Transportation Outlook 2040

Formulation of the 2040 Goals and Objectives

Prepared for the:

Prepared by:
TRANSPORTATION OUTLOOK 2040

Formulation of the 2040 Goals and Objectives

Prepared for

Okaloosa-Walton Transportation Planning Organization (TPO)

and

The Florida Department of Transportation, District Three

Prepared by

West Florida Regional Planning Council

Staff to the Okaloosa-Walton Transportation Planning Organization (TPO)

Adopted: April 21, 2016

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The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation.
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Appendix A – 2035 Goals and Objectives
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RESOLUTION O-W 16-08
A RESOLUTION OF THE OKALOOSA-WALTON TRANSPORTATION PLANNING ORGANIZATION APPROVING THE 2040 LONG RANGE TRANSPORTATION PLAN GOALS AND OBJECTIVES

WHEREAS, the Okaloosa-Walton Transportation Planning Organization (TPO) is the organization designated by the governor of Florida, together with the state of Florida, for carrying out the provisions 23 U.S.C. 134, as amended by the Moving Ahead for Progress in the 21st Century (MAP-21) and the Fixing America's Surface Transportation (FAST) Acts; and

WHEREAS, the Okaloosa-Walton TPO Long Range Transportation Plan (LRTP) 2040 Update, which is developed pursuant to Part 23 §450.322, Code of Federal Regulations (CFR) and Chapter 339.175 (7) Florida Statutes; and

WHEREAS, the Okaloosa-Walton Transportation Planning Organization (TPO) approved the LRTP 2040 updated Scope of Services on April 16, 2015; and

WHEREAS, a task in the LRTP 2040 updated Scope of Services Is Goals and Objectives; and

WHEREAS, the Goals and Objectives are the result of a Steering Committee consisting of members of the TPO’s Technical Coordinating Committee (TCC) and Citizens’ Advisory Committee (CAC), which involved review of the eight MAP-21 planning factors;

NOW, THEREFORE, BE IT RESOLVED BY THE OKALOOSA-WALTON TRANSPORTATION PLANNING ORGANIZATION THAT:

The Okaloosa-Walton TPO approves the Goals and Objectives of its 2040 Long Range Transportation Plan update.

Passed and duly adopted by the Okaloosa-Walton Transportation Planning Organization on this 21st day of April 2016.

OKALOOSA-WALTON TRANSPORTATION PLANNING ORGANIZATION

BY: [Signature]
Dick Ryneanson, Vice Chairman

ATTEST: [Signature]
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**Introduction**

The vision & mission statements and subsequent goals and objectives serve as the guiding document of the Transportation Outlook 2040 Long Range Transportation Plan (LRTP). It is through these statements of policy that the criteria for plan development and project evaluation are based.

In crafting the vision statement, goals and objectives, federal transportation legislation, local government comprehensive plans, the Florida Transportation Plan, MPO LRTP guidance published by FDOT, and the 2035 LRTP goals and objectives were utilized as sources to help shape the Transportation Outlook 2040 LRTP vision statement, goals and objectives. Three of these sources, the MAP-21 Planning Factors, the identified Emerging Issues, and the Florida Transportation Plan, are discussed in more detail below.

This technical report will detail the process by which LRTP goals and objectives were created, including the public participation efforts that provided input for the LRTP Goals and Objectives. Moreover, how federal transportation legislation, FDOT policy planning support, and the 2060 Florida Transportation Plan objectives were incorporated into the Transportation Outlook 2040 LRTP Goals and Objectives will be examined.

The LRTP update does not contain information on implementation steps for the established Goals and Objectives as part of this Technical Report as they are no longer a requirement.

