



Meeting Summary

Attendees:

Sarah Kraum (SCTPO)	Stephen Swanke (Brevard County Planning)
Georganna Gillette (SCTPO)	Corrina Gumm (Brevard County Traffic Ops.)
Laura Carter (SCTPO)	Devin Swanson (Brevard County Traffic Ops)
Debbie Flynn (SCTPO)	Veronica Figueroa-Chanza (Brevard County Traffic Ops)
Zoe McNeely (SCTPO)	Kyle Harris (Cape Canaveral)
Nick Lepp (HDR)	Lexi Miller (Cape Canaveral)
Melissa Porcaro (HDR)	Abigail Morgan (City of Cocoa)
Nathan Hicks (HDR)	Alex Wu (Research Student, Edgewood Jr/Sr High)
Amber Lindsey (HDR)	Chuck Koppennolle (FDOT D5 Liaison)
	Jason Mahaney (Town of Grant Valkaria)
	Jorge Barrios (Kittelsohn & Associates, Inc)
	Travis Hills (Kittelsohn & Associates, Inc)
	Lisa Morrell (Town of Malabar)
	Cindy Dittmar (City of Melbourne)
	Todd Corwin (City of Melbourne)
	Frank Watanabe (City of Palm Bay)
	Nicholas Gow (City of Titusville)
	Kwabena 'KB' Ofori (City of Titusville)
	Christy Fisher (City of West Melbourne)
	Tim Rhode (City of West Melbourne)

Introduction:

The purpose of the meeting was to discuss the following items:

1. Qualitative Scoring Update for List of Project Priorities
2. State of the System Dashboard Demo
3. State of Transportation Report
4. 2050 LRTP Goals and Objectives
5. Transit Development Plan Stakeholder Breakout Groups
6. Upcoming Meetings/Save the Dates

Meeting Notes:

- Qualitative Scoring Update for List of Project Priorities: Sarah Kraum discussed the direction of removing qualitative scoring from the List of Project Priorities prioritization process. At a prior meeting, SCTPO staff was provided direction to review the qualitative scoring and consider either removing it or developing more specific criteria. After a review, it was decided that the discretionary ranking accomplishes the same goal as



qualitative scoring, so it will no longer be utilized. There was no objection from the Transportation Subcommittee members.

- State of the System Dashboard Demo: Jorge Barrios, Kittelson & Associates, Inc. provided an update and demonstration for the State of the System Dashboard recently develop. Dashboard will be available shortly on SCTPO website.
- State of Transportation Report: Nick Lepp, HDR, provided the highlights of the State of Transportation community symposium held on November 15, 2023.
- 2050 LRTP Goals and Objectives: Nick Lepp, HDR, reviewed the final draft 2050 Long Range Transportation Plan Goals and Objectives to be presented to the SCTPO Governing Board and committees for adoption in December 2023.
- Transit Development Plan Stakeholder Breakout Groups: SCTPO and HDR staff conducted Transit Development Plan Stakeholder Breakout Groups for the purpose of getting feedback from local municipalities on their communities' transit needs, perceptions, problems, and solutions. Additional information and summary attached.
- Upcoming Meetings/Save the Dates:

Date	Meeting/Deliverable	Project
January 31, 2024	Transportation Subcommittee – Annual Call for Projects/List of Project Priorities Kick-Off, LRTP Needs Charette	List of Project Priorities LRTP
March 15, 2024	Application Deadline	List of Project Priorities
May 1, 2024	Transportation Subcommittee – Final Ranking Meeting	List of Project Priorities

SPACE COAST TRANSPORTATION PLANNING ORGANIZATION

TRANSPORTATION SUBCOMMITTEE MEETING SIGN-IN



December 7th, 2023
9:00 am to 10:30 am



Space Coast Health Foundation
Center for Collaboration
1100 Rockledge Blvd, Rockledge, FL 32955

