



Goals & Objectives: Comparison Matrix (Draft April 20, 2015)

Goal/Objectives	MAP-21 Goals							2060 Florida Transportation Plan Goals					
	Safety	Infrastructure Condition	Congestion Reduction	System Reliability	Freight Movement and Economic Vitality	Environmental Sustainability	Reduced Project Delivery Delays	Economic Competitiveness	Community Livability	Environmental Stewardship	Safety and Security	Maintenance and Operations	Mobility and Connectivity
Goal 1: An efficient multimodal transportation system that supports the local economy and maintains the quality of life.													
A. Prioritize improvements that maintain acceptable travel performance.			◆	◆	◆			◆				◆	◆
B. Support improvements to major roadway freight corridors.			◆	◆	◆			◆				◆	◆
C. Implement strategies to reduce per capita vehicle miles of travel.			◆	◆		◆			◆	◆			
D. Prioritize funding to support smaller scale congestion management projects and programs.	◆		◆	◆	◆		◆	◆		◆	◆	◆	◆
E. Assume the established land use policies identified by the Cities and County.					◆				◆	◆			
F. Increase the sidewalk coverage on roadways serving concentrations of population and employment in urban areas.	◆		◆	◆	◆	◆		◆	◆	◆	◆		◆
G. Increase the bicycle facility coverage throughout the planning area.	◆		◆	◆	◆	◆		◆	◆	◆	◆		◆
H. Plan projects that improve access to transit facilities.	◆		◆	◆	◆	◆		◆	◆	◆	◆		◆
I. Prioritize projects that improve multi-modal access to community activities.	◆		◆	◆	◆	◆		◆	◆	◆	◆		◆
J. Support projects that enhance the local economy.	◆	◆	◆	◆	◆	◆		◆	◆	◆	◆	◆	◆
K. Implement strategies that increase the miles of multi-use trails and support the trail network.	◆			◆	◆			◆	◆				◆
L. Prioritize funding for projects that improve existing corridors that address multimodal transportation needs with context sensitive designs.	◆	◆	◆	◆	◆	◆		◆	◆	◆	◆	◆	◆
M. Prioritize improvements that provide non-motorized access to recreational opportunities.	◆				◆			◆	◆				◆
N. Improve transit commuter access to employment.			◆		◆			◆	◆				◆



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Goal 2: A safe multimodal transportation system.													
A. Prioritize projects that improve hurricane evacuation needs.	◆		◆	◆	◆			◆	◆		◆		◆
B. Prioritize projects and programs that improve safety on corridors with highest number of crashes with fatal and incapacitating injuries by mode.	◆		◆	◆	◆			◆	◆		◆	◆	◆
C. Identify and continually monitor locations with a high occurrence of fatal and incapacitating injury crashes and prioritize appropriate safety improvements.	◆		◆	◆	◆			◆	◆		◆	◆	◆
Goal 3: Protect the existing transportation system and the natural environment, minimizing adverse community impacts.													
A. Minimize adverse impacts to the natural environment.					◆	◆		◆	◆	◆			
B. Minimize adverse impacts to the minority and/or low income populations.	◆				◆			◆	◆		◆		
C. Support funding for transportation operations and maintenance.		◆		◆								◆	
D. Implement elements of the MPO Waterways Plan to include projects that connect all aspects of the transportation network.			◆										◆
Goal 4: A transportation system that addresses the needs and concerns of the public.													
A. Consider and be responsive to all public input in the development of the plan.	◆	◆	◆	◆	◆	◆	◆	◆	◆	◆	◆	◆	◆
B. Use proactive public involvement to avoid disproportionately high and adverse human health or environmental effects on minority populations and low-income populations.	◆	◆	◆	◆	◆	◆	◆	◆	◆	◆	◆	◆	◆



Goals & Objectives: Performance Measures (Draft April 20, 2015)