**Influential Elements to the Transportation Outlook 2040 Goals and Objectives**

Planning requirements of the Moving Ahead for Progress in the 21st Century Act (MAP-21) were used as a guide when drafting the vision statement, goals and objectives. MAP-21 creates a streamlined, performance-based, and multimodal program to address the many challenges facing the U.S. transportation system. These challenges include improving safety, maintaining infrastructure condition, reducing traffic congestion, improving efficiency of the system and freight movement, protecting the environment, and
reducing delays in project delivery. MAP-21 builds on and refines many of the highway, transit, bike, and pedestrian programs and policies established in 1991.

The creation of the Transportation Outlook 2040 Goals and Objectives utilized a number of resources, including: public input, federal transportation legislation (MAP-21), state LRTP guidance, the 2060 Florida Transportation Plan, local government comprehensive plans, and the 2035 Okaloosa-Walton TPO LRTP Goals and Objectives.


1. **Public input**

Public input is an essential input to the creation of goals and objectives that reflect the desires and needs of those directly affected by TPO planning efforts and projects. The creation of the goals and objectives started with a workshop on December 3, 2015, that was held at the Destin City Hall Annex and served as a visioning session. At this meeting the LRTP Steering Committee, which is made up of members of the Technical Coordinating Committee (TCC) and the Citizens Advisory Committee (CAC), discussed and suggested edits to the vision and mission statements to better reflect the current conditions and desires of the community.

A second meeting of the LRTP Steering Committee was held on January 6, 2016 to discuss the Goals and supporting Objectives. There was general agreement to the goals and objectives as written with only a few minor exceptions. The steering committee recommended the draft goals and objectives be presented for review and comment to the TPO and the advisory committees at the February 2016 meetings.

The draft Goals and Objectives were reviewed and input was provided by the Okaloosa-Walton TPO Board on February 18, 2016. *The TPO adopted the Goals and Objectives at the TBD 2016 meeting.*
2. Federal Planning Guidance:

MAP-21 Planning Factors

The eight planning factors specifically listed in MAP-21 for consideration in the metropolitan planning process are shown below in Table 1.

Table 1. Eight MAP-21 Planning Factors

<table>
<thead>
<tr>
<th></th>
<th>Description</th>
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<tbody>
<tr>
<td>1</td>
<td>Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.</td>
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<td>2</td>
<td>Increase the safety of the transportation system for motorized and non-motorized users.</td>
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<tr>
<td>3</td>
<td>Increase the security of the transportation system for motorized and non-motorized users.</td>
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<td>4</td>
<td>Increase the accessibility and mobility of people and for freight.</td>
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<td>5</td>
<td>Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.</td>
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<td>6</td>
<td>Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.</td>
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<td>7</td>
<td>Promote efficient system management and operation.</td>
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<td>8</td>
<td>Emphasize the preservation of the existing transportation system.</td>
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Table 2 shows how these MAP-21 Planning Factors were included in the Objectives of Transportation Outlook 2040.
Table 2. Inclusion of Planning Factors in Transportation Outlook 2040

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3. **State Planning Guidance:**

3.1. **FDOT Guidance on LRTP Updates - Emerging Issues**

The following issues were outlined by the Federal Highway Administration (FHWA) as a part of their Metropolitan and Regional Planning Support coordination efforts in the support document entitled, “FHWA Strategies for LRTP Updates.” These topics are not currently required by federal laws and rules to be addressed in LRTPs. As such, MPOs and TPOs are not required to include these considerations in their current planning processes and plans. However, given the nature of the issues, FHWA and FDOT encourage each MPO and TPO to begin addressing these emerging issues. Each MPO or TPO has the discretion to determine whether or not to address these topics in their LRTP, and the appropriate level of detail. Depending upon when new federal surface transportation legislation is enacted, new requirements may have to be addressed just prior to this round of LRTP adoptions, or LRTP amendments may be needed soon after this round of LRTPs is adopted to comply with the new legislation. Addressing these issues early on may minimize the level of future effort needed to achieve compliance.

*Safety and Transit Asset Management:* MAP-21 also includes significant additions to safety planning and transit asset management on the part of transit grantees and the states. Federal Register guidance is expected on transit safety and transit asset management within the near future.

