

Broward MPO

2035 Long Range Transportation Plan Update

Technical Report #2
Goals, Objectives &
Measures of Effectiveness

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1.0 INTRODUCTION

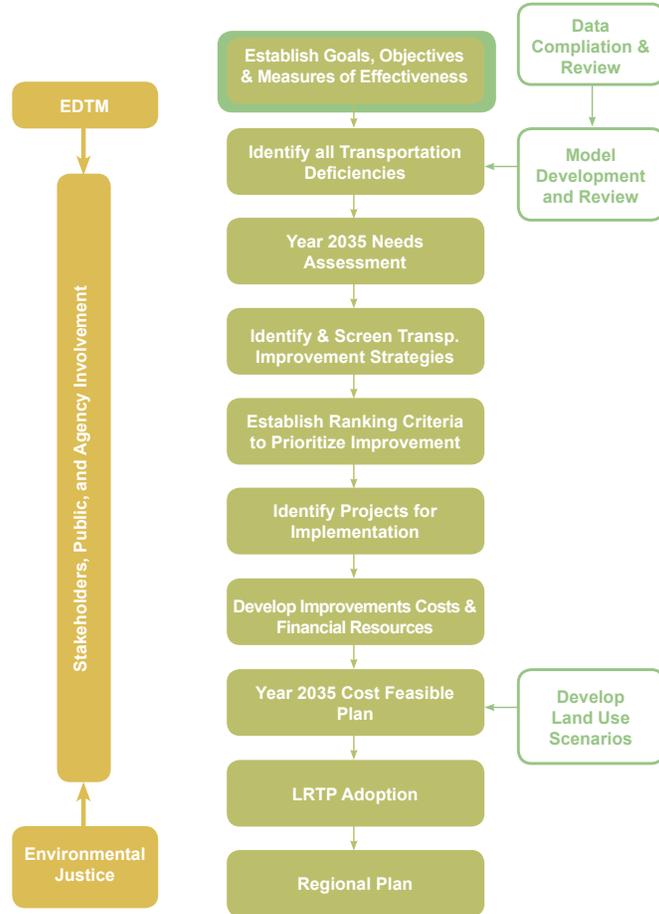
The purpose of this report is to identify goals, objectives, and measures of effectiveness (GOM) for Broward County's 2035 Long Range Transportation Plan (LRTP). The LRTP is updated every five years by the Broward Metropolitan Planning Organization (MPO) and provides a blueprint for implementing a county-wide transportation system that will meet the needs of the County within the next 25 years. The LRTP will include long-range and short-range strategies/actions that will lead to the development of an integrated multimodal transportation system to facilitate the safe and efficient movement of people and goods. The LRTP is updated in accordance with the Safe, Accountable, Flexible, Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU, Public Law 109-59), the Metropolitan Transportation Planning regulations contained in 23 CFR Part 450 and 49 CFR Part 613, and the requirements of section 339.175 of the Florida Statutes.

In general, the LRTP update process begins with the development of the GOMs to establish a vision or framework that will guide the selection of projects to be implemented during the next 25 years. The goals identified in this report provide that broad vision. The objectives are more specific and provide guidance on how to meet the goals, and the measures of effectiveness provide benchmarks to determine if an objective has been met.

After the GOMs have been established, the next phase in the LRTP update process is to develop a Needs Assessment Plan (Technical Report No. 5) that will identify the transportation infrastructure needed to accommodate future travel demand without regard to economic, local, or political considerations. These considerations are later blended with anticipated financial revenues to develop a Cost Feasible Plan (Technical Report No. 8) that is consistent with the GOMs established in this report. Public participation was essential throughout the development of the GOMs, and the input received from the public was incorporated into the findings. This public outreach program will continue into the later stages of the LRTP update process.

Figure 1: LRTP Development Process

The GOMs addressed in this report provide the framework to guide the selection of transportation projects implemented for the next 25 years. Next steps include developing a Needs Assessment and a Cost Feasible Plan.



In addition to identifying the GOMs for the 2035 LRTP, this report provides a comparison with the GOMs of other regional and local plans to ensure consistency and to avoid potential conflicts. These include the eight SAFETEA-LU planning factors as indicated in 23 USC 134(h)(1), Federal Highway Administration (FHWA) and Florida Department of Transportation (FDOT) guidelines as documented in Chapter 4 of the MPO Program Management Handbook, Florida Transportation Plan, Broward County Comprehensive Plan, Broward County Office of Transportation Transit Development Plan (TDP), Broward County Aviation Plans, South Florida Regional Transportation Authority (SFRTA), Palm Beach MPO, and Miami-Dade MPO.

2.0 2035 LRTP GOALS

By definition, a goal is an end that one tries to achieve, and the goals identified in this report will guide the County's approach for improving the transportation system over the next 25 years. It is not only important for the goals to be comprehensive in nature, but they also need to increase the efficiency of the current infrastructure. To address the needs of the County's transportation infrastructure, seven practical goals were developed based on a review of the previous goals in the County's 2030 LRTP and the input received from the public workshops and Broward MPO committee meetings.

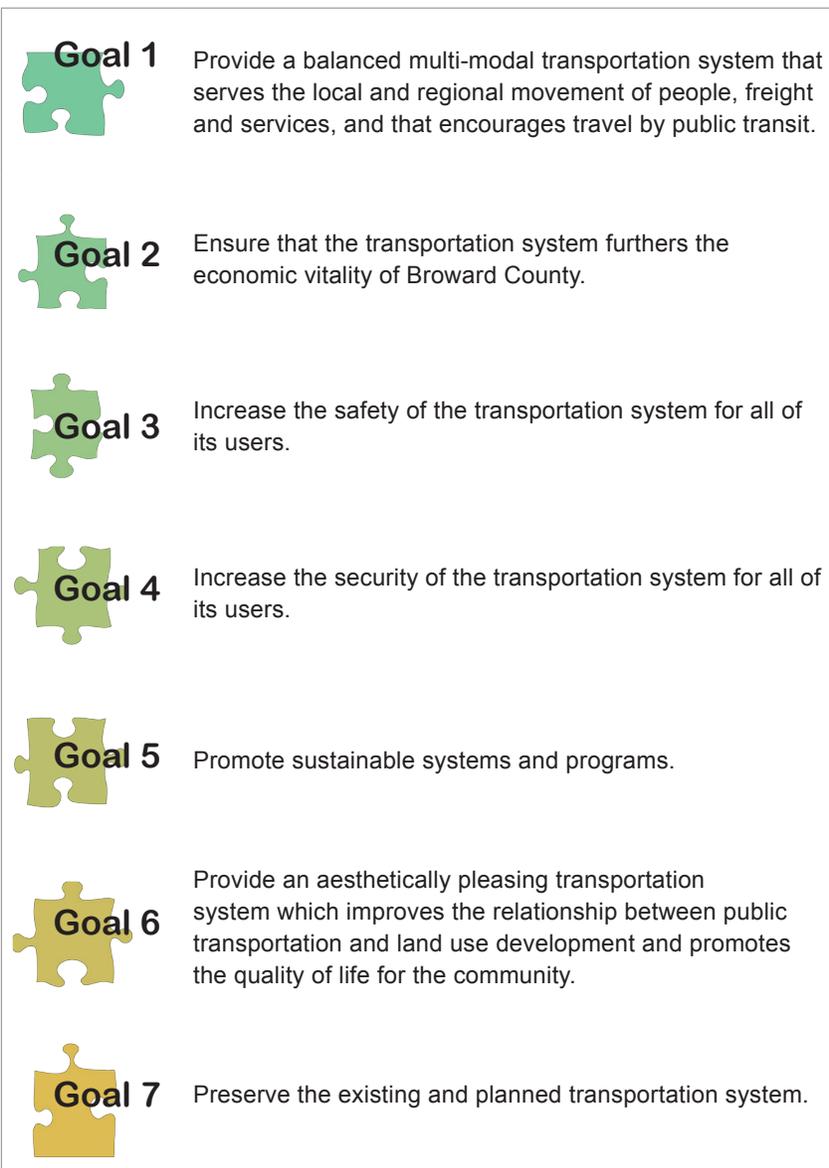


Figure 2: LRTP 2035 Goals

Seven practical goals were developed by reviewing previous LRTP goals as well as input received from the public and MPO committee members.