Name	Organization	Preferred Contact Method	Initials
Frank Watanabe	City of Palm Bay	frank.watanabe@palmabayfl.org	FW
Alex Wh	ROSEWOOD PRESIDENT STUDENT	aswu199@gmail.com	AW
Steve Swante	Brevard Co	steve.swante@brevardfl.gov	SS
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Lexi Miller	City of Cape Canaveral	a.miller@cityofcapecanaveral.org	AM
Tami Hill	KIAI		TH
Chuck Kopper	FDOT	charles.kopper@fdot.state.fl.us	CK
NICHOLAS Gow	CITY OF TITUSVILLE	NICHOLAS.GOW@TITUSVILLECO.GOV	NG
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JASON MATHIAS	Town of Grandview		
Todd Cornin	City of Melbourne	todd.cornin@melbfl.org	TC
Devin Swanson	B.C Traffic Ops	devin.swanson@brevardfl.gov	DS
Lot Murrell	Town of Merritt	townmanager@tcomfl.gov	LM
WB Ofose	City of Titusville	wobena.ofosu@titusville	WO
Tim Ruhl	West Melbourne		TR
Kyle Harris	City of Cape Canaveral		



Transportation Subcommittee

December 7, 2023

Agenda



1. Welcome
2. Qualitative Scoring Update for List of Project Priorities
3. State of System Dashboard Demo
4. State of Transportation Report
5. 2050 LRTP Goals and Objectives
6. Transit Development Plan Stakeholder Breakout Groups
7. Open Discussion
8. Upcoming Meetings/Save the Dates



Welcome



Qualitative Scoring Update for List of Project Priorities

Qualitative Scoring Update for List of Project Priorities



- Not commonly utilized
- Hard to develop criteria without making it quantitative
- Discretionary Ranking fulfills a similar function

Direction:

- Will no longer be applying qualitative scores
- Committees can recommend discretionary ranking to Governing Board
- Prior qualitative scores will stay in place



State of the System Dashboard Demo

SOS DASHBOARD



SPACE COAST
TRANSPORTATION
PLANNING
ORGANIZATION

Subcommittee Meeting | December 9, 2023



What is the SOS?

- Annual performance evaluation of Brevard County's transportation network - highways, transit, seaport, airport, and spaceport
- Monitoring of demographics, tourism, commerce, safety, mobility, and congestion



Why Create a SOS Dashboard?

- The SOS PDF report provides a robust regional transportation summary
 - Considers multiple travel modes and transportation-related metrics
 - Identifies major trends in transportation metrics year to year
 - Ranks top corridors and intersections for important traffic and safety metrics
- However, SOS report has limitations
 - Data is presented in a static format
 - Data for specific locations must be searched in appendix
 - Large report makes finding specific metrics time consuming

SOS Dashboard Organization and Results

- The dashboard has three sections:



- Roadway Characteristics:

- The dashboard provides a centralized source of roadway information for TPO, County, and City staff to quickly reference



- Volumes and Congestion:

- Major focus of SOS analysis.
- Traffic volumes and congestion are key metrics for considering roadway performance.
- The dashboard facilitates quick reference of a segment or intersection's traffic volumes and congestion




- Safety:

- Major focus of SOS analysis.
- Safety is the #1 priority for the SCTPO.
- The dashboard facilitates quick reference of a segment or intersection's safety statistics, as well as documenting the Vision Zero HIN

Uses for Subcommittee Members


SOS Dashboard

- Community
- Area Type
- Maintaining Agency
- **Functional Class**
- Context Class
- LOS Standard
- **Speed Limit**
- Lanes
- **Capacity**



SOS DASHBOARD

Last updated: September 2023



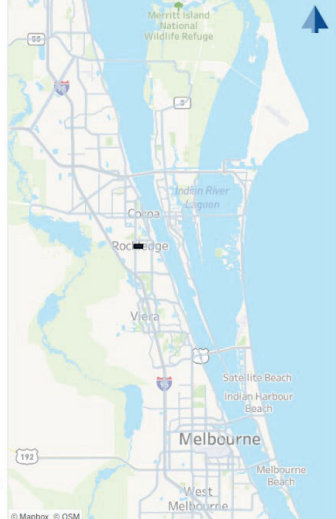
ROADWAY CHARACTERISTICS

VOLUME AND CONGESTION

SAFETY

Road Name: (All) | Community: (All)


Hint: To pan the map, hold Shift while left-clicking and dragging



EYSTER BLVD.
From FISKE BLVD. to HUNTINGTON LN.

