrian and bicycle facilities or to prioritize conducting studies?
9. Are there any specific corridors/areas that the OGT is prioritizing, or thinks should be prioritized for pedestrian and bicycle improvements?
10. Are there any additional plans/research/data that the OGT can share that may help in developing the BPMP?
11. What funding sources are available to municipalities for trails other than SUN Trails?
12. Does OGT have a set of design standards for bike/ped/equestrian trails and signage? Paved or unpaved?

General Notes

Sarah Kraum began the meeting by giving a brief introduction about the project and the purpose of the meeting. Following brief personal introductions by all the attendees, Jane Lim-Yap facilitated the discussion framed around the series of questions listed above. The following points summarize the general discussion that followed.

Focus Areas/Corridors

- Currently various East Coast Greenway alignments exist. OGT will like to determine the preferred alignment.
- OGT prioritizes trails that cross county lines/jurisdictions, are part of a regional or a national trail system, connect to regional destinations, or are scenic bike routes etc.
- OGT maintains a priority trails network map and opportunity trails network map.
- OGT mainly focuses on off-road trails. On-road bike facilities or shared use path within road Right-Of-Way (ROW) are primarily implemented and maintained by FDOT.

Existing Plans/Ongoing Projects/Planned initiatives or projects

- OGT will be adopting their updated their 5-year plan soon. Draft updated plan is available.
- OGT's Trail-Town program is a new program that recognizes towns that invest and focus on trails and benefits of trails in terms of economic development/tourism/public health etc. OGT provides signs and stickers recognizing a town as a trail-town. It encourages a town to provide bike facilities like bike racks, showers, places to stay for trail users, discounts at local events/businesses etc. This program encourages public private partnership to establish bike friendly/trail-friendly programs and events. It is a recognition program. Currently there is no funding that

comes with the recognition but may help the town access some other grants/funds due to this recognition.

- SUN Trails program is expanding the regional trail network.
- OGT is developing a new program called Parks and Community Trails. This program will provide technical assistance and funding that helps connect local neighborhood to the state park system.

Facility Design/Standards

- OGT has developed standards/guidelines for unpaved trails.
- Defer to FDOT for paved/on-system trails.

Other

- Trails on OGT's priority network get preference for state funding for implementation.
- Coordinate with FDOT – Bicycle and Pedestrian Safety Coalition and Bicycle Pedestrian Partnership Council.
- Coordinate with DeWayne Carver at FDOT. DeWayne leads the Complete Streets efforts at FDOT.

Action Items/Data to be shared with the Project Team

- OGT will share draft 5-year plan once it is complete.
- OGT will share Parks and Community Trail Plan.
- OGT will share unpaved trails guidelines.
- Details about Trail-Town Program (methodology and factors considered).
- Details about any other funding programs.



Stakeholder Meeting with the Environmentally Endangered Lands Program (EEL)

Space Coast Transportation Planning Organization (SCTPO) is currently in the process of developing the 2018 Bicycle and Pedestrian Master Plan (BPMP). This plan will update the 2013 Bicycle and Pedestrian Mobility Plan developed by SCTPO. As part of developing the 2018 BPMP, several stakeholder interviews were conducted as part of the stakeholder engagement process. These initial one-on-one interviews with each stakeholder were meant to identify high-level issues and opportunities, as well as receive input from the stakeholders related to bicycle and pedestrian facilities in Brevard County.

The following document summarizes the meeting with the Environmentally Endangered Lands Program (EEL).

Date: June 15, 2018

Location: Magnolia Conference Room
2725 Judge Fran Jamieson Way, Building B, Viera, FL 32940

Attendees:

1. Mike Knight (EEL)
2. Sarah Kraum (SCTPO)
3. Jane Lim-Yap (KAI)
4. Travis Hills (KAI)
5. Aditya Inamdar (KAI)

Questions

A list of questions was shared with the EEL. These questions were shared before the meeting and the text following each question in *red italics* are the responses received from them prior to the meeting.

1. What are your immediate issues and opportunities related to pedestrian and bicycling mobility and access within Brevard County?
No immediate needs.
2. What specific aspects related to the needs of pedestrians/bicyclists/trails would you like this BPMP update to focus on?
Unsure.

3. Are there any existing plans/programs or ongoing initiatives within your organization (or that you are aware of) that contributes to building bike/ped/trail facilities or influences future needs of the County? Do you have plans or programs that can help in funding and implementing bike/ped initiatives?

Not currently.

4. How can your organization benefit from the BPMP? How can this BPMP help advance your organization's goals/objectives?

By providing access to EEL trailheads.

5. What are EEL Program's policies or plans related to walking and bicycling within sanctuaries as well as connecting to surrounding neighborhoods?

Bicycling is typically limited to mt. biking due to unimproved nature of the trails. Paved trails contribute to habitat loss and augmenting soils with outside materials to harden pathways can contribute to exotic plant invasion. Connecting existing on and off-site trails for public access may be consistent with the conservation goals of some properties. Maintaining an appropriate balance between human use and conservation goals is a priority.

6. How does the EEL Program envision the relationship between recreational trail network with sanctuaries and the overall county-wide pedestrian and bicycle facilities network?

Fundamentally it makes sense to provide connections between EEL sanctuary trailhead and paved bicycle and pedestrian resources as long as the pavement does not encroach into the sanctuary boundaries causing the loss of vegetative communities.

7. Is there any current methodology that the EEL program uses to prioritize sanctuaries/areas that need investments in existing or new pedestrian and bicycle trails or to prioritize conducting studies?

Priorities are identified in our annual budget process. Typically, priorities are set based on the level of observed public use and the needs of each particular site relative to the site-specific management plan.

8. Are there any specific sanctuaries/corridors/areas that the EEL program is prioritizing, or thinks should be prioritized for pedestrian and bicycle improvements?

None at this time.

9. Are there any additional plans/research/data that the EEL Program can share that may help in developing the BPMP?

Not at this time.

10. Does the EEL Program have a set of standards used when designing or planning trails?

Not specifically, but basic design parameters are considered depending on use. For example, the vegetation clearances, bridges and trailheads are designed to meet the needs of the uses allowed on the property. For example, hiking trails and trailheads have different parameters than equestrian trails.

11. What are the policies, plans, and designs in regard to equestrian trails?

Generally, we separate equestrian trails from mt. biking trails where visibility is limited. equestrian trails also require greater overhead vegetation height and may limit uses in specific areas simply because too much clearing would be required.

12. Is there a standard design in regard to trailheads? Kiosks? # Of parking spaces? ADA? Equestrian trailer parking? Etc.

We do have a standard for trailhead kiosk design and information content. Wood rail parking fence, and pedestrian and equestrian walk-thru's are also relatively standardized.

General Notes

Sarah Kraum began the meeting by giving a brief introduction about the project and the purpose of the meeting. Following brief personal introductions by all the attendees, Jane Lim-Yap facilitated the discussion framed around the series of questions listed above. The following points summarize the general discussion that followed.

Focus Areas / Corridors

- EEL would support more pedestrian and bicycle connectivity to EEL sanctuaries.
- Three sanctuaries with education centers will be a priority for more investment in pedestrian and bicycle facilities.
- Jordan Scrub Sanctuary and Cruickshank Sanctuary are focus areas.
- Ulumay Sanctuary Berm can potentially have a new trail.

Challenges

- EEL does not want to have paved trails/asphalt trails within their sanctuaries.
- Disease can spread through pets; hence EEL does not encourage pets on trails.
- Any off-site improvements are not funded, and EEL funding cannot be used for off-site improvements.
- Improve trail heads to increase positive use, reduce vandalism.

Other

- Potential opportunities for trails exist along fire lines.
- Property is purchased with primary goal of nature habitat conservation. Human recreation and access is secondary.
- Sanctuaries are classified in three categories. Category 1 has highest level of use, education centers; Category 2 – medium use; Category 3, most restricted use, very little parking, few trails.
- Malabar AI Tuttle trail is the only paved trail.
- Most trails within EEL are hiking and mountain biking trails.
- Fire lines are 15-30' wide and made up of sugar sand.
- EEL would like the BPMP to include a narrative about potential educational programs and outreach efforts about EEL Sanctuaries.

Action Items/Data to be shared with SCTPO and KAI

- EEL to share GIS files for sanctuaries.
- EEL to share education center visitor data/survey.
- Will share GIS shapefiles for fire lines.



Stakeholder Meeting with the Brevard Achievement Center (BAC)

Space Coast Transportation Planning Organization (SCTPO) is currently in the process of developing the 2018 Bicycle and Pedestrian Master Plan (BPMP). This plan will update the 2013 Bicycle and Pedestrian Mobility Plan developed by SCTPO. As part of developing the 2018 BPMP, several stakeholder interviews were conducted as part of the stakeholder engagement process. These initial one-on-one interviews with each stakeholder were meant to identify high-level issues and opportunities, as well as receive input from the stakeholders related to bicycle and pedestrian facilities in Brevard County.

The following document summarizes the meeting with the Brevard Achievement Center (BAC).

Date: June 15, 2018

Location: Magnolia Conference Room
2725 Judge Fran Jamieson Way, Building B, Viera, FL 32940

Attendees:

1. Susan McGrath (BAC)
2. Sarah Kraum (SCTPO)
3. Jane Lim-Yap (KAI)
4. Travis Hills (KAI)
5. Aditya Inamdar (KAI)

Questions

A list of following questions was shared with the BAC prior to the meeting.

1. What are your immediate issues and opportunities related to pedestrian and bicycling mobility and access within Brevard County?
2. What specific aspects related to the needs of pedestrians/bicyclists/trails would you like this BPMP update to focus on?
3. Are there any existing plans/programs or ongoing initiatives within your organization (or that you are aware of) that contributes to building bike/ped/trail facilities or influences future needs of the County? Do you have plans or programs that can help in funding and implementing bike/ped initiatives?
4. How can your organization benefit from the BPMP? How can this BPMP help advance your organization's goals/objectives?

5. What are the pressing needs and important issues faced by persons with disabilities or marginalized communities related to pedestrian and bicycle facilities in Brevard County?
6. Are there any policies or plans that you have initiated related to walking and bicycling needs of persons with disabilities/marginalized communities?
7. Are there any specific corridors/areas that you think should be prioritized for pedestrian and bicycle improvements with respect to needs of persons with disabilities/marginalized communities?
8. Are there any specific facility design types/details that work well for people with disabilities that you would recommend we include in the BPMP as part of design guidance section?
9. Are there any additional plans/research/data that you can share that may help in developing the BPMP?

General Notes

Sarah Kraum began the meeting by giving a brief introduction about the project and the purpose of the meeting. Following brief personal introductions by all the attendees, Jane Lim-Yap facilitated the discussion framed around the series of questions listed above. The following points summarize the general discussion that followed.

Focus Areas/Corridors

- US 1 (SR 405 to SR 528) and A1A (SR 520 to SR 404) are important corridors.
- Pedestrian and bicycle facilities connecting bus stops is critical to get to and from jobs.
- Area between Titusville and Cocoa; and area between Cocoa Beach, PAFB and Satellite Beach have very little bike/ped facilities.
- Kennedy Space Center has very little bike/ped facilities. Many people go there to work.

Existing Plans/Ongoing Projects/Planned initiatives or projects

- BAC plans to establish a shuttle system.

Facility Design/Standards

- BAC will like wider sidewalks/trails/bike facilities that can fit a tricycle or two people (a blind person and a guide) walking side-by-side.
- Prefer bus shelters and benches at bus stops.
- Will like to see lighting along roadways that light pedestrian and bicycle facilities.
- Signage and way-finding is not consistent and clear.
- Accessible bathrooms and water fountains are important, information should be provided on wayfinding signs.

Challenges

- BAC has placed a lot of people at Patrick Air Force Base (PAFB) and Kennedy Space Center (KSC) for work, but people can't get there easily using public transportation.
- Transportation is overwhelmingly difficult for people with disabilities.

- If an employment place is not well connected to a bus stop, it is hard to get to and maintain a job.
- Maintaining employment is a bigger challenge than getting employment for people with disabilities. And reliable public transportation is critical to commute to maintain jobs.
- If safe bike rides are possible from bus stops, it will enlarge the pedestrian and bike-shed for people with disabilities.
- A lot of people with disabilities are unable to get a driver's license and hence are completely dependent on walking or biking and public transit.
- First and last mile connectivity is a big issue

Other

- BAC's main goal is to provide individuals with disabilities with ways to improve their life, mainly by helping obtain an independent life through gainful employment.
- BAC employs 800 people, about 600 in Brevard County, about 75% of those are adults with disabilities.
- BAC headquarter is in Rockledge.
- Space Coast Area Transit brings people to headquarters at the Rockledge center. BAC then has shuttles for people to be transported.
- Space Coast Area Transit is very supportive with paratransit.

Action Items/Data to be shared with the Project Team

- BAC will share quotes, stories, and data that can be highlighted in the BPMP report.
- BAC will share information related to major destinations/employment centers for people with disabilities.



Stakeholder Meeting with Revolutions Cyclery Bike Shop

Space Coast Transportation Planning Organization (SCTPO) is currently in the process of developing the 2018 Bicycle and Pedestrian Master Plan (BPMP). This plan will update the 2013 Bicycle and Pedestrian Mobility Plan developed by SCTPO. As part of developing the 2018 BPMP, several stakeholder interviews were conducted as part of the stakeholder engagement process. These initial one-on-one interviews with each stakeholder were meant to identify high-level issues and opportunities, as well as receive input from the stakeholders related to bicycle and pedestrian facilities in Brevard County.

The following document summarizes the meeting with Revolutions Cyclery Bike Shop owner.

Date: June 18, 2018

Location: SCTPO Conference Room

2725 Judge Fran Jamieson Way, Building B, Room 105, Viera, FL 32940

Attendees:

1. Ginger Twigg (Revolutions Cyclery)
2. Sarah Kraum (SCTPO)
3. Jane Lim-Yap (KAI)
4. Travis Hills (KAI)
5. Aditya Inamdar (KAI)

Questions

The following list of questions was shared Revolutions Cyclery prior to the meeting. The text in *red italics* are responses received from the owner of Running Zone shop owner. Ginger Twigg had shared this list of questions with Running Zone shop owner.

1. What are your immediate issues and opportunities related to pedestrian and bicycling mobility and access within Brevard County?
 - *As a cyclist - The plan needs to recognize that bicycles are a legal vehicle of the road. Bike lanes are not the solution to all design issues. What few dedicated bike lanes that exist 192, Eau Gallie, Pineda, and US1 are not maintained properly for debris which cause damage to the bicycles or put riders in harm's way. All the bike lanes in Brevard randomly end placing that force riders back into the flow of traffic again placing riders in harm's way.*

- *As a pedestrian – Incomplete multiuse trails / sidewalks. Facilities not ADA compliant. County and cities requiring the developer to create the sidewalk during their construction or property development is putting the transportation responsibility on commercial interest...which create gaps and inconsistent standards for facilities along many of Brevard's roads. This shows a car-oriented biased which focuses on getting cars from point A to point B, more and bigger highways. The codes need to reflect a more people or oriented design that is safe and accessible without cars.*
 - *As motorist – The car centric thinking has to stop. Speeds are getting higher and drivers are distracted. Visibility of vulnerable users at many intersections is poor at best. People do not consider other modes of transportation other than their cars because they perceived it to be too dangerous. The lack of empathy and education of decision makers, engineers and enforcement in Brevard (and FDOT) who putting traffic counts and speed over safety is very disappointing*
 - *As a Business Owner –in 2018 seeing more people stop riding their bikes out of fear or from a request of family members because it is perceived not safe to ride a bike in Brevard.*
2. What specific aspects related to the needs of pedestrians/bicyclists/trails would you like this BPMP update to focus on?
- *Bicycle – adopt usage of sharrow marking and bikes may use full lanes signage for educational purposes and to reinforce the law. Remove all Bike Sharing Road signage which has been recognized as antiquated and not effective. Discuss over uses of stop signs for traffic calming and require cities and county to utilize traffic calming methods.*
 - *Pedestrian – Implementation of raised crosswalks, lower speed limits, limit right turns on red and reduce corner radius for motor vehicles to reduce turning speeds and shorten pedestrian crossing distance.*
 - *Motorist – BPMP cannot address distracted driver issues and stiffer penalties for hitting vulnerable users.*
 - *Business Owner – N/A*
3. Are there any existing plans/programs or ongoing initiatives within your organization (or that you are aware of) that contributes to building bike/ped/trail facilities or influences future needs of the County? Do you have plans or programs that can help in funding and implementing bike/ped initiatives?
- *Brevard Mountain Bike Association*
 - *East Coast Greenway*
 - *Tourist and Development*
4. How can your organization benefit from the BPMP? How can this BPMP help advance your organization's goals/objectives?
- *By having a BPMP that is focus on reclaiming roads as places for pedestrians, cyclists as well as vehicles it can create a stronger and healthier community and encourage economic development. Lowering speeds increases visibility of businesses and makes it easier to get to these businesses.*

- *Provide print material and/or social media with links to maps or information where people can bike, run, walk to work, shopping, for fitness or recreation. Also provide reference for tourist as well as those relocating to the Space Coast and to promote the quality of life here in Brevard. To get rid of the Dangerous by Design stigma!*
5. What are the pressing needs and important issues faced by bicyclists in Brevard County?
 - *Empowerment of road cyclist rights to use the lane with MUTCD standard signage and street markings*
 - *Distracted Drivers laws in place*
 - *Lack of law enforcement recognizing vulnerable users and knowing the laws.*
 6. What overall trends in bicycling you see in Brevard County?
 - *Over usage or saturation of usage of a few select low traffic count roads that are perceived to be safe.*
 - *Influx of electric assist bicycles with uneducated users.*
 - *Movement to gravel bike riding on St. John Dike systems*
 - *People relocating to Brevard that have higher expectations of recreational opportunities with on road, off road and dedicated trails cycling.*
 7. What policies or plans would you like to see implemented related to bicycling needs of in Brevard County?
 - *As a cyclist – sharrow marking and implementation of traffic calming methods. All construction projects implementing traffic calming, cycling friendly roads, pedestrian friendly, and connectivity.*
 - *As a pedestrian – see all intersections have crosswalks on all 4 sides, address visibility issues of pedestrians or recreational bike riders. Traffic Islands and refuge, and traffic calming around school zones, parks, beach access and commercial areas.*
 - *As a motorist – Get law enforcement involved to be more proactive on cycling violations and distracted drivers.*
 8. Are there any specific corridors/areas that you think should be prioritized for pedestrian and bicycle improvements?
 - *Design of the Viera Interchange. A highly used East-West connector for vulnerable users is being destroyed putting car-oriented designs first. Then take no account to the fact there are no bicycle facilities leading up and after to the divergent diamond interchange. This forces the cyclist into a mandatory most likely unmaintained bike lane only to be forced back into the flow of 45 mph flow of traffic. And why the speed has to be 45 is beyond me!*
 - *Wickham and I-95 which discriminates of walkers on the south side of Wickham. Not pedestrian or recreational cyclist friendly*
 - *I-95 and Palm Bay Road – drainage grates in the shoulders, no bike lane, traffic speeds high*
 - *The Pineda Extension – no consideration to cyclist and landscaping companies utilize the sidewalk as a parking area which blocks for recreational riders and runners.*
 - *The Pineda Causeway – not safe for recreational bike riders, not pedestrian friendly...totally discriminates for a road that is not a limited access highway! Discriminates recreational riders*

and pedestrian and east west access to the beach from the Zoo trail. No connectivity to the beach!

- There is no North / South corridor for cycling traffic to commute. I cannot safely commute to work from Palm Bay to Suntree! And bus is not a viable option either!*
- US1 in Melbourne not rideable and the speeds are not obeyed by motorist.*
- Cyclist cannot trigger the lights to cross 520 in Cocoa Village...lots of cyclist run the light or run the wrong direction to get across 520 in a timely manner.*
- I can keep going!*

9. Are there any specific facility design types/details that you think to work well for bicyclists that you would recommend we include in the BPMP as part of design guidance section?

- Sharrows and Bikes may use Full lane signage need to be implemented to empower cyclist of their right to use the road and but also to educate car drivers of the legal status of road cyclist.*
- Traffic Calming Measures – Chicane, Chokers, Closures, Corner Extension, Diagonal Diverters, Lateral Shift, Median Barriers, Median Islands, Roundabouts, Raised Intersections, Road Diet, Speed Hump and Tables and Traffic Circles. Get the decision makers and engineers and implementers into the 21st century of road designs.*
- Pedestrian Refuge in the center of some of these bike roads with high speeds and 6 lanes*
- Get maintenance crew to watch for hazards to all user groups like drainage grates that do not fit flush (Coquina), spilled cement (US1 at Coquina, Wickham), faded sharrow markings (New Haven Ave), faded bike lane markings (192)*

10. Are there any additional thoughts that you can share that may help in developing the BPMP?

- Mandatory Cycling Savvy courses to educate the actual needs of cyclist and proper riding techniques.*
- Not allowing commissioners to design the roads*
- Not allowing FDOT to bully us in designs – Pineda, Malabar Road, 192 Hollywood project*

General Notes

Sarah Kraum began the meeting by giving a brief introduction about the project and the purpose of the meeting. Following brief personal introductions by all the attendees, Jane Lim-Yap facilitated the discussion framed around the series of questions listed above. The following points summarize the general discussion that followed.

Focus Areas/Corridors

- Wickham Road and I-95, Palm Bay Road and I-95, River Road and Rockledge Drive, Tropical Trail, Pineda Extension, Wickham Road are important intersections/corridors to focus for bicycle infrastructure.
- There is no good north-south corridor for bicycling to commute to work from Palm Bay.

Facility Design/Standards

- There is very little consistency or connectivity in bicycle facilities across the County.

- Traffic calming devices and refuge facilities should be added.
- Bike lane is not the solution all the time.
- Road cyclists can use roads, but in dense urban areas with high density, separate facility might be needed.

Challenges

- Bicycles are not recognized as a legal vehicle by the general public.
- Law enforcement officials also need education in legal issues related to bicycle use/bicyclists rights, etc.
- Distracted driving is a major issue.
- Cyclists get harassed regularly by car drivers while riding in the lane.
- How to regulate electric assist bikes? Off trails? On Roads?

Other

- Electric assist bikes are gaining popularity especially with 50+ age group.
- The trend in bicycling users has seen an increase in recreational bicyclists, over serious road cyclists/commuter cyclists.
- Need more trails to attract younger population to ride bicycles.

Action Items/Data to be shared with the Project Team

- Ginger Twigg to share notes.



Stakeholder Meeting with Brevard County

Space Coast Transportation Planning Organization (SCTPO) is currently in the process of developing the 2018 Bicycle and Pedestrian Master Plan (BPMP). This plan will update the 2013 Bicycle and Pedestrian Mobility Plan developed by SCTPO. As part of developing the 2018 BPMP, several stakeholder interviews were conducted as part of the stakeholder engagement process. These initial one-on-one interviews with each stakeholder were meant to identify high-level issues and opportunities, as well as receive input from the stakeholders related to bicycle and pedestrian facilities in Brevard County.

The following document summarizes the meeting with Brevard County.

Date: June 18, 2018

Location: Magnolia Conference Room
2725 Judge Fran Jamieson Way, Building B, Viera, FL 32940

Attendees:

1. Mary Ellen Donner (Brevard Parks and Recreation Department)
2. Terry Stoms (Brevard Parks and Recreation Department)
3. Ashley Stanford (Brevard Public Works Department)
4. Cheryl Campbell (Brevard Public Works Department)
5. Rebecca Ragain (Brevard County Planning and Development Department)
6. Erin Sterk (Brevard County Planning and Development Department)
7. Sarah Kraum (SCTPO)
8. Jane Lim-Yap (KAI)
9. Travis Hills (KAI)
10. Aditya Inamdar (KAI)

Questions

A list of following questions was shared with Brevard County prior to the meeting.

1. What are your immediate issues and opportunities related to pedestrian and bicycling mobility and access within Brevard County?
2. What specific aspects related to the needs of pedestrians/bicyclists/trails would you like this BPMP update to focus on?

3. Are there any existing plans/programs or ongoing initiatives within your organization (or that you are aware of) that contributes to building bike/ped/trail facilities or influences future needs of the County? Do you have plans or programs that can help in funding and implementing bike/ped initiatives?
4. How can your organization benefit from the BPMP? How can this BPMP help advance your organization's goals/objectives?
5. Are there any major ongoing or planned pedestrian/bicycle/trails projects that the County has initiated?
6. What major corridors/areas does the County think need to be prioritized for bicycle and pedestrian improvements?
7. Are there any other ongoing or planned initiatives/policies/programs that we should take into consideration for BPMP?
8. Are there any additional plans/research/data that the County can share that may help in analysis and prioritization of corridors?
9. Are there plans for incorporating equestrian use or adding equestrian facilities/trails at this time?
10. What are the needs, plans, and wants for connecting parks to the bike/ped network/encouraging visitors to access trails via bike/ped network?
11. What are the biggest challenges the County is facing with bike/ped/trail planning and implementation?

General Notes

Sarah Kraum began the meeting by giving a brief introduction about the project and the purpose of the meeting. Following brief personal introductions by all the attendees, Jane Lim-Yap facilitated the discussion framed around the series of questions listed above. The following points summarize the general discussion that followed.

Focus Areas/Corridors

- SR 405, Connection between Sarno Road and SR 192, Wickham Road, Ellis Road, bridges, Port St John area are corridors/areas where pedestrian and bicycle facilities are needed.
- Refer to FDOT TransPed tool to identify priority corridors for safety issues.
- Explore opportunities for a trail to tie to the Sebastian Rail Trail.

Existing Plans/Ongoing Projects/Planned initiatives or projects

- County Comprehensive Plan is currently between transmittal and adoption.
- County Commissioners are exploring the possibility of instituting a trust fund for sidewalk waivers, so developers can pay into a trust fund when a sidewalk waiver is approved. However, the large county-wide area can make the administration of such a fund complicated.
- Public Works Department has a list of unfunded projects which is updated annually.

Facility Design/Standards

- Prefer buffered or physically separated bicycle facilities.

Challenges

- Maintenance of existing infrastructure is a big concern. No dedicated trail funding for maintenance.

Other

- Housing and Human services (HHS) CDBG areas are already identified. HHS CDBG have area-specific strategy plans and have a viable funding source for improvements.
- SCTPO makes a recommendation regarding any sidewalk waiver applications that the Planning Department receives. However, final decision is with the Public Works Department.
- Parks and Recreation Department would like wayfinding guidelines and plan for Showcase Trails.
- County would like to see a new website geared towards residents and users that provides information about the trail system.
- Residents routinely call to request new sidewalk/crosswalks. There is no centralized location where these requests are stored. Multiple departments and staff members receive such requests.
- Explore utility Right-Of-Way (ROW)/Easements for new trails.
- Conduct outreach to equestrian community.

Action Items/Data to be shared with the Project Team

- Contact Mike McDonald at County HHS to get CDBG area-specific strategy plans.
- Public Works Department will share the list of unfunded projects.
- County will share lists of requests made by residents for new sidewalks/crosswalks.



Stakeholder Meeting with National Federation of the Blind - Melbourne Space Coast Chapter (NFB-MSCC)

Space Coast Transportation Planning Organization (SCTPO) is currently in the process of developing the 2018 Bicycle and Pedestrian Master Plan (BPMP). This plan will update the 2013 Bicycle and Pedestrian Mobility Plan developed by SCTPO. As part of developing the 2018 BPMP, several stakeholder interviews were conducted as part of the stakeholder engagement process. These initial one-on-one interviews with each stakeholder were meant to identify high-level issues and opportunities, as well as receive input from the stakeholders related to bicycle and pedestrian facilities in Brevard County.

The following document summarizes the meeting with National Federation of the Blind - Melbourne Space Coast Chapter (NFB-MSCC).

Date: June 18, 2018

Location: Magnolia Conference Room
2725 Judge Fran Jamieson Way, Building B, Viera, FL 32940

Attendees:

1. Camille Tate (NFB-MSCC)
2. Maria Rigogliosi (NFB-MSCC)
3. Arlene Naulty (NFB-MSCC)
4. Julia Savage (NFB-MSCC)
5. Jane Lim-Yap (KAI)
6. Aditya Inamdar (KAI)

Questions

A list of following questions was shared with NFB-MSCC prior to the meeting.

1. What are your immediate issues and opportunities related to pedestrian and bicycling mobility and access within Brevard County?
2. What specific aspects related to the needs of pedestrians/bicyclists/trails would you like this BPMP update to focus on?

3. Are there any existing plans/programs or ongoing initiatives within your organization (or that you are aware of) that contributes to building bike/ped/trail facilities or influences future needs of the County? Do you have plans or programs that can help in funding and implementing bike/ped initiatives?
4. How can your organization benefit from the BPMP? How can this BPMP help advance your organization's goals/objectives?
5. What are the pressing needs and important issues faced by persons with disabilities or marginalized communities related to pedestrian and bicycle facilities in Brevard County?
6. Are there any policies or plans that you have initiated related to walking and bicycling needs of persons with disabilities/marginalized communities?
7. Are there any specific corridors/areas that you think should be prioritized for pedestrian and bicycle improvements with respect to needs of needs of persons with disabilities/marginalized communities?
8. Are there any specific facility design types/details that work well for people with disabilities that you would recommend we include in the BPMP as part of design guidance section?
9. Are there any additional plans/research/data that you can share that may help in developing the BPMP?

General Notes

Jane Lim-Yap began the meeting by giving a brief introduction about the project and the purpose of the meeting. Following brief personal introductions by all the attendees, Jane Lim-Yap facilitated the discussion framed around the series of questions listed above. The following points summarize the general discussion that followed.

Focus Areas/Corridors

- Melbourne and Palm Bay areas have many visually impaired people as well as destinations that they visit.
- South on Wickham Road, sidewalks are cracked and narrow.
- Many visually impaired people visit the Eye Institute on NASA Blvd, but the nearest bus stop is half mile from the Eye Institute.
- Many visually impaired people visit Talking Book Library in the Cocoa Public Library.
- US 1, Wickham Road, Croton Road, Post Road, and Aurora Road are important corridors.
- Focus on areas around grocery stores, bus stops, social services, etc.

Facility Design/Standards

- Prefer more accessible sidewalks/paths/intersections.
- Audible signals are important.
- Sidewalks need to be wide enough for two people to walk side-by-side. Often there is a guide walking along with a visually impaired person.
- Wide sidewalks also help bicyclists pass a visually impaired person without anyone having to get off the sidewalk.
- Canes often get stuck in cracked sidewalks.

Challenges

- Inconsistent, narrow, not well-maintained or completely missing sidewalks along many major roadways is a big challenge.
- There are very few audible signals.
- Many bus stops are not accessible and have no pedestrian facilities.
- Crossings at intersections is very difficult.
- Space Coast Area Transit is very understanding and helpful, but they have very limited budget to add facilities at stops or add more bus stops/routes/frequency etc.

Other

- Reliable public transportation as well as safe, continuous, and accessible pedestrian facilitates are key to lead an independent life for visually impaired people.
- It is important to educate and advocate to integrate visually impaired people in the community.
- Quiet cars make it difficult to gauge gaps in traffic.
- There are about 10,000 people with vision loss.

Action Items/Data to be shared with the Project Team

- Contact Debra Martin, Director of Talking Book Library on Forrest Ave, Cocoa, FL at 321-633-1815 to get more insight and information.



Stakeholder Meeting with Port Canaveral

Space Coast Transportation Planning Organization (SCTPO) is currently in the process of developing the 2018 Bicycle and Pedestrian Master Plan (BPMP). This plan will update the 2013 Bicycle and Pedestrian Mobility Plan developed by SCTPO. As part of developing the 2018 BPMP, several stakeholder interviews were conducted as part of the stakeholder engagement process. These initial one-on-one interviews with each stakeholder were meant to identify high-level issues and opportunities, as well as receive input from the stakeholders related to bicycle and pedestrian facilities in Brevard County.

The following document summarizes the meeting with Port Canaveral.

Date: June 18, 2018

Location: SCTPO Conference Room
2725 Judge Fran Jamieson Way, Building B, Viera, FL 32940

Attendees:

1. Veronica Narvaez-Lugo (Port Canaveral)
2. Bob Musser (Port Canaveral)
3. Sarah Kraum (SCTPO)
4. Travis Hills (KAI)

Questions

A list of following questions was shared with Port Canaveral prior to the meeting.

1. What are your immediate issues and opportunities related to pedestrian and bicycling mobility and access within Brevard County?
2. What specific aspects related to the needs of pedestrians/bicyclists/trails would you like this BPMP update to focus on?
3. Are there any existing plans/programs or ongoing initiatives within your organization (or that you are aware of) that contributes to building bike/ped/trail facilities or influences future needs of the County? Do you have plans or programs that can help in funding and implementing bike/ped initiatives?

4. How can your organization benefit from the BPMP? How can this BPMP help advance your organization's goals/objectives?
5. What are your overall policies towards walking and bicycling with respect to encouraging tourism/economic development in Brevard County?
6. Do you have any surveys done related to visitors' ped/bike experience/preference? What is the biggest barrier for tourists to spend more time in Brevard?
7. Is there any current methodology that you use to prioritize corridors/areas that need investments or to prioritize conducting studies?
8. Are there any specific corridors/areas that you are prioritizing, or think should be prioritized for pedestrian and bicycle improvements?
9. Are there any additional plans/research/data that you can share that may help in analysis and prioritization of corridors?

General Notes

Sarah Kraum began the meeting by giving a brief introduction about the project and the purpose of the meeting. Following brief personal introductions by all the attendees, Sarah facilitated the discussion framed around the series of questions listed above. The following points summarize the general discussion that followed.

Focus Areas/Corridors

- Better A1A connector.
- Better pedestrian and bicycle connections to new hotels would be preferred.
- Pedestrian and bicycle facilities on SR 401 Bridge would be preferred.

Existing Plans/Ongoing Projects/Planned initiatives or projects

- SR 528 expansion project will include a 12' wide shared-use path on the north side. Unclear how it will tie to the Port. Trailhead location to be decided, may be at the Rodney S. Ketchum Park.
- The Port is interested in adding bikeshare, potential locations include Jetty Park and Exploration Tower.
- The Port would also be interested in reduced bus fare program for employees taking buses to work.
- The new Port Master Plan has pedestrian and bicycle plans for the new cruise terminal.

Facility Design/Standards

- The Port will prefer trails, or buffered bike lanes as a treatment, especially for the tourists visiting the area.

Other

- 6'-10' wide sidewalks present throughout the Port.
- The Port Master Plan also includes list of recreation activities.

- Individual companies (Disney, etc.) own and operate buses for cruise employees that work on the north side of the Port, employees working on the south side generally walk down George King Boulevard. Taxis are also a popular option of transportation.

Action Items/Data to be shared with the Project Team

- Veronica will send over CAD files with sidewalks in Port and any other plans/policies developed by the Port.
- Veronica Narvaez-Lugo to review ped/bike policies from the Port.



Stakeholder Meeting with the University of Florida Institute of Food and Agricultural Sciences (UF/IFAS) Extension

Space Coast Transportation Planning Organization (SCTPO) is currently in the process of developing the 2018 Bicycle and Pedestrian Master Plan (BPMP). This plan will update the 2013 Bicycle and Pedestrian Mobility Plan developed by SCTPO. As part of developing the 2018 BPMP, several stakeholder interviews were conducted as part of the stakeholder engagement process. These initial one-on-one interviews with each stakeholder were meant to identify high-level issues and opportunities, as well as receive input from the stakeholders related to bicycle and pedestrian facilities in Brevard County.

The following document summarizes the meeting with the University of Florida Institute of Food and Agricultural Sciences (UF/IFAS) Extension.

Date: June 18, 2018

Location: Magnolia Conference Room
2725 Judge Fran Jamieson Way, Building B, Viera, FL 32940

Attendees:

1. Angelika Keene (UF/IFAS Extension)
2. Sarah Kraum (SCTPO)
3. Travis Hills (KAI)
4. Aditya Inamdar (KAI)

Questions

A list of following questions was shared with the UF/IFAS Extension prior to the meeting.

1. What are your immediate issues and opportunities related to pedestrian and bicycling mobility and access within Brevard County?
2. What specific aspects related to the needs of pedestrians/bicyclists/trails would you like this BPMP update to focus on?
3. Are there any existing plans/programs or ongoing initiatives within your organization (or that you are aware of) that contributes to building bike/ped/trail facilities or influences future needs of the

County? Do you have plans or programs that can help in funding and implementing bike/ped initiatives?

4. How can your organization benefit from the BPMP? How can this BPMP help advance your organization's goals/objectives?
5. What is UF/IFAS's overall policy and programs towards encouraging walking and bicycling to improve overall public health?
6. What roles do you see the UF/IFAS/4H programs playing in the overall mobility, bike/ped safety, and regional trail program of Brevard?
7. Do you have any research/data that we can include in the BPMP which emphasizes the important connection between food/agriculture/public health and walking /bicycling?

General Notes

Sarah Kraum began the meeting by giving a brief introduction about the project and the purpose of the meeting. Following brief personal introductions by all the attendees, Sarah facilitated the discussion framed around the series of questions listed above. The following points summarize the general discussion that followed.

Focus Areas/Corridors

- Give precedence to lower income areas for prioritizing pedestrian and bicycle facilities.
- Clearlake Road should be a focus corridor.

Existing Plans/Ongoing Projects/Planned initiatives or projects

- Refer to Brevard County Health Improvement Plan.
- Center for Disease Control (CDC) has focused on pedestrian and bicycle infrastructure in recent years to encourage more people to walk and bike. CDC has new grants for developing infrastructure.
- Encourage programs like the Mayor's fitness challenge. This program challenges neighbors to log in physical activity. It runs for 12 weeks with a target of minimum 2 hours a day of physical activity. The city with most activity is recognized as a winner of the challenge.
- Another such program is 'Walk Across Brevard', where each resident is encouraged to walk for varying distance, and together all Brevard County residents conceptually complete a walk across the length of the County.

Challenges

- UF/IFAS Ext. would like to include public health issues in transportation planning/roadway projects more regularly.

Other

- UF/IFAS Ext. focuses on research related to public health issues. They partner with other organizations to focus on classes and training session.
- Refer to the California toolkit – ‘Health Kit’, an online tool about public health in planning.

Action Items/Data to be shared with the Project Team

- Angelika Keene will share best practices/research reports.
- Angelika Keene will share information about online tools developed in California related to transportation planning and public health.
- UF/IFAS Ext. can provide information on grants/funding sources to plan and implement pedestrian and bicycle facilities.
- Can provide information/research related to food deserts and government provided free and reduced lunch program in schools.
- UF/IFAS Ext. can share mapping of health conditions within Brevard County at a smaller geographic unit to study patterns within the County.



Stakeholder Meeting with Space Coast Area Transit

Space Coast Transportation Planning Organization (SCTPO) is currently in the process of developing the 2018 Bicycle and Pedestrian Master Plan (BPMP). This plan will update the 2013 Bicycle and Pedestrian Mobility Plan developed by SCTPO. As part of developing the 2018 BPMP, several stakeholder interviews were conducted as part of the stakeholder engagement process. These initial one-on-one interviews with each stakeholder were meant to identify high-level issues and opportunities, as well as receive input from the stakeholders related to bicycle and pedestrian facilities in Brevard County.

The following document summarizes the meeting with Space Coast Area Transit.

Date: June 18, 2018

Location: Magnolia Conference Room
2725 Judge Fran Jamieson Way, Building B, Viera, FL 32940

Attendees:

1. Terry Jordan (Space Coast Area Transit)
2. Sarah Kraum (SCTPO)
3. Travis Hills (KAI)
4. Aditya Inamdar (KAI)

Questions

A list of questions was shared with Space Coast Area Transit. These questions were shared before the meeting and the text following each question in *red italics* are the responses received from Space Coast Area Transit prior to the meeting.

1. What are your immediate issues and opportunities related to pedestrian and bicycling mobility and access within Brevard County?
The immediate issues that I am most familiar with is a need for infrastructure to improve transit access.
2. What specific aspects related to the needs of pedestrians/bicyclists/trails would you like this BPMP update to focus on?

The particular aspect I would like to see focused on are sidewalk and bikeway improvements between residential areas, schools and businesses to transit routes.

3. Are there any existing plans/programs or ongoing initiatives within your organization (or that you are aware of) that contributes to building bike/ped/trail facilities or influences future needs of the County? Do you have plans or programs that can help in funding and implementing bike/ped initiatives?

The current ADA bus stop assessment will once again identify the locations of highest priority.

4. How can your organization benefit from the BPMP? How can this BPMP help advance your organization's goals/objectives?

By having a plan that seeks to improve bicycle and pedestrian mobility and working with the TPO and its partners we hope to see an increased awareness of Transit as a mobility options with improved access to our service.

5. What is Space Coast Area Transit's overall policy related to walking and bicycling as modes to access transit stops?
6. Is there any current methodology that Space Coast Area Transit uses to prioritize stops/corridors/areas that need investments in existing or new pedestrian and bicycle facilities or to prioritize conducting studies?

Currently there is not a methodology to prioritize stops or areas for improvements to existing facilities, but it is expected that the completed stop assessment will be used as the resource for using the identified prioritized locations when seeking buy in from local official and state agencies for such investments.

7. Are there any specific corridors/areas that Space Coast Area Transit is prioritizing, or thinks should be prioritized for pedestrian and bicycle improvements?

Malabar Rd. SW Palm Bay due to new service being implemented and no sidewalks on west side of roadway. Fiske Blvd project (pedestrian crossings and bicycle lanes). Cocoa Beach along A1A due to high pedestrian use to access service. Sarno Rd. to underscore and support existing project.

8. Are there any specific pedestrian and bicycle facility design types/details that work well for transit operations that you would recommend we include in the BPMP as part of design guidance section?

Bus Shelter pads to accommodate at least a 6'x0' shelter with required adjacent 5'x8' boarding/alighting pad.

9. Are there any other ongoing or planned initiatives/policies/programs that we should take into consideration for BPMP?

The current TDP is a good resource and upcoming COA will be another resource to the likely service improvements, changes or enhancements we can expect to see/implement with future service changes.

10. Are there any additional plans/research/data that Space Coast Area Transit can share that may help in analysis and prioritization of corridors?

TDP

11. Are there any new planned transit routes or new planned stops on existing routes?

Planned implementation of one new route to be implemented in the early fall that will provide new service to the areas of 192 west of Wickham Rd. to St. Johns Heritage Parkway and on Malabar Rd. between Heritage High School and Jupiter Blvd.

General Notes

Sarah Kraum began the meeting by giving a brief introduction about the project and the purpose of the meeting. Following brief personal introductions by all the attendees, Sarah facilitated the discussion framed around the series of questions listed above. The following points summarize the general discussion that followed.

Focus Areas/Corridors

- A1A, Sarno Road, Malabar Road, St. Johns Heritage Parkway, Fiske Boulevard, Clearlake Road should be focus corridors.

Existing Plans/Ongoing Projects/Planned initiatives or projects

- ADA assessment will be complete in December 2018. This study will document existing facilities at all bus stops, as well as prioritize stops for greatest needs for improvements.
- Comprehensive operations analysis to be conducted in summer of 2019.
- St. Johns Heritage Route (Promise Route / Route 20) is a new planned route.
- Service planning is geared towards addressing immediate need rather than following long term TDP.

Facility Design/Standards

- There is no bus pull over at stops in the County.
- Minimum 6'x10' shelter with 5'x8' concrete pad at stops, especially at stops with heavy use.
- Look at cantilever shelter design that does not block sidewalks.

Challenges

- First and Last mile connectivity is a big challenge.

Other

- Space Coast Area Transit will like to see more sidewalks and bike facilities leading up to bus stops.
- The bike-share program is not being used by bus riders.
- Eastern Florida State College (EFSC) students can ride free on buses. Public Schools have no program with Space Coast Area Transit to allow its students to ride free on buses.
- During summer months, students under age of 13 can ride free on buses by showing their library card.

- Bus drivers have to be extra cautious on roadways with bike lanes and have to look for bikes in bike lane before pulling over at a bus stop.

Action Items/Data to be shared with the Project Team

- Space Coast Area Transit will share route and bus stop locations for St. Johns Heritage Route (Promise Route / Route 20) in GIS format.
- Space Coast Area Transit will share ADA assessment report once published.
- Space Coast Area Transit will share bus stop level ridership data.



Stakeholder Meeting with the City of Melbourne

Space Coast Transportation Planning Organization (SCTPO) is currently in the process of developing the 2018 Bicycle and Pedestrian Master Plan (BPMP). This plan will update the 2013 Bicycle and Pedestrian Mobility Plan developed by SCTPO. As part of developing the 2018 BPMP, several stakeholder interviews were conducted as part of the stakeholder engagement process. These initial one-on-one interviews with each stakeholder were meant to identify high-level issues and opportunities, as well as receive input from the stakeholders related to bicycle and pedestrian facilities in Brevard County.

The following document summarizes the meeting with the City of Melbourne.

Date: June 18, 2018

Location: Magnolia Conference Room
2725 Judge Fran Jamieson Way, Building B, Viera, FL 32940

Attendees:

1. Todd Corwin (City of Melbourne)
2. Jenni Lamb (City of Melbourne)
3. Sarah Kraum (SCTPO)
4. Travis Hills (KAI)
5. Aditya Inamdar (KAI)

Questions

A list of following questions was shared with the City of Melbourne prior to the meeting.

1. What are your immediate issues and opportunities related to pedestrian and bicycling mobility and access within Brevard County?
2. What specific aspects related to the needs of pedestrians/bicyclists/trails would you like this BPMP update to focus on?
3. Are there any existing plans/programs or ongoing initiatives within your organization (or that you are aware of) that contributes to building bike/ped/trail facilities or influences future needs of the County? Do you have plans or programs that can help in funding and implementing bike/ped initiatives?

4. How can your organization benefit from the BPMP? How can this BPMP help advance your organization's goals/objectives?
5. Are there any major ongoing or planned pedestrian/bicycle/trails projects within the City?
6. What major corridors/areas are you prioritizing, or think should be prioritized for bicycle and pedestrian improvements?
7. Are there any other ongoing or planned initiatives/policies/programs that we should take into consideration for BPMP?
8. Are there any specific facility design types/details that you think work well for bicyclists that you would recommend we include in the BPMP as part of design guidance section?
9. Are there any additional plans/research/data that the City can share that may help in analysis and prioritization of corridors?
10. Are there any plans for incorporating equestrian use on trail facilities?
11. What are the biggest challenges the City is facing with bike/ped/trail planning and implementation?

General Notes

Sarah Kraum began the meeting by giving a brief introduction about the project and the purpose of the meeting. Following brief personal introductions by all the attendees, Sarah facilitated the discussion framed around the series of questions listed above. The following points summarize the general discussion that followed.

Focus Areas/Corridors

- Extend a trail connection to Harlock Road or Lake Washington to connect to the Zoo Trail. Turtle Mound Road can be a potential connection.
- The City would like to explore potential for trail connection along US 1 between Hibiscus Boulevard and Sarno Road.
- If Washingtonia Drive gets extended, there will be a trail connection to Viera and the Zoo Trail.
- The City will like to explore opportunities to expand canal trail into West Melbourne.

Existing Plans/Ongoing Projects/Planned initiatives or projects

- The City has its own Mobility Plan. This plan has a list of bicycle and pedestrian projects.
- The City has submitted 4 project applications for trail projects.
- The City is implementing 3 Complete Streets projects – Hickory Street, Pineapple Avenue, Front Street. The City is also in process of developing plans for Complete Streets improvements on Country Club Road.
- Resurfacing of bike paths are planned to be put in a maintenance cycle for regular maintenance.
- Wickham Road, Sarno Road, Aurora Road are corridors currently undergoing corridor studies.

- M1 Trail is planned between US 192 and Evans Road and Southwest Melbourne Canal System Trail is planned between Babcock Street to Dairy Road and Florida Avenue to Eber Road.
- Safe Routes to School Project for sidewalks near Stone Middle School is funded.

Facility Design/Standards

- Residents like buffered bike lanes.

Challenges

- Right-Of-Way (ROW) constraints along existing roadways are a major challenge to implement pedestrian and bicycle improvements.

Other

- The City administers a Mobility Fee trust fund to make developers pay for sidewalk waivers.
- The City is in process of approving a major mixed-use development project of Platt Ranch, located southwest of U.S. 192 and I-95. The City will create a new activity center designation for Platt Ranch development.

Action Items/Data to be shared with the Project Team

- The City will share list of projects that will be included in its Mobility Plan.

User Surveys



Space Coast TPO (Brevard County) Bicycle and Pedestrian Master Plan Survey

Introduction

The Space Coast Transportation Planning Organization (SCTPO) is currently in the process of developing the 2018 Bicycle and Pedestrian Master Plan (BPMP). The purpose of this plan is to create a connected system of bicycling and pedestrian facilities that serve the needs of Brevard County's residents and visitors.

As part of our public outreach efforts, the SCTPO is asking residents to complete a survey to help understand the county's bicycle, pedestrian, and trail needs.



Space Coast TPO (Brevard County) Bicycle and Pedestrian Master Plan Survey

Bicycling

*** 1. Why do you ride a bicycle? (Select all that apply)**

- | | |
|---|--|
| <input type="checkbox"/> I do not ride a bicycle | <input type="checkbox"/> Recreation/Exercise |
| <input type="checkbox"/> Commuting to work | <input type="checkbox"/> Running errands |
| <input type="checkbox"/> Going to school | <input type="checkbox"/> Lack of access to an automobile |
| <input type="checkbox"/> To ride Space Coast Area Transit | |
| <input type="checkbox"/> Other (please specify) | |



Space Coast TPO (Brevard County) Bicycle and Pedestrian Master Plan Survey

Bicycling

2. If you do not ride a bicycle, what prohibits you from bicycling? (Select one that applies most)

- | | |
|--|---|
| <input type="radio"/> Feel it is not safe | <input type="radio"/> Lack of places to ride a bike |
| <input type="radio"/> Physical limitations | <input type="radio"/> Not interested |
| <input type="radio"/> Other (please specify) | |



Space Coast TPO (Brevard County) Bicycle and Pedestrian Master Plan Survey

Bicycling

3. If you are bicycling, what type of facility do you prefer to use? (Select one that applies most)

☐ Wide Sidewalk/Shared Use Path



☐ Vehicular Travel Lane



☐ Bike Lane/Shoulder



☐ Other (please specify)



Space Coast TPO (Brevard County) Bicycle and Pedestrian Master Plan Survey

Bicycling

4. If facilities are safe and comfortable, how far are you willing to bicycle to work/bus stop/run errand/park/school?

(Select one that applies most)

- ☐ Less than 1 Mile
- ☐ Between 1 Mile to 3 Miles
- ☐ Other (please specify)
- ☐ Between 3 Miles to 5 Miles
- ☐ More than 5 Miles



Space Coast TPO (Brevard County) Bicycle and Pedestrian Master Plan Survey

Walking

*** 5. Why do you walk? (Select all that apply)**

- | | |
|---|--|
| <input type="checkbox"/> I do not walk | <input type="checkbox"/> Recreation/Exercise |
| <input type="checkbox"/> Commuting to work | <input type="checkbox"/> Running errands |
| <input type="checkbox"/> Go to school | <input type="checkbox"/> Lack of access to an automobile |
| <input type="checkbox"/> To ride Space Coast Area Transit | |
| <input type="checkbox"/> Other (please specify) | |



Space Coast TPO (Brevard County) Bicycle and Pedestrian Master Plan Survey

Walking

6. If you do not walk, what prohibits you from walking? (Select one that applies most)

- ☐ Feel it is not safe
- ☐ Lack of places to walk to
- ☐ Other (please specify)
- ☐ Physical limitations
- ☐ Not interested



Space Coast TPO (Brevard County) Bicycle and Pedestrian Master Plan Survey

Walking

7. If facilities are safe and comfortable, how far are you willing to walk to work/bus stop/run errand/park/school?

(Select one that applies most)

- ☐ Less than a Quarter Mile
- ☐ Between a Quarter Mile to a Half Mile
- ☐ Between a Half Mile to 1 Mile
- ☐ Other (please specify)
- ☐ Between 1 Mile to 2 Miles
- ☐ More than 2 Miles



Space Coast TPO (Brevard County) Bicycle and Pedestrian Master Plan Survey

Trails

8. Which Showcase and Regional Trails in Brevard County are you aware of? (Select all that apply)

- | | |
|---|---|
| <input type="checkbox"/> Coast to Coast Trail | <input type="checkbox"/> North Merritt Island Pioneer Trail |
| <input type="checkbox"/> St. Johns River to Sea Loop Trail | <input type="checkbox"/> South Brevard Al Tuttle Trail |
| <input type="checkbox"/> East Coast Greenway | <input type="checkbox"/> A1A Urban Trail |
| <input type="checkbox"/> East Central Florida Regional Rail Trail | <input type="checkbox"/> St. Johns River Eco-Heritage Trail |
| <input type="checkbox"/> Brevard Zoo Trail | <input type="checkbox"/> None |
| <input type="checkbox"/> Space Coast Trail | |



Space Coast TPO (Brevard County) Bicycle and Pedestrian Master Plan Survey

Trails

9. Which Showcase and Regional Trails in Brevard County have you used? (Select all that apply)

- | | |
|---|---|
| <input type="checkbox"/> Coast to Coast Trail | <input type="checkbox"/> North Merritt Island Pioneer Trail |
| <input type="checkbox"/> St. Johns River to Sea Loop Trail | <input type="checkbox"/> South Brevard Al Tuttle Trail |
| <input type="checkbox"/> East Coast Greenway | <input type="checkbox"/> A1A Urban Trail |
| <input type="checkbox"/> East Central Florida Regional Rail Trail | <input type="checkbox"/> St. Johns River Eco-Heritage Trail |
| <input type="checkbox"/> Brevard Zoo Trail | <input type="checkbox"/> None |
| <input type="checkbox"/> Space Coast Trail | |



Space Coast TPO (Brevard County) Bicycle and Pedestrian Master Plan Survey

Trails

10. Why do you use the trail? (Select all that apply)

- | | |
|---|--|
| <input type="checkbox"/> I have not used a trail | <input type="checkbox"/> Recreation/Exercise |
| <input type="checkbox"/> Commuting to work | <input type="checkbox"/> Running errands |
| <input type="checkbox"/> Go to school | <input type="checkbox"/> Lack of access to an automobile |
| <input type="checkbox"/> To ride Space Coast Area Transit | |
| <input type="checkbox"/> Other (please specify) | |



Space Coast TPO (Brevard County) Bicycle and Pedestrian Master Plan Survey

Trails

11. How would you prefer to access information about trails? (Select one that applies most)

- ☐ Website ☐ Mobile Application
- ☐ Social Media ☐ Printed materials such as brochures and maps
- ☐ Other (please specify)



Space Coast TPO (Brevard County) Bicycle and Pedestrian Master Plan Survey

Bonus Questions

12. Do you know what this symbol is?



- ☐ Yes
- ☐ No

A sharrow or shared lane marking, is a pavement marking that is used on lower-speed streets where exclusive bike facilities are not present. You do not need a sharrow to ride in the travel lane! Sharrows can be seen on Nasa Blvd. in Melbourne and Florida Ave. in Cocoa.



Space Coast TPO (Brevard County) Bicycle and Pedestrian Master Plan Survey

Bonus Questions

13. Do you know what this is?



- ☐ Yes
- ☐ No

A Rapid Rectangular Flashing Beacon or RRFB is used at unsignalized intersections or mid-block crossings to indicate to motorists that pedestrians are crossing the road. RRFBs can be seen in Downtown Melbourne on Strawbridge Ave and in Cocoa Beach on A1A.



Space Coast TPO (Brevard County) Bicycle and Pedestrian Master Plan Survey

Optional Questions

14. Age

- | | |
|-------------------------------------|-----------------------------------|
| <input type="radio"/> 18 or Younger | <input type="radio"/> 50-64 |
| <input type="radio"/> 19-34 | <input type="radio"/> 65 or older |
| <input type="radio"/> 35-49 | |

15. Sex

- ☐ Male
- ☐ Female

16. Ethnicity

- | | |
|---|---|
| <input type="radio"/> White or Caucasian | <input type="radio"/> American Indian or Alaska Native |
| <input type="radio"/> Black or African American | <input type="radio"/> Native Hawaiian or other Pacific Islander |
| <input type="radio"/> Hispanic or Latino | <input type="radio"/> One or more races |
| <input type="radio"/> Asian or Asian American | <input type="radio"/> Another race |

17. Are you a:

- ☐ Government Employee
- ☐ Elected Official
- ☐ General Public

18. Please provide your home zip code

19. Please provide your email to receive project-specific updates

20. If you have any additional comments or questions, please provide them here.



Space Coast TPO (Brevard County) Bicycle and Pedestrian Master Plan Survey

Thank you for taking the survey and providing your input!

If you have additional questions or comments, please contact :

Sarah Kraum

Multi-Modal Program Specialist

Address:

Space Coast Transportation Planning Organization
2725 Judge Fran Jamieson Way; Bldg. B; Room 105; MS #82
Melbourne, FL 32940

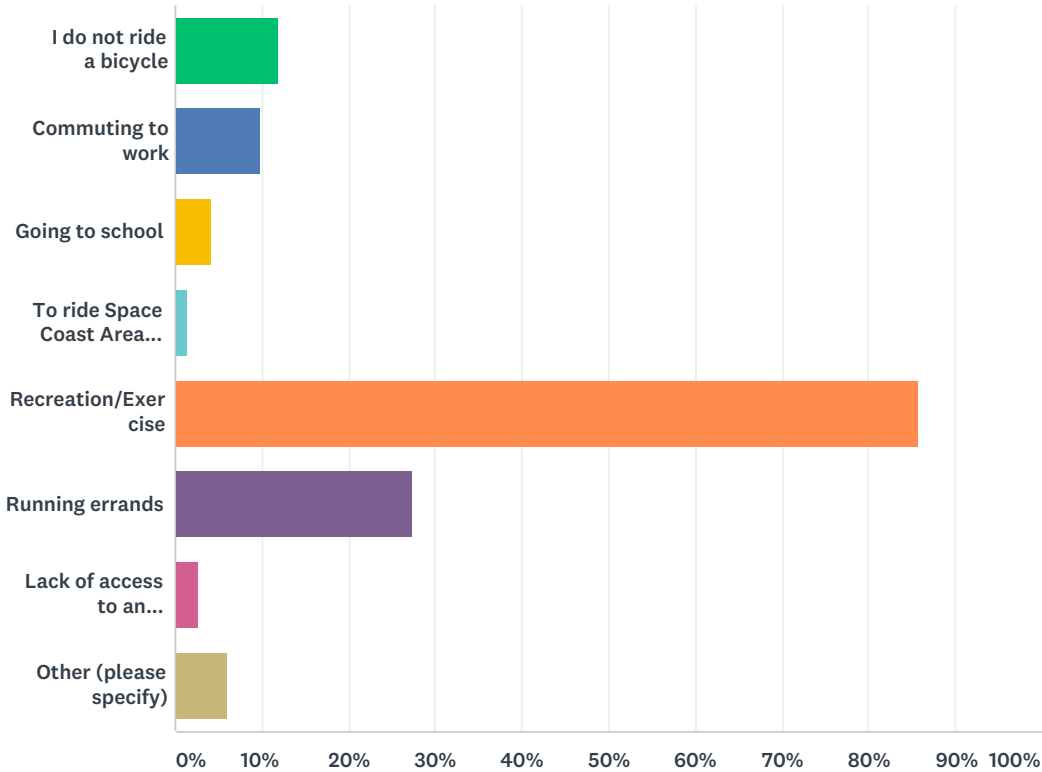
Telephone: 321-690-6890

Email:

sarah.kraum@brevardfl.gov

Q1 Why do you ride a bicycle? (Select all that apply)

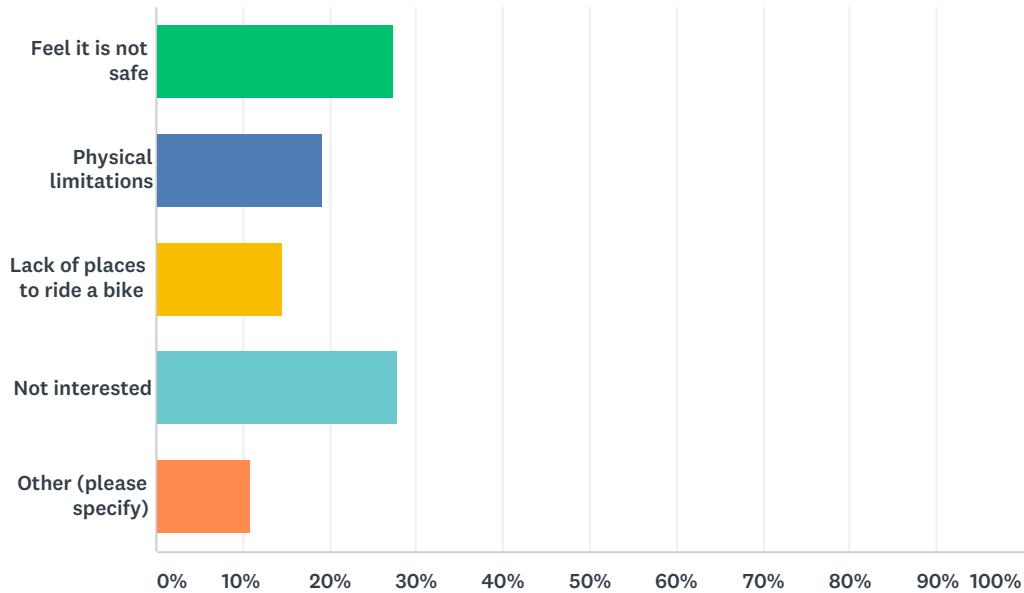
Answered: 1,831 Skipped: 0



ANSWER CHOICES	RESPONSES	
I do not ride a bicycle	12.02%	220
Commuting to work	9.89%	181
Going to school	4.21%	77
To ride Space Coast Area Transit	1.53%	28
Recreation/Exercise	85.80%	1,571
Running errands	27.42%	502
Lack of access to an automobile	2.73%	50
Other (please specify)	6.12%	112
Total Respondents: 1,831		

Q2 If you do not ride a bicycle, what prohibits you from bicycling? (Select one that applies most)

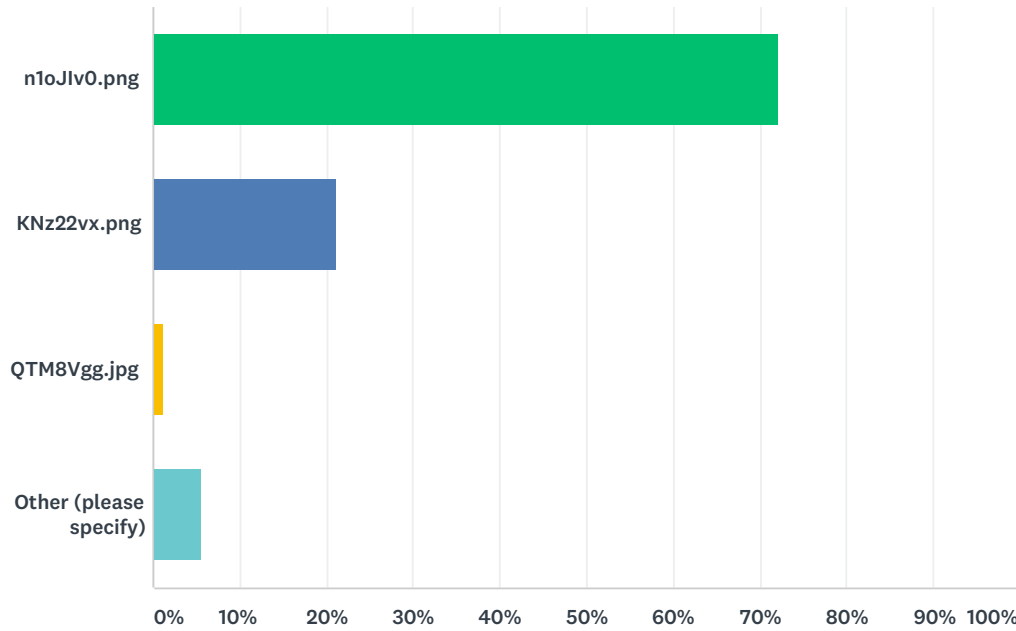
Answered: 212 Skipped: 1,619






ANSWER CHOICES	RESPONSES	
Feel it is not safe	27.36%	58
Physical limitations	19.34%	41
Lack of places to ride a bike	14.62%	31
Not interested	27.83%	59
Other (please specify)	10.85%	23
TOTAL		212

Q3 If you are bicycling, what type of facility do you prefer to use? (Select one that applies most)

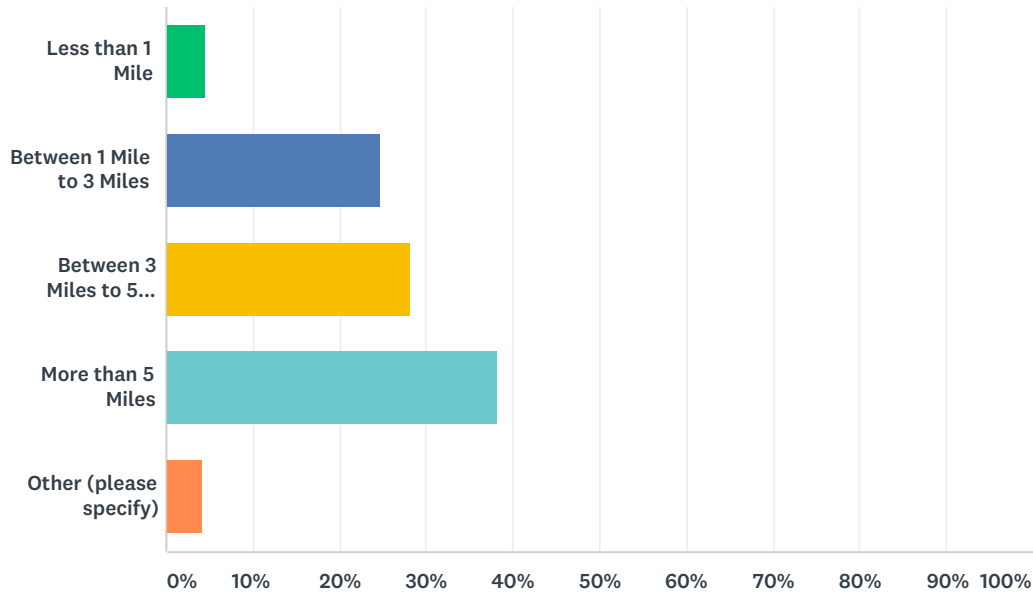
Answered: 1,763 Skipped: 68



ANSWER CHOICES	RESPONSES	
	72.09%	1,271
	21.04%	371
	1.19%	21
Other (please specify)	5.67%	100
TOTAL		1,763

Q4 If facilities are safe and comfortable, how far are you willing to bicycle to work/bus stop/run errand/park/school?(Select one that applies most)

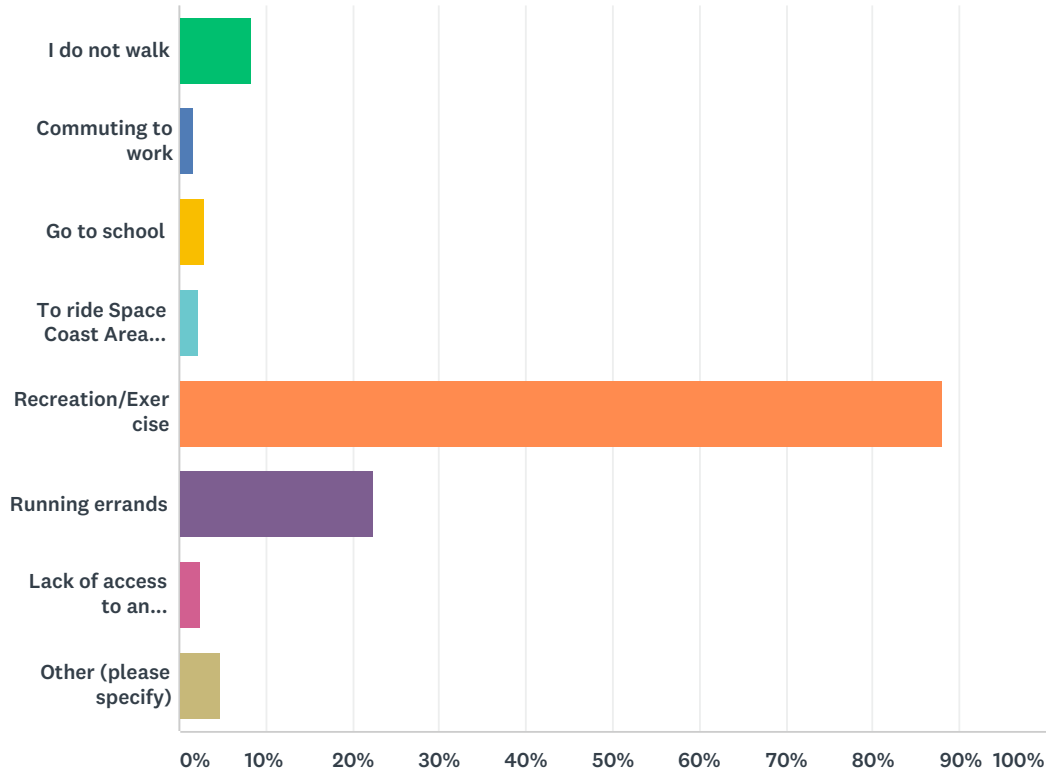
Answered: 1,751 Skipped: 80



ANSWER CHOICES	RESPONSES	
Less than 1 Mile	4.51%	79
Between 1 Mile to 3 Miles	24.61%	431
Between 3 Miles to 5 Miles	28.33%	496
More than 5 Miles	38.26%	670
Other (please specify)	4.28%	75
TOTAL		1,751

Q5 Why do you walk? (Select all that apply)

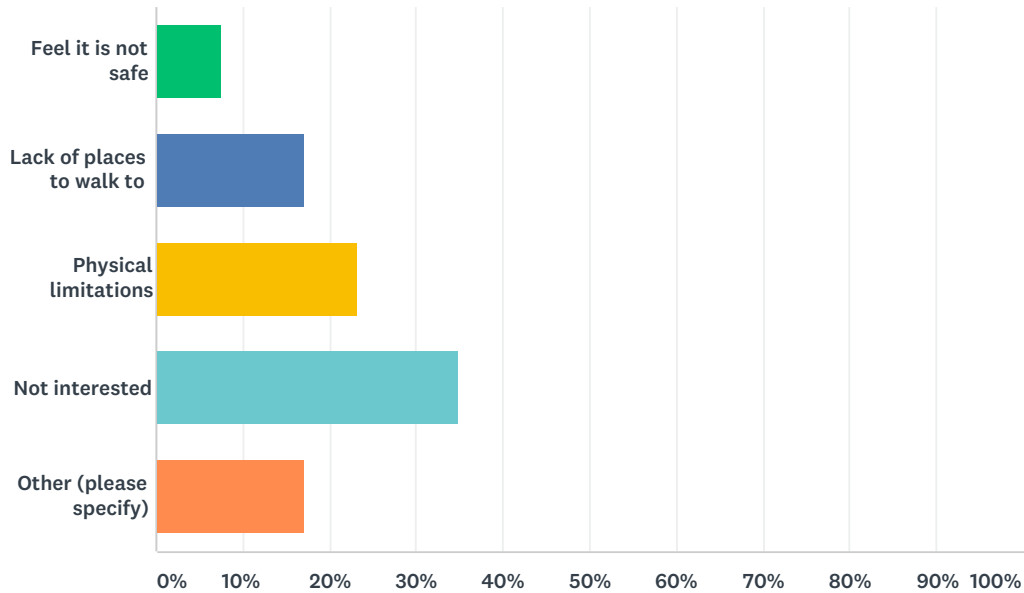
Answered: 1,787 Skipped: 44



ANSWER CHOICES	RESPONSES	
I do not walk	8.39%	150
Commuting to work	1.68%	30
Go to school	2.85%	51
To ride Space Coast Area Transit	2.29%	41
Recreation/Exercise	88.14%	1,575
Running errands	22.44%	401
Lack of access to an automobile	2.46%	44
Other (please specify)	4.87%	87
Total Respondents: 1,787		

Q6 If you do not walk, what prohibits you from walking? (Select one that applies most)

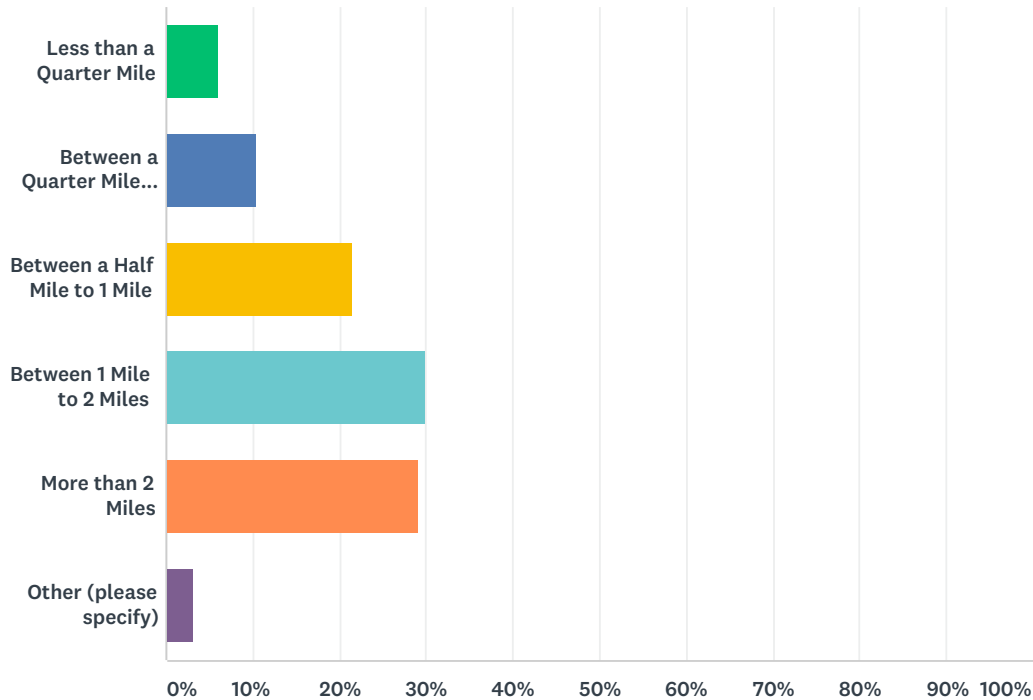
Answered: 146 Skipped: 1,685



ANSWER CHOICES	RESPONSES	
Feel it is not safe	7.53%	11
Lack of places to walk to	17.12%	25
Physical limitations	23.29%	34
Not interested	34.93%	51
Other (please specify)	17.12%	25
TOTAL		146

Q7 If facilities are safe and comfortable, how far are you willing to walk to work/bus stop/run errand/park/school? (Select one that applies most)

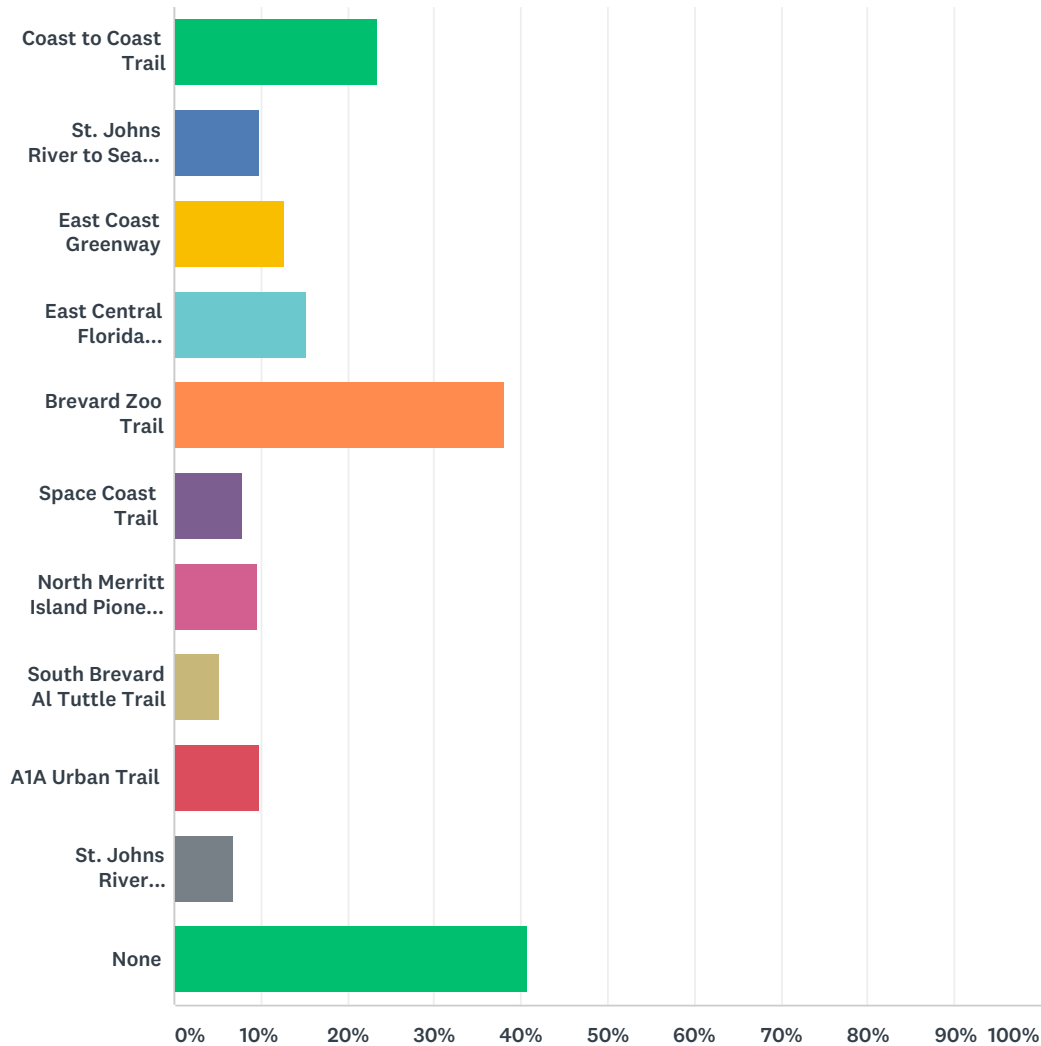
Answered: 1,747 Skipped: 84



ANSWER CHOICES	RESPONSES	
Less than a Quarter Mile	6.07%	106
Between a Quarter Mile to a Half Mile	10.36%	181
Between a Half Mile to 1 Mile	21.47%	375
Between 1 Mile to 2 Miles	29.94%	523
More than 2 Miles	29.14%	509
Other (please specify)	3.03%	53
TOTAL		1,747

Q8 Which Showcase and Regional Trails in Brevard County are you aware of? (Select all that apply)

Answered: 1,727 Skipped: 104



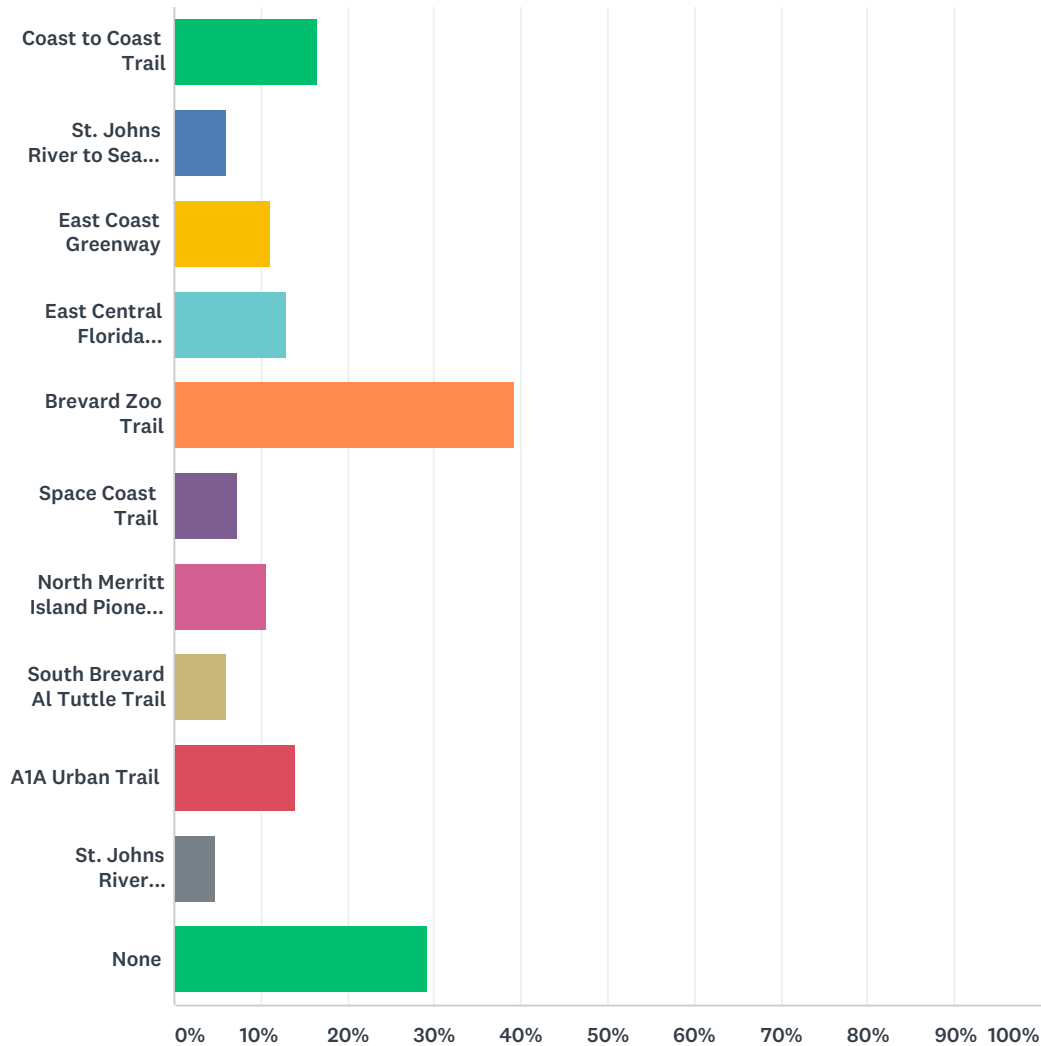
ANSWER CHOICES	RESPONSES	
Coast to Coast Trail	23.45%	405
St. Johns River to Sea Loop Trail	9.79%	169
East Coast Greenway	12.80%	221
East Central Florida Regional Rail Trail	15.34%	265
Brevard Zoo Trail	38.16%	659
Space Coast Trail	7.93%	137
North Merritt Island Pioneer Trail	9.67%	167
South Brevard Al Tuttle Trail	5.21%	90
A1A Urban Trail	9.84%	170

Space Coast TPO (Brevard County) Bicycle and Pedestrian Master Plan Survey

St. Johns River Eco-Heritage Trail	6.83%	118
None	40.76%	704
Total Respondents: 1,727		

Q9 Which Showcase and Regional Trails in Brevard County have you used? (Select all that apply)

Answered: 1,006 Skipped: 825



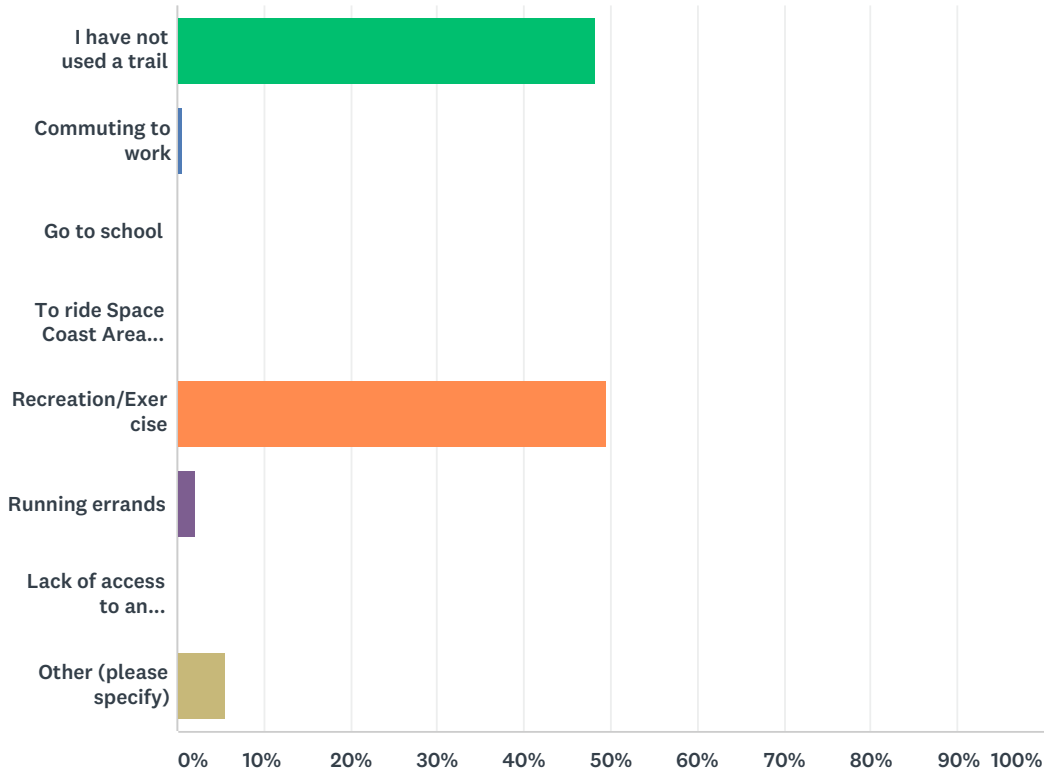
ANSWER CHOICES	RESPONSES	
Coast to Coast Trail	16.50%	166
St. Johns River to Sea Loop Trail	6.06%	61
East Coast Greenway	11.13%	112
East Central Florida Regional Rail Trail	13.02%	131
Brevard Zoo Trail	39.26%	395
Space Coast Trail	7.26%	73
North Merritt Island Pioneer Trail	10.74%	108
South Brevard Al Tuttle Trail	5.96%	60
A1A Urban Trail	13.92%	140

Space Coast TPO (Brevard County) Bicycle and Pedestrian Master Plan Survey

St. Johns River Eco-Heritage Trail	4.87%	49
None	29.22%	294
Total Respondents: 1,006		

Q10 Why do you use the trail? (Select all that apply)

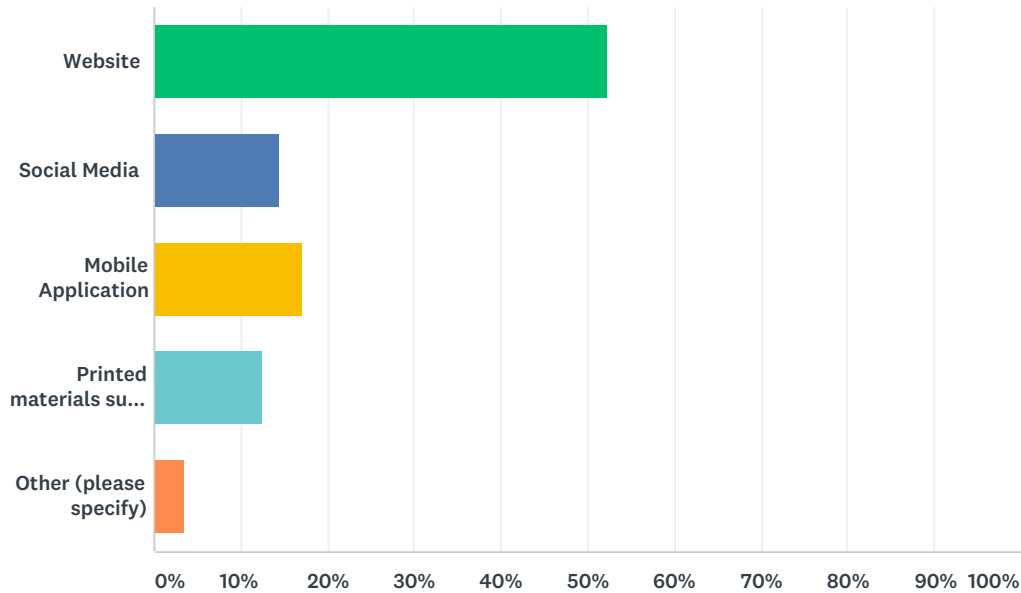
Answered: 1,690 Skipped: 141



ANSWER CHOICES	RESPONSES	
I have not used a trail	48.28%	816
Commuting to work	0.53%	9
Go to school	0.24%	4
To ride Space Coast Area Transit	0.12%	2
Recreation/Exercise	49.59%	838
Running errands	2.19%	37
Lack of access to an automobile	0.24%	4
Other (please specify)	5.56%	94
Total Respondents: 1,690		

Q11 How would you prefer to access information about trails? (Select one that applies most)

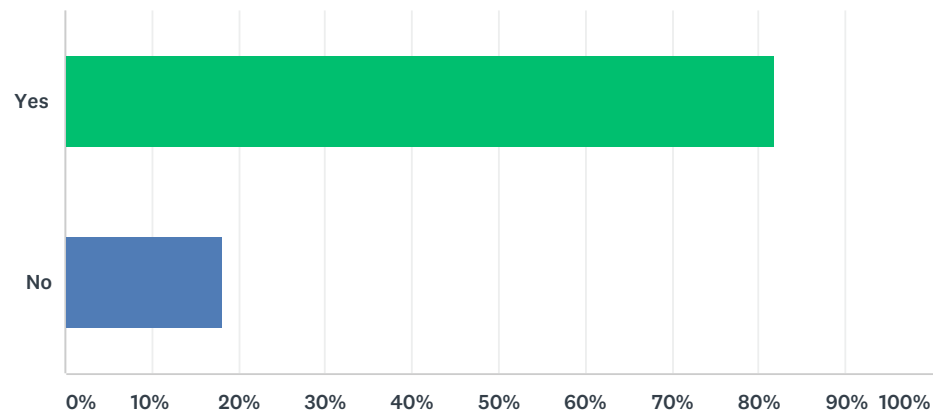
Answered: 1,712 Skipped: 119



ANSWER CHOICES	RESPONSES	
Website	52.22%	894
Social Media	14.37%	246
Mobile Application	17.23%	295
Printed materials such as brochures and maps	12.62%	216
Other (please specify)	3.56%	61
TOTAL		1,712

Q12 Do you know what this symbol is?

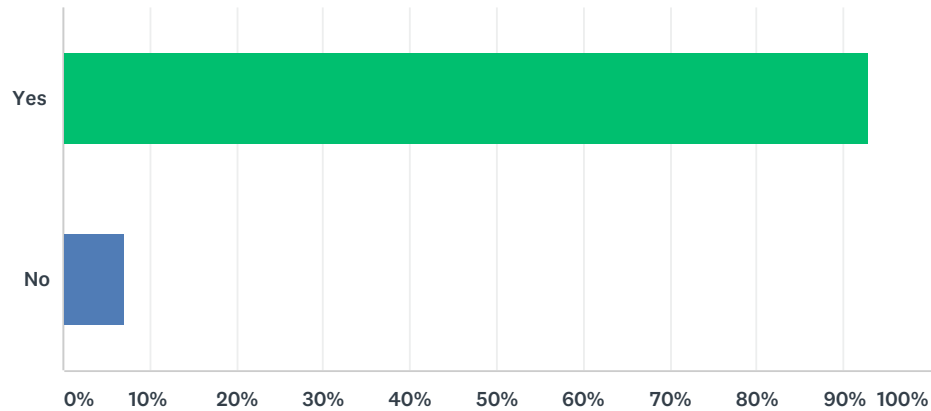
Answered: 1,710 Skipped: 121



ANSWER CHOICES		RESPONSES	
Yes		81.75%	1,398
No		18.25%	312
TOTAL			1,710

Q13 Do you know what this is?

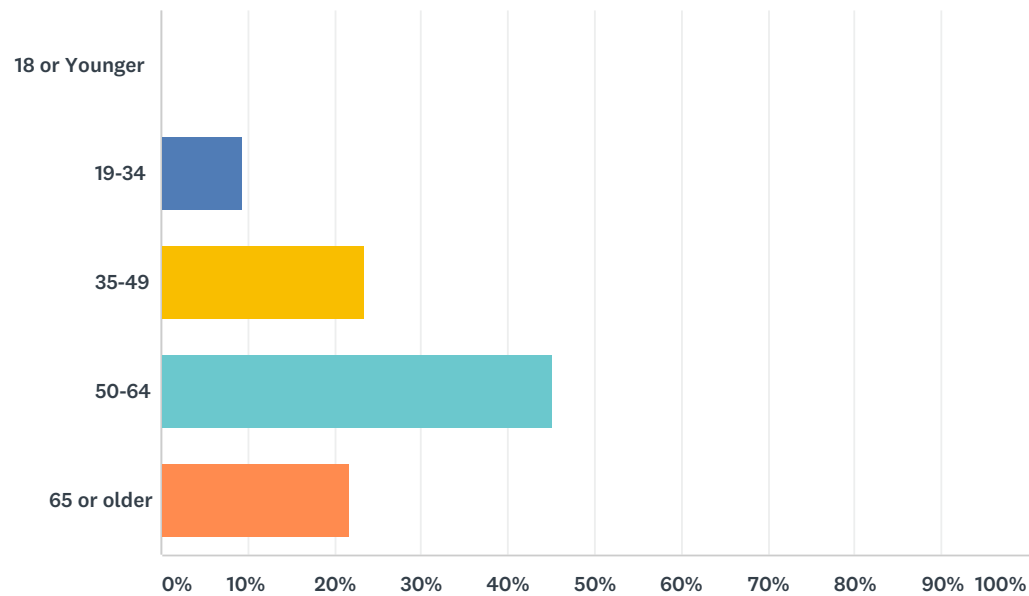
Answered: 1,700 Skipped: 131



ANSWER CHOICES	RESPONSES	
Yes	92.94%	1,580
No	7.06%	120
TOTAL		1,700

Q14 Age

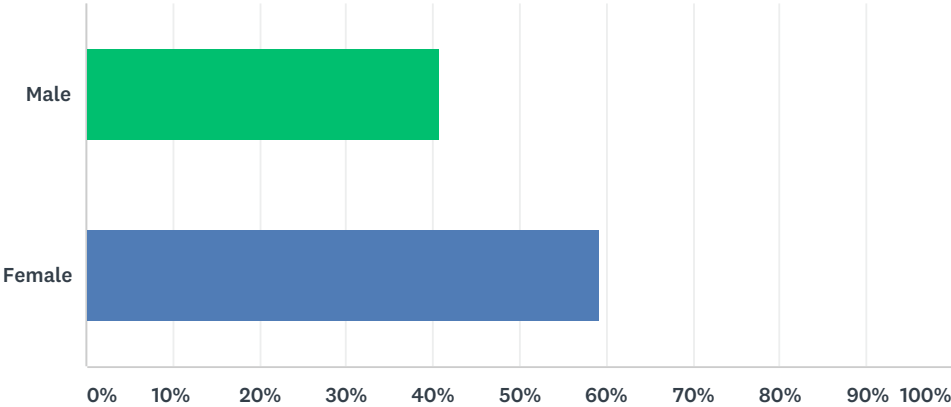
Answered: 1,674 Skipped: 157



ANSWER CHOICES	RESPONSES	
18 or Younger	0.18%	3
19-34	9.44%	158
35-49	23.48%	393
50-64	45.10%	755
65 or older	21.80%	365
TOTAL		1,674

Q15 Sex

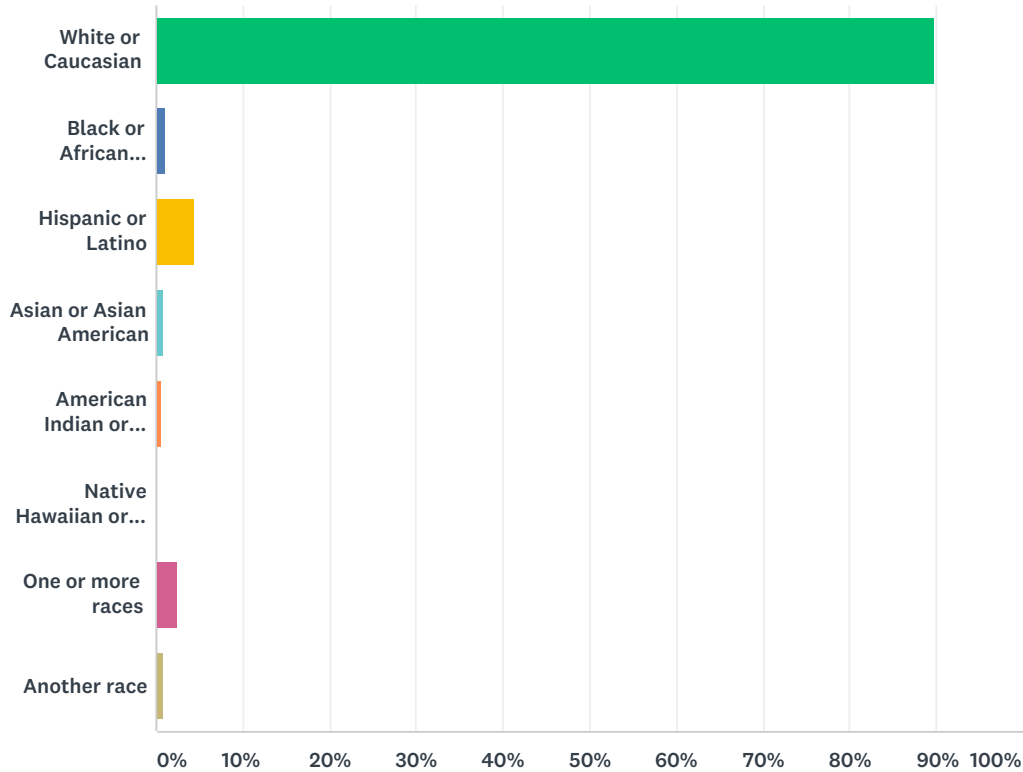
Answered: 1,643 Skipped: 188



ANSWER CHOICES		RESPONSES	
Male		40.84%	671
Female		59.16%	972
TOTAL			1,643

Q16 Ethnicity

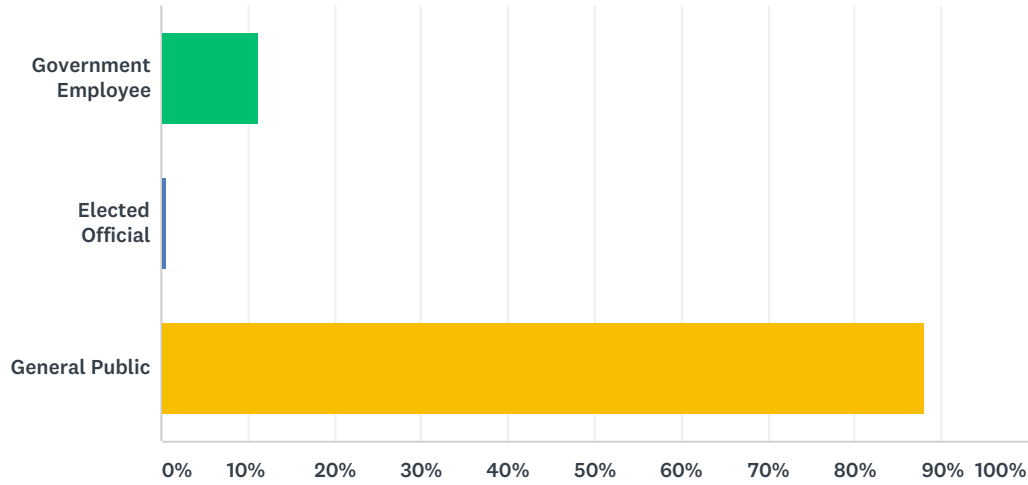
Answered: 1,634 Skipped: 197



ANSWER CHOICES	RESPONSES	
White or Caucasian	89.72%	1,466
Black or African American	1.04%	17
Hispanic or Latino	4.41%	72
Asian or Asian American	0.92%	15
American Indian or Alaska Native	0.55%	9
Native Hawaiian or other Pacific Islander	0.00%	0
One or more races	2.57%	42
Another race	0.80%	13
TOTAL		1,634

Q17 Are you a:

Answered: 1,509 Skipped: 322



ANSWER CHOICES	RESPONSES	
Government Employee	11.20%	169
Elected Official	0.73%	11
General Public	88.07%	1,329
TOTAL		1,509

Q18 Please provide your home zip code

Answered: 1,644 Skipped: 187

Q19 Please provide your email to receive project-specific updates

Answered: 1,060 Skipped: 771

Q20 If you have any additional comments or questions, please provide them here.

