

• Most Important Part of any Plan

- **Objectives** must be evaluated to determine if they have been achieved
- **Achievement of Objectives:**
 - 10 of 13 Objectives Achieved
 - 1 not achieved
 - 2 not due yet

Transportation Element Objectives

Objective #	Subject	Achieved	Not Achieved	Future Action
1	LOS	✓		Revise target date
2	Safety		✓ Anticipated	Revise indicator and target date
3	Annual Review		✓	Delete
4	ROW Acquisition		✓ Anticipated	Revise target date
5	Traffic Control	✓		Delete
6	Bike/Ped	✓		Revise target and target date
7	Land Use Compatibility	✓		Revise target
8	Coordination	✓		Revise target
9	Transit	✓		Revise indicator and date

Transportation Element Objectives

Objective #	Subject	Achieved	Not Achieved	Future Action
10	Land Use/ Transportation	√		Revise
11	Transit Coordination	√		Delete
12	Intermodal	√		Revise target date
13	Energy Efficiency	√		Revise indicator and target date

Transportation Element Objectives

Objective #	Subject	Achieved	Not Achieved	Future Action
1	LOS	✓		Revise target date
2	Safety		✓ Anticipated	Revise indicator and target date
3	Annual Review		✓	Delete
4	ROW Acquisition		✓ Anticipated	Revise target date
5	Traffic Control	✓		Delete
6	Bike/Ped	✓		Revise target and target date
7	Land Use Compatibility	✓		Revise target
8	Coordination	✓		Revise target
9	Transit	✓		Revise indicator and date

• Most Important Part of any Plan

- **Policies** must be assessed to determine if they have been implemented.
- **Achievement of Policies**
 - 60 of 64 Policies Implemented
 - Most of these to be retained
 - 13 to be revised, 2 deleted

Objective 1

ADEQUATE TRANSPORTATION SYSTEM

The county acknowledges that there are no existing roadway capacity deficiencies within the County. **Through 2020**, the county traffic circulation system will continue to operate **at or above the minimum service levels specified in policy 1.1.**

Objective 1

Measure: Number of Roadway Deficiencies

Roadways	LOS Standard (Peak Hour /Peak Dir.)
Freeways, Arterials, Collectors	D
27 th Avenue (SLC – SR 60)	E + 20%
43 rd Avenue (16 th Street – Oslo)	E + 20%
SIS/FIHS (Rural Areas)	B
SIS/FIHS (Urban Areas)	C

Target
No Deficiencies

Achieved End
No Deficiencies

Objective Achieved

Future Action: Retain with
revised target date


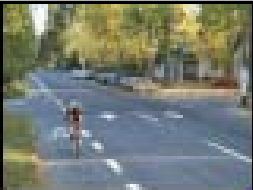



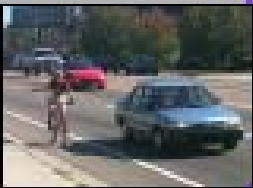




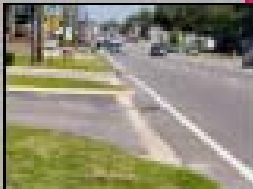

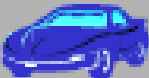



Improve Level of Service Standard

For many types of roadways, no difference between LOS "C" and LOS "D"

Example: Class I Arterials, 4-lane directional volume

LOS	Traffic Volume	Speed
A	Not achievable	
B	1,530	27 mph
C	1,810	21 mph
D	1,860	16 mph
E	> 1,860	<16 mph
F	> 1,860	< 16 mph

Figure 1-2
 EXAMPLES OF LEVEL OF SERVICE BY MODE FOR URBAN ROADWAYS

Level of Service	Automobile	Bicycle	Pedestrian	Bus
A/B				
C/D				
E/F				
				

Objective 1 Policies

- Objective 1 Policy Revisions:
 - Review Impact Fees Every 3 Years (not 2)
 - Impose All or Part of the ELMS Gas Tax by 2010
- Related Policy Additions:
 - Implement ITS Strategies
 - Implement TDM Strategies

Objective 2

SAFETY

By 2010, the number of intersections with a **high relative crash rate** (over 2.0 accidents per million entering vehicles) will be less than the **five** high relative crash rate intersections identified in **2001**.

