

Indian River County MPO Long Range Transportation Plan (LRTP) 2035 Update

Goals, Objectives, and Policies Summary Report

Indian River County
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GOALS, OBJECTIVES, AND POLICIES

This section presents a review of the goals, objectives, and policies (GOPs) of other jurisdictions, as well as the final goals, objectives, and policies for the 2035 LRTP.

REVIEW OF GOALS, OBJECTIVES, AND POLICIES

The GOPs from relevant jurisdictions were considered in the development of GOPs for the 2035 LRTP. The following specific documents were reviewed in the development of the 2035 LRTP GOPs.

- Indian River County MPO 2030 Long Range Transportation Plan
- Indian River County Comprehensive Plan
- City of Vero Beach Comprehensive Plan, Traffic Circulation Element
- Town of Indian River Shores Comprehensive Plan, Traffic Circulation Element
- City of Fellsmere Comprehensive Plan, Transportation Element
- Treasure Coast Regional Planning Council Strategic Regional Policy Plan
- FDOT Florida Transportation Plan, current adopted and draft proposed

The review of each of the above documents with respect to the development of the proposed LRTP GOPs is summarized below.

Indian River County MPO 2030 Long Range Transportation Plan

The IRC MPO 2030 LRTP contains five transportation goals:

1. A connected, responsive, aesthetically pleasing and efficient transportation system that meets the needs of Indian River County residents, visitors and businesses.
2. A transportation system that considers travel alternatives which enhance mobility for people and freight.
3. A transportation system that is sensitive to the natural and social environment.
4. A safe transportation system for Indian River County residents, visitors and businesses.
5. A transportation system that is preserved and maintained through adequate investment and management of the infrastructure.



The plan also contains 24 Objectives and 27 Policies associated with the goals. The policies cover the following transportation system elements:

- Adequate Transportation System
- Hurricane Evacuation
- Landscaping
- Regional Roadway Improvement
- Safety
- Transportation System Review
- Right-of-way Protection
- Traffic Control
- Pedestrian/Bicycle System
- Freight Movement
- Railroad Corridors
- Coordination
- Adequate Transit Services
- Transit Funding
- Land Use/Transportation
- Transit Coordination

Indian River County 2020 Comprehensive Plan, Transportation Element

The Indian River County 2020 Comprehensive Plan, Transportation Element, has one transportation goal:

"Indian River County shall have a safe, efficient and accessible transportation system which provides for mobility of all residents and visitors, encourages freedom of choice among alternative modes of travel, respects the natural and built environment, meets the stated needs of local jurisdictions, and is determined to be financially feasible."

This goal is supported by thirteen Objectives with 56 associated policies to guide implementation. The policies cover the following transportation system elements:

- Adequate Transportation System
- Safety
- Transportation System Review
- Right-of-way Protection
- Traffic Control
- Pedestrian/Bicycle System
- Land Use Compatibility
- Coordination
- Adequate Transit Services
- Transit Funding
- Land Use/Transportation
- Transit Coordination
- Adequate Aviation Facilities

In May of 2010, Indian River County submitted a set of Comprehensive Plan amendments to the Department of Community Affairs. Those amendments, which were based on the recently completed Evaluation and Appraisal Report (EAR) of the Transportation Element, added a number of new objectives



and policies to the existing set of objectives contained in the Plan. The EAR-based amendments also contained a restructuring of many of the existing Objectives and Policies. Some of the major changes included:

- Restructuring the Bike/Ped Objective to be based on Bike/Ped LOS measures
- Restructuring the Transit Objective to be based on Transit Quality/LOS measures
- Adding a new objective on System Preservation
- Adding new policies that address:
 - Landscaping
 - Regional Transit Coordination
 - Right-of-Way Acquisition
 - Passenger Rail Service
 - Transportation Demand Management
 - Intelligent Transportation System (ITS) projects

City of Vero Beach Comprehensive Plan Traffic Circulation Element

The City of Vero Beach Comprehensive Plan, Traffic Circulation Element provides one transportation-related goal:

"A safe, convenient, efficient, economic, attractive, and coordinated system of transportation facilities which provide adequate service for the movement of people and goods through and within the area."