Answered: 386 Skipped: 1,445

Transit Users Survey Results

Bicycling Questions		
Questions	Total Responses	Percentage
Why Do You Ride a Bicycle?		
I do not ride a bicycle	25	25%
Commuting to Work	11	11%
Going to School	4	4%
To Ride SCAT	6	6%
Recreation/Exercise	13	13%
Running Errands	11	11%
Lack of access to an automobile	23	23%
Other	6	6%
Skipped	8	8%
Total	99	
If you do not ride a bicycle, what prohibits you from bicycling?		
Feel it is not safe	6	12%
Lack of places to ride a bike	8	16%
Physical limitations	8	16%
Not interested	14	27%
Other	15	29%
Skipped	15	29%
Total	51	
If you are bicycling, what type of facility do you prefer to use?		
Wide Sidewalk/Shared Use Path	35	70%
Bike Lane/Shoulder	12	24%
Vehicular Travel Lane	1	2%
Other	2	4%
Skipped	13	26%
Total	50	
If Facilities are safe and comfortable, how far are you willing to bicycle to work/bus stop/run errand/park/school?		
Less than 1 Mile	12	22%
1 Mile to 3 Miles	19	35%
3 Miles to 5 Miles	11	20%
More than 5 Miles	10	18%
Other	3	5%
Skipped	5	9%
Total	55	

Transit Users Survey Results

Walking Questions		
Questions	Total Responses	Percentage
Why do you walk?		
I do not walk	5	4%
Commuting to Work	15	13%
Going to School	7	6%
To Ride SCAT	30	25%
Recreation/Exercise	18	15%
Running Errands	14	12%
Lack of access to an automobile	25	21%
Other	4	3%
Skipped	5	4%
Total	119	
If you do not walk, what prohibits you from walking?		
Feel it is not safe	4	11%
Lack of places to walk	7	19%
Physical limitations	13	35%
Not interested	8	22%
Other	5	14%
Skipped	25	68%
Total	37	
If facilities are safe and comfortable, how far are you willing to walk to work/bus stop/run errand/park/school?		
Less than a Quarter Mile	15	27%
Quarter to Half Mile	9	16%
Half Mile to 1 Mile	13	23%
1 Mile to 2 Miles	6	11%
More than 2 Miles	11	20%
Other	2	4%
Skipped	5	9%
Total	56	

Transit Users Survey Results

Trail Questions		
Questions	Total Responses	Percentage
Which Showcase and Regional Trails in Brevard County are you aware of?		
Coast to Coast Trail	4	5%
St. Johns River to Sea Loop	3	4%
East Coast Greenway	2	3%
East Central Florida Regional Rail Trail	1	1%
Brevard Zoo Trail	11	14%
Space Coast Trail	7	9%
North Merritt Island Pioneer Trail	7	9%
South Brevard Al Tuttle Trail	3	4%
A1A Urban Trail	4	5%
St. Johns River Eco-Heritage Trail	1	1%
None	33	43%
Skipped	1	1%
Which Showcase and Regional Trails in Brevard County have you used?		
Coast to Coast Trail	2	3%
St. Johns River to Sea Loop	2	3%
East Coast Greenway	1	2%
East Central Florida Regional Rail Trail	1	2%
Brevard Zoo Trail	7	11%
Space Coast Trail	3	5%
North Merritt Island Pioneer Trail	1	2%
South Brevard Al Tuttle Trail	0	0%
A1A Urban Trail	2	3%
St. Johns River Eco-Heritage Trail	0	0%
None	27	41%
Skipped	20	30%
Why do you use the trail?		
I have not used a trail	28	43%
Commuting to Work	1	2%
Going to School	1	2%
To Ride SCAT	5	8%
Recreation/Exercise	8	12%
Running Errands	2	3%
Lack of access to an automobile	6	9%
Other	4	6%
Skipped	10	15%
How would you prefer to access information about trails?		
Website	25	36%
Social Media	13	19%
Mobile Application	5	7%
Printed materials such as brochures and maps	12	17%
Other	3	4%
Skipped	12	17%

Transit Users Survey Results

Bonus Questions		
Questions	Total Responses	Percentage
Do you know what is a 'Sharrow'		
Yes	56	84%
No	4	6%
Skipped	7	10%
Do you know what is a 'RRFB'		
Yes	45	76%
No	3	5%
Skipped	11	19%

Transit Users Survey Results

Optional Demographic Questions	Total	Percentage
Age		
18 or younger	3	5%
19-34	18	31%
35-49	9	15%
50-64	13	22%
65 or Older	7	12%
Skipped	9	15%
Sex		
Male	21	36%
Female	25	42%
Skipped	13	22%
Ethnicity		
White or Caucasian	26	43%
Black or African American	16	27%
Hispanic or Latino	2	3%
Asian or Asian American	0	0%
American Indian or Alaska Native	0	0%
Native Hawaiian or other Pacific Islander	1	2%
One or more races	5	8%
Another race	0	0%
Skipped	10	17%
Are you a		
Government Employee	2	3%
Elected Official	0	0%
General Public	37	63%
Skipped	20	34%



Space Coast TPO EFSC Survey

1. How did you get to school today?

- ☐ Drove car ☐ Carpooled
☐ Rode Bus ☐ Walked
☐ Biked
☐ Other

2. Why do you ride a bicycle?

- ☐ I do not ride a bicycle
☐ Going to work
☐ Going to school
☐ To get to a bus stop
☐ Recreation/Exercise
☐ Running Errands
☐ Lack of access to an automobile
☐ Other

2. Why do you walk?

- ☐ I do not walk
☐ Going to work
☐ Going to school
☐ To get to a bus stop
☐ Recreation/Exercise
☐ Running Errands
☐ Lack of access to an automobile
☐ Other

4. What can we do to improve walking/
biking in Brevard County?



Space Coast TPO EFSC Survey

1. How did you get to school today?

- ☐ Drove car ☐ Carpooled
☐ Rode Bus ☐ Walked
☐ Biked
☐ Other

2. Why do you ride a bicycle?

- ☐ I do not ride a bicycle
☐ Going to work
☐ Going to school
☐ To get to a bus stop
☐ Recreation/Exercise
☐ Running Errands
☐ Lack of access to an automobile
☐ Other

2. Why do you walk?

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☐ Going to school
☐ To get to a bus stop
☐ Recreation/Exercise
☐ Running Errands
☐ Lack of access to an automobile
☐ Other

4. What can we do to improve walking/
biking in Brevard County?



Space Coast TPO EFSC Survey

1. How did you get to school today?

- ☐ Drove car ☐ Carpooled
☐ Rode Bus ☐ Walked
☐ Biked
☐ Other

2. Why do you ride a bicycle?

- ☐ I do not ride a bicycle
☐ Going to work
☐ Going to school
☐ To get to a bus stop
☐ Recreation/Exercise
☐ Running Errands
☐ Lack of access to an automobile
☐ Other

2. Why do you walk?

- ☐ I do not walk
☐ Going to work
☐ Going to school
☐ To get to a bus stop
☐ Recreation/Exercise
☐ Running Errands
☐ Lack of access to an automobile
☐ Other

4. What can we do to improve walking/
biking in Brevard County?

Optional Questions

5. Age

- ☐ 18 or younger ☐ 19-34
☐ 35-49 ☐ 50-64
☐ 65 or older

6. Gender

- ☐ Male ☐ Female

7. Ethnicity

- ☐ White/Caucasion
☐ Black/African American
☐ Hispanic/Latino
☐ Asain/Asian American
☐ American Indian/Alaska Native
☐ Native Islander
☐ One or more races
☐ Another race

8. Are you a:

- ☐ Government Employee
☐ General Citizen
☐ Elected
☐ Student at EFSC
☐ Employee of EFSC

9. Home Zipcode: _____

**Thank you for taking our survey
and helping to make walking and
biking safe, convenient, and fun
in Brevard County!**



Optional Questions

5. Age

- ☐ 18 or younger ☐ 19-34
☐ 35-49 ☐ 50-64
☐ 65 or older

6. Gender

- ☐ Male ☐ Female

7. Ethnicity

- ☐ White/Caucasion
☐ Black/African American
☐ Hispanic/Latino
☐ Asain/Asian American
☐ American Indian/Alaska Native
☐ Native Islander
☐ One or more races
☐ Another race

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Optional Questions

5. Age

- ☐ 18 or younger ☐ 19-34
☐ 35-49 ☐ 50-64
☐ 65 or older

6. Gender

- ☐ Male ☐ Female

7. Ethnicity

- ☐ White/Caucasion
☐ Black/African American
☐ Hispanic/Latino
☐ Asain/Asian American
☐ American Indian/Alaska Native
☐ Native Islander
☐ One or more races
☐ Another race

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in Brevard County!**



EFSC Survey Responses						
Question	Campus	Cocoa	Melbourne	Titusville	Total	Percentage of Total
How did you get to school today?	Drove Car	7	28	10	45	82%
	Carpooled	1	4	3	8	15%
	Rode Bus	1	1	1	3	5%
	Walked	0	0	0	0	0%
	Biked	0	0	0	0	0%
	Other	0	0	0	0	0%
Why do you ride a bicycle?	I do not ride a bicycle	1	18	2	21	38%
	Going to work	0	0	0	0	0%
	Going to school	0	0	0	0	0%
	To get to a bus stop	1	0	0	1	2%
	Recreation/exercise	6	13	12	31	56%
	Running Errands	1	2	0	3	5%
	Lack of access to an automobile	2	1	0	3	5%
	Other	1	1	0	2	4%
Why do you walk?	I do not walk	0	8	3	11	20%
	Going to work	0	0	0	0	0%
	Going to school	0	1	0	1	2%
	To get to a bus stop	1	1	0	2	4%
	Recreation/exercise	7	20	10	37	67%
	Running Errands	1	2	0	3	5%
	Lack of access to an automobile	1	0	0	1	2%
	Other	1	2	1	4	7%
Age	18 or Younger	2	6	6	14	25%
	19-34	5	20	4	29	53%
	35-49	1	3	4	8	15%
	50-64	1	3	0	4	7%
	65 or older	0	0	0	0	0%
Gender	Male	2	4	2	8	15%
	Female	7	28	12	47	85%
Ethnicity	White/Caucasion	3	19	8	30	55%
	Black/African American	3	10	1	14	25%
	Hispanic/Latino	1	1	3	5	9%
	Asain/Asain American	0	0	1	1	2%
	American Indian/Alaska Native	1	0	0	1	2%
	Native Hawaiian/Pacific Islander	0	0	1	1	2%
	One or more races	1	2	0	3	5%
	Another race	0	0	0	0	0%
Are you a:	Gov't Employee	2	1	1	4	7%
	Citizen	2	3	3	8	15%
	Elected Official	0	0	0	0	0%
	Student at EFSC	5	27	12	44	80%
	Employee of EFSC	0	1	0	1	2%

Summary of Public Workshops



Public Meetings and Social Media Report

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June 2019

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Public Meetings Summary Report

The Space Coast Transportation Planning Organization (SCTPO) held a series of six public meetings during the Bicycle & Pedestrian Master Plan (the Plan) update. The meetings were held over a period of two months throughout various locations in Brevard County. **Table 1** lists the date, location, and geographical area for each of the six public meetings. The goals for public engagement were the following:

- Integrate the public in the planning process;
- Create an opportunity for the public to review future bicycle and pedestrian improvements in the areas they live, work, and play; and
- Provide a forum for comments and discussion about the Plan and about specific improvements.

Table 1 Public Meeting Information

Date	Location	Area	Attendees
January 23, 2019	Cape Canaveral Public Library	North Beaches	39
February 5, 2019	Wickham Park Community Center	Melbourne	56
February 7, 2019	Cocoa Civic Center	Cocoa/Rockledge	51
February 27, 2019	Melbourne Beach Community Center	South Beaches	25
February 28, 2019	Enchanted Forest Sanctuary	Titusville/North Brevard	16
March 13, 2019	Ted Whitlock Community Center	Palm Bay/South Brevard	15
Total			202

Each public meeting followed the same format to educate, inform, and gather input. Staff from the SCTPO and Kittelson & Associates, Inc. (KAI) were present at these meetings to answer any additional questions from the public. The structure of each meeting is described in greater detail in the following section.

As part of the public outreach efforts for the Plan, social media was used to inform residents about the public meetings taking place. Information was shared via Facebook, Twitter, Nextdoor, and the email platform, Constant Contact. The subsequent sections of this report detail how social media was used to raise awareness about the various public meetings and how the target audience was identified on social media.

Public Meeting Format

The meetings were held in an open house format by which attendees could learn more about the Plan by visiting various stations. Multiple opportunities to gather public feedback were provided at each of the meetings. Seven stations were created, each having an interactive exercise to get input from and educate attendees about the Plan. The following list provides more information about each station that was set up at the meetings.

- **Welcome Station** – Attendees were greeted at the first station and provided with information on the public meeting and basic instructions on how to navigate the open house. A sign-in sheet was provided to log how the attendee heard about the meeting and will also be used to send additional resources to attendees via email. **Figure 1** demonstrates the station setup.
- **Improvements Maps** – Proposed bicycle and pedestrian improvements were shown in maps of the northern, central, and southern areas of Brevard County. As shown in **Figure 2**, attendees were able to provide their thoughts on specific corridors and network connections by writing on a sticky note or drawing on the map.
- **Existing Conditions Maps** – A series of maps displayed existing bicycle and pedestrian facilities (including trails), existing activity centers, major destinations, and county-wide demographics, as seen in **Figure 3**. These maps provided context about the county and detailed the current bicycle and pedestrian network.
- **Life of a Project** – To explain how an idea turns into a real-life project, a puzzle was created with pieces to represent the different phases of a life of project. The phases included: planning, Project Development and Environment Study (PD&E), design, right-of-way, and construction. As shown in **Figure 4**, the attendees were then asked to arrange the pieces in the sequence by which the attendee thinks they occur in a project's timeline.
- **Education Station** – This station had materials to teach about safety practices for bicycling and walking, as shown in **Figure 5**. Space Coast Area Transit was also represented and provided information on bus routes, stops, and transit in Brevard.
- **Goal Prioritization** – At this station, the attendees were able to vote on the goals and objectives most important to them by inserting a token into small boxes representing each of the five goals and objectives, displayed in **Figure 6**.
- **Feedback Station** – At this station, community members left comments about the Plan and about their experience at the public meeting. This feedback was then recorded and used to inform the Project Team about additional bicycle and pedestrian improvements on specific corridors, as well as inform SCTPO staff how they can continue to effectively engage the community. Additional project information was available at this station, as shown in **Figure 7**.

With multiple opportunities to express comments and concerns, several common themes were gathered from attendees for each public meeting. The section that follows provides an overview of the overarching public comment themes provided by community members.



Figure 1 Welcome Station



Figure 2 Improvement Maps Station



Figure 3 Existing Conditions Maps Station



Figure 4 Life of a Project Station



Figure 5 Education Station



Figure 6 Goal Prioritization Station



Figure 7 Feedback Station

Public Comments Themes

Many of the specific corridor comments made by the public were drawn on the improvements maps or written on a sticky note and placed on the improvements maps. After each meeting, photos were taken of these comments and logged into a master spreadsheet with an associated comment category, relatable goal, and comment response. The responses for each comment were considered and integrated into the proposed bicycle and pedestrian improvements on corridors throughout Brevard County. The comment category column of the table categorized the public comment into one of several thematic topics. An excerpt of the comment category themes includes the following (note that more than one topic could be applied to a comment):

- Pedestrian Facility Design
- Bicycle Facility Design
- Trails
- Maintenance
- New Proposed Improvement
- Safety
- Accessibility
- Connectivity
- Transit
- Enforcement

The following sections outline the common themes for the comments provided by the public for each of the meetings.

North Beaches

In the North Beaches, most of the public feedback focused on bicycle and pedestrian improvements that would help create a more connected network. **Figure 8** captures the moment that an attendee filled out the feedback form. Recurring comment themes include the following:

- Shoulders that are currently being used as bicycle facilities are too narrow and unsafe due to debris.
- Many people bicycle on SR 528 and feel unsafe doing so because they do not feel protected from motor vehicle traffic.
- The importance of educating visiting tourists on Florida bicycle and pedestrian laws and rules.
- SR A1A feels dangerous to travel on for bicyclists and pedestrians. Bike lanes end and reappear abruptly, and business access points are dangerous for bicyclists and pedestrians due to motor vehicle traffic.
- Suitable pedestrian and bicycle paths are needed on Grant Road, and on North and South Tropical Trail.

Standout public comments representative of the sentiments above include:

- “Need education for tourists and residents highlighting basic pedestrian bicycle awareness.”
- “Access roads onto and off A1A are dangerous. Often autos pull across sidewalk/bike lane in order to get the visibility required to enter A1A traffic.”
- “My main interest in this project is to have sidewalks and bike paths along N. Tropical Trail from Grant Road up to Hall Rd. Beautiful area with a public park, walk and biking year-round...”



Figure 8 North Beaches Public Meeting Attendee Providing Feedback

Melbourne

For the Melbourne public meeting, repeated comments included proposed pedestrian improvements (particularly by Patrick Airforce Base), more pedestrian crossing opportunities, and connecting trails in the area. Meeting attendees discussed the existing conditions and proposed improvements with staff, as shown in **Figure 9**. Other commonalities in public feedback included:

- Improving existing crosswalks on SR A1A with lighting.
- Create a complete sidewalk along Turtlemound Road.
- Bicycle and pedestrian facilities are needed to fill in the gaps on Minton Road.

- Improvements need to be made on Wickham Road to make it safer for bicyclists and pedestrians.
- Maintenance is needed to keep bicycle and pedestrian facilities free from debris.
- More trails connecting Lake Washington and other natural areas; the Brevard Zoo Linear Trail is successful and should have more connections through it and continue to be improved with amenities.

Some specific comments that emphasized the themes from the Melbourne community include the following:

- “A1A bike lane by PAFB need improvement badly!”
- “Need better lighting all over Melbourne and lights in the street when ped and walk signal is pushed.”
- “Wickham from Ellis to Sarno is very hazardous for cycling and bicycle commuters. No sidewalks. Suggest sidewalks on both sides of Wickham for the entire way to Viera.”
- “Would like to see more bike trails. The linear trail is awesome! We need trails for recreational biking/walking.”
- “... make Melbourne a biking destination. Bike trails through downtown – it builds businesses and fun.”



Figure 9 Melbourne Public Meeting Attendees Discussing the Existing Conditions

Cocoa/Rockledge

For the Cocoa/Rockledge public meeting, most comments addressed the need to add safer bicycle facilities on heavily used roadways. Attendees expressed their opinions at each station, **Figure 10** showing this at the Goal Prioritization Station. Other popular comments from the public are listed below:

- Connections across the causeways and bridges are, particularly for bicyclists, are very important and currently too dangerous.
- SR 520 is being used by pedestrians and bicyclists but is perceived as dangerous and in need of improvements and protective barriers between bicyclists/pedestrians and motor vehicle traffic.
- Indian River Drive needs bicycle and pedestrian facilities and improvements.
- Bicycle facilities on SR A1A need to be improved and gaps need to be filled.
- Traffic safety education is needed for all roadway users to understand the rules of the road.
- Clearlake Road needs sidewalks and bicycle facilities.

Some of the specific comments the public shared at the Cocoa public meeting include the following:

- “SR 520 between mainland and Merritt Island is too dangerous for a bicyclist or pedestrian.”
- “...520 from Cocoa Village to Merritt Island needs a bike path...We need this improvement.
- “Need more safety features for bike/pedestrians. Presently most county ‘bike paths’ are too dangerous to actually use. Including more signage for public awareness.”

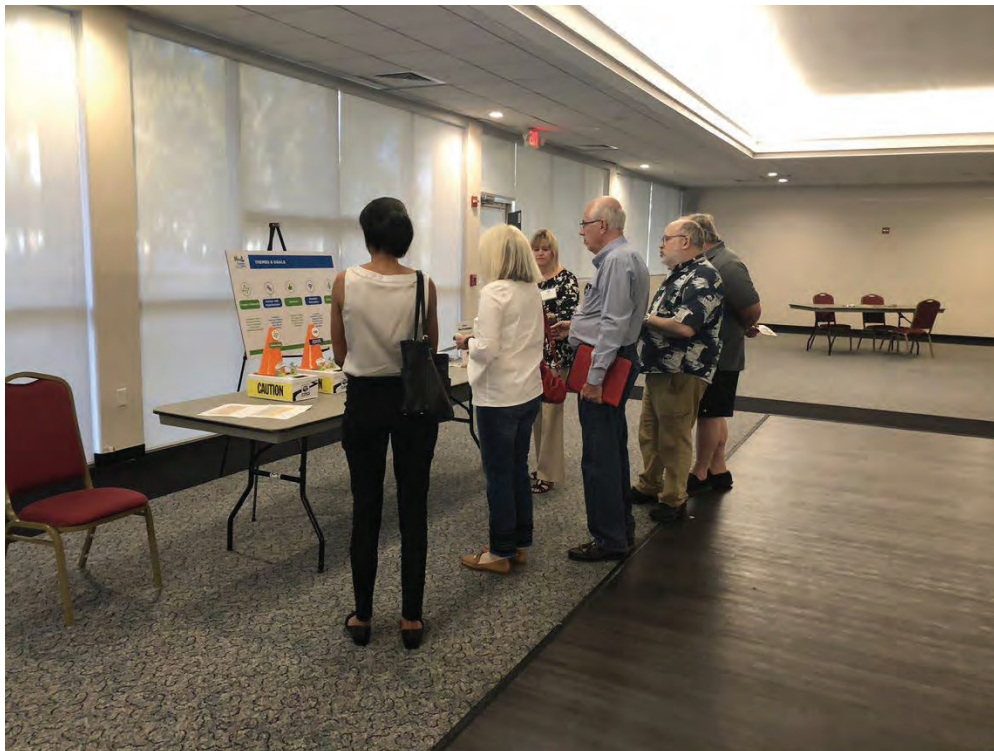


Figure 10 Attendees of the Cocoa/Rockledge Meeting Gathering at the Goal Prioritization Station

South Beaches

For the South Beaches public meeting, some recurring comment category types were bicycle facility design improvements on existing facilities, maintenance of bicycle and pedestrian facilities, new bicycle and pedestrian improvements to fill network gaps, and safety on existing facilities for all roadway users. As seen in **Figure 11**, feedback forms were completed and informed common comment themes. The themes of the public comments expressed at this meeting are outlined below:

- Bike facilities (shoulders) on SR A1A are in poor condition.
- There needs to be bicycling connections between Melbourne and Indialantic.
- US 192 needs bicycle facilities improvements and is uncomfortable to ride on.
- Bicycle and sometimes pedestrian pathways are blocked by a service vehicle or other obstacle, make these facilities feel unsafe.

Quotes that encompass the overarching themes in the South Beaches public meeting comments include the following:

- “Bicycle paths on SR A1A need to be wider – right now they are a hazard for bikers.”
- “I’m looking forward to seeing designated bike lanes, both east and westbound that connect downtown Melbourne and Downtown Indialantic via the Melbourne Causeway (US 192).”
- “Palm Bay Road and Babcock Street is not an ideal bike route currently.”



Figure 11 South Beaches Public Meeting Attendees Completing the Feedback Form

Titusville/North Brevard

In the Titusville/North Brevard public meeting, public comments focused on creating bicycle and pedestrian facilities that connect existing facilities from the mainland to the island and connecting local facilities with the regional trails. **Figure 12** demonstrates how most comments were recorded from the public. Overall themes of the Titusville/North Brevard public meeting comments include:

- Focus on connecting trails more so than bike lanes.
- Leverage the nearby natural areas as destinations for connecting bicycle and pedestrian facilities.
- Proposed pedestrian safety improvements are needed along Sisson Road and nearby SR 405.
- Courtenay Parkway can connect people to more natural amenities with connecting bicycle facilities.
- Add a bicycle lane along SR 50.
- East Central Florida Regional Rail Trail is used and should be enhanced.

Some specific perspectives from the public meeting include the following:

- “Create a safe bicycle and pedestrian facility to connect to Central Merritt Island existing facilities.”
- “Trail going north to Volusia – East Central Florida Rail Trail – is great!”
- “...Would like to see designated bike lane on SR 405 from SR 50 to US 1 in Downtown Titusville.”
- “Connectivity across jurisdictions please. Don’t let bike lanes stop at city boundaries.”

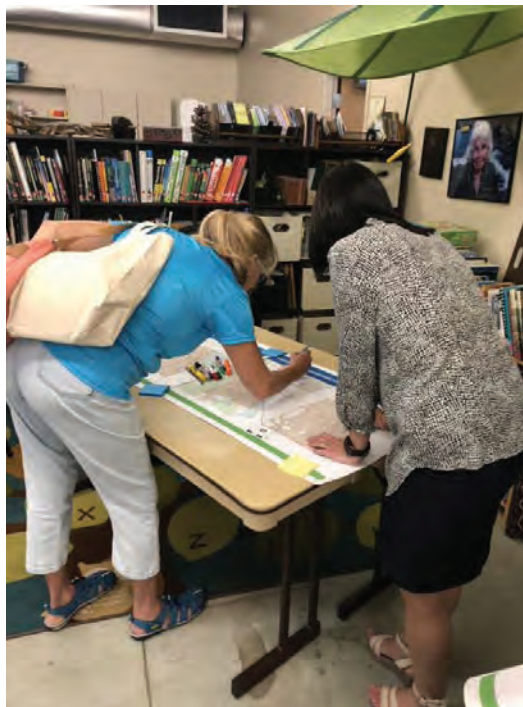


Figure 12 A Titusville Public Meeting Attendee Provides Feedback to an Improvements Map

Palm Bay/South Brevard

In the Palm Bay/South Brevard public meeting, public comments focused on bicyclist and pedestrian safety, and connectivity to destinations. Attendees took time in each station to learn more about the project, as seen in **Figure 13**. Common themes from the Palm Bay/South Brevard meeting include:

- The Port Malabar Boulevard bicycle facilities need to be protected from motor vehicle traffic.
- Babcock Street needs bicycle and pedestrian improvements.
- Hollywood Boulevard needs bicycle and pedestrian improvements.

Specific sentiments expressed include the following:

- “Extend the Al Tuttle Trail” north and south.
- “Babcock Street near Sunrise is isolated and goes nowhere for bicyclists and pedestrians. The road isn't safe.”



Figure 13 Palm Bay Public Meeting Attendees Completing the Life of a Project Puzzle

Overall Public Meeting Themes

The public meeting comments captured a wide-variety of ideas. Several comments from the public meetings overlap and these can be summarized as:

- There are many destinations, including natural areas, that people enjoy, and these places should be more accessible for bicyclists and pedestrians.
- Many existing facilities abruptly end at awkward and unsafe locations, forcing pedestrians and bicyclists to enter the road and be in dangerous situations with on-coming motor vehicle traffic.
- To keep pedestrians and bicyclists safe, there needs to be greater crossing opportunities on busy roads and roadway enhancements such as lighting
- Connecting communities to trails.
- Connections between the mainland and barrier islands/beaches are important to the community.
- Work with law enforcement and maintenance agencies to keep existing and future bicycle and pedestrian facilities clear of trash or motor vehicle parking and blocking.

Detailed comments from all the public meetings with their associated comments categories, goals, and responses can be reviewed in the master public meetings comment table in **Appendix A**.

Feedback Forms Report

A report was generated using the feedback gathered from a survey given at the Feedback Station, which reflected community members' opinions about the public meeting and demographic information. The survey and sign-in sheets were used to inform the summary in the following section. Note that the feedback forms were optional and not all meeting attendees completed a feedback form.

The following sections summarize the opinions and demographic make-up of the public meeting attendees. **Appendix B** details the feedback gathered from each public meeting.

Promotion

Marketing for the public meetings occurred through various communications channels. The Project Team utilized social media, email, Nextdoor, and paper flyers to share information about the dates and locations of the public meetings. Most people heard about the public meetings through social media, followed by email, and then by word of mouth. **Figure 14** shows the distribution between the different platforms used to share information to the public about the meetings. Digital sources such as social media and email were most effective at informing the public about upcoming meetings. **Appendix B** contains data summarizing how the public heard about the meeting for each of the individual six public meetings.

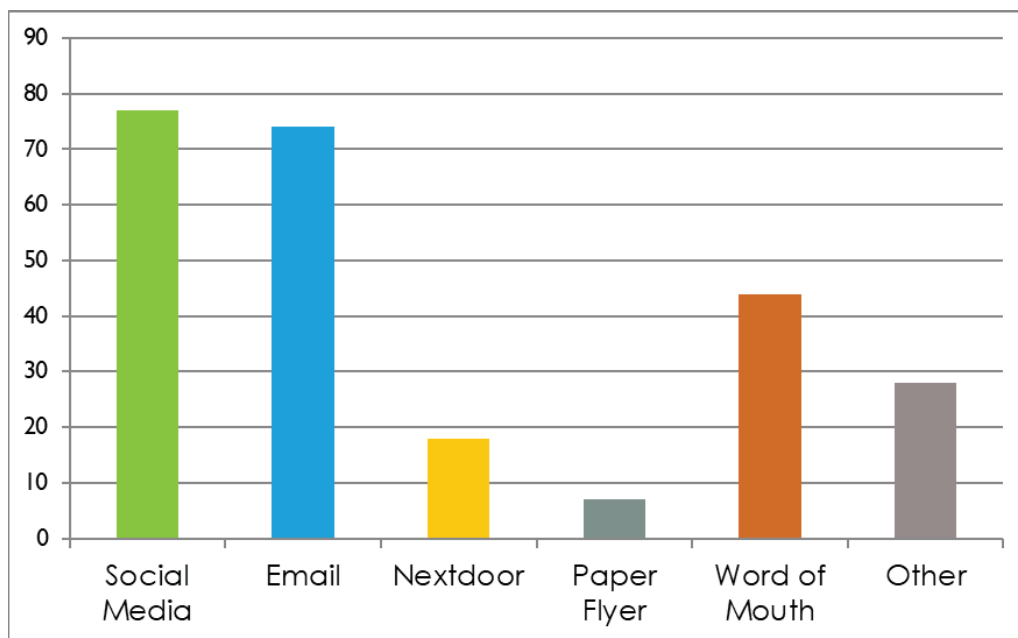


Figure 14 Public Meeting Advertising Platforms

Public Meetings Demographics

Most public meeting attendees identified as White or Caucasian, were older than 50, and identified as male. **Figure 15** shows most of the individuals that attended the public meetings were 50 years and older. The gender distribution shown in **Figure 16** demonstrates that most of the public meeting attendees were male, with 10 percent more men present at the meetings than women. The ethnicity of those individuals that attended the public meetings is a majority White or Caucasian, as detailed in **Table 2**. It was optional for attendees to provide demographic information.

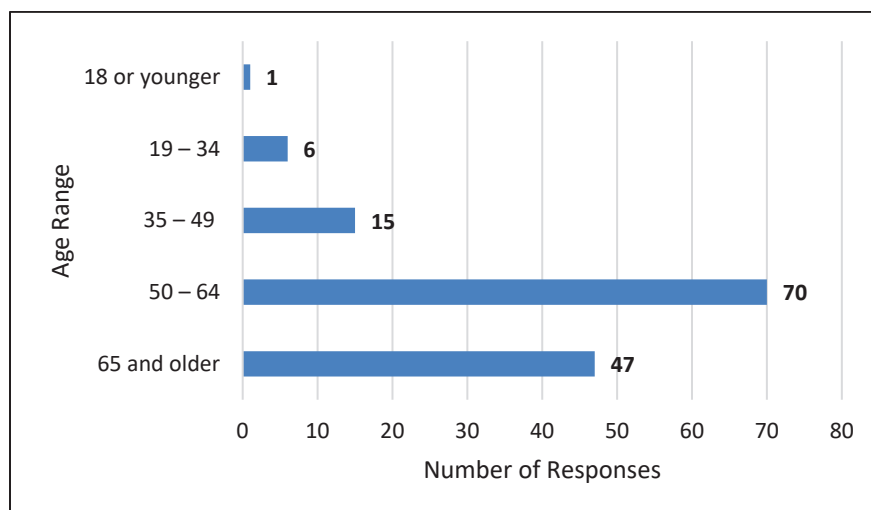


Figure 15 Age of Public Meeting Attendees

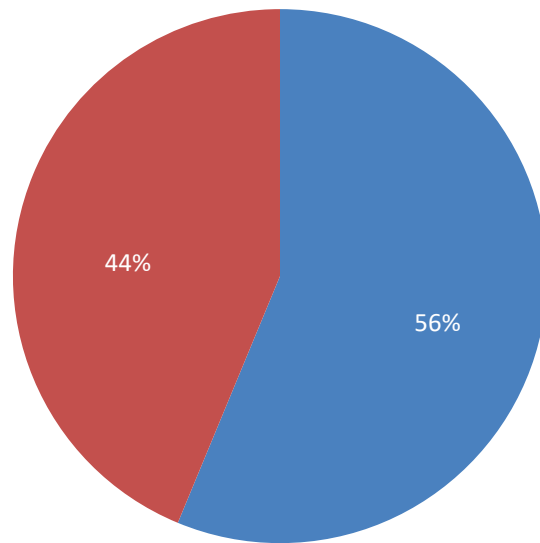


Figure 16 Gender of Public Meeting Attendees

Table 2 Ethnicities of Public Meeting Attendees

Ethnicity	Count
White or Caucasian	115
Hispanic or Latino	1
American Indian or Alaska Native	1
Black or African American	1
Asian or Asian American	3
Native Hawaiian or Other Pacific Islander	0
One or more	1
Other	1
Total	123

The residence zip codes of the meeting attendees were used to create the heat maps shown in **Figure 17** through **Figure 22**. About 60 percent of the zip codes represented at the public meetings were from central Brevard County: Cape Canaveral, Cocoa, Rockledge, Palm Shores, and West Melbourne. About 30 percent of the zip codes represented at the meetings were from Titusville, Melbourne Beach, and Indian River areas.

The feedback received from the public meetings provided various points of insight about the public outreach process for the Plan. The following list highlights lessons learned from the public outreach process:

- The open house format was well received.
- The meeting structure should have been advertised clearly to avoid confusion about an open house structure versus a presentation or discussion.
- Citizens would have liked an introductory video or presentation before the meeting transitioned into an open house structure.
- Meeting locations closer to the downtown areas by city halls had higher attendance.
- Visiting the meeting location beforehand made it easier to anticipate the meeting set-up.
- Provide an online comment submission option.

Figure 17:

Zip Codes of Public Meeting Attendees: North Beaches

Venue: Cape Canaveral Public Library

Date: Jan. 23, 2019

Number of Public Meeting Attendees

0

1

2 to 4

5 to 10

11 to 20

Location of Public Meeting

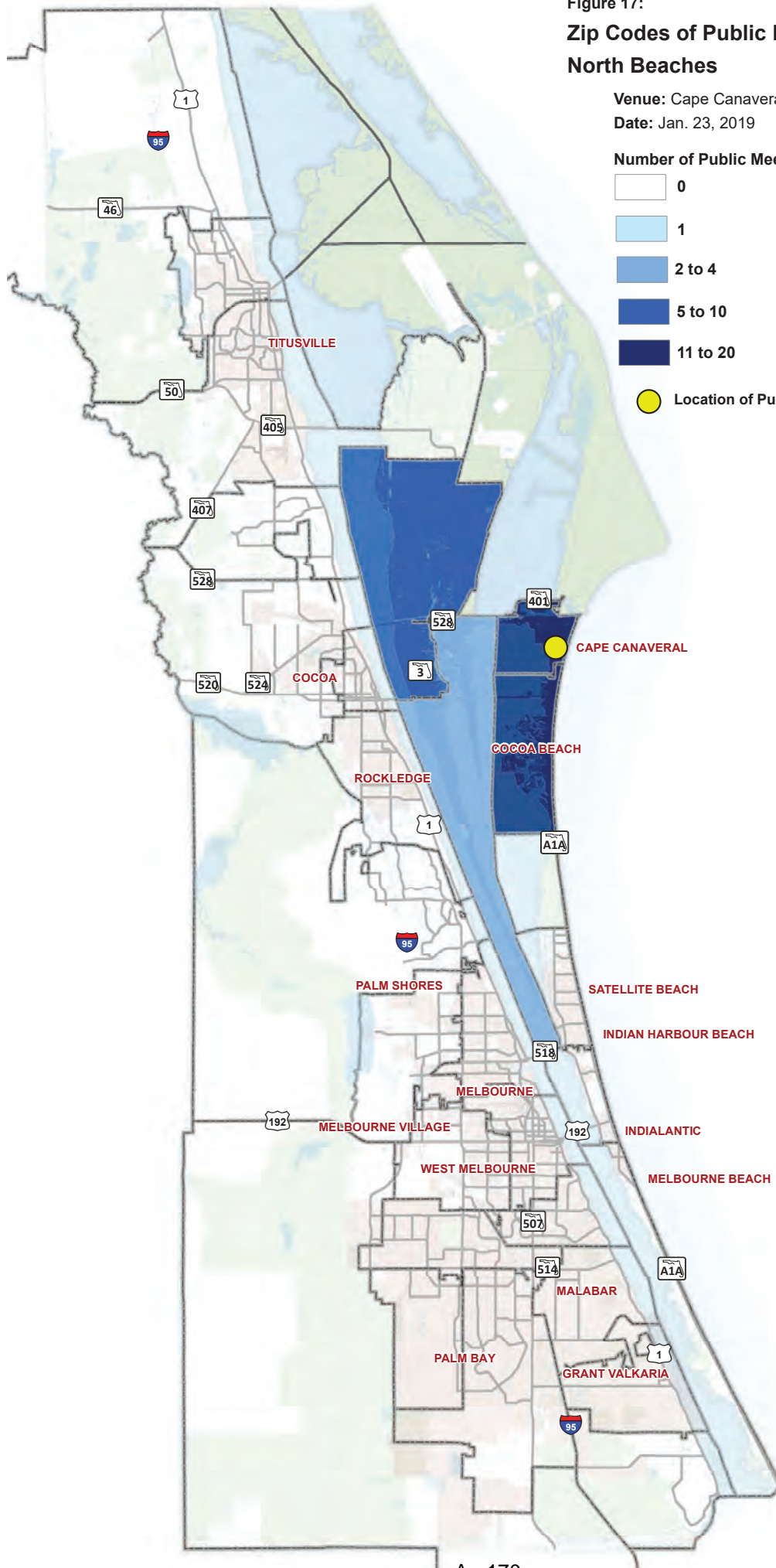
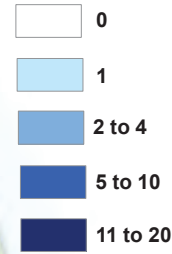


Figure 18:
Zip Codes of Public Meeting Attendees:
Melbourne

Venue: Wickham Park Community Center
Date: Feb. 5, 2019

Number of Public Meeting Attendees



Location of Public Meeting

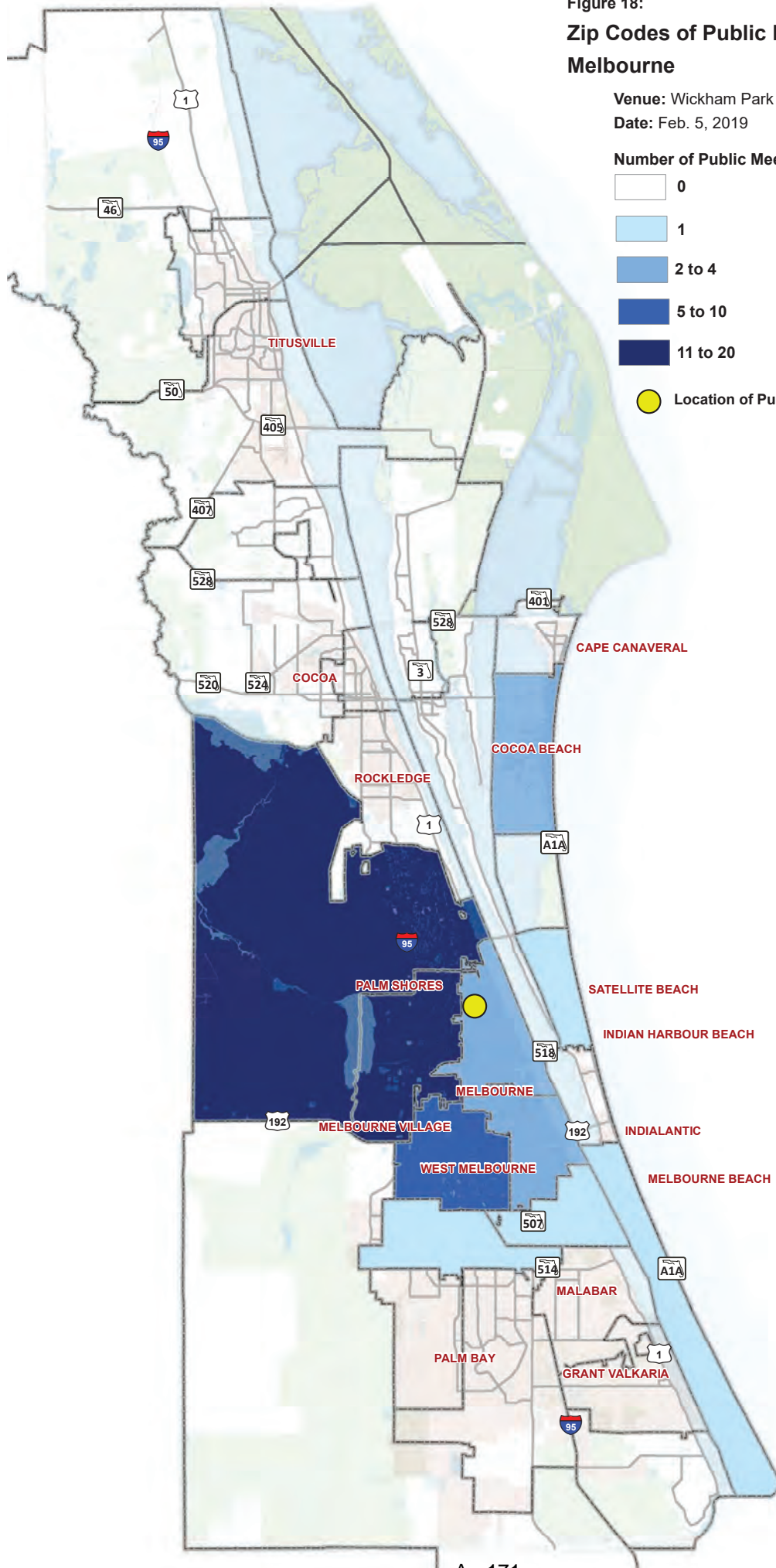
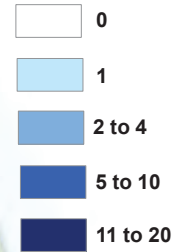


Figure 19:
Zip Codes of Public Meeting Attendees:
Cocoa/Rockledge

Venue: Cocoa Civic Center
 Date: Feb. 7, 2019

Number of Public Meeting Attendees



Location of Public Meeting

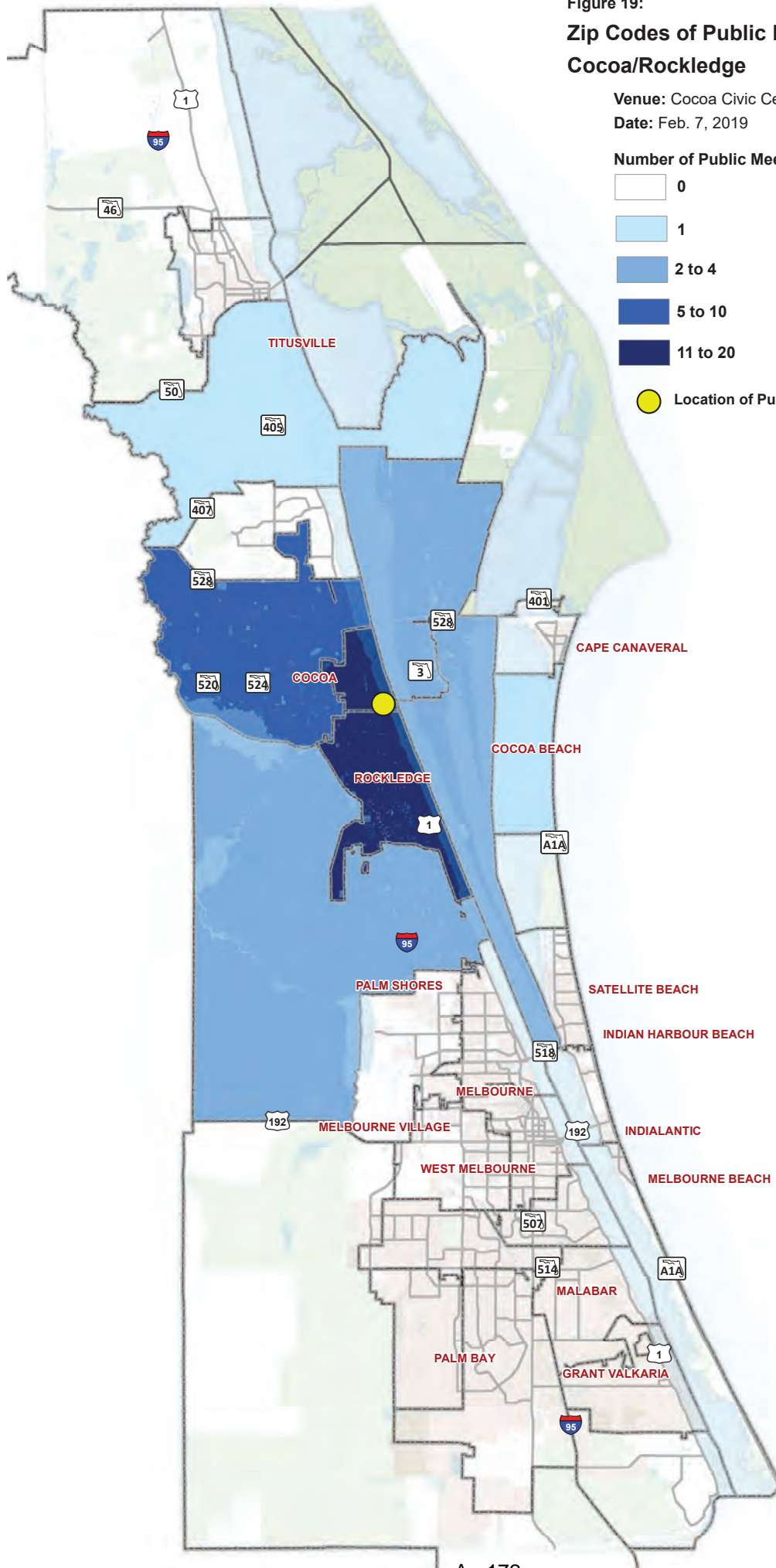


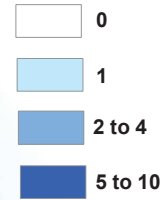
Figure 20:

Zip Codes of Public Meeting Attendees: South Beaches

Venue: Melbourne Beach Community Center

Date: Feb. 27, 2019

Number of Public Meeting Attendees



● Location of Public Meeting

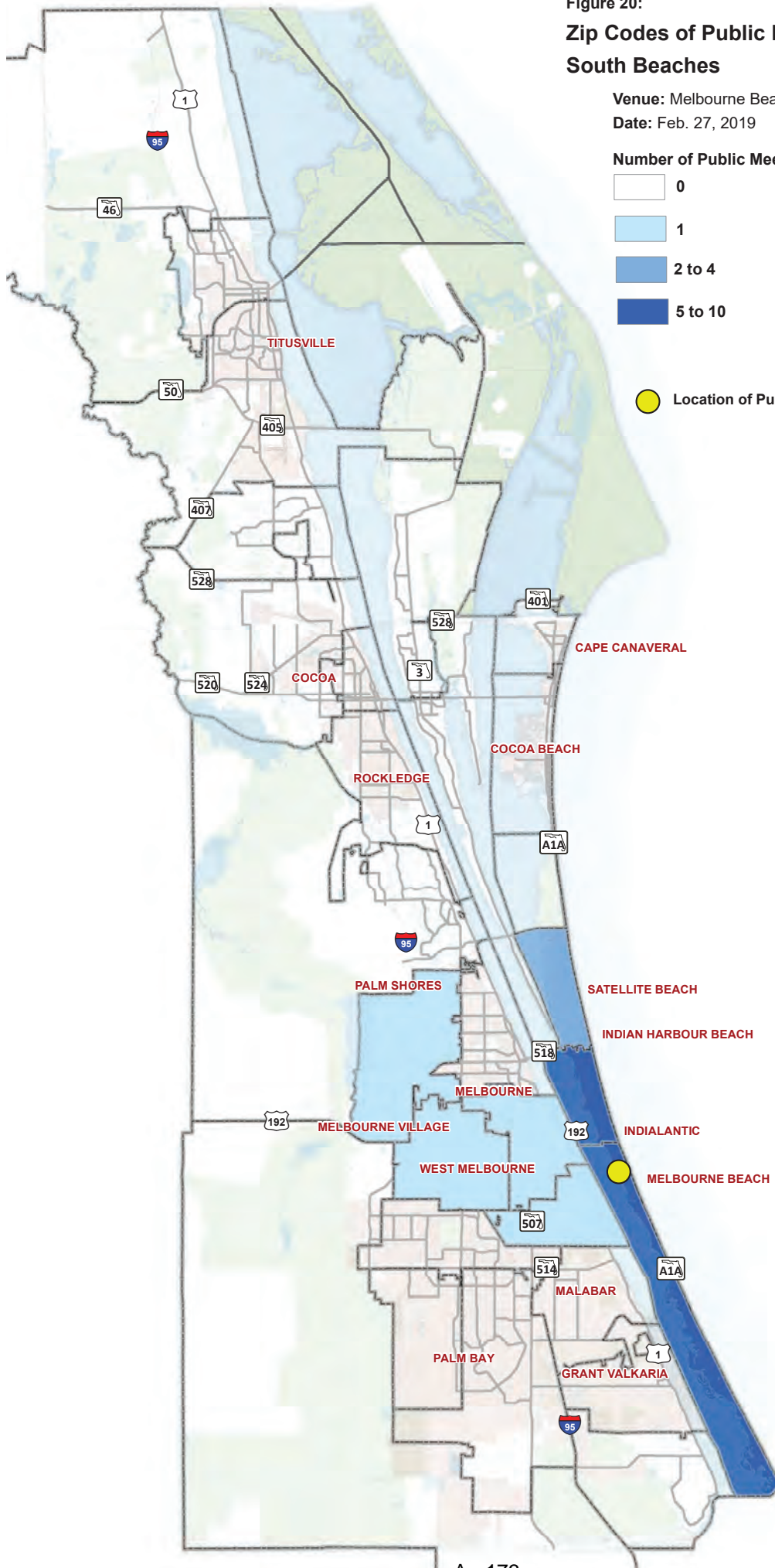


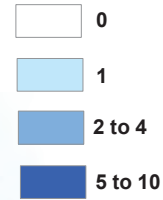
Figure 21:

Zip Codes of Public Meeting Attendees: Titusville/North Brevard

Venue: Enchanted Forest Sanctuary

Date: Feb. 28, 2019

Number of Public Meeting Attendees



Location of Public Meeting

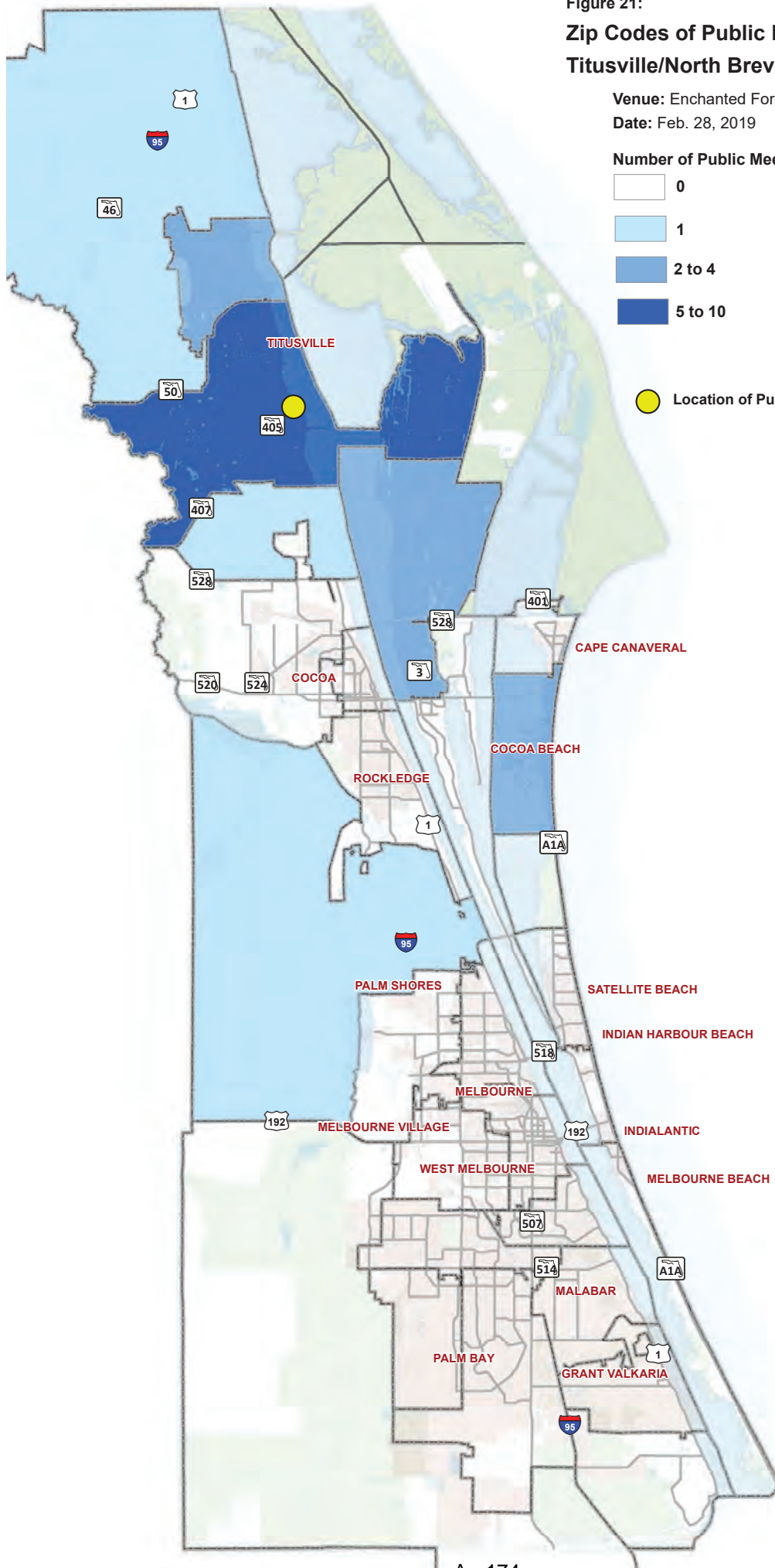


Figure 22:

Zip Codes of Public Meeting Attendees: Palm Bay/South Brevard

Venue: Ted Whitlock Community Center

Date: Mar. 13, 2019

Number of Public Meeting Attendees

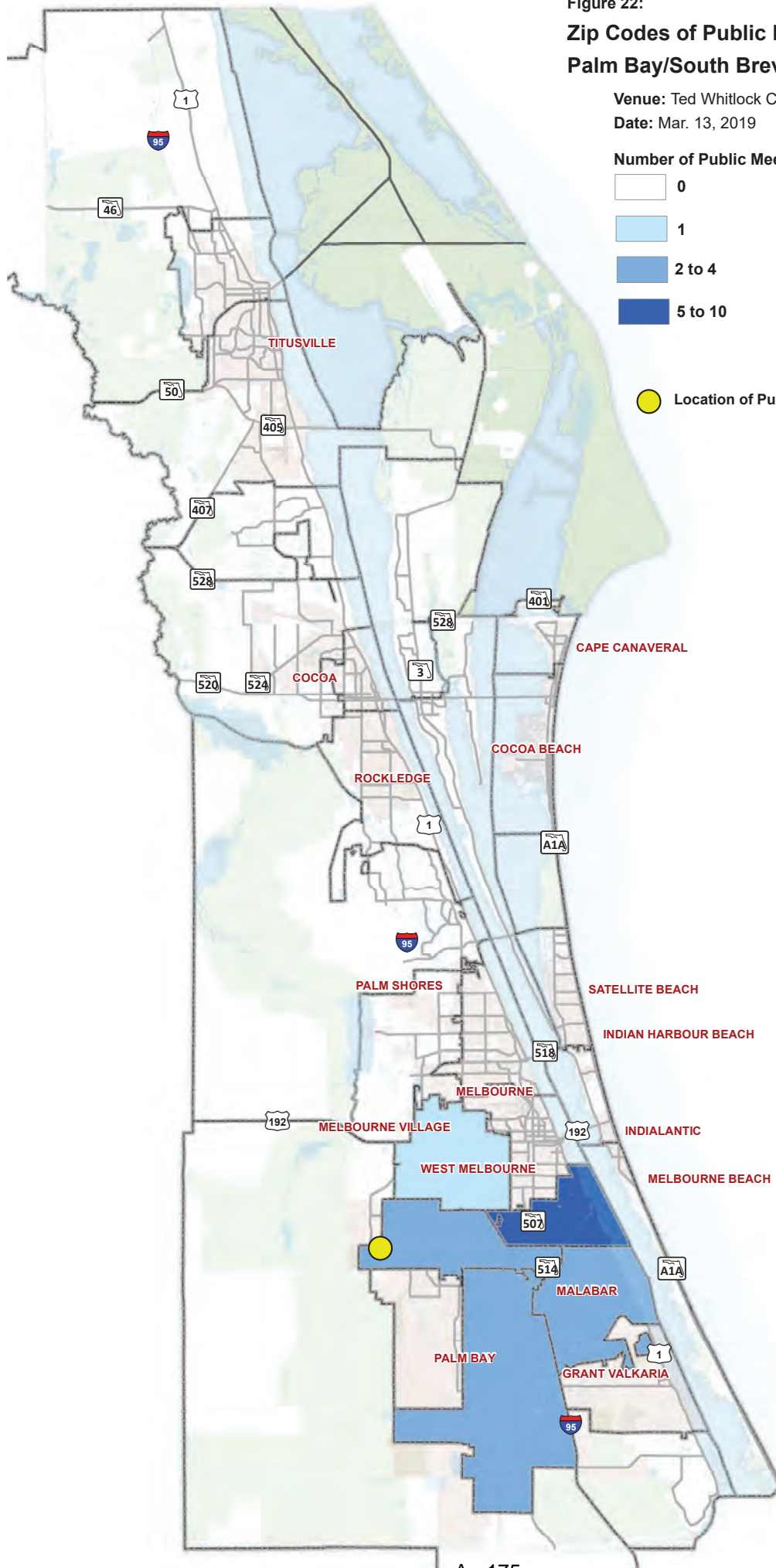
0

1

2 to 4

5 to 10

Location of Public Meeting



Social Media Boosting Results

Social media was used to advertise the six public meetings. The social media campaign used targeted ads and events to share information about the public meetings to the intended audience; those living in the study area and community members of a specific area's public meeting. The following sections describe the various social media platforms used to generate interest in attending the public meetings, and the steps used to launch and track the social media campaigns.

Facebook Summary of Activity

A Facebook event for each public meeting was created and boosted with the process outlined below. Boosting on social media means spending money on the content to expand its reach to targeted audiences. Boosting can be a very effective way to place messages in front of an intended audience. On Facebook specifically, small budgets can go a long way, as Facebook allows targeting by location, interests, and other specific parameters of relevance to the content creator. In the context of this project, "boosting" refers to expanding the reach of the Facebook event and an "ad" refers to a promotional message, created separately from the Facebook event, that directs Facebook users to the event page. The boosting process was as follows:

- Four weeks prior to the public meetings, a Facebook event page was created and boosted in the amount of \$5 each.
- Three weeks before the public meetings, a Facebook ad directing people to the Facebook event page was created and boosted in the amount of \$30 each.
- One week before the public meetings, the Facebook event was boosted again in the amount \$15 each.

The six Facebook events were supported with a total budget of \$50 per event. **Table 3** displays the list of target zip codes within which the respective Facebook events and ads were boosted.

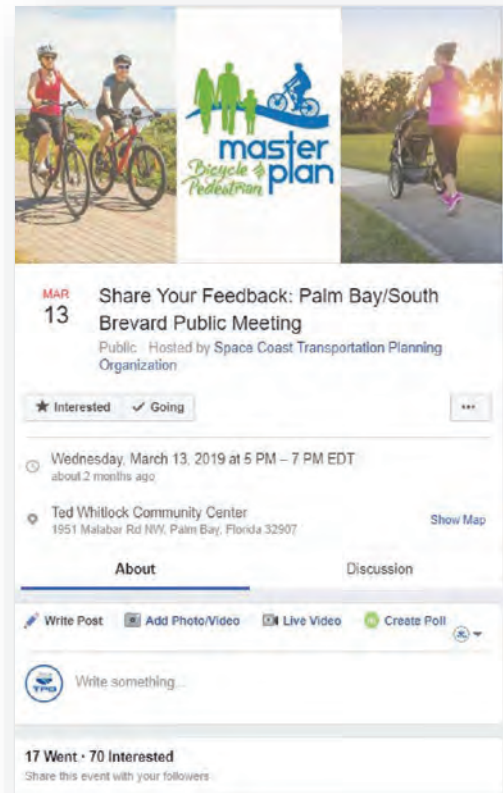


Table 3 Social Media Campaign Target Zip Codes

Public Meeting	Target Zip codes
North Beaches	32953, 32952, 32920, 32931, 32925, 32937
Melbourne	32940, 32934, 32925, 32904, 32901, 32905, 32903
Cocoa/Rockledge	32927, 32926, 32953, 32922, 32955, 32952
South Beaches	32937, 32903, 32951, 32901, 32905
Titusville/North Brevard	32754, 32796, 32780, 32927, 32953
Palm Bay/South Brevard	32948, 32907, 32905, 32908, 32909, 32950, 32949

As a result of social media boosting on Facebook, each ad was seen by 1,800 – 2,665 unique Facebook users in the target zip codes. Each event received between 71 and 127 event responses (interested or confirmed) from the boosting efforts.

Industry standards for analyzing results vary based on the ad type and purpose, and there are many ways to measure results. When thinking about success measures on digital advertising, the first step is to identify the goal for advertising and the information to gather. It is also important to recognize that many Facebook advertising standards refer to ads that take Facebook users to external websites, not boosting Facebook posts for events. For example, click-through rate is a popular metric because advertisers can assess the percentage of people that clicked to their landing page. For this project, the goal was to keep users within the Facebook environment, and direct the users from Facebook ads to the Facebook event pages, therefore click-through rate was not used as a success measure.

One practical way of measuring success from Facebook event ads is through cost per action (CPA), or how much it cost to get an individual response. CPA is calculated by dividing the amount spent by the number of people interacting with the content, illustrated in **Figure 23**.

*Figure 23 Cost per Action*

The average cost per action (CPA) for Facebook ads across all industries is \$18.68¹. For this project, \$300 in total expenditure resulted in 561 total actions. This results in an overall CPA of \$0.53. These numbers represent results better than industry averages, though it should be noted that many industry averages are based on larger budgets. The combination of a focused budget and audience, a methodical boosting process, and a message with high personal relevance, led to higher-than-average results per dollar. Studying the detailed ad breakdowns provided by Facebook in the “Ad Center” makes it clear what the budget accomplished.

Results

Table 4 presents detailed results per event. “Impressions” refers to the number of unique Facebook users reached by the ad or post. “Event responses” refers to actions taken by Facebook users to express interest or confirm attendance at the event.

Facebook provides more detailed analytics for ads such as the gender and age breakdown of each \$30 ad for respective public meetings. **Figure 24** shows the gender and age breakdown for the North Beaches event, **Figure 25** for the Melbourne event, **Figure 26** for Cocoa/Rockledge, **Figure 27** for the South Beaches, **Figure 28** for Titusville/North Brevard, and **Figure 29** for Palm Bay/South Brevard.

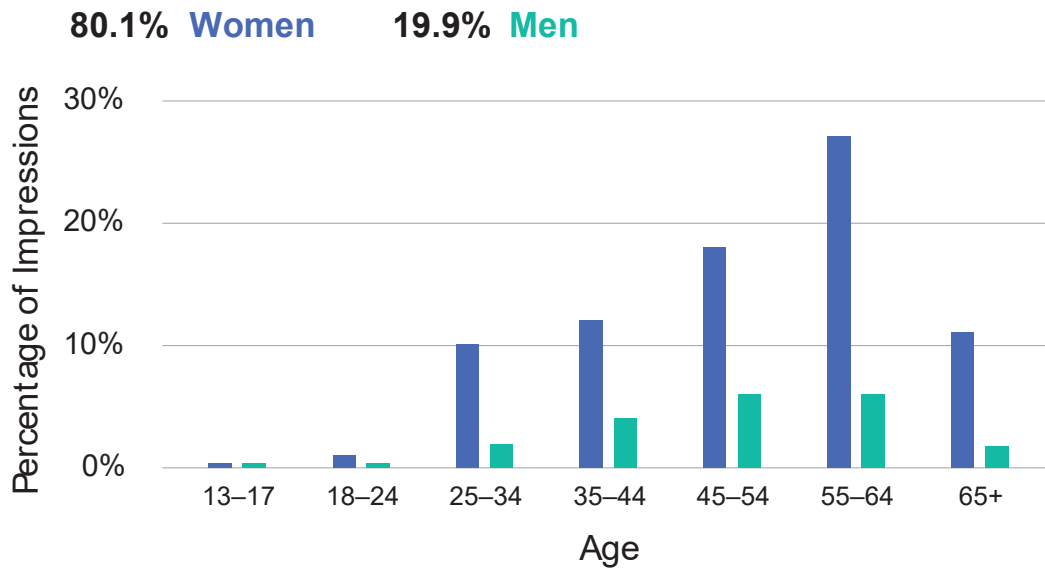
¹ Facebook Ad Benchmarks for YOUR Industry. <https://www.wordstream.com/blog/ws/2017/02/28/facebook-advertising-benchmarks>. Accessed March 2019.

Table 4 Facebook Campaign Analytics

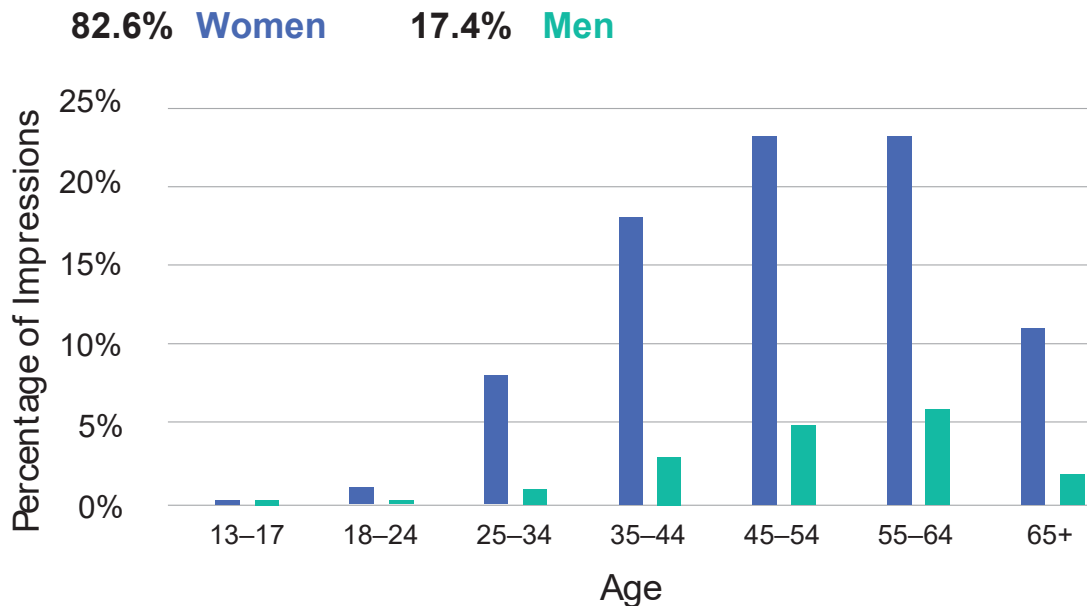
Event	Initial \$5 Boost		\$30 Ad		Final \$15 Boost		Interested	Confirmed Going
	Impressions	Event Responses	Impressions	Event Responses	Impressions	Event Responses		
North Beaches on January 23, 2019	391	20	1,919	27	355	4	112	15
Melbourne on February 5, 2019	279	8	1,167	38	699	17	91	17
Cocoa/Rockledge on February 7, 2019	316	17	1,289	26	740	22	81	14
South Beaches on February 27, 2019	244	8	893	25	663	12	60	11
Titusville/North Brevard on February 28, 2019	340	17	932	22	662	24	77	6
Palm Bay/South Brevard on March 13, 2019	343	14	1,319	41	636	8	70	17
Total	1,913	84	7,519	179	3,755	87	491	63

North Beaches Event:

1919 impressions, 27 event responses

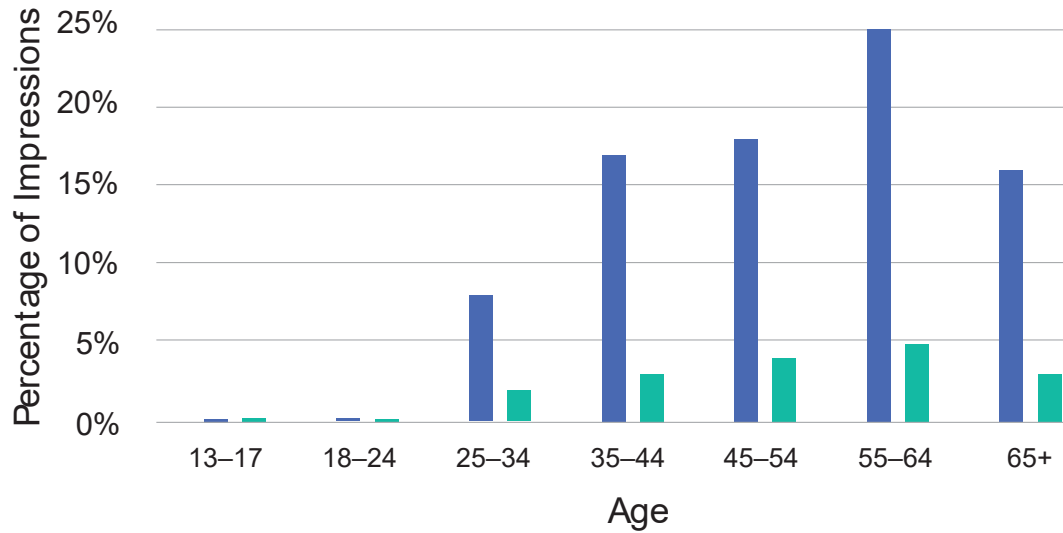
*Figure 24 North Beaches Gender & Age Breakdown of \$30 Advertisement***Melbourne Event:**

1,167 impressions, 38 event responses

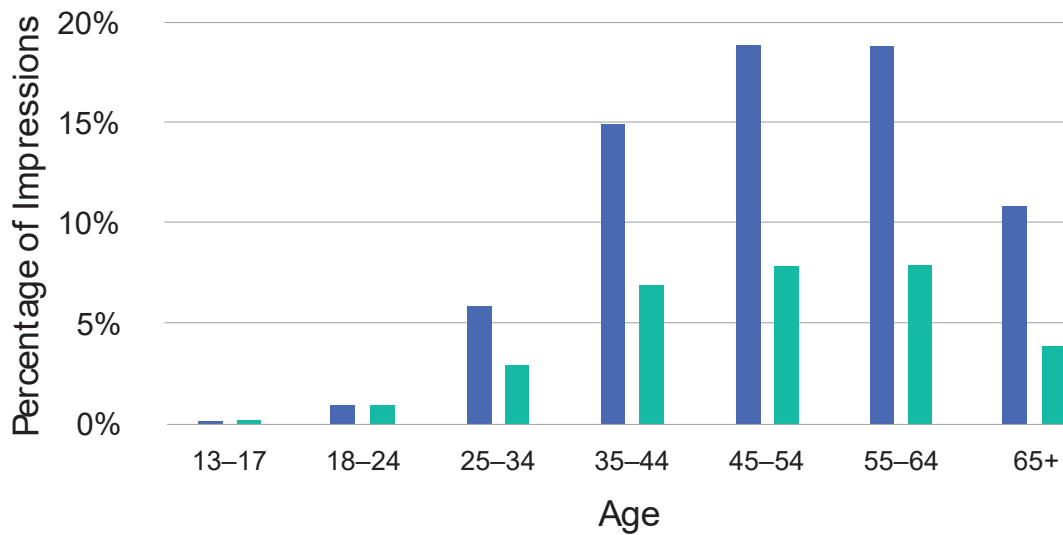
*Figure 25 Melbourne Gender & Age Breakdown of \$30 Advertisement*

Cocoa/Rockledge Event:

1,289 impressions, 26 event responses

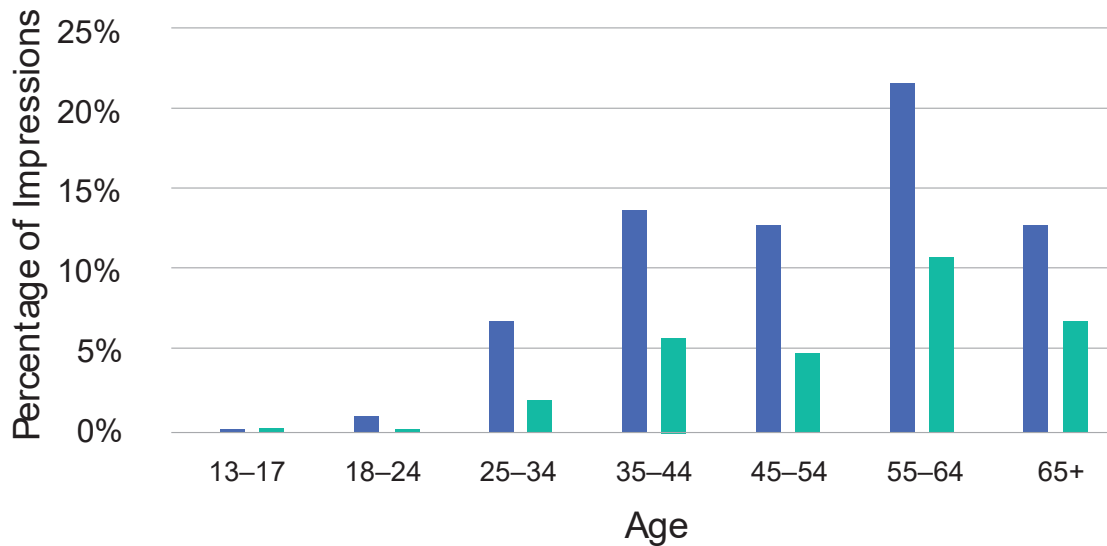
83.4% Women **16.6% Men***Figure 26 Cocoa/Rockledge Gender & Age Breakdown of \$30 Advertisement***South Beaches Event:**

893 impressions, 25 responses

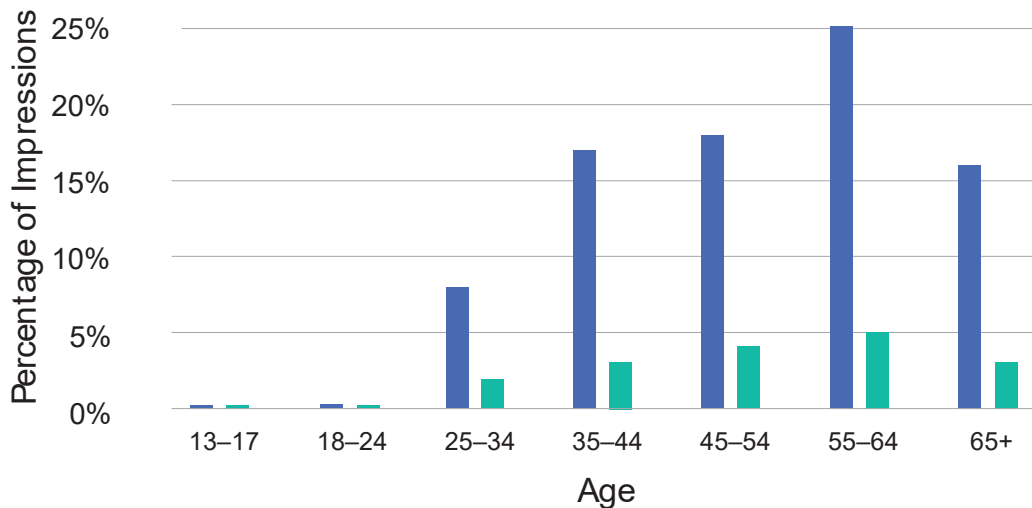
70.1% Women **29.9% Men***Figure 27 South Beaches Gender & Age Breakdown of \$30 Advertisement*

Titusville/North Brevard Event: 1,934 Impressions

932 impressions, 22 responses

69.3% Women **30.7% Men***Figure 28 Titusville/North Brevard Gender & Age Breakdown of \$30 Advertisement***Palm Bay/South Brevard Event:**

1319 impressions, 41 responses

83.4% Women **16.6% Men***Figure 29 Palm Bay/South Brevard Gender & Age Breakdown of \$30 Advertisement*

Twitter Summary of Activity

The SCTPO uses Twitter to engage media partners and current followers. Twitter is an online news and social networking site where people communicate in short messages called tweets. Tweeting is posting short messages for anyone who follows you on Twitter, with the hope that your messages are useful and interesting to someone in your audience. Unlike Facebook, Twitter operates on a fast-paced content relay system.

During the Plan, the SCTPO used Twitter to announce upcoming public meetings and composed live tweets during events. Twitter metrics, such as impressions and engagements (see definitions below), help the SCTPO learn more about our audience, which leads to making insightful decisions about our future tweet content. **Figure 30** displays an example Twitter feed and supporting analytics from the Tweet.



Figure 30 Example Twitter Feed and Analytics

Table 5 summarizes the results of various Twitter advertising efforts before and during the public meetings.

- Impressions are the number of times users saw the tweet on Twitter.
- Engagement is the total number of times a user has interacted with a tweet (includes clicks, retweets, likes, replies, etc.).

Table 5 Twitter Campaign Analytics

Date	BPMP Open House Promo	Twitter Impressions	Twitter Engagements
December 28, 2019	Public Meeting Announcement	2,742	43
January 11, 2019	Melbourne	1,212	8
January 16, 2019	North Beaches	1,479	16
January 23, 2019	North Beaches - Live Tweet	525	21
February 5, 2019	Melbourne - Live Tweet	1,462	28
February 5, 2019	Melbourne - Live Tweet	217	4
February 27, 2019	South Beaches	612	9
February 27, 2019	South Beaches - Live Tweet	276	5
March 6, 2019	Palm Bay/South Brevard	177	3
March 13, 2019	Palm Bay/South Brevard - Live Tweet	1,164	16
TOTAL		9,866	153

Nextdoor Summary of Activity

The SCTPO uses Nextdoor to reach residential neighborhoods in key target locations. The platform enables local conversations that empower neighbors to build stronger and safer communities. The SCTPO utilizes the Nextdoor platform to inform residents about upcoming events or public open houses/meetings in their area. By selecting neighborhoods, based on zip code, city, or mile-radius, the SCTPO was able to advertise the public meetings to residents near the meeting locations in a timely and efficient manner. Each post detailed the meeting's location, time, and purpose, and linked back to the Facebook event.

Every time a post is created, Nextdoor auto-generates engagement metrics based on user interaction. There are three primary metrics: thank you's, replies, and impressions. Detailed definitions are listed below and the distributions of responses for each Nextdoor feature are shown in **Table 6**.

- **Thank You's:** Saying "Thanks!" on Nextdoor is a metric of appreciation for the post.
- **Replies:** The number of replies or comments residents made on that specific post.
- **Impressions:** Includes the number of residents who viewed a post in their Nextdoor newsfeed, the number email notifications seen when a public agency posts to Nextdoor, and the number of clicks on an agency's post in the Daily Digest that is sent to Nextdoor members.

Table 6 Nextdoor Campaign Analytics

Date	Area	Nextdoor Thank You's	Nextdoor Replies	Nextdoor Impressions
January 2, 2019	North Beaches	3	0	371
January 15, 2019	Melbourne	6	7	2,214
January 22, 2019	Cocoa/Rockledge	2	1	668
January 30, 2019	Cocoa/Rockledge	3	0	1,576
February 8, 2019	South Beaches	6	0	1,134
February 8, 2019	Titusville/North Brevard	1	0	641
February 27, 2019	Palm Bay/South Brevard	2	0	924
TOTAL		23	8	7,528

Constant Contact Summary of Activity

The SCTPO utilizes Constant Contact as a primary means of communicating news and updates to vested stakeholders and citizens. Constant Contact is a content management and email marketing tool that is used to send targeted messages to key audiences via email. The Constant Contact platform enables the SCTPO to reach desired audiences via newsletters, press releases, emails, polls, surveys, and event promotions. Every time a campaign is sent, Constant Contact auto-generates an engagement report which details reporting metrics such as the number of sends, opens, and clicks (see term definitions below). These metrics help the organization measure the effectiveness of each email campaign. The results of the Constant Contact advertising efforts are summarized in **Table 7**.

- **Successful Deliveries:** The number of emails sent that were successfully delivered to contacts' inboxes.
- **Email Open Rate:** The percentage of recipients who opened the email compared to how many contacts the email was sent to.
- **Click Rate:** The percentage of clicks an email receives based on the number of contacts who opened the email.

Table 7 Constant Contact Campaign Analytics

Date	BPMP Open House Promo	Successful Deliveries	Email Open Rate	Click Rate
January 10, 2019	Public Open House Flier Announcement	1,020	26%	3%
February 18, 2019	Remaining Open Houses PR	1,849	36%	20%

Paper Flyer

In addition to social media outreach, a flyer promoting the public meetings was created and placed at various locations around the County. Specifically, the flyers were placed in underprivileged and technologically disadvantaged areas to reach populations that may not be reached by the social media boosting. The paper flyer can be found on the next page. The flyers were distributed at the following locations:

- Cocoa Beach Library
- Cape Canaveral Library
- Merritt Island Library
- Melbourne Community Resource Center
- Melbourne Library
- Evans Library
- West Melbourne Library
- MLK Library
- Central Brevard Library
- Travis Park
- Center for Collaboration – United Way
- West Cocoa Community Center
- Satellite Beach Library
- Melbourne Beach Library
- Mims Scottsmoor Public Library
- Titusville Library
- Port St. John Library
- Palm Bay Library
- Franklin T. DeGroodt Library

Give input on walking and biking improvements in Brevard County!



Join us at any of the following public meetings

Date	Venue	Area
January 23, 2019	Cape Canaveral Public Library	North Beaches
February 5, 2019	Wickham Park Community Center	Melbourne
February 7, 2019	Cocoa Civic Center	Cocoa/Rockledge
February 27, 2019	Melbourne Beach Community Center	South Beaches
February 28, 2019	Enchanted Forest Sanctuary	North Brevard
March 13, 2019	Ted Whitlock Community Center	Palm Bay/South Brevard

Note: All meetings will be held from 5 PM to 7 PM and will present the same information

For more information please contact:

Sarah Kraum

Multi-Modal Program Specialist

Space Coast Transportation Planning Organization

2725 Judge Fran Jamieson Way; Bldg. B; Room 105; MS #82, Melbourne, FL 32940

Telephone: 321-690-6890 Email: sarah.kraum@brevardfl.gov

Or visit our website: spacecoasttpo.com

Or follow us on facebook at facebook.com/SCTPO

Title VI/Non-discrimination: For questions regarding our civil rights adherence policies, please contact:

Abby Hemenway, Title VI Coordinator, at abby.hemenway@brevardfl.gov or call 321-690-6890.

Appendix A – Public Meetings Comments Summary

North Beaches

Comment	Comment Category	Relatable Goal	How Comment Was Received	Response
My concern is accessibility of existing sidewalks for pedestrians. Many times especially after 5pm residential homes have cars parked on sidewalks forcing walkers into streets	Accessibility Enforcement	Generate Awareness	Existing Pedestrian Facilities - Central	Comment noted. The SCTPO will coordinate this comment with the Brevard County Community Traffic Safety Team (CTST).
Shoulders are not a good alternative for bikes - not smooth, even, trash	Bicycle Facility Design	Create a Network	Existing Bicycle Facilities - North	Comment noted. This is being addressed through Design Guidance in the Bike/Ped Master Plan Final Report.
Shoulders don't work well - shoulders are too narrow	Bicycle Facility Design	Create a Network	Existing Bicycle Facilities - North	Comment noted. This is being addressed through Design Guidance in the Bike/Ped Master Plan Final Report.
A1A - bike lanes that disappear when they need a turn lane. Then the bike lane appears again (south of Patrick AFB)	Bicycle Facility Design	Create a Network	Existing Bicycle Facilities - Central	Comment noted. This was done in the recently resurfaced portion of SR A1A in Satellite Beach.
Shoulder full of debris so biking is • dangerous • flat tires	Bicycle Facility Design	Create a Network	Existing Bicycle Facilities - South	Comment noted. Design Guidance is being addressed in the Bike/Ped Master Plan Final Report.
Shoulders on 528 bridges over Banana River are far too narrow for safety - I won't ride there	Bicycle Facility Design Safety	Create a Network	Existing Bicycle Facilities - Central	Comment noted. SR 528 is currently under design for a capacity improvement, and a shared-use path on the north side of the roadway is being considered.
Bike lane over 528 - Banana River - either too narrow or don't really exist. Need to be marked/signed better.	Bicycle Facility Design Safety	Create a Network Generate Awareness	Existing Bicycle Facilities - Central	Comment noted. SR 528 is currently under design for a capacity improvement, and a shared-use path on the north side of the roadway is being considered.
Small bridge 528 has no space for bikes - dangerous	Bicycle Facility Design Safety	Create a Network	Existing Bicycle Facilities - Central	Comment noted. SR 528 is currently under design for a capacity improvement, and a shared-use path on the north side of the roadway is being considered.
This stretch of SR 528 is too narrow to bike safely, especially bridges (arrow pointing to portion of SR 528 crossing Banana River)	Bicycle Facility Design Safety	Create a Network	Proposed Improvements - North	Comment noted. SR 528 is currently under design for a capacity improvement, and a shared-use path on the north side of the roadway is being considered.
Cocoa Beach needs safe bike lanes	Bicycle Facility Design Safety	Create a Network	Pedestrian and Bicycle Improvements Table	Comment noted. Design Guidance is being addressed in the Bike/Ped Master Plan Final Report.
Focus on connectivity with bicycle routes Create longer bike routes or loops	Connectivity	Create a Network	Existing Bicycle Facilities - Central	Comment noted. The Study Team is hoping to achieve a plan for connectivity for bicycle facilities across the County.
More bike lanes please	Connectivity	Create a Network	Proposed Improvements - Central	Comment noted. The Study Team is hoping to achieve a plan for connectivity for bicycle facilities across the County.
Work to create longer connect paths and loops.	Connectivity	Create a Network	Feedback Form	Comment noted. The Study Team is hoping to achieve a plan for connectivity for bicycle facilities across the County.
Need safe transition west and east A1A for business to business, hotel to/from beach, Port travelers/ tourists	Connectivity Safety Accessibility	Create a Network Partner with Organizations	Existing Bicycle Facilities - North	Comment noted.
Need education for tourists and residents highlighting basic pedestrian bicycle awareness	Education	Generate Awareness	Existing Pedestrian Facilities - Central	Comment noted. This is being addressed in the Bike/Ped Master Plan Final Report.

North Beaches

Comment	Comment Category	Relatable Goal	How Comment Was Received	Response
I am all for any education and awareness you can provide to both pedestrians and drivers. Thank you!	Education	Generate Awareness	Feedback Form	Comment noted. This is being addressed in the Bike/Ped Master Plan Final Report.
Educate tourists pedestrians Crosswalks Add lighted or elevated crosswalks at primary intersections	Education Pedestrian Facility Design	Generate Awareness	Existing Pedestrian Facilities - Central	Comment noted. Education and Design Guidance are being addressed in the Bike/Ped Master Plan Final Report.
Add sensors in sidewalks to change light to walk if no traffic. New construction change bike lane from 3 feet to 6 feet. How can we construct vehicle drivers not to stop in center of crosswalk - walkers and bikes shared lane priority.	Education Pedestrian Facility Design Enforcement	Create a Network Generate Awareness	Feedback Form	Comment noted. Education and Design Guidance are being addressed in the Bike/Ped Master Plan Final Report.
Enforce businesses along the A1A corridor to enforce their employees and guests to stop at their stop signs before proceeding onto A1A. Also, common sense, but teach their drivers to look both ways before existing their businesses. Thank you!	Enforcement	Partner with Organizations Generate Awareness	Feedback Form	Comment noted. The SCTPO will coordinate this comment with the Brevard County Community Traffic Safety Team (CTST).
Concern over cars parked on sidewalks forcing walkers into the street to go around.	Enforcement	Generate Awareness	Feedback Form	Comment noted. The SCTPO will coordinate this comment with the Brevard County Community Traffic Safety Team (CTST).
Thanks for Sharing!	N/A	N/A	Feedback Form	Comment noted.
Keep up the good work!	N/A	N/A	Feedback Form	Comment noted.
Very Good	N/A	N/A	Feedback Form	Comment noted.
North Merritt Island Need to have ped-side walk on Grant Road to N Tropical This community has grown and there are no place to walk Bike lanes needed	New Proposed Improvement	Create a Network Generate Awareness	Existing Bicycle Facilities - North	Comment noted. The Study Team will review this corridor for potential pedestrian/bicycle improvements.
Sidewalks along A1A in front of PAFB - only part of the way	New Proposed Improvement	Create a Network	Existing Pedestrian Facilities - Central	Comment noted. This section of SR A1A is currently under study by FDOT in coordination with PAFB and that study will be making pedestrian/bicycle recommendations. There is a candidate resurfacing project scheduled for FY 2023 as well.
It would be neat to have a walkway either on/under bridge separating Merritt Island to Cocoa (520 causeway)	New Proposed Improvement	Create a Network	Existing Pedestrian Facilities - Central	Comment noted. The Study Team will review this corridor for potential pedestrian/bicycle improvements.
More bike and walking trails needed on North Tropical and South Tropical Trail More walking access across Merritt Island Ellington Park is a great recreational area for bikes, sports, walking, etc. As the population increases in this area along North Tropical Trail, it would enable citizens to walk or bike to the park if there were bike paths/sidewalks to get to the park safely and not require driving there.	New Proposed Improvement	Create a Network	Proposed Improvements - North	Comment noted. The Study Team is hoping to achieve addition bicycle and pedestrian facilities along S Tropical and N Tropical Trails.
	New Proposed Improvement	Create a Network	Proposed Improvements - North	Comment noted. The Study Team will review this corridor for potential pedestrian/bicycle improvements.

North Beaches

Comment	Comment Category	Relatable Goal	How Comment Was Received	Response
Merritt Island North Grant Road to N Tropical population has rapidly grown. Need sidewalks and more traffic lanes. Seniors need to walk.	New Proposed Improvement	Create a Network	Proposed Improvements - North	Comment noted. The Study Team will review this corridor for potential pedestrian/bicycle improvements.
North Tropical Trail and the portion of North Courtenay Parkway (SR 3) "really needs to be addressed"	New Proposed Improvement	Create a Network Generate Awareness	Proposed Improvements - North	Comment noted. The Study Team will review this corridor for potential pedestrian/bicycle improvements.
Need to add pedestrian facilities on Grant Road to North Tropical Lots of traffic Large population growth	New Proposed Improvement	Create a Network	Proposed Improvements - Central	Comment noted. The Study Team will review this corridor for potential pedestrian/bicycle improvements.
Wickham Road needs bike lane/trail Ellis Road to 192.	New Proposed Improvement	Create a Network	Proposed Improvements - South	Comment noted. The Study Team will review this corridor for potential pedestrian/bicycle improvements.
S Tropical Trail from Banana River Drive to Pineda Causeway	New Proposed Improvement	Create a Network	Hand Drawn on Proposed Improvements - Central	Comment noted. Tropical Trail is being proposed to have bicycle facilities as part of this Master Plan.
Pineda Causeway from S Tropical Trail to S Patrick Drive	New Proposed Improvement	Create a Network	Hand Drawn on Proposed Improvements - Central	Comment noted. This is a limited access facility with existing bicycle facilities thus no additional improvements will be explored.
Merritt Avenue from Plumosa Street to Sykes Creek Parkway	New Proposed Improvement	Create a Network	Hand Drawn on Proposed Improvements - Central	Comment noted. The Study Team will review this corridor for potential pedestrian/bicycle improvements.
Sykes Creek Parkway from Merritt Avenue to N Banana River Drive	New Proposed Improvement	Create a Network	Hand Drawn on Proposed Improvements - Central	Comment noted. The Study Team will review this corridor for potential pedestrian/bicycle improvements.
My main interest in this project is to have sidewalks and bike paths along N. Tropical Trail from Grant Road up to Hall Rd. Beautiful area with a public park, walk and biking year round. Thank you for your efforts on behalf of residents in my area.	New Proposed Improvement	Create a Network	Feedback Form	Comment noted. The Study Team will review this corridor for potential pedestrian/bicycle improvements.
Bike lane Cape Canaveral to/from PAFB Covered seating for SCAT bus stops	New Proposed Improvement Transit	Create a Network Partner with Organizations Generate Awareness	Existing Bicycle Facilities - Central	Comment noted. Portions of SR A1A have recently been resurfaced, adding bicycle facilities. Other parts of SR A1A have a paved shoulder, or is currently being studied for potential pedestrian/bicycle improvements.
Wide Sidewalks - 6' minimum	Pedestrian Facility Design	Create a Network	Existing Pedestrian Facilities - North	Comment noted. This is being addressed through Design Guidance in the Bike/Ped Master Plan Final Report.
"Pedways" are not the answer and we should have minimum 6' bike lanes and sharrows as well as more "Share the Road" signage and education!	Pedestrian Facility Design Bicycle Facility Design	Create a Network Partner with Organizations Generate Awareness	Existing Bicycle Facilities - Central	Comment noted. Design Guidance is being addressed in the Bike/Ped Master Plan Final Report.
Sidewalk on A1A need to be wider to accommodate bikes and peds where there is no bike path/lane	Pedestrian Facility Design Bicycle Facility Design	Create a Network	Existing Bicycle Facilities - Central	Comment noted. Certain sections of SR A1A have been reconstructed to include shared-use paths and other sections are being studied for potential improvements.
Pedestrian crosswalks across A1A that expect cars to stop without a standard stoplight are hazardous. Current methods to notify drivers to stop are often not visible to drivers further back.	Pedestrian Facility Design Safety	Create a Network Generate Awareness	Existing Bicycle Facilities - Central	Comment noted.