Objective 2

Measure: Number of Intersections w/ High
Relative Crash rates

Target

5 intersections with
high relative crash rates
by 2010

Achieved End

8 intersections with
high relative crash rates

Objective Not Yet
Achieved

Objective 2

SAFETY

- Measure inconsistent with Florida Transportation Plan, NHTSA, 2030 Long Range Plan etc
- Crash Rate Per Capita **UNCHANGED** since 1996
- Crash Rate Per Mile Traveled **UNCHANGED** since 1996
- Fatality Rate **UNCHANGED** since 1996
- Bike/Ped Crash rate **UP** since 1996

Objective 2

Measure: **Number** High Crash Intersections

Target

5 intersections with
high relative crash rates
by 2010

Achieved End

8 intersections with
high relative crash rates
**Objective Not Yet
Achieved**

Future Action: This
objective needs to be
revised to change the
target date and to use a
more appropriate safety
measure

Objective 2 Policies

- Objective 2 Policy Additions:
 - Bike/Ped Safety Strategies
 - ITS (Countdown Crossings; Lighted Crossings; Streetlighting; Cameras; Signal Phasing; 511; etc)
 - Engineering for an Aging Population

Objective 6

PEDESTRIAN/BICYCLE SYSTEM

During each **five-year** period between **2001 and 2030**, a minimum of **20 miles of sidewalk** facilities and **10 miles of bicycle** facilities will be added to the functionally classified roadway system.

Objective 6

Measure: Miles of continuous bike/ped paths added

Target

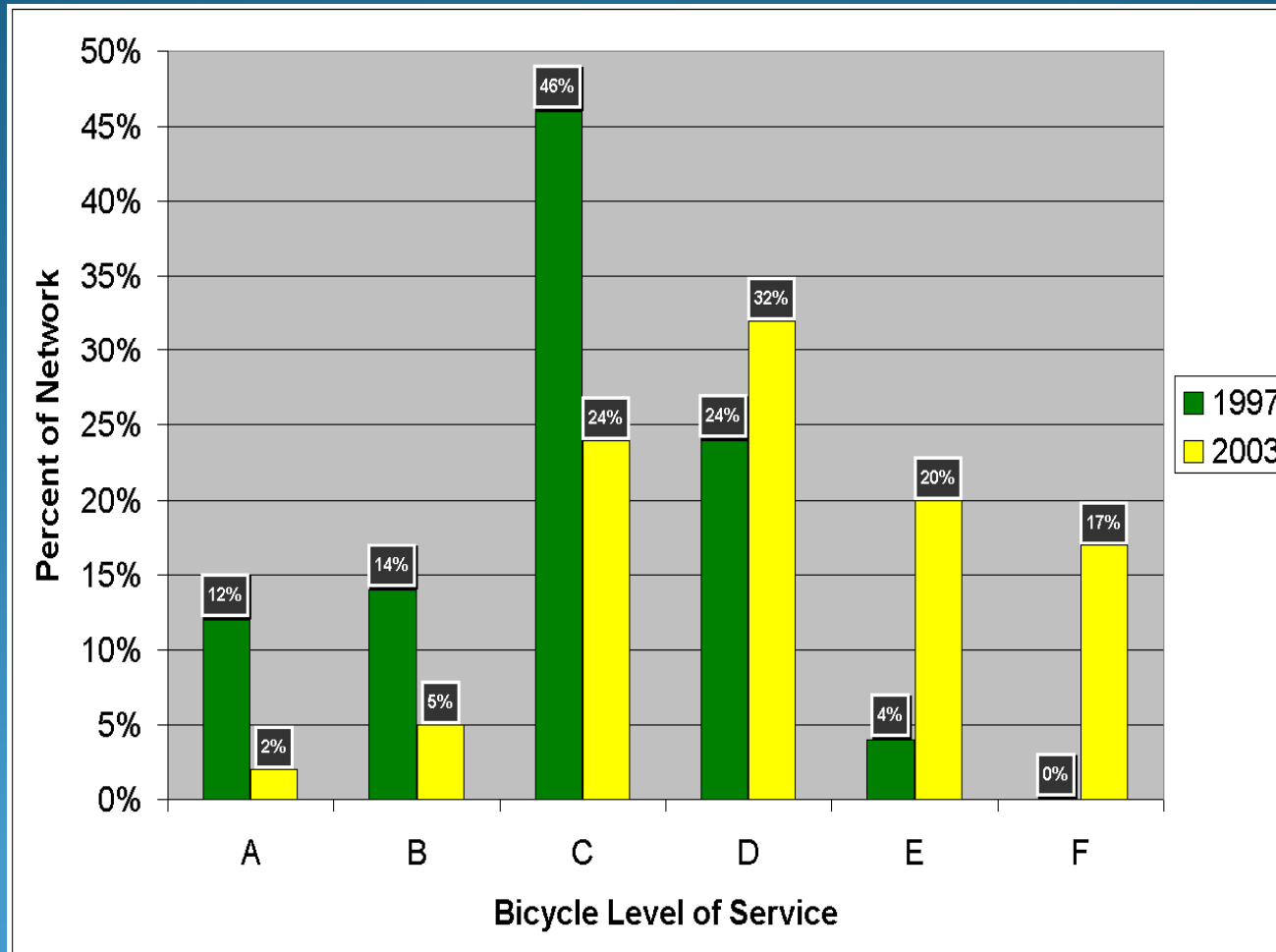
40 miles of new sidewalk
20 miles of new bike lanes