The goals identify needed changes to the previously adopted plan, utilizing alternative modes of transportation to enhance mobility throughout the County and region. During the development of the goals, five public workshops were organized to obtain input on transportation issues from both agency staff and the general public. Workshop participants examined presentation materials and participated in activities that identified what is important to them when investing in transportation infrastructure. Public transit proved overwhelmingly to be the favored mode and support for more bicycle and pedestrian facilities was second. Written comments of workshop attendees also showed partiality toward alternative modes of transportation with requests for features such as pedestrian walkways, bus shelters, and more rail options. During the development of the goals, presentations were also made directly to the Broward MPO committees, including the Technical Coordinating Committee (TCC) and the Bicycle and Pedestrian Advisory Committee (BPAC).

Five draft project goals were developed and meeting attendees were able to provide feedback on each goal.



Help us put the pieces together for you

Tell us what you think will help shape the following goals.

Take a piece of the puzzle and write down what is important to you. ➔

Be sure to stick the puzzle piece on the board that has the goal it applies to.



3.0 SAFETEA-LU REQUIREMENTS

In developing the Broward County 2035 LRTP Goals, the Consultant reviewed the eight planning factors identified in 23 USC 134 (h) (1), as amended by SAFETEA-LU. These eight planning factors address the planned growth and economic development patterns in a given metropolitan planning area, and require operational and management strategies to improve congestion, safety, and mobility.

Table 1: Consistency Matrix between SAFETEA-LU and 2035 LRTP Goals

SAFETEA-LU Eight (8) Planning Factors		2035 LRTP Goals
1	Supporting the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency including through services provided by public and private operators.	2 and 5
2	Increasing the safety of the transportation system for motorized and non-motorized users.	3
3	Increasing the security of the transportation system for motorized and non-motorized users.	4
4	Increasing the accessibility and mobility of people and for freight, including through services provided by public and private operators.	1, 2 and 5
5	Protecting and enhancing the environment (including the protection of habitat, water quality and agricultural and forest land while minimizing invasive species), promoting energy conservation, and promoting consistency between transportation improvements and State and local land use planning and economic development patterns (including minimizing adverse health effects from mobile source air pollution and promoting the linkage of the transportation and development goals of the metropolitan area).	2, 5 and 6
6	Enhancing the integration and connectivity of the transportation system, across and between modes, for people and for freight including through services provided by public and private operators.	1, 2 and 3
7	Promoting efficient system management and operation.	1 and 5
8	Emphasizing the preservation and the efficient use of the existing transportation system including services provided by public and private operators.	1, 5 and 7

4.0 2035 LRTP OBJECTIVES AND MEASURES OF EFFECTIVENESS

Objectives provide direction for achieving a desired goal or outcome. For this reason, they are an important element to the process for ensuring that the stated goals come to fruition. Similarly to the effort described in the previous section, input was obtained during public workshops and Broward MPO committee meetings to develop applicable objectives for each goal. During presentations to the TCC, the following feedback was obtained.

- Develop one objective that includes both the Florida Intra-state Highway System (FIHS) and the Strategic Intermodal System (SIS).
- Address greenhouse emissions in one of the objectives.
- Incorporate the need to improve traffic signal coordination as one of the objectives.
- Incorporate the use of alternative energy vehicles as one of the objectives.

Measures of effectiveness were developed for each objective as a way to give some insight into how effectively the stated goal or objective is performing. They were developed to ensure measurable ways for evaluating the areas of mobility needs in Broward County. Table 2 shows the 2035 LRTP Goals, Objectives, and Measures of Effectiveness, along with specific the modes of transportation and the measures that support them.

Objectives

Objectives define the direction in which we are striving to achieve (or the goal).

Measures

Measures gauge to the extent possible how successful the objectives compare with a given standard.

Table 2: Broward County's 2035 LRTP GOMs

The 2035 LRTP Goals, Objectives, and Measures of Effectiveness, along with specific the modes of transportation and the measures that support them.

Modes of Transportation Improvements Key



Supports Transit Improvements



Supports Bike & Pedestrian Improvements



Supports Roadway Improvements

Goals	Objectives	Measures of Effectiveness	Applicable Mode
GOAL 1 Provide a balanced, multi-modal transportation system that serves the local and regional movement of people, freight and services, and that encourages travel by public transit.	1.1 Provide frequent and convenient transit service.	1.1.1 Number of people and employees within ¼ mile of transit station or stop weighted by frequency of service.	
	1.2 Provide efficient and competitive transit service.	1.2.1 Transit ridership and mode split in Broward County.	
		1.2.2 Travel time between major activity centers.	
	1.3 Provide facilities which increase bicycle use.	1.3.1 Concentration of bicycle facilities in high use areas (pedestrian areas, major activity centers, redevelopment districts, connections to transit stations, and educational facilities).	
		1.3.2 Increase in investment for bicycle facilities.	
	1.4 Provide facilities which promote walking.	1.4.1 Provide pedestrian facilities in applicable areas (pedestrian areas, major activity centers, redevelopment districts, connections to transit stations, and educational facilities).	
		1.4.2 Increase in investment for pedestrian facilities.	
	1.5 Preserve and improve connectivity to Strategic Intermodal System (SIS) and intermodal facilities.	1.5.1 Percentage of regional trips on SIS during peak periods.	
		1.5.2 Create modal options for connecting to SIS and intermodal facilities.	
	1.6 Encourage the use of special use roadway lanes (HOV, transit lanes, and HOT, as applicable).	1.6.1 Expand lane miles of special use roadway lanes.	
		1.6.2 Increase carpool and vanpool utilization.	
	1.7 Improve port and airport accessibility.	1.7.1 Roadway level of service (LOS) to ports and airports.	
		1.7.2 Transit service to ports and airports.	
	1.8 Optimize existing roadway operations and improve traffic signal coordination.	1.8.1 Single occupant vehicle miles traveled reduced by increased transit use.	
		1.8.2 Use of intelligent transportation system (ITS) technologies.	
		1.8.3 Identify and link logical gaps in roadway system that encourage use of local roads for local trips.	
	1.9 Optimize truck routes operations.	1.9.1 Improve V/C on designated truck routes.	