Segment ID:	635
Corridor ID:	224
Community:	Rockledge
Planning Area:	Central
Area Type:	Urban
Maintained by:	Rockledge
Functional Class:	Urban Major Collector
Context Class:	To be determined
LOS Standard:	E
Speed Limit:	35 mph
Median Type:	Undivided

Lanes	2
Capacity	15,600 veh/day
Length	0.47 mi



USEFUL LINKS

- SOS REPORT
- DOWNLOAD DATA
- TRAFFIC COUNTS

USEFUL TIPS

- * To view an individual road, open up the **Road Name** dropdown, deselect **All**, and search for the individual road. You can go back using the funnel icon above the filter.
- * You can also select a road by clicking it on the map. To go back, use the Esc key on your keyboard.
- * To pan the map, hold Shift while left-clicking and dragging.
- * To reset the map, click the home icon.

Space Coast TPO

?

QUESTIONS

LONG RANGE PLANS → ADVANCE
TRANSPORTATION
TOGETHER

State of Transportation Summary

Transportation Subcommittee

December 7, 2023



State of Transportation

LONG RANGE PLANS → ADVANCE
TRANSPORTATION
TOGETHER



Mentimeter - Word Cloud Results

- <https://www.mentimeter.com/app/presentation/al7ztx461r5gipm54ts2t91v1w51m58k>

Mentimeter - LRTP Goals Results

Rank the 2050 Advance Goals:



Mentimeter - LRTP Goals Results



Mentimeter - LRTP Goals Results

- What were some of the themes from people's personal mobility goals for 2050?
 - **Sustainability:** Fewer traditional fueled vehicles, support policies that promote less vehicle miles travelled, more EV charging stations, more transit and multimodal trips, less carbon emissions.
 - **Connectivity:** Make biking and walking to places a viable option with a connected network, connectivity for rail, bus and bike/ped paths
 - **Safety:** Improvements to safety for all road users, specifically non-motorized users.
 - **Intermodal:** More travel choices: increased facilities for biking, walking, rail, bus and new intermodal facilities.
 - **Technology:** Supporting technology in cars for drivers, and ITS improvements using new technologies.
 - **Efficiency:** More bus service destinations with more frequent service, more transit opportunities, less traffic and quicker travel times.

What were the overarching themes from this event?

- Improved Transportation Resiliency
- Linking Transportation and Land Use
- Connectivity/Last-Mile Connections
- Safety/Vision Zero
- Support for Commercial Space Industry
- Completion of Major FDOT Projects
- Ellis Road: The IEC Project

Questions



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Goals & Objectives

Transportation Subcommittee

December 7, 2023



Safety Emphasis



2045 LRTP

	2045 LRTP	ADVANCE 2050 TOGETHER
Goal 1	Improve safety & security for all users	<u>Provide a safe, secure, and equitable multimodal system for all users</u>
Objective 1.1	Improve safety of infrastructure for motorized and non-motorized users	<u>Promote Vision Zero as a top priority for the transportation system for all motorized and non-motorized users</u>
Objective 1.2	Support the Highway Safety Improvement Program	Support the Highway Safety Improvement Program and <u>Safe Systems Approach</u>
Objective 1.3	Provide a system of bikeways, sidewalks, and shared use paths, connecting residential areas, job centers, schools, and other destinations	Provide a system of bikeways, sidewalks, and shared use paths, connecting residential areas, job centers, schools, and other destinations

Multi-Modal Options Emphasis



2045 LRTP

Goal 2	2045 LRTP	
Objective 2.1	Improve economic growth with a connected multi-modal system	Improve economic growth and overall quality of life with a connected & accessible multimodal system
Objective 2.2	Improve safety of infrastructure for motorized and non-motorized users	<u>Improve access to affordable housing by improving system connectivity and mode choice</u>
Objective 2.3	Improve connectivity between major activity centers	<u>Encourage mode shift away from single occupancy motor vehicle trips through improving connectivity to major activity centers</u>
Objective 2.4	Promote intergovernmental coordination to redevelop historic communities and concentrate development within multimodal hubs	Promote intergovernmental coordination to redevelop historic communities and concentrate development within multimodal hubs