Achieved End

57 miles of new sidewalk
76 miles of new bike lanes


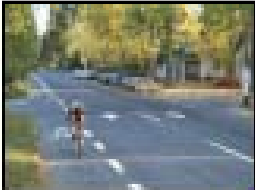



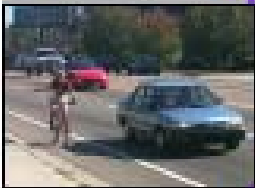




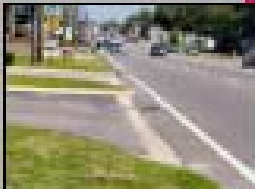

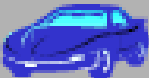



Objective Achieved

Bicycle Level-of-Service, 1996 & 2006



Source – IRC MPO 2004 Bike/Ped Plan

Figure 1-2
 EXAMPLES OF LEVEL OF SERVICE BY MODE FOR URBAN ROADWAYS

Level of Service	Automobile	Bicycle	Pedestrian	Bus
A/B				
C/D				
E/F				
				

Objective 6 Policies

- Objective 6 Policy Revisions:
 - Change \$100K annual county contribution
 - S/W in ALL residential subdivisions
- Objective 6 New Policies:
 - Greenways and Trail Provision
 - Bike Racks on Buses
 - Sidewalk Matching Program

Objective 6

Measure: Miles of continuous bike/ped paths added

Target

40 miles of new sidewalk
20 miles of new bike lanes

Achieved End

57 miles of new sidewalk
76 miles of new bike lanes

Objective Achieved

Future Action: The objective should be changed to measure quality of bike/ped travel and improvements as well as quantity

Objective 9

ADEQUATE TRANSIT SERVICES

Between **2001/02** and **2006/07**, the number of one-way, fixed route passenger trips will increase by an average of **ten percent annually**, from 167,782 to more than 270,000.

Objective 9


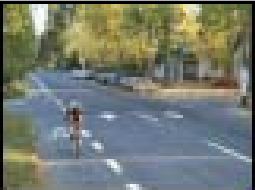



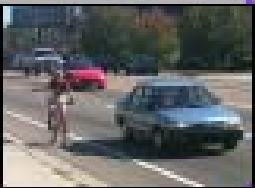




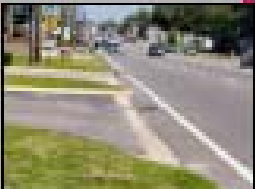





Measure: Transit Ridership

Target
270,000 Riders

Achieved End
318,499 Riders

Objective Achieved

Figure 1-2
 EXAMPLES OF LEVEL OF SERVICE BY MODE FOR URBAN ROADWAYS

Level of Service	Automobile	Bicycle	Pedestrian	Bus
A/B				
C/D				
E/F				
				

IR Transit Quality & Level-of Service (TQOS), 1996 & 2006

TQOS Indicator	Existing Level of Service	
	1996	2006
Transit Frequency	E	E
Hours of Operation	E	E
Average Load	A	A
Service Coverage	D	B
Reliability	N/A	C
Vehicle Travel Time	N/A	B

Source – IRC MPO Transit Development Plan, 2005 (TDP)

Objective 9

Measure: Transit Ridership

Target
270,000 Riders

Achieved End
318,499 Riders

Objective Achieved

Future Action: The objective should be changed to measure transit level of service indicators, including headways, hours of operation, and serving TD populations.

Objective 9 Policies

- Objective 9 New Policies:
 - Bus Stop Provision
 - City contributions/PPP
 - ITS (Arrival Notification; Signal Preemption; etc)
- Related Policy Additions:
 - Implement TDM Strategies

New Objectives

- **System Maintenance and Preservation**

- Addresses growing maintenance cost and declining revenues
- Maintains consistency with FTP

- **Airport Access**

- Required under Rule 9J-5

New Policies

- Under Objective 2 (Safety): ITS Safety Strategies
- Under Objective 4 (ROW): Eminent Domain procedures
- Under Objective 6 (Bike/Ped):
 - Bike Racks on Buses, at Shopping Centers and Apartments
 - Sidewalk “Matching Program”
- Under Objective 8 (Coordination):
 - Traffic Operations Subcommittee
 - TDM Strategies
 - Regional Transit Authority

New Policies

- **Under Objective 9 (Transit):**
 - Bus Shelters
 - Transit Funding Partnerships
- **Under Objective 10 (Land Use):**
 - Promote Jobs-Housing Balance
 - Neighborhood Connectivity
- **Under New Objective, System Preservation:**
 - Low-maintenance landscaping plans/materials
 - Public Private Partnerships
- **Under New Objective, Airport Access:**
 - Roadway LOS at Airports