Table 2: Broward County's 2035 LRTP GOMs
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Modes of Transportation Improvements Key



Supports Transit Improvements



Supports Bike & Pedestrian Improvements



Supports Roadway Improvements

Goals	Objectives	Measures of Effectiveness	Applicable Mode	
GOAL 2 Ensure that the transportation system furthers the economic vitality of Broward County.	2.1 Support integrated land use and transportation planning.	2.1.1 Provide improved transit service to existing and planned high density areas.		
		2.1.2 Provide improved bicycle and pedestrian facilities in existing and planned mixed use areas.		
		2.1.3 Improve modal options connecting high density residential areas and major employment centers.		
	2.2 Achieve cost effective transportation options for travelers.	2.2.1 Cost of transit trip vs. auto trip.		
		2.3 Encourage global competitiveness of the region.	2.3.1 Supports airport and port master plans.	
	2.3.2 Provides innovative transportation solutions.			
	2.3.3 Support efficient connectivity in moving freight between the different modes.			
	2.4 Provide services and facilities through both public and private operators	2.4.1 Creates opportunities for public-private partnerships.		
	GOAL 3 Increase the safety of the transportation system for all of its users.	3.1 Implement ITS to disseminate real-time information.	3.1.1 Improve safety at locations with high crash rate.	
			3.1.2 Create database for crash information.	
3.2 Create safer non motorize zones.		3.2.1 Number of improved pedestrian crossings.		
		3.2.2 Miles of off-road facilities or buffer separated paths.		
		3.2.3 Sidewalk and bike lane connectivity to bus stops throughout the County.		
3.3 Improve bicycle and pedestrian access around schools.		3.3.1 Improve sidewalks level of service around school areas.		
		3.3.2 Improve bikeways level of service around school areas as identified in the bicycle suitability map.		
3.4 Provide options for non motorists.		3.4.1 Increase in transit service miles.		

Table 2: Broward County's 2035 LRTP GOMs
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Modes of Transportation Improvements Key



Supports Transit Improvements



Supports Bike & Pedestrian Improvements



Supports Roadway Improvements

Goals	Objectives	Measures of Effectiveness	Applicable Mode
GOAL 4 Increase the security of the transportation system for all of its users.	4.1 Provide optimal hurricane evacuation routes.	4.1.1 Maintain acceptable V/C on designated evacuation routes	
	4.2 Enhance security measures.	4.2.1 Creates opportunities for technology-based security measures, Dynamic Message Signs (DMS) and video detection system on major highways and transit facilities.	
	4.3 Encourage travelers to shift to more secure modes of travel.	4.3.1 Use of high capacity modes that are easily monitored, such as mass transit, seaports, and airports.	
GOAL 5 Promote sustainable systems and programs.	5.1 Identify cost effective solutions for both implementing authorities and users.	5.1.1 Lower user fees per trip as a result of alternative funding sources.	
		5.1.2 Efficient life-cycle capital costs.	
	5.2 Conserve the natural environment and promote improvements that reduce greenhouse gases.	5.2.1 Acres of undeveloped land impacted.	
		5.2.2. Minimize impact to air quality, measure VHT and convert to pollutant impacts.	
		5.2.3 Minimize petroleum fuel consumption, measure VMT.	
		5.2.4 Increase use of transportation modes that utilize alternative energy sources.	
	5.3 Promote the use of alternative energy vehicles.	5.3.1 Expand lane miles of special use roadway lanes that allows utilization by alternative energy vehicles.	
	5.4 Provide access and mobility to a greater number of people including transit dependent, minority, low income, and ADA dependent populations.	5.4.1 Number of persons from transit dependent, minority, elderly, and low income populations within ¼ mile of transit stations or stops weighted by frequency.	
		5.4.2 Increase ADA accessible transit amenities, including service hours and balance of service enhancements.	
	5.5 Focus investments in areas of highest user benefit.	5.5.1 Population and employment density of corridors.	

Table 2: Broward County's 2035 LRTP GOMs
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Modes of Transportation Improvements Key



Supports Transit Improvements



Supports Bike & Pedestrian Improvements



Supports Roadway Improvements

Goals	Objectives	Measures of Effectiveness	Applicable Mode
<p>GOAL 6 An aesthetically pleasing transportation system which improves the relationship between public transportation and land use development and promotes the quality of life for the community.</p>	<p>6.1 Provide opportunities to improve urban design.</p>	<p>6.1.1 Investment in projects that include streetscape improvements (green space, plazas, public art, landscaping, seating, shelters, and lighting).</p>	
	<p>6.2 Promote opportunities for livable community initiatives.</p>	<p>6.2.1 Support creation of community nodes and villages.</p>	
		<p>6.2.2 Promote community involvement into their transit system improvements.</p>	
<p>GOAL 7 Preserve the existing and planned transportation system.</p>	<p>7.1 Maximize the efficiency of the transportation system.</p>	<p>7.1.1 Promote TSM, TDM, and signal synchronization.</p>	

5.0 EVALUATION CRITERIA

Functional measures of effectiveness were established that would be measurable and meaningful in evaluating the areas of mobility needs in Broward County. Based on the GOMs, community value, and data for each measure, a numerical evaluation or ranking will be developed. This ranking will be used to evaluate and prioritize transportation improvement projects in the *Needs Assessment* and *Cost Feasible Plans*. Projects that are consistent with people’s vision and community values and improve the overall mobility will receive higher rankings. Table 3 explains the general evaluation criteria or ranking and the source(s) of data for each performance measure.

Table 3: Description of Measures of Effectiveness

Measures of Effectiveness	Description of Evaluation Criteria
1.1.1 Number of people and employees within ¼ mile of transit station or stop weighted by frequency of service.	<ul style="list-style-type: none"> • More is good; • Sources are SE data, model networks, and GIS
1.2.1 Transit ridership and mode split in Broward County.	<ul style="list-style-type: none"> • More is good; • Source is forecast model
1.2.2 Travel time between major activity centers.	<ul style="list-style-type: none"> • Less is good; • Source is forecast model
1.3.1 Concentration of bicycle facilities in high use areas (pedestrian areas, major activity centers, redevelopment districts, connections to transit stations, and educational facilities).	<ul style="list-style-type: none"> • Satisfies measure; • Sources are master plans and SE data
1.3.2 Increase in investment for bicycle facilities to reflect public survey results.	<ul style="list-style-type: none"> • More is good; • Sources are public survey results and project team cost estimates
1.4.1 Provide pedestrian facilities in applicable areas (pedestrian areas, major activity centers, redevelopment districts, connections to transit stations, and educational facilities).	<ul style="list-style-type: none"> • Satisfies measure; • Sources are master plans and SE data
1.4.2 Increase in investment for pedestrian facilities.	<ul style="list-style-type: none"> • More is good; • Sources are public survey results and project team cost estimates

Table 3: Description of Measures of Effectiveness

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Measures of Effectiveness	Description of Evaluation Criteria
1.5.1 Percentage of regional trips on SIS during peak periods.	<ul style="list-style-type: none"> • More regional trips is good; • Source is forecast model
1.5.2 Create modal options for connecting to SIS and intermodal facilities.	<ul style="list-style-type: none"> • Satisfies measure; • Source is proposed 2035 network
1.6.1 Expand lane miles of special use roadway lanes.	<ul style="list-style-type: none"> • More is good; • Source is proposed 2035 network
1.6.2 Increase carpool and vanpool utilization.	<ul style="list-style-type: none"> • More is good; • Source is 2035 policies
1.7.1 Roadway level of service (LOS) to ports and airports.	<ul style="list-style-type: none"> • Better grade is good; • Source is forecast model
1.7.2 Transit service to ports and airports.	<ul style="list-style-type: none"> • More is good; • Source is proposed 2035 network
1.8.1 Single occupant vehicle miles traveled reduced by increased transit use.	<ul style="list-style-type: none"> • Less VMT is good; • Source is forecast model
1.8.2 Use of intelligent transportation system (ITS) technologies.	<ul style="list-style-type: none"> • More is good; • Source is proposed 2035 network and policies
1.8.3 Identify and link logical gaps in roadway system that encourage use of local roads for local trips.	<ul style="list-style-type: none"> • Satisfies measure; • Source is proposed 2035 network
1.9.1 Improve V/C on designated truck routes.	<ul style="list-style-type: none"> • Lower V/C is good; • Source is forecast model
2.1.1 Provide improved transit service to existing and planned high density areas.	<ul style="list-style-type: none"> • More is good; • Sources are proposed 2035 network and adopted land use plans
2.1.2 Provide improved bicycle and pedestrian facilities in existing and planned mixed use areas.	<ul style="list-style-type: none"> • More is good; • Sources are proposed 2035 network and adopted land use plans
2.1.3 Improve modal options connecting high density residential areas and major employment centers.	<ul style="list-style-type: none"> • More is good; • Sources are proposed 2035 network, SE data, and adopted land use plans

