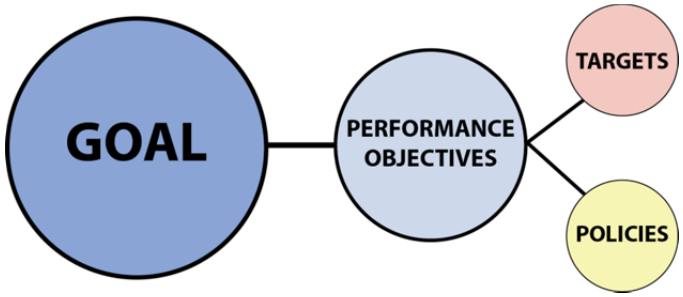
# Goal, Performance Objectives, Targets and Policies

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| **Goal** | Broad purpose statement |
| **Performance Objectives** | Desired outcomes |
| **Targets** | Measurable progress |
| **Policies** | Program strategies |

**Goal:** Develop and maintain an integrated multi-modal transportation system to provide safe travel for all users, the efficient movement of goods and services, and to promote livable communities and economic activity.

| Safety | Performance Objectives, Targets and Policies |
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| S1 | Safe and fatality-free travel conditions on Polk County roads. |
| Target | By 2040, eliminate traffic fatalities on Polk County roads. |
| Target | Annually reduce traffic fatalities and severe injuries.<br>Measure by three-year rolling average:<br>Average traffic fatalities 2012-14 = 96<br>Average severe injuries 2012-14 = 465 |

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| Target | Annually reduce traffic fatalities and severe injuries from crashes involving heavy vehicles.<br>Measure by three-year rolling average:<br>Average traffic fatalities 2012-14 = 12<br>Average severe injuries 2012-14 = 26 |
| Target | Annually reduce pedestrian fatalities and severe injuries<br>Measure by three-year rolling average:<br>Average traffic fatalities 2012-14 = 15<br>Average severe injuries 2012-14 = 32 |
| Target | Annually reduce bicycle fatalities and severe injuries<br>Measure by three-year rolling average:<br>Average traffic fatalities 2012-14 = 4<br>Average severe injuries 2012-14 = 8 |
| Policy S1.1 | Implement the Complete Street Policy adopted in 2012 to provide safe travel for all users regardless of their age or abilities; support all modes of travel and travel choices; provide convenient access to community land uses; and help create a sense of place and livable communities. |
| Policy S1.2 | Analyze "high crash corridors" to identify and implement operational and design improvements to reduce traffic crashes. |
| Policy S1.3 | Develop, maintain and implement pedestrian and bicycle safety action plans. |
| Policy S1.4 | Support implementation of non-engineering solutions to improve travel safety, e.g., community education and law enforcement. |
| Policy S1.5 | Participate in the implementation of the Florida Department of Transportation's Strategic Highway Safety Plan. |
| Policy S1.6 | Educate the traveling public regarding the safe practices, rights and responsibilities of motorists, bicyclists and pedestrians. |
| S2 | Safe and secure travel conditions on public transportation. |
| Target | Maintain zero traffic-related fatalities on public transportation system. |
| Target | Annually reduce injuries and accidents/incidents on public transportation system.<br>Measure by three-year rolling average:<br>Average injuries 2011-13 = 5<br>Average accidents/incidents 2011-13 = 2 |
| Policy S2.1 | Coordinate with transit providers to identify, prioritize and fund measures to enhance safety and security of transit vehicles, transit stops and inter-modal passenger facilities. |
| Policy S2.2 | Implement a funding set-aside for transit safety and security measures. |
| **Mobility** | **Performance Objectives, Targets and Policies** |
| M1 | Maintain stable flow of traffic on major roads – roads that serve intercity travel and the movement of freight (arterial roads) |