Linking Transportation with Land Use Emphasis



2045 LRTP

Goal 3	2045 LRTP	
Objective 3.1	Enhance mobility and reliability of the transportation system for communities, tourism, and commerce	Enhance mobility and reliability of the transportation system for communities, tourism, and commerce
Objective 3.2	Improve the mobility of people and freight by increasing the use of emerging technologies	Improve the mobility of people and freight by increasing the use of emerging technologies
Objective 3.3	Enhance access to tourist attractions	Enhance access to tourist attractions
Objective 3.4	Improve the reliability of the transportation system through operational and incident management strategies	Improve the reliability of the transportation system through operational and incident management strategies
Objective 3.5	Enhance access to travel options in transportation disadvantaged areas	Enhance access to travel options in transportation disadvantaged areas
Objective 3.5	X	<u>Improve connectivity, through encouraging TOD and the development of dense, walkable communities, with access to modal options</u>

Sustainability, Equity, & Resiliency Emphasis



2045 L RTP

Goal 4	Preserve and provide a resilient transportation system through balancing social and environmental resources	Preserve and provide a <u>sustainable, equitable & resilient</u> transportation system through balancing social and environmental resources
Objective 4.1	Improve security through improvements to capacity and efficiency of the county's evacuation routes	Improve security through improvements to capacity and efficiency of the county's evacuation routes
Objective 4.2	Improve air quality by lowering emissions with energy efficient vehicles and reduced vehicle miles traveled	Improve air quality by lowering emissions with energy efficient vehicles and reduced vehicle miles traveled
Objective 4.3	Improve the resiliency of the transportation system through mitigation and adaptation strategies to address sea level rise and other shocks and stressors	Improve the resiliency of the transportation system through mitigation and adaptation strategies to address <u>vulnerabilities, such as</u> sea level rise <u>and flooding</u>
Objective 4.4	Integrated a "fix-it-first" mentality to keep existing infrastructure (roads, bridges, transit assets, etc.) in a state of good repair	Integrated a "fix-it-first" mentality to keep existing infrastructure (roads, bridges, transit assets, etc.) in a state of good repair

TDP Goals

Safety Emphasis

Provide a safe and equitable transit system

Create and maintain an accessible, efficient, and effective multi-modal transit system

Multi-Modal Options Emphasis

Promote economic growth and improve overall quality of life with a connected & accessible multimodal system

Land Use / Transportation

Deliver a flexible transit system with enhanced mobility through fixed route, premium transit, and emerging technologies

Sustainability, Equity & Resiliency Emphasis

Improve the operational performance and ridership while maximizing potential funding opportunities

Deliver a sustainable, equitable, & resilient transit system

Marketing & Public Engagement

Expanding the opportunities for public engagement, community outreach and marketing strategies throughout the region

Questions



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Open Discussion

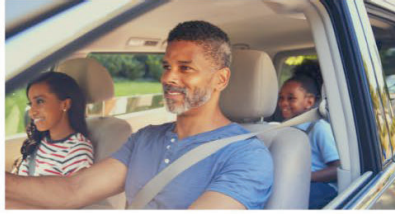


Upcoming Meetings/Save the Dates

SAVE THE DATE



Date	Meeting/Deliverable	Project
January 31, 2024	Transportation Subcommittee – Annual Call for Projects/List of Project Priorities Kick-Off, LRTP Needs Charette	List of Project Priorities LRTP
March 15, 2024	Application Deadline	List of Project Priorities
May 1, 2024	Transportation Subcommittee – Final Ranking Meeting & LOS Discussion	List of Project Priorities LOS
May 9, 2024	Governing Board Adoption of Context Classification/MAV	Context Class/LOS



Stakeholder Interviews

Project: Space Coast Area Transit 2035 Transit Development Plan

Subject: Transportation Subcommittee/LRTP Working Group

Date: Thursday, December 07, 2023

1. What is the perception of Space Coast Area Transit in your community?
2. How much does the community support transit? How has this changed in the last few years?
3. What do you believe are the top benefits of the transit system?
4. How can we improve public support for the transit system?
5. Do you think Space Coast Area Transit is effectively serving your community? Why or why not?
6. What are the major challenges Space Coast Area Transit's service faces currently?
7. Should Space Coast Area Transit expand service into new areas or concentrate on existing service areas?
8. How can the transit system support the growth of your community and organization?