Table 3: Description of Measures of Effectiveness

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Measures of Effectiveness	Description of Evaluation Criteria
2.2.1 Cost of transit trip vs. auto trip.	<ul style="list-style-type: none"> • Satisfies measure; • Source is industry standard
2.3.1 Supports airport and port master plans.	<ul style="list-style-type: none"> • Satisfies measure; Sources are proposed 2035 network and master plans
2.3.2 Provides innovative transportation solutions.	<ul style="list-style-type: none"> • More is good; • Source is proposed 2035 network and policies
2.4.1 Creates opportunities for public-private partnerships.	<ul style="list-style-type: none"> • More is good; • Source is proposed 2035 network and financial assessment
3.1.1 Improve safety at locations with high crash rate.	<ul style="list-style-type: none"> • Lower V/C is good; Source is forecast model
3.1.2 Create database for crash information.	<ul style="list-style-type: none"> • Lower V/C is good; Source is forecast model
3.2.1 Number of improved pedestrian crossings.	<ul style="list-style-type: none"> • More is good; • Source is proposed 2035 bike/ped plan
3.2.2 Miles of off-road facilities or buffer separated paths.	<ul style="list-style-type: none"> • More is good; • Source is proposed 2035 bike/ped plan
3.2.3 Sidewalk and bike lane connectivity to bus stops throughout the County.	<ul style="list-style-type: none"> • More connectivity is good; • Sources are proposed 2035 bike/ped plan and GIS
3.3.1 Improve sidewalks level of service around school areas.	<ul style="list-style-type: none"> • More is good; • Source is proposed 2035 bike/ped plan
3.3.2 Improve bikeways level of services around school areas as identified in the bicycle suitability map.	<ul style="list-style-type: none"> • More is good; • Source is proposed 2035 bike/ped plan
3.4.1 Increase in transit service miles.	<ul style="list-style-type: none"> • More is good; • Source is proposed 2035 network and service plan
4.1.1 Maintain acceptable V/C on designated evacuation routes.	<ul style="list-style-type: none"> • Lower V/C is good; • Source is forecast model

Table 3: Description of Measures of Effectiveness

continued from previous page

Measures of Effectiveness	Description of Evaluation Criteria
4.2.1 Creates opportunities for technology-based security measures, Dynamic Message Signs (DMS) and video detection system on major highways and transit facilities.	<ul style="list-style-type: none"> • More is good; • Source is proposed 2035 policies
4.3.1 Use of high capacity modes that are easily monitored, such as mass transit, seaports, and airports.	<ul style="list-style-type: none"> • More shift is good; • Source is forecast model and policies
5.1.1 Lower user fees per trip as a result of alternative funding sources.	<ul style="list-style-type: none"> • Lower fees are good; • Source is financial analysis
5.1.2 Efficient life-cycle capital costs.	<ul style="list-style-type: none"> • Lower cost is good; • Source is financial analysis
5.2.1 Acres of undeveloped land impacted.	<ul style="list-style-type: none"> • Less is good; • Source is GIS
5.2.2. Minimize impact to air quality, measure VHT and convert to pollutant impacts.	<ul style="list-style-type: none"> • Less VHT is good; • Source is forecast model
5.2.3 Minimize petroleum fuel consumption, measure VMT.	<ul style="list-style-type: none"> • Less is VMT good; • Source is forecast model
5.2.4 Increase use of transportation modes that utilize alternative energy sources.	<ul style="list-style-type: none"> • Satisfies measure; • Source is industry standard for specific modes and/or Manufacturer's specification
5.3.1 Expand lane miles of special use roadway lanes that allows utilization by alternative energy vehicles.	<ul style="list-style-type: none"> • More is good; • Source is proposed 2035 network
5.4.1 Number of persons from transit dependent, minority, elderly, and low income populations within ¼ mile of transit routes weighted by frequency.	<ul style="list-style-type: none"> • More is good; • Sources are SE data, Census data, and GIS
5.4.2 Increase ADA accessible transit amenities, including service hours and balance of service enhancements.	<ul style="list-style-type: none"> • More is good; • Sources are County and local municipalities
5.5.1 Population and employment density of corridors.	<ul style="list-style-type: none"> • More is good; • Sources are SE data and GIS
6.1.1 Investment in projects that include streetscape improvements (green space, plazas, public art, landscaping, seating, shelters, and lighting).	<ul style="list-style-type: none"> • More is good; • Source is proposed 2035 network

Table 3: Description of Measures of Effectiveness
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Measures of Effectiveness	Description of Evaluation Criteria
6.2.1 Support creation of community nodes and villages.	<ul style="list-style-type: none"> • Satisfies measure; • Source is proposed 2035 network
6.2.2 Promote community involvement into their transit system improvements.	<ul style="list-style-type: none"> • Satisfies measure; • Source is proposed 2035 network
7.1.1 Promote TSM, TDM, and signal synchronization.	<ul style="list-style-type: none"> • Satisfies measure; • Source is proposed 2035 network

6.0 CONSISTENCY WITH OTHER PLANS

6.1 FDOT & FHWA Requirements

The Consultant reviewed the guidelines in Chapter 4 of the FDOT MPO Program Management Handbook, which address the Federal laws and the requirements of the Florida Statutes regarding LRTPs. The Consultant found that the 2035 LRTP GOMs are consistent with the regulations of the Handbook, including the following State Statutes.

- Address the prevailing principles to be considered in the long-range transportation plan: preserving the existing transportation infrastructure; enhancing Florida's economic competitiveness; and improving travel choices to ensure mobility. The LRTP must be consistent, to the maximum extent feasible, with future land use elements and the goals, objectives, and policies in the approved local government comprehensive plans of the units of local government located within the jurisdiction of the MPO. [Subsection 339.175(7), F.S.]
- Identify transportation facilities, including, but not limited to, major roadways, airports, seaports, commuter rail systems, transit system, pedestrian walkways, bicycle transportation facilities and intermodal or multimodal terminals that will function as an integrated metropolitan transportation system. [Subsection 339.175(7)(a), F.S.]
- Consider the goals and objectives identified in the Florida Transportation Plan. [Subsection 339.175(7)(a), F.S.]

The LRTP 2035 update goals are consistent with the Florida Transportation Plan.

6.2 Florida Transportation Plan (FTP) 2025

A review of the Goals and Objectives of the 2025 Florida Transportation Plan (FTP) indicates that the proposed Goals and Objectives for the Broward County 2035 are consistent with the FTP. The FTP provides guidance on how the State's transportation investments should be focused, while preserving its diverse environment. It provides the policy framework to meet the State's transportation needs of residents, tourists, and businesses between now and 2025. The FTP's five goals, followed by their corresponding objectives, are listed below.

Goal. A safer and more secure transportation system for residents, businesses, and visitors.

- Improve safety
- Reduce fatalities/injuries
- Make strategic safety investments
- Improve security

Goal. Enriched quality of life and responsible environmental stewardship.