North Beaches

Comment	Comment Category	Relatable Goal	How Comment Was Received	Response
Evaluated pedestrian/bicycle/handicapped crossing over A1A using crosswalks are a deathtrap	Pedestrian Facility Design Safety	Create a Network Generate Awareness	Pedestrian and Bicycle Improvements Table	Comment noted. Design Guidance is being addressed in the Bike/Ped Master Plan Final Report. Several safety studies are also either being implemented or are underway along this stretch of roadway.
Access roads onto and off A1A are dangerous. Often autos pull across sidewalk/bike lane in order to get the visibility required to enter A1A traffic.	Safety	Create a Network Generate Awareness	Existing Bicycle Facilities - Central	Comment noted.
A1A from 520 North to George King is a disaster. Needs medians and more traffic control devices and safe crosswalks and bike paths.	Safety Pedestrian Facility Design Bicycle Facility Design	Create a Network	Feedback Form	Comment noted. This section of SR A1A has been studied by FDOT and pedestrian/bicycle facility recommendations have been made.
<p>This took a lot of work and preparation. Thank you for developing plans for peds and bicyclists.</p> <p>Ask about "Penny for Pinellas" Suggestion: take a look at and talk to someone in charge of trails in Pinellas County. Call Clearwater Parks & Rec (727) 562-4800.</p> <p>I'm very much interested in wide/safe bicycle paths. I have not found much of this in the area of Cape Canaveral/Cocoa Beach/Satellite.</p> <p>I like to ride 20-40 miles and would be interested in having better paths. The path on 520 is good but not kept up well. Plus it ends once in Merritt Island.</p> <p>Atlantic Blvd to the locks from Cocoa Beach is a pretty good ride along Cocoa Beach Blvd - Ridgewood- N.</p> <p>Atlantic - Jetty or the Locks.</p> <p>Nice job on adding the wide sidewalk, wish it could be on both sides.</p> <p>Thanks for making Cape Canaveral a better place to get out and have fun riding! :)</p>				
	Trails Pedestrian Facility Design Bicycle Facility Design	Create a Network Partner with Organizations	Feedback Form	Comments noted. Design Guidance is being addressed in the Bike/Ped Master Plan Final Report.

Melbourne

Comment	Comment Category	Relatable Goal	How Comment Was Received	Response
On A1A SB before Pineda Cswy (between Cocoa Beach and Pineda Cswy), blending lights on crosswalk	Pedestrian Facility Design Safety	Create a Network	Hand Drawn on Proposed Improvements - North	Comment noted. This section of SR A1A has been recently resurfaced and pedestrian/bicycle facilities have been added/enhanced.
On roadway perpendicular to US 192, crosswalk lights at intersection and by the bridge	Pedestrian Facility Design Safety	Create a Network	Hand Drawn on Proposed Improvements - North	Comment noted. The FDOT is currently installing lights at high crash signalized intersections throughout the District. Lighting is also installed as part of any new crosswalk installation.
Thank you for addressing this and facilitating public input. I would like to see more connected cycling routes north and south, east and west. Cycling routes that are separate from vehicles. Too many aggressive drivers around cyclist. Would be great to live in a city (Melbourne) that is #1 for cycle friendly and cycling destinations.	Safety Connectivity	Create a Network	Feedback Form	Comment noted. The Study Team is hoping to achieve a plan for connectivity and safe bicycle facilities across the County.
More connectivity for cycling and walking that is separated from vehicles!	Safety Connectivity	Create a Network Partner with Organizations	Feedback Form	Comment noted.
Too many pedestrians and cyclists getting hit by distracted or enraged drivers.				
Making Brevard a cycling destination could increase tourism and health.				
Roadway bike, walk safely west from Minton to 95 on 192 (To Goodwill area)	Accessibility Connectivity	Create a Network	Proposed Improvements - South	Comment noted. This corridor already has sidewalks and bicycle facilities on both sides of the road.
Knock out Curb on Eau Gallie, south of Turtle mound to provide access to multiuse path on side of Eau Gallie without hoping curb or dismounting	Accessibility Connectivity	Create a Network	Proposed Improvements - South	Comment noted. This improvement will be coordinated with the local jurisdiction.
Hollywood Blvd in West Melbourne has two sidewalk gaps between 192 and Palm Bay Road. The first an 1800' gap between Henry and 192. The second is a 2400' gap between Eber Blvd and Imagine Way. If these gaps were fixed and sidewalk added, my neighbors and I in West Melbourne would be able to walk from our homes to Walmart, Aldi, LA Fitness, Starbucks, the mall, and more, helping relieve car congestion on Hollywood Blvd. I would love to be able to walk to these destinations without walking in the street. The total sidewalk length is less than 1 mile. Thank you.	Accessibility Connectivity New Proposed Improvement Pedestrian Facility Design	Create a Network Pursue Equity	Feedback Form	Comment noted. The Study Team will review these corridor for potential pedestrian/bicycle improvements.
I am a lapsed bike rider but I'm interested in all non-car forms of transportation. I rode SCAT to work recently and enjoyed it. I always take mass transit when I visit big cities. Unfortunately I usually work a closing shift at my retail job so SCAT can't take me home from it.	Accessibility Transit	Create a Network Pursue Equity	Feedback Form	Comment noted.
More scenic bike trails - away from roads like C2C trail in Melbourne	Bicycle Facility Design	Empower	Proposed Improvements - Central	Comment noted. The SCTPO has an extensive planned trail network that is off the roadway system.
Melbourne Cswy add a barrier to separate bicycle lane from the traffic. Few bikers use it as it is and instead ride where walkers are and they frequently almost mow us down. Even when they are using their bell it usual cant be heard due to traffic noise.	Bicycle Facility Design Safety	Generate Awareness	Proposed Improvements - South	Comment noted. Existing 10'-12' shoulders are present thus no additional improvements will be explored.
Shoulder added to A1A south Ponce de Leon park to the bridge	Bicycle Facility Design Safety	Awareness	Proposed Improvements - South	Comment noted.
Came from a community that did this recently as part of a blue zone grant! Very rewarding to community - he did a lot of meetings and presentations at schools and churches.	Community Outreach/Participation	Generate Awareness	Feedback Form	Comment noted.

Melbourne

Comment	Comment Category	Relatable Goal	How Comment Was Received	Response
1) Unfortunately, because of the disjointed and segmented format of this meeting it was largely useless. 2) Melbourne area has very poor cycling facilities - it lags well behind most of Florida. 3) Currently cycling in Brevard is uncommonly dangerous (unsafe). 4) Brevard needs continuous system of safe bike paths minimum of 30 miles (0 would be better) to compete with other parts of the state.	Community Outreach/Participation	Pursue Equity	Feedback Form	Comment noted. The Study Team is hoping to achieve a plan for connectivity and safe bicycle facilities across the County.
Station C was helpful understanding how long it takes from inception to completion. Staff was knowledgeable. I liked this format vs lecture. Very interactive!	Community Outreach/Participation	N/A	Feedback Form	Comment noted.
Would like more website info. Would like some kind of bike trail website. I saw and spoke to several people here from other states that were disappointed in our lack of bike trails. I told them about the Orlando trails, Titusville trail, but little to none for Melbourne. Thank you for the information!	Community Outreach/Participation	Generate Awareness	Feedback Form	Comment noted. Project information is and will continue to be shared publicly.
I felt this was a great opportunity to get a better understanding of the bike/ped master plan. I would've loved to see TV/Radio Commercials. (I know it can be expensive) I liked this demonstration, the interactive nature made for a less hostile, actually inviting environment. Great example for the future.	Community Outreach/Participation	Generate awareness	Feedback Form	Comment noted.
There were too many discrepancies between "existing" bike lane map and reality. A better idea of actually funded projects should be provided A 5 year, 10 year, 30 year plan map NEEDS to be laid out. People were great Planning folks need to understand walkers and bicyclers need either dual use wide (10') lanes or separate lanes	Community Outreach/Participation Bicycle Facility Design Pedestrian Facility Design	Create a Network Generate Awareness	Feedback Form	Comment noted.
I was advised I could only get ped crash data by public records request. What a bummer! How do you expect to get public input without the public knowing the problem.	Community Outreach/Participation Safety	Partner with Organizations Empower Generate Awareness	Feedback Form	Comment noted.
Just make these improvements happen in my lifetime!	Community Outreach/Participation Safety	N/A	Feedback Form	Comment noted.
Good info, nice to know the plan. Would like to see this county safer and more healthy with biking/walking. Become a model for above.	Community Outreach/Participation Safety Health	Create a Network Generate Awareness Empower	Feedback Form	Comment noted.
The state needs to not be 30 years behind. A1A from Melbourne Beach to Cape Canaveral is a death trap. We need a 9 foot white line on Babcock from US 1 to 192. We need the same from 192 south to Palm Bay Road. The traffic lights at intersection and drawbridge is too long. Same at Waverley when you with the traffic lights the box is too short it goes to red and bike 21 seconds. I talked to the City of Melbourne about that. Nothing done about it. Safety first. I ride all over the county.	Connectivity Safety	Create a Network Empower	Feedback Form	Comment noted.

Melbourne

Comment	Comment Category	Relatable Goal	How Comment Was Received	Response
Complete connectivity for pedestrians, bikes, etc. from Indian Harbor Beach to the EGAD neighborhood & throughout it. How about a shuttle bus from beach west.	Connectivity Transit	Create a Network	Proposed Improvements - South	Comment noted.
Enforcement of existing signs and regulations	Enforcement	Generate Awareness	Proposed Improvements - South	Comment noted. The SCTPO will coordinate this comment with the Brevard County Community Traffic Safety Team (CTST).
The city/state/county does not do a good job of cleaning the debris off the bridges and causeways. Debris stays on the lanes for months. Lets keep clean what we have!!	Maintenance	Partner with Organizations	Feedback Form	Comment noted. Design Guidance is being addressed in the Bike/Ped Master Plan Final Report.
Would like to see more done in northwest Palm Bay. Would like to see sidewalk/trail maintenance and cleaning done. Many are unsafe due to glass and sand.	Maintenance Safety	Create a Network	Feedback Form	Comment noted.
Existing bike path map is wrong. There is no shoulder John Rodes from Eau Gallie south. There is no shoulder on Ellis from John Rodes to Wickham.	N/A	Generate Awareness	Proposed Improvements - South	Comment noted. A small shoulder is present on John Rodes but this corridor will be reviewed for potential improvements. Ellis Road is planned to be widened to 4 lanes thus bicycle lanes will be provided along this roadway.
On US 1 by Fee Ave, City of Melbourne needs to pay more attention when doing development to provide for improves bicycle and pedestrian paths. Eau Gallie to Downtown Melbourne.	N/A	Generate Awareness Pursue Equity	Proposed Improvements - South	Comment noted.
More please!	N/A	N/A	Feedback Form	Comment noted.
Facility gap at the intersection of Pineda Cswy and north-south roadway	New Proposed Improvement	Create a Network	Hand Drawn on Proposed Improvements - South	Comment noted. This is a limited access facility with existing bicycle facilities thus no additional improvements will be explored.
Bike lane needed on Minton Rd between Palm Bay Rd and Henry Ave	New Proposed Improvement	Create a Network	Hand Drawn on Proposed Improvements - South	Comment noted. This roadway already has 4' shoulders on both sides of the roadway. The SCTPO is going to be undertaking a corridor study on this roadway that will review potential pedestrian/bicycle facilities.
Sidewalk gap on Minton Road between Palm Bay Road and Eber Blvd	New Proposed Improvement	Create a Network	Hand Drawn on Proposed Improvements - South	Comment noted. No sidewalk gap is observed based on a review of Google Earth imagery.
Hollywood Blvd sidewalk gap	New Proposed Improvement	N/A	Hand Drawn on Proposed Improvements - South	Comment noted. The Study Team will review this corridor for potential pedestrian/bicycle improvements.
Intersection of Minton Rd and Hibiscus Blvd, a potential crosswalk need	New Proposed Improvement	Create a Network	Hand Drawn on Proposed Improvements - South	Comment noted. This improvement will be coordinated with the local jurisdiction.
Bicycle facilities needed west of Fee Ave between Minton Rd and Babcock St, and Minton Rd and Henry Ave	New Proposed Improvement	Create a Network	Hand Drawn on Proposed Improvements - South	Comment noted. The Study Team will review this corridor for potential pedestrian/bicycle improvements.
Need sidewalk from Ellis to Sarno	New Proposed Improvement	Create a Network	Proposed Improvements - South	Comment noted. The Study Team will review this corridor for potential pedestrian/bicycle improvements.
Walkway improvements along Wickham Rd Post to 192	New Proposed Improvement	Create a Network Generate awareness	Proposed Improvements - South	Comment noted. This corridor has been recently studied and pedestrian/bicycle improvements have been proposed.
Add bike lanes from along Minton/Wickham Rd from Palm Bay Road to Nasa Boulevard, along Ellis Road from John Rodes Blvd to Wickham Road, and along John Rodes Boulevard from Ellis Road to Aurora Road.	New Proposed Improvement	Create a Network	Hand Drawn on Proposed Improvements - South	Comment noted. The Study Team will review these corridors for potential pedestrian/bicycle improvements.
Add bike lanes on Babcock south of Cagan	New Proposed Improvement	Create a Network	Proposed Improvements - South	Comment noted. This section of Babcock Street is currently under study by FDOT.

Comment	Comment Category	Relatable Goal	How Comment Was Received	Response
I would love to make this happen. Have a 6 foot sidewalk built on the west side of Turtle Mound Road from Pine Cone Rd to the intersection to Post Road.	New Proposed Improvement	Create a Network	Feedback Form	Comment noted. This corridor is not in the Bike/Ped Master Plan roadway network thus this improvement will be coordinated with the local jurisdiction.
Need sidewalks on John Rodes Pkwy between Aurora to W New Haven & bike lanes	New Proposed Improvement	Create a Network	Proposed Improvements - South	Comment noted. The Study Team will review this corridor for potential pedestrian/bicycle improvements.
Extend Pineda Cswy to Viera and put bike trail in, not bike lane. Keep as many trees as possible.	New Proposed Improvement Bicycle Facility Design	N/A	Proposed Improvements - Central	Comment noted.
South Patrick needs bike lane all the way to 518. Bike lane stop at Bougainvillea.	New Proposed Improvement	Create a Network	Proposed Improvements - North	Comment noted. The Study Team will review this corridor for potential pedestrian/bicycle improvements.
There is a sidewalk gap on Turtlemound Rd	New Proposed Improvement Accessibility	Create a Network	Hand Drawn on Proposed Improvements - South	Comment noted. The Study Team will review this corridor for potential pedestrian/bicycle improvements.
A1A bike lane by PAFB need improvement badly!	New Proposed Improvement Bicycle Facility Design Maintenance	Pursue Equity	Proposed Improvements - North	Comment noted. This section of SR A1A is currently under study by FDOT in coordination with PAFB and that study will be making pedestrian/bicycle recommendations.
Add bike lanes at Pineda and US 11 Can't access Pineda/US1 safely.	New Proposed Improvement Safety Accessibility	Create a Network	Proposed Improvements - North	Comment noted. This is a limited access facility with existing bicycle facilities thus no additional improvements will be explored as part of this study. There is an upcoming study and resurfacing project planned for this area though.
Add bike facility for loop around De Groot Rd and San Filippo Dr	New Proposed Improvement Bicycle Facility Design	Create a Network	Proposed Improvements - South	Comment noted. The Study Team will review this corridor for potential pedestrian/bicycle improvements.
Pedestrian facilities all the way up on A1A, adjacent to S Patrick Dr	New Proposed Improvement Connectivity	Create a Network	Proposed Improvements - South	Comment noted. This section of SR A1A is currently under study by FDOT in coordination with PAFB and that study will be making pedestrian/bicycle recommendations.
Pedestrian crosswalks at all intersections servicing bus stops	Pedestrian Facility Design Transit Connections	Create a Network	Proposed Improvements - South	Comment noted.
Need sensors in the road to pick up cyclist who want to cross 520 in Cocoa Village.	Pedestrian Facility Design Safety	Create a Network	Proposed Improvements - North	Comment noted. This section of SR 520 has recently been studied by FDOT. A candidate resurfacing project is also scheduled for FY 2023.
Hollywood Blvd bad	Safety	N/A	Hand Drawn on Proposed Improvements - South	Comment noted.
Anyone riding current bike route on Wickham Road must be suicidal. Side of busy road with so many intersections should not be considered a bike route.	Safety Bicycle Facility Design	Create a Network	Feedback Form	Comment noted.
Need better lighting all over Melbourne and lights in the street when ped and walk signal is pushed	Safety Pedestrian Facility Design	Create a Network Generate awareness	Proposed Improvements - South	Comment noted. The lighting issue will be addressed in the Design Guidance section of the final report.
Pedestrian crossing lights at intersection for cars turning left at night	Safety Pedestrian Facility Design	Create a Network Generate awareness	Proposed Improvements - South	Comment noted. The lighting issue will be addressed in the Design Guidance section of the Bike/Ped Master Plan Final Report.
Wickham from Ellis to Sarno is very hazardous for cycling and bicycle commuters. No Sidewalks. Suggest sidewalks on both sides of Wickham for the entire way to Viera.	Safety Pedestrian Facility Design Bicycle Facility Design	Create a Network	Feedback Form	Comment noted. This corridor is already included in the proposed pedestrian network.
Make trail (bike/ped) similar to "West Orange Trail" around Lake Washington	Trail New Proposed Improvement	Create a Network	Proposed Improvements - South	Comment noted. The SCTPO will review the trail system to see how this could be incorporated.

Comment	Comment Category	Relatable Goal	How Comment Was Received	Response
All parking at end of Linear Trail. It won't hurt to clear enough land for some parking at the beginning and the end of the trail (seconded by another person) (arrow drawn from north portion of Turtle mound Rd)	Trails	N/A	Hand Drawn on Proposed Improvements - South	Comment noted.
Thank you for our thoughts on the trails to be	Trails	N/A	Feedback Form	Comment noted.
US 192 and west of John's Heritage Pkwy, connect road segments to the bike system. From US 192, connect to Heritage Pkwy. Around Lake Washington, make a scenic bike trail. Bike trail connects linear trail. Stadium Pkwy SB make a scenic bike trail. Continue sidewalk north on Turtle mound Rd to Pineda Cswy.	Trails Connectivity	Create a Network	Hand Drawn on Proposed Improvements - Central	Comment noted. The SCTPO will review the trail system to see how this could be incorporated.
Would like to see more bike trails. The linear trail is awesome! We need trails for recreational biking/walking.	Trails Connectivity Pedestrian Facility Design Bicycle Facility Design	Create a Network	Feedback Form	Comment noted. The Study Team is hoping to achieve a plan for connectivity and safe bicycle facilities/trails across the County.
Remove 528 from Greenway Plan, it's too dangerous! Reroute the through CBCH and 520, CBCH has bike lanes, and through neighborhoods.	Trails Pedestrian Facility Design Bicycle Facility Design	N/A	Proposed Improvements - North	Comment noted. SR 528 is currently under design for a capacity improvement, and a shared-use path on the north side of the roadway is being considered thus the reason why it is included as part of the proposed ECG alignment.
Connect scenic trails to bike system on 192 to Three Forks and down to Sebastian	Trails Pedestrian Facility Design Bicycle Facility Design Connectivity	Create a Network	Proposed Improvements - Central	Comment noted. The SCTPO will review the trail system to see how this could be incorporated.
Brevard County is far below the other Florida counties in building safe bike trails. Rails to trails are desperately needed in Brevard County. Most bikers don't want to ride on skinny lanes along Wickham or similar roadways.	Trails Safety Bicycle Facility Design	Create a Network Pursue Equity	Feedback Form	Comment noted.
We would like to see more recreational scenic bike trails away from roads like the West Orange Trail. Make Melbourne a biking destination. Bike trails through downtown - it build businesses and fun. More lighted crosswalks Add trailhead at Linear Trail on Turtle Mound Road. Make scenic trail around Lake Washington which connects to Linear Trail.	Trails Safety Bicycle Facility Design Connectivity Accessibility	Create a Network	Feedback Form	Comment noted. The SCTPO will review the trail system to see how this could be incorporated.

Comment	Comment Category	Relatable Goal	How Comment Was Received	Response
At the intersection of Wickham Rd and Murrell Rd, consider wayfinding/connectivity to Brevard Linear Park	Accessibility Connectivity	Create a Network	Hand Drawn on Proposed Improvements - Central	Comment noted.
BMUFL (Bicycle May Use Fill Lane) sign south of Pineda Cswy (SR 404) on Tropical Tr	Accessibility Safety	Generate Awareness	Hand Drawn on Proposed Improvements - Central	Comment noted.
On A1A, contraflow bike lane conflicts with access to businesses, better signage is needed	Accessibility Enforcement	Generate awareness	Hand Drawn on Proposed Improvements - Central	Comment noted. Portions of SR A1A have recently been resurfaced, adding bicycle facilities. Other parts of SR A1A have a paved shoulder, or is currently being studied for potential pedestrian/bicycle improvements.
Need a bike lane on SR 520 between mainland and Merritt Island is too dangerous for a bicyclist or pedestrian.	Bicycle Facility Design	Create a Network	Hand Drawn on Proposed Improvements - Central	Comment noted. The Study Team will review this corridor for potential pedestrian/bicycle improvements.
IRD needs "bikes may use full lane" signage	Bicycle Facility Design	Generate Awareness	Hand Drawn on Proposed Improvements - Central	Comment noted. This corridor is not in the Bike/Ped Master Plan roadway network thus this improvement will be coordinated with the local jurisdiction.
There are sidewalks on both sides of this bridge (regarding Fiske Blvd (SR 519) and intersection of Stadium Pkwy)	Bicycle Facility Design	Generate Awareness	Hand Drawn on Proposed Improvements - Central	Comment noted.
Place pavement painted bicycle symbols closer together like every 200' - 400' LF	Bicycle Facility Design	Create a Network Generate Awareness	Feedback Form	Comment noted.
On-street lanes don't feel safe on US 1!	Bicycle Facility Design Safety	Create a Network	Hand Drawn on Proposed Improvements - North	Comment noted.
Looking forward to the data! A summary presentation/meeting to discuss findings would be fantastic! Thanks!!	Community Participation/Outreach	Generate Awareness	Feedback Form	Comment noted.
Highlights of 2013 plan, what's been accomplished, what is in the works, what won't be done and why. Drivers of 2018/2019 plan. Where do you need help?	Community Participation/Outreach	Generate Awareness	Feedback Form	Comment noted. We are incorporating these ideas into the Bicycle/Pedestrian Master Plan Final Report.
Make data on slides available by email or larger type to more easily read i.e. people without cars concentration of poor areas things we can help change thanks	Community Participation/Outreach	Generate Awareness	Feedback Form	Comment noted. Project information is and will continue to be shared publicly.
On US 1, between SR 524 and Fiske Blvd., consider connectivity to bike/ped facilities north/south	Connectivity	Create a Network	Hand Drawn on Proposed Improvements - North	Comment noted. This roadway has been recently resurfaced and pedestrian/bicycle facilities have been added.
On US 1, Between Barnes Blvd to the north and Pineda Cswy to the south, there is a connectivity gap. Bicyclists often crossing US 1 unsafely to get to Rockledge Dr (very popular bike route)	Connectivity	Create a Network	Hand Drawn on Proposed Improvements - Central	Comment noted. Portions of US 1 have been recently resurfaced to include bicycle lanes, and a majority of US 1 has paved shoulders in this stretch.
I was hoping to see more for Rockledge connecting commercial area. Show existing improvements.	Connectivity	Create a Network	Proposed Improvements - Central	Comment noted.

Comment	Comment Category	Relatable Goal	How Comment Was Received	Response
Need connectivity for disadvantaged users. SR 520 at Indian River needs bike and ped improvements, very dangerous.	Connectivity Safety Pedestrian Facility Design Bicycle Facility Design	Create a Network Pursue Equity	Feedback Form	Comment noted. This section of SR 520 is currently under study by FDOT.
Developers must be made to share the cost of separate bike trails like along Murrell.	Enforcement	Partner with Organizations	Feedback Form	Comment noted.
More enforcement of vehicles passing bikes while approaching curves on Indian River Dr	Enforcement Safety	Partner with Organizations Generate Awareness	Feedback Form	Comment noted. The SCTPO will coordinate this comment with the Brevard County Community Traffic Safety Team (CTST).
Park Ave. and Knox McRae Dr needs maintenance	Maintenance	Pursue Equity	Hand Drawn on Proposed Improvements - North	Comment noted.
Endeavor School located between Clearlake Road, Fiske Blvd., Rosetine St., and Lake Dr. - many bike/ped commuters (students) but poor sidewalk facility on Rosetine St.	Maintenance	Create a network, Partner with Organizations	Hand Drawn on Proposed Improvements - Central	Comment noted.
SR 520 (WB) doesn't seem ADA compliant (especially the curbs)	Maintenance	Pursue Equity	Hand Drawn on Proposed Improvements - Central	Comment noted.
Use old Cocoa draw bridge as a fishing location	N/A	N/A	Proposed Improvements - Central	Comment noted.
Charge a one-cent tax to pay for all this	N/A	N/A	Proposed Improvements - Central	Comment noted.
Slow traffic on 520	N/A	Generate Awareness	Proposed Improvements - Central	Comment noted.
Hope you all can get the funding needed to implement these wonderful potential changes. Charge a 5 cent tax to pay.	N/A	Partner with Organizations	Feedback Form	Comment noted.
Great start. Areas have needed attention for a long time.	N/A	N/A	Feedback Form	Comment noted.
None Great Job	N/A	N/A	Feedback Form	Comment noted.
Restrooms needed on Carpenter Rd.	New Proposed Improvement	N/A	Hand Drawn on Proposed Improvements - North	Comment noted.
Need bike lanes and pedestrian improvements on Canaveral Groves Blvd.	New Proposed Improvement	Create a Network Pursue Equity	Proposed Improvements - North	Comment noted. The Study Team will review this corridor for potential pedestrian/bicycle improvements.
Put bike lanes on Clearlake Schools peds. Clearlake corridor!	New Proposed Improvement	Partner with Organizations Empower	Proposed Improvements - Central	Comment noted. Clearlake Road is being proposed to have bicycle facilities from SR 520 to Michigan Avenue as part of this Master Plan.
Clearlake Lane diet to add median bike lanes?	New Proposed Improvement	Pursue Equity	Proposed Improvements - Central	Comment noted. Clearlake Road is being proposed to have bicycle facilities from SR 520 to Michigan Avenue as part of this Master Plan.
Bike Lanes on 528	New Proposed Improvement	Create a Network	Hand Drawn on Proposed Improvements - Central	Comment noted. SR 528 is currently under design for a capacity improvement, and a shared-use path on the north side of the roadway is being considered.
Tropical Trail South of Georgiana needs bike lane and crosswalks	New Proposed Improvement	Create a Network Pursue Equity	Proposed Improvements - Central	Comment noted. Tropical Trail is being proposed to have bicycle facilities as part of this Master Plan.
520 bike/pedestrian lanes (each side) with safety barrier	New Proposed Improvement	Create a Network	Proposed Improvements - Central	Comment noted.

Comment	Comment Category	Relatable Goal	How Comment Was Received	Response
Bike lane along Indian River and Rockledge Dr	New Proposed Improvement	Create a Network	Proposed Improvements - Central	Comment noted. This corridor is not in the Bike/Ped Master Plan roadway network thus this improvement will be coordinated with the local jurisdiction.
Put bike lane on Indian River Dr/Rockledge Dr	New Proposed Improvement	Create a Network	Proposed Improvements - Central	Comment noted. This corridor is not in the Bike/Ped Master Plan roadway network thus this improvement will be coordinated with the local jurisdiction.
Need pedestrian improvements on Canaveral Groves Blvd	New Proposed Improvement	Create a Network	Proposed Improvements - Central	Comment noted. The Study Team will review this corridor for potential pedestrian/bicycle improvements.
Need bike lanes on Indian River Drive	New Proposed Improvement	Create a Network	Proposed Improvements - Central	Comment noted. This corridor is not in the Bike/Ped Master Plan roadway network thus this improvement will be coordinated with the local jurisdiction.
Need bike lanes on US 1 (agreed!)	New Proposed Improvement	Create a Network	Proposed Improvements - Central	Comment noted. Portions of US 1 have been recently resurfaced to include bicycle lanes, and a majority of US 1 has paved shoulders.
Need bike lanes on Riverside Dr and A1A south of Melbourne Beach	New Proposed Improvement	Create a Network	Proposed Improvements - Central	Comment noted. The Riverside Drive corridor is not in the Bike/Ped Master Plan roadway network thus this improvement will be coordinated with the local jurisdiction. SR A1A south of Melbourne Beach has shoulders and a shared use path to facilitate bicycles.
520 is the glaring opportunity	New Proposed Improvement	N/A	Proposed Improvements - Central	Comment noted.
Cleanup and make 528 a limited access path with bike lanes (not a road!)	New Proposed Improvement	N/A	Proposed Improvements - Central	Comment noted. SR 528 is currently under design for a capacity improvement, and a shared-use path on the north side of the roadway is being considered.
Bike trail between Eyster/Barton/Cocoa Village	New Proposed Improvement	Create a Network Pursue Equity	Proposed Improvements - Central	Comment noted. The SCTPO will review the trail system to see how this could be incorporated.
In Rockledge, drainage ditch and power line right-of-ways have truck access which could be used for bike/peds	New Proposed Improvement	Create a Network Partner with Organizations	Proposed Improvements - Central	Comment noted.
On SR 520 by bridge, in eastbound side move the yellow line (proposed pedestrian improvements) 2' north and move white solid and dashed lines also 2' north and use the space on the south side of the eastbound lanes as a bike lane. Even better add that space to the current mini-sidewalk.	New Proposed Improvement	Create a Network	Hand Drawn on Proposed Improvements - Central	Comment noted.
Elevate SR 520 for evacuations. Dry bike lanes.	New Proposed Improvement Safety	Create a network	Proposed Improvements - Central	Comment noted. This will be further evaluated in an upcoming resiliency study.
Riker Road North and South of 520 need full, continuous sidewalks in GOOD repair to keep pedestrians off the roadway	New Proposed Improvement Pedestrian Facility Design Safety	Create a Network Pursue Equity	Proposed Improvements - Central	Comment noted. This corridor is not in the Bike/Ped Master Plan roadway network thus this improvement will be coordinated with the local jurisdiction.
Creek Pkwy where it intersects with N Banana River Rd needs improvements - don't wait for someone to get killed	New Proposed Improvement Safety	Generate Awareness	Hand Drawn on Proposed Improvements - Central	Comment noted. These roadways are proposed for potential pedestrian/bicycle improvements.

Comment	Comment Category	Relatable Goal	How Comment Was Received	Response
Been waiting for path through Kelly Park so kids and walkers don't get hit. Literally one foot away from cars - they go between neighborhoods and park to school. Now my kids are grown and we are still waiting. About five years there was talk about it. Actually, one of my son's school friend was killed here.	New Proposed Improvement Safety	Empower	Proposed Improvements - Central	Comment noted. Banana River Drive is proposed for potential pedestrian/bicycle improvements.
Need bike lanes on A1A and Riverside Drive	New Proposed Improvement Bicycle Facility Design	Create a Network	Proposed Improvements - South	Comment noted. Portions of SR A1A have recently been resurfaced, adding bicycle facilities. Other parts of SR A1A have a paved shoulder, or is currently being studied for potential pedestrian/bicycle improvements.
Fiske Blvd corridor study puts in bike lanes and sidewalks. Maybe consider combining into one multi-use path/trail.	New Proposed Improvement Pedestrian Facility Design Bicycle Facility Design	Create a Network Pursue Equity	Proposed Improvements - Central	Comment noted. The ultimate recommendation is to have a multi-use trail along Fiske Boulevard (Brevard Zoo Trail on Showcase Trail System).
The idea and implementation of multi-use path/trail/road for bikes/peds/golf carts/hoverboards/etc. - entities travelling less than 20 mph - should be considered more visually so in the presentations, include another legend line	New Proposed Improvement Pedestrian Facility Design Bicycle Facility Design Community Participation/Outreach	Create a Network Safety Generate Awareness	Feedback Form	Comment noted.
(Regarding SR 520) Fix this bridge so we can walk/ride between mainland and Merritt Island (has a second comment agreeing to this)	Pedestrian Facility Design Bicycle Facility Design Connectivity	Create a Network	Hand Drawn on Proposed Improvements - Central	Comment noted.
On Murrell Rd, multi-use paths already exists	Pedestrian Facility Design Bicycle Facility Design	Generate Awareness	Hand Drawn on Proposed Improvements - Central	Comment noted.
The 520 bridge from mainland to Merritt Island needs to be reworked for barriers between roadways and bridge railing	Pedestrian Facility Design Bicycle Facility Design Safety	Create a Network	Proposed Improvements - Central	Comment noted.
The connector (path at the intersection of Forrest Ave and SR 520 for continued pedestrian crossing)	Pedestrian Facility Design Safety Connectivity	Create a Network	Hand Drawn on Proposed Improvements - Central	Comment noted. This section of SR 520 has recently been studied by FDOT. A candidate resurfacing project is also scheduled for FY 2023.
Much more use of "Rumble Strips" across roadways and elevated crosswalks to slow drivers down!!	Pedestrian Facility Design Safety	Create a network	Proposed Improvements - Central	Comment noted. Design Guidance is being addressed in the Bike/Ped Master Plan Final Report.
Increase safety in Cocoa Village for bike crossing on SR 520. Thought: utilizing "the connector" beneath the 520 bridges is safe passage until it reaches exposed sidewalk in front of Mariners square...then open exposure to downhill bridge traffic. Extend the existing guard rail along the exposed sidewalks. 2) use easement to tie path to walkway that passes through Cocoa Village Marina	Pedestrian Facility Design Safety Connectivity	Create a Network	Proposed Improvements - Central	Comment noted. This section of SR 520 has recently been studied by FDOT. A candidate resurfacing project is also scheduled for FY 2023.
Use the old draw bridge for overpass of river for bicyclists/pedestrians only! Not the HH at all	Pedestrian Facility Design Bicycle Facility Design	Create a Network Pursue Equity	Proposed Improvements - Central	Comment noted.

Comment	Comment Category	Relatable Goal	How Comment Was Received	Response
Fiske corridor study already proposed plan for improvement. Cars drive too fast for bike/peds. even a bike lane wide as new US-1 North of 520 seems like not enough.	Planning	N/A	Potential Pedestrian and Bicycle Improvements Table	Comment noted.
SR 520 between mainland and Merritt Island is too dangerous for a bicyclist or pedestrian.	Safety	Pursue Equity	Hand Drawn on Proposed Improvements - Central	Comment noted. The Study Team will review this corridor for potential pedestrian/bicycle improvements.
At the intersection of Sykes Creek Pkwy and N Banana River Dr, don't wait for someone to get killed (improve the safety of this intersection)	Safety	Empower	Hand Drawn on Proposed Improvements - Central	Comment noted. These roadways are proposed for potential pedestrian/bicycle improvements.
Minutemen Cswy wide bike lane not enforced, cars use as turn lane. A safety barrier is needed.	Safety and enforcement	Partner with Organization, Generate Awareness	Hand Drawn on Proposed Improvements - Central	Comment noted. The SCTPO will coordinate this comment with the Brevard County Community Traffic Safety Team (CTST).
It will be many years before infrastructure projects will be completed. Need emphasis on short-term interim measures to enhance safety in the near term.	Safety	N/A	Feedback Form	Comment noted.
SR 520 bridge at Indian River needs ped and bicycle lanes - very dangerous now	Safety Pedestrian Facility Design Bicycle Facility Design	Create a Network	Proposed Improvements - Central	Comment noted. The Study Team will review this corridor for potential pedestrian/bicycle improvements.
Slow traffic on 520 - very unsafe River Road needs sidewalks.	Safety New Proposed Improvement	Create a Network	Feedback Form	Comment noted. This section of SR 520 is currently under study by FDOT. The River Road corridor is not in the Bike/ped Master Plan roadway network thus this improvement will be coordinated with the local jurisdiction.
Can't say this enough - The Humphrey Causeway (520) from Cocoa Village to Merritt Island needs a bike path. Why aren't our state/local officials fighting to keep more of our tax dollars in Central Brevard? We need this improvement.	Safety New Proposed Improvement	Create a Network Pursue Equity	Feedback Form	Comment noted. The Study Team will review this corridor for potential pedestrian/bicycle improvements.

Comment	Comment Category	Relatable Goal	How Comment Was Received	Response
I appreciated your interest in my concern about the failure to provide a safe walkway immediately East of the 520 bridge going from Cocoa to Merritt Island. While the narrow width of the 520 bridge makes the skinny pedestrian and bike paths understandable, albeit very scary, there is no discernible reason for the pedestrian walkway to disappear down a cliff to the park below on the East side of the bridge. A pedestrian who values their knees is forced to get over the barrier and dodge the glass, or walk next to cars going too close and too fast on 520 before the protected sidewalk is again available hundreds of feet away. If people want to scramble down the cliff to the park below, and feel safe down there, they should be provided that option, but it should not be forced on all pedestrians.	Safety New Proposed Improvement	Create a Network	Email from Citizen	Comment noted. This issue is being coordinated by the SCTPO with the FDOT Traffic Operations Department.
Need more safety features for bike/pedestrians. Presently most county "bike paths" are too dangerous to actually use. Including more signage for public awareness.	Safety Pedestrian Facility Design Bicycle Facility Design	Create a Network Generate Awareness	Feedback Form	Comment noted. Design Guidance is being addressed in the Bike/Ped Master Plan Final Report.
For SR 406 (Garden St.), consider connectivity with regional bike trail to northwest and consider trail connection to Canaveral National Seashore trails and Coast to Coast trails.	Trails Pedestrian Facility Design Bicycle Facility Design	Create a Network Generate Awareness	Hand Drawn on Proposed Improvements - North	Comment noted. The SCTPO will review the trail system to see how this could be incorporated.
Extend trail between Hall Rd. & Chase Hammock Rd.?	Trails Pedestrian Facility Design Bicycle Facility Design	Create a Network	Proposed Improvements - Central	Comment noted. The SCTPO will review the trail system to see how this could be incorporated.
1. Sunday bus service is a dis-service... mobility still a need on weekends. 2. Other than aurora, 520 is in need of some accommodation for foot/bike traffic	Transit Pedestrian Facility Design Bicycle Facility Design	Create a Network	Feedback Form	Comment noted. This section of SR 520 has recently been studied by FDOT. A candidate resurfacing project is also scheduled for FY 2023.

Comment	Comment Category	Relatable Goal	How Comment Was Received	Response
Critical routes for bike mobility (key connection between FIT & key destinations): Norfolk Pkwy to Palm Bay Rd Palm Bay Rd from Minton Rd to Riviera Dr Hollywood Blvd from Palm Bay Blvd to Florida Ave Florida Ave, Melbourne Ave, Fee Ave, Airport Rd, Henry Ave, Hibiscus Blvd Critical area of FIT	Accessibility Connectivity New Proposed Improvement	Create a Network Partner with Organizations Empower	Hand Drawn on Proposed Improvements - Central	Comment noted. There are existing facilities, proposed improvements, and corridors being studied on these roadways. The Study Team will review this corridor for potential improvements.
On A1A, shoulder/bike lane very narrow southbound/Melbourne A1A to Sebastian Inlet.	Bicycle Facility Design	Create a Network Empower	Proposed Improvements - South	Comment noted.
A1A south to Sebastian has poor shoulders. North is much better.	Bicycle Facility Design	Pursue Equity	Proposed Improvements - South	Comment noted. A bicycle facility is proposed along this section as part of the Master Plan.
Need real bike lanes on SR A1A SB	Bicycle Facility Design	Pursue Equity	Hand Drawn on Proposed Improvements - South	Comment noted. A bicycle facility is proposed along this section as part of the Master Plan.
Need better bike passage at end of Pineda Causeway and Wickham Rd	Bicycle Facility Design	Create a Network	Proposed Improvements - Central	Comment noted.
Pineda bike facility substandard: teeth-rattling, bone-jarring ride	Bicycle Facility Design	Create a Network	Proposed Improvements - Central	Comment noted. This is a limited access facility with existing bicycle facilities thus no additional improvements will be explored.
Palm Bay Road and Babcock Street is not an ideal bike route currently	Bicycle Facility Design	Create a Network	Hand Drawn on Proposed Improvements - Central	Comment noted. Babcock Street from US 192 to Palm Bay Road is currently being studied. There are proposed improvements on Palm Bay Road.
I'm looking forward to seeing designated bike lanes, both east and westbound that connect downtown Melbourne and Downtown Indialantic via the Melbourne Causeway (US 192).	Bicycle Facility Design Connectivity	Create a Network	Feedback Form	Comment noted. There are existing bicycle facilities in Melbourne, and leading into/along US 192. Additionally, there are several bicycle and pedestrian proposed improvements in this area. Moreover, the existing and planned East Coast Greenway will connect the mainland and beaches areas.
Need !!! Designated bike lane on US 192 east/west bound from downtown Melbourne to Indialantic.	Bicycle Facility Design Connectivity	Create a Network	Feedback Form	Comment noted. There are existing bicycle facilities in Melbourne, and leading into/along US 192. Additionally, there are several bicycle and pedestrian proposed improvements in this area. Moreover, the existing and planned East Coast Greenway will connect the mainland and beaches areas.
Agree with this gap in A1A (where there is currently a proposed bicycle improvement). North & south quality of path needs to be improved	Bicycle Facility Design Connectivity	Create a Network	Proposed Improvements - Central	Comment noted. Certain sections of SR A1A have been reconstructed to include shared-use paths and other sections are being studied for potential improvements.
On A1A, bike lanes randomly start & stop. Need dedicated path along east side.	Bicycle Facility Design Connectivity New Proposed Improvement	Create a Network	Hand Drawn on Proposed Improvements - Central	Comment noted. Certain sections of SR A1A have been reconstructed to include shared-use paths and other sections are being studied for potential improvements.
Maintain bike lane as Washintonia extension project develops	Bicycle Facility Design Maintenance	Pursue Equity	Hand Drawn on Proposed Improvements - South	Comment noted. Pedestrian/bicycle facilities would be incorporated into any proposed improvements for this project.
I would like to see shoulders clearly marked as bicycle lanes. Some shoulders are narrow because of vegetation has grown. Educating motorists & cyclists would reduce accidents. Regular workshops for cyclists please.	Bicycle Facility Design Maintenance Education Safety	Create a Network Generate Awareness	Feedback Form	Comment noted. This study is looking at bicycle facilities improvements.
Maintain ROW for horses by Lake Washington Rd	Bicycle Facility Design Pedestrian Facility Design	Pursue Equity	Proposed Improvements - South	Comment noted.
There is a critical gap for facilities on N. Courtenay Parkway (SR 3) at SR 528.	Bicycle Facility Design Pedestrian Facility Design Connectivity	Create a Network	Drawn on Proposed Improvements - North	Comment noted. The Study Team will review this corridor for potential pedestrian/bicycle improvements.
Take curb out of SE corner of SR512 & Eau Gallie Rd, and SR518	Bicycle Facility Design Road Design Safety	Create a Network	Proposed Improvements - South	Comment noted. This improvement will be coordinated with the local jurisdiction.
Bicycle paths on S A1A need to be wider -- right now they are a hazard for bikers	Bicycle Facility Design Safety	Create a Network	Proposed Improvements - South	Comment noted. A bicycle facility is proposed along this section as part of the Master Plan.

South Beaches

Comment	Comment Category	Relatable Goal	How Comment Was Received	Response
All along A1A, the bike lane randomly appears and ends with no notice. Additionally, southbound also has poorly marked and multiple crossings of turn lanes and areas prone to car/bike confusion.	Bicycle Facility Design Safety Signage/Markings	Create a Network Generate Awareness	Proposed Improvements - Central	Comment noted. Certain sections of SR A1A have been reconstructed to include shared-use paths and other sections are being studied for potential improvements.
I appreciate the work you are doing. Getting widespread, connected network for bicycles and pedestrians is important. I know a lot of people that would ride more if it was safer for bicycles.	Community Participation/Outreach	Generate Awareness	Feedback Form	Comment noted.
Thank you for helping get better awareness for non-car transportation options.	Community Participation/Outreach	Generate Awareness Empower	Feedback Form	Comment noted.
Great presentation - I had no idea the scope of things	Community Participation/Outreach	Generate Awareness	Feedback Form	Comment noted.
Appreciate that planning for bikes/pedestrians is underway - like the aspect of being able to provide input and feedback	Community Participation/Outreach	Generate Awareness	Feedback Form	Comment noted.
strive to create an integrated network so that bikes/pedestrians can easily access recreation, work, and shopping across the county without breaks.	Community Participation/Outreach	Generate Awareness	Feedback Form	Comment noted.
I'm glad that more crosswalks are being installed with RFB but we need more everything for bicyclists and pedestrians. Thank you for the handouts, especially magnets and pedestrian info.	Community Participation/Outreach Bicycle Facility Design Pedestrian Facility Design	Create a Network	Feedback Form	Comment noted. This study is looking to improve bicycle and pedestrian facilities throughout the County.
Westbound 192 bike lane suddenly ends at the west end of the bridge.	Connectivity	Create a Network	Proposed Improvements - Central	Comment noted. There are proposed bicycle improvements on US 192 and existing facilities along the corridor. The Study Team will review this corridor for potential improvements.
Create a fitness route around Melbourne Airport streets (connecting Nasa Blvd, Sarno Road, N Wickham Rd, and Airport Road)	Connectivity	Create a Network	Hand Drawn on Proposed Improvements - Central	Comment noted. There is a current study on Sarno Road, and proposed improvements on Wickham Road. There are existing facilities on NASA Boulevard and Airport Road.
Path from the visitors center to the greenway is an important link.	Connectivity Accessibility	Create a Network Partner with Organizations	Proposed Improvements - North	Comment noted. The SCTPO will review the trail system to see how this could be incorporated.
No bus/bike or even pedestrian sidewalk connects Eau Gallie Downtown & Historic Downtown Melbourne	Connectivity Accessibility Transit	Create a Network	Proposed Improvements - Central	Comment noted. There are existing facilities on Eau Gallie Boulevard and roads connecting to Downtown Melbourne, and also proposed improvements in the surrounding roadways. The Study Team will review this corridor for potential improvements.
Education and awareness are very important Divers, cyclists, runners, walkers, should all learn each others rules, signs, space, etc. so everyone is on the same page (what is expected of me? what is expected of you? What are the rules when I see a runner or cyclist - move over, how far, etc.) Campaign of awareness to help get everyone to pay more attention to their surroundings! Thank you!	Education Awareness Safety	Generate Awareness Empower	Feedback Form	Comment noted. Education and awareness efforts are being documented in the Master Plan Final Report and the SCTPO continues to engage in these types of activities regularly.
Please allocate resources to maintain the bike paths. Its great that consideration is made to provide bike/walk paths during construction projects, but it is just as important to repair so many that have been dug up or deteriorated.	Maintenance	Create a Network	Feedback Form	Comment noted.
Please utilize street cleaners to clean bike paths throughout	Maintenance Safety	Create a Network Partner with Organizations	Proposed Improvements - Central	Comment noted. The SCTPO will coordinate this comment with the Brevard County Community Traffic Safety Team (CTST).
On US 192 road need to be swept at least monthly (all bridges too)	Maintenance Safety	Create a Network Partner with Organizations	Proposed Improvements - Central	Comment noted. The SCTPO will coordinate this comment with the Brevard County Community Traffic Safety Team (CTST).
A unified, cohesive, comprehensive, county wide plan is needed.	N/A	N/A	Feedback Form	Comment noted. The aim of this study is to update the county-wide Bicycle and Pedestrian Master Plan and identify proposed improvements to bicycle and pedestrian facilities.
A world class velodrome in the airport area, east of Wickham Road.	N/A	N/A	Hand Drawn on Proposed Improvements - South	Comment noted.
Nice ride along S Tropical Trail	N/A	N/A	Hand Drawn on Proposed Improvements - Central	Comment noted. Tropical Trail is being proposed to have bicycle facilities as part of this Master Plan.

South Beaches

Comment	Comment Category	Relatable Goal	How Comment Was Received	Response
Bike lanes on Hibiscus Blvd	New Proposed Improvement	Create a Network	Hand Drawn on Proposed Improvements - South	Comment noted. The Study Team will review this corridor for potential improvements.
Create bike lanes (east/westbound) on US 192 from Indialantic to Melbourne	New Proposed Improvement	Create a Network	Proposed Improvements - South	Comment noted. US 192 has existing bicycle facilities and some proposed improvements along US 192 and A1A.
Riverside Dr from Eau Gallie to US 192 needs real bike lanes	New Proposed Improvement	Create a Network	Proposed Improvements - South	Comment noted. The Riverside Drive corridor is not in the Bike/Ped Master Plan roadway network thus this improvement will be coordinated with the local jurisdiction.
Need bike lanes on both sides of Pineda Causeway	New Proposed Improvement	Create a Network	Hand Drawn on Proposed Improvements - Central	Comment noted. This is a limited access facility with existing bicycle facilities thus no additional improvements will be explored.
Create a fitness route around airport, looping Sarno Rd, Wickham Rd, NASA Blvd. Airport Rd	New Proposed Improvement	Create a Network	Hand Drawn on Proposed Improvements - South	Comment noted. There is a current study on Sarno Road, and proposed improvements on Wickham Road. There are existing facilities on NASA Boulevard and Airport Road.
Continue bike lane on SR 513 in Indian Harbor Beach	New Proposed Improvement	Create a Network	Proposed Improvements - South	Comment noted. There are existing facilities on SR 513 from Pineda Causeway to Eau Gallie Causeway, and proposed bicycle facilities along these same extents of the corridor. The east coast greenway alignment will connect these areas.
Protected lane on US1 US 192's lane is too narrow for a 45 mph road	New Proposed Improvement Bicycle Facility Design	Create a Network	Proposed Improvements - South	Comment noted. There are existing facilities on both US 1 and US 192 in the sections identified.
Improve Melbourne Avenue Create a bicycle connection from Babcock Street to the river	New Proposed Improvement Bicycle Facility Design	Create a Network	Proposed Improvements - South	Comment noted. Existing facilities and proposed improvements on these corridors. The Study Team will review these corridors for potential improvements.
Needed bike improvements on Babcock St north of Malabar Rd, Valkaria Rd, Grant Rd, and Micco Rd	New Proposed Improvement Bicycle Facility Design	Create a Network	Hand Drawn on Proposed Improvements - South	Comment noted. Babcock Street north of Malabar is currently under design for a 4 to 6 lane widening where bicycle improvements would be incorporated.
Make designated bike lanes on US 192 from Indialantic to Melbourne	New Proposed Improvement Bicycle Facility Design	Create a Network	Existing Bicycle Facilities - South	Comment noted. US 192 has existing bicycle facilities and some proposed improvements along US 192 and A1A. The Study Team will review this corridor for potential improvements.
Connect Sarno Road to NASA Boulevard west of airport east of Wickham Rd	New Proposed Improvement Connectivity	Create a Network	Proposed Improvements - South	Comment noted. There is a recent study on Sarno Road and proposed improvements on Wickham Road.
Complete loop around the Melbourne Airport, connecting Nasa Blvd, Sarno Road, N Wickham Rd, and Airport Road.	New Proposed Improvement Connectivity	Create a Network	Hand Drawn on Proposed Improvements - Central	Comment noted. There is a current study on Sarno Road, and proposed improvements on Wickham Road. There are existing facilities on NASA Boulevard and Airport Road.
On Florida Avenue between Hollywood Blvd and Dairy Road, there is no path available.	Pedestrian Facility Design	Create a Network	Proposed Improvements - South	Comment noted. There is a proposed pedestrian facility here.
There is no path available on Florida Avenue between Hollywood Boulevard and Dairy Boulevard.	Pedestrian Facility Design Connectivity	Create a Network	Hand Drawn on Proposed Improvements - South	Comment noted. There is an existing sidewalk on a portion of Florida Avenue between these two corridors. Furthermore, there are proposed pedestrian improvements on Florida Avenue between both Boulevards.
Need way for bikes and pedestrians to cross SR 528 on Tropical Trail	Pedestrian Facility Design Connectivity Safety	Create a Network	Proposed Improvements - North	Comment noted. SR 528 is currently under design for a capacity improvement, and a shared-use path on the north side of the roadway is being considered. Tropical Trail is being proposed to have bicycle facilities as part of this Master Plan.
Challenging intersection and roadway (Wickham)	Safety	Create a Network Empower	Hand Drawn on Proposed Improvements - Central	Comment noted. Wickham Rd has existing facilities north of Parkway Dr and S of Sarno Rd. There are proposed facilities and current studies being done on the corridor. The Study Team will review this corridor for potential improvements.
Theft occurs along Babcock Street and Palm Bay Road south of FIT.	Safety	N/A	Hand Drawn on Proposed Improvements - Central	Comment noted.

South Beaches

Comment	Comment Category	Relatable Goal	How Comment Was Received	Response
All along A1A, No sidewalk on east side. Few safe pedestrian crossings. Sidewalk on west side of street sometimes has a new light pole in the middle of it. Poles positioned near side streets which blocks views of cars, creating a hazards (192 - 528 area) I'm concerned about road bike cycling on south A1A. Can the space actually on the road be widened for cyclists?	Safety Accessibility Pedestrian Facility Design	Create a Network Generate Awareness	Proposed Improvements - Central	Comment noted. Certain sections of SR A1A have been reconstructed to include shared-use paths and other sections are being studied for potential improvements.
No safe bike path to get from Eau Gallie to Tropical Trail	Safety Bicycle Facility Design	Create a Network	Proposed Improvements - South	Comment noted.
Perspective: bike mechanic, cyclist, community activist Concerns center on Melbourne city area, especially FIT and or Beachside Satellite to Sebastian Bike lanes on major thoroughfares are dangerous Nowhere to ride for fitness Gaps linking practical locations (Walmart, Mall, etc.) w/o using major thoroughfares No casual off-road but great technical off road paths Sweep the bridges (192/Eau Gallie) regularly Post LARGE SIGNS "Entering Area of High Bicycle/Ped Traffic" at west end of bridges for eastbound traffic	Safety Connectivity Accessibility Maintenance Bicycle Facility Design	Create a Network Generate Awareness	Feedback Form	Comment noted. Tropical Trail is being proposed to have bicycle facilities as part of this Master Plan. Other roadways like Banana River Drive and S Patrick Drive also have proposed facilities as part of this plan.
Keep construction equipment and vehicles off bike paths	Safety Enforcement	Generate Awareness Partner with Organizations	Proposed Improvements - South	Comment noted.
I'm primarily concerned with safe bicycling in South Brevard. Maybe studying what was done in Pinellas County would be helpful. Is there a way to keep utility trucks from parking on the bike path on South A1A? Also keep people from blocking the path with their yard trash.	Safety Enforcement	Create a Network Partner with Organizations Generate Awareness	Feedback Form	Comment noted. Several proposed bicycle and pedestrian improvements are located in South Brevard. The SCTPO will coordinate the utility trucks comment with the Brevard County Community Traffic Safety Team (CTST).
The actual bike path on S A1A is used mainly by walkers and casual bike riding. Often yard trash on path and utility trucks.	Safety Enforcement Accessibility	Create a Network Generate Awareness	Proposed Improvements - South	Comment noted. SCTPO will coordinate with local jurisdiction to address blocked facilities.
Fix the potholes on the path!!! (S Patrick Dr/SR513)	Safety Maintenance	Create a Network Partner with Organizations	Proposed Improvements - South	Comment noted. The SCTPO will coordinate this comment with the Brevard County Community Traffic Safety Team (CTST).
Turning from eastbound Eau Gallie to southbound A1A, the bicycle lane markings are unclear and confusing	Safety Maintenance Bicycle Facility Design Signage/Markings	Create a Network	Proposed Improvements - South	Comment noted. The SCTPO will coordinate this comment with the Brevard County Community Traffic Safety Team (CTST).
Timeline information of some sort would be nice to add Nothing what type of improvements are identified for the future plans - mixed use sidewalk, dedicated bike lane, etc. Sidewalks, especially in Indianlantic, have large light poles in the middle which make it dangerous for all - pedestrians, slow bikers, kid bikes, skateboards, even crossing vehicular traffic	Safety Pedestrian Facility Design Bicycle Facility Design Community Participation/Outreach	Create a Network Generate Awareness	Feedback Form	Comment noted. There are proposed bicycle improvements in Indianlantic. Project information will continue to be shared publicly.
Embed LEDs at crosswalks on A1A in Satellite Beach. Make sidewalk on east side of street a multi-use path.	Safety Trails Pedestrian Facility Design Bicycle Facility Design	Create a Network Generate Awareness	Proposed Improvements - South	Comment noted. The FDOT is currently installing lights at high crash signalized intersections throughout the District. Lighting is also installed as part of any new crosswalk installation.
Make a loop of paved trail to Boundary Canal Trail/Malabar Scrubs	Trail Design Connectivity	Create a Network	Proposed Improvements - South	Comment noted. The SCTPO will review the trail system to see how this could be incorporated.
A1A keeps changing for bikes -- need space for horses. Multi-use trails to include space for horses.	Trails Accessibility	Create a Network Pursue Equity	Proposed Improvements - South	Comment noted. The SCTPO will review the trail system to see how this could be incorporated.
Connect Malabar Scrubs to Grapefruit	Trails Connectivity	Create a Network	Proposed Improvements - South	Comment noted. The SCTPO will review the trail system to see how this could be incorporated.
Watch area - the natural area west of I-95 and south of Wickham Road - is critical link to complete the loop.	Trails New Proposed Improvement Path Design	Create a Network	Proposed Improvements - Central	Comment noted. The SCTPO will review the trail system to see how this could be incorporated.

Comment	Comment Category	Relatable Goal	How Comment Was Received	Response
Access to South Lake and Salt Lake Wildlife Management Areas, trails, etc. from Dairy Road.	Accessibility Connectivity	Create a Network Pursue Equity	Hand Drawn on Proposed Improvements - North	Comment noted. The SCTPO will review the trail system to see how this could be incorporated.
My biggest wish is that we make trails and not bike lanes. I would rather have fewer lanes and more trails because there are too many distracted drivers.	Bicycle Facility Design	Create a Network Generate Awareness	Proposed Improvements - Central	Comment noted.
Don't take no for an answer - a bike path in causeway right of way to KSC and North Merritt Island then south would be good for the beauty, the KSC workers, and visitors, and provide access to N. Merritt Island leading to Port Canaveral and the beaches - it can be a value , and to attract millennials to their work at the cape and others and a nice bike trip - see some nice wildlife on the way and some alligators even hang out in the waterways as you near the cape and beautiful birds - this builds positive image of NASA as well	Bike Facility Design	Create a Network	Feedback Forms	Comment noted.
I would have preferred an overview of projects.	Community Outreach/Participation	N/A	Feedback Forms	Comment noted.
The TPO staff is a great, knowledgeable, professional, fun group. I really enjoy working with everyone! Thank you for all you do to make Brevard a safe, healthy, multimodal community.	Community Outreach/Participation	N/A	Feedback Forms	Comment noted.
North of SR 528, there is a good existing access road.	Connectivity	Create a Network Generate Awareness	Hand Drawn on Proposed Improvements - North	Comment noted.
Sykes Creek Parkway is very scenic - explore possibility to connect to North Banana River Drive.	Connectivity	Create a Network	Proposed Improvements - Central	Comment noted. The study team will review this corridor for potential improvements.
Connectivity across jurisdictions please. Don't let bike lanes stop at city boundaries.	Connectivity	Create a Network	Proposed Improvements - Central	Comment noted. The Study Team is hoping to achieve a plan for connectivity for bicycle facilities across the County.
Want to get to western parks, but don't know where to walk to from Cape Canaveral. Want a 5-mile walking route!	Connectivity Accessibility Pedestrian Facility Design	Create a Network	Proposed Improvements - North	Comment noted. The SCTPO has an extensive planned trail network that is off the roadway system.
Riverview Rockledge to Cocoa need a bike corridor.	Connectivity Accessibility Pedestrian Facility Design	Create a Network	Proposed Improvements - North	Comment noted. There are existing bicycle facilities and proposed bicycle improvements on corridors between Rockledge and Cocoa.
Add facilities connecting Dairy Road to the west (to Ford Road and Guil Drive) with Turpentine Road, then SR 46 (West Main Street) to the north, to the East Central Florida Rail Trail going to Volusia.	Connectivity Bicycle Facility Design Pedestrian Facility Design	Create a Network Pursue Equity	Hand Drawn on Proposed Improvements - North	Comment noted. There are proposed pedestrian improvements on Dairy Road, existing pedestrian facility on Dairy Road, and existing bicycle facilities on SR 46. The SCTPO will review the trail system to see how this could be incorporated.
Enforcement is really critical for bike/ped/driving safety!	Enforcement	Partner with Organizations	Proposed Improvements - Central	Comment noted. The SCTPO will coordinate this comment with the Brevard County Community Traffic Safety Team (CTST).
On Ridgewood Avenue, there needs to be enforcement of stop signs for pedestrian safety.	Enforcement Pedestrian Facility Design	Create a Network Partner with Organizations Generate Awareness	Hand Drawn on Proposed Improvements - North	Comment noted. The SCTPO will coordinate this comment with the Brevard County Community Traffic Safety Team (CTST).
US 1 from NASA Causeway south, just pass Canaveral Groves Boulevard, needs regular street sweeping. It is bad for cyclists currently.	Maintenance Safety	Create a Network Partner with Organization Generate Awareness	Hand Drawn on Proposed Improvements - North	Comment noted. The SCTPO will coordinate this comment with the Brevard County Community Traffic Safety Team (CTST).
I feel Merritt Island is going to get shortage again even though MI pay in a huge amount of tax dollars.	N/A	Pursue Equity	Feedback Forms	Comment noted. There are proposed bicycle and pedestrian improvements on Merritt Island.
Thanks for all you do for cyclists!	N/A	N/A	Feedback Forms	Comment noted.

Comment	Comment Category	Relatable Goal	How Comment Was Received	Response
Because I am a recreational rider, I prefer trails and NOT bike lanes.	N/A	N/A	Feedback Forms	Comment noted.
Brevard County is a wonderful place for humans and walking/hiking/bicycling safety in both natural and populated areas is important for healthy living. Thank you for this process and possibilities.	N/A	N/A	Feedback Forms	Comment noted.
County-owned public road north of SR 528 less traffic from SR 528 will have more potential.	N/A	Create a Network Pursue Equity	Hand Drawn on Proposed Improvements - Central	Comment noted.
CRA plan next two years on Merritt Island CRA - need to identify projects to fund (Larry Lallo).	N/A	Pursue Equity	Proposed Improvements - Central	Comment noted.
Why not explore the road parallel to route 513 (Patrick Drive)? There are less cars.	N/A	N/A	Proposed Improvements - South	Comment noted. Bicycle facilities are a proposed improvement along SR 513/S Patrick Drive.
Do not like the US 1 bike lanes at NASA Causeway. It seems safer to keep going straight rather than crossing over the exit lanes and back over again.	N/A	Create a Network	Proposed Improvements - North	Comment noted. Portions of US 1 have been recently resurfaced to include bicycle lanes, and a majority of US 1 has paved shoulders in this stretch.
The area between SR 50, SR 405, and Barna Avenue is part of the city (an incorporated area).	N/A	N/A	Hand Drawn on Proposed Improvements - North	Comment noted.
Hello, how about a little respect and have something North of 528.	N/A	N/A	Proposed Improvements - North	Comment noted. Based on prior public meetings, roadways north of SR 528 on Merritt Island are being incorporated into the Master Plan.
Along Sisson Road, a bike lane is needed as part of a road diet.	New Proposed Improvement	Create a Network	Hand Drawn on Proposed Improvements - North	Comment noted. Some bicycle facilities exist on Sisson Road already ('1' - 4' shoulders throughout the corridor). The study team will review this corridor for potential improvements.
A bike lane is needed on Sisson Road from SR 50 to Camp Road	New Proposed Improvement	Create a Network	Hand Drawn on Proposed Improvements - North	Comment noted. Some bicycle facilities exist on Sisson Road already ('1' - 4' shoulders throughout the corridor). The study team will review this corridor for potential improvements.
Want the connection on NASA Causeway for bicycling.	New Proposed Improvement	Create a Network	Hand Drawn on Proposed Improvements - North	Comment noted.
Indian River Drive east of US 1, from NASA Causeway to SR 528, could be better.	New Proposed Improvement	Create a Network	Hand Drawn on Proposed Improvements - North	Comment noted. This corridor is not in the Bike/Ped Master Plan roadway network thus this improvement will be coordinated with the local jurisdiction.
Add bicycle facilities on North Courtenay Parkway (SR 3).	New Proposed Improvement	Create a Network	Hand Drawn on Proposed Improvements - North	Comment noted. The Study Team will review this corridor for potential pedestrian/bicycle improvements.
Make a bike lane on SR 404 (both ways). Lots of bikers use it!!!	New Proposed Improvement	Create a Network	Proposed Improvements - Central	Comment noted. This is a limited access facility with existing bicycle facilities thus no additional improvements will be explored.
Create bicycle facilities on SR 50, east and west of the I 95 intersection.	New Proposed Improvement	Create a Network	Hand Drawn on Proposed Improvements - North	Comment noted. Existing facilities are present on SR 50. The SCTPO will coordinate the striping comment with the Brevard County Community Traffic Safety Team (CTST)
3R project on Hall Road needs to add bike lane.	New Proposed Improvement	Create a Network	Hand Drawn on Proposed Improvements - North	Comment noted.
South Street between Fox Lake and SR 405 need sidewalk improvements.	New Proposed Improvement	Create a Network	Hand Drawn on Proposed Improvements - North	Comment noted. The Study Team will review this corridor for potential pedestrian/bicycle improvements.
Grissom Parkway (between SR 405 and Shepard Drive) is a major employment area and needs bike/ped improvements here.	New Proposed Improvement	Create a Network	Hand Drawn on Proposed Improvements - North	Comment noted. The Study Team will review this corridor for potential bicycle improvements. Some sidewalks are already present on the north side of Grissom Parkway and sidewalks are proposed on the south side of Grissom Parkway.

Comment	Comment Category	Relatable Goal	How Comment Was Received	Response
Create an A1A bike path to Sebastian Inlet from Port Canaveral.	New Proposed Improvement Bicycle Facility Design	Create a Network	Proposed Improvements - South	Comment noted. The SCTPO will review the trail system to see how this could be incorporated.
Keep SR 405 (Columbia) and SR 50 lanes swept of trash. State road is so near train tracks. West and east side always full of garbage. Good idea for Carpenter Road and Singleton. Would like to see designated bike lane on SR 405 from SR 50 to US 1 in Downtown Titusville.	New Proposed Improvement Bicycle Facility Design	Create a Network	Proposed Improvements - North	Comment noted. Regarding lane sweeping, the SCTPO will coordinate this comment with the Brevard County Community Traffic Safety Team (CTST). There are existing facilities on SR 405 from SR 50 to US 1.
SR 50 going east on bike lane. We need a better connection of the bike lane starting in front of McDonald's crossing over the four lanes to get to the traffic light. Green it? (markings) or connect by dotted lines.	New Proposed Improvement Bicycle Facility Design Safety	Create a Network	Proposed Improvements - North	Comment noted. Existing facilities are present on SR 50. The SCTPO will coordinate the striping comment with the Brevard County Community Traffic Safety Team (CTST)
Add bicycle improvement on Hall Road and connect it to Pioneer Trail to the east. Also add a bicycle improvement to Courtenay Parkway (SR 3) from Hall Road through SR 528.	New Proposed Improvement Connectivity	Create a Network	Hand Drawn on Proposed Improvements - North	Comment noted. The Study Team will review this corridor for potential pedestrian/bicycle improvements.
On Knox McRae Drive by South Hopkins Avenue, there is a need for sidewalk improvements on both sides of the roadway. There is a school here (Coquina Elementary School) and the kids need a sidewalk.	New Proposed Improvement Pedestrian Facility Design	Create a Network	Hand Drawn on Proposed Improvements - North	Comment noted. This gap is around the railroad tracks thus any improvements will need to be coordinated with FEC Railway.
I appreciate the open house opportunity to contribute to the master plan in Brevard County. I happen to see another area that may or may not have already been addressed where a cyclist was riding into traffic and not with the traffic. The area which I'm referring is Sisson Rd. from 405 Columbia Blvd. to Cheney Hwy. in Titusville, Fl. It gets very busy and could be dangerous in this area. Another area I noticed is Barna Ave. from 405 Columbia Blvd. to 50 Cheney Hwy. I hope this information is helpful as I was told at the open house that I could always connect with someone from TPO if I happen to come across any other areas that may need improvements. Thanks again for the opportunity to be involved in the improvements of our community.	New Proposed Improvement Safety	Create a Network	Email from Citizen	Comment noted. The Study Team will review the Sisson Road and Barna Avenue corridors for potential pedestrian/bicycle improvements.
Turpentine Road needs increased safety for pedestrian improvements.	New Proposed Improvement Safety Pedestrian Facility Design	Create a Network Generate Awareness	Hand Drawn on Proposed Improvements - North	Comment noted. This corridor is not in the Bike/Ped Master Plan roadway network thus this improvement will be coordinated with the local jurisdiction.
Agree with the pedestrian improvements on SR 405 (Columbia).	Pedestrian Facility Design	Create a Network	Hand Drawn on Proposed Improvements - North	Comment noted.
Glad to see SR 405 from Sisson Road to SR 40 on Pedestrian Proposed Improvements list. Also need it to accommodate biking - divider.	Pedestrian Facility Design	Create a Network	Proposed Improvements - North	Comment noted. There are existing bicycle facilities along SR 405.
For the natural area east of Courtenay Parkway (including Ulumay Wildlife Sanctuary), between about SR 528 and Commerce Parkway, make it a beautiful destination for bicyclists and pedestrians. Improve connections to this destination.	Placemaking Accessibility Connectivity	Create a Network Generate Awareness	Hand Drawn on Proposed Improvements - North	Comment noted. The SCTPO will review the trail system to see how this could be incorporated.
On Sisson Road and Hopkins Avenue, getting out of the neighborhood by bicycling is dangerous.	Safety Bicycle Facility Design	Create a Network Empower	Hand Drawn on Proposed Improvements - North	Comment noted. The study team will review the Sisson Road corridor for potential improvements. A complete streets study has recently been constructed along Hopkins Avenue.
US 1 is too unsafe for bicycles.	Safety Bicycle Facility Design	Create a Network	Hand Drawn on Proposed Improvements - North	Comment noted. Portions of US 1 have been recently resurfaced to include bicycle lanes, and a majority of US 1 has paved shoulders.

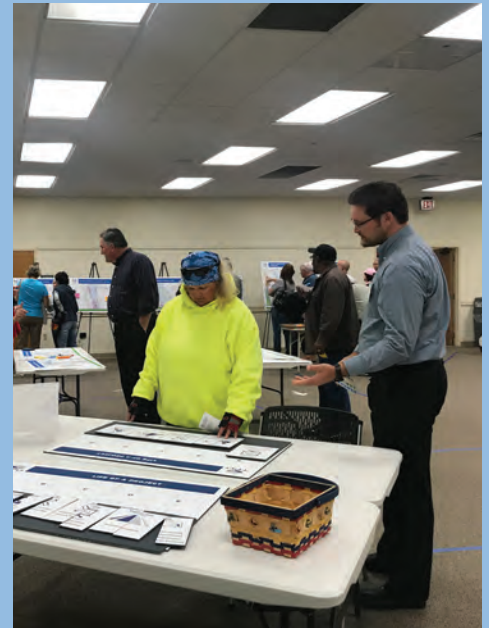
Comment	Comment Category	Relatable Goal	How Comment Was Received	Response
Create a safe bicycle and pedestrian facility to connect to Central Merritt Island existing facilities.	Safety Connectivity	Create a Network	Hand Drawn on Proposed Improvements - North	Comment noted. The Study Team will review this corridor for potential pedestrian/bicycle improvements.
At the intersection of SR 50 and Hopkins Avenue/Sisson Road, facilities by tracks are dirty and unsafe.	Safety Maintenance	Create a Network Partner with Organizations	Hand Drawn on Proposed Improvements - North	Comment noted. The SCTPO will coordinate this comment with the Brevard County Community Traffic Safety Team (CTST).
Make pedestrian facilities safe to walk through under the draw bridges (SR 520 and SR 528).	Safety Pedestrian Facility Design	Create a Network Generate Awareness	Hand Drawn on Proposed Improvements - North	Comment noted. The East Coast Greenway will provide a connection on SR 528 east and west. The study team will review the surrounding corridors for the proposed improvements.
Trail going north to Volusia - East Central Florida Rail Trail - is great!	Trail Design	Create a Network	Proposed Improvements - North	Comment noted.
Put a trail along A1A between PAFB and Pineda Causeway (about six miles).	Trail Design	Create a Network	Proposed Improvements - Central	Comment noted. This section of SR A1A is currently under study by FDOT in coordination with PAFB and that study will be making pedestrian/bicycle recommendations. There is a candidate resurfacing project scheduled for FY 2023 as well.
St. Johns Trail is intriguing, just learned about that. Would like to see that build out. Access to the big trail from east-west trails would be great. Especially Dairy Rd, SR 46, and other roads.	Trail Design Accessibility Connectivity	Create a Network Generate Awareness	Feedback Forms	Comment noted. The SCTPO will review the trail system to see how this could be incorporated.
There is a paved bike trail perpendicular to Sisson Road to the west to Barna Avenue, but it need connections to the surrounding areas.	Trail Design Bicycle Facility Design Connectivity	Create a Network	Hand Drawn on Proposed Improvements - North	Comment noted. The SCTPO will review the trail system to see how this could be incorporated.
East-west connection to the East Central Florida Rail Trail needed.	Trail Design Connectivity	Create a Network	Hand Drawn on Proposed Improvements - North	Comment noted. The SCTPO will review the trail system to see how this could be incorporated.
South Courtenay Parkway/Tropical Trail is a really great scenic ride. It could be good for trail.	Trail Design Connectivity	Create a Network	Proposed Improvements - Central	Comment noted. The Study Team is hoping to achieve addition bicycle and pedestrian facilities along S Tropical and N Tropical Trails.
Add hike and bike trails to North Merritt Island (North of 528 to KSC).	Trail Design Connectivity	Create a Network	Proposed Improvements - North	Comment noted. The SCTPO will review the trail system to see how this could be incorporated.
Connect the parks by North Tropical Trail to Hall Road.	Trail Design Connectivity	Create a Network	Hand Drawn on Proposed Improvements - North	Comment noted. The SCTPO will review the trail system to see how this could be incorporated.

Comment	Comment Category	Relatable Goal	How Comment Was Received	Response
Between Port Malabar Boulevard and Malabar Road on US 1, there are a lot of apartments on the west side - lots of pedestrians.	Accessibility Pedestrian Facility Design	Create a Network Pursue Equity	Proposed Improvements - South	Comment noted. The Study Team will review this corridor for potential improvements.
There is an existing paved walkway and bridge by scrub land between Port Malabar Boulevard, Weber Road, Malabar Road and US 1.	Awareness Trails	Generate Awareness	Hand Drawn on Proposed Improvements - South	Comment noted. The SCTPO will review the trail system to see how this could be incorporated.
Emerson Drive to Minton Road has bike park already, could be improved.	Bicycle Facility Design	Create a Network	Proposed Improvements - South	Comment noted. Minton Road already has 4' shoulders on both sides of the roadway. The SCTPO is going to be undertaking a corridor study on this roadway that will review potential pedestrian/bicycle facilities.
Everyone was very friendly, informative. I would like to see more bus benches and bus shelters.	Community Outreach/Participation	N/A	Feedback Form	Comment noted.
More detailed maps that show "all" roads and bicycle lanes would be helpful. Connectivity from existing "safe" roads to the proposed improvements would then be easier to see.	Community Outreach/Participation	N/A	Feedback Form	Comment noted. The roadways shown are part of the functionally classified roadway network. Improvements on other roadways not shown would need to be coordinated with the local jurisdiction.
Please keep us informed as to how to make east improvements soon. Ex: refresh paint on sharrow lanes on 192 East to Bridge. Eliminate through greens on US 1. One has been eliminated after someone died recently trying to turn left on Malabar and US1.	Community Outreach/Participation Safety	Create a Network	Feedback Form	Comment noted. Project information will continue to be shared publicly. The SCTPO will coordinate this comment with the Brevard County Community Traffic Safety Team (CTST).
Is Babcock Corridor being looked at for proposed improvements? Explore options. If not look at Emerson Drive or Eldron Boulevard to Cogan Drive.	Connectivity	Create a Network	Proposed Improvements - South	Comment noted. Babcock Street from US 192 to Palm Bay Road is currently being studied. The section of Babcock Street south of Malabar is currently under study by FDOT. There are existing pedestrian facilities on Emerson Drive and Eldron Boulevard, and existing bicycle facilities on Emerson Drive from Malabar Road. On Eldron Boulevard and Emerson Drive north of Malabar Road there are proposed bicycle improvements.
I used to bike 10-12 miles - 3 days a week in Colorado. I am now located in Sunrise Elementary area with no safe access to go anywhere and haven't bike more than my small neighborhood. I hate that about my home buying choice.	Connectivity Accessibility	Create a Network Empower	Feedback Form	Comment noted. The Study Team is hoping to achieve a plan for connectivity and safe bicycle facilities across the County.
Add bicycle and pedestrian facilities on Malabar Road from Health First Palm Bay Hospital to the trailhead.	Connectivity Accessibility Trail Design	Create a Network	Proposed Improvements - South	Comment noted. A PD&E for this roadway was recently completed and pedestrian/bicycle facilities have been recommended as part of that study.
Extend Al Tuttle Trail north to Goode Park and Boat Ramp.	Connectivity Accessibility Trail Design Safety	Create a Network	Proposed Improvements - South	Comment noted. The SCTPO will review the trail system to see how this could be incorporated.
Babcock Street near Sunrise is isolated and goes no where for bicyclists and pedestrians. The road isn't safe.	Connectivity	N/A	Proposed Improvements - South	Comment noted.
Add path and bridge between Port Malabar Boulevard and Malabar Road.	Connectivity Trail Design	Create a Network	Hand Drawn on Proposed Improvements - South	Comment noted. The SCTPO will review the trail system to see how this could be incorporated.
Extend the Al Tuttle Trail west to Briarcreek (south to Cameron preserve to north trail head).	Connectivity Trail Design	Create a Network	Proposed Improvements - South	Comment noted. The SCTPO will review the trail system to see how this could be incorporated.
From Port Malabar Road to Palm Bay Road there is an ADA path on the Power Line.	N/A	Generate Awareness	Hand Drawn on Proposed Improvements - South	Comment noted.
Need sidewalk on Hollywood Boulevard or bike lanes between US 192 to Imagine Way.	New Proposed Improvement	Create a Network	Proposed Improvements - South	Comment noted. The Study Team will review this corridor for potential pedestrian/bicycle improvements.

Comment	Comment Category	Relatable Goal	How Comment Was Received	Response
Hollywood Boulevard between Eber Road and US 192 needs bike/ped improvements.	New Proposed Improvement	Create a Network	Proposed Improvements - South	Comment noted. The Study Team will review this corridor for potential pedestrian/bicycle improvements.
Continue the Peachtree Street sharrow and sidewalk connection from Lake Drive to SR 520.	New Proposed Improvement Connectivity	Create a Network	Proposed Improvements - North	Comment noted. Lake Drive has proposed bicycle improvements along the corridor as part of this plan.
Indian River Drive is not safe. It is too narrow for cars and bicyclists. Bikes need a dedicated facility.	Safety Connectivity	Create a Network	Proposed Improvements - North	Comment noted. This corridor is not in the Bike/Ped Master Plan roadway network thus this improvement will be coordinated with the local jurisdiction.
Port Malabar (Babcock and Palm Bay) bike lane is driven on.	Safety Enforcement	Partner with Organizations	Proposed Improvements - South	Comment noted. The SCTPO will coordinate this comment with the Brevard County Community Traffic Safety Team (CTST).
Would love to see more paved trails - riding, walking, horseback riding, away from traffic.	Trail Design	Create a Network	Feedback Form	Comment noted. The SCTPO will review the trail system to see how this could be incorporated.
Extend Carpenter Road trail to Fox Lake Park along Fox Lake Road. Fox Lake Park would make a nice destination!	Trail Design Connectivity	Create a Network	Proposed Improvements - North	Comment noted. The SCTPO will review the trail system to see how this could be incorporated.

Appendix B – Public Meetings Feedback Summary

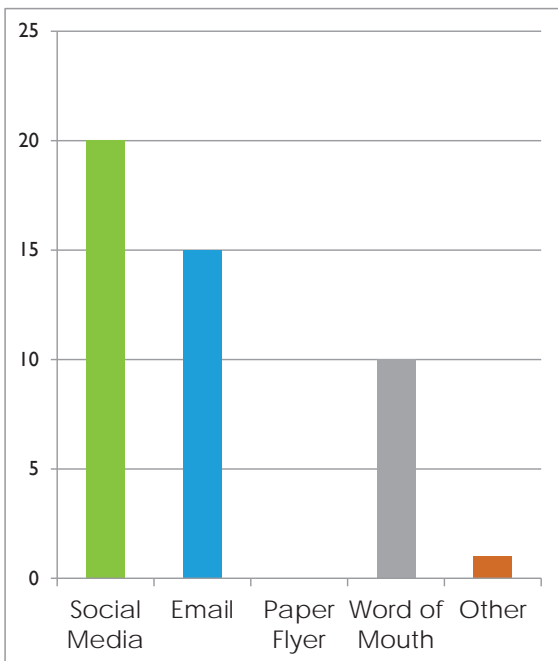
North Beaches



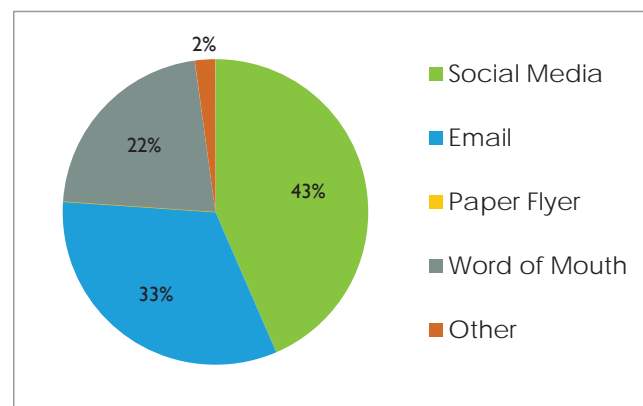
January 23, 2019
Cape Canaveral Public Library

Total Number of Attendees: 39

Survey Results					
	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
I have increased my understanding of the Bicycle/Pedestrian master Plan	13	13	2	0	0
I was able to have my transportation question(s) answered	12	12	2	1	0
The visual aids were beneficial (handouts, display boards)	14	10	1	2	0
Staff were friendly and professional	26	1	0	0	1
The location of the Public Meeting was appropriate	26	1	0	0	1
The time of the Public Meeting was appropriate	25	1	1	0	1
Totals	116	38	6	3	3
Percentages	70%	23%	4%	2%	2%

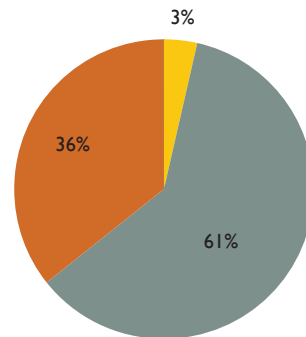


How did you hear about this meeting?				
Social Media	Email	Paper Flyer	Word of Mouth	Other
20	15	0	10	1

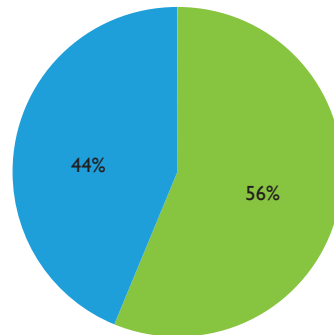


Demographics

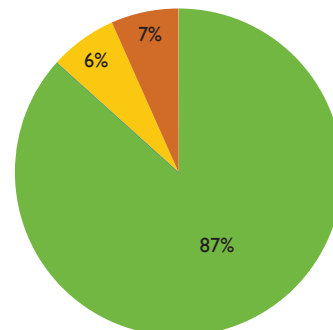
	Age
18 or younger	0
19-34	0
35-49	1
50-64	17
65+	10



	Gender
Male	9
Female	7



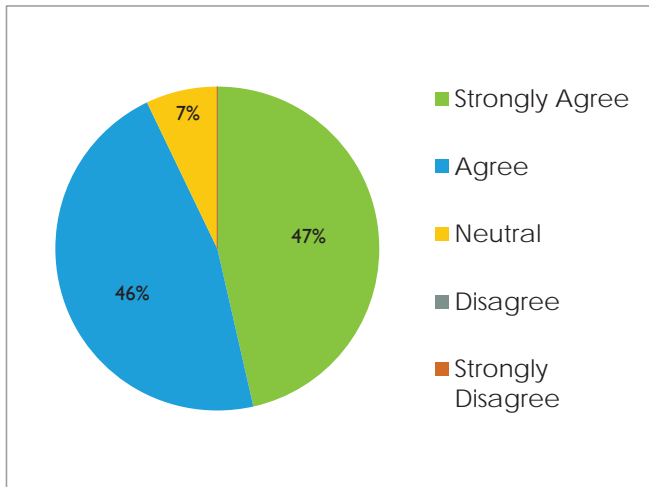
	Ethnicity
White or Caucasian	13
Hispanic or Latino	0
American Indian or Alaska Native	1
Black or African American	0
Asian or Asian American	0
Native Hawaiian or other Pacific Islander	0
One or More	0
Other	1



Additional Comments
Better advertising/promotion to solicit more interest/participation. Use electronic/social media to educate and get feedback.
It was good.
Very informative.
I thought the format was a great idea.
Florida Today
Once every 2-3 years would be great.
Advertise more on Cape Canaveral Facebook Groups by doing a Facebook search for local groups.
I thought it would be a lecture/discussion program. It was ok but I think I would have gotten more out of a discussion.
Clarify that it isn't a 2 hour sit down meeting with presentations in the pre-info. Some people might not think to come as they were not available until say 5:30 or 6
Interactive is nice but a real meeting would be helpful to understand where we are starting from.
It was a well executed very interactive presentation.
Coffee
Not necessary
Not sure - sorry

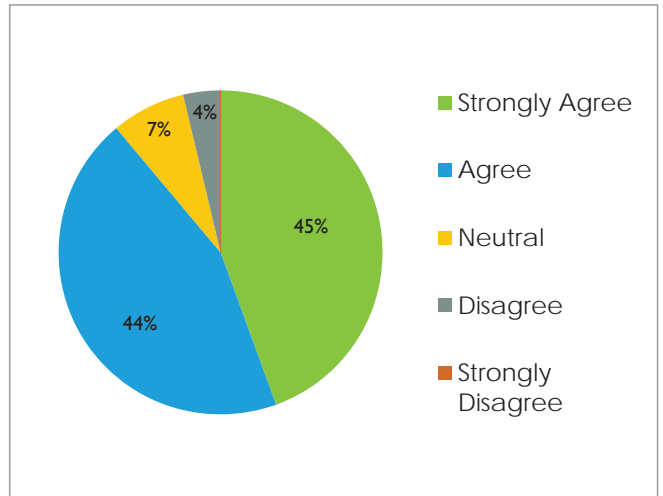
I have increased my understanding of the Bicycle & Pedestrian Master Plan

Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
13	13	2	0	0



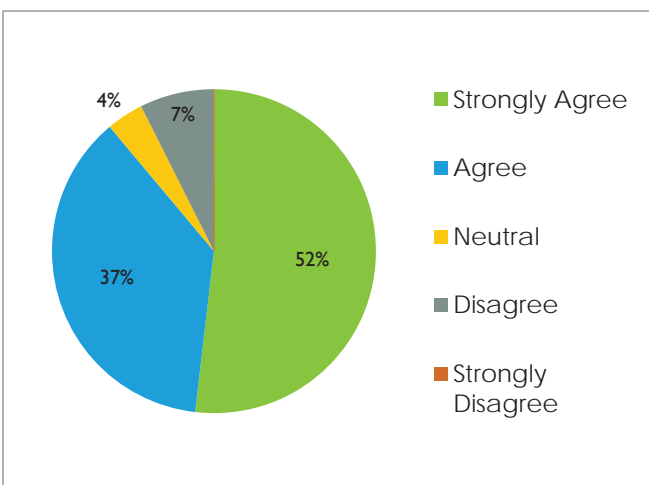
I was able to have my transportation question(s) answered

Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
12	12	2	1	0



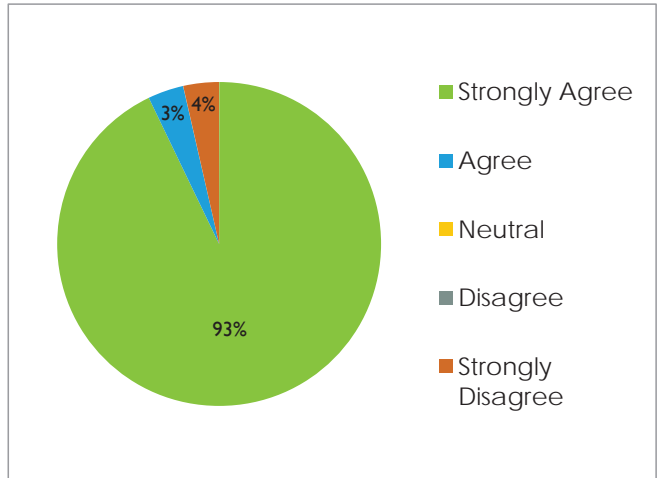
The visual aids were beneficial (handouts, display boards)

Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
14	10	1	2	0



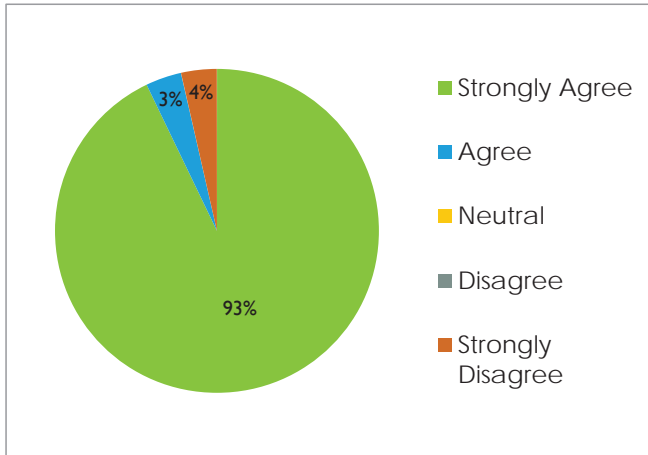
Staff were friendly and professional

Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
26	1	0	0	1



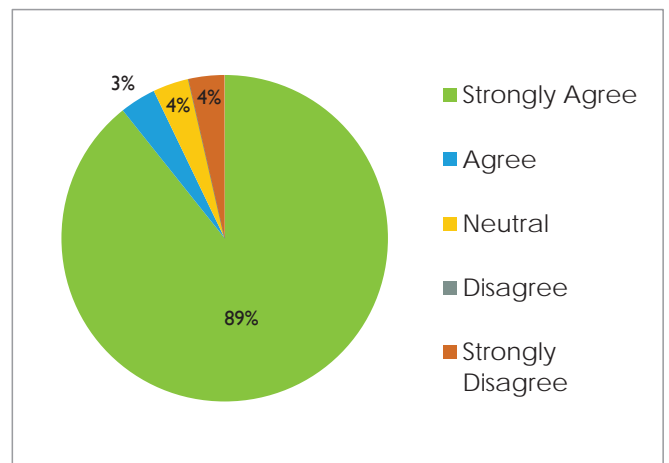
The location of the Public Meeting was appropriate

Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
26	1	0	0	1



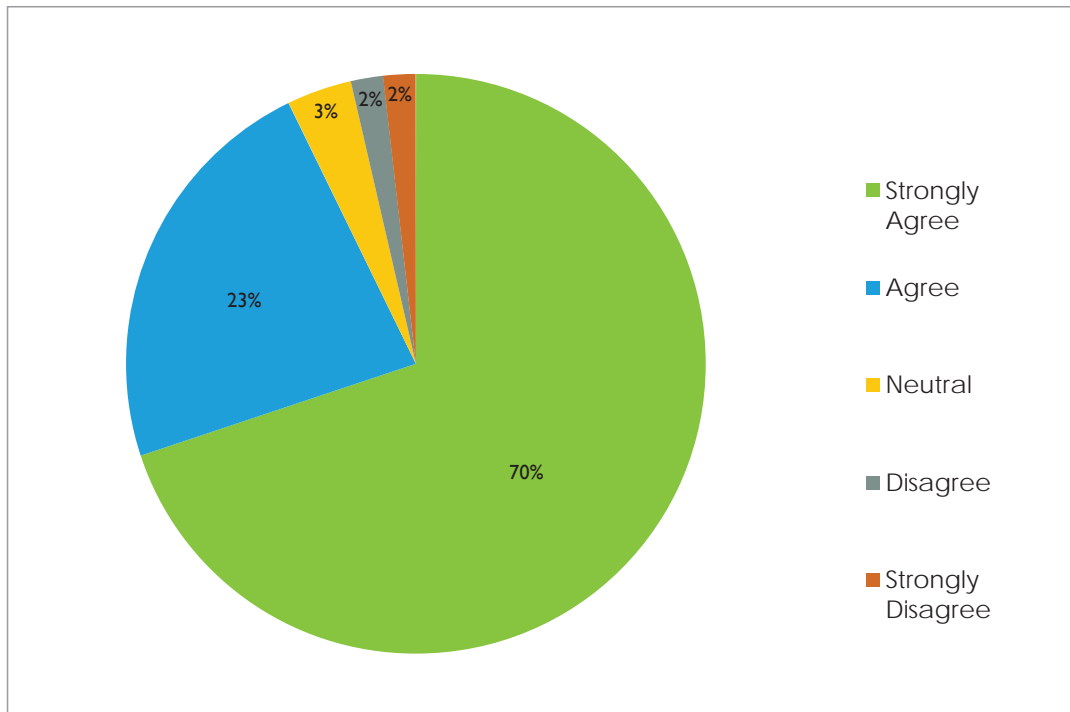
The time of the Public Meeting was appropriate

Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
25	1	1	0	1

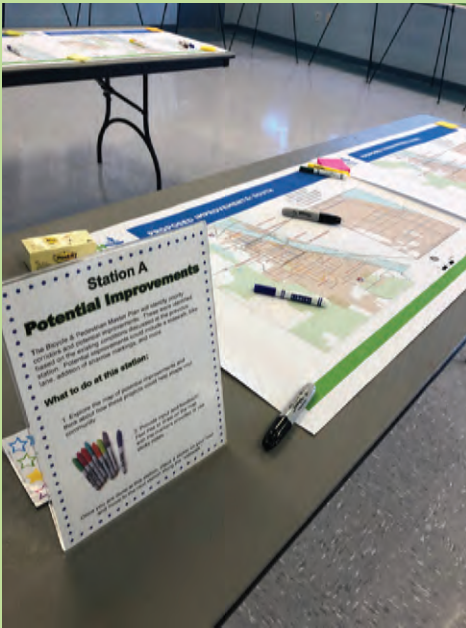


Overall Totals

Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
116	38	6	3	3



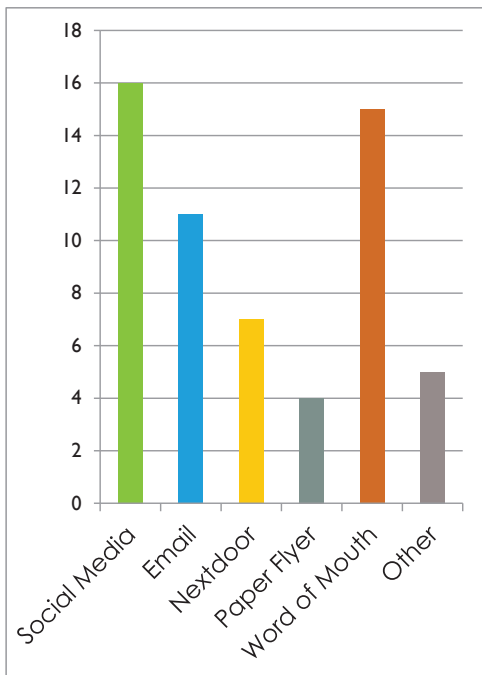
Melbourne



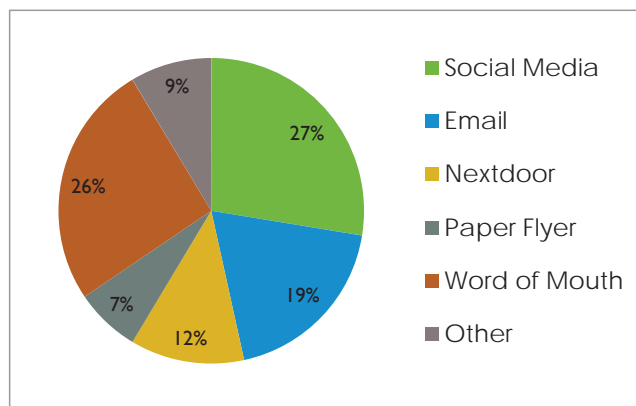
February 5, 2019
Wickham Park Community Center