The City of Vero Beach plan has 5 Objectives and 23 policies to guide implementation. These are provided in four categories:

- Roadway System
- Right-of-way Preservation
- Non-motorized
- Planning



Town of Indian River Shores Comprehensive Plan Traffic Circulation Element

Goal 2-1 of the Town of Indian River Shores Comprehensive Plan, Traffic Circulation Element states:

"To establish and maintain a traffic circulation system which will allow for safe and convenient circulation of the vehicular and non-vehicular traffic with minimal impact on the natural environment."

The plan includes seven objectives to support this goal and twenty-eight policies for implementation. The objectives cover the following elements of the transportation system.

- Safe, Convenient, and Efficient Transportation System
- Future Roadway Improvements
- Right-of-Way Needs
- Protect Environment in Construction of Roads
- Transportation Plan Consistency
- Provision of Vehicle Parking
- Transportation System Safety

City of Fellsmere Comprehensive Plan Transportation Element

The City of Fellsmere Comprehensive Plan, Transportation Element identifies one goal:

"Develop and maintain an integrated multi-modal transportation system in the City of Fellsmere that promotes mobility and accessibility to move people and goods in a manner consistent with the local and citywide land use and environmental protection goals, as well as coordinated with proposed residential and economic developments. Multi-modal mobility that offers transportation and transit services to all residents and tourists in the most efficient, convenient, accessible, and affordable manner possible will be emphasized."

The Plan includes the following nine objectives to support the one goal identified above and 38 policies for implementation. The objectives cover the following elements of the transportation system.

- Safe, Convenient, and Efficient Multi-Modal Transportation System
- A Traffic Circulation System that considers the Land Use Plan
- Coordination with the MPO and Indian River County
- Public Transit Service



- A Traffic Circulation System That Protects Neighborhood Integrity and Promotes Community Values
- Coordinate Land Use and Transportation Modes
- Right-of-Way Protection
- Enhanced Traffic Circulation
- Bicycle and Pedestrian Ways

Treasure Coast Regional Planning Council Strategic Regional Policy Plan

The Treasure Coast Regional Planning Council Strategic Regional Policy Plan presents a vision statement for the Treasure Coast area, which is stated in the following policy statement:

Future Growth should follow a preferred development form or pattern.

Preferred development should address the following regional issues:

1. Preservation of the natural environment and countryside
2. Revitalizing of existing urban areas
3. The creation of new towns

Future development should not sprawl because it is expensive and it degrades the Region's quality of life.

Preferred development concepts will be implemented by regional strategies which:

1. State the preferred form of development
2. Suggest incentives to encourage and foster preferred forms of development

In addition, implementation will depend on county and municipal strategies which:

1. Delineate where new development should or should not occur
2. Apply and expand the preferred form of development concepts
3. Encourage redevelopment and revitalization
4. Devise public investment programs favoring development of preferred forms and patterns of development
5. Send constructive economic signals to investors



The plan identifies four fundamental regional transportation goals and strategies:

- Develop a balanced and integrated transportation system
- Encourage patterns and forms of development that maximize public transportation, minimize the use of the region's collector and arterial roadway network, and reduce the total amount of private vehicle miles traveled
- Increase mobility for the transportation disadvantaged
- Develop a complete and coordinated transportation/land use planning process



IRC 2035 LONG RANGE TRANSPORTATION PLAN GOALS, OBJECTIVES, POLICIES, AND MEASURES OF EFFECTIVENESS

For clarification, the following descriptions are provided for goals, objectives, policies and measures of effectiveness:

- A **Goal** is a long-term end toward which programs or activities are ultimately directed.
- An **Objective** is a specific, measurable, intermediate end that is achievable and allows measurement of progress toward a goal.
- A **Policy** is the course of action or way in which programs and activities are conducted to achieve an identified objective.
- A **Measure of Effectiveness** identifies how progress toward an objective is measured.

The development of the goals, objectives, and policies for the IRC LRTP considered the following:

- A planning process that includes strategies that address the SAFETEA-LU planning factors.
- Consistency, to the maximum extent feasible, with the goals, objectives, and policies in the approved local government comprehensive plans.
- Coordination with local, state and national goals and objectives.
- Consistency, to the maximum extent feasible, with the goals identified in the adopted and proposed Florida Transportation Plan.

The goals, objectives, and policies for the IRC 2035 LRTP are presented in the following Table.