- Enhance community livability
- Conserve non-renewable resources
- Accommodate human scale
- Improve land use coordination
- Maximize use of existing infrastructure
- Use effective public involvement
- Preserve natural environment

Goal. Adequate and cost-efficient maintenance and preservation of Florida's transportation assets.

- Maintain transportation system
- Eliminate illegal, overweight vehicles
- Use alternative modes

Goal. A stronger economy through enhanced mobility for people and freight.

Mobility between Regions, States, and Nations

- Improve transfers between modes and facilities
- Reduce delay and improve reliability
- Preserve new capacity for growth
- Provide modal alternatives
- Set criteria for new hubs and corridors

Mobility within Regions

- Enhance regional coordination
- Facilitate economic development

Mobility within Communities

- Develop multimodal systems
- Expand transportation choices
- Reduce travel by single occupant vehicles
- Ensure accessibility for all

Goal. Sustainable transportation investments for Florida's future.

- Reduce backlog and meet future needs
- Set transportation investment priorities
- Reduce costs
- Identify gap between funding and needs

6.3 Broward County Comprehensive Plan

The Consultant reviewed the 2035 LRTP GOMs for consistency with the Broward County Comprehensive Plan. The Introduction of the Transportation Element states “The purpose of the Transportation Element (TE) is to plan for a multimodal transportation system that places an emphasis on public transportation. The objective is to develop a transportation-land use nexus in coordination with the Broward County Countywide Community Guidebook to improve access and travel choices through enhancement of public transit, bicycle and pedestrian systems, intermodal facilities and roads.”

Table 4 below shows how Goal 3.0 of the Transportation Element can be divided into eight different areas of transportation planning, and how the 2035 LRTP Goals are consistent with these eight areas. Goal 3.0 places “an emphasis on public transportation systems, maintain, and, where feasible, improve Broward County’s multimodal transportation system that serves local and regional movement of people and goods.” The Transportation Element goes on to list 13 objectives that were developed to meet Goal 3.0. These objectives are shown in the Table 5, adjacent page, along with the applicable 2035 LRTP Objectives that respond to them.

Table 4: Consistency Matrix between Goal 3.0 of the Transportation Element and 2035 LRTP Goals

Eight Areas of Goal 3.0		2035 LRTP Goals
1	Provides safety and security, convenience and energy efficiency.	1, 3 and 4
2	Coordinates and balances the transportation system with the orderly growth, development, and sustainability of the environment.	5 and 6
3	Aesthetically pleasing.	6
4	Coordinated with adopted transportation plans, programs, neighboring counties and implementing agencies.	1 and 7
5	Addresses the transportation needs of present and future populations.	1, 2, 3, 4, 5, 6 and 7
6	Supports economic vitality.	2 and 5
7	Provides mobility choices.	1, 2, 5 and 6
8	Provides for participation in regional transportation coordination.	1 and 2

Table 5: Consistency Matrix between Objectives of the Transportation Element and 2035 LRTP Objectives

Goal 3.0 Objectives	2035 LRTP Objectives
<p>Objective 3.1. Broward County shall continue to participate in cooperative intergovernmental plans and programs that will continuously improve safety and security through 2011.</p>	<p>3.1 and 4.1</p>
<p>Objective 3.2. Broward County shall continue to participate in cooperative intergovernmental plans and programs that will, by 2011, improve convenience through an increase in transportation facilities availability.</p>	<p>1.5, 1.6, 1.7, 1.8, 1.9 and 2.3</p>
<p>Objective 3.3. Broward County shall continue to participate in cooperative intergovernmental plans and programs that will maintain energy efficiency.</p>	<p>1.2 and 1.6</p>
<p>Objective 3.4. Broward County, in coordination with the Broward County Planning Council and the municipalities, shall continue to maintain and, where feasible, improve the functional relationship between the transportation system and applicable future land use maps to ensure that transportation modes and services meet the transportation needs of existing and future population densities, housing and employment patterns, and land uses.</p>	<p>1.1, 1.2, 1.3, 1.4, 2.1, 5.1, 5.3, 5.4, 6.1, and 6.2</p>
<p>Objective 3.5. Broward County shall coordinate its transportation system with the plans and programs of any applicable Metropolitan Planning Organization, transportation authority, Florida Transportation Plan, Florida Department of Transportation’s Adopted Work Program, and the Strategic Intermodal System (SIS).</p>	<p>1.5, 1.6, 1.7, 1.8, 1.9, 2.3 and 3.1</p>
<p>Objective 3.6. Broward County, in coordination with the MPO, shall provide efficient public transit services based upon existing and proposed major trip generators and attractors, safe and convenient public transit terminals, land uses and accommodation of the special needs of people who are transportation disadvantaged.</p>	<p>1.1, 1.2. 2.1, 3.4, 5.3 and 6.1</p>
<p>Objective 3.7. Broward County shall ensure development does not encroach upon existing rights-of-way and shall ensure future development does not encroach upon future rights-of-way as provided in the Broward County Trafficways Plan.</p>	<p>1.5, 1.6, 1.7, 1.8, 1.9 and 3.1</p>

Table 5: Consistency Matrix between Objectives of the Transportation Element and 2035 LRTP Objectives
continued from previous page

Goal 3.0 Objectives	2035 LRTP Objectives
<p>Objective 3.8. Broward County shall coordinate the siting of new, or expansion of existing ports, airports, or related facilities with the future land use, coastal management and conservation elements.</p>	<p>1.7 and 2.3</p>
<p>Objective 3.9. Broward County shall coordinate the surface transportation access to ports, airports, or related facilities with the traffic circulation system shown on the traffic circulation maps or map series.</p>	<p>1.7, 2.3 and 7.1</p>
<p>Objective 3.10. Broward County shall coordinate with any ports, airports, or related facilities plans of the appropriate ports, airports or related facilities provider, United States Army Corps of Engineers, Federal Aviation Administration, metropolitan planning organization, military services, or resource planning and management plan prepared pursuant to Ch 380, F.S., and approved by the Governor and Cabinet, the Florida Department of Transportation 5-year Transportation Plan, and the Continuing Florida Aviation System Planning Process as adopted.</p>	<p>1.7 and 2.3</p>
<p>Objective 3.11. Broward County shall ensure that access routes to ports, airports, or related facilities are properly integrated with other modes of surface or water transportation.</p>	<p>1.7 and 2.3</p>
<p>Objective 3.12. Broward County shall implement the recommendations of the “Broward County Countywide Community Design Guidebook” which give priority to urban design, including the creation of a sense of place and transit oriented environment, in transportation planning and decision-making.</p>	<p>2.1, 6.1 and 6.2</p>
<p>Objective 3.13. Broward County shall update the Transportation Element as part of the Second Group of Amendments in 2007 to identify how the following policies will be met.</p>	<p>N/A</p>

6.4 Broward County Office of Transportation

The Broward County Office of Transportation, also known as Broward County Transit (BCT), has prepared the FY 2009-2018 major update of the County’s Transit Development Plan (TDP), which is a 10-year planning document addressing operational and capital improvements for the agency. The TDP not only assesses the transit needs throughout the County, but also offers an implementation plan that sets priorities for the improvements. The Goals of the 2009-2018 TDP Major Update are listed below along with how they correlate with the 2035 L RTP Goals.