Total Number of Attendees: 56

Survey Results					
	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
I have increased my understanding of the Bicycle/Pedestrian master Plan	13	21	3	0	2
I was able to have my transportation question(s) answered	10	19	8	1	0
The visual aids were beneficial (handouts, display boards)	18	14	5	0	0
Staff were friendly and professional	30	9	0	0	1
The location of the Public Meeting was appropriate	31	6	2	0	1
The time of the Public Meeting was appropriate	24	12	2	1	1
Totals	126	81	20	2	5
Percentages	54%	35%	9%	1%	2%

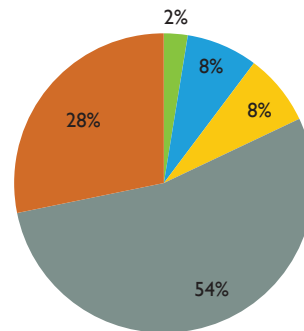


How did you hear about this meeting?					
Social Media	Email	Nextdoor	Paper Flyer	Word of Mouth	Other
16	11	7	4	15	5

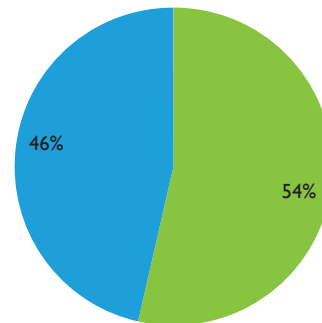


Demographics

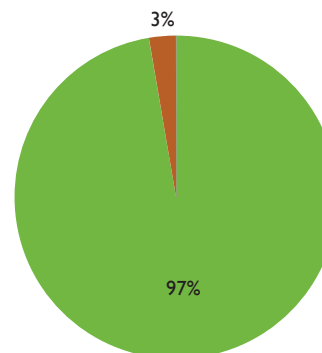
	Age
18 or younger	1
19-34	3
35-49	3
50-64	21
65+	11



	Gender
Male	15
Female	13



	Ethnicity
White or Caucasion	36
Hispanic or Latino	0
American Indian or Alaska Native	0
Black or African American	0
Asian or Asian American	1
Native Hawaiian or other Pacific Islander	0
One or More	0
Other	0



Additional Comments
Instead of breaking up topics into (disjointed) "stations", present one presentation with all aspects overlaid on same material. Couldn't get any idea at all of what is being considered from this presentation.
Great!
Really good - add meeting format to flyer
Snacks, voting against ideas, presentations, station b more interaction (like station c)
Hard to get here in rush hour traffic.
Bigger maps at stations A and B
I was expecting a presentation of some kind to introduce your role, your goals, and what you need from the public.
There should be an introduction to what the TPO is
Maybe 6pm because of work schedules.
Format for meeting was good. Provided a lot of visuals of potential plans as well as knowledgeable people to answer questions
to me, more existing bike path map and outs
Meeting was great! Have more often!
Increase community leader presence. It creates the feeling of being heard. Example: Mayor of Melbourne
Explain current organization, budget, and goals.
The state needs to get on the ball and be 30 years behind.
A sit down, question answer session. Maps of bike routes.
It was very helpful
Initial handout describing A, B, C, D, E, F
Literature that has same info as story boards, or a web link
Very well done
Newspaper indicated this was a meeting about ped (and bike) safety and emphasized the number of deaths ranked #2 in nation. This meeting was a general engineering transportation plan with ped and bike aspects.
A pamphlet of bike and ped places trails to go to

Additional Comments Continued

Most of the maps were unreadable streets not marked not sure what was where color and markings were not clear

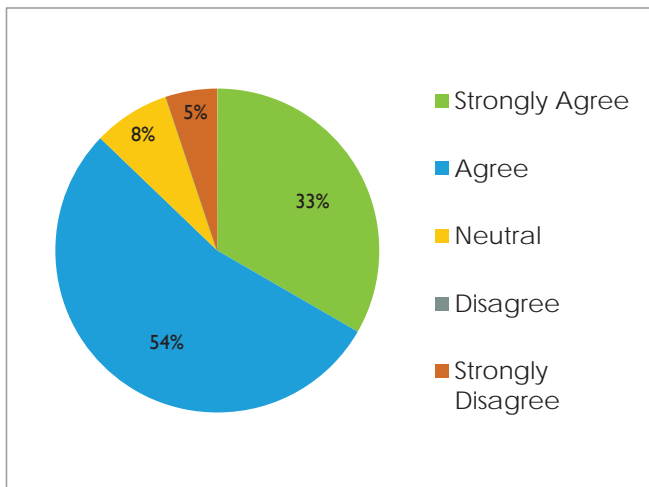
More detailed information with maps showing on street level details and updated

Provide handouts of existing and future bike trails

It was good. I was not able to stay long and would have liked to take more time. But it's excellent and nice to see all the interested residents

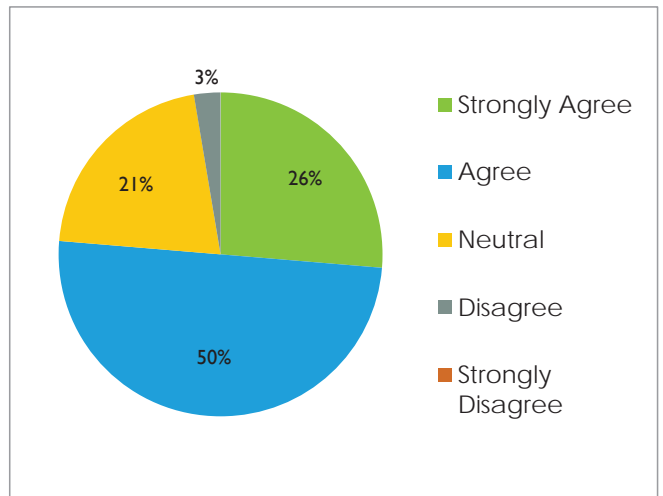
I have increased my understanding of the Bicycle & Pedestrian Master Plan

Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
13	21	3	0	2



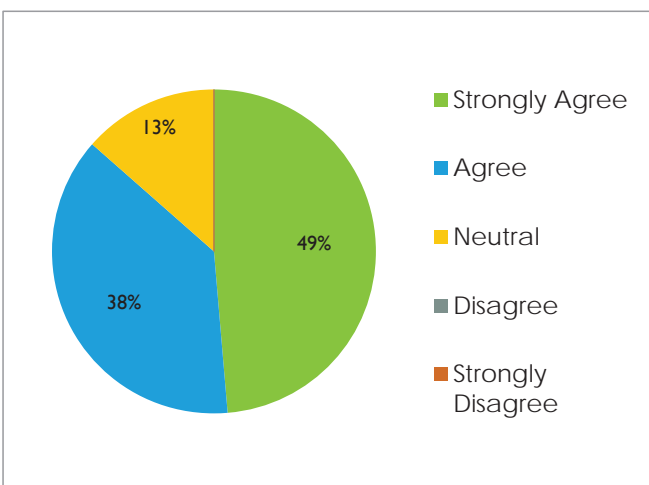
I was able to have my transportation question(s) answered

Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
10	19	8	1	0



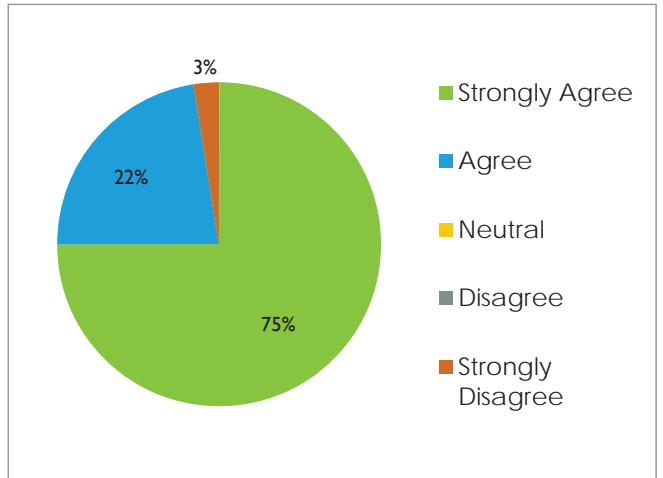
The visual aids were beneficial (handouts, display boards)

Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
18	14	5	0	0



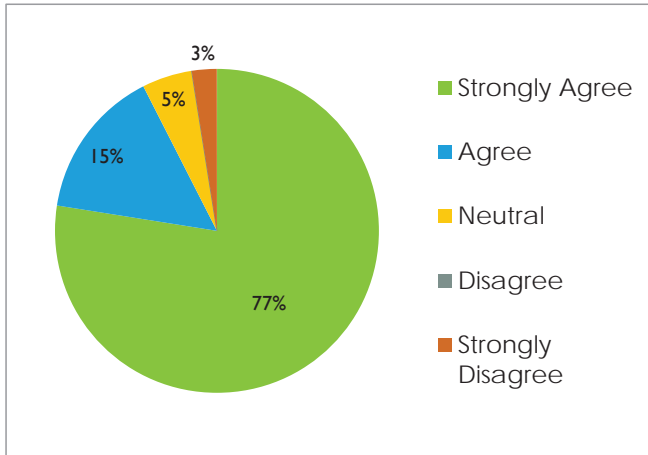
Staff were friendly and professional

Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
30	9	0	0	1



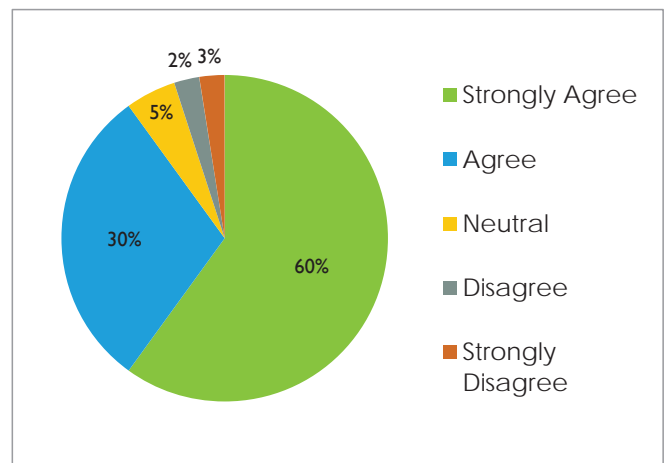
The location of the Public Meeting was appropriate

Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
31	6	2	0	1



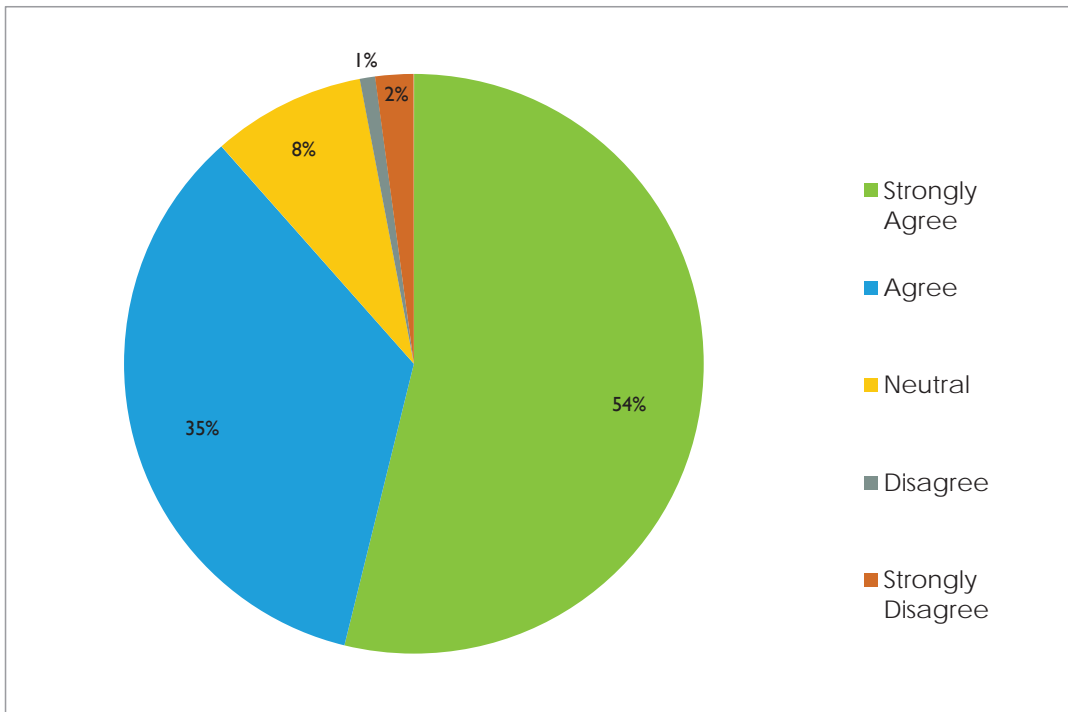
The time of the Public Meeting was appropriate

Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
24	12	2	1	1

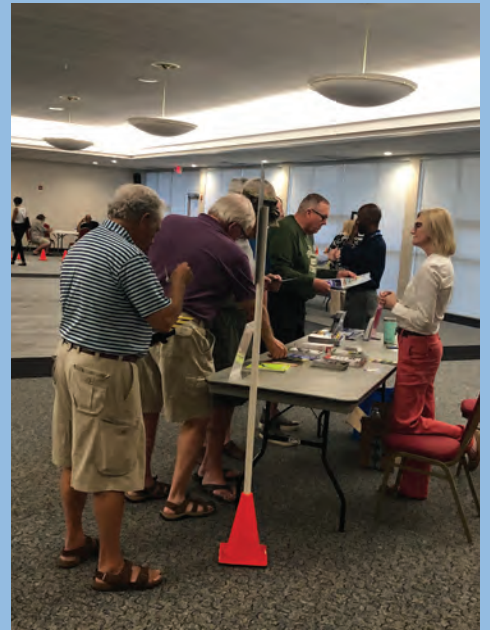


Overall Totals

Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
126	81	20	2	5



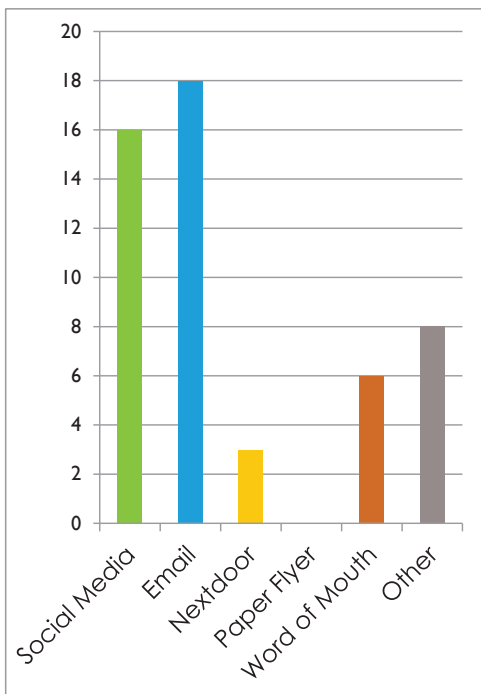
Cocoa/Rockledge



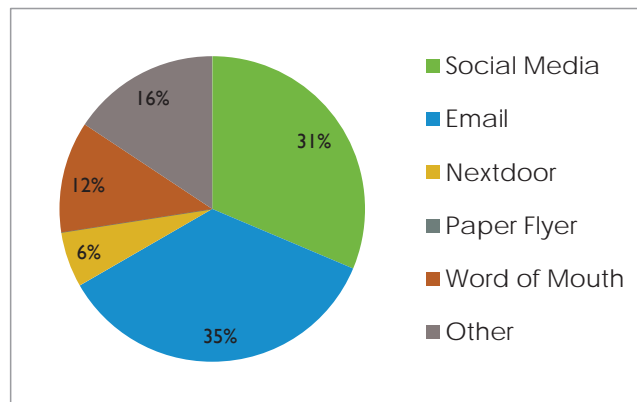
February 7, 2019
Cocoa Civic Center

Total Number of Attendees: 51

Survey Results					
	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
I have increased my understanding of the Bicycle/Pedestrian master Plan	9	21	5	0	0
I was able to have my transportation question(s) answered	10	16	10	0	0
The visual aids were beneficial (handouts, display boards)	11	22	3	0	0
Staff were friendly and professional	29	7	0	0	0
The location of the Public Meeting was appropriate	27	9	0	0	0
The time of the Public Meeting was appropriate	20	14	2	0	0
Totals	106	89	20	0	0
Percentages	49%	41%	9%	0%	0%

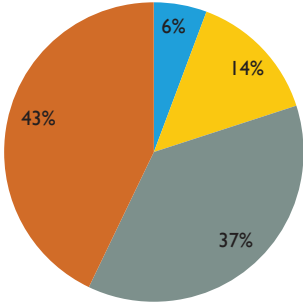


How did you hear about this meeting?					
Social Media	Email	Nextdoor	Paper Flyer	Word of Mouth	Other
16	18	3	0	6	8

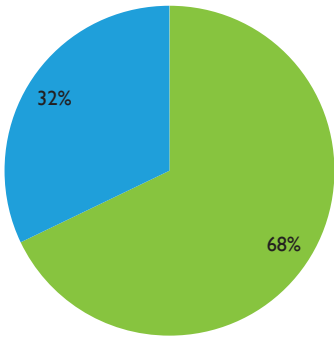


Demographics

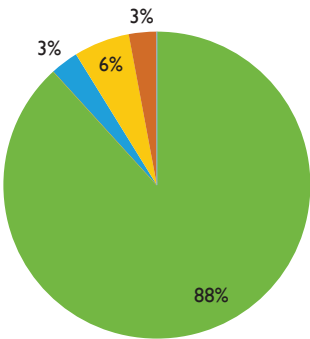
	Age
18 or younger	0
19-34	2
35-49	5
50-64	13
65+	15



	Gender
Male	19
Female	9



	Ethnicity
White or Caucasion	30
Hispanic or Latino	0
American Indian or Alaska Native	0
Black or African American	1
Asian or Asian American	2
Native Hawaiian or other Pacific Islander	0
One or More	1
Other	0



Additional Comments

The idea and implementation of multi-use path/trail/road for bikes/peds/golf carts/hoverboards/etc - entities travelling less than 20 mph - should be considered more visually so in the presentations, include another legend line

"Hope you all can get the funding needed to implement these wonderful potential changes. Charge a 5 cent tax to pay."

Looking forward to the data! A summary presentation/meeting to discuss findings would be fantastic! Thanks!!

"Highlights of 2013 plan, what's been accomplished, what is in the works, what won't be done and why. Drivers of 2018/2019 plan. Where do you need help?"

"Need connectivity for disadvantaged users. SR 520 at Indian River needs bike and ped improvements, very dangerous."

Need more safety features for bike/pedestrians. Presently most county "bike paths" are too dangerous to actually use. Including more signage for public awareness.

Great start. Areas have needed attention for a long time.

It will be many years before infrastructure projects will be completed. Need emphasis on short-term interim measures to enhance safety in the near term.

None Great Job

"Make data on slides available by email or larger type to more easily read ie people without cars concentrations of poor areas things we can help change thanks"

Developers must be made to share the cost of seperate bike trails like along murrel.

"1. Sunday bus service is a dis-service... mobility still a need on weekends. 2. Other than aurora, 520 is in need of some accomodation for foot/bike traffic"

"Slow traffic on 520 - very unsafe River Road needs sidewalks."

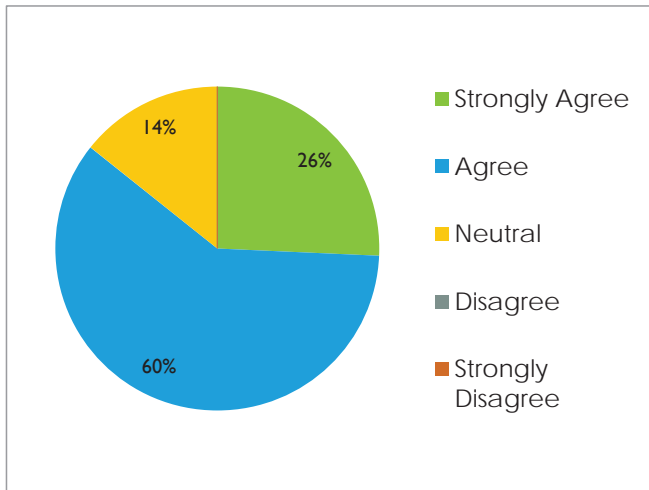
Can't say this enough - The Humphrey Causeway (520) from Cocoa Village to Merritt Island needs a bikepath. Why aren't our state/local officials fighting to keep more of our tax dollars in Central Brevard? We need this improvement.

Place pavement painted bicycle symbols closer together like every 200' - 400' LF

More enforcement of vehicles passing bikes while approaching curves on Indian River Dr

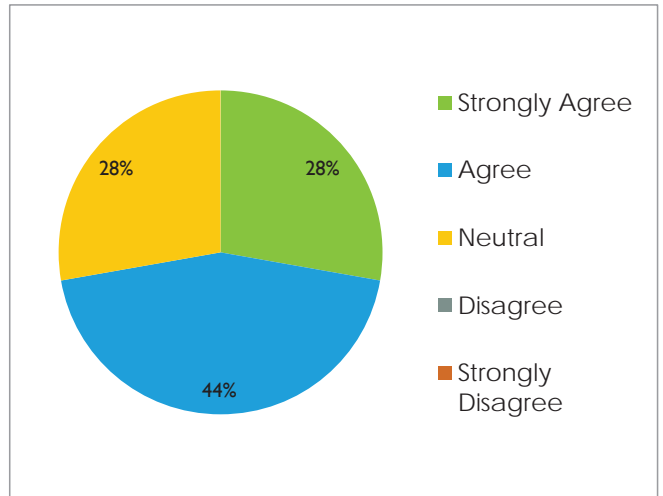
I have increased my understanding of the Bicycle & Pedestrian Master Plan

Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
9	21	5	0	0



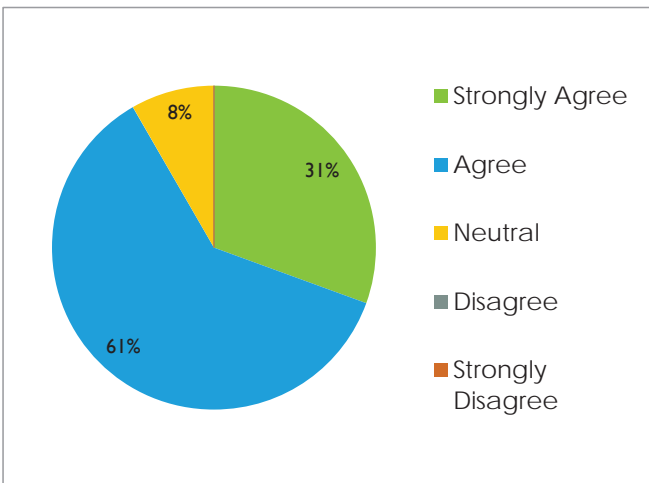
I was able to have my transportation question(s) answered

Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
10	16	10	0	0



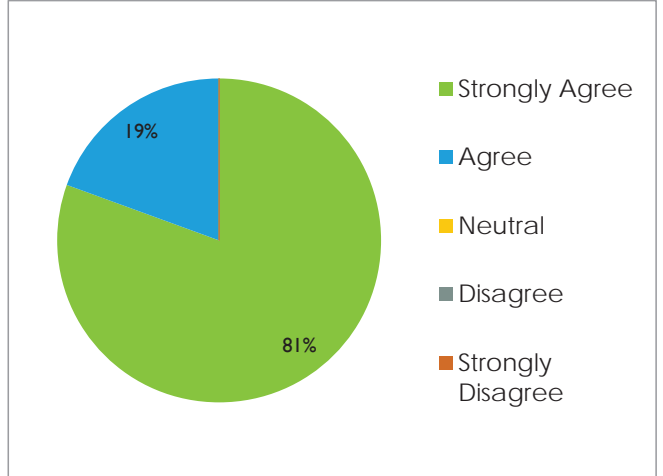
The visual aids were beneficial (handouts, display boards)

Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
11	22	3	0	0



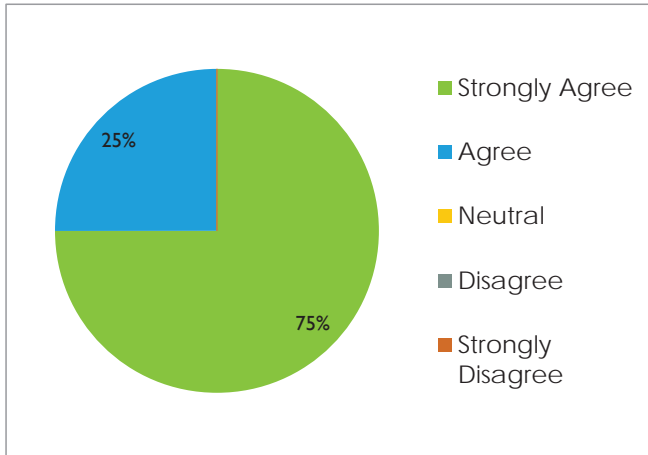
Staff were friendly and professional

Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
29	7	0	0	0



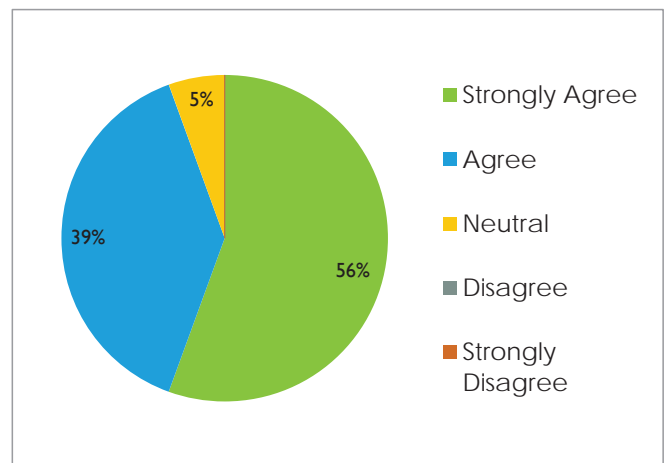
The location of the Public Meeting was appropriate

Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
27	9	0	0	0



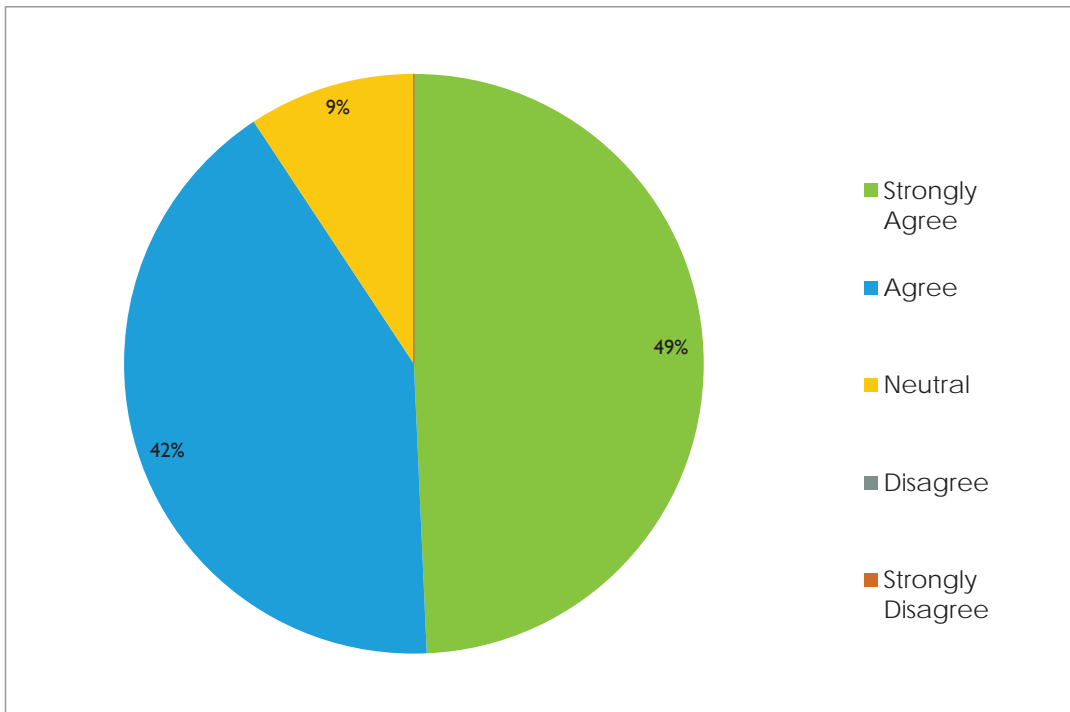
The time of the Public Meeting was appropriate

Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
20	14	2	0	0

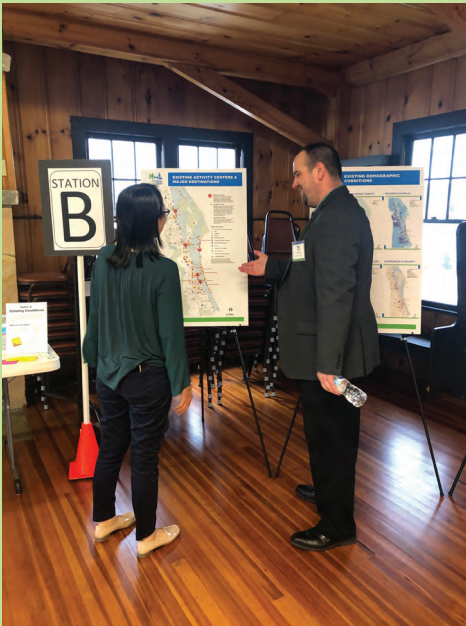


Overall Totals

Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
106	89	20	0	0



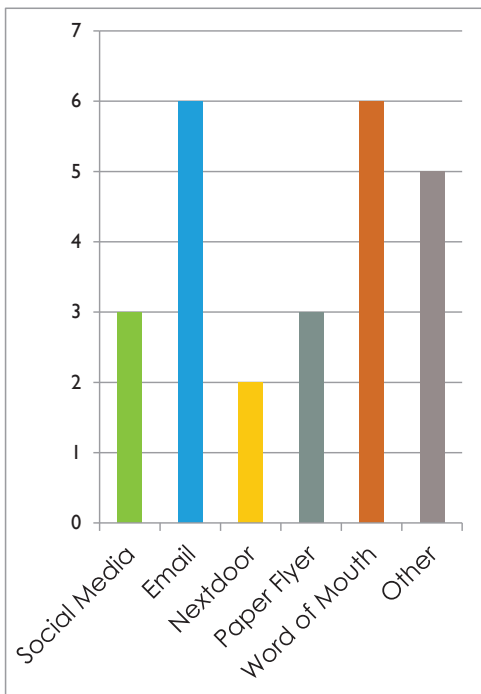
South Beaches



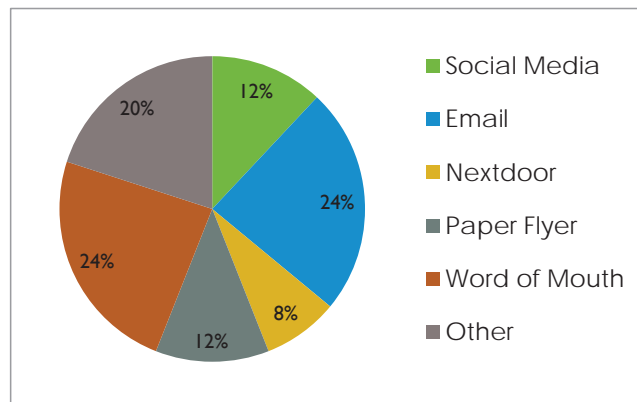
February 27, 2019
Melbourne Beach Community Center

Total Number of Attendees: 25

Survey Results					
	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
I have increased my understanding of the Bicycle/Pedestrian master Plan	8	7	2	0	0
I was able to have my transportation question(s) answered	7	8	2	0	0
The visual aids were beneficial (handouts, display boards)	8	10	0	0	0
Staff were friendly and professional	17	1	0	0	0
The location of the Public Meeting was appropriate	15	3	0	0	0
The time of the Public Meeting was appropriate	11	6	1	0	0
Totals	66	35	5	0	0
Percentages	62%	33%	5%	0%	0%

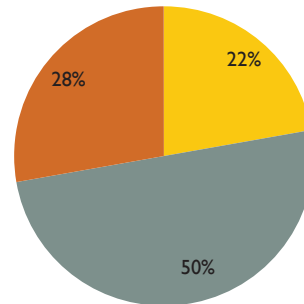


How did you hear about this meeting?					
Social Media	Email	Nextdoor	Paper Flyer	Word of Mouth	Other
3	6	2	3	6	5

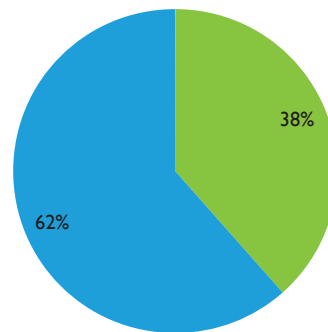


Demographics

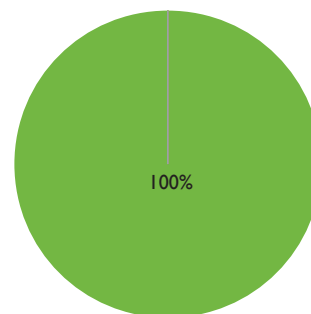
	Age
18 or younger	0
19-34	0
35-49	4
50-64	9
65+	5



	Gender
Male	5
Female	8



	Ethnicity
White or Caucasion	18
Hispanic or Latino	0
American Indian or Alaska Native	0
Black or African American	0
Asian or Asian American	0
Native Hawaiian or other Pacific Islander	0
One or More	0
Other	0



Additional Comments

Publish a description of the meeting organization on the website so attendees know what it's about

Loop a video with a short presentation concerning the important aspects of the planning process

Great forum!

Some of the signage is a little confusing

5pm is a bit early, 6 would be easier.

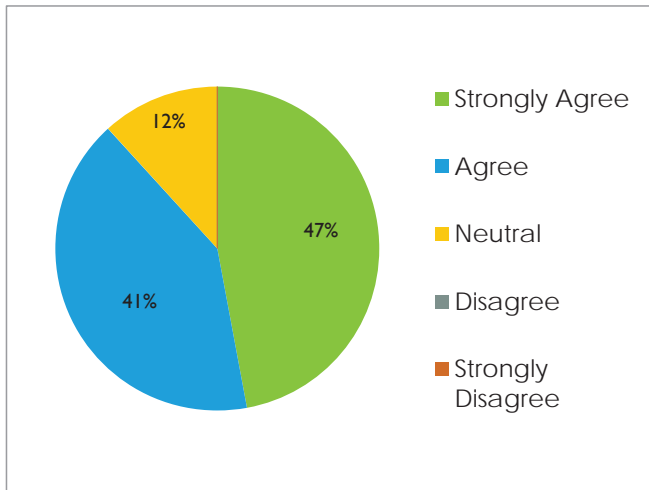
Great format!

I like the format. Wish more people would participate

5pm is still a little early to get to for office workers. It was not obvious to me that it was more interactive and showing up later when more convenient would be ok.

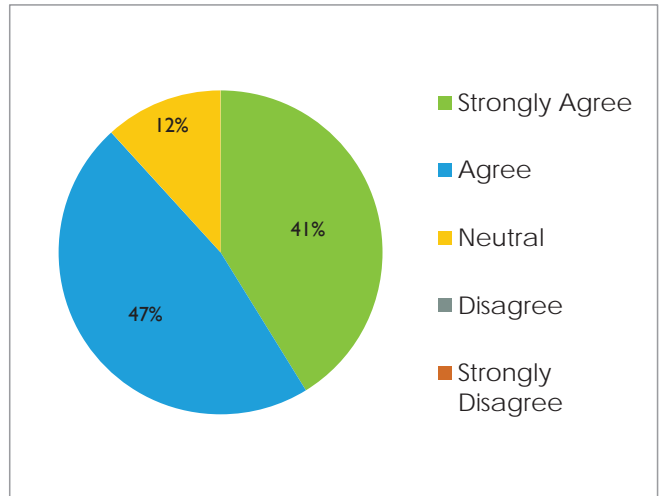
I have increased my understanding of the Bicycle & Pedestrian Master Plan

Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
8	7	2	0	0



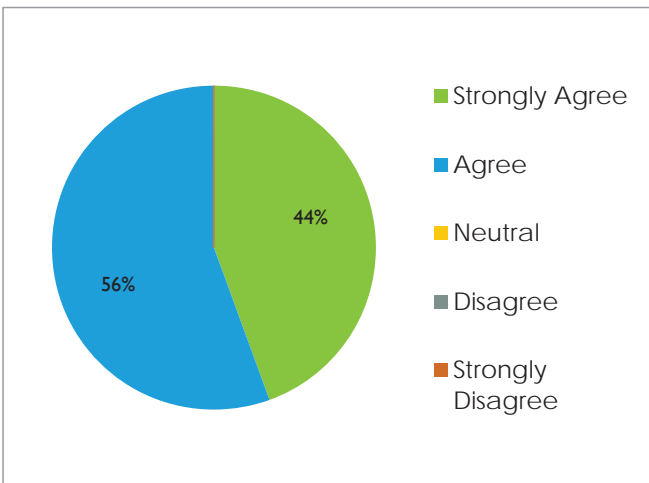
I was able to have my transportation question(s) answered

Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
7	8	2	0	0



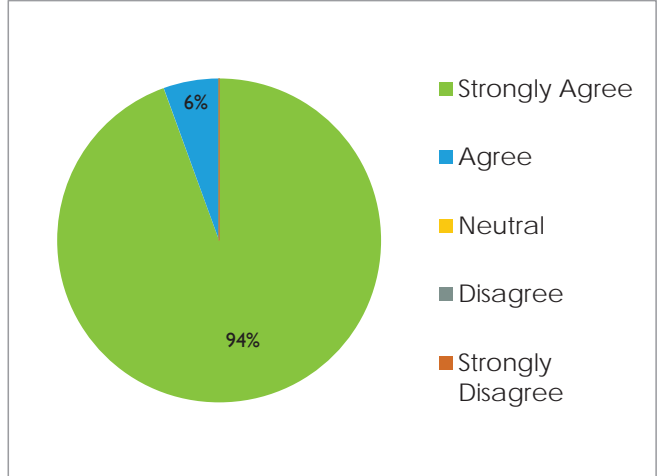
The visual aids were beneficial (handouts, display boards)

Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
8	10	0	0	0



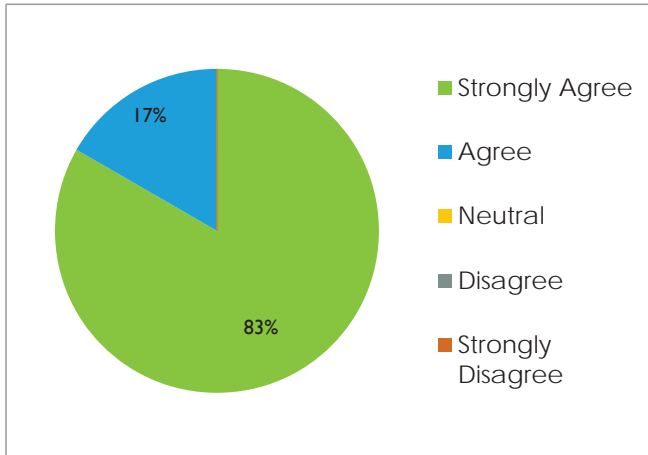
Staff were friendly and professional

Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
17	1	0	0	0



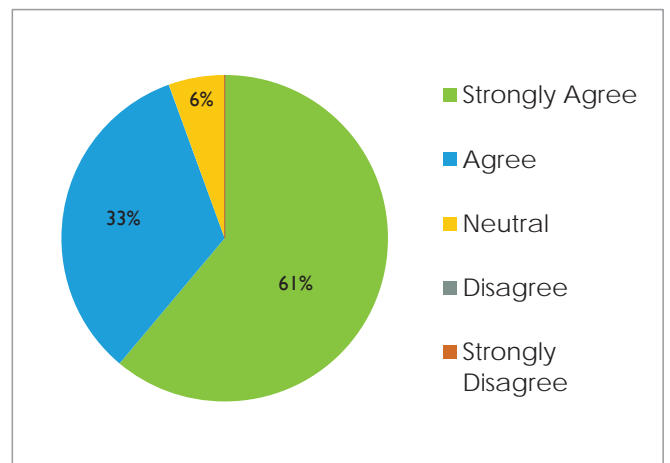
The location of the Public Meeting was appropriate

Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
15	3	0	0	0



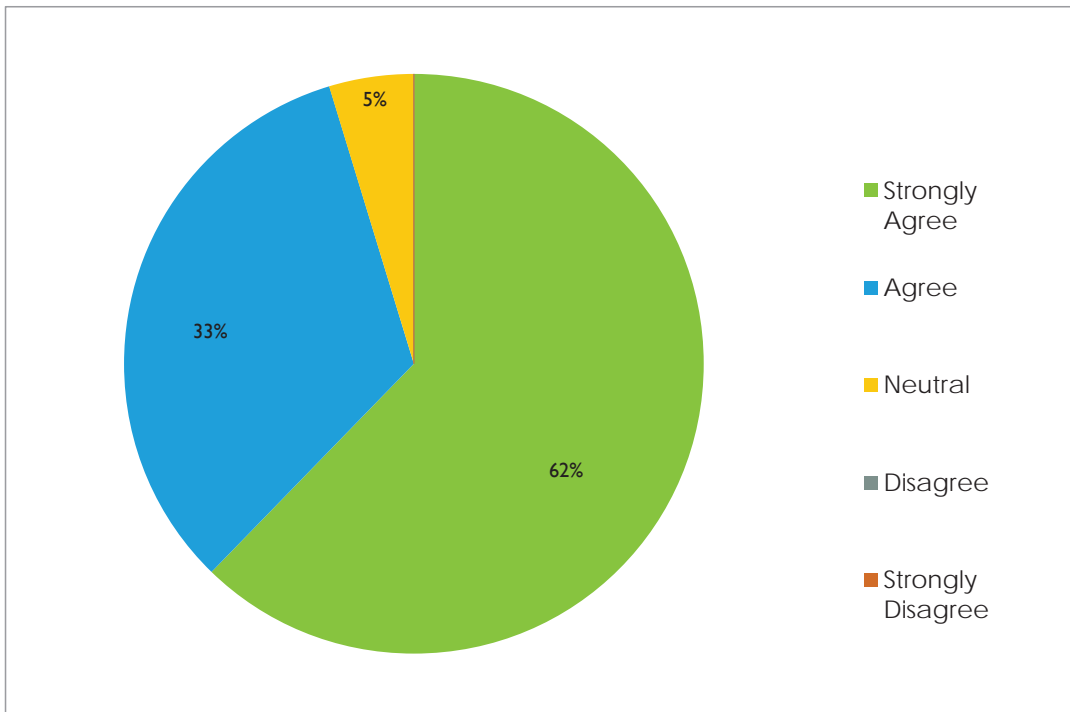
The time of the Public Meeting was appropriate

Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
11	6	1	0	0

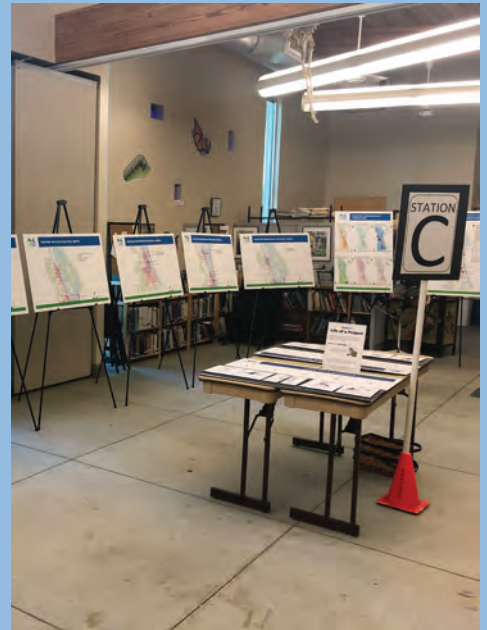


Overall Totals

Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
66	35	5	0	0



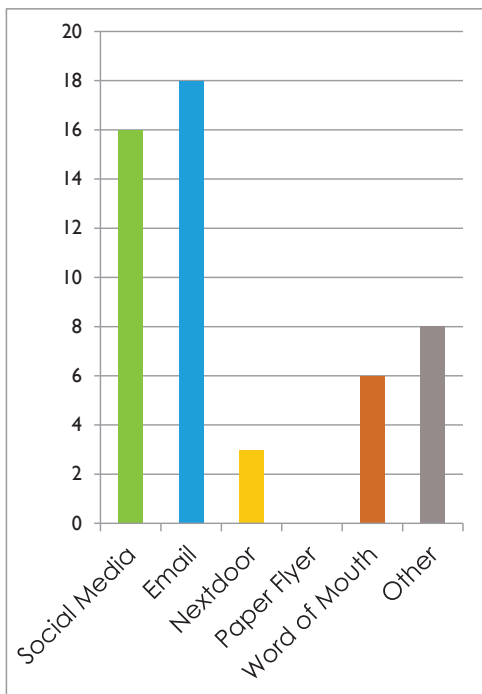
North Brevard



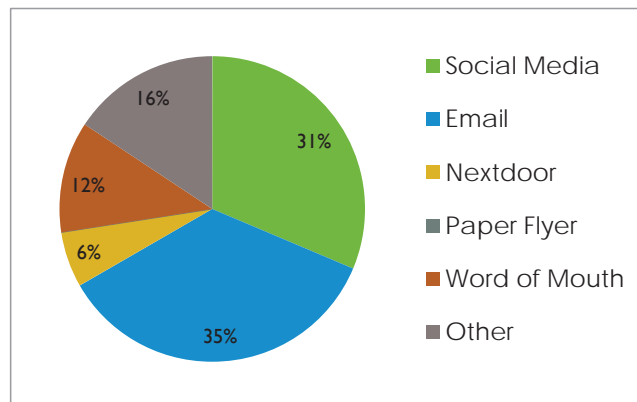
February 28, 2019
Enchanted Forest Sanctuary

Total Number of Attendees: 16

Survey Results					
	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
I have increased my understanding of the Bicycle/Pedestrian master Plan	6	7	0	0	0
I was able to have my transportation question(s) answered	5	7	1	0	0
The visual aids were beneficial (handouts, display boards)	6	6	1	0	0
Staff were friendly and professional	11	2	0	0	0
The location of the Public Meeting was appropriate	9	4	0	0	0
The time of the Public Meeting was appropriate	9	3	1	0	0
Totals	46	29	3	0	0
Percentages	59%	37%	4%	0%	0%

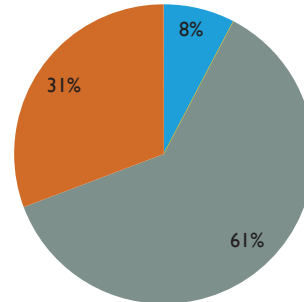


How did you hear about this meeting?					
Social Media	Email	Nextdoor	Paper Flyer	Word of Mouth	Other
16	18	3	0	6	8

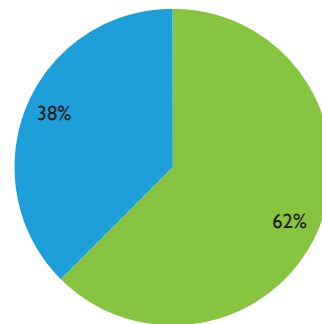


Demographics

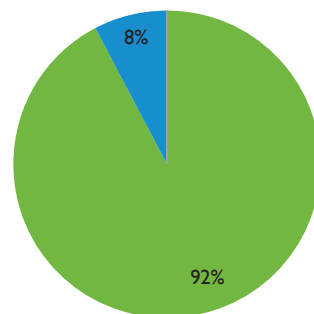
	Age
18 or younger	0
19-34	1
35-49	0
50-64	8
65+	4



	Gender
Male	5
Female	3



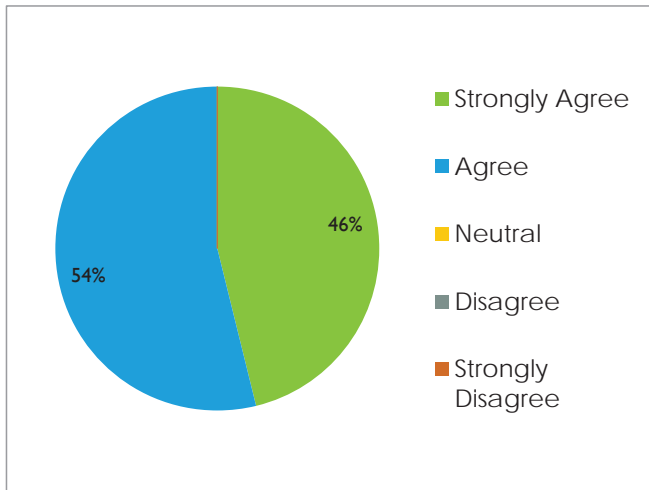
	Ethnicity
White or Caucasion	12
Hispanic or Latino	1
American Indian or Alaska Native	0
Black or African American	0
Asian or Asian American	0
Native Hawaiian or other Pacific Islander	0
One or More	0
Other	0



Additional Comments
I was not clear on the time. I thought it started at 7.
Excellent educational materials. Appreciated availability of staff to answer questions. In advertising all include infor regarding timeline - what is done/what will have decisions based on input.
Provide a map of existing trails
Invite public officials to participate, let us know plans, priorities, how to get involved
Additional video based education
Just continue getting the word out on social media. I'm here due to your work on Nextdoor!
The room was very loud. Too much noise - not what I expected. It was like here it is and if you like it ok, if you do not like it ok!
Give a presentation and then solicit questions
Great advertising of the public meeting. I can't think of anything that would improve participation - short of \$... lol
It was on social media
I was expecting an overview first.

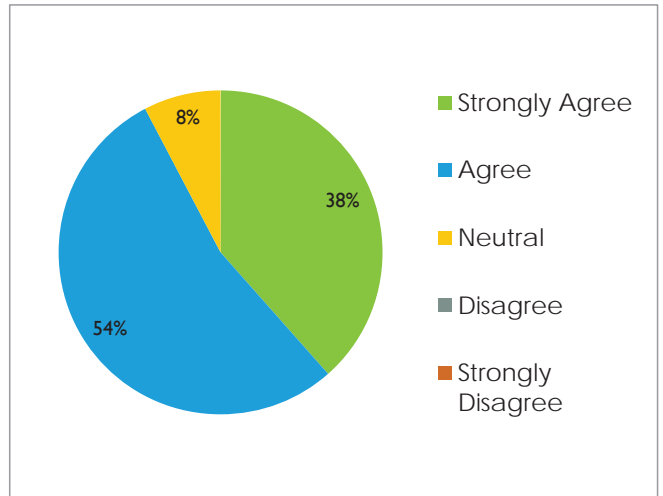
I have increased my understanding of the Bicycle & Pedestrian Master Plan

Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
6	7	0	0	0



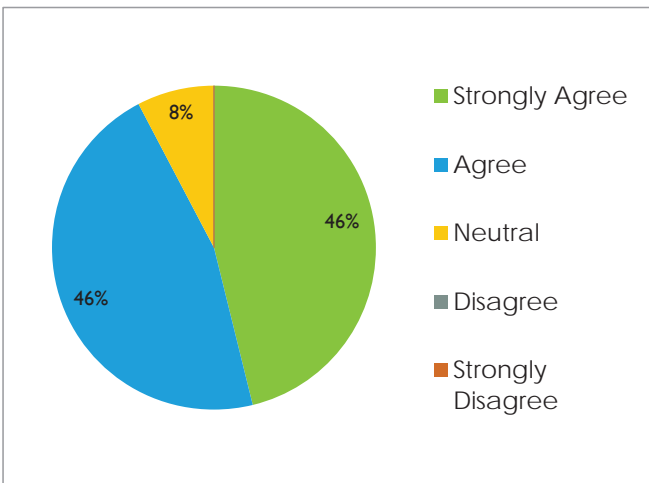
I was able to have my transportation question(s) answered

Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
5	7	1	0	0



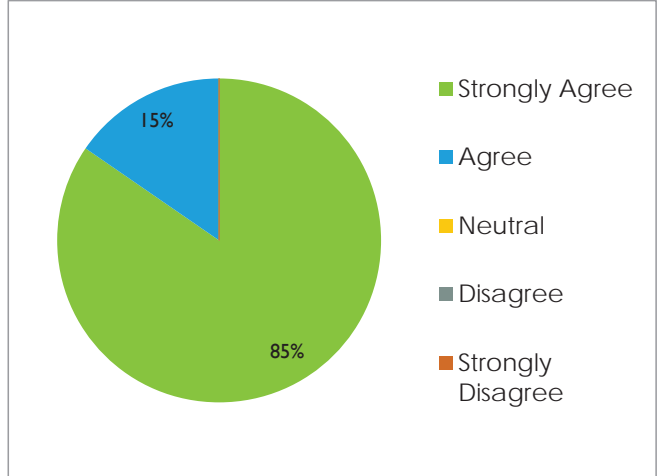
The visual aids were beneficial (handouts, display boards)

Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
6	6	1	0	0



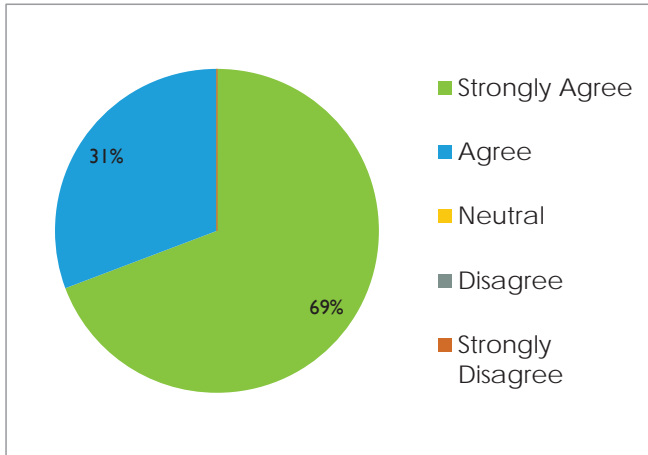
Staff were friendly and professional

Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
11	2	0	0	0



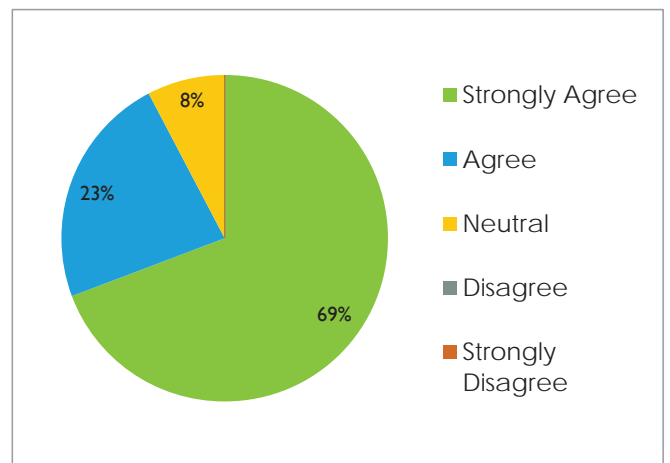
The location of the Public Meeting was appropriate

Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
9	4	0	0	0



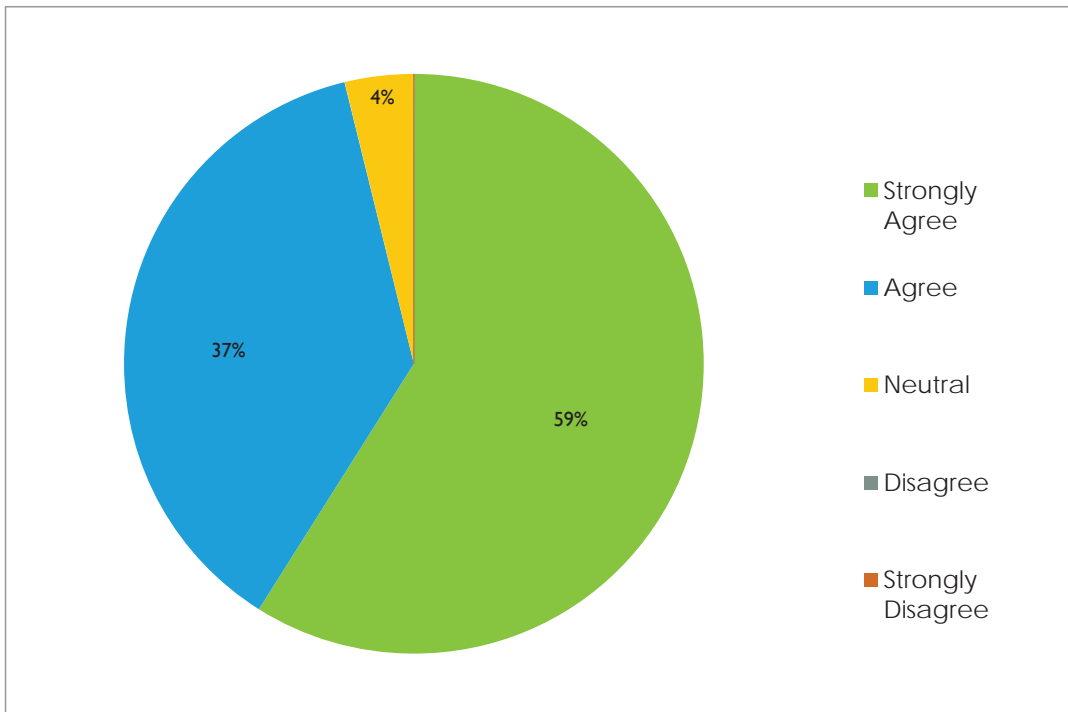
The time of the Public Meeting was appropriate

Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
9	3	1	0	0

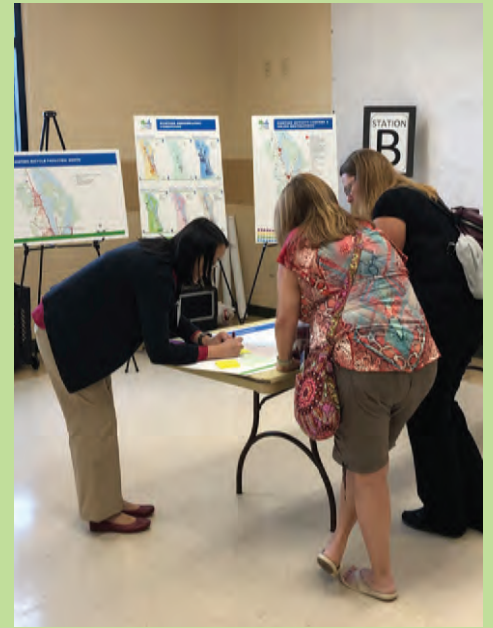


Overall Totals

Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
46	29	3	0	0



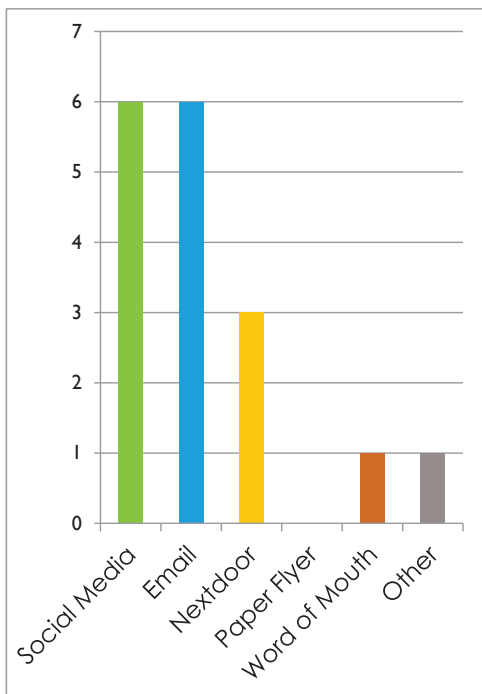
South Brevard



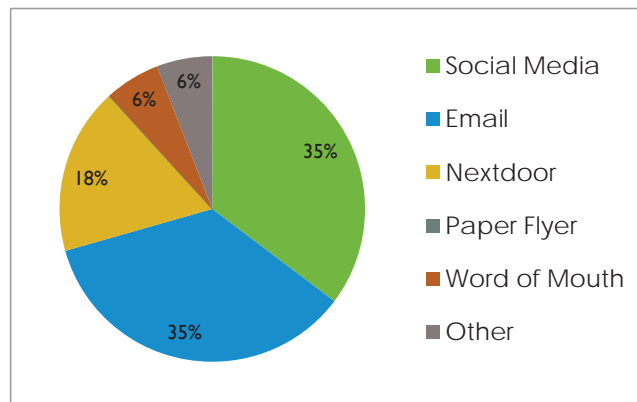
March 13, 2019
Ted Whitlock Community Center

Total Number of Attendees: 15

Survey Results					
	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
I have increased my understanding of the Bicycle/Pedestrian master Plan	2	3	1	0	0
I was able to have my transportation question(s) answered	2	2	2	0	0
The visual aids were beneficial (handouts, display boards)	3	3	0	0	0
Staff were friendly and professional	4	2	0	0	0
The location of the Public Meeting was appropriate	3	1	2	0	0
The time of the Public Meeting was appropriate	3	2	1	0	0
Totals	17	13	6	0	0
Percentages	47%	36%	17%	0%	0%

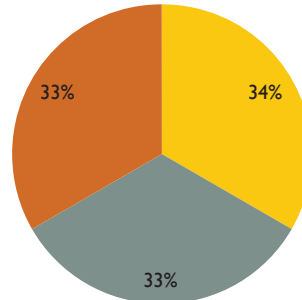


How did you hear about this meeting?					
Social Media	Email	Nextdoor	Paper Flyer	Word of Mouth	Other
6	6	3	0	1	1

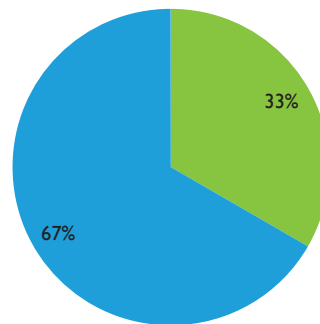


Demographics

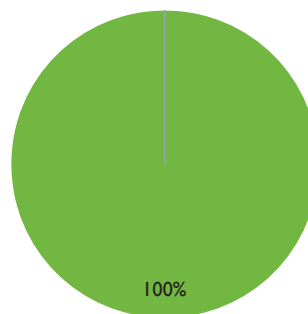
	Age
18 or younger	0
19-34	0
35-49	2
50-64	2
65+	2



	Gender
Male	1
Female	2



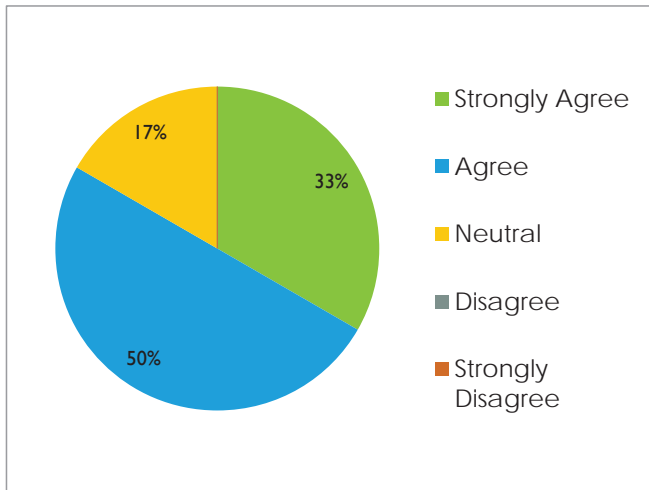
	Ethnicity
White or Caucasion	6
Hispanic or Latino	0
American Indian or Alaska Native	0
Black or African American	0
Asian or Asian American	0
Native Hawaiian or other Pacific Islander	0
One or More	0
Other	0



Additional Comments
Perhaps indicate is an open meeting where people can come anytime between 5-7
A short explanation/presentation of the objectives, participants, and "where we are" and "where we want to go" would be helpful to attendees.
Have available ability for specific input to improvements
Job well done

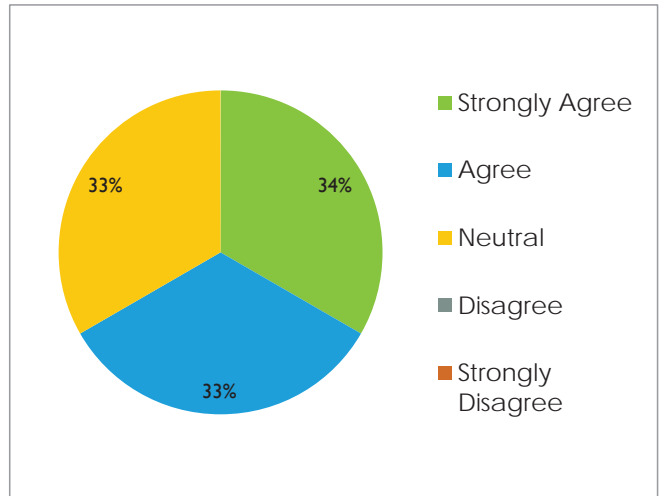
I have increased my understanding of the Bicycle & Pedestrian Master Plan

Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
2	3	1	0	0



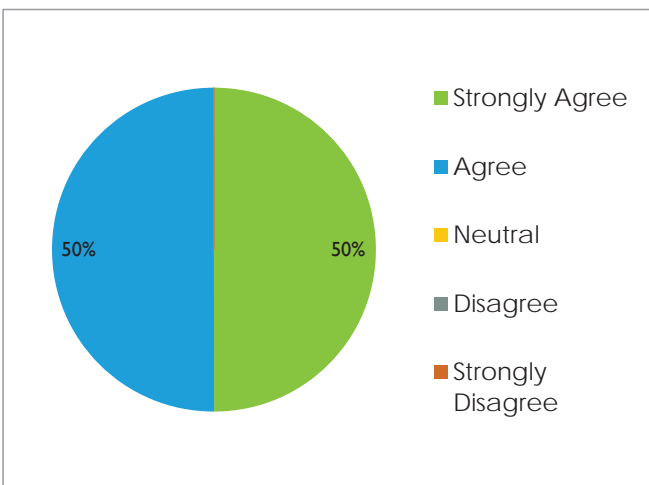
I was able to have my transportation question(s) answered

Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
2	2	2	0	0



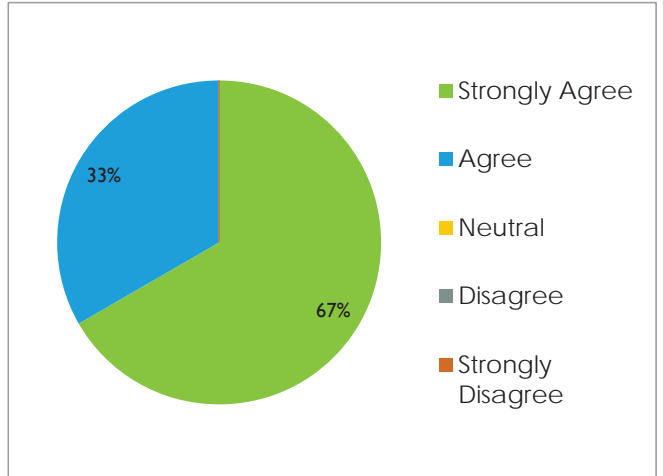
The visual aids were beneficial (handouts, display boards)

Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
3	3	0	0	0



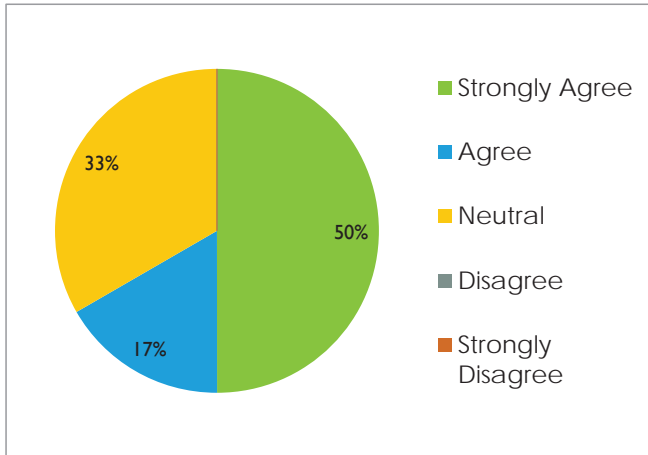
Staff were friendly and professional

Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
4	2	0	0	0



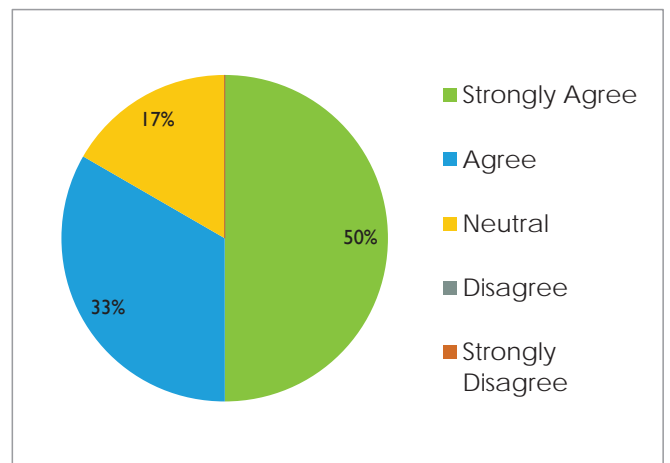
The location of the Public Meeting was appropriate

Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
3	1	2	0	0



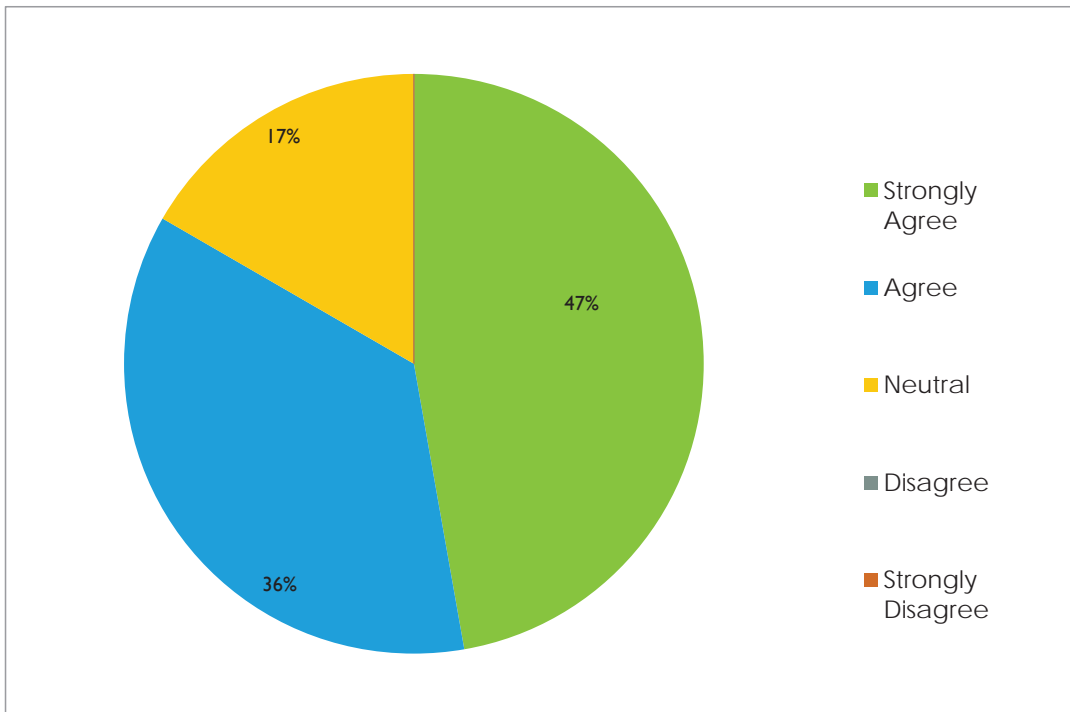
The time of the Public Meeting was appropriate

Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
3	2	1	0	0

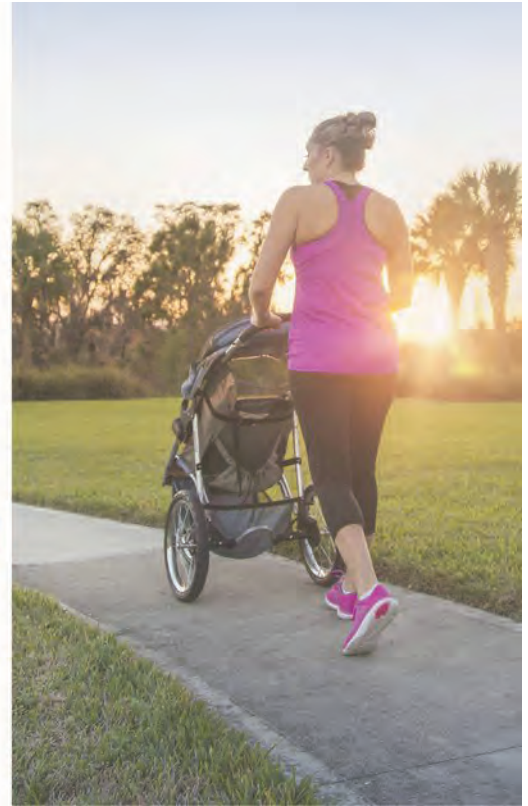


Overall Totals

Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
17	13	6	0	0

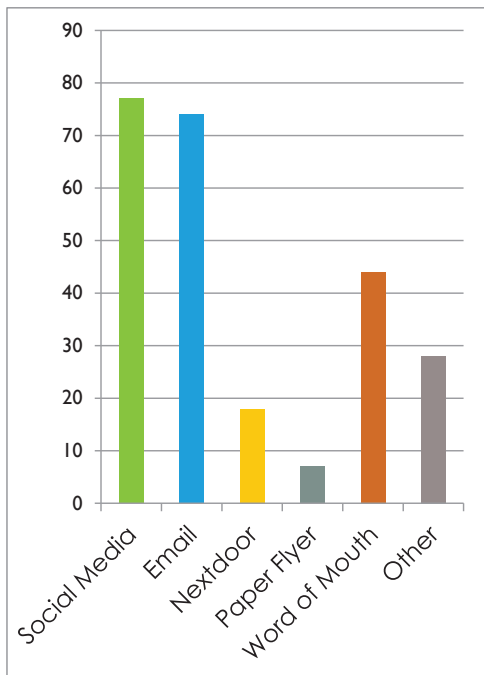


All Meetings

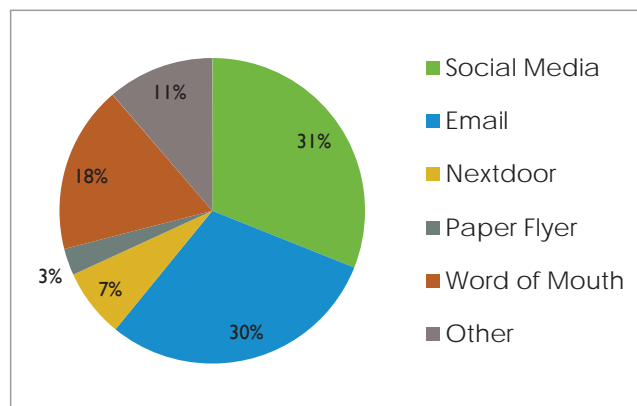


Total Number of Attendees: 202

Survey Results					
	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
I have increased my understanding of the Bicycle/Pedestrian master Plan	51	72	13	0	2
I was able to have my transportation question(s) answered	46	64	25	2	0
The visual aids were beneficial (handouts, display boards)	60	65	10	2	0
Staff were friendly and professional	117	22	0	0	2
The location of the Public Meeting was appropriate	111	24	4	0	2
The time of the Public Meeting was appropriate	92	38	8	1	2
Totals	477	285	60	5	8
Percentages	57%	34%	7%	1%	1%

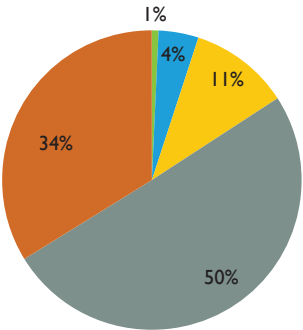


How did you hear about this meeting?					
Social Media	Email	Nextdoor	Paper Flyer	Word of Mouth	Other
77	74	18	7	44	28

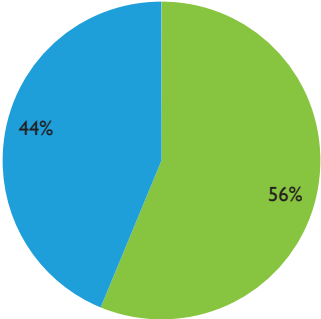


Demographics

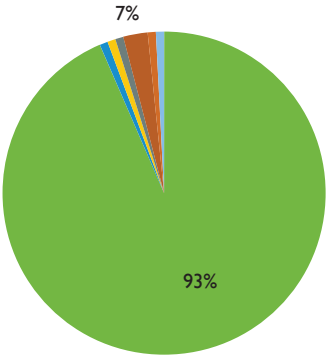
	Age
18 or younger	1
19-34	6
35-49	15
50-64	70
65+	47



	Gender
Male	54
Female	42

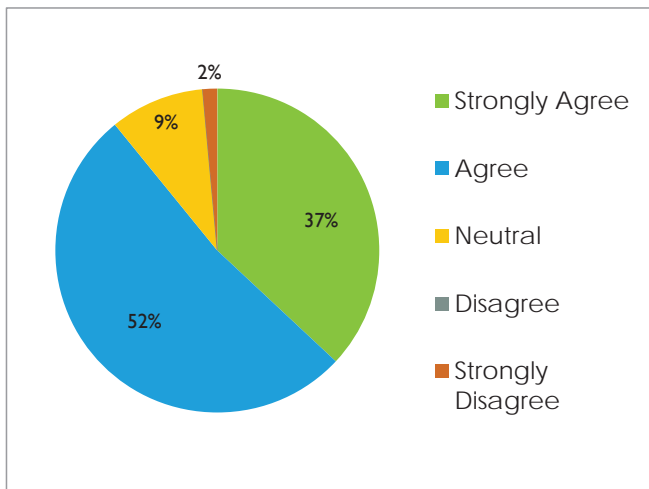


	Ethnicity
White or Caucasion	115
Hispanic or Latino	1
American Indian or Alaska Native	1
Black or African American	1
Asian or Asian American	3
Native Hawaiian or other Pacific Islander	0
One or More	1
Other	1



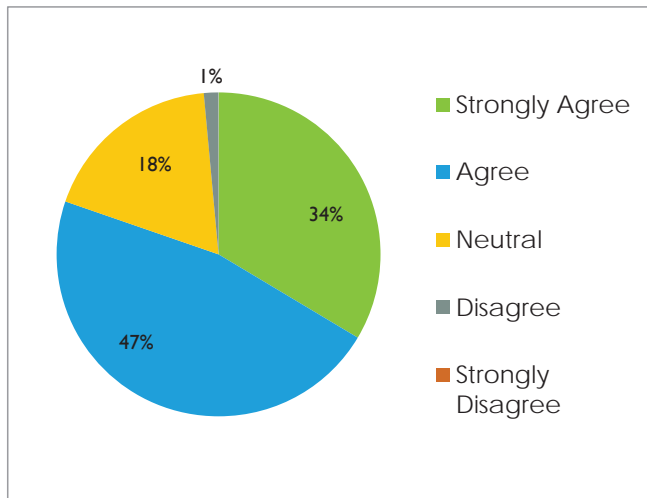
I have increased my understanding of the Bicycle & Pedestrian Master Plan

Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
51	72	13	0	2



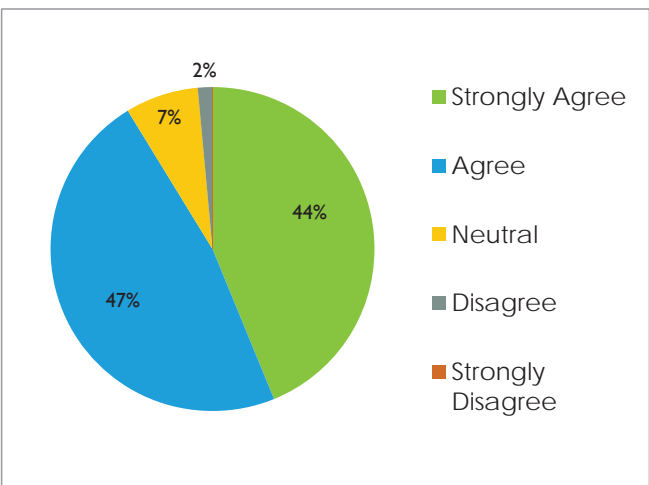
I was able to have my transportation question(s) answered

Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
46	64	25	2	0



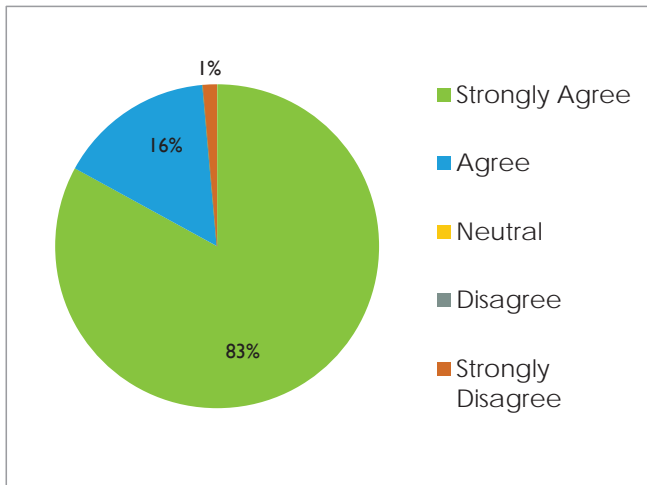
The visual aids were beneficial (handouts, display boards)

Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
60	65	10	2	0



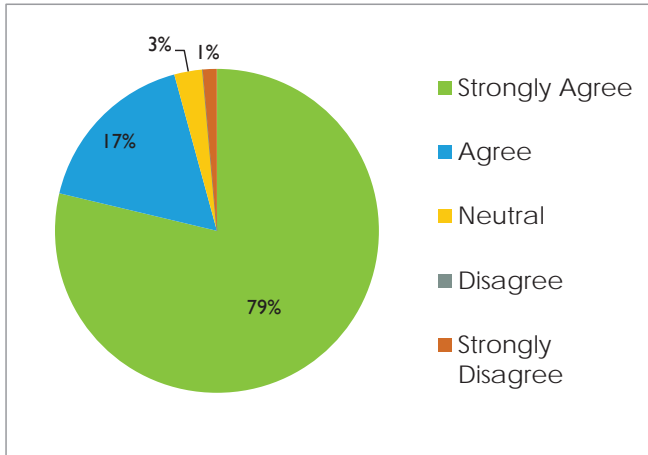
Staff were friendly and professional

Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
117	22	0	0	2



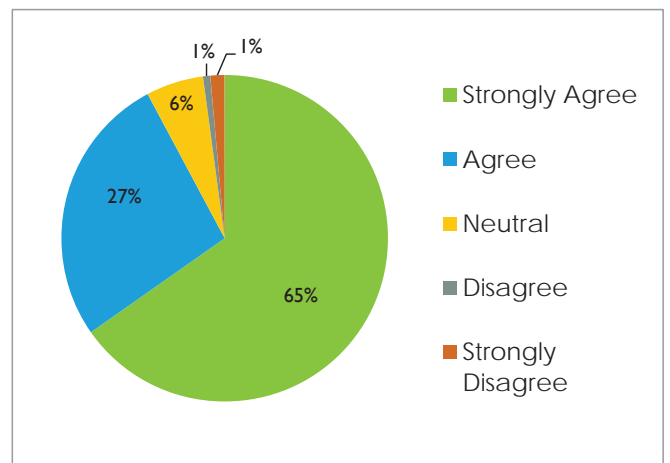
The location of the Public Meeting was appropriate

Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
111	24	4	0	2



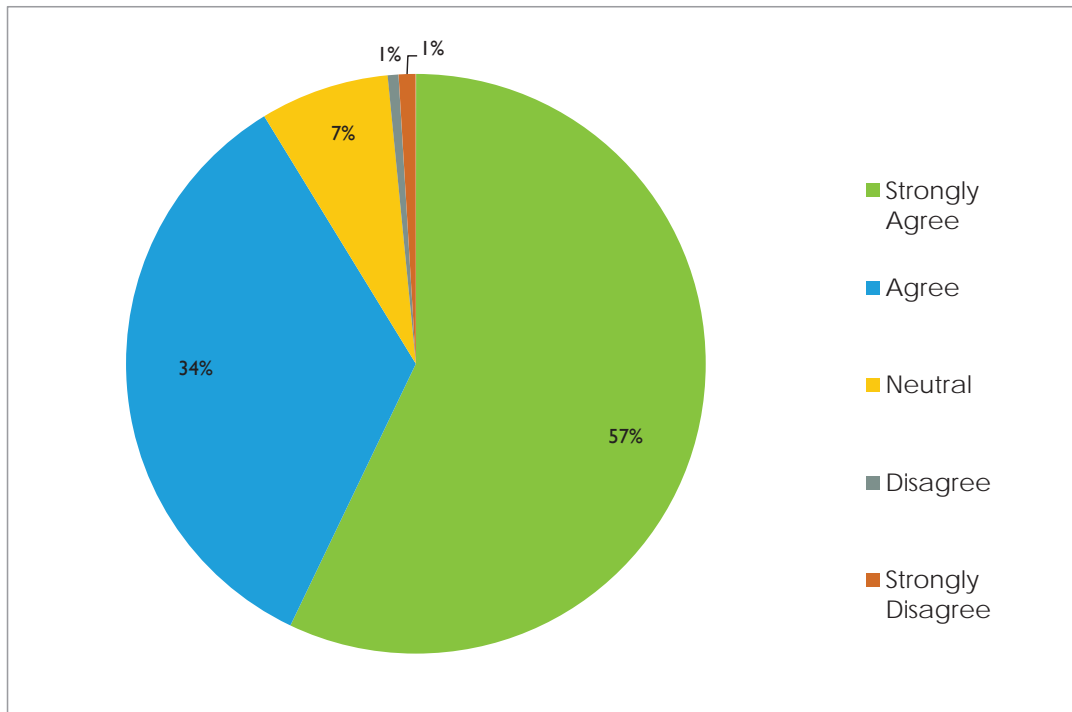
The time of the Public Meeting was appropriate

Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
92	38	8	1	2



Overall Totals

Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
477	285	60	5	8



Appendix B: Prioritization Process Calculations

Table B-1: Step 1- Segment Level Assessment Score

Table B-2: Step 2- Corridor Level Score

Table B-3: Priority Corridor Shortlist Scoring

Table B-4: Bicycle and Pedestrian Coverage Score

Table B-5: Level of Pedestrian Comfort Score

Table B-6: Level of Bicycle Traffic Stress Score

Table B-7: Trails Connectivity Score

Table B-8: Total Prioritization Score

Table B-9: All Corridors Master List (By Corridor Name)

Table B-1: Step 1- Segment Level Assessment Score (By Corridor Name)

Segment ID	Corridor Road Name	Corridor ID	Road Name	Segment Name	Area ID	Jurisdiction	Downtown Activity Center Points	Suburban Activity Center Points	Rural Town Center Points	Major Destinations Points	Park Points	Trailhead Points	Library Points	School Points	University/ College Points	Total Land Use Score	Population Density Raw Number	Population Density Points	Percentage of Residents Under 18 Raw Number	Percentage of Residents Under 18 Points	Percentage of Residents Above 65 Raw Number	Percentage of Residents Above 65 Points	Percentage of Households in Poverty Raw Number	Percentage of Households in Poverty Points	Percentage of Households with No Car Raw Number	Percentage of Households with No Car Points	Percentage of Households with No Car Points	Job Density Number	Job Density Points	Total Demographic Score	Total Land Use and Demographic Score	Pedestrian or Bicycle Fatal Crash per VMT Raw Number	Pedestrian or Bicycle Fatal Crash per VMT Points	Pedestrian or Bicycle Crash Frequency Raw Number	Pedestrian or Bicycle Crash Frequency Points	Pedestrian or Bicycle Crash Severity Score Raw Number	Pedestrian or Bicycle Crash Severity Score Points	Total Safety Score	Total Weekship for Segment Raw Number	Number of Bus Stops for Segment	Total Per Bus Top Average Weekship for Segment	Total Transit Score Points
1686	1st Street	319	1st St	BRABROOK AVE-US 1	3	GRANT VALKARIA	0	0	0	0	1	0	0	0	0	1	0.22	1	26%	3	13%	1	6%	1	2%	1	0.09	1	8	9	0.000000	0	0.20	1	3	1	2	0	0	0	0	
1714	4th Street	362	4th St	BREYARD AVE N-N ORLANDO AVE	4	COCOA BEACH	0	0	0	0	0	1	1	0	2	4.39	3	11%	2	21%	2	5%	1	10%	2	5.25	3	13	15	0.000000	0	0.20	1	3	1	2	0	0	0	0		
1723	A. Max Brewer Memorial Parkway	383	Max Brewer Memorial Pkwy	SR 402 (A MAX BREWER MEMORIAL PKWY)-SR 402 (A MAX	5	TITUSVILLE	0	0	0	0	0	1	0	0	0	1	0.04	1	12%	2	36%	2	7%	1	11%	2	0.00	1	9	10	0.000000	0	0.00	0	0	0	0	0	0	0		
1724	A. Max Brewer Memorial Parkway	383	Max Brewer Memorial Pkwy	PLAYALINDA BEACH RD-KENNEDY PKWY N	5	UNINCORPORATED	0	0	0	0	0	0	0	0	0	0	0.04	1	12%	2	36%	2	7%	1	11%	2	0.00	1	9	9	0.000000	0	0.00	0	0	0	0	0	0	0		
1726	A. Max Brewer Memorial Parkway	383	Max Brewer Memorial Pkwy	SR 402 (A MAX BREWER MEMORIAL PKWY)-PLAYALINDA BEA	5	UNINCORPORATED	0	0	0	0	0	1	0	0	0	1	0.04	1	12%	2	36%	2	7%	1	11%	2	0.00	1	9	10	0.000000	0	0.00	0	0	0	0	0	0	0		
75	Adamson Road	65	ADAMSON	PINE-SR 524	2	UNINCORPORATED	0	0	0	0	0	0	0	0	0	0	0.25	1	28%	3	23%	2	3%	1	4%	1	0.06	1	9	9	0.000000	0	0.40	2	9	2	4	0	0	0	0	
1542	Adamson Road	65	Pine St	SR 528 (BEACHLINE EXPY)-CITRUS BLVD	1	UNINCORPORATED	0	0	0	0	0	0	0	0	0	0	0.32	1	4%	1	15%	1	8%	1	0%	1	0.06	1	6	6	0.000000	0	0.00	0	0	0	0	0	0	0		
1546	Adamson Road	65	Pine St	COCONUT AVE-SR 528 (BEACHLINE EXPY)	2	UNINCORPORATED	0	0	0	0	0	0	0	0	0	0	0.25	1	24%	3	23%	2	2%	1	2%	1	0.04	1	9	9	0.000000	0	0.40	2	9	2	4	0	0	0	0	
501	Airport Road	109	AIRPORT	NASA-APOLLO	3	MELBOURNE	0	0	0	0	0	0	0	1	0	1	0.39	1	4%	1	43%	3	19%	2	27%	3	2.94	2	12	13	0.000000	0	0.00	0	0	0	0	0	4	2	2	1
502	Airport Road	109	AIRPORT	HIBISCUS-NASA	3	MELBOURNE	0	0	0	0	0	0	0	1	0	1	1.03	1	7%	1	36%	2	33%	3	13%	2	6.22	3	12	13	0.000000	0	0.00	0	0	0	0	0	41	4	10	3
503	Airport Road	109	AIRPORT	US 192-HIBISCUS	3	MELBOURNE	0	0	0	0	0	0	0	1	0	1	3.97	2	14%	2	18%	1	24%	2	7%	2	5.78	3	12	13	0.000000	0	1.00	3	17	2	5	11	2	6	2	
1590	Americana Boulevard	320	Americana Blvd	JUPITER BLVD-MINTON RD	3	PALM BAY	0	0	0	0	0	0	0	1	0	1	3.75	2	21%	3	16%	1	15%	1	3%	1	0.47	1	9	10	0.000000	0	0.20	1	4	1	2	0	0	0	0	
1592	Americana Boulevard	320	Americana Blvd	ELDRON-EMERSON	3	PALM BAY	0	0	0	0	0	0	0	1	0	1	3.26	2	11%	2	24%	2	0%	1	6%	2	0.16	1	10	11	0.000000	0	0.20	1	16	2	3	0	0	0	0	
1666	Americana Boulevard	320	Americana Blvd	MINTON-ELDRON	3	PALM BAY	0	0	0	0	0	0	0	1	0	1	3.31	2	12%	2	23%	2	1%	1	6%	2	0.24	1	10	11	0.000000	0	0.00	0	0	0	0	0	0	0	0	
510	Apollo Boulevard	110	APOLLO	AIRPORT-ST. MICHAELS	3	MELBOURNE	0	0	0	0	0	0	0	1	0	2	1.31	1	16%	2	24%	2	14%	1	9%	2	2.84	2	10	12	0.000000	0	0.00	0	0	0	0	0	16	2	8	3
538	Apollo Boulevard	110	APOLLO	ST. MICHAELS - SARNO	3	MELBOURNE	0	1	0	0	0	0	0	1	0	2	3.63	2	17%	2	22%	2	22%	2	3%	1	1.81	2	11	13	0.000000	0	0.00	0	0	0	0	0	11	2	6	2
571	Apollo Boulevard	111	APOLLO	SARNO-EAU GALLIE BLVD	3	MELBOURNE	0	1	0	0	0	0	0	1	0	2	6.08	3	22%	3	19%	1	26%	2	2%	1	1.42	2	12	14	0.000000	0	0.00	0	0	0	0	0	0	0	0	0
1593	Apollo Blvd	110	Apollo Blvd	E SHERIDAN RD- HIBISCUS BLVD	3	MELBOURNE	0	0	0	1	0	0	0	1	0	2	1.11	1	20%	3	24%	2	39%	3	17%	2	36.67	3	14	16	0.000000	0	0.00	0	0	0	0	0	0	1	0	0
1616	Apollo Boulevard	110	Apollo Blvd	BABCOCK BLVD- E NASA BLVD	3	MELBOURNE	0	0	0	0	0	0	0	1	0	2	0.87	1	17%	2	22%	2	8%	1	13%	2	14.00	3	11	13	0.000000	0	0.00	0	0	0	0	0	0	0	0	0
1641	Apollo Boulevard	110	Apollo Blvd	BULLDOG BLVD-E NASA BLVD	3	MELBOURNE	0	0	0	0	1	0	0	1	0	3	0.30	1	3%	1	45%	3	0%	1	38%	3	36.00	3	12	15	0.000000	0	0.20	1	4	1	2	2	2	1	1	0
1642	Apollo Boulevard	110	Apollo Blvd	FEE-HIBISCUS	3	MELBOURNE	0	0	0	0	1	0	0	1	0	2	3.76	2	25%	3	18%	1	41%	3	14%	2	13.56	3	14	16	0.000000	0	0.00	0	0	0	0	0	0	0	0	0
1588	Atz Road	321	Atz Rd	WEBER RD-COREY RD	3	MALABAR	1	0	0	0	0	0	0	0	0	1	0.41	1	16%	2	23%	2	7%	1	3%	1	0.03	1	8	9	0.000000	0	0.00	0	0	0	0	0	0	0	0	0
366	Aurora Road	113	AURORA	CROTON-STEWART	3	MELBOURNE	1	0	0	0	0	0	0	1	0	2	5.05	3	18%	2	16%	1	9%	1	4%	1	1.92	2	10	12	0.001160	3	0.40	2	294	3	8	42	3	14	3	
376	Aurora Road	113	AURORA	STEWART-US 1	3	MELBOURNE	0	0	0	1	1	0	0	1	0	3	5.75	3	14%	2	17%	1	10%	1	8%	2	2.64	2	11	14	0.000000	0	0.20	1	16	2	3	0	0	0	0	
507	Aurora Road	112	AURORA	J RODES-TURTLEMOUND	3	UNINCORPORATED	0	0	0	0	0	0	0	1	0	1	3.08	2	17%	2	20%	1	5%	1	0%	1	0.13	1	8	9	0.000000	0	0.40	2	4	1	3	3	2	2	1	
514	Aurora Road	112	AURORA	TURTLEMOUND-WICKHAM	3	MELBOURNE	0	1	0	0	0	0	0	1	0	2	3.00	2	16%	2	20%	2	5%	1	0%	1	1.56	2	10	12	0.000000	0	0.40	2	32	3	5	17	2	9	3	
515	Aurora Road	113	AURORA	WICKHAM-CROTON	3	MELBOURNE	0	1	0	0	0	0	0	1	0	2	4.50	3	17%	2	21%	2	17%	2	1%	1	2.11	2	12	14	0.000000	0	0.40	2	7	2	4	11	3	4	2	
1648	Aurora Road	112	Aurora Rd	HARLOCK RD-JOHN RODES	3	UNINCORPORATED	0	0	0	0	0	0	0	1	0	1	4.27	3	21%	3	19%	1	13%	1	0%	1	0.15	1	10	11	0.000000	0	0.00	0	0	0	0	0	0	0	0	0
370	Babcock Street	114	BABCOCK	MICCO-GRANT	3	GRANT VALKARIA	1	0	0	0	0	0	0	0	0	1	0.47	1	28%	3	13%	1	6%	1	3%	1	0.03	1	8	9	0.000000	0	0.00	0	0	0	0	0	0	0	0	0
375	Babcock Street	118	BABCOCK	BULLDOG BLVD.-NASA	3	MELBOURNE	0	1	0	0	0	0	0	1	0	2	0.30	1	3%	1	45%	3	0%	1	38%	3	9.54	3	12	14	0.000000	0	0.40	2	7	2	4	17	1	17	4	
446	Babcock Street	114	BABCOCK	INDIAN RV CO-MICCO	3	UNINCORPORATED	0	0	0	0	0	1	0	0	0	1	0.04	1	8%	1	49%	3	7%	1	5%	1	0.00	1	8	9	0.000000	0	0.00	0	0	0	0	0	0	0	0	0
447	Babcock Street	115	BABCOCK	GRANT-VALKARIA	3	GRANT VALKARIA	0	0	0	0	0	0	0	1	0	1	1.45	1	25%	3	10%	1	6%	1	3%	1	0.05	1	8	9	0.000000	0	0.20	1	4	1	2	0	0	0	0	0
448	Babcock Street	115	BABCOCK	WACO BLVD-FOUNDATION PARK BLVD	3	MALABAR	0	0	0	0	0	0	0	1	0	1	1.20	1	19%	2	18%	1	15%	1	4%	1	0.26	1	7	8	0.000000	0	0.20	1	4	1	2	0	0	0	0	0
449	Babcock Street	115	BABCOCK	FOUNDATION PK-MALABAR	3	MALABAR	0	0	0	0	0	0	0	1	0	1	1.31	1	22%	3	19%	1	18%	2	2%	1	2.12	2	10	11	0.000000	0	0.20	1	16	2	3	3	3	1	1	0
461	Babcock Street	118	BABCOCK	US 192-FEE	3	MELBOURNE	0	0	0	0	1	0	0	1	0	2	4.55	3	22%	3	19%	1	38%	3	15%	2	5.58	3	15	17	0.000000	0	0.20	1	4	1	2	12	1	12	3	
462	Babcock Street	118	BABCOCK	FEE-HIBISCUS	3	MELBOURNE	0	1	0	0	1	0	0	1	0	3	3.75	2	25%	3	18%	1	41%	3	14%	2	11.24	3	14	17	0.000000	0	0.40	2	3	1	3	0	0	0	0	0
463	Babcock Street	118	BABCOCK	HIBISCUS-BULLDOG BLVD.	3	MELBOURNE	0	1	0	0	1	0	0	1	0	3	1.11	1	20%	3	24%	2	39%	3	17%	2	12.83	3	14	17	0.000000	0	0.40	2	5	1	3	173	2	87	4	
464	Babcock Street	118	BABCOCK	NASA-APOLLO	3	MELBOURNE	0	0	0	0	1	0	0	1	0	2	0.47	1	10%	2	33%	2	7%	1	24%	3	6.62	3	12	14	0.000000	0	0.00	0	0	0	0	0	22	1	22	4
597	Babcock Street	115	BABCOCK	VALKARIA-WACCO	3	GRANT VALKARIA	0	0	0	0	0	0	0	1	0	1	1.47	1	13%	2	12%	1	7%	1	3%	1	0.24	1	7	8	0.000000	0	0.00	0	0	0	0	0	0	0	0	0
1639	Babcock Street	118	Babcock St	N HARBOR CITY BLVD-NIEMAN AVE	3	MELBOURNE	0	0	0	0	0	0	0	1	0	1	3.44	2	23%	3	17%	1	11%	1	9%	2	7.16	3	12	13	0.000000											