L RTP Goals, Objectives, Policies and Measures of Effectiveness

	Objectives	Policies	Measures of Effectiveness
Goal 1	A connected, responsive, aesthetically pleasing and efficient transportation system that meets the needs of Indian River County residents, visitors, and businesses.		
1.01	Maintain the adopted level of service standard for all functionally classified roads through the year 2035.	Policy 1.01.1- Implement roadway improvements identified in the 2035 Cost Feasible Plan, consistent with the Interim Year Roadway Improvement Sets.	MOE 1.01.1.1- Percent of Lane miles meeting the adopted level of service standard.
1.02	Maintain a 12 hour hurricane evacuation clearance time on roads designated as hurricane evacuation routes through the year 2035.	Policy 1.02.1- Implement roadway improvements identified in the 2035 Cost Feasible Plan for roadways designated as hurricane evacuation routes.	MOE 1.02.1.1- Hurricane evacuation clearance time measured through actual event. MOE 1.02.1.2- Lane miles of roadway improvements on hurricane evacuation routes.
1.03	Enhance the grid roadway network by constructing an average of (two) centerline miles of new roadway corridors each year from 2015 to 2035.	Policy 1.04.1- Implement new corridor roadway improvements identified in the 2035 Cost Feasible Plan.	MOE 1.04.1.1- Average annual centerline miles of new roadway corridors constructed during the period from 2011 to 2035.
1.04	Enhance the FDOT's Strategic Intermodal System (SIS) by adding (one) through lane in each direction to Interstate 95 by 2020.	Policy 1.05.1 – Implement improvements to the SIS on Interstate 95 by 2020.	MOE 1.05.1.1 – New Lane miles on SIS
1.05	Enhance the FDOT's Strategic Intermodal System (SIS) by constructing the Oslo Road Interchange at Interstate 95 by 2035.	Policy 1.06.1 – Implement improvements to the SIS on Interstate 95 at Oslo Road by 2035.	MOE 1.05.1.1 – New Interchange on SIS
1.06	Improve regional connectivity both within and outside of Indian River County by widening and/or adding at least three inter-county roadways in the period from 2015 to 2035.	Policy 1.07.1 – Coordinate with adjacent MPOs to identify regional roadways.	MOE 1.06.1.1 – New corridors added to the Regional Road Network

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	Objectives	Policies	Measures of Effectiveness
Goal 2	A transportation system that provides travel alternatives which enhance mobility for people and freight.		
2.01	Increase the fixed route transit mode split by an average of 0.003 percent each year during the period from 2015 to 2035.	Policy 2.01.1- Expand and enhance the fixed-route transit network and services consistent with the adopted Transit Development Plan.	MOE 2.01.1.1- Change in Percent transit mode split divided by total number of years.
2.02	Maintain Transit Quality and LOS "B" for Service Coverage in Indian River County	Policy 2.02.1- Improve service coverage consistent with the adopted Transit Development Plan.	MOE 2.02.1.1- System compliance with adopted level of service standard
2.03	Improve headways from 60 minutes to 30 minutes on at least one bus route every two years during the period from 2015 to 2035 so that all bus routes operate at 30 minute headways by 2035.	Policy 2.03.1 – Improve headways on the fixed-route bus network consistent with the adopted Transit Development Plan.	MOE 2.03.1.1- Average number of routes with 30 minute headways added during the period from 2015 to 2035.
2.04	Expand weekday hours of service to 12 hours a day on at least one bus route every two years during the period from 2015 to 2035 so that all weekday bus routes operate at least 12 hours per day by 2035	Policy 2.04.1 – Expand weekday hours of operation on fixed-route bus network consistent with the adopted Transit Development Plan.	MOE 2.04.1.1- Average number of weekday bus routes with 12 hours of service added during the period from 2015 to 2035.
2.05	Maintain Bike/Ped LOS "D" on 80% percent of roadways in Indian River County through 2035	Policy 2.05.1- Implement sidewalk improvements consistent with the adopted Bicycle/Pedestrian Plan. Policy 2.05.2- Implement bicycle facility improvements consistent with the adopted Bicycle/Pedestrian Plan.	MOE 2.05.1 – Percentage of Roadways meeting adopted level of service standard
2.06	Add an average of two miles of sidewalk facilities on roadways within ¼ mile of fixed-route bus corridors each year during the period from 2015 to 2035.	Policy 2.06.1- Implement sidewalk improvements consistent with the adopted Bicycle/Pedestrian Plan.	MOE 2.06.1.1- Average annual number of new sidewalk facilities on fixed-route bus routes during the period from 2015 to 2035.
2.07	Add an average of two miles of bicycle facilities on functionally classified roadways or trails each year during the period from 2015 to 2035.	Policy 2.07.1- Implement bicycle facility improvements consistent with the adopted Bicycle/Pedestrian Plan. Policy 2.06.2 - Adapt abandoned railroad corridors, roadway alignments and military trails for bicycle facilities, wherever possible.	MOE 2.07.1.1- Average annual number of new bicycle facilities added during the period from 2015 to 2035.