*Performance Measurement:* FHWA and FTA encourage the MPOs and TPOs to consider ways to incorporate performance measures/metrics for system-wide operation, as well as more localized measures/metrics into their LRTPs. As funding for transportation capacity projects becomes more limited, increasing emphasis will be placed on maximizing the efficiency and effectiveness of our current transportation system. Consequently, measures to assess the LRTP’s effectiveness in increasing system performance will be needed. Per the passage of MAP-21, USDOT will establish performance measures in consultation with State DOTs, MPOs and other stakeholders within 18 months of MAP-21’s enactment. Once performance measures are identified, the States will have up to
one year to set state level targets. Once state level targets have been set, MPOs and TPOs will have up to six-month to set local level targets that support the state targets. The process and schedule for performance measure implementation and LRTP documentation is expected to evolve over the next two years.

**Freight:** The planning process is required to address the eight planning factors as described in 23 CFR 450.306(a). The degree to which each factor is addressed will vary depending upon the unique conditions of the MPO areas, but efforts should be made to think through and carefully consider how to address each factor. The importance of freight to the nation’s economic wellbeing and global competitiveness, as well as its support and promotion of job creation and retention has heightened its status at the national and regional level. MPOs and TPOs should be aware that discussions in MAP-21 have largely included a reference to the increasing importance of freight, including the development of Statewide Freight Plans. While this is part of one of the eight planning factors, special emphasis should be given to the freight factor, as it is anticipated to play a more prominent role in future planning requirements.

**Sustainable Transportation and Context Sensitive Solutions:** The MPOs and TPOs are encouraged to identify and suggest contextual solutions for appropriate transportation corridors. For example, Context Sensitive Solutions (CSS) may be appropriate for historic parkways, historic districts, town centers, dense “walkable” neighborhood areas, arterial “gateways”, greenway trails and pedestrian ways, environmentally sensitive areas or simply where right of way is not readily available. Under MAP-21, Transportation Alternatives like bicycle and pedestrian improvements and trails remain eligible under the formula programs while transportation enhancement set-asides have been removed and some uses like historic building renovation and scenic easements may be more restrictive. The value of the resources present may suggest the need for alternative or special treatments (or even accepting a level of congestion and lower speeds that respects the resources). In these instances, specific livability principles adopted by the
MPO/TPO might be employed for improved pedestrian and transit access – especially to schools and even traffic calming.

Also, spatial relationships that support public transit like transit oriented development and the “trip not taken” while reducing greenhouse gases might be recognized as characteristics of a town center or mixed use area with public transit access. Other livability planning goals might also need to be recognized like preserving affordable housing, improving/preserving special resources like parks, monuments and tourism areas, increasing floor area ratios and reducing parking minimums in select corridors to encourage walking trips and public transit, transportation demand management, etc.

### Table 3 Emerging Issues Incorporation in the Transportation Outlook 2040 Update

<table>
<thead>
<tr>
<th>Emerging Issue</th>
<th>Corresponding LRTP Goal(s)</th>
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<tr>
<td>Safety &amp; Transit Asset Management</td>
<td>A, B, &amp; D</td>
</tr>
<tr>
<td>Performance Measurement</td>
<td>C &amp; F</td>
</tr>
<tr>
<td>Freight</td>
<td>C</td>
</tr>
<tr>
<td>Sustainable Transportation and Context Sensitive Solutions</td>
<td>B, D, &amp; E</td>
</tr>
</tbody>
</table>
3.2 2060 Florida Transportation Plan (FTP)

The 2060 Florida Transportation Plan (FTP) identifies goals, objectives, and strategies to guide transportation decisions in Florida over the next 50 years. The FTP addresses how Florida’s transportation system can meet the mobility needs of our growing population, help make our economy more competitive, help build great communities, and help preserve our natural environment. The FTP also addresses how to ensure that our transportation system is safe and secure in a time of unprecedented public concern. Finally, the FTP provides guidance on how transportation investments should be focused during a time of constrained funding, as well as how public and private transportation partners can most effectively work together to make these decisions.