Table B-1: Step 1- Segment Level Assessment Score (By Corridor Name) (Continued)

Segment ID	Corridor Road Name	Corridor ID	Road Name	Segment Name	Area ID	Jurisdiction	Downtown Activity Center Points	Suburban Activity Center Points	Rural Town Center Points	Major Destinations Points	Park Points	Trailhead Points	Library Points	School Points	University/ College Points	Total Land Use Score	Population Density Raw Number	Population Density Points	Percentage of Residents Under 18 Raw Number	Percentage of Residents Under 18 Points	Percentage of Residents Above 65 Raw Number	Percentage of Residents Above 65 Points	Percentage of Poverty Raw Number	Percentage of Poverty Points	Percentage of Households with No Car Raw Number	Percentage of Households with No Car Points	Percentage of Households with No Car Points	Job Density Number	Job Density Points	Total Demographic Score	Total Land Use and Demographic Score	Pedestrian or Bicycle Fatal Crash per VMT Raw Number	Pedestrian or Bicycle Fatal Crash per VMT Points	Pedestrian or Bicycle Crash Frequency Raw Number	Pedestrian or Bicycle Crash Frequency Points	Pedestrian or Bicycle Crash Severity Score Raw Number	Pedestrian or Bicycle Crash Severity Score Points	Total Safety Score	Total Weekday Ridership for Segment Raw Number	Number of Bus Stops for Segment	Total Per Bus Top Average Weekday Ridership for Segment	Total Transit Score Points	
355	Dairy Road	122	DAIRY	US 192-HIBISCUS	3	MELBOURNE	0	0	0	0	0	0	0	1	0	1	3.33	2	10%	1	16%	1	8%	1	4%	1	5.54	3	9	10	0.000000	0	0.00	0	0	0	0	0	0	0	0	0	
356	Dairy Road	121	DAIRY	EDGEWOOD-US 192	3	WEST MELBOURNE	0	0	0	0	0	0	0	1	0	1	4.13	3	15%	2	22%	2	16%	2	4%	1	3.00	3	13	14	0.000000	0	0.00	0	0	0	0	0	0	0	0	0	
472	Dairy Road	121	DAIRY	PALM BAY-EBER	3	MELBOURNE	0	0	0	0	0	0	0	1	0	1	5.59	3	12%	2	31%	2	9%	1	7%	2	1.77	2	12	13	0.000000	0	0.20	1	0	0	0	1	12	3	4	2	
473	Dairy Road	121	DAIRY	EBER-FLORIDA	3	UNINCORPORATED	0	0	0	0	0	0	0	1	0	1	4.86	3	11%	2	23%	2	11%	1	4%	1	0.85	1	10	11	0.000000	0	0.20	1	3	1	2	4	1	4	2		
474	Dairy Road	121	DAIRY	FLORIDA-EDGEWOOD	3	MELBOURNE	0	0	0	0	0	0	0	1	0	1	4.51	3	15%	2	22%	2	10%	1	4%	1	0.34	1	10	11	0.000000	0	0.00	0	0	0	0	0	0	0	0		
523	Dairy Road	5	DAIRY	HOLDER-SINGLETON	1	TITUSVILLE	0	0	0	0	0	0	0	1	0	1	3.33	2	21%	3	21%	2	11%	1	3%	1	1.17	2	11	12	0.000000	0	0.20	1	16	2	3	0	0	0	0	0	
1627	De Grootd Road	329	De Grootd Rd	BAYSIDE LAKES-JUPITER BLVD	3	PALM BAY	0	0	0	0	0	0	0	1	0	1	1.13	1	27%	3	13%	1	27%	2	5%	2	0.04	1	10	11	0.000000	0	0.20	1	3	1	2	0	0	0	0	0	
1676	De Grootd Road	329	De Grootd Rd	SAN FILIPPO DR-BAYSIDE LAKES BLVD	3	PALM BAY	0	0	0	0	0	0	0	1	0	1	0.67	1	26%	3	15%	1	12%	1	4%	1	0.48	1	8	9	0.000000	0	0.40	2	18	2	4	0	0	0	0	0	
596	Deering Parkway	6	DEERING PARKWAY	I-95-US 1	1	UNINCORPORATED	0	0	0	0	0	0	0	0	0	0	0.38	1	15%	2	22%	2	2%	1	5%	2	0.00	1	9	9	0.000000	0	0.00	0	0	0	0	0	0	0	0	0	
1508	Deleon Avenue	302	DeLeon Ave	HARRISON ST- SR 405 (SOUTH ST)	1	TITUSVILLE	0	0	0	1	1	0	0	1	0	3	5.02	3	21%	3	23%	2	26%	2	20%	2	0.41	1	13	16	0.000000	0	0.00	0	0	0	0	0	0	0	0	0	
1524	Deleon Avenue	302	DeLeon Ave	MAIN ST-SR 406 (GARDEN ST)	1	TITUSVILLE	0	0	0	1	1	1	0	1	0	4	4.04	3	41%	3	8%	1	68%	3	41%	3	3.25	3	16	20	0.000000	0	0.00	0	0	0	0	0	0	0	0	0	
1527	Deleon Avenue	302	DeLeon Ave	SR 405 (SOUTH ST)-MAIN ST	1	TITUSVILLE	0	0	0	1	1	1	0	1	0	4	4.17	3	37%	3	10%	1	61%	3	38%	3	1.17	2	15	19	0.000000	0	0.20	1	16	2	3	0	0	0	0	0	0
1696	Desoto Parkway	367	Desoto Pkwy	PATRICK DR-HIGHWAY A1A	4	SATELLITE BEACH	1	0	0	0	1	0	0	1	0	3	6.41	3	20%	2	24%	2	4%	1	3%	1	0.94	1	10	13	0.000000	0	0.00	0	0	0	0	0	0	0	0	0	0
45	Dixon Boulevard	73	DIXON	BYRD PLAZA ENT-US 1	2	COCOA	0	1	0	0	0	0	1	0	2	6.79	3	27%	3	11%	1	25%	2	12%	2	2.62	2	13	15	0.000000	0	0.00	0	0	0	0	0	0	0	0	0	0	
46	Dixon Boulevard	73	DIXON	FISKE-BYRD PLAZA ENT	2	COCOA	0	1	0	0	0	0	0	1	0	2	8.95	3	29%	3	8%	1	28%	2	14%	2	2.83	2	13	15	0.000000	0	0.00	0	0	0	0	0	0	0	0	0	0
47	Dixon Boulevard	73	DIXON	CLEARLAKE-PINEDA ST	2	COCOA	0	1	0	0	0	0	0	1	0	2	6.01	3	22%	3	15%	1	34%	3	16%	2	1.12	2	14	16	0.000000	0	0.40	2	16	2	4	106	2	53	4		
51	Dixon Boulevard	73	DIXON	PINEDA ST-FISKE	2	COCOA	0	0	0	0	0	0	0	1	0	1	8.04	3	26%	3	9%	1	29%	2	11%	2	1.07	2	13	14	0.000000	0	0.00	0	0	0	0	0	19	1	19	4	
1585	E New Haven Avenue	345	New Haven Ave	HICKORY ST - S HARBOR CITY BLVD	3	UNINCORPORATED	0	0	0	1	1	0	0	1	0	3	3.64	2	5%	1	43%	3	17%	2	25%	3	22.51	3	14	17	0.000000	0	1.00	3	10	2	5	92	4	23	4		
1596	E New Haven Avenue	345	New Haven	HARBOR CITY-FRONT ST	3	UNINCORPORATED	0	0	0	1	1	0	0	1	0	3	3.10	2	2%	1	52%	3	0%	1	23%	3	21.87	3	13	16	0.000000	0	0.00	0	0	0	0	0	0	0	0	0	0
1649	E New Haven Avenue	345	New Haven Ave	US 192-HICKORY ST	3	UNINCORPORATED	1	0	0	0	0	0	0	1	0	2	4.79	3	14%	2	26%	2	34%	3	24%	3	21.66	3	16	18	0.000000	0	0.00	0	0	0	0	0	1	1	1	1	
1694	E New Haven Avenue	345	New Haven	FRONT ST-STRAWBRIDGE AVE	3	UNINCORPORATED	0	0	0	0	1	1	0	1	0	3	3.10	2	2%	1	52%	3	0%	1	23%	3	18.75	3	13	16	0.000000	0	0.00	0	0	0	0	0	0	1	0	0	0
484	Eber Boulevard	127	EBER	MINTON-HOLLYWOOD	3	UNINCORPORATED	0	0	0	0	0	0	0	1	0	1	4.37	3	23%	3	21%	2	4%	1	7%	2	0.30	1	12	13	0.000000	0	0.20	1	3	1	2	0	0	0	0	0	0
485	Eber Boulevard	127	EBER	HOLLYWOOD-DAIRY	3	WEST MELBOURNE	0	0	0	0	0	0	0	1	0	1	3.46	2	14%	2	27%	2	7%	1	6%	2	0.21	1	10	11	0.000000	0	0.20	1	3	1	2	0	0	0	0	0	0
1571	Eber Boulevard	127	Pirate Ln	BABCOCK ST-UPCOMB ST	3	MELBOURNE	0	0	0	0	1	0	0	1	0	2	4.56	3	20%	2	20%	2	22%	2	8%	2	2.73	2	13	15	0.000000	0	0.00	0	0	0	0	0	0	0	0	0	0
1660	Eber Boulevard	127	Eber Blvd	DAIRY RD- STACK BLVD	3	MELBOURNE	1	0	0	0	0	0	0	0	0	1	6.79	3	10%	2	28%	2	12%	1	7%	2	0.75	1	11	12	0.000000	0	0.00	0	0	0	0	0	0	0	0	0	0
1661	Eber Boulevard	127	Eber Blvd	STACK BLVD-BABCOCK ST	3	MELBOURNE	1	0	0	0	0	0	0	1	0	2	5.05	3	9%	1	37%	2	13%	1	15%	2	2.54	2	11	13	0.000000	0	0.20	1	4	1	2	0	0	0	0	0	0
1631	Eddie Allen Road	330	Eddie Allen Rd	AIRPORT BLVD - NASA BLVD	3	MELBOURNE	0	0	0	0	0	0	0	1	0	1	0.84	1	0%	1	54%	3	44%	3	14%	2	2.47	2	12	13	0.000000	0	0.00	0	0	0	0	0	0	0	0	0	0
1607	Eldron Boulevard	331	Eldron Blvd	JUPITER BLVD-MALABAR RD	3	PALM BAY	1	0	0	0	0	0	0	0	0	1	2.80	2	23%	3	15%	1	10%	1	4%	1	0.88	1	9	10	0.000000	0	0.00	0	0	0	0	0	0	0	0	0	0
1667	Eldron Boulevard	331	Eldron Blvd	MALABAR RD-AMERICANA BLVD	3	PALM BAY	0	0	0	0	0	0	0	1	0	1	4.21	3	19%	2	18%	1	2%	1	4%	1	0.15	1	9	10	0.000000	0	0.20	1	3	1	2	0	0	0	0	0	0
1669	Eldron Boulevard	331	Eldron Blvd	BAYSIDES LAKES BLVD-JUPITER BLVD	3	PALM BAY	0	1	0	0	0	0	0	1	0	2	3.59	2	22%	3	19%	1	8%	1	2%	1	0.68	1	9	11	0.000000	0	0.60	2	283	3	5	47	8	6	2	2	
321	Ellis Road	128	ELLIS	WICKHAM-EAST DR	3	WEST MELBOURNE	1	0	0	0	0	0	0	0	0	1	1.70	1	21%	3	27%	2	27%	2	11%	2	3.95	3	13	14	0.000000	0	0.40	2	16	2	4	0	0	0	0	0	0
322	Ellis Road	128	ELLIS	EAST DR-J RODES	3	MELBOURNE	0	0	0	0	0	0	0	1	0	1	2.20	2	18%	2	32%	2	5%	1	7%	2	3.95	3	12	13	0.000000	0	0.20	1	4	1	2	0	0	0	0	0	0
551	Emerson Drive	129	EMERSON	JUPITER-MALABAR	3	PALM BAY	0	0	0	0	0	0	0	1	0	1	2.80	2	23%	3	15%	1	10%	1	4%	1	1.71	2	10	11	0.000000	0	0.60	2	11	2	4	0	0	0	0	0	0
552	Emerson Drive	130	EMERSON	MALABAR-AMERICANA BLVD	3	PALM BAY	0	0	0	0	0	0	0	1	0	1	4.28	3	19%	2	18%	1	2%	1	4%	1	0.49	1	9	10	0.000000	0	0.40	2	5	1	3	13	8	2	1		
553	Emerson Drive	130	EMERSON	AMERICANA BLVD-CULVER	3	PALM BAY	0	0	0	0	1	0	0	1	0	2	3.05	2	16%	2	23%	2	2%	1	3%	1	0.30	1	9	11	0.000000	0	0.00	0	0	0	0	0	6	10	1	1	
554	Emerson Drive	130	EMERSON	CULVER-MINTON	3	PALM BAY	0	0	0	0	0	0	0	1	0	1	1.89	1	23%	3	19%	1	3%	1	2%	1	0.28	1	8	9	0.000000	0	0.00	0	0	0	0	0	0	0	0	0	0
555	Emerson Drive	131	EMERSON	MINTON-JUPITER	3	PALM BAY	0	0	0	0	0	0	0	1	0	1	2.77	2	21%	3	16%	1	7%	1	0%	1	0.80	1	9	10	0.000000	0	0.00	0	0	0	0	0	6	4	2	1	
616	Emerson Drive	131	Emerson Dr	Jupiter-St. Johns Heritage Parkway	3	PALM BAY	0	0	0	0	0	0	0	1	0	1	3.85	2	25%	3	15%	1	10%	1	2%	1	0.15	1	9	10	0.000000	0	0.80	3	10	2	5	44	5	9	3		
707015	Emerson Drive	129	EMERSON	WACO-JUPITER	3	PALM BAY	0	0	0	0	1	0	0	1	0	2	3.10	2	23%	3	16%	1	8%	1	3%	1	0.16	1	9	11	0.000000	0	0.00	0	0	0	0	0	15	6	3	1	
708087	Emerson Drive	129	EMERSON	BAYSIDE LAKES BLVD-WACO BLVD	3	PAL																																					

Table B-1: Step 1- Segment Level Assessment Score (By Corridor Name) (Continued)

Table B-1: Step 1- Segment Level Assessment Score (By Corridor Name) (Continued)

Segment ID	Corridor Road Name	Corridor ID	Road Name	Segment Name	Area ID	Jurisdiction	Downtown Activity Center Points	Suburban Activity Center Points	Rural Town Center Points	Major Destinations Points	Park Points	Trailhead Points	Library Points	School Points	University/ College Points	Total Land Use Score	Population Density Raw Number	Population Density Points	Percentage of Residents Under 18 Raw Number	Percentage of Residents Under 18 Points	Percentage of Residents Above 65 Raw Number	Percentage of Residents Above 65 Points	Percentage of Households with No Car Raw Number	Percentage of Households with No Car Points	Percentage of Households with No Car Raw Number	Percentage of Households with No Car Points	Job Density Number	Job Density Points	Total Demographic Score	Total Land Use and Demographic Score	Pedestrian or Bicycle Fatal Crash per VMT Raw Number	Pedestrian or Bicycle Fatal Crash per VMT Points	Pedestrian or Bicycle Crash Frequency Raw Number	Pedestrian or Bicycle Crash Frequency Points	Pedestrian or Bicycle Crash Severity Score Raw Number	Pedestrian or Bicycle Crash Severity Score Points	Total Safety Score	Total Weekshed for Segment Raw Number	Number of Bus Stops for Segment	Total Per Bus Top Average Weekshed for Segment Raw Number	Total Transit Score Points		
1710	Minutemen Causeway	369	Minutemen Cwcy	TOM WARRINER BLVD-S 4 ATLANTIC AVE	4	COCOA BEACH	0	0	0	0	0	1	0	1	0	2	2.96	2	19%	2	21%	2	3%	1	8%	2	1.22	2	11	13	0.000000	0	0.80	3	23	3	6	0	0	0	0		
57	Murrell Road	85	MURRELL	CLUB HOUSE DRIVE-BARNES	2	ROCKLEDGE	0	1	0	0	0	0	0	1	0	2	2.93	2	21%	3	28%	2	9%	1	3%	1	0.37	1	10	12	0.000000	0	0.20	1	0	0	1	1	2	1	1		
59	Murrell Road	85	MURRELL	SPYGLASS-VIERA	2	UNINCORPORATED	0	1	0	0	1	1	0	1	0	4	4.04	3	15%	2	37%	2	5%	1	5%	2	1.06	2	12	16	0.000000	0	0.60	2	32	3	5	9	5	2	1		
528	Murrell Road	85	MURRELL	WICKHAM-SPYGLASS	2	UNINCORPORATED	1	0	0	0	0	0	0	1	0	2	4.80	3	19%	2	23%	2	7%	1	0%	1	3.79	3	12	14	0.000000	0	0.00	0	0	0	0	8	2	4	2		
529	Murrell Road	85	MURRELL	VIERA-CLUB HOUSE DRIVE	2	UNINCORPORATED	1	0	0	0	0	0	0	1	0	2	3.00	2	21%	3	30%	2	8%	1	3%	1	0.49	1	10	12	0.000000	0	0.60	2	7	2	4	8	1	8	3		
1551	Murrell Road	85	Murrell Rd	EYSTER BLVD-BARTON BLVD	2	ROCKLEDGE	0	0	0	0	0	0	0	1	0	1	3.24	2	21%	3	16%	1	10%	1	3%	1	4.94	3	11	12	0.000000	0	0.00	0	0	0	0	0	0	0	0		
1566	Murrell Road	85	Murrell Rd	BARNES BLVD-EYSTER BLVD	2	ROCKLEDGE	0	1	0	0	0	0	0	1	0	2	4.07	3	20%	2	18%	1	6%	1	4%	1	1.94	2	10	12	0.000000	0	0.80	3	17	2	5	17	7	2	1		
298	N Atlantic Avenue	199	N. ATLANTIC	SR A1A-CANAVERAL BLVD	4	CAPE CANAVERAL	0	0	0	0	1	0	0	1	0	2	8.55	3	13%	2	34%	2	10%	1	15%	2	2.91	2	12	14	0.000000	0	0.20	1	4	1	2	44	1	44	4		
299	N Atlantic Avenue	199	N. ATLANTIC	CANAVERAL BLVD-CENTRAL	4	CAPE CANAVERAL	1	0	0	0	0	0	0	0	0	1	9.32	3	12%	2	40%	2	18%	2	19%	2	2.35	2	13	14	0.000000	0	0.40	2	3	1	3	43	1	43	4		
300	N Atlantic Avenue	199	N. ATLANTIC	CENTRAL-GEORGE KING	4	CAPE CANAVERAL	0	0	0	0	0	0	0	1	0	1	5.27	3	11%	2	36%	2	4%	1	10%	2	1.06	2	12	13	0.000000	0	1.20	3	13	2	5	34	2	17	4		
102	N Banana River Drive	49	N. BANANA RVR	CENTRAL-SR 528	5	UNINCORPORATED	0	0	0	0	0	0	0	1	0	1	2.36	2	17%	2	20%	1	3%	1	2%	1	0.18	1	8	9	0.000000	0	0.00	0	0	0	0	0	0	0	0		
107	N Banana River Drive	49	N. BANANA RVR	AUDUBON-BAYSIDE/CENTRAL	5	UNINCORPORATED	0	0	0	0	0	0	0	1	0	1	2.48	2	17%	2	21%	2	5%	1	2%	1	0.39	1	9	10	0.000000	0	0.40	2	18	2	4	0	0	0	0	0	
109	N Banana River Drive	49	N. BANANA RVR	SR 520-AUDUBON	5	UNINCORPORATED	0	1	0	0	1	0	0	1	0	3	5.71	3	16%	2	26%	2	5%	1	4%	1	1.07	2	11	14	0.000000	0	0.80	3	15	2	5	1	2	1	1		
602	N Banana River Drive	49	N BANANA	MARTIN-SR 528	5	N BANANA	0	0	0	0	1	0	0	1	0	2	2.72	2	18%	2	20%	1	1%	1	3%	1	0.31	1	8	10	0.000119	3	0.60	2	286	3	8	0	0	0	0		
142	N Tropical Trail	53	N. TROPICAL TR	CRISAFULLI-N COURTENAY	5	UNINCORPORATED	0	0	0	0	0	0	0	0	0	0	0.40	1	21%	3	17%	1	11%	1	7%	2	0.11	1	9	9	0.000000	0	0.00	0	0	0	0	0	0	0	0		
143	N Tropical Trail	53	N. TROPICAL TR	HALL-CRISAFULLI	5	UNINCORPORATED	0	0	0	0	0	0	0	0	0	0	0.79	1	23%	3	17%	1	4%	1	4%	1	0.15	1	8	8	0.000000	0	0.00	0	0	0	0	0	0	0	0		
144	N Tropical Trail	53	N. TROPICAL TR	GRANT-HALL	5	UNINCORPORATED	0	0	0	0	1	0	0	1	0	2	1.93	1	25%	3	17%	1	0%	1	2%	1	0.17	1	8	10	0.000000	0	0.00	0	0	0	0	0	0	0	0		
145	N Tropical Trail	52	N. TROPICAL TR	LUCAS-CROCKETT	5	UNINCORPORATED	0	0	0	0	0	0	0	1	0	1	4.17	3	22%	3	25%	2	29%	2	10%	2	1.56	2	14	15	0.000000	0	0.00	0	0	0	0	0	0	0	0		
146	N Tropical Trail	52	N. TROPICAL TR	MERRITT-LUCAS	5	UNINCORPORATED	0	0	0	0	0	0	0	1	0	1	5.06	3	15%	2	19%	1	21%	2	12%	2	1.53	2	12	13	0.000000	0	0.00	0	0	0	0	0	0	0	0		
147	N Tropical Trail	52	N. TROPICAL TR	SR 520-MERRITT	5	UNINCORPORATED	0	0	0	0	1	0	0	1	0	2	2.32	2	7%	1	35%	2	16%	2	15%	2	6.20	3	12	14	0.000000	0	0.00	0	0	0	0	0	0	0	0		
156	N Tropical Trail	52	N. TROPICAL TR	CROCKETT-PIONEER	5	UNINCORPORATED	0	0	0	0	0	0	0	1	0	1	2.89	2	17%	2	31%	2	9%	1	8%	2	2.03	2	11	12	0.000000	0	0.40	2	5	1	3	36	1	36	4		
575	Nasa Boulevard	159	NASA	Wickham-Evans	3	MELBOURNE	0	0	0	0	1	0	0	1	0	2	0.91	1	12%	2	32%	2	12%	1	10%	2	2.77	2	10	12	0.000000	0	0.00	0	0	0	0	0	46	5	9	3	
576	Nasa Boulevard	159	NASA	Evans-Eddie Allen	3	MELBOURNE	0	0	0	0	1	0	0	1	0	2	0.69	1	2%	1	50%	3	36%	3	16%	2	5.85	3	13	15	0.000000	0	0.00	0	0	0	0	0	10	8	1	1	
342	Nasa Boulevard (SR 508)	160	NASA	APOLLO-US 1	3	MELBOURNE	0	0	0	0	1	0	0	1	0	2	2.66	2	22%	3	14%	1	9%	1	5%	2	17.65	3	12	14	0.000000	0	0.00	0	0	0	0	0	8	1	8	3	
345	Nasa Boulevard (SR 508)	160	NASA	AIRPORT-BABCOCK	3	MELBOURNE	0	0	0	0	0	0	0	1	0	1	0.37	1	2%	1	47%	3	27%	2	27%	3	6.43	3	13	14	0.000000	0	0.00	0	0	0	0	0	198	3	66	4	
346	Nasa Boulevard (SR 508)	160	NASA	EDDIE ALLEN-AIRPORT	3	MELBOURNE	0	0	0	1	0	0	0	1	0	2	0.57	1	1%	1	52%	3	40%	3	18%	2	3.14	3	13	15	0.000000	0	0.00	0	0	0	0	0	52	2	26	4	
349	Nasa Boulevard (SR 508)	160	NASA	BABCOCK-APOLLO	3	MELBOURNE	0	0	0	0	1	0	0	1	0	2	0.30	1	3%	1	45%	3	0%	1	38%	3	15.11	3	12	14	0.000000	0	0.00	0	0	0	0	0	12	2	6	2	
223	Nasa Causeway	18	NASA CSWY	US 1 - Space Commerce Way	1	UNINCORPORATED	0	0	0	0	1	0	0	1	0	1	0.23	1	25%	3	23%	2	5%	1	4%	1	0.93	1	9	10	0.000000	0	0.00	0	0	0	0	0	0	0	0	0	
104	Newfound Harbor Drive	48	NEFOUND HARB.	END-SR 520	5	UNINCORPORATED	0	0	0	0	1	0	0	1	0	2	3.52	2	17%	2	24%	2	7%	1	4%	1	0.76	1	9	11	0.000000	0	0.20	1	4	1	2	0	0	0	0	0	
1582	Norfolk Parkway	346	Norfolk Pkwy	PALM BAY-MINTON RD	3	WEST MELBOURNE	0	1	0	0	0	0	0	1	0	2	1.75	1	23%	3	19%	1	3%	1	2%	1	3.41	3	10	12	0.000000	0	0.20	1	4	1	2	938	1	938	4		
305	Oak Street	200	OAK ST.	SURF-SR A1A/OCEAN	4	MELBOURNE BEACH	0	1	0	0	0	0	1	1	0	3	4.80	3	15%	2	23%	2	1%	1	3%	1	1.06	2	11	14	0.000000	0	0.00	0	0	0	0	0	0	0	0	0	
306	Oak Street	200	OAK ST.	BONITA-SURF	4	MELBOURNE BEACH	0	0	0	0	1	0	0	1	0	2	4.37	3	14%	2	35%	2	3%	1	0%	1	0.77	1	10	12	0.000000	0	0.00	0	0	0	0	0	0	0	0	0	
314	Oak Street	200	OAK ST.	SR A1A-BONITA	4	MELBOURNE BEACH	0	0	0	0	1	1	0	1	0	3	4.27	3	14%	2	35%	2	3%	1	0%	1	0.70	1	10	13	0.000000	0	0.00	0	0	0	0	0	0	0	0	0	
307	Ocean Beach Boulevard	201	OCEAN BEACH	YOLUSIA LN-YOUNG	4	COCOA BEACH	0	1	0	1	0	0	0	1	0	4	5.40	3	4%	1	38%	2	5%	1	14%	2	4.52	3	12	16	0.000000	0	0.00	0	0	0	0	0	17	2	9	3	
1705	Ocean Beach Boulevard	201	Ocean Beach Blvd	WAKULLA LN-SR 520 (COCOA BEACH CSWY W)	4	COCOA BEACH	0	1	0	0	1	0	0	0	0	2	3.89	2	8%	1	48%	3	1%	1	17%	2	6.05	3	12	14	0.000000	0	0.00	0	0	0	0	0	0	0	0	0	
1698	Ocean Boulevard	370	Ocean Blvd	PATRICK DR-HIGHWAY A1A	4	UNINCORPORATED	0	0	0	0	1	0	0	1	0	2	6.35	3	13%	2	26%	2	3%	1	3%	1	0.97	1	10	12	0.000000	0	0.40	2	0	0	2	0	0	0	0	0	
239	Old Dixie Highway	19	OLD DIXIE	GARDEN-DAIRY	1	TITUSVILLE	0	0	0	0	1	1	0	1	0	3	2.85	2	21%	3	22%	2	19%	2	7%	2	1.12	2	13	16	0.000000	0	0.00	0	0	0	0	0	0	0	0	0	
240	Old Dixie Highway	19	OLD DIXIE	DAIRY-PARRISH	1	UNINCORPORATED	1	0	0	0	0	0	0	1	0	2	2.60	2	17%	2	22%	2	11%	1	2%	1	0.35	1	9	11	0.000000	0	0.00	0	0	0	0	0	0	0	0	0	
1520	Old Dixie Highway	19	Old Dixie Hwy	PARRISH RD-PARKER ST	1	UNINCORPORATED	0	0	0	0	1	0	0	1	0	2	1.43	1	20%	3	18%	1	19%	2	6%	2	0.52	1	10	12	0.000000	0	0.00	0	0	0	0	0	0	0	0	0	0
1626	Pace Drive	347	Pace Dr	GLENDALE AVE-LAMPLIGHTER DR	3	PALM BAY	0	0	0	0	0	0	0	1	0	1	5.89	3	26%	3	14%	1	19%	2	3%	1	0.20	1	11	12	0.												

Table B-1: Step 1- Segment Level Assessment Score (By Corridor Name) (Continued)

Segment ID	Corridor Road Name	Corridor ID	Road Name	Segment Name	Area ID	Jurisdiction	Downtown Activity Center Points	Suburban Activity Center Points	Rural Town Center Points	Major Destinations Points	Park Points	Trailhead Points	Library Points	School Points	University/ College Points	Total Land Use Score	Population Density Raw Number	Population Density Points	Percentage of Residents Under 18 Raw Number	Percentage of Residents Under 18 Points	Percentage of Residents Above 65 Raw Number	Percentage of Residents Above 65 Points	Percentage of Households in Poverty Raw Number	Percentage of Households in Poverty Points	Percentage of Households with No Car Raw Number	Percentage of Households with No Car Points	Job Density Number	Job Density Points	Total Demographic Score	Total Land Use and Demographic Score	Pedestrian or Bicycle Fatal Crash per VMT Raw Number	Pedestrian or Bicycle Fatal Crash per VMT Points	Pedestrian or Bicycle Crash Frequency Raw Number	Pedestrian or Bicycle Crash Frequency Points	Pedestrian or Bicycle Crash Severity Score Raw Number	Pedestrian or Bicycle Crash Severity Score Points	Total Safety Score	Total Weekday Ridership for Segment Raw Number	Number of Bus Stops for Segment	Total Per Bus Top Average Weekday Ridership for Segment	Total Transit Score Points
1634	Post Road	168	Post Rd	SHERWOOD BLVD- CROTON RD	3	MELBOURNE	0	0	0	0	0	0	0	1	0	1	4.90	3	20%	3	16%	1	8%	1	4%	1	0.40	1	10	11	0.000000	0	0.20	1	278	3	4	64	3	21	4
1611	Prospect Avenue/Lipscomb Street	324	Lipscomb St	PALM BAY RD-PIRATE LN	3	UNINCORPORATED	0	0	0	0	0	0	0	1	0	1	4.91	3	23%	3	18%	1	34%	3	8%	2	7.54	3	15	16	0.000000	0	0.20	1	3	1	2	41	2	21	4
1652	Prospect Avenue/Lipscomb Street	324	Prospect Ave_Lipscomb St	LINE ST-S HARBOR CITY BLVD	3	MELBOURNE	0	0	0	0	1	1	0	1	0	3	2.99	2	20%	3	26%	2	28%	2	19%	2	1.65	2	13	16	0.000000	0	0.00	0	0	0	0	0	0	0	
1657	Prospect Avenue/Lipscomb Street	324	Lipscomb St	UNIVERSITY BLVD-LINE ST	3	MELBOURNE	0	0	0	0	0	1	1	1	0	3	3.83	2	19%	2	26%	2	35%	3	22%	3	0.60	1	13	16	0.000000	0	0.40	2	9	2	4	0	0	0	
1658	Prospect Avenue/Lipscomb Street	324	Lipscomb St	FLORIDA AVE -UNIVERSITY BLVD	3	MELBOURNE	1	0	0	0	0	0	1	1	0	3	3.93	2	14%	2	25%	2	40%	3	23%	3	2.29	2	14	17	0.000000	0	0.00	0	0	0	14	2	7	3	
1659	Prospect Avenue/Lipscomb Street	324	Lipscomb St	PIRATE LN-FLORIDA AVE	3	MELBOURNE	1	0	0	0	0	0	0	1	0	2	3.16	2	17%	2	26%	2	28%	2	11%	2	3.46	3	13	15	0.000000	0	0.60	2	21	3	5	7	1	7	3
1509	Raney Road	309	Raney Rd	KNOX MCRAE DR-	1	TITUSVILLE	0	0	0	0	1	0	0	1	0	2	3.52	2	16%	2	32%	2	11%	1	9%	2	0.72	1	10	12	0.000000	0	0.00	0	0	0	0	0	0	0	
531	Range Road	89	RANGE	SR 520-LAKE	2	UNINCORPORATED	0	0	0	0	0	0	0	1	0	1	1.63	1	29%	3	19%	1	33%	3	13%	2	2.21	2	12	13	0.000000	0	0.00	0	0	0	0	0	0	0	
532	Range Road	89	RANGE	LAKE-ROSETINE	2	COCOA	0	0	0	0	0	0	0	1	0	1	2.71	2	24%	3	11%	1	31%	3	10%	2	0.42	1	12	13	0.000000	0	0.00	0	0	0	0	0	0	0	
1564	Range Road	89	Range Rd	PLUCKEBAUM RD- SR 520 (W KING ST)	2	UNINCORPORATED	0	0	0	0	0	0	0	1	0	1	1.26	1	28%	3	25%	2	26%	2	14%	2	1.13	2	12	13	0.000000	0	0.00	0	0	0	0	6	1	6	2
302	Ridgewood Avenue	203	RIDGEWOOD	YOUNG-CENTRAL	4	CAPE CANAVERAL	0	1	0	1	1	0	1	1	0	5	8.99	3	12%	2	31%	2	6%	1	13%	2	2.50	2	12	17	0.000000	0	0.40	2	9	2	4	0	0	0	
286	Riverside Drive	204	MELBOURNE	RIVIERA-PARADISE	4	MELBOURNE	0	0	0	0	0	0	0	1	0	1	5.97	3	19%	2	24%	2	4%	1	2%	1	0.69	1	10	11	0.000000	0	0.00	0	0	0	0	0	0	0	
292	Riverside Drive	204	RIVERSIDE	US 192-RIVIERA	4	INDIALANTIC	0	0	0	0	1	0	0	1	0	2	5.13	3	19%	2	22%	2	3%	1	3%	1	2.27	2	11	13	0.000000	0	0.40	2	18	2	4	0	0	0	
313	Riverside Drive	204	RIVERSIDE	PARADISE-EAU GALLIE	4	MELBOURNE	0	1	0	0	0	0	0	1	0	2	6.04	3	19%	2	24%	2	9%	1	3%	1	1.84	2	11	13	0.000000	0	0.00	0	0	0	0	0	0	0	
1697	Riverside Drive	373	Riverside Dr	HIGHWAY A1A-STH AVE	4	INDIALANTIC	1	0	0	0	1	0	1	1	0	4	5.07	3	18%	2	23%	2	3%	1	2%	1	1.54	2	11	15	0.000000	0	0.20	1	4	1	2	0	0	0	
1595	Riviera Drive	352	Riviera Dr	BASS PRO DR-PORT MALABAR BLVD	3	PALM BAY	0	0	0	0	0	0	0	1	0	1	3.56	2	22%	3	20%	2	24%	2	1%	1	0.66	1	11	12	0.000000	0	0.00	0	0	0	0	0	0	0	
1663	Riviera Drive	352	Riviera Dr	PORT MALABAR BLVD-PALM BAY RD	3	PALM BAY	1	0	0	0	0	0	0	1	0	2	5.19	3	21%	3	21%	2	13%	1	10%	2	1.80	2	13	15	0.000000	0	0.20	1	278	3	4	0	0	0	
1665	Riviera Drive	352	Riviera Dr	BASS PRO DR-PALM BAY RD	3	PALM BAY	0	0	0	0	0	0	0	1	0	1	3.67	2	27%	3	15%	1	38%	3	2%	1	4.26	3	13	14	0.000000	0	0.40	2	5	1	3	25	1	25	4
562	RJ Conlan Boulevard	169	RJ CONLAN	PALM BAY RD-COMMERCE	3	PALM BAY	0	0	0	0	0	0	0	1	0	1	1.76	1	6%	1	41%	3	14%	1	4%	1	9.02	3	10	11	0.000000	0	0.00	0	0	0	0	0	0	0	
563	RJ Conlan Boulevard	169	RJ CONLAN	COMMERCE-US 1	3	PALM BAY	0	0	0	0	0	0	0	1	0	1	2.43	2	18%	2	29%	2	23%	2	7%	2	4.41	3	13	14	0.000000	0	0.00	0	0	0	0	0	0	0	
1553	Rosa Jones Drive	316	Rosa Jones	S FISKE BLVD-RT 1 (ROCKLEDGE BLVD)	2	COCOA	0	0	0	1	1	0	0	1	0	3	3.68	2	34%	3	14%	1	45%	3	28%	3	1.28	2	14	17	0.000000	0	0.40	2	278	3	5	15	4	4	2
74	Rosetine Street	90	ROSETINE	RANGE-CLEARLAKE	2	COCOA	0	0	0	0	1	0	0	1	1	3	2.14	2	15%	2	16%	1	18%	2	15%	2	5.57	3	12	15	0.000000	0	0.60	2	11	2	4	15	1	15	3
1545	Rosetine Street	90	Tate St_Pineda St	DIXON BLVD-CLEARLAKE RD	2	COCOA	0	0	0	0	0	0	0	1	1	2	6.04	3	25%	3	13%	1	32%	3	15%	2	1.73	2	14	16	0.000000	0	0.40	2	7	2	4	0	0	0	
1556	Rosetine Street	90	Pineda St	SCHOOL ST-SR 503 (DIXON BLVD)	2	COCOA	0	0	0	0	1	0	0	1	0	2	5.54	3	23%	3	9%	1	31%	3	12%	2	1.00	2	14	16	0.000000	0	0.60	2	10	2	4	0	0	0	
1561	Rosetine Street	90	Pineda St	PEACHTREE ST-SCHOOL ST	2	UNINCORPORATED	0	0	0	0	0	0	0	1	0	1	4.93	3	32%	3	8%	1	55%	3	29%	3	3.04	3	16	17	0.000000	0	0.00	0	0	0	0	0	0	0	
122	S Courtenay Parkway	56	S. COURTENAY	FORTENBERRY-MAGNOLIA	5	UNINCORPORATED	0	1	0	0	0	0	0	1	0	2	4.12	3	23%	3	20%	1	19%	2	13%	2	10.85	3	14	16	0.000000	0	0.20	1	3	1	2	23	1	23	4
139	S Courtenay Parkway	56	S. COURTENAY	MAGNOLIA-SR 520	5	UNINCORPORATED	0	1	0	0	0	0	0	1	0	2	2.36	2	13%	2	34%	2	16%	2	13%	2	12.98	3	13	15	0.000000	0	0.60	2	19	2	4	32	1	32	4
112	S Courtenay Parkway/Tropical Trail	55	S. TROPICAL TR	PINEDA-S COURTENAY	5	UNINCORPORATED	0	0	0	0	0	0	0	0	0	0	1.40	1	17%	2	25%	2	2%	1	3%	1	0.05	1	8	8	0.000023	1	0.80	3	299	3	7	0	0	0	
113	S Courtenay Parkway/Tropical Trail	55	S. COURTENAY	S. TROPICAL TR-BANANA	5	UNINCORPORATED	1	0	0	0	0	0	0	1	0	2	2.29	2	16%	2	25%	2	2%	1	4%	1	0.16	1	9	11	0.000000	0	0.00	0	0	0	0	0	0	0	
114	S Courtenay Parkway/Tropical Trail	55	S. COURTENAY	BANANA-CONE	5	UNINCORPORATED	1	0	0	0	0	0	0	1	0	2	3.50	2	20%	3	16%	1	2%	1	8%	2	3.63	3	12	14	0.000000	0	0.20	1	4	1	2	0	0	0	
118	S Courtenay Parkway/Tropical Trail	55	S. COURTENAY	CONE-FORTENBERRY	5	UNINCORPORATED	0	1	0	0	1	0	0	1	0	3	6.10	3	27%	3	13%	1	19%	2	13%	2	3.91	3	14	17	0.000000	0	0.20	1	0	0	1	0	0	0	
111	S Tropical Trail	57	S. TROPICAL TR	BANANA RIVER DR-PINEDA	5	INDIAN HARBOUR BEACH	1	0	0	0	0	0	0	1	0	2	1.69	1	17%	2	26%	2	3%	1	4%	1	0.33	1	8	10	0.000000	0	0.60	2	6	2	4	0	0	0	
124	S Tropical Trail	58	S. TROPICAL TR	CONE-SR 520	5	UNINCORPORATED	0	0	0	0	1	0	0	1	0	2	5.29	3	25%	3	16%	1	22%	2	12%	2	4.76	3	14	16	0.000000	0	0.40	2	32	3	5	0	0	0	
125	S Tropical Trail	58	S. TROPICAL TR	CROOKED MILE-PLANTATION	5	UNINCORPORATED	0	0	0	0	0	0	0	1	0	1	2.31	2	17%	2	21%	2	3%	1	1%	1	0.09	1	9	10	0.000000	0	0.60	2	11	2	4	0	0	0	
126	S Tropical Trail	58	S. TROPICAL TR	PLANTATION-CONE	5	UNINCORPORATED	0	0	0	0	1	0	0	1	0	2	3.21	2	18%	2	23%	2	15%	1	7%	2	0.43	1	10	12	0.000000	0	0.00	0	0	0	0	0	0	0	
1717	S Tropical Trail	58	S Tropical Trail	CROOKED MILE RD-S COURTENAY PKWY	5	UNINCORPORATED	0	0	0	0	0	0	0	0	0	0	1.40	1	17%	2	25%	2	2%	1	3%	1	0.08	1	8	8	0.000000	0	0.00	0	0	0	0	0	0	0	
564	San Filippo Drive	174	SAN FILIPPO	JUPITER-MALABAR	3	PALM BAY	0	1	0	0	0	0	0	1	0	2	2.82	2	23%	3	15%	1	10%	1	4%	1	2.98	2	10	12	0.000000	0	0.40	2	16	2	4	35	1	35	4
1594	San Filippo Drive	174	San Filippo Dr	COGAN DR-WYOMING DR	3	PALM BAY	0	0	0	0	0	0	0	1	0	1	2.54	2	26%	3	10%	1	7%	1	3%	1	0.08	1	9	10	0.000000	0	0.00	0	0	0	0	0	0	0	
1598	San Filippo Drive	174	San Filippo Dr	WYOMING DR-WACO BLVD	3	PALM BAY	0	0	0	0	0	0	0	1	0	1	2.57	2	12%	2	12%	1	7%	1	3%	1	0.11	1	8	9	0.000000	0	0.00	0	0	0	0	0	0	0	
1677	San Filippo Drive	174	San Filippo Dr	DE GROOT DR-COGAN DR	3	PALM BAY	0	0	0	0	0	0	0	1	0	1	1.63	1	34%	3	10%	1	13%	1	2%	1	0.11	1	8	9	0.000000	0	0.20	1	4	1	2	0	0	0	
1682	San Filippo Drive	174	San Filippo Dr	FOUNDATION PARK BLVD-JUPITER BLVD	3	PALM BAY	0	0	0	0	0	0	0	1	0	1	1.79	1	24%																						

Table B-1: Step 1- Segment Level Assessment Score (By Corridor Name) (Continued)

Segment ID	Corridor Road Name	Corridor ID	Road Name	Segment Name	Area ID	Jurisdiction	Downtown Activity Center Points	Suburban Activity Center Points	Rural Town Center Points	Major Destinations Points	Park Points	Trailhead Points	Library Points	School Points	University/ College Points	Total Land Use Score	Population Density Raw Number	Population Density Points	Percentage of Residents Under 18 Raw Number	Percentage of Residents Under 18 Points	Percentage of Residents Above 65 Raw Number	Percentage of Residents Above 65 Points	Percentage of Households in Poverty Raw Number	Percentage of Households in Poverty Points	Percentage of Households with No Car Raw Number	Percentage of Households with No Car Points	Percentage of Households with No Car Points	Job Density Number	Job Density Points	Total Demographic Score	Total Land Use and Demographic Score	Pedestrian or Bicycle Fatal Crash per VMT Raw Number	Pedestrian or Bicycle Fatal Crash per VMT Points	Pedestrian or Bicycle Crash Frequency Raw Number	Pedestrian or Bicycle Crash Frequency Points	Pedestrian or Bicycle Crash Severity Score Raw Number	Pedestrian or Bicycle Crash Severity Score Points	Total Safety Score	Total Weekday Ridership for Segment Raw Number	Number of Bus Stops for Segment	Total Per Bus Top Average Weekday Ridership for Segment	Total Transit Score Points
162	SR 50 (Cheney Highway)	27	SR 50	SISSON-HOPKINS	1	TITUSVILLE	0	1	0	0	0	0	0	1	0	2	3.49	2	22%	3	20%	1	23%	2	4%	1	1.13	2	11	13	0.000000	0	0.20	1	3	1	2	4	1	4	2	
163	SR 50 (Cheney Highway)	27	SR 50	BARNA-SISSON	1	TITUSVILLE	0	1	0	0	1	0	0	1	0	3	4.68	3	21%	3	20%	2	20%	2	7%	2	0.99	1	13	16	0.000000	0	1.00	3	16	2	5	25	4	6	2	
164	SR 50 (Cheney Highway)	27	SR 50	SR 405-BARNA	1	TITUSVILLE	0	1	0	0	1	0	0	1	0	3	2.35	2	16%	2	21%	2	5%	1	6%	2	1.13	2	11	14	0.000000	0	1.00	3	26	3	6	10	3	3	1	
231	SR 50 (Cheney Highway)	26	SR 50	ORANGE CO-I-95	1	TITUSVILLE	0	0	0	0	0	0	0	0	0	0	0.12	1	9%	1	49%	3	7%	1	3%	1	0.03	1	8	8	0.000017	1	0.20	1	278	3	5	0	0	0	0	
232	SR 50 (Cheney Highway)	27	SR 50	I-95-SR 405	1	TITUSVILLE	0	1	0	0	0	0	0	1	0	2	1.48	1	17%	2	21%	2	5%	1	3%	1	1.36	2	9	11	0.000093	3	0.40	2	294	3	8	0	0	0	0	
29	SR 501 (Clearlake Road)	69	CLEARLAKE	SR 520-LAKE	2	UNINCORPORATED	0	0	0	0	0	0	0	1	0	1	3.36	2	31%	3	10%	1	52%	3	24%	3	2.42	2	14	15	0.000000	0	0.60	2	6	2	4	18	1	18	4	
30	SR 501 (Clearlake Road)	69	CLEARLAKE	LAKE-DIXON	2	COCOA	0	1	0	0	0	0	0	1	0	2	4.49	3	24%	3	9%	1	46%	3	14%	2	1.14	2	14	16	0.000000	0	1.00	3	33	3	6	124	3	41	4	
31	SR 501 (Clearlake Road)	69	CLEARLAKE	DIXON-ROSETINE	2	COCOA	0	1	0	0	0	0	0	1	1	3	4.68	3	21%	3	22%	2	19%	2	19%	2	2.09	2	14	17	0.000153	3	3.40	3	628	3	9	53	4	13	3	
32	SR 501 (Clearlake Road)	69	CLEARLAKE	ROSETINE-MICHIGAN	2	COCOA	0	0	0	0	0	0	0	1	1	2	2.13	2	23%	3	17%	1	20%	2	15%	2	9.65	3	13	15	0.000000	0	1.20	3	9	2	5	106	4	27	4	
39	SR 501 (Clearlake Road)	70	CLEARLAKE	N OF MICHIGAN-OTTERBEIN	2	COCOA	0	0	0	0	0	0	0	1	0	1	1.68	1	24%	3	14%	1	20%	2	14%	2	3.20	3	12	13	0.000000	0	0.20	1	4	1	2	11	1	11	3	
50	SR 501 (Clearlake Road)	70	CLEARLAKE	OTTERBEIN-N. WAL-MART ENT.	2	COCOA	0	0	0	0	0	0	0	1	0	1	1.68	1	24%	3	14%	1	20%	2	14%	2	0.47	1	10	11	0.000000	0	0.00	0	0	0	0	75	2	38	4	
95	SR 501 (Clearlake Road)	70	CLEARLAKE	WAL-MART-SR 524	2	COCOA	0	1	0	0	0	0	0	1	0	2	1.57	1	21%	3	15%	1	10%	1	5%	2	0.65	1	9	11	0.000000	0	0.00	0	0	0	0	11	3	4	2	
495	SR 5054 (Sarno Road)	170	SARNO	EAU GALLIE-WICKHAM	3	MELBOURNE	0	1	0	0	1	0	0	1	0	3	1.16	1	21%	3	18%	1	20%	2	14%	2	3.36	3	12	15	0.000000	0	0.00	0	0	0	0	7	3	2	1	
367	SR 507 (Babcock Street)	117	BABCOCK	EBER-FLORIDA	3	MELBOURNE	1	0	0	0	0	0	0	1	0	2	4.89	3	13%	2	24%	2	20%	2	8%	2	1.87	2	13	15	0.000000	0	0.80	3	25	3	6	6	2	3	1	
368	SR 507 (Babcock Street)	116	BABCOCK	CHARLES-PT MALABAR	3	PALM BAY	1	0	0	0	0	0	0	1	0	2	3.74	2	17%	2	23%	2	10%	1	4%	1	1.50	2	10	12	0.000000	0	0.80	3	6	2	5	0	0	0	0	
369	SR 507 (Babcock Street)	116	BABCOCK	PALM BAY	3	PALM BAY	1	0	0	0	0	0	0	0	0	1	1.97	1	20%	3	22%	2	13%	1	0%	1	1.05	2	10	11	0.000000	0	0.00	0	0	0	0	0	0	0	0	
443	SR 507 (Babcock Street)	116	BABCOCK	PT MALABAR-PALM BAY	3	PALM BAY	0	1	0	0	0	0	0	1	0	2	4.93	3	22%	3	23%	2	22%	2	7%	2	2.56	2	14	16	0.000027	1	0.80	3	297	3	7	46	3	15	3	
444	SR 507 (Babcock Street)	117	BABCOCK	PALM BAY-EBER	3	MELBOURNE	0	1	0	0	1	0	0	1	0	3	4.65	3	16%	2	36%	2	31%	3	24%	3	3.82	3	16	19	0.000000	0	0.00	0	0	0	0	45	3	15	3	
445	SR 507 (Babcock Street)	117	BABCOCK	FLORIDA-UNIVERSITY	3	MELBOURNE	0	0	0	0	0	0	0	1	1	2	4.52	3	13%	2	22%	2	14%	1	9%	2	3.55	3	13	15	0.000000	0	1.00	3	25	3	6	13	3	4	2	
459	SR 507 (Babcock Street)	117	BABCOCK	UNIVERSITY-MELBOURNE	3	MELBOURNE	0	0	0	0	1	0	0	1	1	3	4.66	3	8%	1	23%	2	17%	2	20%	3	4.23	3	14	17	0.000000	0	0.40	2	7	2	4	94	7	13	3	
460	SR 507 (Babcock Street)	117	BABCOCK	MELBOURNE-US 192	3	MELBOURNE	0	0	0	0	1	0	0	1	0	2	4.26	3	12%	2	23%	2	26%	2	19%	2	4.29	3	14	16	0.000000	0	0.20	1	0	0	1	10	1	10	3	
251	SR 513 (S Patrick Drive)	205	S. PATRICK	EAU GALLIE-YACHT CLUB	4	INDIAN HARBOUR BEACH	0	1	0	0	1	0	0	1	0	3	5.40	3	14%	2	32%	2	9%	1	2%	1	4.28	3	12	15	0.000000	0	0.40	2	0	0	2	13	1	13	3	
253	SR 513 (S Patrick Drive)	205	S. PATRICK	YACHT CLUB-BANANA RVR DR	4	INDIAN HARBOUR BEACH	0	0	0	0	1	0	0	1	0	2	4.64	3	16%	2	32%	2	7%	1	3%	1	2.17	2	11	13	0.000000	0	0.00	0	0	0	0	0	0	0	0	
259	SR 513 (S Patrick Drive)	206	S. PATRICK	DESOTO-JACKSON	4	SATELLITE BEACH	0	1	0	0	1	0	0	1	0	3	5.22	3	22%	3	23%	2	3%	1	3%	1	0.92	1	11	14	0.000000	0	0.80	3	8	2	5	0	0	0	0	
262	SR 513 (S Patrick Drive)	206	S. PATRICK	JACKSON-TITAN	4	SATELLITE BEACH	0	1	0	0	0	0	0	1	0	2	4.98	3	23%	3	24%	2	2%	1	2%	1	0.84	1	11	13	0.000000	0	0.60	2	11	2	4	0	0	0	0	
263	SR 513 (S Patrick Drive)	206	S. PATRICK	TITAN-SHEARWATER	4	SATELLITE BEACH	0	0	0	0	0	0	0	1	0	1	6.09	3	23%	3	20%	2	2%	1	2%	1	0.52	1	11	12	0.000000	0	0.00	0	0	0	0	0	0	0	0	
264	SR 513 (S Patrick Drive)	206	S. PATRICK	SHEARWATER-BERKELEY	4	SATELLITE BEACH	0	0	0	0	0	0	0	1	0	1	7.30	3	17%	2	22%	2	3%	1	2%	1	0.65	1	10	11	0.000000	0	0.60	2	20	2	4	0	0	0	0	
265	SR 513 (S Patrick Drive)	206	S. PATRICK	BERKELEY-OCEAN	4	UNINCORPORATED	0	0	0	0	1	0	0	1	0	2	7.56	3	16%	2	25%	2	3%	1	2%	1	0.79	1	10	12	0.000000	0	0.00	0	0	0	0	0	0	0	0	
287	SR 513 (S Patrick Drive)	206	S. PATRICK	OCEAN-PINEDA S RAMPS	4	UNINCORPORATED	0	0	0	1	0	0	0	1	0	2	6.07	3	13%	2	26%	2	1%	1	1%	1	0.82	1	10	12	0.000000	0	0.00	0	0	0	0	0	0	0	0	
541	SR 513 (S Patrick Drive)	206	S. PATRICK	BANANA RVR DR-DESOTO	4	INDIAN HARBOUR BEACH	0	0	0	0	1	0	0	1	0	2	5.40	3	21%	3	24%	2	5%	1	5%	2	2.62	2	13	15	0.000000	0	1.00	3	35	3	6	0	0	0	0	0
494	SR 514 (Malabar Road)	155	MALABAR	BABCOCK-COREY	3	MALABAR	0	0	0	0	0	0	0	1	0	1	0.98	1	19%	2	23%	2	10%	1	1%	1	0.57	1	8	9	0.000000	0	0.60	2	7	2	4	13	4	3	1	
516	SR 514 (Malabar Road)	155	MALABAR	COREY-US 1	3	MALABAR	0	0	0	0	1	1	0	1	0	3	0.39	1	15%	2	22%	2	7%	1	2%	1	0.29	1	8	11	0.000000	0	0.00	0	0	0	0	0	0	0	0	
293	SR 518 (Eau Gallie Boulevard)	197	EAU GALLIE	S PATRICK-SR A1A	4	UNINCORPORATED	1	0	0	0	1	1	0	1	0	4	6.15	3	15%	2	27%	2	8%	1	2%	1	5.71	3	12	16	0.000038	2	0.80	3	291	3	8	22	6	4	2	
312	SR 518 (Eau Gallie Boulevard)	197	EAU GALLIE	CAUSEWAY	4	MELBOURNE	0	1	0	1	0	0	1	1	0	4	3.71	2	16%	2	27%	2	9%	1	5%	2	3.90	3	12	16	0.000000	0	0.20	1	4	1	2	0	0	0	0	
359	SR 518 (Eau Gallie Boulevard)	124	EAU GALLIE	WICKHAM-CROTON	3	MELBOURNE	0	1	0	0	0	0	0	1	0	2	7.68	3	20%	3	16%	1	20%	2	8%	2	2.07	2	13	15	0.000000	0	0.40	2	5	1	3	11	5	2	1	
360	SR 518 (Eau Gallie Boulevard)	124	EAU GALLIE	COMMODORE-STEWART AV	3	MELBOURNE	0	0	0	0	1	0	0	1	0	2	6.11	3	18%	2	18%	1	18%	2	5%	2	2.84	2	12	14	0.000000	0	0.00	0	0	0	0	0	0	0	0	
438	SR 518 (Eau Gallie Boulevard)	123	EAU GALLIE	I-95-JOHN RODES	3	MELBOURNE	0	0	0	0	0	0	0	1	0	1	4.22	3	19%	2	28%	2	14%	1	2%	1	1.36	2	11	12	0.000000	0	0.00	0	0	0	0	0	0	0	0	
439	SR 518 (Eau Gallie Boulevard)	123	EAU GALLIE	JOHN RODES-SARNO	3	MELBOURNE	0	0	0	0	0	0	0	1	0	1	2.53	2	21%	3	19%	1	11%	1	4%	1	4.93	3	11	12	0.000000	0	0.00	0	0	0	0	0	22	2	11	3
440	SR 518 (Eau Gallie Boulevard)	123	EAU GALLIE	SARNO-WICKHAM	3	MELBOURNE	0	1	0	0	0	0	0	1	0	2	2.48	2	22%	3	14%	1	11%	1	5%	1	3.12	3	11	13	0.000000	0	0.00	0	0	0	0	0	0	0	0	
441	SR 518 (Eau Gallie Boulevard)	124	EAU GALLIE	CROTON-COMMOODORE	3	MELBOURNE																																				

Table B-1: Step 1- Segment Level Assessment Score (By Corridor Name) (Continued)

Segment ID	Corridor Road Name	Corridor ID	Road Name	Segment Name	Area ID	Jurisdiction	Downtown Activity Center Points	Suburban Activity Center Points	Rural Town Center Points	Major Destinations Points	Park Points	Trailhead Points	Library Points	School Points	University/ College Points	Total Land Use Score	Population Density Raw Number	Population Density Points	Percentage of Residents Under 18 Raw Number	Percentage of Residents Under 18 Points	Percentage of Residents Above 65 Raw Number	Percentage of Residents Above 65 Points	Percentage of Households in Poverty Raw Number	Percentage of Households in Poverty Points	Percentage of Households with No Car Raw Number	Percentage of Households with No Car Points	Percentage of Households with No Car Points	Job Density Number	Job Density Points	Total Demographic Score	Total Land Use and Demographic Score	Pedestrian or Bicycle Fatal Crash per VMT Raw Number	Pedestrian or Bicycle Fatal Crash per VMT Points	Pedestrian or Bicycle Crash Frequency Raw Number	Pedestrian or Bicycle Crash Frequency Points	Pedestrian or Bicycle Crash Severity Score Raw Number	Pedestrian or Bicycle Crash Severity Score Points	Total Safety Score	Total Weekday Ridership for Segment Raw Number	Number of Bus Stops for Segment	Total Per Bus Top Average Weekday Ridership for Segment	Total Transit Score Points
296	SR A1A	207	SR A1A	MARLEN DR-OKA	4	UNINCORPORATED	0	0	0	0	1	1	0	1	0	3	5.31	3	11%	2	43%	3	6%	1	3%	1	0.43	1	11	14	0.000000	0	0.60	2	5	2	4	0	0	0		
383	SR A1A	207	SR A1A	MIAMI-US192	4	INDIALANTIC	0	1	0	0	1	1	0	1	0	4	4.58	3	22%	3	21%	2	8%	1	1%	1	1.85	2	12	16	0.000000	0	0.80	3	14	2	5	0	0	0		
542	SR A1A	207	SR A1A	HERON-MARLEN	4	UNINCORPORATED	0	1	0	0	1	0	0	0	0	2	1.75	1	12%	2	40%	2	9%	1	3%	1	0.47	1	8	10	0.000000	0	0.60	2	10	2	4	0	0	0		
543	SR A1A	209	SR A1A	JACKSON-SHEARWATER	4	SATELLITE BEACH	0	1	0	0	0	0	0	1	0	2	4.82	3	27%	3	17%	1	4%	1	4%	1	2.08	2	11	13	0.000000	0	0.60	2	20	2	4	19	3	6	2	
544	SR A1A	209	SR A1A	BERKELEY-OCEAN	4	UNINCORPORATED	0	0	0	0	1	0	0	1	0	2	7.20	3	14%	2	24%	2	5%	1	4%	1	1.20	2	11	13	0.000000	0	0.60	2	20	2	4	33	6	6	2	
545	SR A1A	209	SR A1A	OCEAN-PINEDA	4	UNINCORPORATED	0	0	0	0	1	0	0	1	0	2	5.36	3	8%	1	27%	2	1%	1	1%	1	1.11	2	10	12	0.000000	0	0.00	0	0	0	4	1	1	1		
284	SR A1A (Astronaut Boulevard)	215	SR A1A	CENTRAL-SR 401	4	CAPE CANAVERAL	0	1	0	0	0	0	0	1	0	2	2.75	2	6%	1	32%	2	6%	1	15%	2	3.20	3	11	13	0.000000	0	0.40	2	20	2	4	18	1	18	4	
285	SR A1A (Astronaut Boulevard)	215	SR A1A	N ATLANTIC-CENTRAL	4	CAPE CANAVERAL	0	1	0	0	1	0	0	1	0	3	3.85	2	8%	1	33%	2	5%	1	12%	2	2.63	2	10	13	0.000000	0	0.60	2	10	2	4	76	2	38	4	
273	SR A1A (N Atlantic Avenue)	213	SR A1A	COCOA ISLES-TULIP	4	COCOA BEACH	1	0	0	0	1	0	1	1	0	4	4.60	3	8%	1	36%	2	1%	1	10%	2	6.70	3	12	16	0.000000	0	1.00	3	26	3	6	24	2	12	3	
274	SR A1A (N Atlantic Avenue)	213	SR A1A	TULIP-BAHAMA BLVD.	4	COCOA BEACH	1	0	0	0	1	0	0	1	0	3	4.54	3	9%	1	41%	3	0%	1	7%	2	7.15	3	13	16	0.000000	0	0.00	0	0	0	0	71	4	18	4	
275	SR A1A (N Atlantic Avenue)	213	SR A1A	BAHAMA BLVD-S BANANA	4	COCOA BEACH	1	0	0	0	1	1	0	1	0	4	4.59	3	10%	1	45%	3	0%	1	4%	1	7.24	3	12	16	0.000999	3	0.60	2	285	3	8	11	2	6	2	
276	SR A1A (N Atlantic Avenue)	213	SR A1A	S BANANA-FISHER DR	4	COCOA BEACH	1	0	0	0	1	0	0	0	0	2	4.58	3	10%	1	45%	3	0%	1	4%	1	6.35	3	12	14	0.000000	0	0.00	0	0	0	0	30	2	15	3	
277	SR A1A (N Atlantic Avenue)	213	SR A1A	FISHER DR-ST LUCIE	4	COCOA BEACH	1	0	0	0	1	0	0	0	0	2	4.91	3	6%	1	53%	3	2%	1	8%	2	5.56	3	13	15	0.000000	0	1.40	3	31	3	6	26	4	7	3	
278	SR A1A (N Atlantic Avenue)	213	SR A1A	ST LUCIE-MARION	4	COCOA BEACH	1	0	0	0	1	0	0	0	0	2	5.51	3	3%	1	62%	3	2%	1	9%	2	9.33	3	13	15	0.000348	3	1.60	3	577	3	9	39	2	20	4	
279	SR A1A (N Atlantic Avenue)	213	SR A1A	MARION-SR 520	4	COCOA BEACH	0	1	0	0	1	0	0	0	0	2	5.44	3	3%	1	55%	3	3%	1	9%	2	7.45	3	13	15	0.000000	0	0.40	2	7	2	4	0	0	0		
280	SR A1A (N Atlantic Avenue)	214	SR A1A	SR 520-OSCEOLA	4	COCOA BEACH	0	1	0	0	1	0	0	0	0	2	5.34	3	3%	1	40%	3	4%	1	9%	2	3.04	3	13	15	0.000000	0	0.20	1	4	1	2	0	0	0		
281	SR A1A (N Atlantic Avenue)	214	SR A1A	OSCEOLA-SHEPARD	4	COCOA BEACH	0	1	0	1	0	0	0	1	0	3	5.37	3	3%	1	37%	2	4%	1	9%	2	3.93	3	12	15	0.000000	0	0.00	0	0	0	0	9	1	9	3	
282	SR A1A (N Atlantic Avenue)	214	SR A1A	SHEPARD-MCKINLEY	4	COCOA BEACH	0	1	0	1	0	0	0	1	0	3	7.29	3	10%	2	31%	2	4%	1	9%	2	4.85	3	13	16	0.000077	2	1.40	3	309	3	8	89	6	15	3	
283	SR A1A (N Atlantic Avenue)	214	SR A1A	BUCHANAN-N ATLANTIC	4	CAPE CANAVERAL	0	0	0	0	1	0	1	1	0	3	8.30	3	13%	2	31%	2	3%	1	10%	2	2.92	2	12	15	0.000076	2	1.80	3	309	3	8	101	7	14	3	
297	SR A1A (N Atlantic Avenue)	214	SR A1A	MCKINLEY-BUCHANAN	4	CAPE CANAVERAL	0	0	0	0	1	0	1	1	0	3	7.94	3	12%	2	32%	2	4%	1	9%	2	3.02	3	13	16	0.000000	0	1.40	3	24	3	6	67	3	22	4	
269	SR A1A (NB N Atlantic Avenue)	211	SR A1A (NB ONLY)	S END-MINUTEMEN CSWY	4	COCOA BEACH	0	0	0	1	0	0	0	1	0	2	6.11	3	7%	1	27%	2	8%	1	14%	2	3.09	3	12	14	0.000000	0	1.80	3	21	3	6	146	9	16	4	
272	SR A1A (NB N Atlantic Avenue)	211	SR A1A (NB ONLY)	MINUTEMEN-N END ONE WAY	4	COCOA BEACH	1	0	0	0	0	0	1	1	0	3	5.13	3	7%	1	31%	2	5%	1	14%	2	7.10	3	12	15	0.000140	3	1.00	3	291	3	9	47	3	16	4	
261	SR A1A (S Atlantic Avenue)	210	SR A1A	PINEDA-MAIN GATE	4	UNINCORPORATED	0	0	0	0	0	0	0	1	0	1	0.95	1	24%	3	13%	1	4%	1	1%	1	1.73	2	9	10	0.000000	0	0.00	0	0	0	0	0	0	0		
387	SR A1A (S Atlantic Avenue)	210	SR A1A	MAIN GATE-S END ONE WAY	4	UNINCORPORATED	0	0	0	0	0	0	0	1	0	1	1.87	1	15%	2	23%	2	4%	1	5%	1	1.70	2	9	10	0.000000	0	0.40	2	3	1	3	12	7	2	1	
270	SR A1A (SB N Orlando Avenue)	212	SR A1A (SB ONLY)	N END ONE WAY-MINUTEMEN	4	COCOA BEACH	1	0	0	1	0	0	1	1	0	4	4.93	3	9%	1	25%	2	7%	1	14%	2	6.03	3	12	16	0.000000	0	0.20	1	4	1	2	39	2	20	4	
546	SR A1A (SB N Orlando Avenue)	212	SR A1A (SB ONLY)	MINUTEMEN-S END ONE WAY	4	COCOA BEACH	0	0	0	1	0	0	0	1	0	2	5.32	3	9%	1	28%	2	9%	1	14%	2	2.36	2	11	13	0.000039	2	1.40	3	305	3	8	40	9	4	2	
1712	St Lucie Lane	376	St Lucie Ln	BANANA RIVER BLVD S-A1A N ATLANTIC AVE	4	COCOA BEACH	0	0	0	0	0	0	0	0	0	0	6.54	3	1%	1	65%	3	3%	1	5%	2	7.21	3	13	13	0.000000	0	0.00	0	0	0	0	0	0	0	0	
325	St. Andrews Boulevard	172	ST ANDREWS	INTERLACHEN-PINEHURST	3	UNINCORPORATED	0	0	0	0	0	0	0	1	0	1	2.64	2	18%	2	30%	2	9%	1	1%	1	1.24	2	10	11	0.000000	0	0.20	1	3	1	2	0	0	0	0	
326	St. Andrews Boulevard	172	ST ANDREWS	PINEHURST-WICKHAM	3	UNINCORPORATED	0	1	0	0	0	0	0	1	0	2	2.55	2	17%	2	32%	2	10%	1	1%	1	2.70	2	10	12	0.000000	0	0.00	0	0	0	0	0	0	0	0	
381	St. Andrews Boulevard	172	ST ANDREWS	PINEDA CAUSEWAY-INTERLACHEN	3	UNINCORPORATED	0	0	0	0	0	0	0	1	0	1	2.85	2	22%	3	26%	2	2%	1	1%	1	0.10	1	10	11	0.000000	0	0.20	1	0	0	1	0	0	0	0	
609	St. Johns Heritage Parkway	173	ST JOHNS HERITAGE PKWY	MALABAR-PACE	3	PALM BAY	0	0	0	0	0	0	0	1	0	1	0.88	1	25%	3	18%	1	8%	1	2%	1	0.05	1	8	9	0.000000	0	0.20	1	0	0	1	0	0	0	0	
610	St. Johns Heritage Parkway	173	ST JOHNS HERITAGE PKWY	PACE-EMERSON	3	PALM BAY	0	0	0	0	0	0	0	1	0	1	0.02	1	18%	2	27%	2	3%	1	4%	1	0.00	1	8	9	0.000000	0	0.00	0	0	0	0	0	0	0	0	
1692	St. Johns Heritage Parkway	173	ST JOHNS HERITAGE PKWY	EMERSON DR-US 192	3	PALM BAY	0	0	0	0	0	0	0	1	0	1	0.21	1	20%	2	18%	1	2%	1	2%	1	0.02	1	7	8	0.000000	0	0.00	0	0	0	0	0	0	0	0	
1591	Stack Blvd	355	Stack Blvd	PALM BAY RD-EBER RD	3	MELBOURNE	0	0	0	0	0	0	0	1	0	1	5.64	3	9%	1	41%	3	8%	1	16%	2	0.98	1	11	12	0.000000	0	0.00	0	0	0	0	0	0	0	0	
25	Stadium Parkway	100	STADIUM PKWY	WICKHAM-JAMIESON	2	UNINCORPORATED	0	0	0	1	1	0	0	1	0	3	0.23	1	28%	3	24%	2	1%	1	3%	1	1.94	2	10	13	0.000081	3	0.20	1	278	3	7	398	1	398	4	
26	Stadium Parkway	101	STADIUM PKWY	JAMIESON-VIERA BLVD	2	UNINCORPORATED	0	1	0	1	1	0	0	1	0	4	0.24	1	28%	3	24%	2	1%	1	3%	1	1.61	2	10	14	0.000000	0	0.40	2	9	2	4	104	7	15	3	
535	Stadium Parkway	101	STADIUM PKWY	VIERA BLVD-ROSEMOUNT	2	UNINCORPORATED	0	1	0	0	0	0	0	1	0	2	0.24	1	28%	3	24%	2	1%	1	3%	1	0.77	1	9	11	0.000000	0	0.20	1	16	2	3	6	1	6	2	
606	Stadium Parkway	101	STADIUM PKWY	ROSEMOUNT-I-95/FISKE	2	UNINCORPORATED	0	1	0	0	0	0	0	1	0	2	0.38	1	26%	3	26%	2	6%	1	3%	1	0.33	1	9	11	0.000032	2	0.60	2	278	3	7	0	5	0	0	
324	Suntree Boulevard	175	SUNTREE	WICKHAM-US 1	2	UNINCORPORATED	0	1	0	0	1	0	0	1	0	3	2.03	2	16%	2	38%	2	10%	1	4%	1	2.72	2	10	13	0.000000	0	0.00	0	0	0	0	0	0	0	0	
108	Sykes Creek Parkway	64	SYKES CREEK	MERRITT-N BANANA	5	UNINCORPORATED	0	0	0	0	0	0	0	1	0	2	4.29	3	18%	2	22%	2	7%	1	1%																	

Table B-1: Step 1- Segment Level Assessment Score (By Corridor Name) (Continued)

Segment ID	Corridor Road Name	Corridor ID	Road Name	Segment Name	Area ID	Jurisdiction	Downtown Activity Center Points	Suburban Activity Center Points	Rural Town Center Points	Major Destinations Points	Park Points	Trailhead Points	Library Points	School Points	University/ College Points	Total Land Use Score	Population Density Raw Number	Population Density Points	Percentage of Residents Under 18 Raw Number	Percentage of Residents Under 18 Points	Percentage of Residents Above 65 Raw Number	Percentage of Residents Above 65 Points	Percentage of Households in Poverty Raw Number	Percentage of Households in Poverty Points	Percentage of Households with No Car Raw Number	Percentage of Households with No Car Points	Percentage of Households with No Car Points	Job Density Number	Job Density Points	Total Demographic Score	Total Land Use and Demographic Score	Pedestrian or Bicycle Fatal Crash per VMT Raw Number	Pedestrian or Bicycle Fatal Crash per VMT Points	Pedestrian or Bicycle Crash Frequency Raw Number	Pedestrian or Bicycle Crash Frequency Points	Pedestrian or Bicycle Crash Severity Score Raw Number	Pedestrian or Bicycle Crash Severity Score Points	Total Safety Score	Total Weekday Ridership for Segment Raw Number	Number of Bus Stops for Segment	Total Per Bus Top Average Weekday Ridership for Segment	Total Transit Score Points	
170	US 1 (S Washington Avenue)	36	US 1	SR 50-KNOX MCRAE	1	TITUSVILLE	0	0	0	0	1	0	0	1	0	2	3.68	2	20%	2	14%	1	14%	1	6%	2	3.98	3	11	13	0.000000	0	0.00	0	0	0	0	0	6	4	2	1	
172	US 1 (S Washington Avenue)	36	US 1	KNOX MCRAE-CNTRY CLUB	1	TITUSVILLE	0	1	0	0	1	1	0	1	0	4	3.98	2	19%	2	15%	1	15%	1	7%	2	4.12	3	11	15	0.000000	0	0.60	2	10	2	4	317	5	63	4		
173	US 1 (S Washington Avenue)	36	US 1	CNTRY CLUB-HARRISON	1	TITUSVILLE	0	1	0	0	1	0	0	1	0	3	3.57	2	10%	2	27%	2	12%	1	20%	2	4.28	3	12	15	0.000000	0	0.60	2	5	1	3	4	4	1	1		
174	US 1 (S Washington Avenue)	36	US 1	HARRISON-GRACE	1	TITUSVILLE	0	1	0	0	0	0	1	1	0	3	3.00	2	6%	1	35%	2	5%	1	20%	3	4.64	3	12	15	0.000000	0	0.80	3	6	2	5	17	8	2	1		
175	US 1 (SB S Hopkins Avenue)	38	US 1 (SB Hopkins)	SOUTH-GRACE	1	TITUSVILLE	0	0	0	1	1	0	0	1	0	3	2.99	2	7%	1	35%	2	5%	1	20%	3	7.55	3	12	15	0.000000	0	0.40	2	3	1	3	0	2	0	0		
176	US 1 (SB S Hopkins Avenue)	38	US 1 (SB Hopkins)	MAIN-SOUTH	1	TITUSVILLE	0	0	0	1	1	1	0	1	0	4	2.96	2	6%	1	36%	2	4%	1	20%	3	22.65	3	12	16	0.000272	3	0.20	1	278	3	7	0	1	0	0		
178	US 1 (SB S Hopkins Avenue)	38	US 1 (SB Hopkins)	GARDEN-MAIN	1	TITUSVILLE	0	0	0	1	1	1	0	1	0	4	2.96	2	6%	1	36%	2	4%	1	20%	3	9.03	3	12	16	0.000000	0	0.00	0	0	0	0	24	2	12	3		
362	US 192	183	US 192	SIMON RD-I-95	3	UNINCORPORATED	0	0	0	0	0	0	0	0	0	0	0.37	1	19%	2	19%	1	3%	1	2%	1	0.20	1	7	7	0.000000	0	0.00	0	0	0	0	0	0	0	0	0	
590	US 192	183	US 192	OSCEOLA CO-SIMON RD	3	UNINCORPORATED	0	0	0	0	0	0	0	0	0	0	0.02	1	19%	2	26%	2	2%	1	3%	1	0.01	1	8	8	0.000012	1	0.20	1	278	3	5	0	0	0	0	0	
289	US 192 (Melbourne Causeway/5th Avenue)	218	US 192	CAUSEWAY	4	UNINCORPORATED	0	0	0	1	1	0	0	1	0	3	3.97	2	15%	2	28%	2	5%	1	12%	2	6.52	3	12	15	0.000000	0	0.00	0	0	0	0	0	0	0	0	0	
290	US 192 (Melbourne Causeway/5th Avenue)	218	US 192	RIVERSIDE-SR A1A	4	UNINCORPORATED	0	1	0	0	1	1	0	1	0	4	4.44	3	20%	2	18%	1	6%	1	4%	1	3.14	3	11	15	0.000000	0	0.80	3	15	2	5	5	2	3	1		
363	US 192 (New Haven Avenue)	185	US 192	HOLLYWOOD-MCCLAINE (W MALL ENT)	3	UNINCORPORATED	0	1	0	0	0	0	0	1	0	2	4.04	3	22%	3	20%	1	18%	2	9%	2	6.29	3	14	16	0.000000	0	0.40	2	9	2	4	0	0	0	0	0	
373	US 192 (New Haven Avenue)	185	US 192	AIRPORT-COUNTRY CLUB	3	UNINCORPORATED	0	0	0	0	1	0	0	1	0	2	3.87	2	14%	2	18%	1	23%	2	7%	2	2.79	2	11	13	0.000000	0	0.20	1	4	1	2	4	1	4	2		
388	US 192 (New Haven Avenue)	185	US 192	DAYTON-WINDOVER SQ ENT	3	MELBOURNE VILLAGE	0	0	0	0	0	0	0	1	0	1	4.73	3	25%	3	18%	1	19%	2	14%	2	5.25	3	14	15	0.000000	0	0.00	0	0	0	0	6	1	6	2		
421	US 192 (New Haven Avenue)	184	US 192	I-95-JOHN RODES	3	UNINCORPORATED	0	1	0	0	1	0	0	1	0	3	1.81	1	17%	2	20%	2	4%	1	3%	1	3.54	3	10	13	0.000174	3	0.80	3	564	3	9	0	0	0	0		
422	US 192 (New Haven Avenue)	184	US 192	JOHN RODES-WICKHAM	3	UNINCORPORATED	0	1	0	0	1	0	0	1	0	3	2.07	2	17%	2	20%	2	5%	1	3%	1	1.69	2	10	13	0.000019	1	1.20	3	294	3	7	0	0	0	0	0	
424	US 192 (New Haven Avenue)	185	US 192	WICKHAM-DAYTON	3	MELBOURNE VILLAGE	0	1	0	0	1	0	0	1	0	3	3.70	2	23%	3	19%	1	16%	2	12%	2	4.66	3	13	16	0.000000	0	0.20	1	16	2	3	8	1	8	3		
425	US 192 (New Haven Avenue)	185	US 192	WINDOVER SQ-HOLLYWOOD	3	UNINCORPORATED	0	0	0	0	0	0	0	1	0	1	4.71	3	25%	3	19%	1	19%	2	13%	2	5.40	3	14	15	0.000053	2	0.60	2	282	3	7	21	1	21	4		
426	US 192 (New Haven Avenue)	185	US 192	MCCLAINE (W MALL ENT)-SUNSET (E MALL ENT)	3	UNINCORPORATED	0	1	0	0	0	0	0	1	0	2	3.85	2	20%	3	20%	2	17%	2	7%	2	6.50	3	14	16	0.000000	0	0.20	1	3	1	2	11	2	6	2		
427	US 192 (New Haven Avenue)	185	US 192	SUNSET (E MALL ENT)-DAIRY	3	UNINCORPORATED	0	0	0	0	0	0	0	1	0	1	3.82	2	19%	2	20%	1	16%	2	6%	2	6.05	3	12	13	0.000000	0	0.40	2	4	1	3	1	1	1	1		
428	US 192 (New Haven Avenue)	185	US 192	DAIRY-AIRPORT	3	UNINCORPORATED	0	0	0	0	0	0	0	1	0	1	3.88	2	8%	1	18%	1	10%	1	2%	1	2.30	2	8	9	0.000000	0	0.60	2	5	1	3	1	1	1	1		
429	US 192 (New Haven Avenue)	185	US 192	COUNTRY CLUB-BABCOCK	3	UNINCORPORATED	0	0	0	0	1	0	0	1	0	2	4.08	3	17%	2	20%	1	30%	2	13%	2	3.88	3	13	15	0.000000	0	0.00	0	0	0	0	0	2	0	0	0	
430	US 192 (Strawbridge Avenue)	186	US 192	BABCOCK-NEW HAVEN	3	UNINCORPORATED	0	0	0	0	1	0	0	1	0	2	4.74	3	16%	2	23%	2	35%	3	21%	3	5.97	3	16	18	0.000000	0	0.40	2	9	2	4	0	0	0	0		
451	US 192 (Strawbridge Avenue)	186	US 192	NEW HAVEN-PINE	3	UNINCORPORATED	0	0	0	0	0	0	0	1	0	1	4.89	3	18%	2	23%	2	37%	3	21%	3	14.70	3	16	17	0.000000	0	0.00	0	0	0	0	3	1	3	1		
452	US 192 (Strawbridge Avenue)	186	US 192	PINE-HICKORY	3	UNINCORPORATED	0	0	0	1	0	0	1	1	0	3	4.47	3	18%	2	25%	2	36%	3	20%	2	23.41	3	15	18	0.000000	0	0.00	0	0	0	0	0	0	1	0	0	
453	US 192 (Strawbridge Avenue)	186	US 192	HICKORY-LIVINGSTON	3	UNINCORPORATED	0	0	0	1	0	0	1	1	0	3	3.66	2	9%	1	40%	2	23%	2	23%	3	24.46	3	13	16	0.000000	0	0.00	0	0	0	0	0	33	2	17	4	
454	US 192 (Strawbridge Avenue)	186	US 192	LIVINGSTON-WAVERLY	3	UNINCORPORATED	0	0	0	1	0	0	0	1	0	2	3.21	2	3%	1	50%	3	4%	1	23%	3	21.38	3	13	15	0.000000	0	0.00	0	0	0	0	0	42	1	42	4	
508	US 192 (Strawbridge Avenue)	186	US 192	WAVERLY-US 1	3	UNINCORPORATED	0	0	0	1	1	0	0	1	0	3	3.10	2	2%	1	52%	3	0%	1	23%	3	23.14	3	13	16	0.000211	3	0.20	1	278	3	7	7	1	7	3		
509	US 192 (Strawbridge Avenue)	186	US 192	US 1-NEW HAVEN	3	UNINCORPORATED	0	0	0	1	1	0	0	1	0	3	3.10	2	2%	1	52%	3	0%	1	23%	3	20.77	3	13	16	0.000000	0	0.00	0	0	0	0	0	0	0	0	0	
512	Valkaria Road	187	VALKARIA	COREY-US 1	3	GRANT VALKARIA	0	0	0	0	1	0	0	0	0	1	0.30	1	19%	2	17%	1	6%	1	1%	1	0.06	1	7	8	0.000000	0	0.40	2	20	2	4	0	0	0	0	0	0
517	Valkaria Road	187	VALKARIA	BABCOCK-COREY	3	GRANT VALKARIA	0	0	0	0	0	0	0	1	0	1	0.40	1	19%	2	17%	1	7%	1	3%	1	0.11	1	7	8	0.000000	0	0.00	0	0	0	0	0	0	0	0	0	
1547	Varr Avenue	318	Varr Ave	LAKE DR-PEACHTREE ST	2	COCOA	0	1	0	0	1	0	0	1	0	3	5.13	3	33%	3	7%	1	60%	3	30%	3	2.99	2	15	18	0.000000	0	0.00	0	0	0	0	0	0	0	0	0	0
58	Viera Boulevard	107	VIERA BLVD	MURRELL-HOLIDAY SPRINGS	2	UNINCORPORATED	0	1	0	0	0	0	0	1	0	2	2.72	2	16%	2	37%	2	2%	1	6%	2	0.29	1	10	12	0.000000	0	0.40	2	18	2	4	3	3	1	1		
536	Viera Boulevard	107	VIERA BLVD	STADIUM-MURRELL	2	UNINCORPORATED	1	0	0	0	0	0	0	1	0	2	2.56	2	20%	3	28%	2	9%	1	2%	1	0.44	1	10	12	0.000000	0	0.00	0	0	0	0	0	0	0	0	0	
537	Viera Boulevard	108	VIERA BLVD	HOLIDAY SPRINGS-US 1	2	UNINCORPORATED	0	0	0	0	0	0	0	1	0	1	2.45	2	19%	2	23%	2	4%	1	2%	1	0.87	1	9	10	0.000000	0	0.00	0	0	0	0	0	0	0	0	0	
1567	Waco Boulevard	357	Waco Blvd	EMERSON DR-BABCOCK ST	3	PALM BAY	0	0	0	0	0	0	0	1	0	1	2.66	2	13%	2	14%	1	8%	1	3%	1	0.32	1	8	9	0.000000	0	0.00	0	0	0	0	0	0	0	0	0	
1713	Wakulla Lane	377	Wakulla Ln	A1A N ATLANTIC AVE-OCEAN BEACH BLVD	4	COCOA BEACH	0	0	0	0	0	0	0	0	0	0	4.61	3	5%	1	57%	3	1%	1	12%	2	5.63	3	13	13	0.000000	0	0.00	0	0	0	0	0	0	0	0	0	0
1586	Walden Boulevard/Wyoming Drive	358	Wyoming Dr	WALDEN BLVD-SAN FILIPPO	3	PALM BAY	0	0	0	0	0	0	0	1	0	1	2.38	2	14%	2	7%	1	6%	1	2%	1	0.14	1	8	9	0.000000	0	0.00	0	0	0	0	0	0	0	0	0	0
1629	Walden Boulevard/Wyoming Drive	358	Walden Blvd	EMERSON DR-WYOMING DR	3	PALM BAY	0	0	0	0	0	0	0	1	0	1	2.54	2	17%	2	11%	1	7%	1	2%	1	0.12	1	8	9	0.000000	0	0.00	0	0	0	0						

Table B-2: Step 2- Corridor Level Score (By Corridor Name)

Corridor ID	Road Name	Corridor Road Start	Corridor Road End	Land Use and Demographics Score	Safety Score	Transit Score
319	1st Street	Brabrook Avenue	US 1	9	2	0
362	4th Street	Brevard Avenue	SR A1A (Orlando Avenue)	15	2	0
383	A. Max Brewer Memorial Parkway	Causeway	Max Brewer Memorial Parkway	29	0	0
65	Adamson Road	Citrus Boulevard	SR 524	24	8	0
109	Airport Road	US 192 (New Haven Avenue)	Apollo Boulevard	39	5	6
320	Americana Boulevard	Jupiter Boulevard	Emerson Drive	32	5	0
110	Apollo Boulevard	Fee Avenue	Sarno Road	85	2	6
111	Apollo Boulevard	Sarno Road	SR 518 (Eau Gallie Boulevard)	14	0	0
321	Atz Road	Weber Road	Cored Road	9	0	0
112	Aurora Road	John Rodas Boulevard	Wickham Road	32	8	4
113	Aurora Road	Wickham Road	US 1 (Harbor City Boulevard)	40	15	5
114	Babcock Street	Indian River County	Grant Road	18	0	0
115	Babcock Street	Grant Road	SR 514 (Malabar Road)	36	7	1
118	Babcock Street	US 192 (New Haven Avenue)	US 1 (Harbor City Boulevard)	105	15	18
363	Banana River Boulevard	St. Lucie Lane	SR 520 (Cocoa Beach Causeway)	13	0	0
1	Barna Avenue	SR 405 (Columbia Boulevard)	Park Avenue	40	0	0
66	Barnes Boulevard	SR 519 (Fiske Boulevard)	Murrell Road	25	6	0
67	Barnes Boulevard	Murrell Road	US 1	11	3	2
312	Barton Boulevard	SR 519 (Fiske Boulevard)	US 1 (Rockledge Boulevard)	28	2	8
322	Bayside Lakes Boulevard	De Groodt Road	Dateland Road	24	9	4
390	Brabrook Avenue	Grant Road	1st Street	9	0	0
364	Brevard Avenue	SR A1A (Orlando Avenue)	4th Street	29	0	0
323	Bulldog Boulevard/Sheridan Road	Babcock Street	Oak Street	29	2	2
2	Camp Road	Grissom Parkway	US 1 (N Cocoa Boulevard)	10	5	0
3	Canaveral Groves Boulevard	Pine Street	US 1 (N Cocoa Boulevard)	33	15	0
4	Carpenter Road	Fox Lake Road	SR 46 (W Main Street)	29	3	0
365	Cassia Boulevard	SR 513 (S Patrick Drive)	SR A1A	12	0	0
196	Central Boulevard	SR A1A (Astronaut Boulevard)	Ridgewood Avenue	27	0	4
68	Clearlake Road	Pluckebaum Road	SR 520 (King Street)	14	2	1
389	Clearmont Street	Port Malabar Boulevard	Palm Bay Road	15	0	0
366	Cocoa Beach Causeway	SR A1A (N Atlantic Avenue)	Ocean Beach Boulevard	15	0	4
325	Cogan Drive	Babcock Street	Bayside Lakes Boulevard	20	1	0
41	Cone Road	S Tropical Trail	Kemp Street	40	3	0
326	Corey Road	Valkaria Road	SR 514 (Malabar Road)	26	0	0
300	Country Club Drive	S Park Avenue	US 1 (S Washington Avenue)	54	4	4
327	Country Club Road	University Boulevard	US 192 (New Haven Avenue)	13	0	1
379	Courtenay Parkway	Kennedy Parkway	Volusia County Line	10	0	0
71	Cox Road	SR 520 (King Street)	SR 524	11	0	0
72	Cox Road	SR 524	James Road	9	0	0
42	Crockett Boulevard	N Tropical Trail	SR 3 (N Courtenay Parkway)	14	3	0
119	Croton Road	Sarno Road	Lake Washington Road	39	12	0
120	Croton Road	Lake Washington Road	Post Road	22	0	1
328	Culver Drive	Emerson Drive	Palm Bay Road	10	0	1
301	Curtis Boulevard	Grissom Parkway	Fay Boulevard	11	6	0
5	Dairy Road	Carpenter Road	US 1	43	8	4
121	Dairy Road	Palm Bay Road	US 192 (New Haven Avenue)	49	3	4
122	Dairy Road	US 192 (New Haven Avenue)	Hibiscus Boulevard	10	0	0
329	De Groodt Road	San Filippo Drive	Jupiter Boulevard	20	6	0
6	Deering Parkway	I-95	US 1	9	0	0
302	Deleon Avenue	Harrison Street	SR 406 (Garden Street)	55	3	0
367	Desoto Parkway	SR 513 (S Patrick Drive)	SR A1A	13	0	0
73	Dixon Boulevard	SR 501 (Clearlake Road)	US 1 (N Cocoa Boulevard)	60	4	8
345	E New Haven Avenue	US 192 (New Haven Avenue)/Franklin Street	US 192 (Melbourne Causeway)	67	5	5
127	Eber Boulevard	Minton Road	Lipscomb Street	64	6	0
330	Eddie Allen Road	Airport Road	Nasa Boulevard	13	0	0
331	Eldron Boulevard	Bayside Lakes Blvd	Americana Boulevard	31	7	2
128	Ellis Road	John Rodas Boulevard	Wickham Road	27	6	0
129	Emerson Drive	Bayside Lakes Boulevard	Malabar Road	32	4	3
130	Emerson Drive	Malabar Road	Minton Road	30	3	2
131	Emerson Drive	Minton Road	St. John Heritage Parkway	20	5	4
132	Evans Road	US 192 (New Haven Avenue)	Nasa Boulevard	25	1	5
314	Eyster Boulevard	SR 519 (Fiske Boulevard)	US 1 (Rockledge Boulevard)	25	2	0
7	Fay Boulevard	Golfview Avenue	Grissom Parkway	38	11	0
8	Fay Boulevard	Grissom Parkway	US 1 (N Cocoa Boulevard)	37	10	0
332	Fee Avenue	Airport Road	US 1 (Harbor City Boulevard)	70	2	0
76	Fiske Boulevard	SR 520 (King Street)	Dixon Boulevard	16	4	4
133	Fleming Grant Road	Main Street	Micco Road	26	0	0
77	Florida Avenue	US 1 (Rockledge Boulevard)	SR 520 (King Street)	32	6	5
333	Florida Avenue	Hollywood Boulevard	Northview Street	51	8	3
78	Forrest Avenue	SR 520 (King Street)	US 1 (N Cocoa Boulevard)	34	1	0
43	Fortenberry Road	S Courtenay Parkway	Sykes Creek Parkway	30	0	1
334	Foundation Park	San Filippo Drive	Babcock Street	11	0	0
9	Fox Lake Road	Fox Lake Park	SR 405 (South Street)	29	0	0
79	Friday Road	SR 520 (King Street)	SR 524	10	4	3
219	Friday Road	SR 524	James Road	9	0	0
335	Front Street	Melbourne Avenue	New Haven Avenue	16	0	0
336	Garvey Road	Harper Boulevard	Malabar Road	26	0	0
134	Gateway Drive	Hibiscus Boulevard	Nasa Boulevard	14	0	1

Table B-2: Step 2- Corridor Level Score (By Corridor Name) (Continued)