Stakeholder Interview – Transportation Subcommittee Breakout Session

Project: 2035 Transit Development Plan – Space Coast Area Transit

Subject: Transportation Subcommittee Stakeholder Breakout Summary

Date: Thursday, December 07, 2023

Stakeholder Interviews

Stakeholder interviews are an important part of the TDP process. Interview questions focused on community perception and support for Space Coast Area Transit, and how can support be improved, what challenges does Space Coast Area Transit face, what are the benefits of the transit system, and how Space Coast Area Transit can expand and support the growth of the community.

Transportation Subcommittee Interviews

Initial interviews began with members of the Transportation Subcommittee on December 7th, 2023. The Transportation Subcommittee is a Space Coast Transportation Planning Organization (SCTPO) ad-hoc committee made up of representatives from all the municipalities within the area of Brevard County. The subcommittee members were broken up into four groups based on their geographic location within Brevard County: the Central/South Area, the Southern Brevard Area, the North Beaches Area, and the North/Central Brevard Area.

KEY TAKEAWAYS

- There is a need for increased frequency of transit routes.
- More shelters/infrastructure is needed, especially in areas with no tree/shade coverage, along with improved connectivity.
- There's a lot of growth within Brevard County, but the transit network needs significant expansion to access the growing areas.
- Areas of Titusville and Palm Bay have developments being designed/constructed that will have no service whatsoever.
- There's a desire for a more premium forms of transit, but this needs to be more clearly defined and funding partnerships discussed.
- Increased community engagement with nonriders and to assist in shifting public perception and interest.

CENTRAL/SOUTH AREA INTERVIEWS

Moderators: Laura Carter (SCTPO) and Amber Lindsey (HDR)

Interviewees: Christy Fischer (City of West Melbourne), Tim Rhode (City of West Melbourne), Cindy Dittmer (City of Melbourne), Todd Corwin (City of Melbourne), and Corrina Gumm (Brevard County Traffic Operations)

The Central/South Area group noted that there is a lack of opinions or feedback regarding Space Coast Area Transit from the community – only one person had ever noted wanted specific bus lanes in the area. This could be due to riders not knowing where to provide feedback or how to be involved in the planning process.

There has been moderate community support and increased ridership in the Melbourne area. Over the past 15 years, Melbourne has seen significant growth in ridership. Transfer stations in the community are always busy, so there is a need for increased transit. There is potential for increased support by addressing convenience issues and implementing changes like more frequent services, bicycle parking, wider sidewalks, and improved safety measures.

Some of the top benefits of the transit system currently are redevelopment initiatives, mixed use developments, and flexibility for developers to contribute to how people can access the transit system and area. The subcommittee members believe that the area has good existing coverage with its routes currently. The current location of transfer stations makes sense for the area.

To improve public support for the transit system, the group suggested they address community concerns such as convenience, safety, and accessibility. Right now, there is only moderate community support, with a singular concern voiced about the need for a bus lane. Transit could promote Park and Ride facilities, especially in the West Melbourne area, to attract more riders and enhance overall support. It was also expressed that Space Coast Area Transit should move away from fixed-route entirely, and focus on Mobility on Demand, and Demand-Response based services.

Thoughts on the effectiveness of the transit system for the community is mixed, with occasional emails expressing concerns about sidewalks and pedestrian networks, on how riders access bus stops. By addressing these issues and implementing suggestions like Park and Rides and Mobility on Demand, they could enhance the transit system's effectiveness.

Currently, the transit system is not convenient or frequent enough to justify riding it versus driving in the community. There is a need for infrastructure and accessibility improvements at bus stops and adjacent sidewalks. It was specifically noted the lack of service in west area of US-192 (West Melbourne).