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	Objectives	Policies	Measures of Effectiveness
2.08	Enhance freight mobility by improving an average of one centerline mile of roadway each year that are identified as serving freight movement.	Policy 2.08.1 - Implement the freight mobility improvements identified in the 2035 Cost Feasible Plan.	MOE 2.08.1.1 – Average annual centerline miles of new and improved roadway corridors constructed to serve freight movement during the period from 2015 to 2035. MOE 2.08.1.2- Percent of vehicle miles of travel on roads serving freight movement meeting the adopted level of service.
Goal 3	A transportation system that is sensitive to the natural and social environment.		
3.01	Limit average increase in CO, HC, and NO emissions to less than 15 percent from the previous five-year period for each five year period from 2015 to 2035.	Policy 3.01.1- Implement the transportation improvements identified in the 2035 Cost Feasible Plan.	MOE 3.01.1.1- Percent change in CO, HC, and NO emissions (in kilograms) for each five year period from the base year for the period from 2015 to 2035.
3.02	Ensure that all collector roadways are less than six lanes through the year 2035.	Policy 3.02.1 - Implement the transportation improvements identified in the 2035 Cost Feasible Plan.	MOE 3.02.1.1- Centerline miles of collector roadways with six or more lanes.
3.03	Minimize neighborhood traffic intrusion by maintaining adequate Levels of Service on the roadway grid network.	Policy 3.03.1- Implement the transportation improvements identified in the 2035 Cost Feasible Plan.	MOE 3.03.1.1- Percentage of lane miles meeting the adopted Level of Service standard.
Goal 4	A safe transportation system for Indian County residents, visitors, and businesses.		
4.01	Reduce the crash rate by an average of 1 percent each year for the period from 2015 to 2035.	Policy 4.01.1- Implement intersection and other improvements related to safety as identified in the Cost Affordable Plan including Congestion Management Process plan.	MOE 4.01.1.1 – Annual percent change in the crash rate per million vehicle miles traveled.
4.02	Reduce the crash injury rate by an average of 1 percent each year for the period from 2015 to 2035.	Policy 4.02.1- Implement intersection and other improvements related to safety as identified in the MPO Congestion Management Process.	MOE 4.02.1.1- Annual percent change in the crash injury rate per million vehicle miles traveled.
4.03	Reduce the crash fatality rate by an average of 1 percent each year for the period from 2015 to 2035.	Policy 4.03.1- Implement intersection and other improvements related to safety as identified in the MPO Congestion Management System.	MOE 4.03.1.1- Annual percent change in the crash fatality rate per million vehicle miles traveled.

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	Objectives	Policies	Measures of Effectiveness
Goal 5	A transportation system that is preserved and maintained through adequate investment and management of the infrastructure.		
5.01	Maintain a FHWA pavement index rating score of at least 3.0 on 80 percent of the major roads through the year 2035.	Policy 5.01.1- Resurface a minimum of four percent of the major roads on an annual, life cycle basis through the year 2035.	MOE 5.01.1.1- Miles and percent of major roads with a FHWA pavement index rating pavement condition of 3.0 or better.
5.02	Ensure that 100 percent of the bridges on major roads have a structurally safe rating of 60 or more through the year 2035.	Policy 5.02.1- Evaluate the structural integrity of bridges on the major road network and implement rehabilitation projects as appropriate, and in coordination with FDOT.	MOE 5.02.1.1- Percent of bridges with a rating of 60 or more.