Broward County 2009-2018 Transit Development Plan Goals	2035 L RTP Goals
Goal 1. Continuously Improve Delivery of Mobility Services for Customers to Increase Ridership.	1
Goal 2. Provide an effective service communication program to address image, awareness, and user information for existing and future customers.	7
Goal 3. Support regional and community sustainability policies and programs.	1, 5 and 6
Goal 4. Enhance economic development and community quality of life efforts by coordinating appropriate mobility service development.	2, 5 and 6
Goal 5. Provide associated capital vehicles, inventory, infrastructure, amenities and equipment for mobility services.	1 and 7
Goal 6. Maximize Safety and Security of Mobility Services, Equipment, Facilities and Overall Transportation System Emergency Management.	3 and 4
Goal 7. Ensure prudent public stewardship of financial resources and secure additional funding for system maintenance and improvements.	2 and 7
Goal 8. Intergovernmental and regional transportation coordination.	1
Goal 9. Administer the Broward County Transportation Department in conformance with local, state and Federal policy and maximize support of all other TDP Goals.	7

Table 6: Correlation of 2035 L RTP Goals with 2009-2018 TDP Major Update

6.5 Broward County Aviation Plans

The Broward County Aviation Department administers two airports, North Perry Airport and the Fort Lauderdale-Hollywood International Airport (FLL). The North Perry Airport and FLL have each prepared a Master Plan used to identify improvements that would be needed to accommodate forecasted demand. Both the North Perry Airport and the FLL Master Plans ensure that future airport plans are environmentally compatible and in harmony with local and regional plans and objectives, including those in the Transportation Element of the Broward County Comprehensive Plan (shown above in Table 5 - Objectives 3.8-3.11). While the Goals and Objectives of the 2035 LRTP are consistent with the Goals and Objectives of the Airport Master Plans, the 2035 LRTP should not necessarily include the adopted Master Plans' Goals and Objectives. Instead, the 2035 LRTP will provide a plan to guide and coordinate the long term development of the County's transportation system with the development of the Airports' facilities, including the planned people-mover system on the eastern side of FLL.

6.6 South Florida Regional Transportation Authority (SFRTA)

The SFRTA is also the only existing service to be included on the FDOT's Strategic Intermodal System, promoting economic development and access to jobs and alleviating the congestion that threatens the South Florida region with gridlock. It is also the only transit service provider mandated by the Florida Legislature to implement regional service for South Florida. SFRTA's Strategic Regional Transit Plan is a study that focuses on the region's future and develops strategies for the allocation of resources. The goal of the Strategic Regional Transit Plan is to:

“Think creatively to define a bold vision and strategic plan for regional transit's role in the overall regional transportation system to ensure mobility, economic viability, and quality of life in the South Florida region for the next generation.”

This goal of the Strategic Regional Transit Plan is consistent with Goals 1, 2, 5, and 6 of Broward County's 2035 LRTP. In addition, the objectives that correspond to 2035 LRTP Goals 1, 2, 5, and 6 are consistent with the following objectives of the Strategic Regional Transit Plan.

1. Identify key regional transit corridors and infrastructure needs.
2. Define regional transit investment strategies.
3. Positively impact future development patterns in the region.
4. Assess the region's current and future trends.
5. Identify a safe and cost-effective regional transit system.

6.7 Regional LRTP 2035

A tri-county effort is underway to develop a regional LRTP between Miami-Dade, Broward, and Palm Beach Counties. The purpose is to develop a coordinated project prioritization and selection process that will address the needs of the region and that will serve as the basis for the Transportation Improvement Programs of each MPO. To ensure regional consistency, the goals and objectives for Palm Beach and Miami-Dade Counties were reviewed and compared with the proposed Broward goals and objectives.

6.7.1 Palm Beach County MPO

A review of the Palm Beach County 2035 Goals and Objectives indicates that the proposed Goals and Objectives for the Broward County 2035 LRTP are consistent with Palm Beach County. Just like Broward County's, the Palm Beach County 2035 Goals and Objectives, shown in Figure 3, focus on increasing the efficiency of the current infrastructure, while giving enhanced attention to quality-of-life issues and alternative modes of transportation.

Figure 3: Palm Beach County MPO LRTP 2035 Goals and Objectives

<p>GOAL 1.0. The Plan will effectively address the integration of land, water, and air modes of transportation, and associated intermodal facilities into a cohesive intermodal system.</p>
<ul style="list-style-type: none">• Objective 1.1: The transportation system will provide for safe and efficient movement of freight and people via the highway, airport, seaport, and railroads, with improved accessibility to the intermodal facilities on the Strategic Intermodal System (SIS).• Objective 1.2: The Plan will preserve the existing transportation facilities and use existing transportation facilities more efficiently.
<p>GOAL 2.0. The Plan will consider effective alternative modes of transportation to the single occupant vehicle (SOV).</p>
<ul style="list-style-type: none">• Objective 2.1: Alternative forms of transportation will be considered as part of the systematic approach to congestion management.• Objective 2.2: Operational, commuter alternative, and demand management strategies to reduce demand and increase vehicle occupancy rates will be implemented within the Plan.• Objective 2.3: Alternative forms of transportation will be considered during allocation of Enhancement Funds.• Objective 2.4: The Plan will consider, promote, improve, and increase, as appropriate, the use of transit as a viable alternative form of transportation.• Objective 2.5: The Plan will consider the enhancement and protection of the existing and future bicycle and pedestrian systems.
<p>GOAL 3.0. The Plan will provide highway corridor capacity for the safe, effective, and efficient movement of people and goods.</p>
<ul style="list-style-type: none">• Objective 3.1: The Plan will consider the need to relieve congestion and prevent congestion from occurring where it does not yet occur.• Objective 3.2: The capacity of the existing highway system will be optimized through the implementation of transportation system management (TSM) and transportation demand management (TDM) projects.• Objective 3.3: The Plan will consider the connectivity of roads with other adjacent urbanized areas.• Objective 3.4: Congestion management strategies which systematically consider appropriate TSM and TDM techniques will be identified for implementation.• Objective 3.5: The Plan will consider traffic circulation improvements throughout the network which provide east-west arterials connecting the major highways running north-south for the purpose of increasing the flow of traffic around major activity centers.• Objective 3.6: The Plan will consider implementing Intelligent Transportation System (ITS) on major highways in the network.• Objective 3.7: The Plan will consider the need to increase accessibility to the Florida Intrastate Highway System (FIHS).

Figure 3: Palm Beach County MPO LRTP 2035 Goals and Objectives
continued from previous page

<p>GOAL 4.0. The Plan will be financially feasible and develop multimodal facilities and services that support economic development.</p> <ul style="list-style-type: none">• Objective 4.1: The Plan will review existing and alternative federal, state, and local revenue sources that are reasonably available to develop a financially feasible multimodal plan including both capital and operating costs.• Objective 4.2: The Plan will identify the need for and magnitude of alternative funding sources for Palm Beach County.
<p>GOAL 5.0. The Plan will be supportive and consistent with Land Use and Growth Management Regulations.</p> <ul style="list-style-type: none">• Objective 5.1: The Plan will be consistent with the County's ROW Thoroughfare Identification Map to ensure sufficient space for roadway improvements, transit improvements, and other alternative modes of transportation.• Objective 5.2: The Plan will support an advanced right-of-way acquisition program for future planned improvements where economically advantageous.• Objective 5.3: The Plan will support urban infill and redevelopment consistent with land development regulations east of Interstate 95.• Objective 5.4: The Palm Beach MPO will work with the Palm Beach County Biotechnology Research Park (PBCBRP) to coordinate transportation and land use in the area.• Objective 5.5: The Plan will encourage transit-supportive land use decisions throughout Palm Beach County.• Objective 5.6: The Plan will review the existing transit system in coastal communities to promote more efficient urban development.• Objective 5.7: The Plan will reflect current and future land use plans and respond to significant changes in these plans.
<p>GOAL 6.0. The Plan will preserve, and wherever possible, enhance the communities' social and environmental resources.</p> <ul style="list-style-type: none">• Objective 6.1: The Plan will be sensitive to preserving the quality of the environment and in responding to air quality and energy conservation.• Objective 6.2: The Plan will support community social values by developing facilities that are user friendly and multimodal.• Objective 6.3: Disruption to established communities, activity centers, redevelopment areas, and infill areas will be minimized.• Objective 6.4: The requirements of EPA conformity regulations will be addressed.• Objective 6.5: The needs of that portion of the population considered low income and/or traditionally underserved will be considered.• Objective 6.6: The Plan will identify the transportation services available to meet the needs of the transportation disadvantaged population in Palm Beach County.