Corridor ID	Road Name	Corridor Road Start	Corridor Road End	Land Use and Demographics Score	Safety Score	Transit Score
198	George King Boulevard	Dave Nisbet Drive	N Atlantic Avenue	14	0	4
337	Glendale Avenue	Pace Drive	Emerson Drive	11	3	3
13	Golfview Avenue	Port St. John Parkway	Fay Boulevard	10	0	0
135	Grant Road	Babcock Street	Old Dixie Highway	10	0	0
380	Grant Road	N Tropical Trail	N Courtenay Parkway	9	0	0
10	Grissom Parkway	Industry Road	Port St. John Parkway	26	8	0
11	Grissom Parkway	Port St. John Parkway	Kings Highway	38	0	0
12	Grissom Parkway	Kings Highway	SR 405 (Columbia Boulevard)	31	1	0
315	Gus Hipp Boulevard/Roy Wall Boulevard	SR 519 (Fiske Boulevard)	US 1 (Rockledge Boulevard)	13	0	0
44	Hall Road	N Tropical Trail	SR 3 (N Courtenay Parkway)	9	2	0
339	Hall Road	Weber Road	Corey Road	9	0	0
136	Harlock Road	Aurora Road	Lake Washington Road	9	0	0
340	Harper Boulevard/Hurley Boulevard	Garvey Road	Malabar Road	21	0	0
303	Harrison Street	Knox Mcrae Drive	US 1 (S Washington Street)	65	6	0
137	Henry Avenue	Minton Road	Country Club Road	39	6	0
138	Hibiscus Boulevard	Evans Road	US 1 (Harbor City Boulevard)	82	9	2
139	Hickory Street	US 192 (Strawbridge Avenue)	SR 508 (Nasa Boulevard)	52	5	6
14	Holder Avenue	Dairy Road	SR 46 (Main Street)	12	3	0
140	Hollywood Boulevard	Riviera Drive	US 192 (New Haven Avenue)	66	2	0
15	Hopkins Avenue	SR 50 (Cheney Highway)	Grace Street	61	11	8
16	Industry Road	SR 524/SR 501	Grissom Parkway	10	0	0
141	Interlachen Road	St. Andrews Boulevard	Wickham Road	26	2	0
368	Jackson Avenue	SR 513 (S Patrick Drive)	SR A1A	14	4	0
142	John Rodes Boulevard	US 192 (New Haven Avenue)	SR 518 (Eau Gallie Boulevard)	37	6	0
143	John Rodes Boulevard	SR 518 (Eau Gallie Boulevard)	Aurora Road	12	2	3
144	Jordan Blass Drive	St. Andrews Boulevard	Wickham Road	13	2	0
80	Judge F Jamieson Way	Stadium Parkway	Lake Andrew Drive	28	0	2
145	Jupiter Boulevard	San Filippo Drive	Malabar Road	47	7	2
146	Jupiter Boulevard	Malabar Road	Emerson Drive	10	3	3
381	Kennedy Parkway	Max Brewer Memorial Parkway	A. Max Brewer Memorial Parkway	9	0	0
17	Kings Highway	Grissom Parkway	US 1	9	2	0
342	Knecht Road	Port Malabar Boulevard	Palm Bay Road	14	0	0
305	Knox Mcrae Drive	US 1 (S Washington Avenue)	Fox Hall Road	68	3	0
82	Lake Andrew Drive	Wickham Road	Judge F Jamieson Way	27	3	6
147	Lake Andrew Drive	Ivanhoe Drive	Wickham Road	13	0	0
81	Lake Drive	SR 520 (King Street)/Cox Road	SR 520 (King Street)/Varr Avenue	45	13	0
148	Lake Washington Road	Lake Washington	US 1 (Harbor City Boulevard)	57	6	3
387	Lamplighter Drive	Pace Drive	Emerson Drive	12	3	0
45	Lucas Road	US 1 (Washington Avenue)	SR 3 (N Courtenay Parkway)	17	0	0
343	Magnolia Avenue/Nieman Avenue	Babcock Street	US 1 (Harbor City Boulevard)	14	0	0
149	Main Street	Central Avenue	US 1	10	0	0
306	Main Street	Park Avenue	US 1 (Hopkins Avenue)	38	0	0
150	Malabar Road	St. Johns Heritage Parkway	Minton Road	26	2	3
151	Malabar Road	Minton Road	Emerson Drive	14	2	2
152	Malabar Road	Emerson Drive	San Filippo Drive	12	5	3
153	Malabar Road	San Filippo Drive	I-95	13	5	0
154	Malabar Road (SR 514)	I-95	Babcock Street	11	6	2
382	Max Brewer Memorial Parkway	A. Max Brewer Memorial Parkway	Kennedy Parkway	18	0	0
344	Melbourne Avenue	SR 507 (Babcock Street)	Front Street	33	0	2
46	Merritt Avenue	N Tropical Trail	SR 3 (N Courtenay Parkway)	15	4	0
47	Merritt Avenue	SR 3 (N Courtenay Parkway)	Sykes Creek Parkway	28	9	0
156	Micco Road	Babcock Street	US 1 (Dixie Highway)	28	7	0
83	Michigan Avenue	Range Road	SR 501 (Clearlake Road)	10	0	0
84	Michigan Avenue	SR 501 (Clearlake Road)	US 1 (N Cocoa Boulevard)	14	2	0
157	Minton Road	Jupiter Boulevard	Palm Bay Road	52	1	7
158	Minton Road	Palm Bay Road	US 192 (New Haven Avenue)	77	6	4
369	Minutemen Causeway	Tom Warriner Boulevard	SR A1A (S Atlantic Avenue)	27	10	0
85	Murrell Road	Wickham Road	Barton Boulevard	78	15	8
199	N Atlantic Avenue	SR A1A (Astronaut Boulevard)	George King Boulevard	41	10	12
49	N Banana River Drive	SR 520 (Merritt Island Causeway)	SR 528/SR A1A (Beachline Expressway)	43	17	1
52	N Tropical Trail	SR 520 (Merritt Island Causeway)	SR 3 (N Courtenay Parkway)	54	3	4
53	N Tropical Trail	Grant Road	SR 3 (N Courtenay Parkway)	27	0	0
159	Nasa Boulevard	Wickham Road	Eddie Allen Road	27	0	4
160	Nasa Boulevard (SR 508)	Eddie Allen Road	US 1	57	0	13
18	Nasa Causeway	US 1 (Washington Avenue)	Space Commerce Way	10	0	0
48	Newfound Harbor Drive	Cul-de-sac	SR 520 (Merritt Island Causeway)	11	2	0
346	Norfolk Parkway	Palm Bay Road	Minton Road	12	2	4
200	Oak Street	SR A1A	Ocean Avenue	39	0	0
201	Ocean Beach Boulevard	Wakulla Lane	Young Avenue	30	0	3
370	Ocean Boulevard	SR 513 (S Patrick Drive)	SR A1A	12	2	0
19	Old Dixie Highway	Garden Street	Parker Street	39	0	0
347	Pace Drive	St. John Heritage Parkway	Jupiter Boulevard	34	5	7
161	Palm Bay Road	Minton Road	Hollywood Boulevard	50	2	0
162	Palm Bay Road	Hollywood Boulevard	SR 507 (Babcock Street)	72	17	10
163	Palm Bay Road	SR 507 (Babcock Street)	US 1 (Dixie Highway)	71	17	3
371	Paradise Boulevard	Riverside Drive	SR A1A	13	0	0
307	Park Avenue	SR 405 (South Street)	SR 406 (Garden Street)	115	4	4
386	Parker Street	Singleton Avenue	Old Dixie Highway	10	0	0

Table B-2: Step 2- Corridor Level Score (By Corridor Name) (Continued)

Corridor ID	Road Name	Corridor Road Start	Corridor Road End	Land Use and Demographics Score	Safety Score	Transit Score
164	Parkway Drive	Turtlemound Road	US 1 (Harbor City Boulevard)	48	2	6
20	Parrish Road	Holder Road	US 1	23	0	0
86	Peachtree Street	SR 501 (Clearlake Road)	Forrest Avenue	73	10	0
348	Pine Cone Road	Turtle Mound Road	Post Road	10	0	0
372	Pine Tree Drive/Banana River Drive	SR 513 (S Patrick Drive)	SR A1A	17	5	0
349	Pineapple Avenue	SR 518 (EB Eau Gallie Boulevard)	Parkway Drive	31	1	1
166	Pinehurst Avenue	Wickham Road	St. Andrews Drive	11	4	0
87	Pinehurst Avenue/Holiday Springs Road	Wickham Road	Viera Boulevard	41	3	0
88	Pluckebaum Road	Range Road	SR 519 (Fiske Boulevard)	20	2	0
54	Plumosa Street	Cone Road	Merritt Avenue	40	11	0
167	Port Malabar Boulevard	SR 507 (Babcock Street)	US 1 (Dixie Highway)	28	5	5
351	Port Malabar Boulevard	SR 507 (Babcock Street)	Palm Bay Road	27	4	0
21	Port St. John Parkway	I-95	Grissom Parkway	9	6	0
168	Post Road	Pinecone Road	US 1 (Harbor City Boulevard)	50	9	8
324	Prospect Avenue/Lipscomb Street	Palm Bay Road	US 1 (Harbor City Boulevard)	80	11	10
309	Raney Road	Knox McRae Drive	Country Club Road	12	0	0
89	Range Road	Pluckebaum Road	Rosetine Street	39	0	2
203	Ridgewood Avenue	Young Avenue	Central Boulevard	17	4	0
204	Riverside Drive	US 192 (5th Avenue)	SR 518 (Eau Gallie Boulevard)	37	4	0
373	Riverside Drive	SR A1A (Oak Street)	US 192 (5th Avenue)	15	2	0
352	Riviera Drive	Palm Bay Road	Palm Bay Road	41	7	4
169	RJ Conlan Boulevard	Palm Bay Road	US 1 (Dixie Highway)	25	0	0
316	Rosa Jones Drive	SR 519 (Fiske Boulevard)	US 1 (S Cocoa Boulevard)	17	5	2
90	Rosetine Street	Range Road	Peachtree Street	64	12	3
56	S Courtenay Parkway	Fortenberry Road	SR 520 (Merritt Island Causeway)	31	6	8
55	S Courtenay Parkway/Tropical Trail	SR 404 (Pineda Causeway)	Fortenberry Road	50	10	0
57	S Tropical Trail	Banana River Drive	SR 404 (Pineda Causeway)	10	4	0
58	S Tropical Trail	S Courtenay Parkway	SR 520 (Merritt Island Causeway)	46	9	0
174	San Filippo Drive	De Groodt Road	Malabar Road	60	9	6
171	Sarno Road	Wickham Road	US 1 (Harbor City Boulevard)	56	16	8
317	School Street	Lake Drive	Wilson Avenue	50	4	0
374	Sea Park Boulevard	SR 513 (S Patrick Drive)	SR A1A	13	0	0
375	Shearwater Parkway	SR 513 (S Patrick Drive)	SR A1A	12	0	0
310	Shepard Drive	SR 407 (Challenger Memorial Parkway)	Grissom Parkway	9	0	0
353	Sheridan Road	John Rhodes Boulevard	Wickham Road	10	0	0
22	Singleton Avenue	SR 405 (South Street)	SR 46 (W Main Street)	36	0	3
23	Sisson Road	SR 405 (Columbia Boulevard)	SR 50 (Cheney Highway)	24	2	0
59	Space Commerce Way	SR 3 (N Courtenay Parkway)	Nasa Causeway	9	0	0
91	Spyglass Hill Drive	Murrell Road	Pinehurst Avenue	12	2	0
51	SR 3 (N Courtenay Parkway)	SR 528/SR A1A (Beachline Expressway)	Space Commerce Way	28	0	0
50	SR 3 (N. Courtenay Parkway)	SR 520 (Merritt Island Causeway)	SR 528/SR A1A (Beachline Expressway)	97	33	12
165	SR 404 (Pineda Causeway)	I-95	US 1	34	7	0
202	SR 404 (Pineda Causeway)	US 1	SR A1A	35	3	0
28	SR 405 (Columbia Boulevard)	SR 50 (Cheney Highway)	US 1 (S Washington Avenue)	52	2	4
29	SR 405 (South Street)	SR 50 (Cheney Highway)	Singleton Avenue	23	0	4
30	SR 405 (South Street)	Singleton Avenue	US 1 (Washington Avenue)	34	4	3
31	SR 406 (Garden Street)	Carpenter Road	I-95	9	0	0
32	SR 406 (Garden Street)	I-95	US 1 (NB S Washington Avenue)	63	11	6
33	SR 406 (Garden Street)	US 1 (Washington Avenue)	A Max Brewer Memorial Parkway	14	0	0
34	SR 407 (Challenger Memorial Parkway)	SR 528 (Beachline Expressway)	SR 405 (Columbia Boulevard)	27	2	0
24	SR 46	Volusia County Line	Fawn Lake Boulevard	9	0	0
25	SR 46 (Main Street)	Fawn Lake Boulevard	US 1	21	6	0
26	SR 50 (Cheney Highway)	Orange County Line	I-95	8	5	0
27	SR 50 (Cheney Highway)	I-95	US 1 (S Washington Avenue)	65	23	5
69	SR 501 (Clearlake Road)	SR 520 (King Street)	Michigan Avenue	63	24	15
70	SR 501 (Clearlake Road)	Michigan Avenue	Industry Road	35	2	9
170	SR 5054 (Sarno Road)	SR 518 (Eau Gallie Boulevard)	Wickham Road	15	0	1
116	SR 507 (Babcock Street)	SR 514 (Malabar Road)	Palm Bay Road	39	12	3
117	SR 507 (Babcock Street)	Palm Bay Road	US 192 (New Haven Avenue)	82	17	12
205	SR 513 (S Patrick Drive)	SR 518 (Eau Gallie Boulevard)	Banana River Drive	28	2	3
206	SR 513 (S Patrick Drive)	Banana River Drive	SR 404 (Pineda Causeway)	89	19	0
155	SR 514 (Malabar Road)	Babcock Street	US 1	20	4	1
123	SR 518 (Eau Gallie Boulevard)	I-95	Wickham Road	45	0	3
124	SR 518 (Eau Gallie Boulevard)	Wickham Road	US 1 (Harbor City Boulevard)	57	7	1
197	SR 518 (Eau Gallie Boulevard)	SR 518 (Western End of Eau Gallie Causeway)	SR A1A	32	10	2
125	SR 518 (EB Montral Avenue)	US 1 (Harbor City Boulevard)	SR 518 (Eau Gallie Causeway)	45	1	1
126	SR 518 (WB Eau Gallie Boulevard)	US 1 (Harbor City Boulevard)	SR 518 (Eau Gallie Causeway)	43	0	0
74	SR 519 (Fiske Boulevard)	I -95/Barnes Boulevard	Barton Boulevard	24	8	3
75	SR 519 (Fiske Boulevard)	Barton Boulevard	SR 520 (King Street)	55	8	7
217	SR 520 (Cocoa Beach Causeway)	S Banana River Drive	SR A1A (N Atlantic Avenue)	30	11	7
94	SR 520 (EB) (King Street)	US 1 (S Cocoa Boulevard)	SR 520 (Humphrey Bridge)	67	16	8
92	SR 520 (King Street)	Orange County Line	I-95	30	4	2
93	SR 520 (King Street)	I-95	US 1 (S Cocoa Boulevard)	114	12	16
60	SR 520 (Merritt Island Causeway)	Humphrey Bridge	S. Banana River Drive	121	38	30
95	SR 520 (WB) (Willard Street)	US 1 (S Cocoa Boulevard)	SR 520 (Humphrey Bridge)	70	0	8
96	SR 524	SR 520 (King Street)	I-95	10	4	0
97	SR 524	I-95	Industry Rd/SR 501	19	2	3
207	SR A1A	Indian River County Line	US 192 (5th Avenue)	81	26	0

Table B-2: Step 2- Corridor Level Score (By Corridor Name) (Continued)

Corridor ID	Road Name	Corridor Road Start	Corridor Road End	Land Use and Demographics Score	Safety Score	Transit Score
208	SR A1A	US 192 (5th Avenue)	SR 518 (Eau Gallie Boulevard)	31	12	2
209	SR A1A	SR 518 (Eau Gallie Boulevard)	SR 404 (Pineda Causeway)	126	23	10
215	SR A1A (Astronaut Boulevard)	N Atlantic Avenue	SR 401	26	8	8
213	SR A1A (N Atlantic Avenue)	Cocoa Isles Boulevard	SR 520 (Cocoa Beach Causeway)	107	33	19
214	SR A1A (N Atlantic Avenue)	SR 520 (Cocoa Beach Causeway)	N Atlantic Avenue/Astronaut Boulevard	77	24	13
211	SR A1A (NB N Atlantic Avenue)	S End Of One Way Pairs	N End Of One Way Pairs	29	15	8
210	SR A1A (S Atlantic Avenue)	SR 404 (Pineda Causeway)	S End Of One Way Pairs	20	3	1
212	SR A1A (SB N Orlando Avenue)	N End Of One Way Pairs	S End Of One Way Pairs	29	10	6
376	St Lucie Lane	Banana River Boulevard	SR A1A (N Atlantic avenue)	13	0	0
172	St. Andrews Boulevard	Pineda Causeway	Wickham Road	34	3	0
173	St. Johns Heritage Parkway	Malabar Road	US 192	26	1	0
355	Stack Boulevard	Palm Bay Road	Eber Boulevard	12	0	0
100	Stadium Parkway	Wickham Road	Judge F Jamieson Way	13	7	4
101	Stadium Parkway	Judge F Jamieson Way	I-95/SR 519 (Fiske Boulevard)	36	14	5
175	Suntree Boulevard	Wickham Road	US 1	13	0	0
62	Sykes Creek Parkway	Fortenberry Road	SR 520	14	2	0
63	Sykes Creek Parkway	SR 520 (Merritt Island Causeway)	Merritt Avenue	12	4	0
64	Sykes Creek Parkway	Merritt Avenue	N Banana River Drive	13	0	0
311	Tropic Street	Singleton Avenue	Park Avenue	14	0	0
176	Turtlemound Road	SR 518 (Eau Gallie Boulevard)	Pine Cone Road	39	4	0
177	University Boulevard	SR 507 (Babcock Street)	US 1 (Harbor City Boulevard)	31	12	7
39	US 1	SR 406 (Garden Street)	SR 46 (Main Street)	32	6	3
40	US 1	SR 46 (Main Street)	Volusia County Line	30	6	3
102	US 1	SR 404 (Pineda Causeway)	Barnes Boulevard	35	15	2
178	US 1	Indian River County Line	SR 514 (Malabar Road)	37	19	0
179	US 1 (Dixie Highway)	SR 514 (Malabar Road)	RJ Conlan Boulevard	34	12	1
180	US 1 (Harbor City Boulevard)	RJ Conlan Boulevard	US 192 (Strawbridge Avenue)	45	9	0
181	US 1 (Harbor City Boulevard)	US 192 (Strawbridge Avenue)	Sarno Road	70	22	1
182	US 1 (Harbor City Boulevard)	Sarno Road	SR 404 (Pineda Causeway)	81	19	7
35	US 1 (N Cocoa Boulevard)	SR 528/SR A1A (Beachline Expressway)	SR 405 (Columbia Boulevard)	79	42	11
106	US 1 (N Cocoa Boulevard)	Peachtree Street	SR 528/SR A1A (Beachline Expressway)	56	7	5
37	US 1 (NB S Washington Avenue)	Grace Street	SR 406 (Garden Street)	46	5	6
103	US 1 (Rockledge Boulevard)	Barnes Boulevard	Eyster Boulevard	12	6	0
104	US 1 (Rockledge Boulevard)	Eyster Boulevard	Rosa Jones Drive	48	12	4
105	US 1 (S Cocoa Boulevard)	Rosa Jones Drive	Peachtree Street	34	2	3
36	US 1 (S Washington Avenue)	SR 405 (Columbia Boulevard)	Grace Street	68	16	9
38	US 1 (SB S Hopkins Avenue)	SR 406 (Garden Street)	Grace Street	47	10	3
183	US 192	Osceola County Line	I-95	15	5	0
218	US 192 (Melbourne Causeway/5th Avenue)	Causeway	SR A1A (Miramar Avenue)	30	5	1
184	US 192 (New Haven Avenue)	I-95	Wickham Road	26	16	0
185	US 192 (New Haven Avenue)	Wickham Road	SR 507 (Babcock Street)	128	24	15
186	US 192 (Strawbridge Avenue)	SR 507 (Babcock Street)	New Haven Avenue	116	11	12
187	Valkaria Road	Babcock Street	US 1	16	4	0
318	Varr Avenue	Lake Drive	Peachtree Street	18	0	0
107	Viera Boulevard	Stadium Parkway	Holiday Springs Road	24	4	1
108	Viera Boulevard	Holiday Springs Road	US 1	10	0	0
357	Waco Boulevard	Emerson Drive	Babcock Street	9	0	0
377	Wakulla Lane	SR A1A (N Atlantic Avenue)	Ocean Beach Boulevard	13	0	0
358	Walden Boulevard/Wyoming Drive	Emerson Drive	San Filippo Drive	18	0	0
378	Washington Avenue	N Atlantic Avenue	Ridgewood Avenue	16	2	4
359	Weber Rd	Valkaria Road	SR 514 (Malabar Road)	27	4	0
360	WH Jackson Street	Grant Street	US 1 (Harbor City Boulevard)	31	0	0
188	Wickham Road	US 192 (New Haven Avenue)	Nasa Boulevard	38	3	0
189	Wickham Road	Nasa Boulevard	Sarno Road	53	11	5
190	Wickham Road	Sarno Road	Parkway Drive	56	14	10
191	Wickham Road	Parkway Drive	SR 404 (Pineda Causeway)	66	5	12
192	Wickham Road	Pineda Causeway	Murrell Road	96	21	13
193	Wickham Road	Murrell Road	Lake Andrew Drive	41	8	8
194	Wickham Road	Lake Andrew Drive	Stadium Parkway	14	0	0
388	Wingate Drive	Minton Road	Hollywood Boulevard	13	3	0
195	Woody Burke Drive	Hibiscus Boulevard	Nasa Boulevard	14	0	0

Table B-3: Priority Corridor Shortlist Scoring (By Corridor Name)

Corridor ID	Road Name	Corridor Road Start	Corridor Road End	Is this corridor in top 25th percentile list for Pedestrian Need			Total Number of 'Top 25th percentile' Lists, This Corridor Ranks In for Pedestrian Needs	Is this corridor in top 25th percentile list for Pedestrian Opportunity			Total Number of 'Top 25th percentile' Lists, This Corridor Ranks In for Pedestrian Opportunity	Is this corridor in top 25th percentile list for Bicycle Need			Total Number of 'Top 25th percentile' Lists, This Corridor Ranks In for Bicycle Needs	Is this corridor in top 25th percentile list for Bicycle Opportunity			Total Number of 'Top 25th Percentile' Lists, This Corridor Ranks In for Bicycle Opportunity
				Pedestrian Need Corridor	Pedestrian Opportunity Corridor	Bicycle Need Corridor	Bicycle Opportunity Corridor	Land Use and Demographic Score List	Safety Score List	Transit Score List		Land Use and Demographic Score List	Safety Score List	Transit Score List		Land Use and Demographic Score List	Safety Score List	Transit Score List	
319	1st Street	Brabrook Avenue	US 1	N	Y	Y	N					0	0	0	0	0	0	1	1
362	4th Street	Brevard Avenue	SR A1A (Orlando Avenue)	N	Y	N	Y					1	1	1	3				
383	A. Max Brewer Memorial Parkway	Causeway	Max Brewer Memorial Parkway	N	Y	N	Y					1	0	1	2				
65	Adamson Road	Citrus Boulevard	SR 524	N	Y	N	Y					0	0	0	0				
109	Airport Road	US 192 (New Haven Avenue)	Apollo Boulevard	N	Y	N	Y					0	0	0	0				
320	Americana Boulevard	Jupiter Boulevard	Emerson Drive	N	Y	N	Y					1	1	0	2				
110	Apollo Boulevard	Fee Avenue	Sarno Road	N	Y	Y	N					0	0	0	0	0	0	0	0
111	Apollo Boulevard	Sarno Road	SR 518 (Eau Gallie Boulevard)	N	Y	Y	N					0	0	0	0	0	1	0	1
321	Atz Road	Weber Road	Cored Road	N	Y	N	Y					0	0	0	0				
112	Aurora Road	John Rodes Boulevard	Wickham Road	N	Y	N	Y					0	0	0	0				
113	Aurora Road	Wickham Road	US 1 (Harbor City Boulevard)	N	Y	N	Y					0	0	0	0				
114	Babcock Street	Indian River County	Grant Road	N	Y	N	Y					0	0	1	1				
115	Babcock Street	Grant Road	SR 514 (Malabar Road)	N	Y	N	Y					0	1	0	1				
118	Babcock Street	US 192 (New Haven Avenue)	US 1 (Harbor City Boulevard)	N	Y	Y	N					0	0	0	0	0	0	1	1
363	Banana River Boulevard	St. Lucie Lane	SR 520 (Cocoa Beach Causeway)	N	Y	N	Y					0	0	0	0				
1	Barna Avenue	SR 405 (Columbia Boulevard)	Park Avenue	Y	N	Y	N	0	1	0	1					0	0	0	0
66	Barnes Boulevard	SR 519 (Fiske Boulevard)	Murrell Road	N	Y	N	Y					0	1	0	1				
67	Barnes Boulevard	Murrell Road	US 1	N	Y	N	Y					0	1	0	1				
312	Barton Boulevard	SR 519 (Fiske Boulevard)	US 1 (Rockledge Boulevard)	Y	N	N	Y	1	1	0	2								
322	Bayside Lakes Boulevard	De Groodt Road	Dateland Road	N	Y	N	Y					1	0	0	1				
390	Brabrook Avenue	Grant Road	1st Street	Y	N	Y	N	0	0	0	0					0	0	0	0
364	Brevard Avenue	SR A1A (Orlando Avenue)	4th Street	N	Y	N	Y					1	1	1	3				
323	Bulldog Boulevard/Sheridan Road	Babcock Street	Oak Street	N	Y	N	Y					0	0	0	0				
2	Camp Road	Grissom Parkway	US 1 (N Cocoa Boulevard)	N	Y	Y	N					0	0	0	0	0	0	0	0
3	Canaveral Groves Boulevard	Pine Street	US 1 (N Cocoa Boulevard)	Y	N	Y	N	1	0	0	1					1	0	0	1
4	Carpenter Road	Fox Lake Road	SR 46 (W Main Street)	Y	N	N	Y	1	1	0	2								
365	Cassia Boulevard	SR 513 (S Patrick Drive)	SR A1A	N	Y	N	Y					0	0	0	0				
196	Central Boulevard	SR A1A (Astronaut Boulevard)	Ridgewood Avenue	N	Y	N	Y					0	0	0	0				
68	Clearlake Road	Pluckebaum Road	SR 520 (King Street)	N	Y	Y	N					1	0	0	1	1	0	0	1
389	Clearmont Street	Port Malabar Boulevard	Palm Bay Road	N	Y	Y	N					0	0	0	0	0	1	0	1
366	Cocoa Beach Causeway	SR A1A (N Atlantic Avenue)	Ocean Beach Boulevard	N	Y	N	Y					0	0	0	0				
325	Cogan Drive	Babcock Street	Bayside Lakes Boulevard	N	Y	N	Y					0	1	1	2				
41	Cone Road	S Tropical Trail	Kemp Street	N	Y	Y	N					0	0	0	0	0	1	0	1
326	Corey Road	Valkaria Road	SR 514 (Malabar Road)	N	Y	N	Y					0	0	0	0				
300	Country Club Drive	S Park Avenue	US 1 (S Washington Avenue)	Y	N	Y	N	0	0	0	0					0	0	0	0
327	Country Club Road	University Boulevard	US 192 (New Haven Avenue)	N	Y	N	Y					1	1	1	3				
379	Courtenay Parkway	Kennedy Parkway	Volusia County Line	Y	N	N	Y	1	1	0	2								
71	Cox Road	SR 520 (King Street)	SR 524	N	Y	Y	N					0	0	0	0	0	0	0	0
72	Cox Road	SR 524	James Road	N	Y	N	Y					0	0	1	1				
42	Crockett Boulevard	N Tropical Trail	SR 3 (N Courtenay Parkway)	N	Y	N	Y					0	1	0	1				
119	Croton Road	Sarno Road	Lake Washington Road	N	Y	Y	N					0	0	0	0	0	0	0	0
120	Croton Road	Lake Washington Road	Post Road	N	Y	Y	N					0	0	0	0	0	0	1	1
328	Culver Drive	Emerson Drive	Palm Bay Road	N	Y	N	Y					1	1	1	3				
301	Curtis Boulevard	Grissom Parkway	Fay Boulevard	N	Y	Y	N					0	0	0	0	0	0	0	0
5	Dairy Road	Carpenter Road	US 1	N	Y	N	Y					0	0	1	1				
121	Dairy Road	Palm Bay Road	US 192 (New Haven Avenue)	N	Y	N	Y					1	0	0	1				
122	Dairy Road	US 192 (New Haven Avenue)	Hibiscus Boulevard	N	Y	Y	N					0	0	0	0	0	1	1	2
329	De Groodt Road	San Filippo Drive	Jupiter Boulevard	Y	N	N	Y	0	0	0	0								
6	Deering Parkway	I-95	US 1	N	Y	N	Y					0	0	0	0				
302	Deleon Avenue	Harrison Street	SR 406 (Garden Street)	N	Y	N	Y					0	0	0	0				
367	Desoto Parkway	SR 513 (S Patrick Drive)	SR A1A	N	Y	N	Y					0	1	0	1				
73	Dixon Boulevard	SR 501 (Clearlake Road)	US 1 (N Cocoa Boulevard)	N	Y	N	Y					1	1	0	2				
345	E New Haven Avenue	US 192 (New Haven Avenue)/Franklin Street	US 192 (Melbourne Causeway)	N	Y	Y	N					0	0	0	0	0	0	0	0
127	Eber Boulevard	Minton Road	Lipscomb Street	N	Y	N	Y					0	0	1	1				
330	Eddie Allen Road	Airport Road	Nasa Boulevard	N	Y	N	Y					1	1	0	2				
331	Eldron Boulevard	Bayside Lakes Blvd	Americana Boulevard	N	Y	N	Y					0	1	0	1				
128	Ellis Road	John Rodes Boulevard	Wickham Road	N	Y	N	Y	0	0	0	0	1	1	1	3	0	0	0	0
129	Emerson Drive	Bayside Lakes Boulevard	Malabar Road	N	Y	N	Y					0	0	0	0				
130	Emerson Drive	Malabar Road	Minton Road	N	Y	Y	N					0	1	0	1	1	1	0	2
131	Emerson Drive	Minton Road	St. John Heritage Parkway	N	Y	N	Y					1	0	0	1				
132	Evans Road	US 192 (New Haven Avenue)	Nasa Boulevard	N	Y	Y	N					0	0	0	0	0	1	0	1
314	Eyster Boulevard	SR 519 (Fiske Boulevard)	US 1 (Rockledge Boulevard)	Y	N	N	Y	0	0	0	0								
7	Fay Boulevard	Golfview Avenue	Grissom Parkway	N	Y	N	Y					1	0	1	2				
8	Fay Boulevard	Grissom Parkway	US 1 (N Cocoa Boulevard)	N	Y	N	Y					0	0	0	0				
332	Fee Avenue	Airport Road	US 1 (Harbor City Boulevard)	N	Y	N	Y					1	1	1	3				
76	Fiske Boulevard	SR 520 (King Street)	Dixon Boulevard	N	Y	Y	N					0	0	0	0	1	0	0	1
133	Fleming Grant Road	Main Street	Micco Road	N	Y	Y	N					0	0	0	0	0	0	0	0
77	Florida Avenue	US 1 (Rockledge Boulevard)	SR 520 (King Street)	N	Y	Y	N					0	0	0	0	1	0	0	1
333	Florida Avenue	Hollywood Boulevard	Northview Street	N	Y	Y	N					0	0	0	0				
78	Forrest Avenue	SR 520 (King Street)	US 1 (N Cocoa Boulevard)	Y	N	N	Y	0	0	0	0								
43	Fortenberry Road	S Courtenay Parkway	Sykes Creek Parkway	N	Y	N	Y					0	0	0	0				
334	Foundation Park	San Filippo Drive	Babcock Street	N	Y	N	Y					0	0	0	0				
9	Fox Lake Road	Fox Lake Park	SR 405 (South Street)	Y	N	Y	N	0	0	0	0					0	0	0	0
79	Friday Road	SR 520 (King Street)	SR 524	N	Y	N	Y					0	0	0	0				
219	Friday Road	SR 524	James Road	N	Y	N	Y					0	0	0	0				
335	Front Street	Melbourne Avenue	New Haven Avenue	N	Y	N	Y					0	0	0	0				
336	Garvey Road	Harper Boulevard	Malabar Road	N	Y	Y	N					0	0	0	0	0	0	0	0
134	Gateway Drive	Hibiscus Boulevard	Nasa Boulevard	N	Y	N	Y					0	0	0	0				
198	George King Boulevard	Dave Nisbet Drive	N Atlantic Avenue	N	Y	N	Y					0	0	1	1				

Table B-3: Priority Corridor Shortlist Scoring (By Corridor Name) (Continued)

Corridor ID	Road Name	Corridor Road Start	Corridor Road End					Is this corridor in top 25th percentile list for Pedestrian Need			Total Number of 'Top 25th percentile' Lists, This Corridor Ranks In for Pedestrian Needs	Is this corridor in top 25th percentile list for Pedestrian Opportunity			Total Number of 'Top 25th percentile' Lists, This Corridor Ranks In for Pedestrian Opportunity	Is this corridor in top 25th percentile list for Bicycle Need			Total Number of 'Top 25th percentile' Lists, This Corridor Ranks In for Bicycle Needs	Is this corridor in top 25th percentile list for Bicycle Opportunity			Total Number of 'Top 25th Percentile' Lists, This Corridor Ranks In for Bicycle Opportunity
								Pedestrian Need Corridor	Pedestrian Opportunity Corridor	Bicycle Need Corridor		Bicycle Opportunity Corridor	Land Use and Demographic Score List	Safety Score List		Transit Score List	Land Use and Demographic Score List	Safety Score List		Transit Score List	Land Use and Demographic Score List	Safety Score List	
337	Glendale Avenue	Pace Drive	Emerson Drive	N	Y	N	Y					0	0	1	1					0	0	0	0
13	Golfview Avenue	Port St. John Parkway	Fay Boulevard	N	Y	N	Y					0	0	0	0					0	0	0	0
135	Grant Road	Babcock Street	Old Dixie Highway	Y	N	Y	N	0	0	0	0					0	0	0	0				
380	Grant Road	N Tropical Trail	N Courtenay Parkway	N	Y	Y	N					0	0	0	0	1	0	0	1				
10	Grissom Parkway	Industry Road	Port St. John Parkway	N	Y	N	Y					0	1	1	2					0	0	0	0
11	Grissom Parkway	Port St. John Parkway	Kings Highway	N	Y	N	Y					1	1	1	3					1	1	1	3
12	Grissom Parkway	Kings Highway	SR 405 (Columbia Boulevard)	N	Y	Y	N					0	0	0	0	0	0	0	0				
315	Gus Hipp Boulevard/Roy Wall Boulevard	SR 519 (Fiske Boulevard)	US 1 (Rockledge Boulevard)	N	Y	N	Y					0	0	0	0					0	0	0	0
44	Hall Road	N Tropical Trail	SR 3 (N Courtenay Parkway)	Y	N	N	Y	0	0	1	1									0	0	0	0
339	Hall Road	Weber Road	Corey Road	N	Y	N	Y					0	1	1	2					0	1	1	2
136	Harlock Road	Aurora Road	Lake Washington Road	N	Y	N	Y					0	0	0	0					0	0	0	0
340	Harper Boulevard/Hurley Boulevard	Garvey Road	Malabar Road	N	Y	N	Y					0	0	0	0					0	0	0	0
303	Harrison Street	Knox Mcrae Drive	US 1 (S Washington Street)	N	Y	N	Y					0	0	0	0					0	0	0	0
137	Henry Avenue	Minton Road	Country Club Road	N	Y	N	Y					0	0	0	0					0	0	0	0
138	Hibiscus Boulevard	Evans Road	US 1 (Harbor City Boulevard)	N	Y	N	Y					0	0	0	0					0	0	0	0
139	Hickory Street	US 192 (Strawbridge Avenue)	SR 508 (Nasa Boulevard)	N	Y	N	Y	0	0	0	0	1	0	1	2	0	0	0	0	1	0	1	2
14	Holder Avenue	Dairy Road	SR 46 (Main Street)	N	Y	N	Y					0	0	0	0					0	0	0	0
140	Hollywood Boulevard	Riviera Drive	US 192 (New Haven Avenue)	N	Y	N	Y	0	0	0	0	0	1	1	2	0	0	0	0	0	1	1	2
15	Hopkins Avenue	SR 50 (Cheney Highway)	Grace Street	N	Y	Y	N	0	0	0	0	1	1	1	3	1	1	1	3	0	0	0	0
16	Industry Road	SR 524/SR 501	Grissom Parkway	N	Y	N	Y					0	0	0	0					0	0	0	0
141	Interlachen Road	St. Andrews Boulevard	Wickham Road	N	Y	N	Y					0	0	0	0					0	0	0	0
368	Jackson Avenue	SR 513 (S Patrick Drive)	SR A1A	N	Y	N	Y					1	1	1	3					1	1	1	3
142	John Rodes Boulevard	US 192 (New Haven Avenue)	SR 518 (Eau Gallie Boulevard)	N	Y	N	Y					0	0	0	0					0	0	0	0
143	John Rodes Boulevard	SR 518 (Eau Gallie Boulevard)	Aurora Road	Y	N	Y	N	1	0	0	1					0	0	0	0				
144	Jordan Blass Drive	St. Andrews Boulevard	Wickham Road	N	Y	N	Y					0	0	0	0					0	0	0	0
80	Judge F Jamieson Way	Stadium Parkway	Lake Andrew Drive	N	Y	N	Y					0	0	0	0					0	0	0	0
145	Jupiter Boulevard	San Filippo Drive	Malabar Road	N	Y	Y	N					0	0	0	0	0	1	0	1				
146	Jupiter Boulevard	Malabar Road	Emerson Drive	N	Y	Y	N					0	1	0	1	0	1	0	1				
381	Kennedy Parkway	Max Brewer Memorial Parkway	A. Max Brewer Memorial Parkway	N	Y	N	Y					0	0	0	0					0	0	0	0
17	Kings Highway	Grissom Parkway	US 1	N	Y	Y	N					0	0	1	1	0	0	1	1	0	0	0	0
342	Knecht Road	Port Malabar Boulevard	Palm Bay Road	N	Y	Y	N					0	0	0	0	0	0	0	0				
305	Knox Mcrae Drive	US 1 (S Washington Avenue)	Fox Hall Road	Y	N	N	Y	1	1	0	2									0	0	0	0
82	Lake Andrew Drive	Wickham Road	Judge F Jamieson Way	N	Y	Y	N					0	0	0	0	0	0	0	0				
147	Lake Andrew Drive	Ivanhoe Drive	Wickham Road	N	Y	N	Y					0	0	0	0					0	0	0	0
81	Lake Drive	SR 520 (King Street)/Cox Road	SR 520 (King Street)/Varr Avenue	Y	N	Y	N	0	0	0	0					0	0	0	0				
148	Lake Washington Road	Lake Washington	US 1 (Harbor City Boulevard)	N	Y	Y	N					0	0	0	0	0	0	0	0				
387	Lamplighter Drive	Pace Drive	Emerson Drive	N	Y	N	Y					0	1	1	2					0	0	1	1
45	Lucas Road	US 1 (Washington Avenue)	SR 3 (N Courtenay Parkway)	N	Y	Y	N					0	0	0	0	0	1	0	1				
343	Magnolia Avenue/Nieman Avenue	Babcock Street	US 1 (Harbor City Boulevard)	N	Y	N	Y					0	0	0	0					0	0	0	0
149	Main Street	Central Avenue	US 1	N	Y	Y	N					0	0	0	0	0	0	0	0				
306	Main Street	Park Avenue	US 1 (Hopkins Avenue)	N	Y	N	Y					1	0	1	2					1	0	0	1
150	Malabar Road	St. Johns Heritage Parkway	Minton Road	N	Y	N	Y	0	0	0	0	1	1	1	3	0	0	0	0	1	1	1	3
151	Malabar Road	Minton Road	Emerson Drive	N	Y	N	Y					1	0	1	2					1	0	1	2
152	Malabar Road	Emerson Drive	San Filippo Drive	N	Y	N	Y					1	0	1	2					1	0	0	1
153	Malabar Road	San Filippo Drive	I-95	N	Y	N	Y					0	1	0	1					0	1	0	1
154	Malabar Road (SR 514)	I-95	Babcock Street	N	Y	N	Y					1	1	1	3					1	1	1	3
382	Max Brewer Memorial Parkway	A. Max Brewer Memorial Parkway	Kennedy Parkway	N	Y	N	Y					1	1	1	3					1	1	1	3
344	Melbourne Avenue	SR 507 (Babcock Street)	Front Street	N	Y	N	Y					0	0	0	0					0	0	0	0
46	Merritt Avenue	N Tropical Trail	SR 3 (N Courtenay Parkway)	N	Y	N	Y					0	1	1	2					0	0	0	0
47	Merritt Avenue	SR 3 (N Courtenay Parkway)	Sykes Creek Parkway	N	Y	N	Y					1	0	1	2					0	0	0	0
156	Micco Road	Babcock Street	US 1 (Dixie Highway)	N	Y	Y	N					0	1	1	2	1	1	1	3				
83	Michigan Avenue	Range Road	SR 501 (Clearlake Road)	N	Y	Y	N					0	0	0	0	0	0	0	0				
84	Michigan Avenue	SR 501 (Clearlake Road)	US 1 (N Cocoa Boulevard)	N	Y	Y	N					0	0	0	0	0	0	0	0				
157	Minton Road	Jupiter Boulevard	Palm Bay Road	N	Y	Y	N					0	1	0	1	1	1	0	2				
158	Minton Road	Palm Bay Road	US 192 (New Haven Avenue)	N	Y	Y	N					1	0	1	2	1	1	1	3				
369	Minutemen Causeway	Tom Warriner Boulevard	SR A1A (S Atlantic Avenue)	N	Y	N	Y					1	1	1	3					1	1	1	3
85	Murrell Road	Wickham Road	Barton Boulevard	N	Y	Y	N					0	0	1	1	0	0	1	1	</			

Table B-3: Priority Corridor Shortlist Scoring (By Corridor Name) (Continued)

Corridor ID	Road Name	Corridor Road Start	Corridor Road End					Is this corridor in top 25th percentile list for Pedestrian Need			Total Number of 'Top 25th percentile' Lists, This Corridor Ranks In for Pedestrian Needs	Is this corridor in top 25th percentile list for Pedestrian Opportunity			Total Number of 'Top 25th percentile' Lists, This Corridor Ranks In for Pedestrian Opportunity	Is this corridor in top 25th percentile list for Bicycle Need			Total Number of 'Top 25th percentile Lists, This Corridor Ranks In for Bicycle Needs	Is this corridor in top 25th percentile list for Bicycle Opportunity			Total Number of 'Top 25th Percentile' Lists, This Corridor Ranks In for Bicycle Opportunity
								Pedestrian Need Corridor	Pedestrian Opportunity Corridor	Bicycle Need Corridor		Bicycle Opportunity Corridor	Land Use and Demographic Score List	Safety Score List		Transit Score List	Land Use and Demographic Score List	Safety Score List		Transit Score List	Land Use and Demographic Score List	Safety Score List	
86	Peachtree Street	SR 501 (Clearlake Road)	Forrest Avenue	N	Y	Y	N					0	0	0	0	0	1	1	2				
348	Pine Cone Road	Turtle Mound Road	Post Road	N	Y	N	Y					0	0	0	0					0	0	0	0
372	Pine Tree Drive/Banana River Drive	SR 513 (S Patrick Drive)	SR A1A	N	Y	N	Y					0	0	0	0					0	0	0	0
349	Pineapple Avenue	SR 518 (EB Eau Gallie Boulevard)	Parkway Drive	N	Y	N	Y	0	0	0	0	1	1	1	3	0	0	0	0	1	1	1	3
166	Pinehurst Avenue	Wickham Road	St. Andrews Drive	N	Y	N	Y					0	0	0	0					0	0	0	0
87	Pinehurst Avenue/Holiday Springs Road	Wickham Road	Viera Boulevard	N	Y	N	Y					0	0	0	0					0	0	0	0
88	Pluckebaum Road	Range Road	SR 519 (Fiske Boulevard)	Y	N	Y	N	0	0	0	0					0	0	0	0				
54	Plumosa Street	Cone Road	Merritt Avenue	N	Y	Y	N					1	0	1	2	1	1	1	3				
167	Port Malabar Boulevard	SR 507 (Babcock Street)	US 1 (Dixie Highway)	N	Y	Y	N					0	0	0	0	0	0	0	0				
351	Port Malabar Boulevard	SR 507 (Babcock Street)	Palm Bay Road	N	Y	N	Y					0	0	0	0					0	0	0	0
21	Port St. John Parkway	I-95	Grissom Parkway	N	Y	Y	N					0	0	0	0	1	0	1	2				
168	Post Road	Pinecone Road	US 1 (Harbor City Boulevard)	N	Y	N	Y					0	0	0	0					0	0	0	0
324	Prospect Avenue/Lipscomb Street	Palm Bay Road	US 1 (Harbor City Boulevard)	N	Y	N	Y					0	0	0	0					0	0	0	0
309	Raney Road	Knox McRae Drive	Country Club Road	N	Y	N	Y					0	0	0	0					0	0	0	0
89	Range Road	Pluckebaum Road	Rosetine Street	Y	N	Y	N	0	0	0	0					0	0	0	0				
203	Ridgewood Avenue	Young Avenue	Central Boulevard	N	Y	Y	N					0	0	0	0	0	1	0	1				
204	Riverside Drive	US 192 (5th Avenue)	SR 518 (Eau Gallie Boulevard)	N	Y	Y	N					0	1	0	1	1	1	0	2				
373	Riverside Drive	SR A1A (Oak Street)	US 192 (5th Avenue)	N	Y	N	Y					0	0	0	0					0	0	0	0
352	Riviera Drive	Palm Bay Road	Palm Bay Road	N	Y	N	Y					0	1	0	1					0	1	0	1
169	RJ Conlan Boulevard	Palm Bay Road	US 1 (Dixie Highway)	N	Y	N	Y					0	0	1	1					0	0	1	1
316	Rosa Jones Drive	SR 519 (Fiske Boulevard)	US 1 (S Cocoa Boulevard)	Y	N	N	Y	0	1	0	1									0	0	0	0
90	Rosetine Street	Range Road	Peachtree Street	Y	N	N	Y	1	1	0	2									0	0	0	0
56	S Courtenay Parkway	Fortenberry Road	SR 520 (Merritt Island Causeway)	N	Y	Y	N					0	0	0	0	0	0	0	0				
55	S Courtenay Parkway/Tropical Trail	SR 404 (Pineda Causeway)	Fortenberry Road	N	Y	N	Y					1	0	1	2					1	0	1	2
57	S Tropical Trail	Banana River Drive	SR 404 (Pineda Causeway)	N	Y	N	Y					1	0	0	1					1	0	0	1
58	S Tropical Trail	S Courtenay Parkway	SR 520 (Merritt Island Causeway)	N	Y	Y	N					0	0	0	0	0	0	0	0				
174	San Filippo Drive	De Groodt Road	Malabar Road	N	Y	N	Y					1	1	0	2					1	1	0	2
171	Sarno Road	Wickham Road	US 1 (Harbor City Boulevard)	N	Y	N	Y	0	0	0	0	0	1	1	2	0	0	0	0	0	0	1	1
317	School Street	Lake Drive	Wilson Avenue	N	Y	N	Y					1	1	1	3					1	1	1	3
374	Sea Park Boulevard	SR 513 (S Patrick Drive)	SR A1A	N	Y	Y	N					0	0	0	0	0	0	0	0				
375	Shearwater Parkway	SR 513 (S Patrick Drive)	SR A1A	N	Y	Y	N					0	0	0	0	0	0	0	0				
310	Shepard Drive	SR 407 (Challenger Memorial Parkway)	Grissom Parkway	N	Y	N	Y					0	0	0	0					0	0	0	0
353	Sheridan Road	John Rodes Boulevard	Wickham Road	N	Y	N	Y					0	1	0	1					0	1	0	1
22	Singleton Avenue	SR 405 (South Street)	SR 46 (W Main Street)	Y	N	Y	N	0	1	0	1					0	1	0	1				
23	Sisson Road	SR 405 (Columbia Boulevard)	SR 50 (Cheney Highway)	N	Y	N	Y					0	1	0	1					0	1	0	1
59	Space Commerce Way	SR 3 (N Courtenay Parkway)	Nasa Causeway	N	Y	Y	N					0	0	0	0	1	1	1	3				
91	Spyglass Hill Drive	Murrell Road	Pinehurst Avenue	N	Y	N	Y					0	0	0	0					0	0	0	0
51	SR 3 (N Courtenay Parkway)	SR 528/SR A1A (Beachline Expressway)	Space Commerce Way	Y	N	Y	N	0	0	0	0					0	0	0	0				
50	SR 3 (N. Courtenay Parkway)	SR 520 (Merritt Island Causeway)	SR 528/SR A1A (Beachline Expressway)	N	Y	N	Y					0	0	0	0					0	0	0	0
165	SR 404 (Pineda Causeway)	I-95	US 1	N	Y	N	Y					0	0	0	0					0	0	0	0
202	SR 404 (Pineda Causeway)	US 1	SR A1A	N	Y	N	Y					1	1	0	2					0	1	0	1
28	SR 405 (Columbia Boulevard)	SR 50 (Cheney Highway)	US 1 (S Washington Avenue)	N	Y	Y	N					0	0	0	0	0	0	0	0				
29	SR 405 (South Street)	SR 50 (Cheney Highway)	Singleton Avenue	N	Y	Y	N					0	0	1	1	0	0	1	1				
30	SR 405 (South Street)	Singleton Avenue	US 1 (Washington Avenue)	N	Y	Y	N					0	0	0	0	0	0	0	0				
31	SR 406 (Garden Street)	Carpenter Road	I-95	N	Y	Y	N					0	0	0	0	1	1	0	2				
32	SR 406 (Garden Street)	I-95	US 1 (NB S Washington Avenue)	N	Y	N	Y					0	1	0	1					0	1	0	1
33	SR 406 (Garden Street)	US 1 (Washington Avenue)	A Max Brewer Memorial Parkway	Y	N	Y	N	1	0	0	1					0	0	0	0				
34	SR 407 (Challenger Memorial Parkway)	SR 528 (Beachline Expressway)	SR 405 (Columbia Boulevard)	N	Y	N	Y					1	0	1	2					1	0	0	1
24	SR 46	Volusia County Line	Fawn Lake Boulevard	N	Y	Y	N					0	0	0	0	1	1	0	2				
25	SR 46 (Main Street)	Fawn Lake Boulevard	US 1	N	Y	Y	N					0	0	0	0	0	0	0	0				
26	SR 50 (Cheney Highway)	Orange County Line	I-95	N	Y	N	Y					0	0	1	1					0	0	0	0
27	SR 50 (Cheney Highway)	I-95	US 1 (S Washington Avenue)	N	Y	Y	N					0	0	0	0	0	0	0	0				
69	SR 501 (Clearlake Road)	SR 520 (King Street)	Michigan Avenue	N	Y	Y	N					0	0	1	1	0	1	1	2				
70	SR 501 (Clearlake Road)	Michigan Avenue	Industry Road	N	Y	N	Y	0	0	0	0	1	1	1	3	0	0	0	0	1	1	1	3
170	SR 5054 (Sarno Road)	SR 518 (Eau Gallie Boulevard)	Wickham Road	N	Y	Y	N	0	0	0	0	1	1	1	3	1	1	1	3	0	0	0	0
116	SR 507 (Babcock Street)	SR 514 (Malabar Road)	Palm Bay Road	N	Y	N	Y					0	1	0	1					0	1	0	1
117	SR 507 (Babcock Street)	Palm Bay Road	US 192 (New Haven Avenue)	N	Y	N	Y					0	0	0	0					0	0	0	0
205	SR 513 (S Patrick Drive)	SR 518 (Eau Gallie Boulevard)	Banana River Drive	N	Y	N	Y					1	1	1	3					1	0	1	2
206	SR 513 (S Patrick Drive)	Banana River Drive	SR 404 (4																				

Table B-3: Priority Corridor Shortlist Scoring (By Corridor Name) (Continued)

Corridor ID	Road Name	Corridor Road Start	Corridor Road End					Is this corridor in top 25th percentile list for Pedestrian Need			Total Number of 'Top 25th percentile' Lists, This Corridor Ranks In for Pedestrian Needs	Is this corridor in top 25th percentile list for Pedestrian Opportunity			Total Number of 'Top 25th percentile' Lists, This Corridor Ranks In for Pedestrian Opportunity	Is this corridor in top 25th percentile list for Bicycle Need			Total Number of 'Top 25th percentile' Lists, This Corridor Ranks In for Bicycle Needs	Is this corridor in top 25th percentile list for Bicycle Opportunity			Total Number of 'Top 25th Percentile' Lists, This Corridor Ranks In for Bicycle Opportunity
				Pedestrian Need Corridor	Pedestrian Opportunity Corridor	Bicycle Need Corridor	Bicycle Opportunity Corridor	Land Use and Demographic Score List	Safety Score List	Transit Score List		Land Use and Demographic Score List	Safety Score List	Transit Score List		Land Use and Demographic Score List	Safety Score List	Transit Score List		Land Use and Demographic Score List	Safety Score List	Transit Score List	
213	SR A1A (N Atlantic Avenue)	Cocoa Isles Boulevard	SR 520 (Cocoa Beach Causeway)	N	Y	N	Y					0	1	0	1					0	1	0	1
214	SR A1A (N Atlantic Avenue)	SR 520 (Cocoa Beach Causeway)	N Atlantic Avenue/Astronaut Boulevard	N	Y	N	Y	0	0	0	0	1	1	0	2	0	0	0	0	0	1	0	1
211	SR A1A (NB N Atlantic Avenue)	S End Of One Way Pairs	N End Of One Way Pairs	N	Y	N	Y					0	0	0	0					0	0	0	0
210	SR A1A (S Atlantic Avenue)	SR 404 (Pineda Causeway)	S End Of One Way Pairs	N	Y	N	Y	0	0	0	0	0	1	1	2	0	0	0	0	0	1	1	2
212	SR A1A (SB N Orlando Avenue)	N End Of One Way Pairs	S End Of One Way Pairs	N	Y	N	Y	0	0	0	0	0	1	1	2	0	0	0	0	0	1	1	2
376	St Lucie Lane	Banana River Boulevard	SR A1A (N Atlantic avenue)	N	Y	Y	N					0	0	0	0	0	0	0	0				
172	St. Andrews Boulevard	Pineda Causeway	Wickham Road	N	Y	N	Y					1	0	0	1					0	0	0	0
173	St. Johns Heritage Parkway	Malabar Road	US 192	N	Y	N	Y					1	1	1	3					1	1	1	3
355	Stack Boulevard	Palm Bay Road	Eber Boulevard	N	Y	N	Y					0	1	0	1					0	0	0	0
100	Stadium Parkway	Wickham Road	Judge F Jamieson Way	N	Y	Y	N					0	0	0	0	0	0	0	0				
101	Stadium Parkway	Judge F Jamieson Way	I-95/SR 519 (Fiske Boulevard)	Y	N	Y	N	0	0	0	0					0	0	0	0				
175	Suntree Boulevard	Wickham Road	US 1	N	Y	Y	N					0	0	0	0	0	0	0	0				
62	Sykes Creek Parkway	Fortenberry Road	SR 520	N	Y	Y	N					0	0	0	0	1	1	1	3				
63	Sykes Creek Parkway	SR 520 (Merritt Island Causeway)	Merritt Avenue	N	Y	N	Y					0	0	1	1					0	0	0	0
64	Sykes Creek Parkway	Merritt Avenue	N Banana River Drive	N	Y	N	Y					0	0	1	1					0	0	1	1
311	Tropic Street	Singleton Avenue	Park Avenue	N	Y	N	Y					0	0	0	0					0	0	0	0
176	Turtlemound Road	SR 518 (Eau Gallie Boulevard)	Pine Cone Road	N	Y	N	Y					1	0	1	2					1	0	0	1
177	University Boulevard	SR 507 (Babcock Street)	US 1 (Harbor City Boulevard)	Y	N	N	Y	0	0	0	0									0	0	0	0
39	US 1	SR 406 (Garden Street)	SR 46 (Main Street)	N	Y	N	Y					0	0	0	0					0	0	0	0
40	US 1	SR 46 (Main Street)	Volusia County Line	N	Y	Y	N					0	0	0	0	0	0	0	0				
102	US 1	SR 404 (Pineda Causeway)	Barnes Boulevard	N	Y	N	Y	0	0	0	0	1	1	1	3	0	0	0	0	1	1	1	3
178	US 1	Indian River County Line	SR 514 (Malabar Road)	N	Y	N	Y					1	0	1	2					0	0	1	1
179	US 1 (Dixie Highway)	SR 514 (Malabar Road)	RJ Conlan Boulevard	N	Y	N	Y					0	0	0	0					0	0	0	0
180	US 1 (Harbor City Boulevard)	RJ Conlan Boulevard	US 192 (Strawbridge Avenue)	N	Y	N	Y					1	1	0	2					1	1	0	2
181	US 1 (Harbor City Boulevard)	US 192 (Strawbridge Avenue)	Sarno Road	Y	N	N	Y	0	0	0	0									0	0	0	0
182	US 1 (Harbor City Boulevard)	Sarno Road	SR 404 (Pineda Causeway)	N	Y	N	Y					0	0	0	0					0	0	0	0
35	US 1 (N Cocoa Boulevard)	SR 528/SR A1A (Beachline Expressway)	SR 405 (Columbia Boulevard)	N	Y	Y	N					0	0	0	0	0	0	0	0				
106	US 1 (N Cocoa Boulevard)	Peachtree Street	SR 528/SR A1A (Beachline Expressway)	N	Y	N	Y					1	0	0	1					1	0	0	1
37	US 1 (NB S Washington Avenue)	Grace Street	SR 406 (Garden Street)	N	Y	N	Y					0	0	0	0					0	0	0	0
103	US 1 (Rockledge Boulevard)	Barnes Boulevard	Eyster Boulevard	N	Y	N	Y	0	0	0	0	1	1	1	3	0	0	0	0	1	0	1	2
104	US 1 (Rockledge Boulevard)	Eyster Boulevard	Rosa Jones Drive	Y	N	Y	N	0	0	0	0					0	0	0	0				
105	US 1 (S Cocoa Boulevard)	Rosa Jones Drive	Peachtree Street	N	Y	Y	N					0	0	0	0	0	0	0	0				
36	US 1 (S Washington Avenue)	SR 405 (Columbia Boulevard)	Grace Street	Y	N	N	Y	0	0	0	0									0	0	0	0
38	US 1 (SB S Hopkins Avenue)	SR 406 (Garden Street)	Grace Street	N	Y	N	Y					0	0	0	0					0	0	0	0
183	US 192	Osceola County Line	I-95	N	Y	N	Y					0	0	0	0					0	0	0	0
218	US 192 (Melbourne Causeway/5th Avenue)	Causeway	SR A1A (Miramar Avenue)	N	Y	Y	N					0	0	0	0	1	0	1	2				
184	US 192 (New Haven Avenue)	I-95	Wickham Road	N	Y	Y	N					0	0	0	0	0	0	0	0				
185	US 192 (New Haven Avenue)	Wickham Road	SR 507 (Babcock Street)	N	Y	Y	N					0	1	0	1	1	1	0	2				
186	US 192 (Strawbridge Avenue)	SR 507 (Babcock Street)	New Haven Avenue	N	Y	Y	N					0	0	1	1	0	1	1	2				
187	Valkaria Road	Babcock Street	US 1	N	Y	N	Y					0	0	0	0					0	0	0	0
318	Varr Avenue	Lake Drive	Peachtree Street	N	Y	N	Y					1	1	1	3					1	1	1	3
107	Viera Boulevard	Stadium Parkway	Holiday Springs Road	N	Y	N	Y					0	0	0	0					0	0	0	0
108	Viera Boulevard	Holiday Springs Road	US 1	N	Y	N	Y					1	1	0	2					1	0	0	1
357	Waco Boulevard	Emerson Drive	Babcock Street	N	Y	Y	N					1	1	0	2	1	1	0	2				
377	Wakulla Lane	SR A1A (N Atlantic Avenue)	Ocean Beach Boulevard	N	Y	Y	N					0	0	0	0	0	0	0	0				
358	Walden Boulevard/Wyoming Drive	Emerson Drive	San Filippo Drive	N	Y	N	Y					1	1	1	3					1	1	1	3
378	Washington Avenue	N Atlantic Avenue	Ridgewood Avenue	N	Y	Y	N					0	0	1	1	0	0	1	1				
359	Weber Rd	Valkaria Road	SR 514 (Malabar Road)	N	Y	N	Y					1	1	1	3					1	1	1	3
360	WH Jackson Street	Grant Street	US 1 (Harbor City Boulevard)	N	Y	N	Y					1	0	1	2					1	0	1	2
188	Wickham Road	US 192 (New Haven Avenue)	Nasa Boulevard	N	Y	N	Y					0	0	0	0					0	0	0	0
189	Wickham Road	Nasa Boulevard	Sarno Road	N	Y	Y	N					1	1	1	3	1	1	1	3				
190	Wickham Road	Sarno Road	Parkway Drive	N	Y	N	Y	0	0	0	0	1	1	1	3	0	0	0	0	1	1	1	3
191	Wickham Road	Parkway Drive	SR 404 (Pineda Causeway)	N	Y	N	Y					1	1	1	3					1	1	1	3
192	Wickham Road	Pineda Causeway	Murrell Road	N	Y	N	Y					0	0	0	0					0	0	0	0
193	Wickham Road	Murrell Road	Lake Andrew Drive	N	Y	Y	N					0	0	0	0	1	0	1	2				
194	Wickham Road	Lake Andrew Drive	Stadium Parkway	N	Y	N	Y					0	0	0	0					0	0	0	0
388	Wingate Drive	Minton Road	Hollywood Boulevard	N	Y	N	Y					0	0	0	0					0	0	0	0
195	Woody Burke Drive	Hibiscus Boulevard	Nasa Boulevard	N	Y	N	Y					0	0	0	0					0	0	0	0

Table B-4: Bicycle and Pedestrian Coverage Score (By Corridor Name)

Corridor ID	Road Name	Corridor Road Start	Corridor Road End	Percentage of Corridor Length Covered with Existing Pedestrian Facilities	Pedestrian Coverage Score	Percentage of Corridor Length Covered with Existing Bike Facilities	Bike Coverage Score
319	1st Street	Brabrook Avenue	US 1	100%	0	0%	10
362	4th Street	Brevard Avenue	SR A1A (Orlando Avenue)	100%	0	1%	6
383	A. Max Brewer Memorial Parkway	Causeway	Max Brewer Memorial Parkway	82%	1	68%	3
65	Adamson Road	Citrus Boulevard	SR 524	50%	3	1%	6
109	Airport Road	US 192 (New Haven Avenue)	Apollo Boulevard	50%	3	1%	6
320	Americana Boulevard	Jupiter Boulevard	Emerson Drive	89%	1	74%	1
110	Apollo Boulevard	Fee Avenue	Sarno Road	50%	3	0%	10
111	Apollo Boulevard	Sarno Road	SR 518 (Eau Gallie Boulevard)	100%	0	0%	10
321	Atz Road	Weber Road	Cored Road	89%	1	7%	6
112	Aurora Road	John Rodas Boulevard	Wickham Road	8%	6	1%	6
113	Aurora Road	Wickham Road	US 1 (Harbor City Boulevard)	11%	6	21%	6
114	Babcock Street	Indian River County	Grant Road	92%	1	8%	6
115	Babcock Street	Grant Road	SR 514 (Malabar Road)	84%	1	18%	6
118	Babcock Street	US 192 (New Haven Avenue)	US 1 (Harbor City Boulevard)	26%	6	0%	10
363	Banana River Boulevard	St. Lucie Lane	SR 520 (Cocoa Beach Causeway)	100%	0	1%	6
1	Barna Avenue	SR 405 (Columbia Boulevard)	Park Avenue	0%	10	0%	10
66	Barnes Boulevard	SR 519 (Fiske Boulevard)	Murrell Road	90%	1	1%	6
67	Barnes Boulevard	Murrell Road	US 1	100%	0	16%	6
312	Barton Boulevard	SR 519 (Fiske Boulevard)	US 1 (Rockledge Boulevard)	0%	10	1%	6
322	Bayside Lakes Boulevard	De Groot Road	Dateland Road	100%	0	26%	6
390	Brabrook Avenue	Grant Road	1st Street	0%	10	0%	10
364	Brevard Avenue	SR A1A (Orlando Avenue)	4th Street	47%	3	26%	6
323	Bulldog Boulevard/Sheridan Road	Babcock Street	Oak Street	84%	1	42%	3
2	Camp Road	Grissom Parkway	US 1 (N Cocoa Boulevard)	100%	0	0%	10
3	Canaveral Groves Boulevard	Pine Street	US 1 (N Cocoa Boulevard)	0%	10	0%	10
4	Carpenter Road	Fox Lake Road	SR 46 (W Main Street)	0%	10	1%	6
365	Cassia Boulevard	SR 513 (S Patrick Drive)	SR A1A	2%	6	100%	0
196	Central Boulevard	SR A1A (Astronaut Boulevard)	Ridgewood Avenue	15%	6	96%	1
68	Clearlake Road	Pluckebaum Road	SR 520 (King Street)	69%	3	0%	10
389	Clearmont Street	Port Malabar Boulevard	Palm Bay Road	100%	0	0%	10
366	Cocoa Beach Causeway	SR A1A (N Atlantic Avenue)	Ocean Beach Boulevard	62%	3	75%	1
325	Cogan Drive	Babcock Street	Bayside Lakes Boulevard	61%	3	44%	3
41	Cone Road	S Tropical Trail	Kemp Street	53%	3	0%	10
326	Corey Road	Valkaria Road	SR 514 (Malabar Road)	12%	6	100%	0
300	Country Club Drive	S Park Avenue	US 1 (S Washington Avenue)	0%	10	0%	10
327	Country Club Road	University Boulevard	US 192 (New Haven Avenue)	29%	6	35%	3
379	Courtenay Parkway	Kennedy Parkway	Volusia County Line	0%	10	1%	6
71	Cox Road	SR 520 (King Street)	SR 524	3%	6	0%	10
72	Cox Road	SR 524	James Road	69%	3	36%	3
42	Crockett Boulevard	N Tropical Trail	SR 3 (N Courtenay Parkway)	100%	0	1%	6
119	Croton Road	Sarno Road	Lake Washington Road	56%	3	0%	10
120	Croton Road	Lake Washington Road	Post Road	100%	0	0%	10
328	Culver Drive	Emerson Drive	Palm Bay Road	90%	1	26%	6
301	Curtis Boulevard	Grissom Parkway	Fay Boulevard	67%	3	0%	10
5	Dairy Road	Carpenter Road	US 1	62%	3	68%	3
121	Dairy Road	Palm Bay Road	US 192 (New Haven Avenue)	83%	1	10%	6
122	Dairy Road	US 192 (New Haven Avenue)	Hibiscus Boulevard	50%	3	0%	10
329	De Groot Road	San Filippo Drive	Jupiter Boulevard	0%	10	71%	1
6	Deering Parkway	I-95	US 1	50%	3	1%	6
302	Deleon Avenue	Harrison Street	SR 406 (Garden Street)	7%	6	81%	1
367	Desoto Parkway	SR 513 (S Patrick Drive)	SR A1A	100%	0	100%	0
73	Dixon Boulevard	SR 501 (Clearlake Road)	US 1 (N Cocoa Boulevard)	43%	3	1%	6
345	E New Haven Avenue	US 192 (New Haven Avenue)/Franklin Street	US 192 (Melbourne Causeway)	50%	3	0%	10
127	Eber Boulevard	Minton Road	Lipscomb Street	85%	1	14%	6
330	Eddie Allen Road	Airport Road	Nasa Boulevard	49%	3	4%	6
331	Eldron Boulevard	Bayside Lakes Blvd	Americana Boulevard	58%	3	1%	6
128	Ellis Road	John Rodas Boulevard	Wickham Road	89%	1	1%	6
129	Emerson Drive	Bayside Lakes Boulevard	Malabar Road	50%	3	1%	6
130	Emerson Drive	Malabar Road	Minton Road	37%	3	0%	10
131	Emerson Drive	Minton Road	St. John Heritage Parkway	52%	3	1%	6
132	Evans Road	US 192 (New Haven Avenue)	Nasa Boulevard	50%	3	0%	10
314	Eyster Boulevard	SR 519 (Fiske Boulevard)	US 1 (Rockledge Boulevard)	0%	10	100%	0
7	Fay Boulevard	Golfview Avenue	Grissom Parkway	58%	3	12%	6
8	Fay Boulevard	Grissom Parkway	US 1 (N Cocoa Boulevard)	100%	0	100%	0
332	Fee Avenue	Airport Road	US 1 (Harbor City Boulevard)	58%	3	12%	6
76	Fiske Boulevard	SR 520 (King Street)	Dixon Boulevard	100%	0	0%	10
133	Fleming Grant Road	Main Street	Micco Road	50%	3	0%	10
77	Florida Avenue	US 1 (Rockledge Boulevard)	SR 520 (King Street)	30%	6	0%	10
333	Florida Avenue	Hollywood Boulevard	Northview Street	100%	0	0%	10
78	Forrest Avenue	SR 520 (King Street)	US 1 (N Cocoa Boulevard)	0%	10	1%	6
43	Fortenberry Road	S Courtenay Parkway	Sykes Creek Parkway	57%	3	2%	6
334	Foundation Park	San Filippo Drive	Babcock Street	63%	3	50%	3
9	Fox Lake Road	Fox Lake Park	SR 405 (South Street)	0%	10	0%	10
79	Friday Road	SR 520 (King Street)	SR 524	11%	6	36%	3
219	Friday Road	SR 524	James Road	47%	3	1%	6
335	Front Street	Melbourne Avenue	New Haven Avenue	53%	3	38%	3
336	Garvey Road	Harper Boulevard	Malabar Road	100%	0	0%	10
134	Gateway Drive	Hibiscus Boulevard	Nasa Boulevard	49%	3	1%	6
198	George King Boulevard	Dave Nisbet Drive	N Atlantic Avenue	70%	3	1%	6
337	Glendale Avenue	Pace Drive	Emerson Drive	81%	1	1%	6
13	Golfview Avenue	Port St. John Parkway	Fay Boulevard	81%	1	10%	6
135	Grant Road	Babcock Street	Old Dixie Highway	0%	10	0%	10
380	Grant Road	N Tropical Trail	N Courtenay Parkway	74%	1	0%	10

Table B-4: Bicycle and Pedestrian Coverage Score (By Corridor Name) (Continued)

Corridor ID	Road Name	Corridor Road Start	Corridor Road End	Percentage of Corridor Length Covered with Existing Pedestrian Facilities	Pedestrian Coverage Score	Percentage of Corridor Length Covered with Existing Bike Facilities	Bike Coverage Score
10	Grissom Parkway	Industry Road	Port St. John Parkway	21%	6	1%	6
11	Grissom Parkway	Port St. John Parkway	Kings Highway	100%	0	13%	6
12	Grissom Parkway	Kings Highway	SR 405 (Columbia Boulevard)	97%	1	0%	10
315	Gus Hipp Boulevard/Roy Wall Boulevard	SR 519 (Fiske Boulevard)	US 1 (Rockledge Boulevard)	8%	6	90%	1
44	Hall Road	N Tropical Trail	SR 3 (N Courtenay Parkway)	0%	10	1%	6
339	Hall Road	Weber Road	Corey Road	90%	1	40%	3
136	Harlock Road	Aurora Road	Lake Washington Road	100%	0	51%	3
340	Harper Boulevard/Hurley Boulevard	Garvey Road	Malabar Road	100%	0	1%	6
303	Harrison Street	Knox Mcrae Drive	US 1 (S Washington Street)	84%	1	29%	6
137	Henry Avenue	Minton Road	Country Club Road	81%	1	100%	0
138	Hibiscus Boulevard	Evans Road	US 1 (Harbor City Boulevard)	100%	0	100%	0
139	Hickory Street	US 192 (Strawbridge Avenue)	SR 508 (Nasa Boulevard)	31%	6	37%	3
14	Holder Avenue	Dairy Road	SR 46 (Main Street)	100%	0	50%	3
140	Hollywood Boulevard	Riviera Drive	US 192 (New Haven Avenue)	62%	3	1%	6
15	Hopkins Avenue	SR 50 (Cheney Highway)	Grace Street	67%	3	0%	10
16	Industry Road	SR 524/SR 501	Grissom Parkway	28%	6	1%	6
141	Interlachen Road	St. Andrews Boulevard	Wickham Road	100%	0	100%	0
368	Jackson Avenue	SR 513 (S Patrick Drive)	SR A1A	100%	0	100%	0
142	John Rodes Boulevard	US 192 (New Haven Avenue)	SR 518 (Eau Gallie Boulevard)	100%	0	100%	0
143	John Rodes Boulevard	SR 518 (Eau Gallie Boulevard)	Aurora Road	0%	10	0%	10
144	Jordan Blass Drive	St. Andrews Boulevard	Wickham Road	73%	1	1%	6
80	Judge F Jamieson Way	Stadium Parkway	Lake Andrew Drive	16%	6	36%	3
145	Jupiter Boulevard	San Filippo Drive	Malabar Road	50%	3	0%	10
146	Jupiter Boulevard	Malabar Road	Emerson Drive	77%	1	0%	10
381	Kennedy Parkway	Max Brewer Memorial Parkway	A. Max Brewer Memorial Parkway	50%	3	1%	6
17	Kings Highway	Grissom Parkway	US 1	100%	0	0%	10
342	Knecht Road	Port Malabar Boulevard	Palm Bay Road	19%	6	0%	10
305	Knox Mcrae Drive	US 1 (S Washington Avenue)	Fox Hall Road	0%	10	93%	1
82	Lake Andrew Drive	Wickham Road	Judge F Jamieson Way	50%	3	0%	10
147	Lake Andrew Drive	Ivanhoe Drive	Wickham Road	14%	6	7%	6
81	Lake Drive	SR 520 (King Street)/Cox Road	SR 520 (King Street)/Varr Avenue	0%	10	0%	10
148	Lake Washington Road	Lake Washington	US 1 (Harbor City Boulevard)	65%	3	0%	10
387	Lamplighter Drive	Pace Drive	Emerson Drive	100%	0	50%	3
45	Lucas Road	US 1 (Washington Avenue)	SR 3 (N Courtenay Parkway)	76%	1	0%	10
343	Magnolia Avenue/Nieman Avenue	Babcock Street	US 1 (Harbor City Boulevard)	100%	0	8%	6
149	Main Street	Central Avenue	US 1	50%	3	0%	10
306	Main Street	Park Avenue	US 1 (Hopkins Avenue)	1%	6	5%	6
150	Malabar Road	St. Johns Heritage Parkway	Minton Road	100%	0	38%	3
151	Malabar Road	Minton Road	Emerson Drive	88%	1	1%	6
152	Malabar Road	Emerson Drive	San Filippo Drive	100%	0	19%	6
153	Malabar Road	San Filippo Drive	I-95	82%	1	1%	6
154	Malabar Road (SR 514)	I-95	Babcock Street	91%	1	1%	6
382	Max Brewer Memorial Parkway	A. Max Brewer Memorial Parkway	Kennedy Parkway	28%	6	1%	6
344	Melbourne Avenue	SR 507 (Babcock Street)	Front Street	24%	6	57%	3
46	Merritt Avenue	N Tropical Trail	SR 3 (N Courtenay Parkway)	57%	3	1%	6
47	Merritt Avenue	SR 3 (N Courtenay Parkway)	Sykes Creek Parkway	100%	0	66%	3
156	Micco Road	Babcock Street	US 1 (Dixie Highway)	100%	0	0%	10
83	Michigan Avenue	Range Road	SR 501 (Clearlake Road)	32%	6	0%	10
84	Michigan Avenue	SR 501 (Clearlake Road)	US 1 (N Cocoa Boulevard)	80%	1	0%	10
157	Minton Road	Jupiter Boulevard	Palm Bay Road	77%	1	0%	10
158	Minton Road	Palm Bay Road	US 192 (New Haven Avenue)	36%	3	0%	10
369	Minutemen Causeway	Tom Warriner Boulevard	SR A1A (S Atlantic Avenue)	86%	1	25%	6
85	Murrell Road	Wickham Road	Barton Boulevard	60%	3	0%	10
199	N Atlantic Avenue	SR A1A (Astronaut Boulevard)	George King Boulevard	30%	6	0%	10
49	N Banana River Drive	SR 520 (Merritt Island Causeway)	SR 528/SR A1A (Beachline Expressway)	55%	3	1%	6
52	N Tropical Trail	SR 520 (Merritt Island Causeway)	SR 3 (N Courtenay Parkway)	88%	1	1%	6
53	N Tropical Trail	Grant Road	SR 3 (N Courtenay Parkway)	100%	0	0%	10
159	Nasa Boulevard	Wickham Road	Eddie Allen Road	16%	6	1%	6
160	Nasa Boulevard (SR 508)	Eddie Allen Road	US 1	20%	6	100%	0
18	Nasa Causeway	US 1 (Washington Avenue)	Space Commerce Way	100%	0	0%	10
48	Newfound Harbor Drive	Cul-de-sac	SR 520 (Merritt Island Causeway)	0%	10	18%	6
346	Norfolk Parkway	Palm Bay Road	Minton Road	21%	6	23%	6
200	Oak Street	SR A1A	Ocean Avenue	81%	1	0%	10
201	Ocean Beach Boulevard	Wakulla Lane	Young Avenue	58%	3	0%	10
370	Ocean Boulevard	SR 513 (S Patrick Drive)	SR A1A	22%	6	1%	6
19	Old Dixie Highway	Garden Street	Parker Street	0%	10	0%	10
347	Pace Drive	St. John Heritage Parkway	Jupiter Boulevard	56%	3	0%	10
161	Palm Bay Road	Minton Road	Hollywood Boulevard	100%	0	100%	0
162	Palm Bay Road	Hollywood Boulevard	SR 507 (Babcock Street)	0%	10	4%	6
163	Palm Bay Road	SR 507 (Babcock Street)	US 1 (Dixie Highway)	38%	3	0%	10
371	Paradise Boulevard	Riverside Drive	SR A1A	0%	10	0%	10
307	Park Avenue	SR 405 (South Street)	SR 406 (Garden Street)	20%	6	1%	6
386	Parker Street	Singleton Avenue	Old Dixie Highway	100%	0	38%	3
164	Parkway Drive	Turtlemound Road	US 1 (Harbor City Boulevard)	100%	0	100%	0
20	Parrish Road	Holder Road	US 1	85%	1	0%	10
86	Peachtree Street	SR 501 (Clearlake Road)	Forrest Avenue	50%	3	0%	10
348	Pine Cone Road	Turtle Mound Road	Post Road	13%	6	1%	6
372	Pine Tree Drive/Banana River Drive	SR 513 (S Patrick Drive)	SR A1A	61%	3	1%	6
349	Pineapple Avenue	SR 518 (EB Eau Gallie Boulevard)	Parkway Drive	82%	1	30%	6
166	Pinehurst Avenue	Wickham Road	St. Andrews Drive	97%	1	100%	0
87	Pinehurst Avenue/Holiday Springs Road	Wickham Road	Viera Boulevard	70%	3	1%	6
88	Pluckebaum Road	Range Road	SR 519 (Fiske Boulevard)	0%	10	0%	10
54	Plumosa Street	Cone Road	Merritt Avenue	100%	0	0%	10

Table B-4: Bicycle and Pedestrian Coverage Score (By Corridor Name) (Continued)

Corridor ID	Road Name	Corridor Road Start	Corridor Road End	Percentage of Corridor Length Covered with Existing Pedestrian Facilities	Pedestrian Coverage Score	Percentage of Corridor Length Covered with Existing Bike Facilities	Bike Coverage Score
167	Port Malabar Boulevard	SR 507 (Babcock Street)	US 1 (Dixie Highway)	50%	3	0%	10
351	Port Malabar Boulevard	SR 507 (Babcock Street)	Palm Bay Road	7%	6	25%	6
21	Port St. John Parkway	I-95	Grissom Parkway	94%	1	0%	10
168	Post Road	Pinecone Road	US 1 (Harbor City Boulevard)	24%	6	1%	6
324	Prospect Avenue/Lipscomb Street	Palm Bay Road	US 1 (Harbor City Boulevard)	55%	3	46%	3
309	Raney Road	Knox McRae Drive	Country Club Road	77%	1	19%	6
89	Range Road	Pluckebaum Road	Rosetine Street	0%	10	0%	10
203	Ridgewood Avenue	Young Avenue	Central Boulevard	6%	6	0%	10
204	Riverside Drive	US 192 (5th Avenue)	SR 518 (Eau Gallie Boulevard)	18%	6	0%	10
373	Riverside Drive	SR A1A (Oak Street)	US 192 (5th Avenue)	100%	0	12%	6
352	Riviera Drive	Palm Bay Road	Palm Bay Road	1%	6	47%	3
169	RJ Conlan Boulevard	Palm Bay Road	US 1 (Dixie Highway)	50%	3	1%	6
316	Rosa Jones Drive	SR 519 (Fiske Boulevard)	US 1 (S Cocoa Boulevard)	0%	10	1%	6
90	Rosetine Street	Range Road	Peachtree Street	0%	10	1%	6
56	S Courtenay Parkway	Fortenberry Road	SR 520 (Merritt Island Causeway)	2%	6	0%	10
55	S Courtenay Parkway/Tropical Trail	SR 404 (Pineda Causeway)	Fortenberry Road	96%	1	20%	6
57	S Tropical Trail	Banana River Drive	SR 404 (Pineda Causeway)	71%	1	1%	6
58	S Tropical Trail	S Courtenay Parkway	SR 520 (Merritt Island Causeway)	62%	3	0%	10
174	San Filippo Drive	De Groodt Road	Malabar Road	82%	1	61%	3
171	Sarno Road	Wickham Road	US 1 (Harbor City Boulevard)	75%	1	61%	3
317	School Street	Lake Drive	Wilson Avenue	90%	1	100%	0
374	Sea Park Boulevard	SR 513 (S Patrick Drive)	SR A1A	100%	0	0%	10
375	Shearwater Parkway	SR 513 (S Patrick Drive)	SR A1A	65%	3	0%	10
310	Shepard Drive	SR 407 (Challenger Memorial Parkway)	Grissom Parkway	95%	1	17%	6
353	Sheridan Road	John Rodes Boulevard	Wickham Road	15%	6	35%	3
22	Singleton Avenue	SR 405 (South Street)	SR 46 (W Main Street)	0%	10	0%	10
23	Sisson Road	SR 405 (Columbia Boulevard)	SR 50 (Cheney Highway)	17%	6	3%	6
59	Space Commerce Way	SR 3 (N Courtenay Parkway)	Nasa Causeway	59%	3	0%	10
91	Spyglass Hill Drive	Murrell Road	Pinehurst Avenue	73%	1	1%	6
51	SR 3 (N Courtenay Parkway)	SR 528/SR A1A (Beachline Expressway)	Space Commerce Way	0%	10	0%	10
50	SR 3 (N. Courtenay Parkway)	SR 520 (Merritt Island Causeway)	SR 528/SR A1A (Beachline Expressway)	29%	6	1%	6
165	SR 404 (Pineda Causeway)	I-95	US 1	67%	3	1%	6
202	SR 404 (Pineda Causeway)	US 1	SR A1A	27%	6	1%	6
28	SR 405 (Columbia Boulevard)	SR 50 (Cheney Highway)	US 1 (S Washington Avenue)	83%	1	0%	10
29	SR 405 (South Street)	SR 50 (Cheney Highway)	Singleton Avenue	100%	0	0%	10
30	SR 405 (South Street)	Singleton Avenue	US 1 (Washington Avenue)	51%	3	0%	10
31	SR 406 (Garden Street)	Carpenter Road	I-95	14%	6	0%	10
32	SR 406 (Garden Street)	I-95	US 1 (NB S Washington Avenue)	57%	3	59%	3
33	SR 406 (Garden Street)	US 1 (Washington Avenue)	A Max Brewer Memorial Parkway	0%	10	0%	10
34	SR 407 (Challenger Memorial Parkway)	SR 528 (Beachline Expressway)	SR 405 (Columbia Boulevard)	75%	1	1%	6
24	SR 46	Volusia County Line	Fawn Lake Boulevard	63%	3	0%	10
25	SR 46 (Main Street)	Fawn Lake Boulevard	US 1	50%	3	0%	10
26	SR 50 (Cheney Highway)	Orange County Line	I-95	83%	1	100%	0
27	SR 50 (Cheney Highway)	I-95	US 1 (S Washington Avenue)	4%	6	0%	10
69	SR 501 (Clearlake Road)	SR 520 (King Street)	Michigan Avenue	89%	1	0%	10
70	SR 501 (Clearlake Road)	Michigan Avenue	Industry Road	79%	1	1%	6
170	SR 5054 (Sarno Road)	SR 518 (Eau Gallie Boulevard)	Wickham Road	88%	1	0%	10
116	SR 507 (Babcock Street)	SR 514 (Malabar Road)	Palm Bay Road	100%	0	80%	1
117	SR 507 (Babcock Street)	Palm Bay Road	US 192 (New Haven Avenue)	3%	6	100%	0
205	SR 513 (S Patrick Drive)	SR 518 (Eau Gallie Boulevard)	Banana River Drive	37%	3	7%	6
206	SR 513 (S Patrick Drive)	Banana River Drive	SR 404 (Pineda Causeway)	27%	6	0%	10
155	SR 514 (Malabar Road)	Babcock Street	US 1	94%	1	1%	6
123	SR 518 (Eau Gallie Boulevard)	I-95	Wickham Road	0%	10	0%	10
124	SR 518 (Eau Gallie Boulevard)	Wickham Road	US 1 (Harbor City Boulevard)	28%	6	0%	10
197	SR 518 (Eau Gallie Boulevard)	SR 518 (Western End of Eau Gallie Causeway)	SR A1A	100%	0	40%	3
125	SR 518 (EB Montral Avenue)	US 1 (Harbor City Boulevard)	SR 518 (Eau Gallie Causeway)	0%	10	0%	10
126	SR 518 (WB Eau Gallie Boulevard)	US 1 (Harbor City Boulevard)	SR 518 (Eau Gallie Causeway)	90%	1	18%	6
74	SR 519 (Fiske Boulevard)	I-95/Barnes Boulevard	Barton Boulevard	3%	6	8%	6
75	SR 519 (Fiske Boulevard)	Barton Boulevard	SR 520 (King Street)	100%	0	0%	10
217	SR 520 (Cocoa Beach Causeway)	S Banana River Drive	SR A1A (N Atlantic Avenue)	0%	10	100%	0
94	SR 520 (EB) (King Street)	US 1 (S Cocoa Boulevard)	SR 520 (Humphrey Bridge)	52%	3	1%	6
92	SR 520 (King Street)	Orange County Line	I-95	14%	6	1%	6
93	SR 520 (King Street)	I-95	US 1 (S Cocoa Boulevard)	28%	6	0%	10
60	SR 520 (Merritt Island Causeway)	Humphrey Bridge	S. Banana River Drive	100%	0	100%	0
95	SR 520 (WB) (Willard Street)	US 1 (S Cocoa Boulevard)	SR 520 (Humphrey Bridge)	55%	3	25%	6
96	SR 524	SR 520 (King Street)	I-95	63%	3	1%	6
97	SR 524	I-95	Industry Rd/SR 501	100%	0	0%	10
207	SR A1A	Indian River County Line	US 192 (5th Avenue)	28%	6	0%	10
208	SR A1A	US 192 (5th Avenue)	SR 518 (Eau Gallie Boulevard)	71%	1	0%	10
209	SR A1A	SR 518 (Eau Gallie Boulevard)	SR 404 (Pineda Causeway)	0%	10	1%	6
215	SR A1A (Astronaut Boulevard)	N Atlantic Avenue	SR 401	11%	6	9%	6
213	SR A1A (N Atlantic Avenue)	Cocoa Isles Boulevard	SR 520 (Cocoa Beach Causeway)	1%	6	56%	3
214	SR A1A (N Atlantic Avenue)	SR 520 (Cocoa Beach Causeway)	N Atlantic Avenue/Astronaut Boulevard	83%	1	16%	6
211	SR A1A (NB N Atlantic Avenue)	S End Of One Way Pairs	N End Of One Way Pairs	24%	6	100%	0
210	SR A1A (S Atlantic Avenue)	SR 404 (Pineda Causeway)	S End Of One Way Pairs	77%	1	1%	6
212	SR A1A (SB N Orlando Avenue)	N End Of One Way Pairs	S End Of One Way Pairs	44%	3	2%	6
376	St Lucie Lane	Banana River Boulevard	SR A1A (N Atlantic avenue)	22%	6	0%	10
172	St. Andrews Boulevard	Pineda Causeway	Wickham Road	100%	0	100%	0
173	St. Johns Heritage Parkway	Malabar Road	US 192	100%	0	100%	0
355	Stack Boulevard	Palm Bay Road	Eber Boulevard	100%	0	43%	3
100	Stadium Parkway	Wickham Road	Judge F Jamieson Way	50%	3	0%	10
101	Stadium Parkway	Judge F Jamieson Way	I-95/SR 519 (Fiske Boulevard)	0%	10	0%	10
175	Suntree Boulevard	Wickham Road	US 1	100%	0	0%	10

Table B-4: Bicycle and Pedestrian Coverage Score (By Corridor Name) (Continued)

Corridor ID	Road Name	Corridor Road Start	Corridor Road End	Percentage of Corridor Length Covered with Existing Pedestrian Facilities	Pedestrian Coverage Score	Percentage of Corridor Length Covered with Existing Bike Facilities	Bike Coverage Score
62	Sykes Creek Parkway	Fortenberry Road	SR 520	62%	3	0%	10
63	Sykes Creek Parkway	SR 520 (Merritt Island Causeway)	Merritt Avenue	69%	3	37%	3
64	Sykes Creek Parkway	Merritt Avenue	N Banana River Drive	54%	3	1%	6
311	Tropic Street	Singleton Avenue	Park Avenue	90%	1	91%	1
176	Turtlemound Road	SR 518 (Eau Gallie Boulevard)	Pine Cone Road	69%	3	1%	6
177	University Boulevard	SR 507 (Babcock Street)	US 1 (Harbor City Boulevard)	0%	10	1%	6
39	US 1	SR 406 (Garden Street)	SR 46 (Main Street)	3%	6	100%	0
40	US 1	SR 46 (Main Street)	Volusia County Line	30%	6	0%	10
102	US 1	SR 404 (Pineda Causeway)	Barnes Boulevard	98%	1	10%	6
178	US 1	Indian River County Line	SR 514 (Malabar Road)	59%	3	1%	6
179	US 1 (Dixie Highway)	SR 514 (Malabar Road)	RJ Conlan Boulevard	5%	6	61%	3
180	US 1 (Harbor City Boulevard)	RJ Conlan Boulevard	US 192 (Strawbridge Avenue)	71%	1	41%	3
181	US 1 (Harbor City Boulevard)	US 192 (Strawbridge Avenue)	Sarno Road	0%	10	100%	0
182	US 1 (Harbor City Boulevard)	Sarno Road	SR 404 (Pineda Causeway)	20%	6	60%	3
35	US 1 (N Cocoa Boulevard)	SR 528/SR A1A (Beachline Expressway)	SR 405 (Columbia Boulevard)	47%	3	0%	10
106	US 1 (N Cocoa Boulevard)	Peachtree Street	SR 528/SR A1A (Beachline Expressway)	75%	1	2%	6
37	US 1 (NB S Washington Avenue)	Grace Street	SR 406 (Garden Street)	43%	3	14%	6
103	US 1 (Rockledge Boulevard)	Barnes Boulevard	Eyster Boulevard	100%	0	21%	6
104	US 1 (Rockledge Boulevard)	Eyster Boulevard	Rosa Jones Drive	0%	10	0%	10
105	US 1 (S Cocoa Boulevard)	Rosa Jones Drive	Peachtree Street	15%	6	0%	10
36	US 1 (S Washington Avenue)	SR 405 (Columbia Boulevard)	Grace Street	0%	10	1%	6
38	US 1 (SB S Hopkins Avenue)	SR 406 (Garden Street)	Grace Street	6%	6	82%	1
183	US 192	Osceola County Line	I-95	50%	3	24%	6
218	US 192 (Melbourne Causeway/5th Avenue)	Causeway	SR A1A (Miramar Avenue)	49%	3	0%	10
184	US 192 (New Haven Avenue)	I-95	Wickham Road	4%	6	0%	10
185	US 192 (New Haven Avenue)	Wickham Road	SR 507 (Babcock Street)	22%	6	0%	10
186	US 192 (Strawbridge Avenue)	SR 507 (Babcock Street)	New Haven Avenue	97%	1	0%	10
187	Valkaria Road	Babcock Street	US 1	80%	1	82%	1
318	Varr Avenue	Lake Drive	Peachtree Street	100%	0	1%	6
107	Viera Boulevard	Stadium Parkway	Holiday Springs Road	51%	3	1%	6
108	Viera Boulevard	Holiday Springs Road	US 1	73%	1	1%	6
357	Waco Boulevard	Emerson Drive	Babcock Street	68%	3	0%	10
377	Wakulla Lane	SR A1A (N Atlantic Avenue)	Ocean Beach Boulevard	100%	0	0%	10
358	Walden Boulevard/Wyoming Drive	Emerson Drive	San Filippo Drive	100%	0	84%	1
378	Washington Avenue	N Atlantic Avenue	Ridgewood Avenue	100%	0	0%	10
359	Weber Rd	Valkaria Road	SR 514 (Malabar Road)	26%	6	63%	3
360	WH Jackson Street	Grant Street	US 1 (Harbor City Boulevard)	100%	0	95%	1
188	Wickham Road	US 192 (New Haven Avenue)	Nasa Boulevard	100%	0	1%	6
189	Wickham Road	Nasa Boulevard	Sarno Road	88%	1	0%	10
190	Wickham Road	Sarno Road	Parkway Drive	100%	0	1%	6
191	Wickham Road	Parkway Drive	SR 404 (Pineda Causeway)	57%	3	1%	6
192	Wickham Road	Pineda Causeway	Murrell Road	77%	1	1%	6
193	Wickham Road	Murrell Road	Lake Andrew Drive	30%	6	0%	10
194	Wickham Road	Lake Andrew Drive	Stadium Parkway	70%	3	35%	3
388	Wingate Drive	Minton Road	Hollywood Boulevard	100%	0	1%	6
195	Woody Burke Drive	Hibiscus Boulevard	Nasa Boulevard	64%	3	1%	6

Table B-5: Level of Pedestrian Comfort Score (By Corridor Name)

Corridor ID	Road Name	Corridor Road Start	Corridor Road End	Length Weighted Average Pedestrian LOC Score
319	1st Street	Brabrook Avenue	US 1	6
362	4th Street	Brevard Avenue	SR A1A (Orlando Avenue)	10
383	A. Max Brewer Memorial Parkway	Causeway	Max Brewer Memorial Parkway	6
65	Adamson Road	Citrus Boulevard	SR 524	6
109	Airport Road	US 192 (New Haven Avenue)	Apollo Boulevard	3
320	Americana Boulevard	Jupiter Boulevard	Emerson Drive	6
110	Apollo Boulevard	Fee Avenue	Sarno Road	3
111	Apollo Boulevard	Sarno Road	SR 518 (Eau Gallie Boulevard)	3
321	Atz Road	Weber Road	Cored Road	6
112	Aurora Road	John Rodes Boulevard	Wickham Road	3
113	Aurora Road	Wickham Road	US 1 (Harbor City Boulevard)	3
114	Babcock Street	Indian River County	Grant Road	6
115	Babcock Street	Grant Road	SR 514 (Malabar Road)	6
118	Babcock Street	US 192 (New Haven Avenue)	US 1 (Harbor City Boulevard)	3
363	Banana River Boulevard	St. Lucie Lane	SR 520 (Cocoa Beach Causeway)	10
1	Barna Avenue	SR 405 (Columbia Boulevard)	Park Avenue	1
66	Barnes Boulevard	SR 519 (Fiske Boulevard)	Murrell Road	6
67	Barnes Boulevard	Murrell Road	US 1	6
312	Barton Boulevard	SR 519 (Fiske Boulevard)	US 1 (Rockledge Boulevard)	6
322	Bayside Lakes Boulevard	De Groodt Road	Dateland Road	6
390	Brabrook Avenue	Grant Road	1st Street	3
364	Brevard Avenue	SR A1A (Orlando Avenue)	4th Street	6
323	Bulldog Boulevard/Sheridan Road	Babcock Street	Oak Street	6
2	Camp Road	Grissom Parkway	US 1 (N Cocoa Boulevard)	3
3	Canaveral Groves Boulevard	Pine Street	US 1 (N Cocoa Boulevard)	3
4	Carpenter Road	Fox Lake Road	SR 46 (W Main Street)	1
365	Cassia Boulevard	SR 513 (S Patrick Drive)	SR A1A	6
196	Central Boulevard	SR A1A (Astronaut Boulevard)	Ridgewood Avenue	3
68	Clearlake Road	Pluckebaum Road	SR 520 (King Street)	3
389	Clearmont Street	Port Malabar Boulevard	Palm Bay Road	3
366	Cocoa Beach Causeway	SR A1A (N Atlantic Avenue)	Ocean Beach Boulevard	6
325	Cogan Drive	Babcock Street	Bayside Lakes Boulevard	6
41	Cone Road	S Tropical Trail	Kemp Street	3
326	Corey Road	Valkaria Road	SR 514 (Malabar Road)	6
300	Country Club Drive	S Park Avenue	US 1 (S Washington Avenue)	1
327	Country Club Road	University Boulevard	US 192 (New Haven Avenue)	6
379	Courtenay Parkway	Kennedy Parkway	Volusia County Line	1
71	Cox Road	SR 520 (King Street)	SR 524	3
72	Cox Road	SR 524	James Road	6
42	Crockett Boulevard	N Tropical Trail	SR 3 (N Courtenay Parkway)	6
119	Croton Road	Sarno Road	Lake Washington Road	3
120	Croton Road	Lake Washington Road	Post Road	6
328	Culver Drive	Emerson Drive	Palm Bay Road	10
301	Curtis Boulevard	Grissom Parkway	Fay Boulevard	6
5	Dairy Road	Carpenter Road	US 1	6
121	Dairy Road	Palm Bay Road	US 192 (New Haven Avenue)	6
122	Dairy Road	US 192 (New Haven Avenue)	Hibiscus Boulevard	3
329	De Groodt Road	San Filippo Drive	Jupiter Boulevard	6
6	Deering Parkway	I-95	US 1	3
302	Deleon Avenue	Harrison Street	SR 406 (Garden Street)	6
367	Desoto Parkway	SR 513 (S Patrick Drive)	SR A1A	6
73	Dixon Boulevard	SR 501 (Clearlake Road)	US 1 (N Cocoa Boulevard)	3
345	E New Haven Avenue	US 192 (New Haven Avenue)/Franklin Street	US 192 (Melbourne Causeway)	3
127	Eber Boulevard	Minton Road	Lipscomb Street	6
330	Eddie Allen Road	Airport Road	Nasa Boulevard	6
331	Eldron Boulevard	Bayside Lakes Blvd	Americana Boulevard	6
128	Ellis Road	John Rodes Boulevard	Wickham Road	3
129	Emerson Drive	Bayside Lakes Boulevard	Malabar Road	6
130	Emerson Drive	Malabar Road	Minton Road	3
131	Emerson Drive	Minton Road	St. John Heritage Parkway	3
132	Evans Road	US 192 (New Haven Avenue)	Nasa Boulevard	3
314	Eyster Boulevard	SR 519 (Fiske Boulevard)	US 1 (Rockledge Boulevard)	3
7	Fay Boulevard	Golfview Avenue	Grissom Parkway	6
8	Fay Boulevard	Grissom Parkway	US 1 (N Cocoa Boulevard)	6
332	Fee Avenue	Airport Road	US 1 (Harbor City Boulevard)	6
76	Fiske Boulevard	SR 520 (King Street)	Dixon Boulevard	6
133	Fleming Grant Road	Main Street	Micco Road	6