Goal/Objectives	Performance Measures
Goal 1: An efficient multimodal transportation system that supports the local economy and maintains the quality of life.	
A. Prioritize improvements that maintain acceptable travel performance.	Vehicle miles of travel operating at or better than the adopted level of service standard. (Higher is better)
B. Support improvements to major roadway freight corridors.	Percent vehicle miles of travel operating at or better than the adopted level of service standard on freight corridors. (Higher is better)
C. Implement strategies to reduce per capita vehicle miles of travel.	Vehicle miles of travel per capita. (Lower is better)
D. Prioritize funding to support smaller scale congestion management projects and programs.	Dollars of funding to plan, design, and implement congestion management projects and programs. (Higher is better)
E. Assume the established land use policies identified by the Cities and County.	Consistent with established land use policies and projected growth assumed by the plan. (Yes is preferred)
F. Increase the sidewalk coverage on roadways serving concentrations of population and employment in urban areas.	Miles of pedestrian facilities on the major roadway system. (Higher is better)
G. Increase the bicycle facility coverage throughout the planning area.	Miles of bicycle facilities on the major roadway system. (Higher is better)
H. Plan projects that improve access to transit facilities.	Percent of major roadways with transit service that include bicycle and/or pedestrian facilities. (Higher is better)
I. Prioritize projects that improve multi-modal access to community activities.	Percent of major roadways that access community places and services with bicycle and pedestrian facilities. (Higher is better)
J. Support projects that enhance the local economy.	Transportation projects that are located in Indiantown or other community redevelopment areas. (More is better)
K. Implement strategies that increase the miles of multi-use trails and support the trail network.	Miles of multiuse trails. (Higher is better)
L. Prioritize funding for projects that improve existing corridors that address multimodal transportation needs with context sensitive designs.	Percent of major roadways with appropriate bicycle and pedestrian facilities. (Higher is better)
M. Prioritize improvements that provide non-motorized access to recreational opportunities.	Percent of major roadways that access recreational opportunities with bicycle and pedestrian facilities. (Higher is better)
N. Improve transit commuter access to employment.	Percent of population with access to transit. (Higher is better)



Goal/Objectives	Performance Measures
Goal 2: A safe multimodal transportation system.	
A. Prioritize projects that improve hurricane evacuation needs.	Centerline miles of roadway on evacuation routes operating at or better than the adopted level of service standard. (Higher is better)
B. Prioritize projects and programs that improve safety on corridors with highest number of crashes with fatal and incapacitating injuries by mode.	Number of projects funded for corridor improvements with high number of fatal or incapacitating crashes corridors. (Higher is better)
C. Identify and continually monitor locations with a high occurrence of fatal and incapacitating injury crashes and prioritize appropriate safety improvements.	Fatal and incapacitating injury crashes. (Lower is better)
Goal 3: Protect the existing transportation system and the natural environment, minimizing adverse community impacts.	
A. Minimize adverse impacts to the natural environment.	Acres of impacted wetlands or significant wildlife habitat. (Lower is better)
B. Minimize adverse impacts to the minority and/or low income populations.	Centerline miles of six lane or undivided multilane roadways in environmental justice areas.* (Lower is better)
C. Support funding for transportation operations and maintenance.	Dollars of funding dedicated to transportation operations and maintenance. (Higher is better)
D. Implement elements of the MPO Waterways Plan to include projects that connect all aspects of the transportation network.	MPO Waterways Plan projects addressed in the Plan. (Higher is better)
Goal 4: A transportation system that addresses the needs and concerns of the public.	
A. Consider and be responsive to all public input in the development of the plan.	Document significant public input and how it is recorded in the plan. (N/A)
B. Use proactive public involvement to avoid disproportionately high and adverse human health or environmental effects on minority populations and low-income populations.	Document how the plan identifies and addresses the needs of the transportation disadvantaged and underserved populations. (N/A)

*These types of roadways typically result in abnormally high pedestrian and bicycle crashes in minority and low income areas.