Figure 3: Palm Beach County MPO LRTP 2035 Goals and Objectives
continued from previous page

<p>GOAL 7.0. The Plan will improve the safety and security of the transportation system.</p> <ul style="list-style-type: none"> • Objective 7.1: Security of public transit services will be monitored and, if necessary, improved through appropriate design concepts and programs. • Objective 7.2: The Plan will consider, improve, and increase the transit safety to and from stops. • Objective 7.3: The Plan will ensure that evacuation plans for natural and man-made disasters are in place and up-to-date. • Objective 7.4: The Plan will consider and improve the safety and security of seaports, rail, and public airport facilities. • Objective 7.5: The Plan will improve the safety of the highway system. • Objective 7.6: The Plan will improve the safety of pedestrian and bicycle facilities in Palm Beach County. • Objective 7.7: The Plan will increase the security of the highway system. • Objective 7.8: The Plan will improve the security of pedestrian and bicycle facilities in Palm Beach County.
<p>GOAL 8.0. The Plan will coordinate with other transportation plans in the region and promote transportation and land use activities in support of regional travel.</p> <ul style="list-style-type: none"> • Objective 8.1: The Plan will provide for linkage of urban centers and intermodal facilities in the region. • Objective 8.2: The Plan will provide adequate capacity for regional travel demands. • Objective 8.3: The Plan will coordinate the scale and timing of regional connections.
<p>GOAL 9.0. The Plan will adhere to the mandated Plan development process.</p> <ul style="list-style-type: none"> • Objective 9.1: The transportation planning process will contain a long range plan component of at least 20 years, an intermediate plan component, and a short-range plan component that addresses existing congestion management issues. • Objective 9.2: The Plan will consider highway, transit, rail, bicycle, and pedestrian modes of travel. • Objective 9.3: The transportation planning process will utilize results from the Congestion Management System. • Objective 9.4: The transportation planning process will utilize a public involvement process encompassing coordination with all involved agencies; citizen participation at various MPO, CAC, and public meetings; and interaction with the media to ensure the public is informed of the progress of the transportation plan update process. • Objective 9.5: The Plan will be developed and maintained in coordination with Martin, Broward, and Miami-Dade Counties.

6.7.2 Miami-Dade County MPO

The Miami-Dade County 2035 LRTP Goals and Objectives are still under development and are scheduled to be on the agenda of the Miami-Dade MPO Board Meeting on October 23, 2008.

7.0 SUMMARY

The GOMs identified for the 2035 LRTP reflect the public interest in alternative modes of transportation including transit, pedestrian, and bike facilities. As shown in Table 7, a shift from roadways to alternative modes is clear when comparing the 2030 and 2035 LRTP.

Table 7: Comparison between 2030 and 2035 LRTP GOMs

2030 LRTP	2035 LRTP
44 total measures	50 total measures
16 address transit	34 address transit
6 address bike & pedestrian	22 address bike & pedestrian
24 address roadway	20 address roadway

APPENDIX A

**Goals, Objectives & Performance Measures
Presentation to Technical Coordination
Committee & Steering Committee**

B r o w a r d M P O



2 0 3 5 L R T P
p u t t i n g t h e p i e c e s t o g e t h e r

Goals, Objectives, Performance Measures

September 2008

Approach

Reflect SAFETEA-LU Guidance

Relate to Local Plans

Respond to Public Input

Identify Measures that are
measurable and meaningful



2030 vs 2035 LRTP GOPs

2030

5 Goals

19 Objectives

44 Performance Measures

2035

6 Goals

26 Objectives

41 Performance Measures



Reflect SAFETEA - LU

SAFETEA-LU Eight (8) Planning Factors	Broward 2035 L RTP Goals
<p>Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency including through services provided by public and private operators.</p> <p>Increase the safety of the transportation system for motorized and non-motorized users.</p> <p>Increasing the security of the transportation system for motorized and non-motorized users.</p> <p>Increasing the accessibility and mobility of people and for freight, including through services provided by public and private operators.</p> <p>Protecting and enhancing the environment (including the protection of habitat, water quality and agricultural and forest land while minimizing invasive species), promoting energy conservation, and promoting consistency between transportation improvements and State and local land use planning and economic development patterns (including minimizing adverse health effects from mobile source air pollution and promoting the linkage of the transportation and development goals of the metropolitan area).</p>	<p>GOAL 2: Ensure that the transportation system furthers the economic vitality of Broward County.</p> <p>GOAL 5: Promote sustainable systems and programs.</p> <p>GOAL 3: Increase the safety of the transportation system for all of its users.</p> <p>GOAL 4: Increase the security of the transportation system for all of its users.</p> <p>GOAL 1: A balanced, multimodal transportation system that serves the local and regional movement of people, freight and services, and that encourages travel by public transit.</p> <p>GOAL 2: Ensure that the transportation system furthers the economic vitality of Broward County.</p> <p>GOAL 5: Promote sustainable systems and programs.</p> <p>GOAL 2: Ensure that the transportation system furthers the economic vitality of Broward County.</p> <p>GOAL 5: Promote sustainable systems and programs.</p> <p>GOAL 6: An aesthetically pleasing transportation system which improves the relationship between public transportation and land use development and promotes the quality of life for the community.</p>
<p>Enhancing the integration and connectivity of the transportation system, across and between modes, for people and for freight including through services provided by public and private operators.</p> <p>Promoting efficient system management and operation.</p> <p>Emphasizing the preservation and the efficient use of the existing transportation system including services provided by public and private operators.</p>	<p>GOAL 1: A balanced, multimodal transportation system that serves the local and regional movement of people, freight and services, and that encourages travel by public transit.</p> <p>GOAL 2: Ensure that the transportation system furthers the economic vitality of Broward County.</p> <p>GOAL 3: Increase the safety of the transportation system for all of its users.</p> <p>GOAL 1: A balanced, multimodal transportation system that serves the local and regional movement of people, freight and services, and that encourages travel by public transit.</p> <p>GOAL 5: Promote sustainable systems and programs.</p> <p>GOAL 1: A balanced, multimodal transportation system that serves the local and regional movement of people, freight and services, and that encourages travel by public transit.</p> <p>GOAL 5: Promote sustainable systems and programs.</p>