Table B-5: Level of Pedestrian Comfort Score (By Corridor Name) (Continued)

Corridor ID	Road Name	Corridor Road Start	Corridor Road End	Length Weighted Average Pedestrian LOC Score
77	Florida Avenue	US 1 (Rockledge Boulevard)	SR 520 (King Street)	3
333	Florida Avenue	Hollywood Boulevard	Northview Street	3
78	Forrest Avenue	SR 520 (King Street)	US 1 (N Cocoa Boulevard)	1
43	Fortenberry Road	S Courtenay Parkway	Sykes Creek Parkway	3
334	Foundation Park	San Filippo Drive	Babcock Street	3
9	Fox Lake Road	Fox Lake Park	SR 405 (South Street)	1
79	Friday Road	SR 520 (King Street)	SR 524	3
219	Friday Road	SR 524	James Road	3
335	Front Street	Melbourne Avenue	New Haven Avenue	3
336	Garvey Road	Harper Boulevard	Malabar Road	6
134	Gateway Drive	Hibiscus Boulevard	Nasa Boulevard	3
198	George King Boulevard	Dave Nisbet Drive	N Atlantic Avenue	6
337	Glendale Avenue	Pace Drive	Emerson Drive	3
13	Golfview Avenue	Port St. John Parkway	Fay Boulevard	6
135	Grant Road	Babcock Street	Old Dixie Highway	1
380	Grant Road	N Tropical Trail	N Courtenay Parkway	6
10	Grissom Parkway	Industry Road	Port St. John Parkway	3
11	Grissom Parkway	Port St. John Parkway	Kings Highway	6
12	Grissom Parkway	Kings Highway	SR 405 (Columbia Boulevard)	3
315	Gus Hipp Boulevard/Roy Wall Boulevard	SR 519 (Fiske Boulevard)	US 1 (Rockledge Boulevard)	3
44	Hall Road	N Tropical Trail	SR 3 (N Courtenay Parkway)	6
339	Hall Road	Weber Road	Corey Road	6
136	Harlock Road	Aurora Road	Lake Washington Road	6
340	Harper Boulevard/Hurley Boulevard	Garvey Road	Malabar Road	3
303	Harrison Street	Knox Mcrae Drive	US 1 (S Washington Street)	10
137	Henry Avenue	Minton Road	Country Club Road	6
138	Hibiscus Boulevard	Evans Road	US 1 (Harbor City Boulevard)	10
139	Hickory Street	US 192 (Strawbridge Avenue)	SR 508 (Nasa Boulevard)	3
14	Holder Avenue	Dairy Road	SR 46 (Main Street)	3
140	Hollywood Boulevard	Riviera Drive	US 192 (New Haven Avenue)	6
15	Hopkins Avenue	SR 50 (Cheney Highway)	Grace Street	6
16	Industry Road	SR 524/SR 501	Grissom Parkway	3
141	Interlachen Road	St. Andrews Boulevard	Wickham Road	10
368	Jackson Avenue	SR 513 (S Patrick Drive)	SR A1A	6
142	John Rodes Boulevard	US 192 (New Haven Avenue)	SR 518 (Eau Gallie Boulevard)	10
143	John Rodes Boulevard	SR 518 (Eau Gallie Boulevard)	Aurora Road	3
144	Jordan Blass Drive	St. Andrews Boulevard	Wickham Road	3
80	Judge F Jamieson Way	Stadium Parkway	Lake Andrew Drive	3
145	Jupiter Boulevard	San Filippo Drive	Malabar Road	3
146	Jupiter Boulevard	Malabar Road	Emerson Drive	6
381	Kennedy Parkway	Max Brewer Memorial Parkway	A. Max Brewer Memorial Parkway	6
17	Kings Highway	Grissom Parkway	US 1	6
342	Knecht Road	Port Malabar Boulevard	Palm Bay Road	6
305	Knox Mcrae Drive	US 1 (S Washington Avenue)	Fox Hall Road	10
82	Lake Andrew Drive	Wickham Road	Judge F Jamieson Way	3
147	Lake Andrew Drive	Ivanhoe Drive	Wickham Road	3
81	Lake Drive	SR 520 (King Street)/Cox Road	SR 520 (King Street)/Varr Avenue	1
148	Lake Washington Road	Lake Washington	US 1 (Harbor City Boulevard)	3
387	Lamplighter Drive	Pace Drive	Emerson Drive	6
45	Lucas Road	US 1 (Washington Avenue)	SR 3 (N Courtenay Parkway)	6
343	Magnolia Avenue/Nieman Avenue	Babcock Street	US 1 (Harbor City Boulevard)	6
149	Main Street	Central Avenue	US 1	6
306	Main Street	Park Avenue	US 1 (Hopkins Avenue)	6
150	Malabar Road	St. Johns Heritage Parkway	Minton Road	6
151	Malabar Road	Minton Road	Emerson Drive	6
152	Malabar Road	Emerson Drive	San Filippo Drive	6
153	Malabar Road	San Filippo Drive	I-95	3
154	Malabar Road (SR 514)	I-95	Babcock Street	6
382	Max Brewer Memorial Parkway	A. Max Brewer Memorial Parkway	Kennedy Parkway	6
344	Melbourne Avenue	SR 507 (Babcock Street)	Front Street	3
46	Merritt Avenue	N Tropical Trail	SR 3 (N Courtenay Parkway)	3
47	Merritt Avenue	SR 3 (N Courtenay Parkway)	Sykes Creek Parkway	6
156	Micco Road	Babcock Street	US 1 (Dixie Highway)	6
83	Michigan Avenue	Range Road	SR 501 (Clearlake Road)	3
84	Michigan Avenue	SR 501 (Clearlake Road)	US 1 (N Cocoa Boulevard)	6
157	Minton Road	Jupiter Boulevard	Palm Bay Road	6
158	Minton Road	Palm Bay Road	US 192 (New Haven Avenue)	3

Table B-5: Level of Pedestrian Comfort Score (By Corridor Name) (Continued)

Corridor ID	Road Name	Corridor Road Start	Corridor Road End	Length Weighted Average Pedestrian LOC Score
369	Minutemen Causeway	Tom Warriner Boulevard	SR A1A (S Atlantic Avenue)	6
85	Murrell Road	Wickham Road	Barton Boulevard	6
199	N Atlantic Avenue	SR A1A (Astronaut Boulevard)	George King Boulevard	6
49	N Banana River Drive	SR 520 (Merritt Island Causeway)	SR 528/SR A1A (Beachline Expressway)	3
52	N Tropical Trail	SR 520 (Merritt Island Causeway)	SR 3 (N Courtenay Parkway)	6
53	N Tropical Trail	Grant Road	SR 3 (N Courtenay Parkway)	6
159	Nasa Boulevard	Wickham Road	Eddie Allen Road	3
160	Nasa Boulevard (SR 508)	Eddie Allen Road	US 1	6
18	Nasa Causeway	US 1 (Washington Avenue)	Space Commerce Way	6
48	Newfound Harbor Drive	Cul-de-sac	SR 520 (Merritt Island Causeway)	3
346	Norfolk Parkway	Palm Bay Road	Minton Road	3
200	Oak Street	SR A1A	Ocean Avenue	6
201	Ocean Beach Boulevard	Wakulla Lane	Young Avenue	3
370	Ocean Boulevard	SR 513 (S Patrick Drive)	SR A1A	3
19	Old Dixie Highway	Garden Street	Parker Street	1
347	Pace Drive	St. John Heritage Parkway	Jupiter Boulevard	6
161	Palm Bay Road	Minton Road	Hollywood Boulevard	6
162	Palm Bay Road	Hollywood Boulevard	SR 507 (Babcock Street)	6
163	Palm Bay Road	SR 507 (Babcock Street)	US 1 (Dixie Highway)	3
371	Paradise Boulevard	Riverside Drive	SR A1A	1
307	Park Avenue	SR 405 (South Street)	SR 406 (Garden Street)	6
386	Parker Street	Singleton Avenue	Old Dixie Highway	6
164	Parkway Drive	Turtlemound Road	US 1 (Harbor City Boulevard)	6
20	Parrish Road	Holder Road	US 1	3
86	Peachtree Street	SR 501 (Clearlake Road)	Forrest Avenue	3
348	Pine Cone Road	Turtle Mound Road	Post Road	6
372	Pine Tree Drive/Banana River Drive	SR 513 (S Patrick Drive)	SR A1A	3
349	Pineapple Avenue	SR 518 (EB Eau Gallie Boulevard)	Parkway Drive	6
166	Pinehurst Avenue	Wickham Road	St. Andrews Drive	3
87	Pinehurst Avenue/Holiday Springs Road	Wickham Road	Viera Boulevard	1
88	Pluckebaum Road	Range Road	SR 519 (Fiske Boulevard)	1
54	Plumosa Street	Cone Road	Merritt Avenue	6
167	Port Malabar Boulevard	SR 507 (Babcock Street)	US 1 (Dixie Highway)	3
351	Port Malabar Boulevard	SR 507 (Babcock Street)	Palm Bay Road	6
21	Port St. John Parkway	I-95	Grissom Parkway	6
168	Post Road	Pinecone Road	US 1 (Harbor City Boulevard)	6
324	Prospect Avenue/Lipscomb Street	Palm Bay Road	US 1 (Harbor City Boulevard)	3
309	Raney Road	Knox McRae Drive	Country Club Road	6
89	Range Road	Pluckebaum Road	Rosetine Street	1
203	Ridgewood Avenue	Young Avenue	Central Boulevard	3
204	Riverside Drive	US 192 (5th Avenue)	SR 518 (Eau Gallie Boulevard)	6
373	Riverside Drive	SR A1A (Oak Street)	US 192 (5th Avenue)	6
352	Riviera Drive	Palm Bay Road	Palm Bay Road	6
169	RJ Conlan Boulevard	Palm Bay Road	US 1 (Dixie Highway)	3
316	Rosa Jones Drive	SR 519 (Fiske Boulevard)	US 1 (S Cocoa Boulevard)	6
90	Rosetine Street	Range Road	Peachtree Street	1
56	S Courtenay Parkway	Fortenberry Road	SR 520 (Merritt Island Causeway)	3
55	S Courtenay Parkway/Tropical Trail	SR 404 (Pineda Causeway)	Fortenberry Road	6
57	S Tropical Trail	Banana River Drive	SR 404 (Pineda Causeway)	3
58	S Tropical Trail	S Courtenay Parkway	SR 520 (Merritt Island Causeway)	3
174	San Filippo Drive	De Groodt Road	Malabar Road	10
171	Sarno Road	Wickham Road	US 1 (Harbor City Boulevard)	10
317	School Street	Lake Drive	Wilson Avenue	6
374	Sea Park Boulevard	SR 513 (S Patrick Drive)	SR A1A	1
375	Shearwater Parkway	SR 513 (S Patrick Drive)	SR A1A	3
310	Shepard Drive	SR 407 (Challenger Memorial Parkway)	Grissom Parkway	3
353	Sheridan Road	John Rodes Boulevard	Wickham Road	6
22	Singleton Avenue	SR 405 (South Street)	SR 46 (W Main Street)	1
23	Sisson Road	SR 405 (Columbia Boulevard)	SR 50 (Cheney Highway)	3
59	Space Commerce Way	SR 3 (N Courtenay Parkway)	Nasa Causeway	3
91	Spyglass Hill Drive	Murrell Road	Pinehurst Avenue	6
51	SR 3 (N Courtenay Parkway)	SR 528/SR A1A (Beachline Expressway)	Space Commerce Way	3
50	SR 3 (N. Courtenay Parkway)	SR 520 (Merritt Island Causeway)	SR 528/SR A1A (Beachline Expressway)	3
165	SR 404 (Pineda Causeway)	I-95	US 1	3
202	SR 404 (Pineda Causeway)	US 1	SR A1A	3
28	SR 405 (Columbia Boulevard)	SR 50 (Cheney Highway)	US 1 (S Washington Avenue)	3
29	SR 405 (South Street)	SR 50 (Cheney Highway)	Singleton Avenue	3

Table B-5: Level of Pedestrian Comfort Score (By Corridor Name) (Continued)

Corridor ID	Road Name	Corridor Road Start	Corridor Road End	Length Weighted Average Pedestrian LOC Score
30	SR 405 (South Street)	Singleton Avenue	US 1 (Washington Avenue)	3
31	SR 406 (Garden Street)	Carpenter Road	I-95	3
32	SR 406 (Garden Street)	I-95	US 1 (NB S Washington Avenue)	6
33	SR 406 (Garden Street)	US 1 (Washington Avenue)	A Max Brewer Memorial Parkway	1
34	SR 407 (Challenger Memorial Parkway)	SR 528 (Beachline Expressway)	SR 405 (Columbia Boulevard)	6
24	SR 46	Volusia County Line	Fawn Lake Boulevard	3
25	SR 46 (Main Street)	Fawn Lake Boulevard	US 1	3
26	SR 50 (Cheney Highway)	Orange County Line	I-95	3
27	SR 50 (Cheney Highway)	I-95	US 1 (S Washington Avenue)	3
69	SR 501 (Clearlake Road)	SR 520 (King Street)	Michigan Avenue	3
70	SR 501 (Clearlake Road)	Michigan Avenue	Industry Road	6
170	SR 5054 (Sarno Road)	SR 518 (Eau Gallie Boulevard)	Wickham Road	6
116	SR 507 (Babcock Street)	SR 514 (Malabar Road)	Palm Bay Road	6
117	SR 507 (Babcock Street)	Palm Bay Road	US 192 (New Haven Avenue)	3
205	SR 513 (S Patrick Drive)	SR 518 (Eau Gallie Boulevard)	Banana River Drive	3
206	SR 513 (S Patrick Drive)	Banana River Drive	SR 404 (Pineda Causeway)	3
155	SR 514 (Malabar Road)	Babcock Street	US 1	6
123	SR 518 (Eau Gallie Boulevard)	I-95	Wickham Road	3
124	SR 518 (Eau Gallie Boulevard)	Wickham Road	US 1 (Harbor City Boulevard)	3
197	SR 518 (Eau Gallie Boulevard)	SR 518 (Western End of Eau Gallie Causeway)	SR A1A	6
125	SR 518 (EB Montral Avenue)	US 1 (Harbor City Boulevard)	SR 518 (Eau Gallie Causeway)	1
126	SR 518 (WB Eau Gallie Boulevard)	US 1 (Harbor City Boulevard)	SR 518 (Eau Gallie Causeway)	6
74	SR 519 (Fiske Boulevard)	I -95/Barnes Boulevard	Barton Boulevard	3
75	SR 519 (Fiske Boulevard)	Barton Boulevard	SR 520 (King Street)	6
217	SR 520 (Cocoa Beach Causeway)	S Banana River Drive	SR A1A (N Atlantic Avenue)	1
94	SR 520 (EB) (King Street)	US 1 (S Cocoa Boulevard)	SR 520 (Humphrey Bridge)	3
92	SR 520 (King Street)	Orange County Line	I-95	6
93	SR 520 (King Street)	I-95	US 1 (S Cocoa Boulevard)	6
60	SR 520 (Merritt Island Causeway)	Humphrey Bridge	S. Banana River Drive	6
95	SR 520 (WB) (Willard Street)	US 1 (S Cocoa Boulevard)	SR 520 (Humphrey Bridge)	3
96	SR 524	SR 520 (King Street)	I-95	3
97	SR 524	I-95	Industry Rd/SR 501	6
207	SR A1A	Indian River County Line	US 192 (5th Avenue)	3
208	SR A1A	US 192 (5th Avenue)	SR 518 (Eau Gallie Boulevard)	3
209	SR A1A	SR 518 (Eau Gallie Boulevard)	SR 404 (Pineda Causeway)	1
215	SR A1A (Astronaut Boulevard)	N Atlantic Avenue	SR 401	6
213	SR A1A (N Atlantic Avenue)	Cocoa Isles Boulevard	SR 520 (Cocoa Beach Causeway)	6
214	SR A1A (N Atlantic Avenue)	SR 520 (Cocoa Beach Causeway)	N Atlantic Avenue/Astronaut Boulevard	6
211	SR A1A (NB N Atlantic Avenue)	S End Of One Way Pairs	N End Of One Way Pairs	6
210	SR A1A (S Atlantic Avenue)	SR 404 (Pineda Causeway)	S End Of One Way Pairs	3
212	SR A1A (SB N Orlando Avenue)	N End Of One Way Pairs	S End Of One Way Pairs	6
376	St Lucie Lane	Banana River Boulevard	SR A1A (N Atlantic avenue)	3
172	St. Andrews Boulevard	Pineda Causeway	Wickham Road	10
173	St. Johns Heritage Parkway	Malabar Road	US 192	10
355	Stack Boulevard	Palm Bay Road	Eber Boulevard	10
100	Stadium Parkway	Wickham Road	Judge F Jamieson Way	3
101	Stadium Parkway	Judge F Jamieson Way	I-95/SR 519 (Fiske Boulevard)	1
175	Suntree Boulevard	Wickham Road	US 1	6
62	Sykes Creek Parkway	Fortenberry Road	SR 520	3
63	Sykes Creek Parkway	SR 520 (Merritt Island Causeway)	Merritt Avenue	6
64	Sykes Creek Parkway	Merritt Avenue	N Banana River Drive	6
311	Tropic Street	Singleton Avenue	Park Avenue	3
176	Turtlemound Road	SR 518 (Eau Gallie Boulevard)	Pine Cone Road	3
177	University Boulevard	SR 507 (Babcock Street)	US 1 (Harbor City Boulevard)	1
39	US 1	SR 406 (Garden Street)	SR 46 (Main Street)	3
40	US 1	SR 46 (Main Street)	Volusia County Line	3
102	US 1	SR 404 (Pineda Causeway)	Barnes Boulevard	6
178	US 1	Indian River County Line	SR 514 (Malabar Road)	3
179	US 1 (Dixie Highway)	SR 514 (Malabar Road)	RJ Conlan Boulevard	3
180	US 1 (Harbor City Boulevard)	RJ Conlan Boulevard	US 192 (Strawbridge Avenue)	3
181	US 1 (Harbor City Boulevard)	US 192 (Strawbridge Avenue)	Sarno Road	1
182	US 1 (Harbor City Boulevard)	Sarno Road	SR 404 (Pineda Causeway)	3
35	US 1 (N Cocoa Boulevard)	SR 528/SR A1A (Beachline Expressway)	SR 405 (Columbia Boulevard)	6
106	US 1 (N Cocoa Boulevard)	Peachtree Street	SR 528/SR A1A (Beachline Expressway)	3
37	US 1 (NB S Washington Avenue)	Grace Street	SR 406 (Garden Street)	6
103	US 1 (Rockledge Boulevard)	Barnes Boulevard	Eyster Boulevard	6
104	US 1 (Rockledge Boulevard)	Eyster Boulevard	Rosa Jones Drive	1

Table B-5: Level of Pedestrian Comfort Score (By Corridor Name) (Continued)

Corridor ID	Road Name	Corridor Road Start	Corridor Road End	Length Weighted Average Pedestrian LOC Score
105	US 1 (S Cocoa Boulevard)	Rosa Jones Drive	Peachtree Street	3
36	US 1 (S Washington Avenue)	SR 405 (Columbia Boulevard)	Grace Street	3
38	US 1 (SB S Hopkins Avenue)	SR 406 (Garden Street)	Grace Street	3
183	US 192	Osceola County Line	I-95	3
218	US 192 (Melbourne Causeway/5th Avenue)	Causeway	SR A1A (Miramar Avenue)	3
184	US 192 (New Haven Avenue)	I-95	Wickham Road	3
185	US 192 (New Haven Avenue)	Wickham Road	SR 507 (Babcock Street)	3
186	US 192 (Strawbridge Avenue)	SR 507 (Babcock Street)	New Haven Avenue	6
187	Valkaria Road	Babcock Street	US 1	6
318	Varr Avenue	Lake Drive	Peachtree Street	6
107	Viera Boulevard	Stadium Parkway	Holiday Springs Road	3
108	Viera Boulevard	Holiday Springs Road	US 1	6
357	Waco Boulevard	Emerson Drive	Babcock Street	10
377	Wakulla Lane	SR A1A (N Atlantic Avenue)	Ocean Beach Boulevard	3
358	Walden Boulevard/Wyoming Drive	Emerson Drive	San Filippo Drive	10
378	Washington Avenue	N Atlantic Avenue	Ridgewood Avenue	3
359	Weber Rd	Valkaria Road	SR 514 (Malabar Road)	6
360	WH Jackson Street	Grant Street	US 1 (Harbor City Boulevard)	6
188	Wickham Road	US 192 (New Haven Avenue)	Nasa Boulevard	6
189	Wickham Road	Nasa Boulevard	Sarno Road	6
190	Wickham Road	Sarno Road	Parkway Drive	6
191	Wickham Road	Parkway Drive	SR 404 (Pineda Causeway)	6
192	Wickham Road	Pineda Causeway	Murrell Road	6
193	Wickham Road	Murrell Road	Lake Andrew Drive	3
194	Wickham Road	Lake Andrew Drive	Stadium Parkway	3
388	Wingate Drive	Minton Road	Hollywood Boulevard	1
195	Woody Burke Drive	Hibiscus Boulevard	Nasa Boulevard	3

Table B-6: Level of Bicycle Traffic Stress Score (By Corridor Name)

Corridor ID	Road Name	Corridor Road Start	Corridor Road End	Length Weighted Average Bike LTS Score
319	1st Street	Brabrook Avenue	US 1	6
362	4th Street	Brevard Avenue	SR A1A (Orlando Avenue)	10
383	A. Max Brewer Memorial Parkway	Causeway	Max Brewer Memorial Parkway	6
65	Adamson Road	Citrus Boulevard	SR 524	6
109	Airport Road	US 192 (New Haven Avenue)	Apollo Boulevard	1
320	Americana Boulevard	Jupiter Boulevard	Emerson Drive	6
110	Apollo Boulevard	Fee Avenue	Sarno Road	1
111	Apollo Boulevard	Sarno Road	SR 518 (Eau Gallie Boulevard)	1
321	Atz Road	Weber Road	Cored Road	10
112	Aurora Road	John Rodes Boulevard	Wickham Road	6
113	Aurora Road	Wickham Road	US 1 (Harbor City Boulevard)	6
114	Babcock Street	Indian River County	Grant Road	10
115	Babcock Street	Grant Road	SR 514 (Malabar Road)	10
118	Babcock Street	US 192 (New Haven Avenue)	US 1 (Harbor City Boulevard)	1
363	Banana River Boulevard	St. Lucie Lane	SR 520 (Cocoa Beach Causeway)	10
1	Barna Avenue	SR 405 (Columbia Boulevard)	Park Avenue	1
66	Barnes Boulevard	SR 519 (Fiske Boulevard)	Murrell Road	6
67	Barnes Boulevard	Murrell Road	US 1	6
312	Barton Boulevard	SR 519 (Fiske Boulevard)	US 1 (Rockledge Boulevard)	10
322	Bayside Lakes Boulevard	De Groodt Road	Dateland Road	10
390	Brabrook Avenue	Grant Road	1st Street	3
364	Brevard Avenue	SR A1A (Orlando Avenue)	4th Street	10
323	Bulldog Boulevard/Sheridan Road	Babcock Street	Oak Street	3
2	Camp Road	Grissom Parkway	US 1 (N Cocoa Boulevard)	1
3	Canaveral Groves Boulevard	Pine Street	US 1 (N Cocoa Boulevard)	3
4	Carpenter Road	Fox Lake Road	SR 46 (W Main Street)	3
365	Cassia Boulevard	SR 513 (S Patrick Drive)	SR A1A	6
196	Central Boulevard	SR A1A (Astronaut Boulevard)	Ridgewood Avenue	1
68	Clearlake Road	Pluckebaum Road	SR 520 (King Street)	1
389	Clearmont Street	Port Malabar Boulevard	Palm Bay Road	1
366	Cocoa Beach Causeway	SR A1A (N Atlantic Avenue)	Ocean Beach Boulevard	6
325	Cogan Drive	Babcock Street	Bayside Lakes Boulevard	6
41	Cone Road	S Tropical Trail	Kemp Street	1
326	Corey Road	Valkaria Road	SR 514 (Malabar Road)	6
300	Country Club Drive	S Park Avenue	US 1 (S Washington Avenue)	1
327	Country Club Road	University Boulevard	US 192 (New Haven Avenue)	6
379	Courtenay Parkway	Kennedy Parkway	Volusia County Line	3
71	Cox Road	SR 520 (King Street)	SR 524	1
72	Cox Road	SR 524	James Road	3
42	Crockett Boulevard	N Tropical Trail	SR 3 (N Courtenay Parkway)	10
119	Croton Road	Sarno Road	Lake Washington Road	1
120	Croton Road	Lake Washington Road	Post Road	6
328	Culver Drive	Emerson Drive	Palm Bay Road	10
301	Curtis Boulevard	Grissom Parkway	Fay Boulevard	1
5	Dairy Road	Carpenter Road	US 1	6
121	Dairy Road	Palm Bay Road	US 192 (New Haven Avenue)	6
122	Dairy Road	US 192 (New Haven Avenue)	Hibiscus Boulevard	3
329	De Groodt Road	San Filippo Drive	Jupiter Boulevard	6
6	Deering Parkway	I-95	US 1	6
302	Deleon Avenue	Harrison Street	SR 406 (Garden Street)	6
367	Desoto Parkway	SR 513 (S Patrick Drive)	SR A1A	6
73	Dixon Boulevard	SR 501 (Clearlake Road)	US 1 (N Cocoa Boulevard)	3
345	E New Haven Avenue	US 192 (New Haven Avenue)/Franklin Street	US 192 (Melbourne Causeway)	1
127	Eber Boulevard	Minton Road	Lipscomb Street	10
330	Eddie Allen Road	Airport Road	Nasa Boulevard	6
331	Eldron Boulevard	Bayside Lakes Blvd	Americana Boulevard	6
128	Ellis Road	John Rodes Boulevard	Wickham Road	6
129	Emerson Drive	Bayside Lakes Boulevard	Malabar Road	6
130	Emerson Drive	Malabar Road	Minton Road	1
131	Emerson Drive	Minton Road	St. John Heritage Parkway	6
132	Evans Road	US 192 (New Haven Avenue)	Nasa Boulevard	1
314	Eyster Boulevard	SR 519 (Fiske Boulevard)	US 1 (Rockledge Boulevard)	3
7	Fay Boulevard	Golfview Avenue	Grissom Parkway	6
8	Fay Boulevard	Grissom Parkway	US 1 (N Cocoa Boulevard)	6
332	Fee Avenue	Airport Road	US 1 (Harbor City Boulevard)	6
76	Fiske Boulevard	SR 520 (King Street)	Dixon Boulevard	1
133	Fleming Grant Road	Main Street	Micco Road	1

Table B-6: Level of Bicycle Traffic Stress Score (By Corridor Name) (Continued)

Corridor ID	Road Name	Corridor Road Start	Corridor Road End	Length Weighted Average Bike LTS Score
77	Florida Avenue	US 1 (Rockledge Boulevard)	SR 520 (King Street)	1
333	Florida Avenue	Hollywood Boulevard	Northview Street	1
78	Forrest Avenue	SR 520 (King Street)	US 1 (N Cocoa Boulevard)	10
43	Fortenberry Road	S Courtenay Parkway	Sykes Creek Parkway	3
334	Foundation Park	San Filippo Drive	Babcock Street	3
9	Fox Lake Road	Fox Lake Park	SR 405 (South Street)	1
79	Friday Road	SR 520 (King Street)	SR 524	3
219	Friday Road	SR 524	James Road	3
335	Front Street	Melbourne Avenue	New Haven Avenue	3
336	Garvey Road	Harper Boulevard	Malabar Road	1
134	Gateway Drive	Hibiscus Boulevard	Nasa Boulevard	10
198	George King Boulevard	Dave Nisbet Drive	N Atlantic Avenue	3
337	Glendale Avenue	Pace Drive	Emerson Drive	10
13	Golfview Avenue	Port St. John Parkway	Fay Boulevard	3
135	Grant Road	Babcock Street	Old Dixie Highway	1
380	Grant Road	N Tropical Trail	N Courtenay Parkway	1
10	Grissom Parkway	Industry Road	Port St. John Parkway	6
11	Grissom Parkway	Port St. John Parkway	Kings Highway	10
12	Grissom Parkway	Kings Highway	SR 405 (Columbia Boulevard)	1
315	Gus Hipp Boulevard/Roy Wall Boulevard	SR 519 (Fiske Boulevard)	US 1 (Rockledge Boulevard)	6
44	Hall Road	N Tropical Trail	SR 3 (N Courtenay Parkway)	10
339	Hall Road	Weber Road	Corey Road	6
136	Harlock Road	Aurora Road	Lake Washington Road	6
340	Harper Boulevard/Hurley Boulevard	Garvey Road	Malabar Road	6
303	Harrison Street	Knox Mcrae Drive	US 1 (S Washington Street)	10
137	Henry Avenue	Minton Road	Country Club Road	6
138	Hibiscus Boulevard	Evans Road	US 1 (Harbor City Boulevard)	10
139	Hickory Street	US 192 (Strawbridge Avenue)	SR 508 (Nasa Boulevard)	6
14	Holder Avenue	Dairy Road	SR 46 (Main Street)	3
140	Hollywood Boulevard	Riviera Drive	US 192 (New Haven Avenue)	10
15	Hopkins Avenue	SR 50 (Cheney Highway)	Grace Street	6
16	Industry Road	SR 524/SR 501	Grissom Parkway	3
141	Interlachen Road	St. Andrews Boulevard	Wickham Road	10
368	Jackson Avenue	SR 513 (S Patrick Drive)	SR A1A	6
142	John Rodes Boulevard	US 192 (New Haven Avenue)	SR 518 (Eau Gallie Boulevard)	10
143	John Rodes Boulevard	SR 518 (Eau Gallie Boulevard)	Aurora Road	3
144	Jordan Blass Drive	St. Andrews Boulevard	Wickham Road	3
80	Judge F Jamieson Way	Stadium Parkway	Lake Andrew Drive	6
145	Jupiter Boulevard	San Filippo Drive	Malabar Road	1
146	Jupiter Boulevard	Malabar Road	Emerson Drive	6
381	Kennedy Parkway	Max Brewer Memorial Parkway	A. Max Brewer Memorial Parkway	10
17	Kings Highway	Grissom Parkway	US 1	6
342	Knecht Road	Port Malabar Boulevard	Palm Bay Road	6
305	Knox Mcrae Drive	US 1 (S Washington Avenue)	Fox Hall Road	10
82	Lake Andrew Drive	Wickham Road	Judge F Jamieson Way	1
147	Lake Andrew Drive	Ivanhoe Drive	Wickham Road	6
81	Lake Drive	SR 520 (King Street)/Cox Road	SR 520 (King Street)/Varr Avenue	1
148	Lake Washington Road	Lake Washington	US 1 (Harbor City Boulevard)	1
387	Lamplighter Drive	Pace Drive	Emerson Drive	10
45	Lucas Road	US 1 (Washington Avenue)	SR 3 (N Courtenay Parkway)	1
343	Magnolia Avenue/Nieman Avenue	Babcock Street	US 1 (Harbor City Boulevard)	10
149	Main Street	Central Avenue	US 1	6
306	Main Street	Park Avenue	US 1 (Hopkins Avenue)	10
150	Malabar Road	St. Johns Heritage Parkway	Minton Road	6
151	Malabar Road	Minton Road	Emerson Drive	6
152	Malabar Road	Emerson Drive	San Filippo Drive	6
153	Malabar Road	San Filippo Drive	I-95	3
154	Malabar Road (SR 514)	I-95	Babcock Street	6
382	Max Brewer Memorial Parkway	A. Max Brewer Memorial Parkway	Kennedy Parkway	10
344	Melbourne Avenue	SR 507 (Babcock Street)	Front Street	3
46	Merritt Avenue	N Tropical Trail	SR 3 (N Courtenay Parkway)	1
47	Merritt Avenue	SR 3 (N Courtenay Parkway)	Sykes Creek Parkway	6
156	Micco Road	Babcock Street	US 1 (Dixie Highway)	1
83	Michigan Avenue	Range Road	SR 501 (Clearlake Road)	1
84	Michigan Avenue	SR 501 (Clearlake Road)	US 1 (N Cocoa Boulevard)	6
157	Minton Road	Jupiter Boulevard	Palm Bay Road	3
158	Minton Road	Palm Bay Road	US 192 (New Haven Avenue)	3

Table B-6: Level of Bicycle Traffic Stress Score (By Corridor Name) (Continued)

Corridor ID	Road Name	Corridor Road Start	Corridor Road End	Length Weighted Average Bike LTS Score
369	Minutemen Causeway	Tom Warriner Boulevard	SR A1A (S Atlantic Avenue)	6
85	Murrell Road	Wickham Road	Barton Boulevard	6
199	N Atlantic Avenue	SR A1A (Astronaut Boulevard)	George King Boulevard	6
49	N Banana River Drive	SR 520 (Merritt Island Causeway)	SR 528/SR A1A (Beachline Expressway)	10
52	N Tropical Trail	SR 520 (Merritt Island Causeway)	SR 3 (N Courtenay Parkway)	1
53	N Tropical Trail	Grant Road	SR 3 (N Courtenay Parkway)	1
159	Nasa Boulevard	Wickham Road	Eddie Allen Road	3
160	Nasa Boulevard (SR 508)	Eddie Allen Road	US 1	6
18	Nasa Causeway	US 1 (Washington Avenue)	Space Commerce Way	6
48	Newfound Harbor Drive	Cul-de-sac	SR 520 (Merritt Island Causeway)	3
346	Norfolk Parkway	Palm Bay Road	Minton Road	6
200	Oak Street	SR A1A	Ocean Avenue	1
201	Ocean Beach Boulevard	Wakulla Lane	Young Avenue	1
370	Ocean Boulevard	SR 513 (S Patrick Drive)	SR A1A	3
19	Old Dixie Highway	Garden Street	Parker Street	0
347	Pace Drive	St. John Heritage Parkway	Jupiter Boulevard	6
161	Palm Bay Road	Minton Road	Hollywood Boulevard	6
162	Palm Bay Road	Hollywood Boulevard	SR 507 (Babcock Street)	10
163	Palm Bay Road	SR 507 (Babcock Street)	US 1 (Dixie Highway)	1
371	Paradise Boulevard	Riverside Drive	SR A1A	1
307	Park Avenue	SR 405 (South Street)	SR 406 (Garden Street)	10
386	Parker Street	Singleton Avenue	Old Dixie Highway	10
164	Parkway Drive	Turtlemound Road	US 1 (Harbor City Boulevard)	6
20	Parrish Road	Holder Road	US 1	1
86	Peachtree Street	SR 501 (Clearlake Road)	Forrest Avenue	3
348	Pine Cone Road	Turtle Mound Road	Post Road	10
372	Pine Tree Drive/Banana River Drive	SR 513 (S Patrick Drive)	SR A1A	10
349	Pineapple Avenue	SR 518 (EB Eau Gallie Boulevard)	Parkway Drive	6
166	Pinehurst Avenue	Wickham Road	St. Andrews Drive	3
87	Pinehurst Avenue/Holiday Springs Road	Wickham Road	Viera Boulevard	10
88	Pluckebaum Road	Range Road	SR 519 (Fiske Boulevard)	1
54	Plumosa Street	Cone Road	Merritt Avenue	6
167	Port Malabar Boulevard	SR 507 (Babcock Street)	US 1 (Dixie Highway)	1
351	Port Malabar Boulevard	SR 507 (Babcock Street)	Palm Bay Road	6
21	Port St. John Parkway	I-95	Grissom Parkway	1
168	Post Road	Pinecone Road	US 1 (Harbor City Boulevard)	3
324	Prospect Avenue/Lipscomb Street	Palm Bay Road	US 1 (Harbor City Boulevard)	6
309	Raney Road	Knox McRae Drive	Country Club Road	10
89	Range Road	Pluckebaum Road	Rosetine Street	1
203	Ridgewood Avenue	Young Avenue	Central Boulevard	3
204	Riverside Drive	US 192 (5th Avenue)	SR 518 (Eau Gallie Boulevard)	3
373	Riverside Drive	SR A1A (Oak Street)	US 192 (5th Avenue)	10
352	Riviera Drive	Palm Bay Road	Palm Bay Road	6
169	RJ Conlan Boulevard	Palm Bay Road	US 1 (Dixie Highway)	10
316	Rosa Jones Drive	SR 519 (Fiske Boulevard)	US 1 (S Cocoa Boulevard)	6
90	Rosetine Street	Range Road	Peachtree Street	3
56	S Courtenay Parkway	Fortenberry Road	SR 520 (Merritt Island Causeway)	3
55	S Courtenay Parkway/Tropical Trail	SR 404 (Pineda Causeway)	Fortenberry Road	6
57	S Tropical Trail	Banana River Drive	SR 404 (Pineda Causeway)	6
58	S Tropical Trail	S Courtenay Parkway	SR 520 (Merritt Island Causeway)	1
174	San Filippo Drive	De Groodt Road	Malabar Road	10
171	Sarno Road	Wickham Road	US 1 (Harbor City Boulevard)	10
317	School Street	Lake Drive	Wilson Avenue	6
374	Sea Park Boulevard	SR 513 (S Patrick Drive)	SR A1A	1
375	Shearwater Parkway	SR 513 (S Patrick Drive)	SR A1A	3
310	Shepard Drive	SR 407 (Challenger Memorial Parkway)	Grissom Parkway	10
353	Sheridan Road	John Rodes Boulevard	Wickham Road	6
22	Singleton Avenue	SR 405 (South Street)	SR 46 (W Main Street)	1
23	Sisson Road	SR 405 (Columbia Boulevard)	SR 50 (Cheney Highway)	1
59	Space Commerce Way	SR 3 (N Courtenay Parkway)	Nasa Causeway	3
91	Spyglass Hill Drive	Murrell Road	Pinehurst Avenue	6
51	SR 3 (N Courtenay Parkway)	SR 528/SR A1A (Beachline Expressway)	Space Commerce Way	3
50	SR 3 (N. Courtenay Parkway)	SR 520 (Merritt Island Causeway)	SR 528/SR A1A (Beachline Expressway)	6
165	SR 404 (Pineda Causeway)	I-95	US 1	1
202	SR 404 (Pineda Causeway)	US 1	SR A1A	3
28	SR 405 (Columbia Boulevard)	SR 50 (Cheney Highway)	US 1 (S Washington Avenue)	1
29	SR 405 (South Street)	SR 50 (Cheney Highway)	Singleton Avenue	1

Table B-6: Level of Bicycle Traffic Stress Score (By Corridor Name) (Continued)

Corridor ID	Road Name	Corridor Road Start	Corridor Road End	Length Weighted Average Bike LTS Score
30	SR 405 (South Street)	Singleton Avenue	US 1 (Washington Avenue)	3
31	SR 406 (Garden Street)	Carpenter Road	I-95	1
32	SR 406 (Garden Street)	I-95	US 1 (NB S Washington Avenue)	6
33	SR 406 (Garden Street)	US 1 (Washington Avenue)	A Max Brewer Memorial Parkway	1
34	SR 407 (Challenger Memorial Parkway)	SR 528 (Beachline Expressway)	SR 405 (Columbia Boulevard)	3
24	SR 46	Volusia County Line	Fawn Lake Boulevard	3
25	SR 46 (Main Street)	Fawn Lake Boulevard	US 1	1
26	SR 50 (Cheney Highway)	Orange County Line	I-95	3
27	SR 50 (Cheney Highway)	I-95	US 1 (S Washington Avenue)	1
69	SR 501 (Clearlake Road)	SR 520 (King Street)	Michigan Avenue	1
70	SR 501 (Clearlake Road)	Michigan Avenue	Industry Road	3
170	SR 5054 (Sarno Road)	SR 518 (Eau Gallie Boulevard)	Wickham Road	6
116	SR 507 (Babcock Street)	SR 514 (Malabar Road)	Palm Bay Road	6
117	SR 507 (Babcock Street)	Palm Bay Road	US 192 (New Haven Avenue)	3
205	SR 513 (S Patrick Drive)	SR 518 (Eau Gallie Boulevard)	Banana River Drive	3
206	SR 513 (S Patrick Drive)	Banana River Drive	SR 404 (Pineda Causeway)	1
155	SR 514 (Malabar Road)	Babcock Street	US 1	10
123	SR 518 (Eau Gallie Boulevard)	I-95	Wickham Road	3
124	SR 518 (Eau Gallie Boulevard)	Wickham Road	US 1 (Harbor City Boulevard)	3
197	SR 518 (Eau Gallie Boulevard)	SR 518 (Western End of Eau Gallie Causeway)	SR A1A	6
125	SR 518 (EB Montral Avenue)	US 1 (Harbor City Boulevard)	SR 518 (Eau Gallie Causeway)	1
126	SR 518 (WB Eau Gallie Boulevard)	US 1 (Harbor City Boulevard)	SR 518 (Eau Gallie Causeway)	3
74	SR 519 (Fiske Boulevard)	I -95/Barnes Boulevard	Barton Boulevard	3
75	SR 519 (Fiske Boulevard)	Barton Boulevard	SR 520 (King Street)	3
217	SR 520 (Cocoa Beach Causeway)	S Banana River Drive	SR A1A (N Atlantic Avenue)	3
94	SR 520 (EB) (King Street)	US 1 (S Cocoa Boulevard)	SR 520 (Humphrey Bridge)	10
92	SR 520 (King Street)	Orange County Line	I-95	6
93	SR 520 (King Street)	I-95	US 1 (S Cocoa Boulevard)	6
60	SR 520 (Merritt Island Causeway)	Humphrey Bridge	S. Banana River Drive	6
95	SR 520 (WB) (Willard Street)	US 1 (S Cocoa Boulevard)	SR 520 (Humphrey Bridge)	6
96	SR 524	SR 520 (King Street)	I-95	10
97	SR 524	I-95	Industry Rd/SR 501	6
207	SR A1A	Indian River County Line	US 192 (5th Avenue)	1
208	SR A1A	US 192 (5th Avenue)	SR 518 (Eau Gallie Boulevard)	1
209	SR A1A	SR 518 (Eau Gallie Boulevard)	SR 404 (Pineda Causeway)	3
215	SR A1A (Astronaut Boulevard)	N Atlantic Avenue	SR 401	10
213	SR A1A (N Atlantic Avenue)	Cocoa Isles Boulevard	SR 520 (Cocoa Beach Causeway)	6
214	SR A1A (N Atlantic Avenue)	SR 520 (Cocoa Beach Causeway)	N Atlantic Avenue/Astronaut Boulevard	10
211	SR A1A (NB N Atlantic Avenue)	S End Of One Way Pairs	N End Of One Way Pairs	3
210	SR A1A (S Atlantic Avenue)	SR 404 (Pineda Causeway)	S End Of One Way Pairs	6
212	SR A1A (SB N Orlando Avenue)	N End Of One Way Pairs	S End Of One Way Pairs	10
376	St Lucie Lane	Banana River Boulevard	SR A1A (N Atlantic avenue)	1
172	St. Andrews Boulevard	Pineda Causeway	Wickham Road	10
173	St. Johns Heritage Parkway	Malabar Road	US 192	10
355	Stack Boulevard	Palm Bay Road	Eber Boulevard	10
100	Stadium Parkway	Wickham Road	Judge F Jamieson Way	1
101	Stadium Parkway	Judge F Jamieson Way	I-95/SR 519 (Fiske Boulevard)	1
175	Suntree Boulevard	Wickham Road	US 1	1
62	Sykes Creek Parkway	Fortenberry Road	SR 520	3
63	Sykes Creek Parkway	SR 520 (Merritt Island Causeway)	Merritt Avenue	10
64	Sykes Creek Parkway	Merritt Avenue	N Banana River Drive	10
311	Tropic Street	Singleton Avenue	Park Avenue	6
176	Turtlemound Road	SR 518 (Eau Gallie Boulevard)	Pine Cone Road	3
177	University Boulevard	SR 507 (Babcock Street)	US 1 (Harbor City Boulevard)	1
39	US 1	SR 406 (Garden Street)	SR 46 (Main Street)	1
40	US 1	SR 46 (Main Street)	Volusia County Line	1
102	US 1	SR 404 (Pineda Causeway)	Barnes Boulevard	10
178	US 1	Indian River County Line	SR 514 (Malabar Road)	3
179	US 1 (Dixie Highway)	SR 514 (Malabar Road)	RJ Conlan Boulevard	3
180	US 1 (Harbor City Boulevard)	RJ Conlan Boulevard	US 192 (Strawbridge Avenue)	1
181	US 1 (Harbor City Boulevard)	US 192 (Strawbridge Avenue)	Sarno Road	3
182	US 1 (Harbor City Boulevard)	Sarno Road	SR 404 (Pineda Causeway)	1
35	US 1 (N Cocoa Boulevard)	SR 528/SR A1A (Beachline Expressway)	SR 405 (Columbia Boulevard)	6
106	US 1 (N Cocoa Boulevard)	Peachtree Street	SR 528/SR A1A (Beachline Expressway)	3
37	US 1 (NB S Washington Avenue)	Grace Street	SR 406 (Garden Street)	6
103	US 1 (Rockledge Boulevard)	Barnes Boulevard	Eyster Boulevard	10
104	US 1 (Rockledge Boulevard)	Eyster Boulevard	Rosa Jones Drive	1

Table B-6: Level of Bicycle Traffic Stress Score (By Corridor Name) (Continued)

Corridor ID	Road Name	Corridor Road Start	Corridor Road End	Length Weighted Average Bike LTS Score
105	US 1 (S Cocoa Boulevard)	Rosa Jones Drive	Peachtree Street	1
36	US 1 (S Washington Avenue)	SR 405 (Columbia Boulevard)	Grace Street	6
38	US 1 (SB S Hopkins Avenue)	SR 406 (Garden Street)	Grace Street	6
183	US 192	Osceola County Line	I-95	1
218	US 192 (Melbourne Causeway/5th Avenue)	Causeway	SR A1A (Miramar Avenue)	3
184	US 192 (New Haven Avenue)	I-95	Wickham Road	1
185	US 192 (New Haven Avenue)	Wickham Road	SR 507 (Babcock Street)	1
186	US 192 (Strawbridge Avenue)	SR 507 (Babcock Street)	New Haven Avenue	3
187	Valkaria Road	Babcock Street	US 1	3
318	Varr Avenue	Lake Drive	Peachtree Street	10
107	Viera Boulevard	Stadium Parkway	Holiday Springs Road	6
108	Viera Boulevard	Holiday Springs Road	US 1	10
357	Waco Boulevard	Emerson Drive	Babcock Street	10
377	Wakulla Lane	SR A1A (N Atlantic Avenue)	Ocean Beach Boulevard	3
358	Walden Boulevard/Wyoming Drive	Emerson Drive	San Filippo Drive	10
378	Washington Avenue	N Atlantic Avenue	Ridgewood Avenue	1
359	Weber Rd	Valkaria Road	SR 514 (Malabar Road)	6
360	WH Jackson Street	Grant Street	US 1 (Harbor City Boulevard)	6
188	Wickham Road	US 192 (New Haven Avenue)	Nasa Boulevard	10
189	Wickham Road	Nasa Boulevard	Sarno Road	6
190	Wickham Road	Sarno Road	Parkway Drive	6
191	Wickham Road	Parkway Drive	SR 404 (Pineda Causeway)	6
192	Wickham Road	Pineda Causeway	Murrell Road	1
193	Wickham Road	Murrell Road	Lake Andrew Drive	1
194	Wickham Road	Lake Andrew Drive	Stadium Parkway	3
388	Wingate Drive	Minton Road	Hollywood Boulevard	3
195	Woody Burke Drive	Hibiscus Boulevard	Nasa Boulevard	3

Table B-7: Trails Connectivity Score (By Corridor Name)

Corridor ID	Road Name	Corridor Road Start	Corridor Road End	Trails Connectivity Score
319	1st Street	Brabrook Avenue	US 1	0.5
362	4th Street	Brevard Avenue	SR A1A (Orlando Avenue)	2.0
383	A. Max Brewer Memorial Parkway	Causeway	Max Brewer Memorial Parkway	0.0
65	Adamson Road	Citrus Boulevard	SR 524	1.0
109	Airport Road	US 192 (New Haven Avenue)	Apollo Boulevard	0.0
320	Americana Boulevard	Jupiter Boulevard	Emerson Drive	0.0
110	Apollo Boulevard	Fee Avenue	Sarno Road	0.0
111	Apollo Boulevard	Sarno Road	SR 518 (Eau Gallie Boulevard)	1.0
321	Atz Road	Weber Road	Cored Road	1.0
112	Aurora Road	John Rodes Boulevard	Wickham Road	0.0
113	Aurora Road	Wickham Road	US 1 (Harbor City Boulevard)	0.0
114	Babcock Street	Indian River County	Grant Road	3.0
115	Babcock Street	Grant Road	SR 514 (Malabar Road)	4.5
118	Babcock Street	US 192 (New Haven Avenue)	US 1 (Harbor City Boulevard)	0.0
363	Banana River Boulevard	St. Lucie Lane	SR 520 (Cocoa Beach Causeway)	2.0
1	Barna Avenue	SR 405 (Columbia Boulevard)	Park Avenue	1.0
66	Barnes Boulevard	SR 519 (Fiske Boulevard)	Murrell Road	1.5
67	Barnes Boulevard	Murrell Road	US 1	0.0
312	Barton Boulevard	SR 519 (Fiske Boulevard)	US 1 (Rockledge Boulevard)	2.0
322	Bayside Lakes Boulevard	De Groodt Road	Dateland Road	1.0
390	Brabrook Avenue	Grant Road	1st Street	0.0
364	Brevard Avenue	SR A1A (Orlando Avenue)	4th Street	3.0
323	Bulldog Boulevard/Sheridan Road	Babcock Street	Oak Street	4.5
2	Camp Road	Grissom Parkway	US 1 (N Cocoa Boulevard)	0.0
3	Canaveral Groves Boulevard	Pine Street	US 1 (N Cocoa Boulevard)	3.0
4	Carpenter Road	Fox Lake Road	SR 46 (W Main Street)	3.0
365	Cassia Boulevard	SR 513 (S Patrick Drive)	SR A1A	1.0
196	Central Boulevard	SR A1A (Astronaut Boulevard)	Ridgewood Avenue	1.5
68	Clearlake Road	Pluckebaum Road	SR 520 (King Street)	1.0
389	Clearmont Street	Port Malabar Boulevard	Palm Bay Road	0.0
366	Cocoa Beach Causeway	SR A1A (N Atlantic Avenue)	Ocean Beach Boulevard	2.5
325	Cogan Drive	Babcock Street	Bayside Lakes Boulevard	1.0
41	Cone Road	S Tropical Trail	Kemp Street	0.0
326	Corey Road	Valkaria Road	SR 514 (Malabar Road)	1.0
300	Country Club Drive	S Park Avenue	US 1 (S Washington Avenue)	2.0
327	Country Club Road	University Boulevard	US 192 (New Haven Avenue)	1.0
379	Courtenay Parkway	Kennedy Parkway	Volusia County Line	1.0
71	Cox Road	SR 520 (King Street)	SR 524	2.5
72	Cox Road	SR 524	James Road	1.0
42	Crockett Boulevard	N Tropical Trail	SR 3 (N Courtenay Parkway)	0.0
119	Croton Road	Sarno Road	Lake Washington Road	0.0
120	Croton Road	Lake Washington Road	Post Road	0.0
328	Culver Drive	Emerson Drive	Palm Bay Road	0.0
301	Curtis Boulevard	Grissom Parkway	Fay Boulevard	0.5
5	Dairy Road	Carpenter Road	US 1	0.0
121	Dairy Road	Palm Bay Road	US 192 (New Haven Avenue)	0.0
122	Dairy Road	US 192 (New Haven Avenue)	Hibiscus Boulevard	0.0
329	De Groodt Road	San Filippo Drive	Jupiter Boulevard	1.0
6	Deering Parkway	I-95	US 1	0.0
302	Deleon Avenue	Harrison Street	SR 406 (Garden Street)	3.0
367	Desoto Parkway	SR 513 (S Patrick Drive)	SR A1A	0.0
73	Dixon Boulevard	SR 501 (Clearlake Road)	US 1 (N Cocoa Boulevard)	0.0
345	E New Haven Avenue	US 192 (New Haven Avenue)/Franklin Street	US 192 (Melbourne Causeway)	0.0
127	Eber Boulevard	Minton Road	Lipscomb Street	0.0
330	Eddie Allen Road	Airport Road	Nasa Boulevard	3.5
331	Eldron Boulevard	Bayside Lakes Blvd	Americana Boulevard	2.5
128	Ellis Road	John Rodes Boulevard	Wickham Road	1.0
129	Emerson Drive	Bayside Lakes Boulevard	Malabar Road	0.0
130	Emerson Drive	Malabar Road	Minton Road	0.0
131	Emerson Drive	Minton Road	St. John Heritage Parkway	2.5
132	Evans Road	US 192 (New Haven Avenue)	Nasa Boulevard	0.0
314	Eyster Boulevard	SR 519 (Fiske Boulevard)	US 1 (Rockledge Boulevard)	1.0
7	Fay Boulevard	Golfview Avenue	Grissom Parkway	2.0
8	Fay Boulevard	Grissom Parkway	US 1 (N Cocoa Boulevard)	0.0
332	Fee Avenue	Airport Road	US 1 (Harbor City Boulevard)	2.0
76	Fiske Boulevard	SR 520 (King Street)	Dixon Boulevard	1.0
133	Fleming Grant Road	Main Street	Micco Road	0.0

Table B-7: Trails Connectivity Score (By Corridor Name) (Continued)

Corridor ID	Road Name	Corridor Road Start	Corridor Road End	Trails Connectivity Score
77	Florida Avenue	US 1 (Rockledge Boulevard)	SR 520 (King Street)	0.0
333	Florida Avenue	Hollywood Boulevard	Northview Street	1.0
78	Forrest Avenue	SR 520 (King Street)	US 1 (N Cocoa Boulevard)	0.0
43	Fortenberry Road	S Courtenay Parkway	Sykes Creek Parkway	0.0
334	Foundation Park	San Filippo Drive	Babcock Street	0.0
9	Fox Lake Road	Fox Lake Park	SR 405 (South Street)	0.0
79	Friday Road	SR 520 (King Street)	SR 524	1.0
219	Friday Road	SR 524	James Road	0.0
335	Front Street	Melbourne Avenue	New Haven Avenue	2.5
336	Garvey Road	Harper Boulevard	Malabar Road	0.0
134	Gateway Drive	Hibiscus Boulevard	Nasa Boulevard	3.0
198	George King Boulevard	Dave Nisbet Drive	N Atlantic Avenue	0.0
337	Glendale Avenue	Pace Drive	Emerson Drive	1.5
13	Golfview Avenue	Port St. John Parkway	Fay Boulevard	0.0
135	Grant Road	Babcock Street	Old Dixie Highway	0.0
380	Grant Road	N Tropical Trail	N Courtenay Parkway	1.0
10	Grissom Parkway	Industry Road	Port St. John Parkway	0.0
11	Grissom Parkway	Port St. John Parkway	Kings Highway	1.0
12	Grissom Parkway	Kings Highway	SR 405 (Columbia Boulevard)	0.0
315	Gus Hipp Boulevard/Roy Wall Boulevard	SR 519 (Fiske Boulevard)	US 1 (Rockledge Boulevard)	1.5
44	Hall Road	N Tropical Trail	SR 3 (N Courtenay Parkway)	0.0
339	Hall Road	Weber Road	Corey Road	3.5
136	Harlock Road	Aurora Road	Lake Washington Road	2.0
340	Harper Boulevard/Hurley Boulevard	Garvey Road	Malabar Road	1.0
303	Harrison Street	Knox Mcrae Drive	US 1 (S Washington Street)	1.5
137	Henry Avenue	Minton Road	Country Club Road	0.0
138	Hibiscus Boulevard	Evans Road	US 1 (Harbor City Boulevard)	0.0
139	Hickory Street	US 192 (Strawbridge Avenue)	SR 508 (Nasa Boulevard)	1.0
14	Holder Avenue	Dairy Road	SR 46 (Main Street)	1.5
140	Hollywood Boulevard	Riviera Drive	US 192 (New Haven Avenue)	1.0
15	Hopkins Avenue	SR 50 (Cheney Highway)	Grace Street	0.0
16	Industry Road	SR 524/SR 501	Grissom Parkway	1.5
141	Interlachen Road	St. Andrews Boulevard	Wickham Road	0.0
368	Jackson Avenue	SR 513 (S Patrick Drive)	SR A1A	0.0
142	John Rodes Boulevard	US 192 (New Haven Avenue)	SR 518 (Eau Gallie Boulevard)	0.0
143	John Rodes Boulevard	SR 518 (Eau Gallie Boulevard)	Aurora Road	3.0
144	Jordan Blass Drive	St. Andrews Boulevard	Wickham Road	1.0
80	Judge F Jamieson Way	Stadium Parkway	Lake Andrew Drive	0.0
145	Jupiter Boulevard	San Filippo Drive	Malabar Road	0.0
146	Jupiter Boulevard	Malabar Road	Emerson Drive	0.0
381	Kennedy Parkway	Max Brewer Memorial Parkway	A. Max Brewer Memorial Parkway	0.0
17	Kings Highway	Grissom Parkway	US 1	1.0
342	Knecht Road	Port Malabar Boulevard	Palm Bay Road	0.0
305	Knox Mcrae Drive	US 1 (S Washington Avenue)	Fox Hall Road	1.0
82	Lake Andrew Drive	Wickham Road	Judge F Jamieson Way	1.0
147	Lake Andrew Drive	Ivanhoe Drive	Wickham Road	2.5
81	Lake Drive	SR 520 (King Street)/Cox Road	SR 520 (King Street)/Varr Avenue	0.0
148	Lake Washington Road	Lake Washington	US 1 (Harbor City Boulevard)	0.0
387	Lamplighter Drive	Pace Drive	Emerson Drive	0.5
45	Lucas Road	US 1 (Washington Avenue)	SR 3 (N Courtenay Parkway)	0.0
343	Magnolia Avenue/Nieman Avenue	Babcock Street	US 1 (Harbor City Boulevard)	0.0
149	Main Street	Central Avenue	US 1	1.0
306	Main Street	Park Avenue	US 1 (Hopkins Avenue)	1.0
150	Malabar Road	St. Johns Heritage Parkway	Minton Road	0.0
151	Malabar Road	Minton Road	Emerson Drive	0.0
152	Malabar Road	Emerson Drive	San Filippo Drive	0.0
153	Malabar Road	San Filippo Drive	I-95	1.0
154	Malabar Road (SR 514)	I-95	Babcock Street	2.5
382	Max Brewer Memorial Parkway	A. Max Brewer Memorial Parkway	Kennedy Parkway	0.0
344	Melbourne Avenue	SR 507 (Babcock Street)	Front Street	0.0
46	Merritt Avenue	N Tropical Trail	SR 3 (N Courtenay Parkway)	0.5
47	Merritt Avenue	SR 3 (N Courtenay Parkway)	Sykes Creek Parkway	0.0
156	Micco Road	Babcock Street	US 1 (Dixie Highway)	1.0
83	Michigan Avenue	Range Road	SR 501 (Clearlake Road)	0.0
84	Michigan Avenue	SR 501 (Clearlake Road)	US 1 (N Cocoa Boulevard)	0.0
157	Minton Road	Jupiter Boulevard	Palm Bay Road	1.0
158	Minton Road	Palm Bay Road	US 192 (New Haven Avenue)	0.0

Table B-7: Trails Connectivity Score (By Corridor Name) (Continued)

Corridor ID	Road Name	Corridor Road Start	Corridor Road End	Trails Connectivity Score
369	Minutemen Causeway	Tom Warriner Boulevard	SR A1A (S Atlantic Avenue)	1.0
85	Murrell Road	Wickham Road	Barton Boulevard	1.0
199	N Atlantic Avenue	SR A1A (Astronaut Boulevard)	George King Boulevard	1.0
49	N Banana River Drive	SR 520 (Merritt Island Causeway)	SR 528/SR A1A (Beachline Expressway)	0.0
52	N Tropical Trail	SR 520 (Merritt Island Causeway)	SR 3 (N Courtenay Parkway)	0.5
53	N Tropical Trail	Grant Road	SR 3 (N Courtenay Parkway)	1.0
159	Nasa Boulevard	Wickham Road	Eddie Allen Road	0.0
160	Nasa Boulevard (SR 508)	Eddie Allen Road	US 1	0.0
18	Nasa Causeway	US 1 (Washington Avenue)	Space Commerce Way	0.0
48	Newfound Harbor Drive	Cul-de-sac	SR 520 (Merritt Island Causeway)	0.0
346	Norfolk Parkway	Palm Bay Road	Minton Road	3.5
200	Oak Street	SR A1A	Ocean Avenue	1.0
201	Ocean Beach Boulevard	Wakulla Lane	Young Avenue	0.0
370	Ocean Boulevard	SR 513 (S Patrick Drive)	SR A1A	4.5
19	Old Dixie Highway	Garden Street	Parker Street	0.0
347	Pace Drive	St. John Heritage Parkway	Jupiter Boulevard	1.0
161	Palm Bay Road	Minton Road	Hollywood Boulevard	1.0
162	Palm Bay Road	Hollywood Boulevard	SR 507 (Babcock Street)	3.0
163	Palm Bay Road	SR 507 (Babcock Street)	US 1 (Dixie Highway)	0.0
371	Paradise Boulevard	Riverside Drive	SR A1A	0.0
307	Park Avenue	SR 405 (South Street)	SR 406 (Garden Street)	0.0
386	Parker Street	Singleton Avenue	Old Dixie Highway	0.5
164	Parkway Drive	Turtlemound Road	US 1 (Harbor City Boulevard)	0.0
20	Parrish Road	Holder Road	US 1	1.0
86	Peachtree Street	SR 501 (Clearlake Road)	Forrest Avenue	0.0
348	Pine Cone Road	Turtle Mound Road	Post Road	3.5
372	Pine Tree Drive/Banana River Drive	SR 513 (S Patrick Drive)	SR A1A	1.5
349	Pineapple Avenue	SR 518 (EB Eau Gallie Boulevard)	Parkway Drive	1.0
166	Pinehurst Avenue	Wickham Road	St. Andrews Drive	0.0
87	Pinehurst Avenue/Holiday Springs Road	Wickham Road	Viera Boulevard	1.5
88	Pluckebaum Road	Range Road	SR 519 (Fiske Boulevard)	1.0
54	Plumosa Street	Cone Road	Merritt Avenue	1.0
167	Port Malabar Boulevard	SR 507 (Babcock Street)	US 1 (Dixie Highway)	1.0
351	Port Malabar Boulevard	SR 507 (Babcock Street)	Palm Bay Road	2.0
21	Port St. John Parkway	I-95	Grissom Parkway	0.0
168	Post Road	Pinecone Road	US 1 (Harbor City Boulevard)	0.5
324	Prospect Avenue/Lipscomb Street	Palm Bay Road	US 1 (Harbor City Boulevard)	3.5
309	Raney Road	Knox McRae Drive	Country Club Road	1.0
89	Range Road	Pluckebaum Road	Rosetine Street	1.0
203	Ridgewood Avenue	Young Avenue	Central Boulevard	0.0
204	Riverside Drive	US 192 (5th Avenue)	SR 518 (Eau Gallie Boulevard)	0.0
373	Riverside Drive	SR A1A (Oak Street)	US 192 (5th Avenue)	0.5
352	Riviera Drive	Palm Bay Road	Palm Bay Road	2.0
169	RJ Conlan Boulevard	Palm Bay Road	US 1 (Dixie Highway)	0.5
316	Rosa Jones Drive	SR 519 (Fiske Boulevard)	US 1 (S Cocoa Boulevard)	0.0
90	Rosetine Street	Range Road	Peachtree Street	0.0
56	S Courtenay Parkway	Fortenberry Road	SR 520 (Merritt Island Causeway)	2.0
55	S Courtenay Parkway/Tropical Trail	SR 404 (Pineda Causeway)	Fortenberry Road	1.0
57	S Tropical Trail	Banana River Drive	SR 404 (Pineda Causeway)	0.0
58	S Tropical Trail	S Courtenay Parkway	SR 520 (Merritt Island Causeway)	0.0
174	San Filippo Drive	De Groodt Road	Malabar Road	1.0
171	Sarno Road	Wickham Road	US 1 (Harbor City Boulevard)	2.0
317	School Street	Lake Drive	Wilson Avenue	1.0
374	Sea Park Boulevard	SR 513 (S Patrick Drive)	SR A1A	1.0
375	Shearwater Parkway	SR 513 (S Patrick Drive)	SR A1A	0.0
310	Shepard Drive	SR 407 (Challenger Memorial Parkway)	Grissom Parkway	0.0
353	Sheridan Road	John Rodes Boulevard	Wickham Road	2.0
22	Singleton Avenue	SR 405 (South Street)	SR 46 (W Main Street)	0.0
23	Sisson Road	SR 405 (Columbia Boulevard)	SR 50 (Cheney Highway)	1.0
59	Space Commerce Way	SR 3 (N Courtenay Parkway)	Nasa Causeway	0.0
91	Spyglass Hill Drive	Murrell Road	Pinehurst Avenue	0.0
51	SR 3 (N Courtenay Parkway)	SR 528/SR A1A (Beachline Expressway)	Space Commerce Way	1.0
50	SR 3 (N. Courtenay Parkway)	SR 520 (Merritt Island Causeway)	SR 528/SR A1A (Beachline Expressway)	0.0
165	SR 404 (Pineda Causeway)	I-95	US 1	3.5
202	SR 404 (Pineda Causeway)	US 1	SR A1A	0.0
28	SR 405 (Columbia Boulevard)	SR 50 (Cheney Highway)	US 1 (S Washington Avenue)	0.0
29	SR 405 (South Street)	SR 50 (Cheney Highway)	Singleton Avenue	1.0

Table B-7: Trails Connectivity Score (By Corridor Name) (Continued)

Corridor ID	Road Name	Corridor Road Start	Corridor Road End	Trails Connectivity Score
30	SR 405 (South Street)	Singleton Avenue	US 1 (Washington Avenue)	1.0
31	SR 406 (Garden Street)	Carpenter Road	I-95	0.0
32	SR 406 (Garden Street)	I-95	US 1 (NB S Washington Avenue)	2.5
33	SR 406 (Garden Street)	US 1 (Washington Avenue)	A Max Brewer Memorial Parkway	1.0
34	SR 407 (Challenger Memorial Parkway)	SR 528 (Beachline Expressway)	SR 405 (Columbia Boulevard)	1.0
24	SR 46	Volusia County Line	Fawn Lake Boulevard	0.0
25	SR 46 (Main Street)	Fawn Lake Boulevard	US 1	1.0
26	SR 50 (Cheney Highway)	Orange County Line	I-95	1.0
27	SR 50 (Cheney Highway)	I-95	US 1 (S Washington Avenue)	0.0
69	SR 501 (Clearlake Road)	SR 520 (King Street)	Michigan Avenue	0.0
70	SR 501 (Clearlake Road)	Michigan Avenue	Industry Road	0.0
170	SR 5054 (Sarno Road)	SR 518 (Eau Gallie Boulevard)	Wickham Road	1.0
116	SR 507 (Babcock Street)	SR 514 (Malabar Road)	Palm Bay Road	0.0
117	SR 507 (Babcock Street)	Palm Bay Road	US 192 (New Haven Avenue)	1.5
205	SR 513 (S Patrick Drive)	SR 518 (Eau Gallie Boulevard)	Banana River Drive	0.0
206	SR 513 (S Patrick Drive)	Banana River Drive	SR 404 (Pineda Causeway)	0.0
155	SR 514 (Malabar Road)	Babcock Street	US 1	1.0
123	SR 518 (Eau Gallie Boulevard)	I-95	Wickham Road	3.0
124	SR 518 (Eau Gallie Boulevard)	Wickham Road	US 1 (Harbor City Boulevard)	0.0
197	SR 518 (Eau Gallie Boulevard)	SR 518 (Western End of Eau Gallie Causeway)	SR A1A	3.5
125	SR 518 (EB Montral Avenue)	US 1 (Harbor City Boulevard)	SR 518 (Eau Gallie Causeway)	0.0
126	SR 518 (WB Eau Gallie Boulevard)	US 1 (Harbor City Boulevard)	SR 518 (Eau Gallie Causeway)	1.0
74	SR 519 (Fiske Boulevard)	I -95/Barnes Boulevard	Barton Boulevard	2.0
75	SR 519 (Fiske Boulevard)	Barton Boulevard	SR 520 (King Street)	1.0
217	SR 520 (Cocoa Beach Causeway)	S Banana River Drive	SR A1A (N Atlantic Avenue)	0.0
94	SR 520 (EB) (King Street)	US 1 (S Cocoa Boulevard)	SR 520 (Humphrey Bridge)	1.0
92	SR 520 (King Street)	Orange County Line	I-95	0.0
93	SR 520 (King Street)	I-95	US 1 (S Cocoa Boulevard)	1.5
60	SR 520 (Merritt Island Causeway)	Humphrey Bridge	S. Banana River Drive	0.0
95	SR 520 (WB) (Willard Street)	US 1 (S Cocoa Boulevard)	SR 520 (Humphrey Bridge)	0.0
96	SR 524	SR 520 (King Street)	I-95	0.0
97	SR 524	I-95	Industry Rd/SR 501	0.0
207	SR A1A	Indian River County Line	US 192 (5th Avenue)	1.0
208	SR A1A	US 192 (5th Avenue)	SR 518 (Eau Gallie Boulevard)	1.0
209	SR A1A	SR 518 (Eau Gallie Boulevard)	SR 404 (Pineda Causeway)	0.0
215	SR A1A (Astronaut Boulevard)	N Atlantic Avenue	SR 401	2.0
213	SR A1A (N Atlantic Avenue)	Cocoa Isles Boulevard	SR 520 (Cocoa Beach Causeway)	2.0
214	SR A1A (N Atlantic Avenue)	SR 520 (Cocoa Beach Causeway)	N Atlantic Avenue/Astronaut Boulevard	1.0
211	SR A1A (NB N Atlantic Avenue)	S End Of One Way Pairs	N End Of One Way Pairs	0.0
210	SR A1A (S Atlantic Avenue)	SR 404 (Pineda Causeway)	S End Of One Way Pairs	3.5
212	SR A1A (SB N Orlando Avenue)	N End Of One Way Pairs	S End Of One Way Pairs	2.0
376	St Lucie Lane	Banana River Boulevard	SR A1A (N Atlantic avenue)	1.0
172	St. Andrews Boulevard	Pineda Causeway	Wickham Road	0.0
173	St. Johns Heritage Parkway	Malabar Road	US 192	0.0
355	Stack Boulevard	Palm Bay Road	Eber Boulevard	2.0
100	Stadium Parkway	Wickham Road	Judge F Jamieson Way	0.0
101	Stadium Parkway	Judge F Jamieson Way	I-95/SR 519 (Fiske Boulevard)	0.0
175	Suntree Boulevard	Wickham Road	US 1	1.5
62	Sykes Creek Parkway	Fortenberry Road	SR 520	0.0
63	Sykes Creek Parkway	SR 520 (Merritt Island Causeway)	Merritt Avenue	1.5
64	Sykes Creek Parkway	Merritt Avenue	N Banana River Drive	0.0
311	Tropic Street	Singleton Avenue	Park Avenue	4.0
176	Turtlemound Road	SR 518 (Eau Gallie Boulevard)	Pine Cone Road	0.0
177	University Boulevard	SR 507 (Babcock Street)	US 1 (Harbor City Boulevard)	0.5
39	US 1	SR 406 (Garden Street)	SR 46 (Main Street)	0.0
40	US 1	SR 46 (Main Street)	Volusia County Line	0.0
102	US 1	SR 404 (Pineda Causeway)	Barnes Boulevard	1.5
178	US 1	Indian River County Line	SR 514 (Malabar Road)	1.5
179	US 1 (Dixie Highway)	SR 514 (Malabar Road)	RJ Conlan Boulevard	0.5
180	US 1 (Harbor City Boulevard)	RJ Conlan Boulevard	US 192 (Strawbridge Avenue)	1.0
181	US 1 (Harbor City Boulevard)	US 192 (Strawbridge Avenue)	Sarno Road	1.0
182	US 1 (Harbor City Boulevard)	Sarno Road	SR 404 (Pineda Causeway)	0.0
35	US 1 (N Cocoa Boulevard)	SR 528/SR A1A (Beachline Expressway)	SR 405 (Columbia Boulevard)	0.0
106	US 1 (N Cocoa Boulevard)	Peachtree Street	SR 528/SR A1A (Beachline Expressway)	1.0
37	US 1 (NB S Washington Avenue)	Grace Street	SR 406 (Garden Street)	2.0
103	US 1 (Rockledge Boulevard)	Barnes Boulevard	Eyster Boulevard	0.0
104	US 1 (Rockledge Boulevard)	Eyster Boulevard	Rosa Jones Drive	0.5

Table B-7: Trails Connectivity Score (By Corridor Name) (Continued)

Corridor ID	Road Name	Corridor Road Start	Corridor Road End	Trails Connectivity Score
105	US 1 (S Cocoa Boulevard)	Rosa Jones Drive	Peachtree Street	0.0
36	US 1 (S Washington Avenue)	SR 405 (Columbia Boulevard)	Grace Street	3.0
38	US 1 (SB S Hopkins Avenue)	SR 406 (Garden Street)	Grace Street	0.0
183	US 192	Osceola County Line	I-95	0.0
218	US 192 (Melbourne Causeway/5th Avenue)	Causeway	SR A1A (Miramar Avenue)	0.0
184	US 192 (New Haven Avenue)	I-95	Wickham Road	0.0
185	US 192 (New Haven Avenue)	Wickham Road	SR 507 (Babcock Street)	0.0
186	US 192 (Strawbridge Avenue)	SR 507 (Babcock Street)	New Haven Avenue	1.5
187	Valkaria Road	Babcock Street	US 1	0.0
318	Varr Avenue	Lake Drive	Peachtree Street	0.0
107	Viera Boulevard	Stadium Parkway	Holiday Springs Road	0.0
108	Viera Boulevard	Holiday Springs Road	US 1	1.0
357	Waco Boulevard	Emerson Drive	Babcock Street	2.0
377	Wakulla Lane	SR A1A (N Atlantic Avenue)	Ocean Beach Boulevard	0.0
358	Walden Boulevard/Wyoming Drive	Emerson Drive	San Filippo Drive	3.0
378	Washington Avenue	N Atlantic Avenue	Ridgewood Avenue	0.0
359	Weber Rd	Valkaria Road	SR 514 (Malabar Road)	1.0
360	WH Jackson Street	Grant Street	US 1 (Harbor City Boulevard)	2.0
188	Wickham Road	US 192 (New Haven Avenue)	Nasa Boulevard	0.0
189	Wickham Road	Nasa Boulevard	Sarno Road	1.0
190	Wickham Road	Sarno Road	Parkway Drive	3.5
191	Wickham Road	Parkway Drive	SR 404 (Pineda Causeway)	1.0
192	Wickham Road	Pineda Causeway	Murrell Road	0.0
193	Wickham Road	Murrell Road	Lake Andrew Drive	0.0
194	Wickham Road	Lake Andrew Drive	Stadium Parkway	0.0
388	Wingate Drive	Minton Road	Hollywood Boulevard	1.5
195	Woody Burke Drive	Hibiscus Boulevard	Nasa Boulevard	1.5

Table B-8: Total Prioritization Score (By Corridor Name)

Corridor ID	Road Name	Corridor Road Start	Corridor Road End	Total Prioritization Score for Pedestrian Improvements	Total Prioritization Score for Bicycle Improvements
319	1st Street	Brabrook Avenue	US 1	40	50
362	4th Street	Brevard Avenue	SR A1A (Orlando Avenue)	76	82
383	A. Max Brewer Memorial Parkway	Causeway	Max Brewer Memorial Parkway	90	92
65	Adamson Road	Citrus Boulevard	SR 524	37	40
109	Airport Road	US 192 (New Haven Avenue)	Apollo Boulevard	21	22
320	Americana Boulevard	Jupiter Boulevard	Emerson Drive	115	115
110	Apollo Boulevard	Fee Avenue	Sarno Road	34	39
111	Apollo Boulevard	Sarno Road	SR 518 (Eau Gallie Boulevard)	22	30
321	Atz Road	Weber Road	Cored Road	56	65
112	Aurora Road	John Rodes Boulevard	Wickham Road	52	55
113	Aurora Road	Wickham Road	US 1 (Harbor City Boulevard)	42	45
114	Babcock Street	Indian River County	Grant Road	67	76
115	Babcock Street	Grant Road	SR 514 (Malabar Road)	47	56
118	Babcock Street	US 192 (New Haven Avenue)	US 1 (Harbor City Boulevard)	26	28
363	Banana River Boulevard	St. Lucie Lane	SR 520 (Cocoa Beach Causeway)	51	57
1	Barna Avenue	SR 405 (Columbia Boulevard)	Park Avenue	23	23
66	Barnes Boulevard	SR 519 (Fiske Boulevard)	Murrell Road	58	63
67	Barnes Boulevard	Murrell Road	US 1	53	59
312	Barton Boulevard	SR 519 (Fiske Boulevard)	US 1 (Rockledge Boulevard)	47	47
322	Bayside Lakes Boulevard	De Groodt Road	Dateland Road	72	82
390	Brabrook Avenue	Grant Road	1st Street	27	27
364	Brevard Avenue	SR A1A (Orlando Avenue)	4th Street	105	112
323	Bulldog Boulevard/Sheridan Road	Babcock Street	Oak Street	59	58
2	Camp Road	Grissom Parkway	US 1 (N Cocoa Boulevard)	20	28
3	Canaveral Groves Boulevard	Pine Street	US 1 (N Cocoa Boulevard)	45	45
4	Carpenter Road	Fox Lake Road	SR 46 (W Main Street)	46	44
365	Cassia Boulevard	SR 513 (S Patrick Drive)	SR A1A	33	27
196	Central Boulevard	SR A1A (Astronaut Boulevard)	Ridgewood Avenue	28	21
68	Clearlake Road	Pluckebaum Road	SR 520 (King Street)	79	84
389	Clearmont Street	Port Malabar Boulevard	Palm Bay Road	19	27
366	Cocoa Beach Causeway	SR A1A (N Atlantic Avenue)	Ocean Beach Boulevard	48	46
325	Cogan Drive	Babcock Street	Bayside Lakes Boulevard	58	58
41	Cone Road	S Tropical Trail	Kemp Street	23	28
326	Corey Road	Valkaria Road	SR 514 (Malabar Road)	49	43
300	Country Club Drive	S Park Avenue	US 1 (S Washington Avenue)	22	22
327	Country Club Road	University Boulevard	US 192 (New Haven Avenue)	155	152
379	Courtenay Parkway	Kennedy Parkway	Volusia County Line	43	41
71	Cox Road	SR 520 (King Street)	SR 524	38	40
72	Cox Road	SR 524	James Road	53	50
42	Crockett Boulevard	N Tropical Trail	SR 3 (N Courtenay Parkway)	57	67
119	Croton Road	Sarno Road	Lake Washington Road	21	26
120	Croton Road	Lake Washington Road	Post Road	36	46
328	Culver Drive	Emerson Drive	Palm Bay Road	200	205
301	Curtis Boulevard	Grissom Parkway	Fay Boulevard	24	26
5	Dairy Road	Carpenter Road	US 1	59	59
121	Dairy Road	Palm Bay Road	US 192 (New Haven Avenue)	63	68
122	Dairy Road	US 192 (New Haven Avenue)	Hibiscus Boulevard	22	29
329	De Groodt Road	San Filippo Drive	Jupiter Boulevard	27	18
6	Deering Parkway	I-95	US 1	43	49
302	Deleon Avenue	Harrison Street	SR 406 (Garden Street)	43	38
367	Desoto Parkway	SR 513 (S Patrick Drive)	SR A1A	48	48
73	Dixon Boulevard	SR 501 (Clearlake Road)	US 1 (N Cocoa Boulevard)	68	71
345	E New Haven Avenue	US 192 (New Haven Avenue)/Franklin Street	US 192 (Melbourne Causeway)	20	25
127	Eber Boulevard	Minton Road	Lipscomb Street	43	52
330	Eddie Allen Road	Airport Road	Nasa Boulevard	120	123
331	Eldron Boulevard	Bayside Lakes Blvd	Americana Boulevard	57	60
128	Ellis Road	John Rodes Boulevard	Wickham Road	96	104
129	Emerson Drive	Bayside Lakes Boulevard	Malabar Road	22	25
130	Emerson Drive	Malabar Road	Minton Road	64	69
131	Emerson Drive	Minton Road	St. John Heritage Parkway	75	81
132	Evans Road	US 192 (New Haven Avenue)	Nasa Boulevard	21	26
314	Eyster Boulevard	SR 519 (Fiske Boulevard)	US 1 (Rockledge Boulevard)	23	13
7	Fay Boulevard	Golfview Avenue	Grissom Parkway	104	107
8	Fay Boulevard	Grissom Parkway	US 1 (N Cocoa Boulevard)	20	20
332	Fee Avenue	Airport Road	US 1 (Harbor City Boulevard)	170	173
76	Fiske Boulevard	SR 520 (King Street)	Dixon Boulevard	42	47
133	Fleming Grant Road	Main Street	Micco Road	26	28
77	Florida Avenue	US 1 (Rockledge Boulevard)	SR 520 (King Street)	40	42
333	Florida Avenue	Hollywood Boulevard	Northview Street	17	25
78	Forrest Avenue	SR 520 (King Street)	US 1 (N Cocoa Boulevard)	22	27
43	Fortenberry Road	S Courtenay Parkway	Sykes Creek Parkway	29	32
334	Foundation Park	San Filippo Drive	Babcock Street	43	43
9	Fox Lake Road	Fox Lake Park	SR 405 (South Street)	20	20
79	Friday Road	SR 520 (King Street)	SR 524	39	36
219	Friday Road	SR 524	James Road	32	35
335	Front Street	Melbourne Avenue	New Haven Avenue	36	36
336	Garvey Road	Harper Boulevard	Malabar Road	18	23
134	Gateway Drive	Hibiscus Boulevard	Nasa Boulevard	23	33
198	George King Boulevard	Dave Nisbet Drive	N Atlantic Avenue	61	61
337	Glendale Avenue	Pace Drive	Emerson Drive	30	42

Table B-8: Total Prioritization Score (By Corridor Name) (Continued)

Corridor ID	Road Name	Corridor Road Start	Corridor Road End	Total Prioritization Score for Pedestrian Improvements	Total Prioritization Score for Bicycle Improvements
13	Golfview Avenue	Port St. John Parkway	Fay Boulevard	47	49
135	Grant Road	Babcock Street	Old Dixie Highway	21	21
380	Grant Road	N Tropical Trail	N Courtenay Parkway	39	43
10	Grissom Parkway	Industry Road	Port St. John Parkway	53	56
11	Grissom Parkway	Port St. John Parkway	Kings Highway	145	155
12	Grissom Parkway	Kings Highway	SR 405 (Columbia Boulevard)	17	24
315	Gus Hipp Boulevard/Roy Wall Boulevard	SR 519 (Fiske Boulevard)	US 1 (Rockledge Boulevard)	38	36
44	Hall Road	N Tropical Trail	SR 3 (N Courtenay Parkway)	27	27
339	Hall Road	Weber Road	Corey Road	66	68
136	Harlock Road	Aurora Road	Lake Washington Road	46	49
340	Harper Boulevard/Hurley Boulevard	Garvey Road	Malabar Road	17	26
303	Harrison Street	Knox Mcrae Drive	US 1 (S Washington Street)	54	59
137	Henry Avenue	Minton Road	Country Club Road	25	24
138	Hibiscus Boulevard	Evans Road	US 1 (Harbor City Boulevard)	30	30
139	Hickory Street	US 192 (Strawbridge Avenue)	SR 508 (Nasa Boulevard)	88	88
14	Holder Avenue	Dairy Road	SR 46 (Main Street)	36	39
140	Hollywood Boulevard	Riviera Drive	US 192 (New Haven Avenue)	70	77
15	Hopkins Avenue	SR 50 (Cheney Highway)	Grace Street	89	96
16	Industry Road	SR 524/SR 501	Grissom Parkway	27	27
141	Interlachen Road	St. Andrews Boulevard	Wickham Road	28	28
368	Jackson Avenue	SR 513 (S Patrick Drive)	SR A1A	173	173
142	John Rodes Boulevard	US 192 (New Haven Avenue)	SR 518 (Eau Gallie Boulevard)	29	29
143	John Rodes Boulevard	SR 518 (Eau Gallie Boulevard)	Aurora Road	34	34
144	Jordan Blass Drive	St. Andrews Boulevard	Wickham Road	40	45
80	Judge F Jamieson Way	Stadium Parkway	Lake Andrew Drive	26	26
145	Jupiter Boulevard	San Filippo Drive	Malabar Road	25	30
146	Jupiter Boulevard	Malabar Road	Emerson Drive	44	53
381	Kennedy Parkway	Max Brewer Memorial Parkway	A. Max Brewer Memorial Parkway	50	57
17	Kings Highway	Grissom Parkway	US 1	45	55
342	Knecht Road	Port Malabar Boulevard	Palm Bay Road	28	32
305	Knox Mcrae Drive	US 1 (S Washington Avenue)	Fox Hall Road	59	50
82	Lake Andrew Drive	Wickham Road	Judge F Jamieson Way	23	28
147	Lake Andrew Drive	Ivanhoe Drive	Wickham Road	47	50
81	Lake Drive	SR 520 (King Street)/Cox Road	SR 520 (King Street)/Varr Avenue	20	20
148	Lake Washington Road	Lake Washington	US 1 (Harbor City Boulevard)	16	21
387	Lamplighter Drive	Pace Drive	Emerson Drive	64	71
45	Lucas Road	US 1 (Washington Avenue)	SR 3 (N Courtenay Parkway)	24	28
343	Magnolia Avenue/Nieman Avenue	Babcock Street	US 1 (Harbor City Boulevard)	22	32
149	Main Street	Central Avenue	US 1	26	33
306	Main Street	Park Avenue	US 1 (Hopkins Avenue)	71	75
150	Malabar Road	St. Johns Heritage Parkway	Minton Road	117	120
151	Malabar Road	Minton Road	Emerson Drive	67	72
152	Malabar Road	Emerson Drive	San Filippo Drive	93	99
153	Malabar Road	San Filippo Drive	I-95	42	47
154	Malabar Road (SR 514)	I-95	Babcock Street	111	116
382	Max Brewer Memorial Parkway	A. Max Brewer Memorial Parkway	Kennedy Parkway	81	85
344	Melbourne Avenue	SR 507 (Babcock Street)	Front Street	22	19
46	Merritt Avenue	N Tropical Trail	SR 3 (N Courtenay Parkway)	62	63
47	Merritt Avenue	SR 3 (N Courtenay Parkway)	Sykes Creek Parkway	62	65
156	Micco Road	Babcock Street	US 1 (Dixie Highway)	70	75
83	Michigan Avenue	Range Road	SR 501 (Clearlake Road)	35	37
84	Michigan Avenue	SR 501 (Clearlake Road)	US 1 (N Cocoa Boulevard)	22	31
157	Minton Road	Jupiter Boulevard	Palm Bay Road	69	75
158	Minton Road	Palm Bay Road	US 192 (New Haven Avenue)	67	74
369	Minutemen Causeway	Tom Warriner Boulevard	SR A1A (S Atlantic Avenue)	147	152
85	Murrell Road	Wickham Road	Barton Boulevard	28	35
199	N Atlantic Avenue	SR A1A (Astronaut Boulevard)	George King Boulevard	38	42
49	N Banana River Drive	SR 520 (Merritt Island Causeway)	SR 528/SR A1A (Beachline Expressway)	32	42
52	N Tropical Trail	SR 520 (Merritt Island Causeway)	SR 3 (N Courtenay Parkway)	66	66
53	N Tropical Trail	Grant Road	SR 3 (N Courtenay Parkway)	20	25
159	Nasa Boulevard	Wickham Road	Eddie Allen Road	36	36
160	Nasa Boulevard (SR 508)	Eddie Allen Road	US 1	43	37
18	Nasa Causeway	US 1 (Washington Avenue)	Space Commerce Way	43	53
48	Newfound Harbor Drive	Cul-de-sac	SR 520 (Merritt Island Causeway)	23	19
346	Norfolk Parkway	Palm Bay Road	Minton Road	56	59
200	Oak Street	SR A1A	Ocean Avenue	32	36
201	Ocean Beach Boulevard	Wakulla Lane	Young Avenue	85	90
370	Ocean Boulevard	SR 513 (S Patrick Drive)	SR A1A	34	34
19	Old Dixie Highway	Garden Street	Parker Street	20	19
347	Pace Drive	St. John Heritage Parkway	Jupiter Boulevard	60	67
161	Palm Bay Road	Minton Road	Hollywood Boulevard	77	77
162	Palm Bay Road	Hollywood Boulevard	SR 507 (Babcock Street)	29	29
163	Palm Bay Road	SR 507 (Babcock Street)	US 1 (Dixie Highway)	19	24
371	Paradise Boulevard	Riverside Drive	SR A1A	29	29
307	Park Avenue	SR 405 (South Street)	SR 406 (Garden Street)	39	43
386	Parker Street	Singleton Avenue	Old Dixie Highway	137	144
164	Parkway Drive	Turtlemound Road	US 1 (Harbor City Boulevard)	24	24
20	Parrish Road	Holder Road	US 1	34	41
86	Peachtree Street	SR 501 (Clearlake Road)	Forrest Avenue	23	30
348	Pine Cone Road	Turtle Mound Road	Post Road	57	61

Table B-8: Total Prioritization Score (By Corridor Name) (Continued)

Corridor ID	Road Name	Corridor Road Start	Corridor Road End	Total Prioritization Score for Pedestrian Improvements	Total Prioritization Score for Bicycle Improvements
372	Pine Tree Drive/Banana River Drive	SR 513 (S Patrick Drive)	SR A1A	39	49
349	Pineapple Avenue	SR 518 (EB Eau Gallie Boulevard)	Parkway Drive	150	155
166	Pinehurst Avenue	Wickham Road	St. Andrews Drive	37	36
87	Pinehurst Avenue/Holiday Springs Road	Wickham Road	Viera Boulevard	16	28
88	Pluckebaum Road	Range Road	SR 519 (Fiske Boulevard)	22	22
54	Plumosa Street	Cone Road	Merritt Avenue	79	89
167	Port Malabar Boulevard	SR 507 (Babcock Street)	US 1 (Dixie Highway)	21	26
351	Port Malabar Boulevard	SR 507 (Babcock Street)	Palm Bay Road	53	53
21	Port St. John Parkway	I-95	Grissom Parkway	40	44
168	Post Road	Pinecone Road	US 1 (Harbor City Boulevard)	52	49
324	Prospect Avenue/Lipscomb Street	Palm Bay Road	US 1 (Harbor City Boulevard)	53	56
309	Raney Road	Knox McRae Drive	Country Club Road	49	58
89	Range Road	Pluckebaum Road	Rosetine Street	21	21
203	Ridgewood Avenue	Young Avenue	Central Boulevard	23	27
204	Riverside Drive	US 192 (5th Avenue)	SR 518 (Eau Gallie Boulevard)	67	68
373	Riverside Drive	SR A1A (Oak Street)	US 192 (5th Avenue)	36	46
352	Riviera Drive	Palm Bay Road	Palm Bay Road	70	67
169	RJ Conlan Boulevard	Palm Bay Road	US 1 (Dixie Highway)	53	63
316	Rosa Jones Drive	SR 519 (Fiske Boulevard)	US 1 (S Cocoa Boulevard)	29	25
90	Rosetine Street	Range Road	Peachtree Street	45	43
56	S Courtenay Parkway	Fortenberry Road	SR 520 (Merritt Island Causeway)	29	33
55	S Courtenay Parkway/Tropical Trail	SR 404 (Pineda Causeway)	Fortenberry Road	85	90
57	S Tropical Trail	Banana River Drive	SR 404 (Pineda Causeway)	74	82
58	S Tropical Trail	S Courtenay Parkway	SR 520 (Merritt Island Causeway)	19	24
174	San Filippo Drive	De Groodt Road	Malabar Road	103	105
171	Sarno Road	Wickham Road	US 1 (Harbor City Boulevard)	55	57
317	School Street	Lake Drive	Wilson Avenue	101	100
374	Sea Park Boulevard	SR 513 (S Patrick Drive)	SR A1A	12	22
375	Shearwater Parkway	SR 513 (S Patrick Drive)	SR A1A	15	22
310	Shepard Drive	SR 407 (Challenger Memorial Parkway)	Grissom Parkway	13	25
353	Sheridan Road	John Rodes Boulevard	Wickham Road	61	58
22	Singleton Avenue	SR 405 (South Street)	SR 46 (W Main Street)	26	26
23	Sisson Road	SR 405 (Columbia Boulevard)	SR 50 (Cheney Highway)	58	56
59	Space Commerce Way	SR 3 (N Courtenay Parkway)	Nasa Causeway	46	53
91	Spyglass Hill Drive	Murrell Road	Pinehurst Avenue	45	50
51	SR 3 (N Courtenay Parkway)	SR 528/SR A1A (Beachline Expressway)	Space Commerce Way	23	23
50	SR 3 (N. Courtenay Parkway)	SR 520 (Merritt Island Causeway)	SR 528/SR A1A (Beachline Expressway)	33	36
165	SR 404 (Pineda Causeway)	I-95	US 1	49	50
202	SR 404 (Pineda Causeway)	US 1	SR A1A	69	69
28	SR 405 (Columbia Boulevard)	SR 50 (Cheney Highway)	US 1 (S Washington Avenue)	19	26
29	SR 405 (South Street)	SR 50 (Cheney Highway)	Singleton Avenue	23	31
30	SR 405 (South Street)	Singleton Avenue	US 1 (Washington Avenue)	28	35
31	SR 406 (Garden Street)	Carpenter Road	I-95	52	54
32	SR 406 (Garden Street)	I-95	US 1 (NB S Washington Avenue)	56	56
33	SR 406 (Garden Street)	US 1 (Washington Avenue)	A Max Brewer Memorial Parkway	38	38
34	SR 407 (Challenger Memorial Parkway)	SR 528 (Beachline Expressway)	SR 405 (Columbia Boulevard)	70	72
24	SR 46	Volusia County Line	Fawn Lake Boulevard	38	45
25	SR 46 (Main Street)	Fawn Lake Boulevard	US 1	19	24
26	SR 50 (Cheney Highway)	Orange County Line	I-95	36	35
27	SR 50 (Cheney Highway)	I-95	US 1 (S Washington Avenue)	26	28
69	SR 501 (Clearlake Road)	SR 520 (King Street)	Michigan Avenue	28	35
70	SR 501 (Clearlake Road)	Michigan Avenue	Industry Road	87	89
170	SR 5054 (Sarno Road)	SR 518 (Eau Gallie Boulevard)	Wickham Road	88	97
116	SR 507 (Babcock Street)	SR 514 (Malabar Road)	Palm Bay Road	60	61
117	SR 507 (Babcock Street)	Palm Bay Road	US 192 (New Haven Avenue)	36	30
205	SR 513 (S Patrick Drive)	SR 518 (Eau Gallie Boulevard)	Banana River Drive	81	84
206	SR 513 (S Patrick Drive)	Banana River Drive	SR 404 (Pineda Causeway)	63	65
155	SR 514 (Malabar Road)	Babcock Street	US 1	71	80
123	SR 518 (Eau Gallie Boulevard)	I-95	Wickham Road	25	25
124	SR 518 (Eau Gallie Boulevard)	Wickham Road	US 1 (Harbor City Boulevard)	20	24
197	SR 518 (Eau Gallie Boulevard)	SR 518 (Western End of Eau Gallie Causeway)	SR A1A	124	127
125	SR 518 (EB Montral Avenue)	US 1 (Harbor City Boulevard)	SR 518 (Eau Gallie Causeway)	25	25
126	SR 518 (WB Eau Gallie Boulevard)	US 1 (Harbor City Boulevard)	SR 518 (Eau Gallie Causeway)	79	81
74	SR 519 (Fiske Boulevard)	I -95/Barnes Boulevard	Barton Boulevard	55	55
75	SR 519 (Fiske Boulevard)	Barton Boulevard	SR 520 (King Street)	29	36
217	SR 520 (Cocoa Beach Causeway)	S Banana River Drive	SR A1A (N Atlantic Avenue)	21	13
94	SR 520 (EB) (King Street)	US 1 (S Cocoa Boulevard)	SR 520 (Humphrey Bridge)	40	50
92	SR 520 (King Street)	Orange County Line	I-95	44	44
93	SR 520 (King Street)	I-95	US 1 (S Cocoa Boulevard)	27	31
60	SR 520 (Merritt Island Causeway)	Humphrey Bridge	S. Banana River Drive	45	45
95	SR 520 (WB) (Willard Street)	US 1 (S Cocoa Boulevard)	SR 520 (Humphrey Bridge)	52	58
96	SR 524	SR 520 (King Street)	I-95	74	84
97	SR 524	I-95	Industry Rd/SR 501	51	61
207	SR A1A	Indian River County Line	US 192 (5th Avenue)	23	25
208	SR A1A	US 192 (5th Avenue)	SR 518 (Eau Gallie Boulevard)	17	24
209	SR A1A	SR 518 (Eau Gallie Boulevard)	SR 404 (Pineda Causeway)	20	18
215	SR A1A (Astronaut Boulevard)	N Atlantic Avenue	SR 401	32	36
213	SR A1A (N Atlantic Avenue)	Cocoa Isles Boulevard	SR 520 (Cocoa Beach Causeway)	66	63
214	SR A1A (N Atlantic Avenue)	SR 520 (Cocoa Beach Causeway)	N Atlantic Avenue/Astronaut Boulevard	68	77
211	SR A1A (NB N Atlantic Avenue)	S End Of One Way Pairs	N End Of One Way Pairs	28	19