When asked about expanding transit services, they should consider a balanced approach by concentrating on existing service areas while exploring strategic expansions. Existing service can be focused on West Melbourne. For expansion, there is opportunity to capture ridership from tourists at the airport. Currently, tourists at the airport get on to private shuttles to commute out of Melbourne. Incorporating some sort of trolley system to retain tourists in Melbourne would be beneficial, and the system could also take tourists throughout Brevard County as a whole.

To support the growth of the community, transit should focus on addressing current challenges and fostering mixed-use developments. It would be beneficial to collaborate with major employment centers, engineering companies, and the hospitality service industry. Explore expansion to areas like the airport and implement Bus Rapid Transit on high-traffic routes, such as Palm Bay Road. Enhance service to low-income, senior living communities. These are a main group of riders involved in the transit system.

SOUTHERN BREVARD AREA INTERVIEWS

Moderators: Debbie Flynn (SCTPO) and Nathan Hicks (HDR)

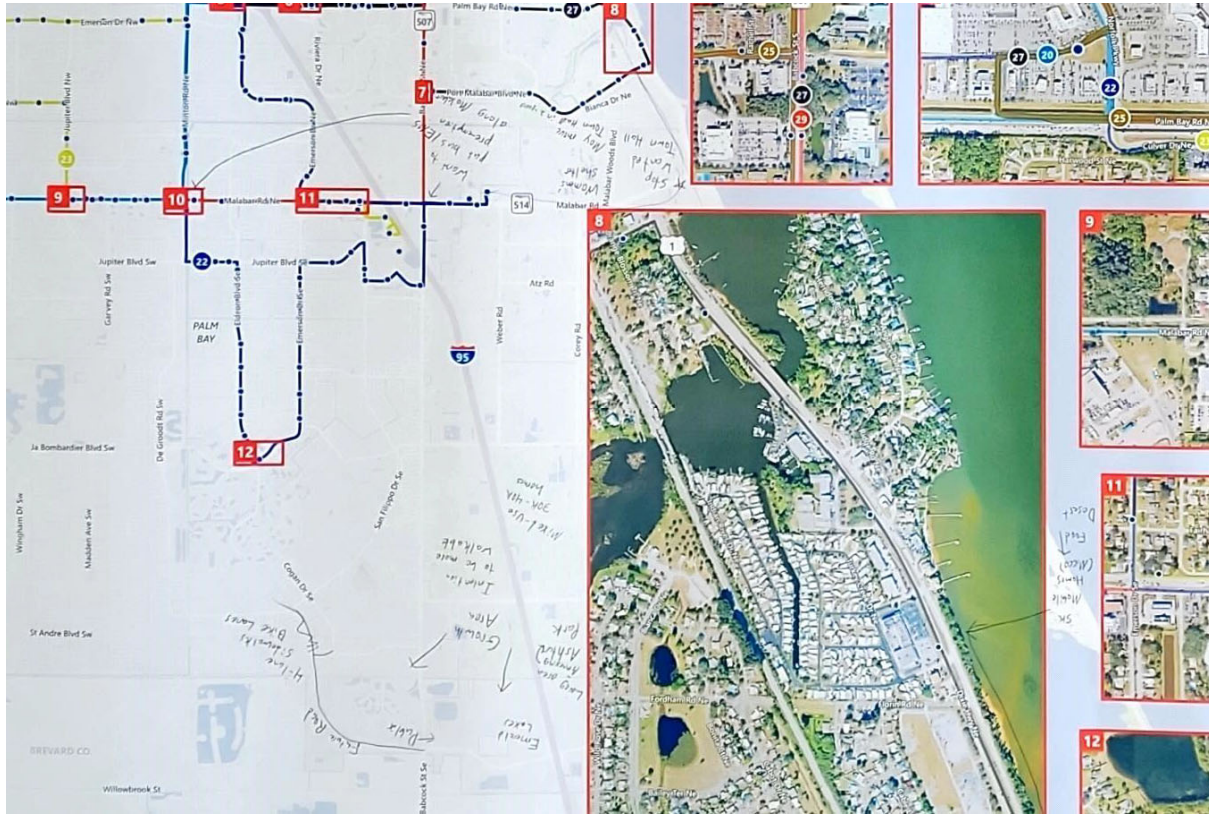
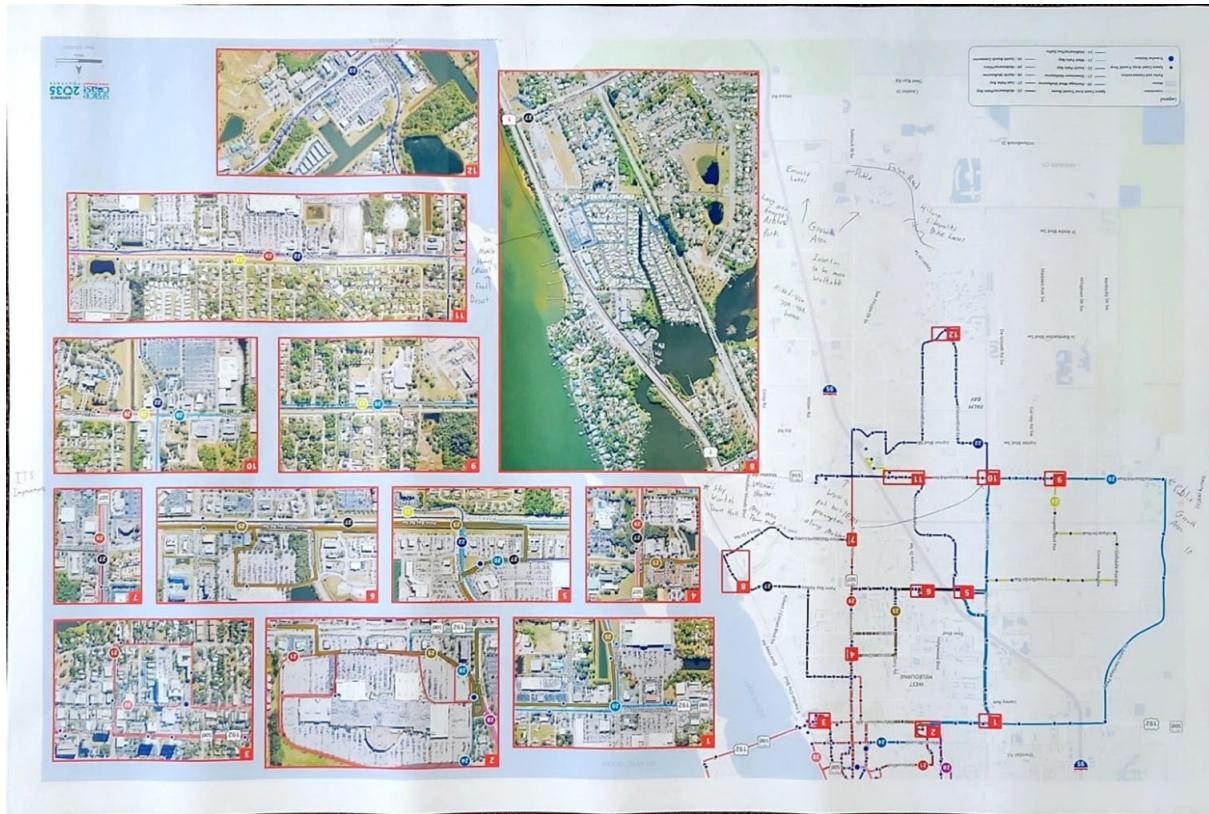
Interviewees: Jason Mahaney (Town of Grant-Valkaria), Lisa Morrell (Town of Malabar), Frank Watanabe (City of Palm Bay), and Devin Swanson (Brevard County Traffic Operations)

The Southern Brevard Area group expressed that their community supported transit, but they want more routes in the area to better serve community needs. Due to the lack of routes within the Southern Brevard area, the community does not feel that transit supports them. Specific areas subcommittee members want to see routes in South Brevard include by the Town Hall, near the Women's Shelter, by areas of growth specifically noted south of Palm Bay, and by areas that were considered food deserts, seen in

Figure 1.

Palm Bay also noted that there are numerous developments being designed and constructed in their area, and currently has no transit service to any areas, but developers are open to accommodating transit infrastructure. For example, a developer for a Publix shopping center wanted to build a transit stop/turn-around in their development. The Palm Bay area itself has tens of thousands of housing units (Ashton Park, Emerald Lakes) that are going to be built in the future. The intention is for these areas to be more walkable than previously built developments, so there is a potential to develop transit infrastructure further.