Relate to Local Plans

Broward County Comprehensive Plan

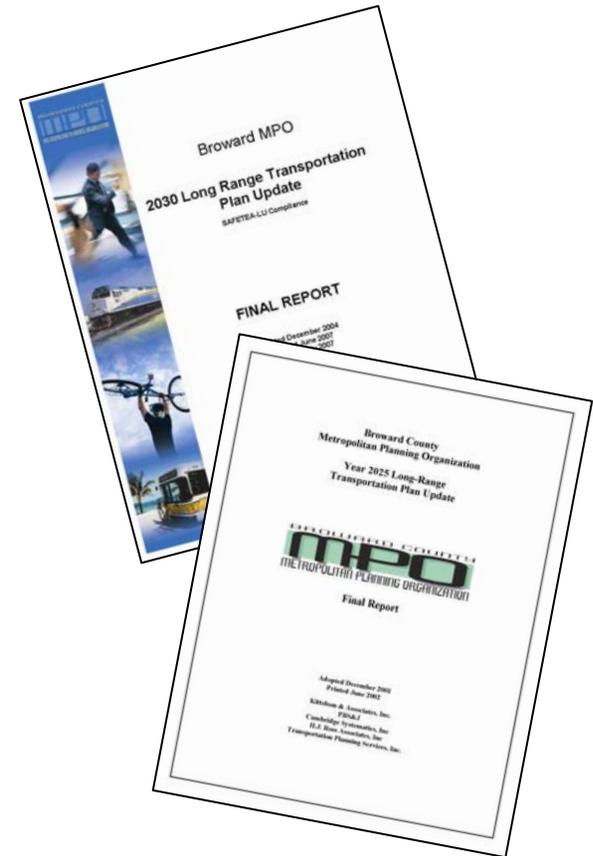
Broward County Transportation Plans

Regional LRTP Goals

FDOT Policy

SFRTA Policies

BCT Policies



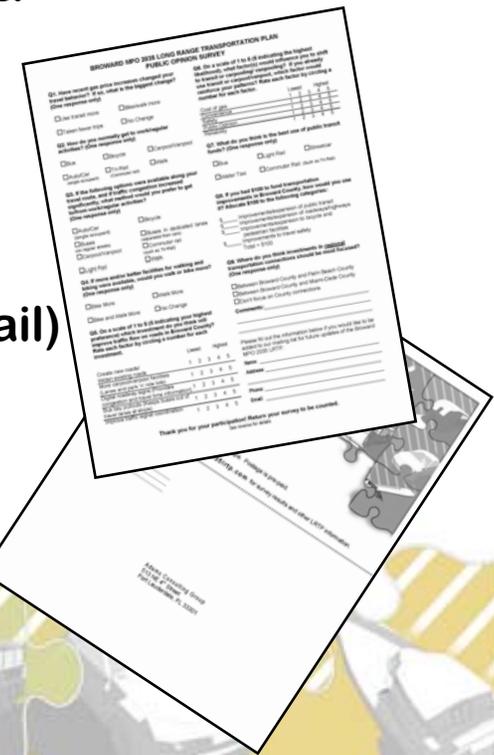
Respond to Public Input

- Five (5) workshops completed



- One (1) community workshop completed
Broward Workshop Urban Core Committee

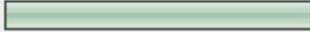
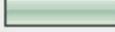
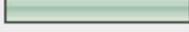
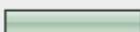
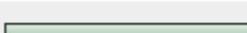
- 493 surveys received
(259) online and (234) hardcopy (fax, workshops, mail)



Respond to Public Input

Survey Question 3:

If the following options were available along your travel route, and if traffic congestion increased significantly, what method would you prefer to get to/from work/regular activities?

		Response Percent
Auto/Car (Single Occupant)		21.7%
Bicycle		7.9%
Bus (on regular streets)		13.0%
Bus (in dedicated lanes/separated from cars)		9.6%
Carpool/Vanpool		4.5%
Commuter Rail (such as Tri-Rail)		17.2%
Light Rail		24.0%
Walk		2.1%



Respond to Public Input

Survey Question 5:

On a scale of 1 to 5 (5 indicating your highest preference), which investment do you think will improve traffic flow on roads in Broward County?

	Rating Average
Create New Roads/Widen Existing Roads	2.66
More Carpool/Vanpool Facilities (Lanes and Park&Ride Lots)	3.04
Digital Roadway Signs (Provide congestion and travel time information)	2.91
Bus Bay Pullouts (Keep buses out of travel lanes at stops)	3.68
Improve Traffic Signal Coordination	4.36



Respond to Public Input

Survey Question 8:

If you had \$100 to fund transportation improvements in Broward County, how would you use it? Allocate \$100 to the following categories:

	Response Average
Improvements/Expansion of Public Transit	48.09
Improvements/Expansion of Roadways/Highways	19.74
Improvements/Expansion to Bicycle/Pedestrian Facilities	18.60
Improvements to Travel Safety	13.57



Respond to Public Input

Results

More emphasis on **Alternative Modes** to be reflected in Goals, Objectives, and Performance Measures



Goals & Objectives

GOAL 1

A balanced, multi-modal transportation system that serves the local and regional movement of people, freight and services, and that encourages travel by public transit.



Goals & Objectives

- 1.1 Provide frequent and convenient transit service
- 1.2 Provide efficient and competitive transit service
- 1.3 Provide facilities which increase use of bicycles
- 1.4 Provide facilities which increase walking
- 1.5 Preserve Florida Intrastate Highway System (FIHS) access for regional trips
- 1.6 Improve connectivity to Strategic Intermodal System (SIS) and intermodal facilities
- 1.7 Encourage the use of special use (SU) roadway lanes (HOV, HOT, and transit lanes)
- 1.8 Improve port and airport accessibility
- 1.9 Optimize existing roadway operations
- 1.10 Optimize truck routes operations



Goals & Objectives

GOAL 2

Ensure that the transportation system furthers the economic vitality of Broward County



Goals & Objectives

- 2.1 Support integrated land use and transportation planning**
- 2.2 Achieve cost effective transportation options for travelers**
- 2.3 Encourage global competitiveness of the region**
- 2.4 Provide services and facilities through both public and private operators**



Goals & Objectives

GOAL 3

Increase the safety of the transportation system for all of its users



Goals & Objectives

- 3.1 Provide optimal hurricane evacuation routes**
- 3.1 Provide optimal hurricane evacuation routes**
- 3.3 Improve bicycle and pedestrian access around schools**
- 3.4 Provide options for non motorists**



Goals & Objectives

GOAL 4

Increase the security of the transportation system for all of its users



Goals & Objectives

4.1 Enhance security measures

4.2 Encourage travelers to shift to more secure modes of travel



Goals & Objectives

GOAL 5

Promote sustainable systems and programs



Goals & Objectives

- 5.1 Identify cost effective solutions for both**
- 5.2 Conserve the natural environment**
- 5.3 Provide access and mobility to a greater number of people in transit dependent, minority, and low income populations**
- 5.4 Focus investments in areas of highest user benefit**



Goals & Objectives

GOAL 6

An aesthetically pleasing transportation system which improves the relationship between public transportation and land use development and promotes the quality of life for the community



Goals & Objectives

6.1 Provide opportunities to improve urban design

6.2 Promote opportunities for livable community initiatives



Identify Measures that are measurable and meaningful

2030

44 Measures

7 address basic transit
9 address premium transit
6 address bike & ped
24 address roadway

2035

41 Measures

26 address basic transit
32 address premium transit
20 address bike & ped
17 address roadway



Identify Measures that are measurable and meaningful

Examples of “difficult to measure” or “not highly meaningful performance” measures

- 1.1.5 Transit-to-auto travel time difference < 15 minutes, peak period
- 1.2.3 Miles of off-street pedestrian/bicycle trails
- 1.2.4 Forecast auto trips of less than 5 miles in length 25%
- 2.1.2 Coordination between MPO and Planning Agencies. (Yes/No)
- 2.2.1 Coordinate plan development with the Regional
- 2.2.2 Confirm Comprehensive Plans of Broward County
- 2.3.2 Project implementation coordinated with orderly development within the County. (Yes/No)
- 5.1.1 Adopt xeriscape and native plant policies. (Yes/No)
- 5.2.1 Obtain participation and develop consensus with traditionally under represented groups affected by transportation improvements