Table B-8: Total Prioritization Score (By Corridor Name) (Continued)

Corridor ID	Road Name	Corridor Road Start	Corridor Road End	Total Prioritization Score for Pedestrian Improvements	Total Prioritization Score for Bicycle Improvements
210	SR A1A (S Atlantic Avenue)	SR 404 (Pineda Causeway)	S End Of One Way Pairs	60	68
212	SR A1A (SB N Orlando Avenue)	N End Of One Way Pairs	S End Of One Way Pairs	56	63
376	St Lucie Lane	Banana River Boulevard	SR A1A (N Atlantic avenue)	23	25
172	St. Andrews Boulevard	Pineda Causeway	Wickham Road	62	62
173	St. Johns Heritage Parkway	Malabar Road	US 192	109	109
355	Stack Boulevard	Palm Bay Road	Eber Boulevard	66	69
100	Stadium Parkway	Wickham Road	Judge F Jamieson Way	17	22
101	Stadium Parkway	Judge F Jamieson Way	I-95/SR 519 (Fiske Boulevard)	20	20
175	Suntree Boulevard	Wickham Road	US 1	21	26
62	Sykes Creek Parkway	Fortenberry Road	SR 520	41	48
63	Sykes Creek Parkway	SR 520 (Merritt Island Causeway)	Merritt Avenue	40	44
64	Sykes Creek Parkway	Merritt Avenue	N Banana River Drive	40	47
311	Tropic Street	Singleton Avenue	Park Avenue	22	25
176	Turtlemound Road	SR 518 (Eau Gallie Boulevard)	Pine Cone Road	129	132
177	University Boulevard	SR 507 (Babcock Street)	US 1 (Harbor City Boulevard)	22	18
39	US 1	SR 406 (Garden Street)	SR 46 (Main Street)	20	12
40	US 1	SR 46 (Main Street)	Volusia County Line	18	20
102	US 1	SR 404 (Pineda Causeway)	Barnes Boulevard	89	98
178	US 1	Indian River County Line	SR 514 (Malabar Road)	64	67
179	US 1 (Dixie Highway)	SR 514 (Malabar Road)	RJ Conlan Boulevard	33	30
180	US 1 (Harbor City Boulevard)	RJ Conlan Boulevard	US 192 (Strawbridge Avenue)	88	88
181	US 1 (Harbor City Boulevard)	US 192 (Strawbridge Avenue)	Sarno Road	22	14
182	US 1 (Harbor City Boulevard)	Sarno Road	SR 404 (Pineda Causeway)	24	19
35	US 1 (N Cocoa Boulevard)	SR 528/SR A1A (Beachline Expressway)	SR 405 (Columbia Boulevard)	23	30
106	US 1 (N Cocoa Boulevard)	Peachtree Street	SR 528/SR A1A (Beachline Expressway)	76	81
37	US 1 (NB S Washington Avenue)	Grace Street	SR 406 (Garden Street)	35	38
103	US 1 (Rockledge Boulevard)	Barnes Boulevard	Eyster Boulevard	76	86
104	US 1 (Rockledge Boulevard)	Eyster Boulevard	Rosa Jones Drive	21	21
105	US 1 (S Cocoa Boulevard)	Rosa Jones Drive	Peachtree Street	30	32
36	US 1 (S Washington Avenue)	SR 405 (Columbia Boulevard)	Grace Street	26	25
38	US 1 (SB S Hopkins Avenue)	SR 406 (Garden Street)	Grace Street	23	21
183	US 192	Osceola County Line	I-95	50	51
218	US 192 (Melbourne Causeway/5th Avenue)	Causeway	SR A1A (Miramar Avenue)	45	52
184	US 192 (New Haven Avenue)	I-95	Wickham Road	31	33
185	US 192 (New Haven Avenue)	Wickham Road	SR 507 (Babcock Street)	60	62
186	US 192 (Strawbridge Avenue)	SR 507 (Babcock Street)	New Haven Avenue	47	53
187	Valkaria Road	Babcock Street	US 1	38	35
318	Varr Avenue	Lake Drive	Peachtree Street	108	118
107	Viera Boulevard	Stadium Parkway	Holiday Springs Road	51	57
108	Viera Boulevard	Holiday Springs Road	US 1	101	110
357	Waco Boulevard	Emerson Drive	Babcock Street	108	115
377	Wakulla Lane	SR A1A (N Atlantic Avenue)	Ocean Beach Boulevard	21	31
358	Walden Boulevard/Wyoming Drive	Emerson Drive	San Filippo Drive	120	121
378	Washington Avenue	N Atlantic Avenue	Ridgewood Avenue	25	33
359	Weber Rd	Valkaria Road	SR 514 (Malabar Road)	145	142
360	WH Jackson Street	Grant Street	US 1 (Harbor City Boulevard)	76	77
188	Wickham Road	US 192 (New Haven Avenue)	Nasa Boulevard	21	31
189	Wickham Road	Nasa Boulevard	Sarno Road	75	84
190	Wickham Road	Sarno Road	Parkway Drive	169	175
191	Wickham Road	Parkway Drive	SR 404 (Pineda Causeway)	111	114
192	Wickham Road	Pineda Causeway	Murrell Road	19	19
193	Wickham Road	Murrell Road	Lake Andrew Drive	50	52
194	Wickham Road	Lake Andrew Drive	Stadium Parkway	27	27
388	Wingate Drive	Minton Road	Hollywood Boulevard	17	25
195	Woody Burke Drive	Hibiscus Boulevard	Nasa Boulevard	49	52

Table B-9: All Corridors Master List (By Corridor Name)

Corridor ID	Road Name	Corridor Road Start	Corridor Road End	Jurisdictions			Past or Ongoing Study	Priority Corridor	Corridor Identified for Pedestrian Improvements	Corridor Identified for Sidewalk Gaps Improvements	Corridor Identified for Bicycle Improvements	Part of the Primary East Coast Greenway Alignment
319	1st Street	Brabrook Avenue	US 1	Grant Valkaria			No	No	No	No	No	No
362	4th Street	Brevard Avenue	SR A1A (Orlando Avenue)	Cocoa Beach			No	No	No	No	No	No
383	A. Max Brewer Memorial Parkway	Causeway	Max Brewer Memorial Parkway	Titusville	Unincorporated		No	Yes	No	No	Yes	No
65	Adamson Road	Citrus Boulevard	SR 524	Unincorporated			No	No	No	No	No	No
109	Airport Road	US 192 (New Haven Avenue)	Apollo Boulevard	Melbourne			No	No	No	No	No	No
320	Americana Boulevard	Jupiter Boulevard	Emerson Drive	Palm Bay			No	No	No	No	No	No
110	Apollo Boulevard	Fee Avenue	Sarno Road	Melbourne			No	Yes	No	Yes	Yes	No
111	Apollo Boulevard	Sarno Road	SR 518 (Eau Gallie Boulevard)	Melbourne			No	No	No	No	No	No
321	Atz Road	Weber Road	Cored Road	Malabar			No	No	No	No	No	No
113	Aurora Road	Wickham Road	US 1 (Harbor City Boulevard)	Melbourne			Yes	Yes	Yes	No	Yes	No
112	Aurora Road	John Rodes Boulevard	Wickham Road	Unincorporated	Melbourne		No	Yes	Yes	No	No	No
114	Babcock Street	Indian River County	Grant Road	Palm Bay	Unincorporated		Yes	No	No	No	No	No
115	Babcock Street	Grant Road	SR 514 (Malabar Road)	Palm Bay	Grant Valkaria	Malabar	Yes	No	No	No	No	No
118	Babcock Street	US 192 (New Haven Avenue)	US 1 (Harbor City Boulevard)	Melbourne			No	Yes	No	No	Yes	No
363	Banana River Boulevard	St. Lucie Lane	SR 520 (Cocoa Beach Causeway)	Cocoa Beach			No	No	No	No	No	No
1	Barna Avenue	SR 405 (Columbia Boulevard)	Park Avenue	Titusville	Unincorporated		No	Yes	No	No	Yes	No
66	Barnes Boulevard	SR 519 (Fiske Boulevard)	Murrell Road	Rockledge			No	No	No	No	No	No
67	Barnes Boulevard	Murrell Road	US 1	Rockledge	Unincorporated		No	Yes	Yes	No	No	No
312	Barton Boulevard	SR 519 (Fiske Boulevard)	US 1 (Rockledge Boulevard)	Rockledge			No	No	No	No	No	No
322	Bayside Lakes Boulevard	De Groodt Road	Dateland Road	Palm Bay			No	Yes	No	No	Yes	No
390	Brabrook Avenue	Grant Road	1st Street	Grant Valkaria			No	No	No	No	No	No
364	Brevard Avenue	SR A1A (Orlando Avenue)	4th Street	Cocoa Beach			No	No	No	No	No	No
323	Bulldog Boulevard/Sheridan Road	Babcock Street	Oak Street	Melbourne			No	Yes	No	Yes	Yes	No
2	Camp Road	Grissom Parkway	US 1 (N Cocoa Boulevard)	Unincorporated			No	Yes	Yes	No	No	No
3	Canaveral Groves Boulevard	Pine Street	US 1 (N Cocoa Boulevard)	Unincorporated			No	Yes	No	Yes	Yes	No
4	Carpenter Road	Fox Lake Road	SR 46 (W Main Street)	Unincorporated	Titusville		No	Yes	No	No	Yes	No
365	Cassia Boulevard	SR 513 (S Patrick Drive)	SR A1A	Satellite Beach			No	No	No	No	No	No
196	Central Boulevard	SR A1A (Astronaut Boulevard)	Ridgewood Avenue	Cape Canaveral			No	No	No	No	No	No
68	Clearlake Road	Pluckebaum Road	SR 520 (King Street)	Rockledge	Cocoa	Unincorporated	No	No	No	No	No	No
389	Clearmont Street	Port Malabar Boulevard	Palm Bay Road	Palm Bay			No	No	No	No	No	No
366	Cocoa Beach Causeway	SR A1A (N Atlantic Avenue)	Ocean Beach Boulevard	Cocoa Beach			No	No	No	No	No	No
325	Cogan Drive	Babcock Street	Bayside Lakes Boulevard	Palm Bay			No	No	No	No	No	No
41	Cone Road	S Tropical Trail	Kemp Street	Unincorporated			No	Yes	Yes	No	Yes	No
326	Corey Road	Valkaria Road	SR 514 (Malabar Road)	Malabar	Grant Valkaria		No	No	No	No	No	No
300	Country Club Drive	S Park Avenue	US 1 (S Washington Avenue)	Titusville			No	Yes	No	Yes	No	No
327	Country Club Road	University Boulevard	US 192 (New Haven Avenue)	Melbourne			No	No	No	No	No	No
379	Courtenay Parkway	Kennedy Parkway	Volusia County Line	Unincorporated			No	Yes	No	No	Yes	No
71	Cox Road	SR 520 (King Street)	SR 524	Cocoa			No	No	No	No	No	No

Table B-9: All Corridors Master List (By Corridor Name) (Continued)

Corridor ID	Road Name	Corridor Road Start	Corridor Road End	Jurisdictions			Past or Ongoing Study	Priority Corridor	Corridor Identified for Pedestrian Improvements	Corridor Identified for Sidewalk Gaps Improvements	Corridor Identified for Bicycle Improvements	Part of the Primary East Coast Greenway Alignment
72	Cox Road	SR 524	James Road	Cocoa			No	No	No	No	No	No
42	Crockett Boulevard	N Tropical Trail	SR 3 (N Courtenay Parkway)	Unincorporated			No	No	No	No	No	No
119	Croton Road	Sarno Road	Lake Washington Road	Melbourne			No	No	No	No	No	No
120	Croton Road	Lake Washington Road	Post Road	Melbourne			No	No	No	No	No	No
328	Culver Drive	Emerson Drive	Palm Bay Road	Palm Bay			No	No	No	No	No	No
301	Curtis Boulevard	Grissom Parkway	Fay Boulevard	Unincorporated			No	No	No	No	No	No
5	Dairy Road	Carpenter Road	US 1	Titusville	Unincorporated		No	Yes	Yes	No	No	No
121	Dairy Road	Palm Bay Road	US 192 (New Haven Avenue)	Melbourne	West Melbourne		No	No	No	No	No	No
122	Dairy Road	US 192 (New Haven Avenue)	Hibiscus Boulevard	Melbourne	West Melbourne		No	No	No	No	No	No
329	De Groodt Road	San Filippo Drive	Jupiter Boulevard	Palm Bay			No	Yes	No	No	Yes	No
6	Deering Parkway	I-95	US 1	Unincorporated			No	No	No	No	No	No
302	Deleon Avenue	Harrison Street	SR 406 (Garden Street)	Titusville			No	Yes	No	No	Yes	No
367	Desoto Parkway	SR 513 (S Patrick Drive)	SR A1A	Satellite Beach	Indian Harbour Beach		No	No	No	No	No	No
73	Dixon Boulevard	SR 501 (Clearlake Road)	US 1 (N Cocoa Boulevard)	Cocoa			No	Yes	No	No	Yes	No
345	E New Haven Avenue	US 192 (New Haven Avenue)/Franklin Street	US 192 (Melbourne Causeway)	Melbourne	Unincorporated		No	Yes	Yes	No	Yes	No
127	Eber Boulevard	Minton Road	Lipscomb Street	Melbourne	West Melbourne	Unincorporated	No	No	No	No	No	No
330	Eddie Allen Road	Airport Road	Nasa Boulevard	Melbourne			No	No	No	No	No	No
331	Eldron Boulevard	Bayside Lakes Blvd	Americana Boulevard	Palm Bay			No	Yes	No	No	Yes	No
128	Ellis Road	John Rodes Boulevard	Wickham Road	West Melbourne	Melbourne	Unincorporated	Yes	No	No	No	No	No
129	Emerson Drive	Bayside Lakes Boulevard	Malabar Road	Palm Bay			No	No	No	No	No	No
130	Emerson Drive	Malabar Road	Minton Road	Palm Bay			No	Yes	No	No	Yes	No
131	Emerson Drive	Minton Road	St. John Heritage Parkway	Palm Bay			No	No	No	No	No	No
132	Evans Road	US 192 (New Haven Avenue)	Nasa Boulevard	Unincorporated	Melbourne	West Melbourne	No	Yes	Yes	No	No	No
314	Eyster Boulevard	SR 519 (Fiske Boulevard)	US 1 (Rockledge Boulevard)	Rockledge			No	No	No	No	No	No
7	Fay Boulevard	Golfview Avenue	Grissom Parkway	Unincorporated			No	No	No	No	No	No
8	Fay Boulevard	Grissom Parkway	US 1 (N Cocoa Boulevard)	Unincorporated			No	No	No	No	No	No
332	Fee Avenue	Airport Road	US 1 (Harbor City Boulevard)	Melbourne			No	No	No	No	No	No
76	Fiske Boulevard	SR 520 (King Street)	Dixon Boulevard	Cocoa			No	Yes	No	Yes	Yes	No
133	Fleming Grant Road	Main Street	Micco Road	Unincorporated			No	No	No	No	No	No
77	Florida Avenue	US 1 (Rockledge Boulevard)	SR 520 (King Street)	Rockledge	Cocoa		No	No	No	No	No	No
333	Florida Avenue	Hollywood Boulevard	Northview Street	Melbourne	West Melbourne	Unincorporated	No	Yes	Yes	No	No	No
78	Forrest Avenue	SR 520 (King Street)	US 1 (N Cocoa Boulevard)	Cocoa			No	No	No	No	No	No
43	Fortenberry Road	S Courtenay Parkway	Sykes Creek Parkway	Unincorporated			No	Yes	Yes	No	No	No
334	Foundation Park	San Filippo Drive	Babcock Street	Palm Bay			No	No	No	No	No	No
9	Fox Lake Road	Fox Lake Park	SR 405 (South Street)	Titusville	Unincorporated		No	Yes	Yes	No	Yes	No
79	Friday Road	SR 520 (King Street)	SR 524	Cocoa	Unincorporated		No	Yes	Yes	No	Yes	No
219	Friday Road	SR 524	James Road	Cocoa			No	No	No	No	No	No
335	Front Street	Melbourne Avenue	New Haven Avenue	Melbourne			No	No	No	No	No	No

Table B-9: All Corridors Master List (By Corridor Name) (Continued)

Corridor ID	Road Name	Corridor Road Start	Corridor Road End	Jurisdictions			Past or Ongoing Study	Priority Corridor	Corridor Identified for Pedestrian Improvements	Corridor Identified for Sidewalk Gaps Improvements	Corridor Identified for Bicycle Improvements	Part of the Primary East Coast Greenway Alignment
336	Garvey Road	Harper Boulevard	Malabar Road	Palm Bay			No	No	No	No	No	No
134	Gateway Drive	Hibiscus Boulevard	Nasa Boulevard	Melbourne			No	No	No	No	No	No
198	George King Boulevard	Dave Nisbet Drive	N Atlantic Avenue	Unincorporated			No	Yes	No	No	No	Yes
337	Glendale Avenue	Pace Drive	Emerson Drive	Palm Bay			No	No	No	No	No	No
13	Golfview Avenue	Port St. John Parkway	Fay Boulevard	Unincorporated			No	No	No	No	No	No
135	Grant Road	Babcock Street	Old Dixie Highway	Grant Valkaria			No	No	No	No	No	No
380	Grant Road	N Tropical Trail	N Courtenay Parkway	Unincorporated			No	Yes	Yes	No	Yes	No
10	Grissom Parkway	Industry Road	Port St. John Parkway	Unincorporated	Cocoa		No	Yes	Yes	No	Yes	Yes
11	Grissom Parkway	Port St. John Parkway	Kings Highway	Unincorporated			No	Yes	Yes	No	Yes	Yes
12	Grissom Parkway	Kings Highway	SR 405 (Columbia Boulevard)	Titusville	Unincorporated		No	Yes	Yes	No	Yes	Yes
315	Gus Hipp Boulevard/Roy Wall Boulevard	SR 519 (Fiske Boulevard)	US 1 (Rockledge Boulevard)	Rockledge			No	No	No	No	No	No
44	Hall Road	N Tropical Trail	SR 3 (N Courtenay Parkway)	Unincorporated			No	Yes	No	No	Yes	No
339	Hall Road	Weber Road	Corey Road	Malabar			No	No	No	No	No	No
136	Harlock Road	Aurora Road	Lake Washington Road	Melbourne			No	No	No	No	No	No
340	Harper Boulevard/Hurley Boulevard	Garvey Road	Malabar Road	Palm Bay			No	No	No	No	No	No
303	Harrison Street	Knox Mcrae Drive	US 1 (S Washington Street)	Titusville			No	Yes	No	No	Yes	No
137	Henry Avenue	Minton Road	Country Club Road	West Melbourne	Melbourne		No	No	No	No	No	No
138	Hibiscus Boulevard	Evans Road	US 1 (Harbor City Boulevard)	Melbourne	West Melbourne	Unincorporated	No	Yes	Yes	Yes	Yes	No
139	Hickory Street	US 192 (Strawbridge Avenue)	SR 508 (Nasa Boulevard)	Melbourne			Yes	Yes	Yes	No	Yes	No
14	Holder Avenue	Dairy Road	SR 46 (Main Street)	Unincorporated	Titusville		No	No	No	No	No	No
140	Hollywood Boulevard	Riviera Drive	US 192 (New Haven Avenue)	West Melbourne	Palm Bay	Unincorporated	Yes	Yes	No	Yes	No	No
15	Hopkins Avenue	SR 50 (Cheney Highway)	Grace Street	Titusville			Yes	Yes	Yes	No	Yes	No
16	Industry Road	SR 524/SR 501	Grissom Parkway	Cocoa	Unincorporated		No	Yes	Yes	No	Yes	Yes
141	Interlachen Road	St. Andrews Boulevard	Wickham Road	Unincorporated			No	No	No	No	No	No
368	Jackson Avenue	SR 513 (S Patrick Drive)	SR A1A	Satellite Beach			No	No	No	No	No	No
142	John Rodes Boulevard	US 192 (New Haven Avenue)	SR 518 (Eau Gallie Boulevard)	Melbourne	West Melbourne	Unincorporated	No	Yes	Yes	No	Yes	No
143	John Rodes Boulevard	SR 518 (Eau Gallie Boulevard)	Aurora Road	Melbourne	Unincorporated		No	Yes	Yes	No	Yes	No
144	Jordan Blass Drive	St. Andrews Boulevard	Wickham Road	Unincorporated			No	No	No	No	No	No
80	Judge F Jamieson Way	Stadium Parkway	Lake Andrew Drive	Unincorporated			No	No	No	No	No	No
145	Jupiter Boulevard	San Filippo Drive	Malabar Road	Palm Bay			No	No	No	No	No	No
146	Jupiter Boulevard	Malabar Road	Emerson Drive	Palm Bay			No	Yes	No	No	Yes	No
381	Kennedy Parkway	Max Brewer Memorial Parkway	A. Max Brewer Memorial Parkway	Unincorporated			No	Yes	No	No	Yes	No
17	Kings Highway	Grissom Parkway	US 1	Unincorporated			No	No	No	No	No	No
342	Knecht Road	Port Malabar Boulevard	Palm Bay Road	Palm Bay			No	No	No	No	No	No
305	Knox Mcrae Drive	US 1 (S Washington Avenue)	Fox Hall Road	Titusville			No	Yes	No	Yes	No	No
82	Lake Andrew Drive	Wickham Road	Judge F Jamieson Way	Unincorporated			No	No	No	No	No	No
147	Lake Andrew Drive	Ivanhoe Drive	Wickham Road	Unincorporated			No	No	No	No	No	No
81	Lake Drive	SR 520 (King Street)/Cox Road	SR 520 (King Street)/Varr Avenue	Unincorporated	Cocoa		No	Yes	Yes	No	Yes	No

Table B-9: All Corridors Master List (By Corridor Name) (Continued)

Corridor ID	Road Name	Corridor Road Start	Corridor Road End	Jurisdictions			Past or Ongoing Study	Priority Corridor	Corridor Identified for Pedestrian Improvements	Corridor Identified for Sidewalk Gaps Improvements	Corridor Identified for Bicycle Improvements	Part of the Primary East Coast Greenway Alignment
148	Lake Washington Road	Lake Washington	US 1 (Harbor City Boulevard)	Melbourne			No	No	No	No	No	No
387	Lamplighter Drive	Pace Drive	Emerson Drive	Palm Bay			No	No	No	No	No	No
45	Lucas Road	US 1 (Washington Avenue)	SR 3 (N Courtenay Parkway)	Unincorporated			No	No	No	No	No	No
343	Magnolia Avenue/Nieman Avenue	Babcock Street	US 1 (Harbor City Boulevard)	Melbourne			No	No	No	No	No	No
149	Main Street	Central Avenue	US 1	Unincorporated			No	No	No	No	No	No
306	Main Street	Park Avenue	US 1 (Hopkins Avenue)	Titusville			No	No	No	No	No	No
150	Malabar Road	St. Johns Heritage Parkway	Minton Road	Palm Bay			Yes	No	No	No	No	No
151	Malabar Road	Minton Road	Emerson Drive	Palm Bay			No	No	No	No	No	No
152	Malabar Road	Emerson Drive	San Filippo Drive	Palm Bay			No	No	No	No	No	No
153	Malabar Road	San Filippo Drive	I-95	Palm Bay			No	No	No	No	No	No
154	Malabar Road (SR 514)	I-95	Babcock Street	Palm Bay			No	No	No	No	No	No
382	Max Brewer Memorial Parkway	A. Max Brewer Memorial Parkway	Kennedy Parkway	Unincorporated			No	Yes	No	No	Yes	No
344	Melbourne Avenue	SR 507 (Babcock Street)	Front Street	Melbourne			No	Yes	No	No	Yes	No
46	Merritt Avenue	N Tropical Trail	SR 3 (N Courtenay Parkway)	Unincorporated			No	No	No	No	No	No
47	Merritt Avenue	SR 3 (N Courtenay Parkway)	Sykes Creek Parkway	Unincorporated			No	Yes	No	No	Yes	No
156	Micco Road	Babcock Street	US 1 (Dixie Highway)	Unincorporated	Palm Bay		No	Yes	Yes	No	Yes	No
83	Michigan Avenue	Range Road	SR 501 (Clearlake Road)	Cocoa	Unincorporated		No	Yes	No	No	Yes	No
84	Michigan Avenue	SR 501 (Clearlake Road)	US 1 (N Cocoa Boulevard)	Cocoa	Unincorporated		No	Yes	Yes	No	Yes	Yes
157	Minton Road	Jupiter Boulevard	Palm Bay Road	Palm Bay			No	Yes	Yes	No	Yes	No
158	Minton Road	Palm Bay Road	US 192 (New Haven Avenue)	West Melbourne	Unincorporated		No	No	No	No	No	No
369	Minutemen Causeway	Tom Warriner Boulevard	SR A1A (S Atlantic Avenue)	Cocoa Beach			No	No	No	No	No	No
85	Murrell Road	Wickham Road	Barton Boulevard	Rockledge	Unincorporated		No	Yes	Yes	No	Yes	No
199	N Atlantic Avenue	SR A1A (Astronaut Boulevard)	George King Boulevard	Cape Canaveral			No	Yes	No	No	No	Yes
49	N Banana River Drive	SR 520 (Merritt Island Causeway)	SR 528/SR A1A (Beachline Expressway)	Unincorporated			No	Yes	Yes	Yes	Yes	No
52	N Tropical Trail	SR 520 (Merritt Island Causeway)	SR 3 (N Courtenay Parkway)	Unincorporated			No	Yes	Yes	No	Yes	No
53	N Tropical Trail	Grant Road	SR 3 (N Courtenay Parkway)	Unincorporated			No	Yes	Yes	No	Yes	No
159	Nasa Boulevard	Wickham Road	Eddie Allen Road	Melbourne	Unincorporated		No	Yes	Yes	No	No	No
160	Nasa Boulevard (SR 508)	Eddie Allen Road	US 1	Melbourne			No	No	No	No	No	No
18	Nasa Causeway	US 1 (Washington Avenue)	Space Commerce Way	Unincorporated	Titusville		No	No	No	No	No	No
48	Newfound Harbor Drive	Cul-de-sac	SR 520 (Merritt Island Causeway)	Unincorporated			No	No	No	No	No	No
346	Norfolk Parkway	Palm Bay Road	Minton Road	West Melbourne			No	No	No	No	No	No
200	Oak Street	SR A1A	Ocean Avenue	Melbourne Beach	Unincorporated		No	Yes	Yes	No	Yes	Yes
201	Ocean Beach Boulevard	Wakulla Lane	Young Avenue	Cocoa Beach			No	No	No	No	No	No
370	Ocean Boulevard	SR 513 (S Patrick Drive)	SR A1A	Unincorporated			No	No	No	No	No	No
19	Old Dixie Highway	Garden Street	Parker Street	Titusville	Unincorporated		No	Yes	No	No	Yes	No
347	Pace Drive	St. John Heritage Parkway	Jupiter Boulevard	Palm Bay			No	No	No	No	No	No

Table B-9: All Corridors Master List (By Corridor Name) (Continued)

Corridor ID	Road Name	Corridor Road Start	Corridor Road End	Jurisdictions			Past or Ongoing Study	Priority Corridor	Corridor Identified for Pedestrian Improvements	Corridor Identified for Sidewalk Gaps Improvements	Corridor Identified for Bicycle Improvements	Part of the Primary East Coast Greenway Alignment
161	Palm Bay Road	Minton Road	Hollywood Boulevard	West Melbourne	Palm Bay	Unincorporated	No	No	No	No	No	No
162	Palm Bay Road	Hollywood Boulevard	SR 507 (Babcock Street)	Palm Bay	West Melbourne	Melbourne	No	No	No	No	No	No
163	Palm Bay Road	SR 507 (Babcock Street)	US 1 (Dixie Highway)	Palm Bay	Unincorporated		Yes	Yes	Yes	No	Yes	No
371	Paradise Boulevard	Riverside Drive	SR A1A	Melbourne			No	No	No	No	No	No
307	Park Avenue	SR 405 (South Street)	SR 406 (Garden Street)	Titusville			No	Yes	Yes	Yes	Yes	No
386	Parker Street	Singleton Avenue	Old Dixie Highway	Unincorporated			No	No	No	No	No	No
164	Parkway Drive	Turtlemound Road	US 1 (Harbor City Boulevard)	Melbourne	Unincorporated		No	Yes	Yes	No	No	No
20	Parrish Road	Holder Road	US 1	Unincorporated	Titusville		No	Yes	Yes	No	No	No
86	Peachtree Street	SR 501 (Clearlake Road)	Forrest Avenue	Cocoa	Unincorporated		No	Yes	No	Yes	Yes	No
348	Pine Cone Road	Turtle Mound Road	Post Road	Melbourne	Unincorporated		No	Yes	Yes	No	No	No
372	Pine Tree Drive/Banana River Drive	SR 513 (S Patrick Drive)	SR A1A	Indian Harbour Beach			Yes	No	No	No	No	No
349	Pineapple Avenue	SR 518 (EB Eau Gallie Boulevard)	Parkway Drive	Melbourne			Yes	No	No	No	No	No
166	Pinehurst Avenue	Wickham Road	St. Andrews Drive	Unincorporated			No	No	No	No	No	No
87	Pinehurst Avenue/Holiday Springs Road	Wickham Road	Viera Boulevard	Unincorporated			No	No	No	No	No	No
88	Pluckebaum Road	Range Road	SR 519 (Fiske Boulevard)	Rockledge			No	Yes	Yes	No	No	No
54	Plumosa Street	Cone Road	Merritt Avenue	Unincorporated			No	Yes	Yes	No	Yes	No
167	Port Malabar Boulevard	SR 507 (Babcock Street)	US 1 (Dixie Highway)	Palm Bay			No	Yes	No	Yes	Yes	No
351	Port Malabar Boulevard	SR 507 (Babcock Street)	Palm Bay Road	Palm Bay			No	Yes	No	No	Yes	No
21	Port St. John Parkway	I-95	Grissom Parkway	Unincorporated			No	No	No	No	No	No
168	Post Road	Pinecone Road	US 1 (Harbor City Boulevard)	Melbourne	Unincorporated		No	Yes	Yes	No	Yes	No
324	Prospect Avenue/Lipscomb Street	Palm Bay Road	US 1 (Harbor City Boulevard)	Melbourne	Palm Bay	Unincorporated	No	Yes	Yes	No	Yes	No
309	Raney Road	Knox McRae Drive	Country Club Road	Titusville			No	No	No	No	No	No
89	Range Road	Pluckebaum Road	Rosetine Street	Unincorporated	Cocoa		No	Yes	No	No	Yes	No
203	Ridgewood Avenue	Young Avenue	Central Boulevard	Cape Canaveral	Cocoa Beach		No	No	No	No	No	No
204	Riverside Drive	US 192 (5th Avenue)	SR 518 (Eau Gallie Boulevard)	Melbourne	Indialantic		No	No	No	No	No	No
373	Riverside Drive	SR A1A (Oak Street)	US 192 (5th Avenue)	Melbourne Beach	Indialantic		No	No	No	No	No	No
352	Riviera Drive	Palm Bay Road	Palm Bay Road	Palm Bay			No	No	No	No	No	No
169	RJ Conlan Boulevard	Palm Bay Road	US 1 (Dixie Highway)	Palm Bay	Unincorporated		No	Yes	Yes	No	Yes	No
316	Rosa Jones Drive	SR 519 (Fiske Boulevard)	US 1 (S Cocoa Boulevard)	Cocoa	Rockledge		No	Yes	No	Yes	Yes	No
90	Rosetine Street	Range Road	Peachtree Street	Cocoa			No	No	No	No	No	No
56	S Courtenay Parkway	Fortenberry Road	SR 520 (Merritt Island Causeway)	Unincorporated			Yes	Yes	Yes	No	Yes	No
55	S Courtenay Parkway/Tropical Trail	SR 404 (Pineda Causeway)	Fortenberry Road	Unincorporated			No	Yes	Yes	No	Yes	No
57	S Tropical Trail	Banana River Drive	SR 404 (Pineda Causeway)	Indian Harbour Beach	Unincorporated		No	Yes	Yes	No	Yes	No
58	S Tropical Trail	S Courtenay Parkway	SR 520 (Merritt Island Causeway)	Unincorporated			No	Yes	No	No	Yes	No
174	San Filippo Drive	De Groodt Road	Malabar Road	Palm Bay			No	Yes	Yes	No	Yes	No

Table B-9: All Corridors Master List (By Corridor Name) (Continued)

Corridor ID	Road Name	Corridor Road Start	Corridor Road End	Jurisdictions			Past or Ongoing Study	Priority Corridor	Corridor Identified for Pedestrian Improvements	Corridor Identified for Sidewalk Gaps Improvements	Corridor Identified for Bicycle Improvements	Part of the Primary East Coast Greenway Alignment
171	Sarno Road	Wickham Road	US 1 (Harbor City Boulevard)	Melbourne			Yes	Yes	Yes	No	Yes	No
317	School Street	Lake Drive	Wilson Avenue	Cocoa	Unincorporated		No	Yes	Yes	No	Yes	No
374	Sea Park Boulevard	SR 513 (S Patrick Drive)	SR A1A	Unincorporated			No	No	No	No	No	No
375	Shearwater Parkway	SR 513 (S Patrick Drive)	SR A1A	Satellite Beach			No	No	No	No	No	No
310	Shepard Drive	SR 407 (Challenger Memorial Parkway)	Grissom Parkway	Titusville			No	No	No	No	No	No
353	Sheridan Road	John Rodes Boulevard	Wickham Road	West Melbourne			No	No	No	No	No	No
22	Singleton Avenue	SR 405 (South Street)	SR 46 (W Main Street)	Titusville	Unincorporated		No	Yes	Yes	No	Yes	No
23	Sisson Road	SR 405 (Columbia Boulevard)	SR 50 (Cheney Highway)	Titusville	Unincorporated		No	Yes	Yes	No	Yes	No
59	Space Commerce Way	SR 3 (N Courtenay Parkway)	Nasa Causeway	Unincorporated			No	No	No	No	No	No
91	Spyglass Hill Drive	Murrell Road	Pinehurst Avenue	Unincorporated			No	No	No	No	No	No
51	SR 3 (N Courtenay Parkway)	SR 528/SR A1A (Beachline Expressway)	Space Commerce Way	Unincorporated			No	Yes	Yes	No	Yes	No
50	SR 3 (N. Courtenay Parkway)	SR 520 (Merritt Island Causeway)	SR 528/SR A1A (Beachline Expressway)	Unincorporated			Yes	Yes	Yes	No	Yes	No
165	SR 404 (Pineda Causeway)	I-95	US 1	Unincorporated	Palm Shores		No	Yes	No	No	Yes	No
202	SR 404 (Pineda Causeway)	US 1	SR A1A	Unincorporated			No	No	No	No	No	No
28	SR 405 (Columbia Boulevard)	SR 50 (Cheney Highway)	US 1 (S Washington Avenue)	Titusville	Unincorporated		No	Yes	Yes	No	Yes	Yes
29	SR 405 (South Street)	SR 50 (Cheney Highway)	Singleton Avenue	Titusville			No	Yes	Yes	No	No	No
30	SR 405 (South Street)	Singleton Avenue	US 1 (Washington Avenue)	Titusville			No	No	No	No	No	No
32	SR 406 (Garden Street)	I-95	US 1 (NB S Washington Avenue)	Titusville			Yes	Yes	Yes	No	Yes	No
31	SR 406 (Garden Street)	Carpenter Road	I-95	Titusville			No	No	No	No	No	No
33	SR 406 (Garden Street)	US 1 (Washington Avenue)	A Max Brewer Memorial Parkway	Titusville			No	No	No	No	No	No
34	SR 407 (Challenger Memorial Parkway)	SR 528 (Beachline Expressway)	SR 405 (Columbia Boulevard)	Titusville			No	No	No	No	No	No
24	SR 46	Volusia County Line	Fawn Lake Boulevard	Unincorporated			No	No	No	No	No	No
25	SR 46 (Main Street)	Fawn Lake Boulevard	US 1	Unincorporated			No	No	No	No	No	No
26	SR 50 (Cheney Highway)	Orange County Line	I-95	Titusville			No	Yes	No	Yes	No	No
27	SR 50 (Cheney Highway)	I-95	US 1 (S Washington Avenue)	Titusville			No	Yes	No	Yes	No	No
69	SR 501 (Clearlake Road)	SR 520 (King Street)	Michigan Avenue	Unincorporated	Cocoa		Yes	Yes	No	No	Yes	No
70	SR 501 (Clearlake Road)	Michigan Avenue	Industry Road	Cocoa	Unincorporated		Yes	Yes	Yes	No	Yes	Yes
170	SR 5054 (Sarno Road)	SR 518 (Eau Gallie Boulevard)	Wickham Road	Melbourne			Yes	No	No	No	No	No
116	SR 507 (Babcock Street)	SR 514 (Malabar Road)	Palm Bay Road	Palm Bay			Yes	No	No	No	No	No
117	SR 507 (Babcock Street)	Palm Bay Road	US 192 (New Haven Avenue)	Melbourne	Palm Bay		Yes	Yes	Yes	No	Yes	No
205	SR 513 (S Patrick Drive)	SR 518 (Eau Gallie Boulevard)	Banana River Drive	Indian Harbour Beach	Unincorporated		No	Yes	No	No	Yes	No
206	SR 513 (S Patrick Drive)	Banana River Drive	SR 404 (Pineda Causeway)	Indian Harbour Beach	Satellite Beach	Unincorporated	No	Yes	No	Yes	No	No
155	SR 514 (Malabar Road)	Babcock Street	US 1	Malabar	Palm Bay		Yes	No	No	No	No	No
197	SR 518 (Eau Gallie Boulevard)	SR 518 (Western End of Eau Gallie Causeway)	SR A1A	Melbourne	Indian Harbour Beach	Unincorporated	Yes	Yes	Yes	No	Yes	No
123	SR 518 (Eau Gallie Boulevard)	I-95	Wickham Road	Melbourne	Unincorporated		No	Yes	No	No	Yes	No
124	SR 518 (Eau Gallie Boulevard)	Wickham Road	US 1 (Harbor City Boulevard)	Melbourne			No	Yes	No	No	Yes	No
125	SR 518 (EB Montral Avenue)	US 1 (Harbor City Boulevard)	SR 518 (Eau Gallie Causeway)	Melbourne			No	Yes	No	No	Yes	No

Table B-9: All Corridors Master List (By Corridor Name) (Continued)

Corridor ID	Road Name	Corridor Road Start	Corridor Road End	Jurisdictions			Past or Ongoing Study	Priority Corridor	Corridor Identified for Pedestrian Improvements	Corridor Identified for Sidewalk Gaps Improvements	Corridor Identified for Bicycle Improvements	Part of the Primary East Coast Greenway Alignment
126	SR 518 (WB Eau Gallie Boulevard)	US 1 (Harbor City Boulevard)	SR 518 (Eau Gallie Causeway)	Melbourne			No	Yes	No	No	Yes	No
74	SR 519 (Fiske Boulevard)	I -95/Barnes Boulevard	Barton Boulevard	Rockledge			Yes	No	No	No	No	No
75	SR 519 (Fiske Boulevard)	Barton Boulevard	SR 520 (King Street)	Rockledge	Cocoa		Yes	Yes	Yes	No	Yes	No
217	SR 520 (Cocoa Beach Causeway)	S Banana River Drive	SR A1A (N Atlantic Avenue)	Cocoa Beach	Unincorporated		No	Yes	Yes	No	Yes	No
94	SR 520 (EB) (King Street)	US 1 (S Cocoa Boulevard)	SR 520 (Humphrey Bridge)	Cocoa	Unincorporated		Yes	Yes	Yes	No	Yes	No
92	SR 520 (King Street)	Orange County Line	I-95	Unincorporated			No	No	No	No	No	No
93	SR 520 (King Street)	I-95	US 1 (S Cocoa Boulevard)	Unincorporated	Cocoa		No	No	No	No	No	No
60	SR 520 (Merritt Island Causeway)	Humphrey Bridge	S. Banana River Drive	Unincorporated			No	Yes	Yes	No	Yes	No
95	SR 520 (WB) (Willard Street)	US 1 (S Cocoa Boulevard)	SR 520 (Humphrey Bridge)	Cocoa	Unincorporated		Yes	Yes	Yes	No	Yes	No
96	SR 524	SR 520 (King Street)	I-95	Cocoa	Unincorporated		Yes	No	No	No	No	No
97	SR 524	I-95	Industry Rd/SR 501	Cocoa			Yes	No	No	No	No	No
207	SR A1A	Indian River County Line	US 192 (5th Avenue)	Unincorporated	Melbourne Beach	Indialantic	No	Yes	Yes	No	Yes	Yes
208	SR A1A	US 192 (5th Avenue)	SR 518 (Eau Gallie Boulevard)	Melbourne	Indialantic	Unincorporated	No	Yes	Yes	No	No	Yes
209	SR A1A	SR 518 (Eau Gallie Boulevard)	SR 404 (Pineda Causeway)	Satellite Beach	Indian Harbour Beach	Unincorporated	No	Yes	Yes	No	No	Yes
215	SR A1A (Astronaut Boulevard)	N Atlantic Avenue	SR 401	Cape Canaveral			Yes	No	No	No	No	No
213	SR A1A (N Atlantic Avenue)	Cocoa Isles Boulevard	SR 520 (Cocoa Beach Causeway)	Cocoa Beach			Yes	Yes	No	No	No	Yes
214	SR A1A (N Atlantic Avenue)	SR 520 (Cocoa Beach Causeway)	N Atlantic Avenue/Astronaut Boulevard	Cocoa Beach	Cape Canaveral	Unincorporated	Yes	Yes	No	No	No	Yes
211	SR A1A (NB N Atlantic Avenue)	S End Of One Way Pairs	N End Of One Way Pairs	Cocoa Beach			Yes	Yes	No	Yes	No	Yes
210	SR A1A (S Atlantic Avenue)	SR 404 (Pineda Causeway)	S End Of One Way Pairs	Unincorporated			Yes	Yes	Yes	No	Yes	Yes
212	SR A1A (SB N Orlando Avenue)	N End Of One Way Pairs	S End Of One Way Pairs	Cocoa Beach			Yes	Yes	No	Yes	No	No
376	St Lucie Lane	Banana River Boulevard	SR A1A (N Atlantic avenue)	Cocoa Beach			No	No	No	No	No	No
172	St. Andrews Boulevard	Pineda Causeway	Wickham Road	Unincorporated			No	No	No	No	No	No
173	St. Johns Heritage Parkway	Malabar Road	US 192	Palm Bay	West Melbourne	Unincorporated	No	No	No	No	No	No
355	Stack Boulevard	Palm Bay Road	Eber Boulevard	Melbourne			No	No	No	No	No	No
100	Stadium Parkway	Wickham Road	Judge F Jamieson Way	Unincorporated			No	No	No	No	No	No
101	Stadium Parkway	Judge F Jamieson Way	I-95/SR 519 (Fiske Boulevard)	Unincorporated			No	No	No	No	No	No
175	Suntree Boulevard	Wickham Road	US 1	Unincorporated			No	No	No	No	No	No
62	Sykes Creek Parkway	Fortenberry Road	SR 520	Unincorporated			No	Yes	Yes	No	No	No
63	Sykes Creek Parkway	SR 520 (Merritt Island Causeway)	Merritt Avenue	Unincorporated			No	No	No	No	No	No
64	Sykes Creek Parkway	Merritt Avenue	N Banana River Drive	Unincorporated			No	Yes	No	No	Yes	No
311	Tropic Street	Singleton Avenue	Park Avenue	Titusville			No	No	No	No	No	No
176	Turtlemound Road	SR 518 (Eau Gallie Boulevard)	Pine Cone Road	Melbourne	Unincorporated		No	Yes	Yes	No	No	No
177	University Boulevard	SR 507 (Babcock Street)	US 1 (Harbor City Boulevard)	Melbourne	Palm Bay		No	Yes	Yes	No	No	No
102	US 1	SR 404 (Pineda Causeway)	Barnes Boulevard	Unincorporated			Yes	Yes	Yes	No	No	No
39	US 1	SR 406 (Garden Street)	SR 46 (Main Street)	Titusville			No	No	No	No	No	No
40	US 1	SR 46 (Main Street)	Volusia County Line	Unincorporated			No	No	No	No	No	No
178	US 1	Indian River County Line	SR 514 (Malabar Road)	Grant Valkaria	Malabar	Unincorporated	No	Yes	Yes	No	No	No
179	US 1 (Dixie Highway)	SR 514 (Malabar Road)	RJ Conlan Boulevard	Palm Bay	Malabar	Unincorporated	No	Yes	Yes	No	No	No
180	US 1 (Harbor City Boulevard)	RJ Conlan Boulevard	US 192 (Strawbridge Avenue)	Melbourne	Palm Bay		Yes	No	No	No	No	No
181	US 1 (Harbor City Boulevard)	US 192 (Strawbridge Avenue)	Sarno Road	Melbourne	Unincorporated		No	Yes	Yes	No	Yes	No

Table B-9: All Corridors Master List (By Corridor Name) (Continued)

Corridor ID	Road Name	Corridor Road Start	Corridor Road End	Jurisdictions			Past or Ongoing Study	Priority Corridor	Corridor Identified for Pedestrian Improvements	Corridor Identified for Sidewalk Gaps Improvements	Corridor Identified for Bicycle Improvements	Part of the Primary East Coast Greenway Alignment
182	US 1 (Harbor City Boulevard)	Sarno Road	SR 404 (Pineda Causeway)	Melbourne	Palm Shores		No	No	No	No	No	No
35	US 1 (N Cocoa Boulevard)	SR 528/SR A1A (Beachline Expressway)	SR 405 (Columbia Boulevard)	Unincorporated	Titusville	Cocoa	Yes	Yes	Yes	No	No	No
106	US 1 (N Cocoa Boulevard)	Peachtree Street	SR 528/SR A1A (Beachline Expressway)	Cocoa			No	Yes	No	No	No	Yes
37	US 1 (NB S Washington Avenue)	Grace Street	SR 406 (Garden Street)	Titusville			Yes	Yes	No	No	No	Yes
103	US 1 (Rockledge Boulevard)	Barnes Boulevard	Eyster Boulevard	Rockledge	Unincorporated		Yes	Yes	Yes	No	No	No
104	US 1 (Rockledge Boulevard)	Eyster Boulevard	Rosa Jones Drive	Rockledge	Cocoa		No	No	No	No	No	No
105	US 1 (S Cocoa Boulevard)	Rosa Jones Drive	Peachtree Street	Cocoa			No	No	No	No	No	No
36	US 1 (S Washington Avenue)	SR 405 (Columbia Boulevard)	Grace Street	Titusville			No	Yes	Yes	Yes	Yes	Yes
38	US 1 (SB S Hopkins Avenue)	SR 406 (Garden Street)	Grace Street	Titusville			Yes	Yes	Yes	No	No	No
183	US 192	Osceola County Line	I-95	Unincorporated	West Melbourne		No	No	No	No	No	No
218	US 192 (Melbourne Causeway/5th Avenue)	Causeway	SR A1A (Miramar Avenue)	Unincorporated	Indialantic		No	No	No	No	No	No
184	US 192 (New Haven Avenue)	I-95	Wickham Road	Unincorporated	West Melbourne		No	No	No	No	No	No
185	US 192 (New Haven Avenue)	Wickham Road	SR 507 (Babcock Street)	West Melbourne	Melbourne	Unincorporated	No	No	No	No	No	No
186	US 192 (Strawbridge Avenue)	SR 507 (Babcock Street)	New Haven Avenue	Melbourne	Unincorporated		No	Yes	Yes	No	No	No
187	Valkaria Road	Babcock Street	US 1	Grant Valkaria	Unincorporated		No	Yes	Yes	No	Yes	No
318	Varr Avenue	Lake Drive	Peachtree Street	Cocoa			No	No	No	No	No	No
107	Viera Boulevard	Stadium Parkway	Holiday Springs Road	Unincorporated			No	No	No	No	No	No
108	Viera Boulevard	Holiday Springs Road	US 1	Unincorporated			No	No	No	No	No	No
357	Waco Boulevard	Emerson Drive	Babcock Street	Palm Bay			No	No	No	No	No	No
377	Wakulla Lane	SR A1A (N Atlantic Avenue)	Ocean Beach Boulevard	Cocoa Beach			No	No	No	No	No	No
358	Walden Boulevard/Wyoming Drive	Emerson Drive	San Filippo Drive	Palm Bay			No	No	No	No	No	No
378	Washington Avenue	N Atlantic Avenue	Ridgewood Avenue	Cape Canaveral			No	No	No	No	No	No
359	Weber Rd	Valkaria Road	SR 514 (Malabar Road)	Malabar	Grant Valkaria		No	Yes	Yes	No	No	No
360	WH Jackson Street	Grant Street	US 1 (Harbor City Boulevard)	Melbourne			No	No	No	No	No	No
190	Wickham Road	Sarno Road	Parkway Drive	Melbourne			Yes	Yes	Yes	No	Yes	No
188	Wickham Road	US 192 (New Haven Avenue)	Nasa Boulevard	West Melbourne	Unincorporated		No	Yes	No	No	Yes	No
189	Wickham Road	Nasa Boulevard	Sarno Road	Melbourne	West Melbourne	Unincorporated	No	Yes	Yes	No	Yes	No
191	Wickham Road	Parkway Drive	SR 404 (Pineda Causeway)	Melbourne	Unincorporated		No	Yes	No	Yes	No	No
192	Wickham Road	Pineda Causeway	Murrell Road	Unincorporated			No	No	No	No	No	No
193	Wickham Road	Murrell Road	Lake Andrew Drive	Unincorporated			No	No	No	No	No	No
194	Wickham Road	Lake Andrew Drive	Stadium Parkway	Unincorporated			No	No	No	No	No	No
388	Wingate Drive	Minton Road	Hollywood Boulevard	West Melbourne			No	No	No	No	No	No
195	Woody Burke Drive	Hibiscus Boulevard	Nasa Boulevard	Melbourne			No	No	No	No	No	No

Appendix C: Evaluation of Equity in Prioritized Bicycle and Pedestrian Improvements

Bicycle & Pedestrian Master Plan

Impoverished Areas Evaluation of Equity

Space Coast TPO staff utilized ArcGIS mapping of Census Block Data, proposed priority pedestrian projects, and existing pedestrian facilities to analyze whether underprivilege communities in Brevard County were equitably represented on the priority network. The census blocks that were analyzed were ones where 30% or more households are below poverty level or 20% or more households did not own a car. Mapping of the census blocks can be viewed as figure x and x.

Through this analysis 9 potential projects were found.

Four of the projects were addressed through other priority lists within the Bicycle & Pedestrian Master Plan (BPMP). The corridors and their respective listings can be seen below in Table 1.

Table 1 – Corridors Identified that are on other Lists within the BPMP

Corridor ID	Road Name	Corridor Road Start	Corridor Road End	Sidewalk Gap Improvement List #	Bicycle Improvement List #
3	CANAVERAL GROVES BLVD.	PINE ST.	US 1	SG 14	B49
86	PEACHTREE ST.	CLEARLAKE RD.	FORREST AVE.	SG 8	B22
212	SR A1A (SB ONLY)	N END OF ONE WAY PAIRS	S END OF ONE WAY PAIRS	SG 15	
302	DELEON Ave.	HARRISON ST.	SR 406		B39

One project is currently under construction through a resurfacing project. FM# 432398-1 SR 46 from west of Palm Ave to SR 5 (US1) will construct sidewalks, provide bike lanes, and add ADA improvements. This project's corridor ID within the BPMP is 25.

Two projects were identified as potential gaps not being addressed within the areas. One of which was Woody Burke Dr. from Hibiscus Blvd. to NASA Blvd. (Corridor ID 195). From reviewing the corridor, it appears to be largely industrial properties and does not necessarily provide a clear destination or route for the households living within the area. The other is US 1 from Parker St. to just north of Correll Circle (within Corridor ID 39). This project should be considered for a future Sidewalk Gap list.

The final two corridors that were identified have either previous or active studies/projects on them. Sarno Road from Eau Gallie Blvd to Wickham Rd (Corridor ID 170) and Ellis Road from John Rodes Blvd to Wickham Rd (Corridor ID 128) should be designated on the Previous/Ongoing Studies list.

SCTPO staff also looked at what percentage of projects on the Priority Pedestrian Improvement lists were within the census blocks where 30% or more households are below poverty level or 20% or more households did not own a car. Those numbers can be found in table 2.

Table 2 – Percentage of Projects on the Priority Pedestrian Improvement List in Impoverished Areas

Section of Identified Pedestrian Improvements within Census Block Areas that meet the poverty threshold or no car threshold	Percentage of Projects
Top 20 Improvements	55%
Top 50 Improvements	44%
All 84 Improvements	37%

Based upon this evaluation SCTPO staff believes that the approach used in prioritizing and ranking projects provides an equitable consideration for impoverished areas.

Appendix D: The Safe Accessible Pedestrian Facilities Inventory Model and FHWA Accessibility Resource Library



SAPFIM

Safe and Accessible Pedestrian Facility Inventory Model

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Introduction

- What's SAPFIM?
- A web-based system designed for the collection, update, and management of pedestrian facilities such as sidewalks, curb ramps, and crosswalks.



SAPFIM

SAPFIM is a web-based system that uses Microsoft SQL Server as the back-end database. This version provides the following major key features:

- Accessible through a web browser
- Collection of over 80 standard pedestrian facilities attributes, including geographic locations and digital photos
- Google Map capability
- Easy updates of existing pedestrian facilities records in the field or any location
- Export to different formats: CSV, GIS shapefiles, and JPG for pictures
- View and print maps and reports
- Run Queries and much more

Objective

- To provide training and technical assistance for a successful implementation, usage, and management of SAPFIM.



How SAPFIM works?

Users can access SAPFIM through a web browser using a computer, tablet, smartphone, or laptop.

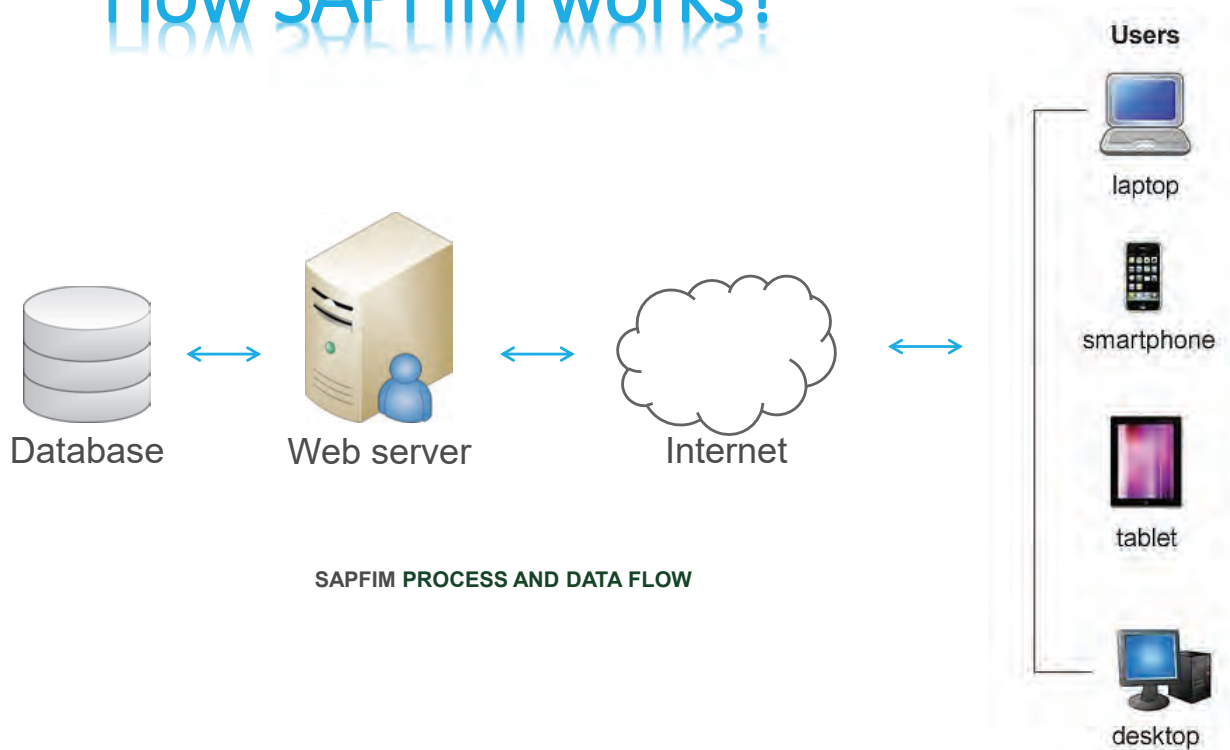
For field work, the system can run on a wireless device that has internet access.

The system has the capability to store multiple pictures in the database.

After the pedestrian facility information has been entered, users can save the information that will be uploaded to the SAPFIM database.

Information can also be entered or edited from an office computer with internet access.

How SAPFIM works?



Logging In

Users must have an authorized username and password to log into the SAPFIM web-based application.

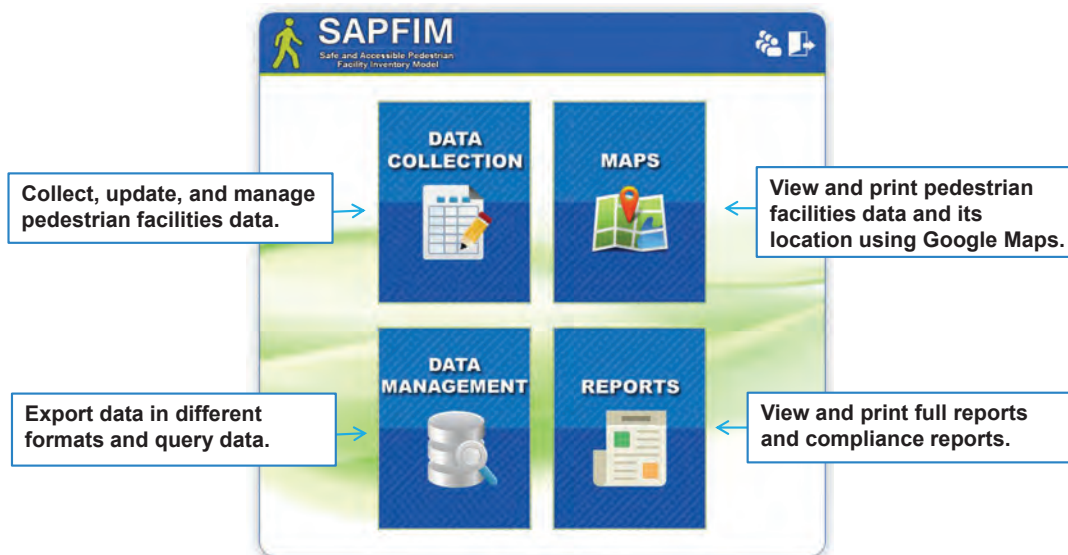


The image shows the SAPFIM login interface. At the top, there is a blue header with the SAPFIM logo (a yellow stick figure) and the text "SAPFIM Safe and Accessible Pedestrian Facility Inventory Model". Below the header, the word "Login" is displayed in blue. Underneath, there are two input fields: "Username:" and "Password:". To the right of the "Password:" field is a blue button labeled "LOGIN".

www.sapfim.fiu.edu

SAPFIM's Main Menu

After logging in, you will see SAPFIM main screen.



Data Collection

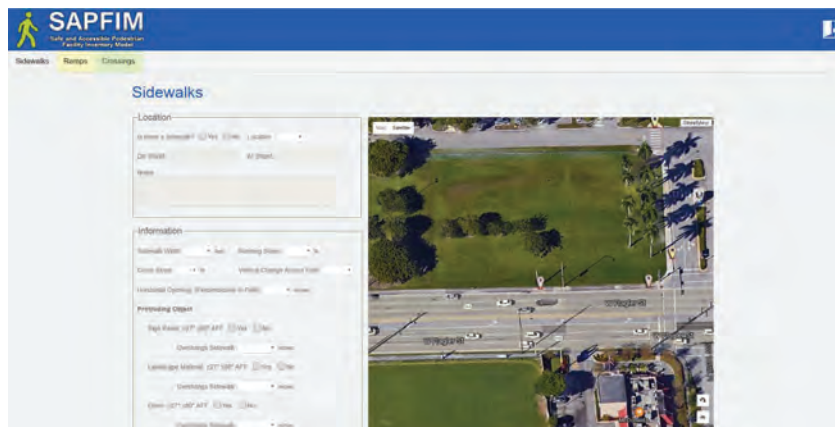
There are three sections in the data collection component, as follows:

1. Sidewalks
2. Ramps
3. Crossings



Sidewalks

1. Sidewalk - The collection of Sidewalk Attributes



Sidewalks Criteria

Sidewalks (Street Name, Side) (Photos)					
Name	Description	Detail	Measurement	ADA Standard	Public Rights-of-Way Accessibility Guidelines (PROWAG)
Sidewalk	Sidewalk	Is there a Sidewalk?	Yes/No		
Sidewalk Width	General Width		<36" ≥36" <48" ≥48"	≥36"	≥48"
Running Slope	Running Slope		≤8.3% or >8.3%	≤8.3%	≤8.3%
Cross Slope	Cross Slope		≤2% or >2%	≤2%	≤2%
Vertical Change	Vertical Change in Level (Joint or Crack) Tripping Hazard	Across path	≤1/4" or >1/4"	≤1/4" Vertical	≤1/4" Vertical
			≤1/2" or >1/2"	≤1/2" Sloped	≤1/2" Sloped
Horizontal Opening	Horizontal Opening (Joint or Grate)	Perpendicular to path	≤1/2" or >1/2"	≤1/2" Opening	≤1/2" Opening

Sidewalks Criteria

Sidewalks (Street Name, Side) (Photos)					
Name	Description	Detail	Measurement	ADA Standard	Public Rights-of-Way Accessibility Guidelines (PROWAG)
Protruding Object	Protruding Object (Horizontal offset)	Sign Panel (On Post, Wall, Other)	≥27" ≤80" AWS (Yes/No) ≤4" >4" ≤12" >12"	≥27" ≤80" Above Walking Surface (AWS) ≤12" on Post ≤ 4" on Wall	≥27" ≤80" Above Walking Surface (AWS) ≤ 4" on Post ≤ 4" on Wall
		Landscape Material (On Post, Wall, Other)	≥27" ≤80" AWS (Yes/No) ≤4" >4" ≤12" >12"		
		Other (On Post, Wall, Other)	≥27" ≤80" AWS (Yes/No) ≤4" >4" ≤12" >12"		
Physical Constraint	Physical Constraint	Building	<36" clear width ≥36" <48" clear width ≥48" clear width	≥36"	≥48"
		Retaining Wall	<36" clear width ≥36" <48" clear width ≥48" clear width	≥36"	≥48"
		Other	<36" clear width ≥36" <48" clear width ≥48" clear width	≥36"	≥48"

Sidewalks Criteria

Sidewalks (Street Name, Side) (Photos)					
Name	Description	Detail	Measurement	ADA Standard	Public Rights-of-Way Accessibility Guidelines (PROWAG)
Connects To Other Facility	Connects To Other Facility	To other sidewalk, to building entrance, etc.	Yes/No		
Sidewalk Gap	Discontinuity of Sidewalk	Length of Gap	≤5' >5' ≤10' >10'		
Material	Material		Concrete Asphalt Brick Other		
Condition	Condition		Good Cracks Dirt Grass Other		
Roadway Cross Section	Roadway cross-section	Curb and Gutter	Yes / No		
		Flush shoulder	Yes / No		

Sidewalks Criteria

Sidewalks (Street Name, Side) (Photos)					
Name	Description	Detail	Measurement	ADA Standard	Public Rights-of-Way Accessibility Guidelines (PROWAG)
Sidewalk Separation	Sidewalk Separation	Separated from road	Curb & Gutter: Utility Strip <2' or ≥ 2' Flush Shoulder: Utility Strip <5' or ≥ 5'		≥2' if curb & gutter, or ≥5' if flush shoulder
		Not separated	Curb & Gutter: Back of Curb	Sidewalk not allowed adjacent to flush shoulder roadway	Sidewalk not allowed adjacent to flush shoulder roadway
Drop-off Hazard	Drop-off hazard	>10" drop w/in 24"	>10" drop w/in 24" (Yes/No)		>10" drop w/in 24"
		Protected by railing	Yes / No		
		Other protection	Yes / No		
Obstruction	Obstruction in Sidewalk ≤24"	Utility Pole	<32" or ≥32"	≥32"	≥32"

Sidewalks Criteria

Sidewalks (Street Name, Side) (Photos)					
Name	Description	Detail	Measurement	ADA Standard	Public Rights-of-Way Accessibility Guidelines (PROWAG)
Obstruction	Obstruction in Sidewalk ≤24"	Utility Pole	<32" or ≥32"	≥32"	≥32"
		Signal Pole	<32"		≥48"
			≥32" <48"		
			≥48"		
		Sign Post	<32"		≥48"
			≥32" <48"		
			≥48"		
		Fire Hydrant	<32" or ≥32"		
		Furniture/Amenities	<32"		≥48"
			≥32" <48"		
			≥48"		
		Landscaping/Hardscape	<32"		≥48"
			≥32" <48"		
			≥48"		
		Trees/Vegetation	<32"		≥48"
			≥32" <48"		
			≥48"		
		Other	<32"		≥48"
			≥32" <48"		
			≥48"		
Lighting	Lighting	Roadway/high-level	Yes / No		
		Pedestrian/low-level	Yes / No		

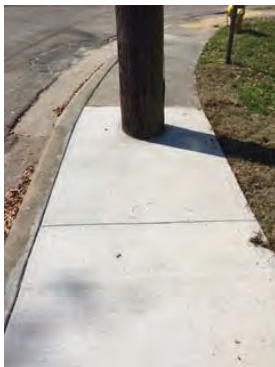
Sidewalk Pictures



Good.



Bad – Change in Level



Bad – Pole in Middle



Bad – Sidewalk Gap

Ramps

1. Ramp - The collection of Ramps Attributes

Ramps Criteria

Curb ramps & Blended Transition (Intersection, Corner) (Photo)					
Name	Description	Detail	Measurement	ADA Standard	Public Rights-of-Way Accessibility Guidelines (PROWAG)
Curb Ramp	Curb Ramp	Is there a Curb Ramp?	Yes/No		
Running Slope	Running Slope	Slope of curb ramp	≤8.3% or >8.3%	≤8.3%	≤8.3%
Counter Slope	Gutter Slope	Gutter slope	≤5% or >5%	≤5%	≤5%
Cross Slope	Cross Slope	Top and bottom	≤2% or >2%	≤2%	≤2%
Flare Slope	Flare Slope	Both sides of ramp	≤10% or >10%	≤10%	≤10%
Ramp Length	Ramp Length	From bottom of ramp to top of ramp	<72" ≥72" <88" ≥88"		
Ramp Width	Ramp Width	At narrowest point	<36" ≥36" <48" ≥48"	≥36"	≥48"
Top Landing	Top Landing	Landing Width	<36" ≥36" <48" ≥48"	≥36"	≥48"

Ramps Criteria

Curb ramps & Blended Transition (Intersection, Corner) (Photo)					
Name	Description	Detail	Measurement	ADA Standard	Public Rights-of-Way Accessibility Guidelines (PROWAG)
Bottom Landing	Bottom Landing	Landing Width	<48" or ≥48"	≥48"	≥48"
Detectable Warnings	Detectable Warnings	Truncated Domes Color: • Brick Red, Yellow, Black, No Color, Other	Yes/No Yes/No		
Detectable Warning	Detectable Warnings Placement	Detectable Warnings Placement	≤2" from back of curb >2" ≤5' from back of curb >5' from back of curb	≤2" from Back of curb or ≤5' from Curb	≤2" from Back of curb or ≤5' from Curb
Type of Ramps	Type of Ramps		Perpendicular Parallel Combination Diagonal Other		

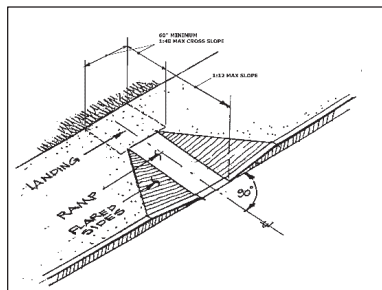
Ramp Pictures



Good.



Bad – Missing Curb Ramp



Parts of a Curb Ramp

Ramp Pictures



Good Parallel Ramp



Bad – No Top Landing



Good Linear Ramp

Detectable Warning Pictures



Good



Good

Detectable Warning Pictures



Bad/Incomplete

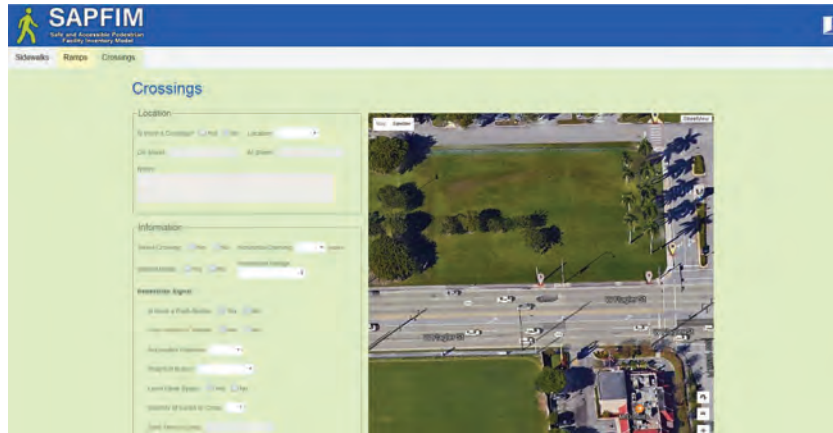
Detectable Warning Pictures



Bad – Missing Detectable Warning

Crossings

1. Crossing - The collection of Crossing Attributes



Crossings Criteria

Street Crossing (<u>Intersection, Location</u>) (Photo)					
Name	Description	Detail	Measurement	ADA Standard	Public Rights-of-Way Accessibility Guidelines (PROWAG)
Street Crossing	Street Crossing	Is there a Marked Crossing?	Yes/No		
Horizontal Opening	Horizontal Opening (Joint or Grate)	Perpendicular to path	$\leq 1/2"$ or $> 1/2"$	$\leq 1/2"$	$\leq 1/2"$
Median	Island/Median		Yes/No		
		Pedestrian Refuge	60" deep x 60" wide (Yes/No) 48" deep x 60" wide (Yes/No)	48" deep x 60" wide	60" deep x 60" wide

Crossings Criteria

Street Crossing (Intersection, Location) (Photo)					
Name	Description	Detail	Measurement	ADA Standard	Public Rights-of-Way Accessibility Guidelines (PROWAG)
Pedestrian Signal	Pedestrian Signal	Is there a push-button?	Yes/No		
		Push-button	2" dia. raised (Yes/No)		2" dia. raised
		Accessible Features	Audible Tactile Other None		
		Height of Button	≤42" AWS >42" ≤48" AWS >48" AWS	≤48" AWS	≤42" AWS
		Level Clear Space	≥30"x 48" (Yes/No)	≥30"x 48"	≥30"x 48"
		Number of Lanes to Cross	1, 2, 3, 4, 5, 6, 7, 8, 9, 10		
		Total Time to Cross	Seconds		
		Measured on "Date" at "Time"	Date-Time Stamp		
Material	Material		Concrete Asphalt Brick/Paver Other		
Condition	Condition		Good Cracks Faded Other		

Crossing Pictures



Good – Median Cut-Through



Good – Diagonal Median Cut-Through

Crossing Pictures



Good - Raised Crossing



Bad - No Curb Ramps at Crossing

Pedestrian Pushbutton Pictures





Good



Bad - Out of Reach

Other Functions

SAPFIM provides additional functionality through icons located at the top of some of the pages. This section describes each of these functions.

- **Print** - This function prints records, reports, etc. To print a record, click/tap the Print icon. 
- **Log Out** - This function allows the user to log out of the SAPFIM system. To log out, simply click/tap the Log Out icon to exit the system. 



Internet Access

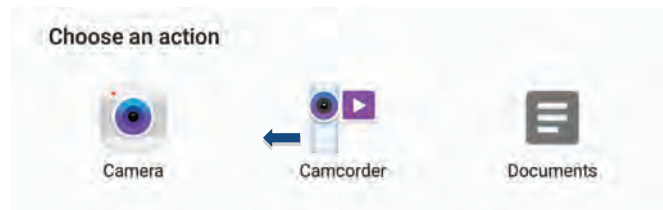
In order to use SAPFIM effectively, the data collection device should have connection to a wireless network.

Therefore, a data plan (4G recommended) should be purchased from AT&T, Verizon, Sprint, T-Mobile, or other cellular service provider.

Camera Upload Features

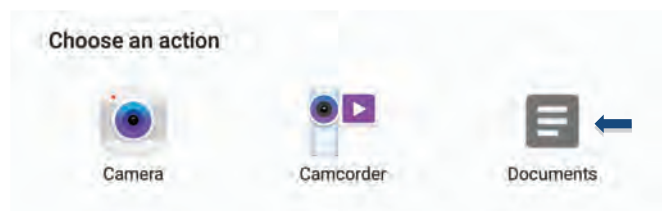
- **Uploading Images** - Allow users to upload pedestrian facilities images to the database. There are two ways to take pictures: using the camera or using the pictures stored in a computer or device.

To take pictures with an Android device, press the “Choose File” button in the data collection page, and a menu will pop up (see image below). Select the camera option. This will bring up another screen. Use the display as a viewfinder, compose the picture by aiming the lens at the subject, and touch the “Capture” button on the Android device. Then click “ok”.



Camera Upload Features

Another way to upload pictures is to select Documents (see figure below) then Gallery/Images/Photos or the folder where the images are stored. Double-click/tap on a picture to select it. The picture is now uploaded to the system after the user save the record. The images when the user select maps or reports.



Images can also be uploaded from a computer that has internet access.

Data Management

Data Management - Allow users to export data and pictures, view and print reports, and generate queries.



Data Management

In the data management component, there are two components. They include:

1. Export
2. Queries



Data Management - Export

1. Export - Allows users to export data in two different formats (CSV, GIS shapefiles) as well as to export the pedestrian facilities pictures as JPGs (Photos).

- CSV (Comma Separated Value)
- GIS (Geographic Information System shapefiles)
- Photos (JPG format)

Data Management - Queries

2. Queries - Allows users to quickly retrieve pedestrian facilities based on specific criteria.

The screenshot displays the SAPFIM (Safe and Accessible Pedestrian Facility Inventory Model) interface. At the top, the header includes the SAPFIM logo and the text 'Safe and Accessible Pedestrian Facility Inventory Model'. Below the header, the 'Queries' section is active. It features a 'Query Data From' dropdown menu with 'Sidewalk' selected, and radio buttons for 'Ramp' and 'Crossing'. The 'Query Condition' section includes a 'Column Name' dropdown, a 'Column Value' input field, and an 'Add to Query' button. Below this, there are radio buttons for 'AND' and 'OR' to specify the operation with the previous condition. A large text area is provided for the 'Query Condition Text'. At the bottom of the query section are 'Reset' and 'Search' buttons. Below the query section, a table displays the results of the search. The table has columns for 'No.', 'On Street', 'At Street', 'Location', 'Sidewalk Width', 'Running Slope', 'Cross Slope', and 'Detail'. The results show 3 total sidewalk records.

No.	On Street	At Street	Location	Sidewalk Width	Running Slope	Cross Slope	Detail
1				>=36"			Detail
2	Bagley st	105 ave	South				Detail
3	133	123	South				Detail

Data Management - Queries

Query conditions act as filters for the pedestrian facilities attributes and only retrieve information that meet the specified condition(s), in which the following rules apply:

- By default, the “Query Condition” and the “Query Condition Text” are empty. Choosing Sidewalk, Ramp, or Crossing and Selecting the “Search” button while these fields are empty will retrieve the corresponding records in the database.
- Specific query conditions are chosen by selecting an option from the drop-down menus.
- Multiple query conditions may be specified using the AND/OR operators.

Data Management - Queries

- When multiple conditions are specified for an attribute, the “OR” logical operator is applied. For example, when “Condition = Cracks” or “Condition = Faded” are selected for Crossings, the query will return Crossings that have either condition populated in the database.
- When conditions are specified for more than one attribute, the “AND” logical operator is applied. For example, checking Type of Ramps = Perpendicular in the query condition, and adding Detectable Warnings Contrast = Yes will cause the query to only return pedestrian facilities that satisfy both conditions.
- For query applications that require other combinations of “OR” and “AND” logical operators, users should click the “Add to Query Condition” button after each condition to construct the query.

Data Management - Queries

Once the query specifications are completed, click the “Search” button to execute the query. All pedestrian facilities that satisfy the query conditions will be listed at the bottom of the screen. The next step will be to export the search result by clicking “Export Search Result To CSV File,” which can be used for analysis data in Excel.

Maps

Maps - Allows users to view and print current pedestrian facilities and surrounding areas using Google Map



Maps - Sidewalks



Maps - Ramps



Maps - Crossings



Reports

Reports - Allows users to generate and print reports based on information from pedestrian facilities. Reports consist of the full report and compliance report for sidewalks, ramps, and crossings.

- Full Report - full reports of all the attributes to quickly obtain important pedestrian facility information.
- Compliance Report - compliance reports of all the attributes to quickly obtain ADA and PROWAG accessibilities on important pedestrian facility information.

Data Management – Full Reports

The image displays three overlapping screenshots of the SAPFIM (Safe and Accessible Pedestrian Facility Inventory Model) data management interface. Each screenshot shows a report for a different facility type: Sidewalks, Ramps, and Crossings. The reports are organized into sections for 'Location', 'Information', and a 'Details' section with a map view. The 'Information' section contains various fields related to the facility's characteristics and compliance status.

Sidewalks Report

Sidewalks Information:

Last updated on: 02/22/2017

Location

Where is Sidewalk? Yes ☐ No ☒ Location: North ☐ South ☒
 On Street to Right of ☐ All Street ☒
 Notes:

Information

Sidewalk Width: ☐ 4' ☐ 5' ☐ 6' ☐ 7' ☐ 8' ☐ 9' ☐ 10' ☐ 11' ☐ 12' ☐ 13' ☐ 14' ☐ 15' ☐ 16' ☐ 17' ☐ 18' ☐ 19' ☐ 20' ☐ 21' ☐ 22' ☐ 23' ☐ 24' ☐ 25' ☐ 26' ☐ 27' ☐ 28' ☐ 29' ☐ 30' ☐ 31' ☐ 32' ☐ 33' ☐ 34' ☐ 35' ☐ 36' ☐ 37' ☐ 38' ☐ 39' ☐ 40' ☐ 41' ☐ 42' ☐ 43' ☐ 44' ☐ 45' ☐ 46' ☐ 47' ☐ 48' ☐ 49' ☐ 50' ☐ 51' ☐ 52' ☐ 53' ☐ 54' ☐ 55' ☐ 56' ☐ 57' ☐ 58' ☐ 59' ☐ 60' ☐ 61' ☐ 62' ☐ 63' ☐ 64' ☐ 65' ☐ 66' ☐ 67' ☐ 68' ☐ 69' ☐ 70' ☐ 71' ☐ 72' ☐ 73' ☐ 74' ☐ 75' ☐ 76' ☐ 77' ☐ 78' ☐ 79' ☐ 80' ☐ 81' ☐ 82' ☐ 83' ☐ 84' ☐ 85' ☐ 86' ☐ 87' ☐ 88' ☐ 89' ☐ 90' ☐ 91' ☐ 92' ☐ 93' ☐ 94' ☐ 95' ☐ 96' ☐ 97' ☐ 98' ☐ 99' ☐ 100' ☐ 101' ☐ 102' ☐ 103' ☐ 104' ☐ 105' ☐ 106' ☐ 107' ☐ 108' ☐ 109' ☐ 110' ☐ 111' ☐ 112' ☐ 113' ☐ 114' ☐ 115' ☐ 116' ☐ 117' ☐ 118' ☐ 119' ☐ 120' ☐ 121' ☐ 122' ☐ 123' ☐ 124' ☐ 125' ☐ 126' ☐ 127' ☐ 128' ☐ 129' ☐ 130' ☐ 131' ☐ 132' ☐ 133' ☐ 134' ☐ 135' ☐ 136' ☐ 137' ☐ 138' ☐ 139' ☐ 140' ☐ 141' ☐ 142' ☐ 143' ☐ 144' ☐ 145' ☐ 146' ☐ 147' ☐ 148' ☐ 149' ☐ 150' ☐ 151' ☐ 152' ☐ 153' ☐ 154' ☐ 155' ☐ 156' ☐ 157' ☐ 158' ☐ 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☐ 1015' ☐ 1016' ☐ 1017' ☐ 1018' ☐ 1019' ☐ 1020' ☐ 1021' ☐ 1022' ☐ 1023' ☐ 1024' ☐ 1025' ☐ 1026' ☐ 1027' ☐ 1028' ☐ 1029' ☐ 1030' ☐ 1031' ☐ 1032' ☐ 1033' ☐ 1034' ☐ 1035' ☐ 1036' ☐ 1037' ☐ 1038' ☐ 1039' ☐ 1040' ☐ 1041' ☐ 1042' ☐ 1043' ☐ 1044' ☐ 1045' ☐ 1046' ☐ 1047' ☐ 1048' ☐ 1049' ☐ 1050' ☐ 1051' ☐ 1052' ☐ 1053' ☐ 1054' ☐ 1055' ☐ 1056' ☐ 1057' ☐ 1058' ☐ 1059' ☐ 1060' ☐ 1061' ☐ 1062' ☐ 1063' ☐ 1064' ☐ 1065' ☐ 1066' ☐ 1067' ☐ 1068' ☐ 1069' ☐ 1070' ☐ 1071' ☐ 1072' ☐ 1073' ☐ 1074' ☐ 1075' ☐ 1076' ☐ 1077' ☐ 1078' ☐ 1079' ☐ 1080' ☐ 1081' ☐ 1082' ☐ 1083' ☐ 1084' ☐ 1085' ☐ 1086' ☐ 1087' ☐ 1088' ☐ 1089' ☐ 1090' ☐ 1091' ☐ 1092' ☐ 1093' ☐ 1094' ☐ 1095' ☐ 1096' ☐ 1097'

Administrator Features

User Management - Allows administrator to create usernames and passwords. 🧑



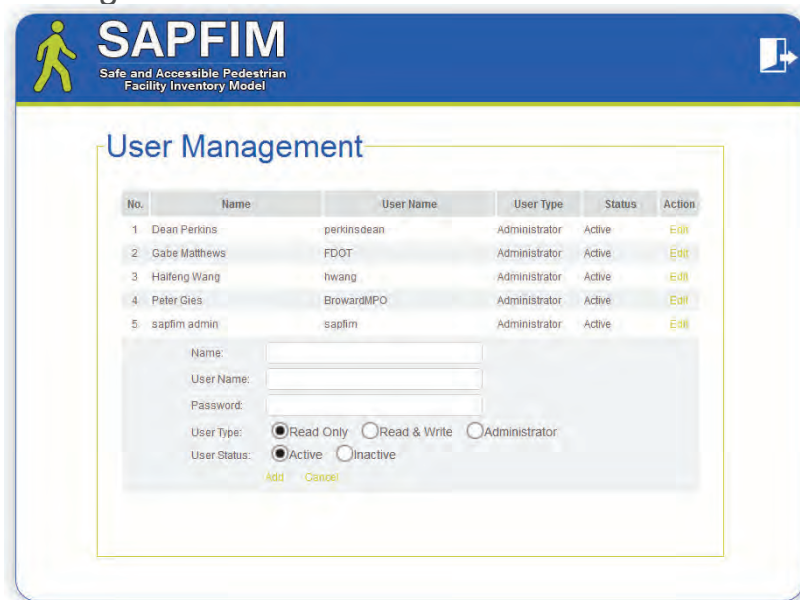
The screenshot shows the SAPFIM User Management interface. At the top is a blue header with the SAPFIM logo and the text 'Safe and Accessible Pedestrian Facility Inventory Model'. Below the header is a white box titled 'User Management' containing a table of users and an 'Add New User' button.

No.	Name	User Name	User Type	Status	Action
1	Dean Perkins	perkinsdean	Administrator	Active	Edit
2	Gabe Matthews	FDOT	Administrator	Active	Edit
3	Haifeng Wang	hwang	Administrator	Active	Edit
4	Peter Gies	BrowardMPO	Administrator	Active	Edit
5	sapfim admin	sapfim	Administrator	Active	Edit

[Add New User](#)

Administrator Features

Adding/Editing new user



The screenshot shows the SAPFIM User Management interface with the 'Add New User' form open. The form includes fields for Name, User Name, Password, User Type, and User Status, along with radio buttons for Read Only, Read & Write, Administrator, Active, and Inactive. There are 'Add' and 'Cancel' buttons at the bottom.

SAPFIM
Safe and Accessible Pedestrian
Facility Inventory Model

User Management

No.	Name	User Name	User Type	Status	Action
1	Dean Perkins	perkinsdean	Administrator	Active	Edit
2	Gabe Matthews	FDOT	Administrator	Active	Edit
3	Haifeng Wang	hwang	Administrator	Active	Edit
4	Peter Gies	BrowardMPO	Administrator	Active	Edit
5	sapfim admin	sapfim	Administrator	Active	Edit

Name:

User Name:

Password:

User Type: ☒ Read Only ☐ Read & Write ☐ Administrator

User Status: ☒ Active ☐ Inactive

[Add](#) [Cancel](#)

For More Information...



Website:

Sapfim.fiu.edu

For problems accessing SAPFIM, please contact:

FIU Principal Investigator

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Transit Program Director

Lehman Center for Transportation Research

Florida International University

Phone: (305) 348-3144 | **Mobile:** (954) 234-4183

Email: fabian.cevallos@fiu.edu



Accessibility

[FHWA](#) > Accessibility Resource Library

FHWA Offices

Civil Rights

Environment

Planning

Realty

Infrastructure

- » Administration
- » Construction
- » Guidelines
- » Laws
- » Operations
- » Policy
- » Regulations

Safety

Training

The DOT and other modes maintain separate ADA resources. See:

- [Department of Transportation \(DOT\)](#)
- [Federal Transit Administration \(FTA\)](#)
- [National Highway Traffic Safety Administration \(NHTSA\)](#)

Accessibility Resource Library

Each office in the Federal Highway Administration is responsible for maintaining accessibility information as it relates to its own program. This page supports the effort to organize and make available all information that relates to the Americans with Disabilities Act (ADA) or other accessibility resources that may affect research, planning, design, construction, or operations of any Federal Highway Administration project.

Although this is meant to be an all-inclusive list of FHWA ADA resources, we may have missed some unique office specific document or link. If you know of a resource that should be included on this page, please contact the content owner of this site listed at the bottom of the page.

Civil Rights

The mission of the [Office of Civil Rights](#) is to protect the rights of those employed in, benefiting from, or affected by FHWA or the programs, policies and activities of its recipients, sub-recipients, and contractors.

Memorandums:

- [Department of Justice/Department of Transportation Joint Technical Assistance¹ on the Title II of the Americans with Disabilities Act Requirements to Provide Curb Ramps when Streets, Roads, or Highways are Altered through Resurfacing](#)
- [Glossary of Terms for DOJ/FHWA Joint Technical Assistance on the ADA Title II Requirements to Provide Curb Ramps When Streets Roads or Highways are Altered Through Resurfacing](#)
- Information Memorandum - [Clarification of FHWA's Oversight Role in Accessibility](#) - September 12, 2006
- [Public Rights-of-Way Access Advisory, January 23, 2006](#)
Notice of availability of the Access Board's November 2005 Draft Public Rights-of-Way Accessibility Guidelines

Planning, Environment, and Realty

The [Office of Planning, Environment, and Realty](#) serves as FHWA's advocate and national leader for environment protection and enhancement, comprehensive intermodal and multi-modal transportation planning, and for fair and prudent acquisition and management of real property. This office includes FHWA's Bicycle and Pedestrian Program, and some of the funding programs frequently used to develop accessible pedestrian facilities and trails: the Transportation Enhancement Activities, the Recreational Trails Program, the Congestion Mitigation and Air Quality Improvement Program, and the National Scenic Byways Program.

Environment

Definitions

[Americans with Disabilities Act](#)

The Americans with Disabilities Act of 1990 (ADA) prohibits discrimination and ensures equal opportunity and access for persons with disabilities.

[Section 504 of the Rehabilitation Act](#)

No otherwise qualified individual with a disability in the United States, as defined in section 7(20), shall, solely by reason of her or his disability, be excluded from the participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance or under any program or activity conducted by any Executive agency or by the United States Postal Service.

[Section 508 of the Rehabilitation Act of 1973, as amended](#)

Agencies must give employees with disabilities and members of the public access to information that is comparable to the access available to others.

Section 508 was enacted to eliminate barriers in information technology, to make available new opportunities for people with disabilities, and to encourage

- Announcement of USDOT Accessibility Regulations: 49 CFR Part 37--Transportation Services for Individuals with Disabilities: Federal Register / Vol. 71, No. 209 / Monday, October 30, 2006 / Rules and Regulations / Page 63263. [HTML](#) / [PDF](#)
- [Public Rights-of-Way](#)
Recommends accessibility guidelines for sidewalks, street crossings, and intersections.
- Special Report: [Accessible Public Rights-of-Way Planning and Design for Alterations](#)
- ADA and ABA Accessibility Guidelines - <http://www.access-board.gov/guidelines-and-standards/buildings-and-sites/about-the-ada-standards/background/ada-aba-accessibility-guidelines-2004>
Accessibility guidelines for buildings.
- [US Forest Service Trail Accessibility Guidelines](#)
- [FHWA/FTA Memorandum](#) (September 25, 2000)
The Americans with Disabilities Act Policy promotes universal design and the development of a fully accessible transportation system. This document calls for mainstreaming facilities for people with disabilities in our nation's transportation system.
- Designing Sidewalks and Trails for Access
FHWA's two-part report on pedestrian and trail accessibility, produced for FHWA by [Beneficial Designs Inc.](#)
Note: these two reports were published in 1999 and 2001, respectively. Accessibility guidelines and practices, and construction and maintenance techniques have evolved, and more current information may be available in other reports. For example, related information is provided in the US Access Board's [Special Report: Accessible Public Rights of Way Planning and Designing for Alterations](#) and other reports available at <http://www.access-board.gov/prowac/>.
 - [Part 1, Review of Existing Guidelines and Practices \(1999\)](#), lays out the history and the practices of applying accessibility concepts to sidewalks and pedestrian trails. (Out of print, available online only)
 - [Part 2, Best Practices Design Guide \(2001\)](#), provides recommendations on how to design sidewalks, street crossings, intersections, shared use paths, and recreational pedestrian trails. (Out of print, available online only)
See also [Transmittal Memorandum](#), [Detectable Warnings Memorandum \(July 2004\)](#), [Detectable Warnings Memorandum \(May 2002\)](#), and [Errata Sheet](#).
- The Final Report of the Regulatory Negotiation Committee on Accessibility Guidelines for Outdoor Developed Areas - www.access-board.gov/outdoor/
Proposes accessibility guidelines under the Americans with

development of technologies that will help achieve these goals. The law applies to all Federal agencies when they develop, procure, maintain, or use electronic and information technology.

[Title 49, Subtitle A, Part 27](#)

Nondiscrimination on The Basis of Disability in Programs or Activities Receiving Federal Financial Assistance.

Disabilities Act for trails, outdoor recreation access routes, beach access routes, and picnic and camping facilities.

- Accessible Pedestrian Signals
 - [Synthesis and Guide to Best Practices Website](#) - this website provides overall information on installation criteria and design considerations.
 - [Synthesis and Guide to Best Practices Article](#) - this article provides the latest recommended technical specifications for installing accessible pedestrian signals.
- [Framework for Considering Motorized Use on Nonmotorized Trails and Pedestrian Walkways under 23 U.S.C. § 217](#)

The documents listed in this section are linked from the [Bicycle and Pedestrian Program](#), [Recreational Trails Program](#), and [Transportation Enhancement Activities](#) guidance pages.

Planning

- [Resource Index for Publications, Resources, and Services](#)
- Technical Resources: Communities: Americans with Disabilities Act: [Publications and Links](#)
- [Peer Program Reports](#): Comprehensive Americans with Disabilities Act (ADA) Paratransit Eligibility Determinations (NTI)
This course provides a basic overview of ADA paratransit and eligibility determination requirements and issues.

Realty

- [Guidance on Hardship Acquisition and Condemnation](#)

Infrastructure

The [Office of Infrastructure](#) provides leadership, technical expertise, and program assistance in highway Program Administration; Asset Management; Pavements; and Bridges to help sustain America's mobility.

Administration

- [Snow Removal on Sidewalks Constructed with Federal Funding](#)
- [FHWA Program Administration Policy on Pedestrians and Accessible Design](#)
The Office of Program Administration is concerned with the design of the pedestrian environment in the public right of way for disabled individuals.
- [Detectable Warnings Memorandum](#) (July 30, 2004)
[Detectable Warnings Memorandum](#) (May 6, 2002)
FHWA and the US Access Board encourage the use of the latest recommended design for truncated domes.

Construction

- [Construction Program Guide](#)

Guidelines and Standards

- [Architectural and Transportation Barriers Compliance Board \(Access Board\)](#).
 - [Americans With Disabilities Act Accessibility Guidelines \(ADAAG\)](#)
 - [Uniform Federal Accessibility Standards \(UFAS\)](#)
- [ADA Regulations and Technical Assistance Materials \(US Department of Justice\)](#)

Laws

- [Public Law 101-336](#)

Operations

- [Manual on Uniform Traffic Control Devices](#) (MUTCD)
 - [Chapter 6](#): Temporary Traffic Control
 - [Chapter 9](#): Traffic Controls for Bicycle Facilities

Policy

- [Mary Peters' November 21, 2001 Memorandum; INFORMATION: Research and Guidance Report: Designing Sidewalks and Trails for Access, Part II, Best Practices Design Guide](#)

Regulations and Standards

- [Title 49 CFR 37 - Transportation Services For Individuals With Disabilities \(ADA\)](#)

General Information

- [Chapter 10. Sidewalk Maintenance and Construction Site Safety](#), From Chapter 10 of [Designing Sidewalks and Trails for Access Part II of II: Best Practices Design Guide - FHWA](#)
- [Revised Draft Guidelines for Accessible Public Rights-of-Way, Access Board, November 23, 2005](#)

Safety

The [Office of Safety](#)'s mission is to reduce highway fatalities by making our roads safer through a data-driven, systematic approach and addressing all "4Es" of safety: engineering, education, enforcement, and emergency medical services. This office has responsibility for Pedestrian and Bicycle Safety, and includes the Safe Routes to School program, which provides funds that can be used to develop accessible pedestrian facilities and trails providing access to elementary and middle schools.

- [Nighttime Visibility](#)
- [Older Road Users](#)

National Highway Institute

[National Highway Institute](#) (NHI) provides leadership and resources to guide the development and delivery of transportation-related training in many formats including both classroom based and distance based learning.

Training Courses

- [Pedestrian Facility Design](#)

- [Bicycle Facility Design](#)

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