Figure 1. Palm Bay Area Interview Map



NORTH BEACHES AREA INTERVIEWS

Moderators: Zoe McNeely (SCTPO) and Melissa Porcaro (HDR)

Interviewees: Kyle Harris (City of Cape Canaveral), Lexi Miller (City of Cape Canaveral), Chuck Koppernolle (FDOT D5 Liaison), and Alex Wu (Research Student, Edgewood Jr/Sr High)

North Beach group members had heard feedback from community members that transit is not something for everyone – there are negative connotations surrounding transit use, and that it is not convenient or appealing to the everyday person. There are social perceptions that need to change to encourage more transit use. Lexi wishes she could take the bus, but it doesn't run enough for her to take from her home to work

During Mobility Week there was a trolley event which is believed to have changed some perceptions, but events like that would have to continue to promote real change in how the community sees transit. There is a belief that younger generations are shedding away from cars due to their cost or simply not wanting to drive, which is also encouraging for transit.

In addition to events, the group discussed a need for education components to improve public support for the transit system. The system needs to accommodate the most vulnerable, which the group discussed as being kids and the elderly, to provide appropriate levels of autonomy for those who wouldn't typically have that unless they had a car. Lexi mentioned that people may not live downtown but want to go out and enjoy themselves without having to worry about getting home safe, and wish the bus was a more viable option. The bus is safer than getting into an Uber with a stranger.

Current challenges facing the transit system is the service, funding issues, social perception, and how the area is only built for cars and no other modes of transportation. Lexi suggested the need for a north-south Brevard County express route. She said as of right now, if you want to get from one end of the county to the other, she believes it takes around seven hours to do so (

Figure 2).

Figure 2. North Beaches Interview Map



NORTH/CENTRAL BREVARD AREA INTERVIEWS

Moderators: Sarah Kraum (SCTPO) and Nick Lepp (HDR)

Interviewees: Nicholas Gow (City of Titusville), Kwabena 'KB' Ofose (City of Titusville), Abby Morgan (City of Cocoa), Stephen Swanke (Brevard County Planning & Development), and Veronica Figueroa-Chanza (Brevard County Traffic Operations)

During this stakeholder breakout, it was noted that the City of Cocoa has several low-income areas, which may be useful information for understanding Transit Rider demand. There are routes that currently are on state roadways (SR 501/Clearlake Road) with stops that have little to no infrastructure, causing people to stand in the side of the roadway and sometimes standing in water. The routes being on state roadways causes it to be a challenge, but developing shelters would be helpful.

It was noted that the attendees thought ridership could be increased on these routes with certain improvements/upgrades to shelter infrastructure and route frequency.

Titus Landing, which is a transfer station, would be a good area as well to review for potential improvements.

Connectivity was also noted as an area that needs to be studied further, both between routes and existing stop infrastructure.

SR 524 was noted as an area that would benefit from increased transit frequency/service due to affordable housing needs. The SR 405 corridor was also discussed (Sisson North/Meadows) as this area has both affordable housing needs, and greater transit frequency.

The community of Mims, in the northern part of Brevard County, has a new housing development under review. There could be a need for transit expansion to this area in the future.

It was expressed by several meeting attendees that there is a desire to develop a form of premium transit in partnership with cities. It is important to discuss this further to understand expectations for what premium transit entails exactly.

It was noted that at the Sears Town Mall (Town Center), that there is a mixed-use development that could be a good area to target for future transit riders. Another development called Horizon Sandpoint is being built at the corner of US 1 and Garden (Town Center).

There will be a Verona Subdivision across from the Space Coast Regional Airport.

From an industrial development perspective, there is an Amazon Warehouse being built North of SR 528, and east of I-95.

The City of Cocoa noted that they are conducting a Golf Cart study, specifically with the SR 524 area in mind.

Titusville conducted a downtown parking study, with a focus on determining good parking areas within a buffer of the downtown. It was noted that the study expressed that the downtown area had adequate parking.