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| Target | Average peak hour travel conditions on arterial roads less than 0.75 volume-to-capacity (v/c) ratio.<br>Note: 0.75 v/c ratio is a rough equivalent for the lower threshold of LOS "C"<br>2015 Estimate:<br>Average v/c ratio on arterial roads = 0.55 |
| Target | Less than 10% centerline miles congested (LOS "D") or severely congested (LOS "E" or below) during peak hour of travel<br>2015 Estimate:<br>% miles congested = 5% (21.13 centerline miles)<br>% miles severely congested = 1% (3.96 centerline miles) |
| Policy M1.1 | Implement a congestion management process that meets federal and state requirements and maximizes the safety and efficiency of the existing transportation system. |
| Policy M1.2 | Identify and fund complete street projects to increase mobility and improve safety to include intersection, intelligent transportation system, supplemental resurfacing features, transit, bicycle and pedestrian improvements. |
| M2 | Maintain stable flow of traffic on the Freight Network |
| Target | Less than 10% centerline miles congested (LOS "D") or severely congested (LOS "E" or below) during peak hour of travel<br>2015 Estimate:<br>% miles congested = 5% (22.98 centerline miles)<br>% miles severely congested = 1% (2.96 centerline miles) |
| Policy M2.1 | Identify significant freight corridors, to include the Florida Strategic Intermodal System (SIS) highways and major distribution centers in Polk County, as the TPO Freight Network. |
| Policy M2.2 | Identify freight hot spots – discrete areas on the transportation network where the movement of freight is impeded by physical or operational deficiencies. Program improvements to correct these deficiencies. |
| Policy M2.3 | Identify long-term network improvements to enhance the efficient movement of freight and intermodal connectivity. |
| M3 | Provide transportation options for intercity and local travel. |
| Target | Provide fixed-route transit service to all municipalities in Polk County.<br>2015:<br>14 of the 17 cities are currently served by fixed-route transit. |
| Target | Provide regional multi-use trail connections to all municipalities in Polk County.<br>2015:<br>6 of the 17 cities are currently connected to a regional multi-use trail. |
| Policy M3.1 | Provide more frequent and convenient transit services that extend to both urban and rural areas of the county. |
| Policy M3.2 | Promote increased commuter participation in ride sharing, carpooling, and vanpooling programs. |

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| Policy M3.3 | Conduct mobility audits to ensure public transportation services are accessible to all users, including young, elderly, disabled, transportation disadvantaged, and traditionally underserved populations. |
| Policy M3.4 | Prioritize and fund transportation improvements that promote a seamless transportation network, e.g., intermodal centers, sidewalk connections, traveler amenities and way finding materials. |
| Policy M3.5 | Maintain a component of the long-range transportation plan that identifies proposed improvements to the regional transportation system in Polk County and coordinate with regional transportation partners on the implementation of these projects. |
| M4 | Provide access to the Regional Multi-Use Trails Network |
| Target | 90% of Polk County population within five miles of the Regional Multi-Use Trails Network (Within three miles = 80%)<br>2015 Estimate:<br>% population within five miles of regional multi-use trail = 73% (Within three miles = 53%) |
| Target | 40 continuous miles on the Regional Multi-Use Trails Network<br>2015 Estimate:<br>23 continuous miles on the Regional Multi-Use Trails Network |
| Policy M4.1 | Define a Regional Multi-Use Trails Network to include paved, multi-use trails serving more than one community and connecting to statewide trails. |
| Policy M4.2 | Identify and prioritize gaps in the Multi-Use Trails Network to increase community and resident access to the network. |
| Policy M4.3 | Include funding for multi-use trails as part of the TPO Complete Streets Program. |
| Policy M4.4 | Conduct multi-use trail feasibility studies to support the expansion of the Multi-Use Trails Network and to maximize local, state and federal investments in trail improvements. |
| **Sustainable Resources** | **Performance Objectives, Targets and Policies** |
| R1 | Maintain highway infrastructure in a state of good repair. |
| Target | Maintain an average pavement condition rating of 6 or better on arterial and collector roads.<br>2015 Estimate:<br>State Highway System Ratings: Cracking = 9; Ride = 8; and Rutting = 9<br>County Road System: Pavement Condition Index = 6.55 |
| Target | Maintain a public bridge network with less than 1% of bridges classified as structurally deficient.<br>2015 Estimate:<br>0% of bridges are currently classified as structurally deficient. |
| Policy R1.1 | Ensure the financial element of the long-range transportation plan includes sufficient funding for the maintenance of the existing transportation system. |

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| Policy R1.2 | As necessary, prioritize bridge rehabilitation and replacement projects as part of the TPO's annual priority setting process. |
| Policy R2.1 | Coordinate with freight stakeholders to identify and prioritize bridge improvement projects. |
| R2 | Minimize environmental impacts from transportation projects. |
| Target | Limit impacts to jurisdictional wetlands or critical habitat to less than 5% of the total footprint or acreage for transportation projects.<br>2015 Estimate:<br>In previous five years, the Florida Department of Transportation and Polk County has impacted 149 acres of wetland and critical habitat. This represents 13% of the total acreage or footprint for capacity road projects during that period. |
| Target | Meet or exceed National Ambient Air Quality Standards in Polk County. |
| Policy R2.1 | Employ the Efficient Transportation Decision Making (ETDM) process to screen for and avoid natural, physical, cultural, and community impacts. |
| Policy R2.2 | Coordinate with Polk County and participate in the development of a countywide Habitat Conservation Plan to protect and enhance threatened and endangered species habitat and to provide an opportunity for successful mitigation strategies where environmental impacts are unavoidable. |
| Policy R2.3 | Use the redevelopment of existing transportation infrastructure as opportunities to restore or improve the function of natural systems where practical. |
| Policy R2.4 | Avoid transportation corridor alignments that fragment environmentally sensitive features such as wildlife corridors, parks, trails, marshes or wetlands. |
| **Livability** | **Performance Objectives, Targets and Policies** |
| L1 | Provide travel options for persons of all ages and abilities. |
| Target | 50% of Complete Street Network with bicycle facilities<br>2015 Estimate:<br>35% of the Complete Street Network has bicycle facilities |
| Target | 50% of Complete Street Network with sidewalks<br>2015 Estimate:<br>38% of the Complete Street Network has sidewalks (at least one side of road) |
| Target | Overall average Transit Connectivity Index (TCI) score of 175 for Polk County Census block groups.<br>2015 Estimate: The current countywide average is 137. The average for Census block groups with at least minimal fixed-route coverage is 178. |
| Target | 75% of senior residents (age 65+) with high or moderate access to fixed-route transit services based on the Transit Connectivity Index<br>2015 Estimate:<br>45% of seniors have a high (16%) or moderate (29%) level of access to fixed-route transit services |

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| Policy L1.1 | Coordinate with member local governments to identify complete street coverage, i.e., percent network with sidewalks and bicycle facilities, at a community level. |
| Policy L1.2 | Use the set-aside of funding for complete streets to leverage local government investment in complete street projects. |
| Policy L1.3 | Prepare recommended traffic study requirements for new development that place an emphasis on the provision of complete streets, connectivity and access to transit. |
| Policy L1.4 | Participate in the development of community strategies to support aging in place and senior mobility. |
| Policy L1.5 | Partner with Polk Vision and other stakeholders to identify and implement transportation projects that support the Building a Healthier Polk Initiative. |
| L2 | Provide transportation infrastructure and services that support livable communities and ensure mobility for all residents. |
| Target | 100% sidewalk coverage within one mile of elementary, middle and high schools (sidewalk on at least one side of collector or arterial roads)<br><br>2015 Estimate: Pilot project is underway to measure sidewalk coverage in vicinity to schools. |
| Target | Mobility Index score of 10 or greater in neighborhoods with a concentration of traditionally underserved populations<br><br>2015 Estimate: Neighborhood mobility audits are currently being performed. |
| Policy L2.1 | Evaluate sidewalk coverage within one mile of schools and identify priority candidate projects to eliminate sidewalk gaps. |
| Policy L2.2 | Conduct mobility audits to assess transit access, walking and bicycling conditions in traditionally underserved neighborhoods. |
| Policy L2.3 | Ensure the long-range transportation plan is consistent with government comprehensive plans to the maximum extent feasible. |
| Policy L2.4 | Support the implementation of Polk Vision and other community strategies to enhance livability. |
| Policy L2.5 | Seek to preserve and enhance cultural, social, recreational and aesthetic features that exist along transportation corridors. |
| Policy L2.6 | Recommend as appropriate, context sensitive design solutions such as landscaping, shade treatments, lighting, signage and crosswalk treatments as supported by the community in the development of transportation projects. |

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| Policy L2.7 | Identify and adopt "constrained corridors" as part of the long-range transportation plan where the addition of two or more through-lanes is not practical due to physical, environmental or policy constraints. Pursue appropriate complete street projects to maintain and improve mobility in these corridors. |
| Policy L2.8 | In evaluating consistency with the long-range transportation plan, the TPO shall consider the project description – termini, project features and number of lanes – as well as the goal and objectives of the long-range plan. |
| **Economy** | **Performance Objectives, Targets and Policies** |
| E1 | Provide transportation infrastructure and services that support economic vitality and job creation. |
| Target | Annually secure at least one grant or special funding allotment for transportation projects that support the expansion of an existing business or the location of a new business.<br><br>2015 Estimate: Two such grants were awarded in 2014. |
| Policy E1.1 | Strengthen partnerships with economic development agencies, industry representatives and businesses to gain a better understanding of existing and future transportation needs. |
| Policy E1.2 | Prioritize transportation investments that support economic development and job creation. |
| Policy E1.3 | Maintain a component of the long-range transportation plan that identifies future road improvements to improve land access, especially for planned employment centers. |