The FTP includes six adopted Goals:

A. Goal: Invest in transportation systems to support a prosperous, globally competitive economy.

B. Goal: Make transportation decisions to support and enhance livable communities.

C. Goal: Make transportation decisions to promote responsible environmental stewardship.

D. Goal: Provide a safe and secure transportation system for all users.

E. Goal: Maintain and operate Florida’s transportation system proactively.

F. Goal: Improve mobility and connectivity for people and freight.

The table below shows how the 2040 Goals incorporate the six identified Goals of the 2060 FTP. Please note that the 2060 Florida Transportation Plan is scheduled to be updated by the end of 2015.
4. **Local Government Planning Guidance:**

The Okaloosa and Walton County comprehensive plans were researched to ensure that the goals and objectives contained therein were addressed in the Transportation Outlook 2040 goals and objectives. The overarching goals of both plans are described below.

**4.1 Okaloosa County Comprehensive Plan**

The Transportation Element of the Okaloosa County Comprehensive Plan closely aligns with the goals of Transportation Outlook 2040:

- **Goal 1:** Provide a safe, economic, and efficient transportation system that maximizes the mobility of people and goods.
- **Goal 2:** Provide an energy efficient transportation system.
- **Goal 3:** Provide a transportation system in harmony with environmental, social, economic and aesthetic features of the area.
- **Goal 4:** Provide a transportation system that optimizes preservation and efficiency of existing transportation facilities.
- **Goal 5:** Provide measures to relieve financial constraints on improvements to the transportation system.
- Goal 6: Provide a cooperative, continuing and comprehensive transportation process.

4.2 Walton County Comprehensive Plan

The stated goal of the Traffic Circulation Element of the Walton County Comprehensive Plan also matches the purpose of the Transportation Outlook 2040 goals and objectives:

- Goal 1: Provide a safe, cost-effective transportation system with adequate transportation facilities and services in place concurrent with the impacts of development.
5. Crafting of Transportation Outlook 2040 Goals and Objectives

In crafting the goals and objectives, federal transportation legislation, public input, local government comprehensive plans, the Florida Transportation Plan, TPO LRTP guidance published by FDOT, and the 2035 LRTP Update Goals and Objectives (Appendix A) were utilized as sources to help shape the 2040 LRTP goals and objectives.

LRTP Steering Committee workshops were held on December 3, 2015 and January 6, 2016, at the Destin City Hall Annex. The purpose of the workshop was to identify issues to be addressed in the crafting of the Transportation Outlook 2040 Goals and Objectives. After being initially drafted by the LRTP Consultant utilizing the relevant federal, state, and local plans outlined above, the TPO staff evaluated the goals and objectives and provided revisions.

The draft Goals and Objectives were presented to the TPO and its advisory committees at the February 2016 meetings.

The TPO adopted the Goals and Objectives at the TBD 2016, meeting. The adopted Goals and Objectives are presented below. While the Goals and Objectives are presented as Goal A, B, C, etc.; they are not in priority order. In fact, there is no priority of the Goals and Objectives as presented.
5.1 2040 Vision Statement, Mission Statement, and Goals and Objectives

**Vision Statement:** Our vision is to provide a high quality, safe, efficient, and cost-effective multi-modal transportation system that enhances economic vitality, military missions, and quality of life while protecting the environment and promoting efficient system management and operation.

**Mission Statement:** To preserve and enhance transportation systems that are safe, efficient, socially and environmentally responsible, technologically advanced, financially constrained, coordinated with land use patterns, and allow for modal choice.

**Goal A: A transportation system that is safe and secure.**

**Objective A.1:** Develop projects that increase safety for all motorized and non-motorized users (such as improved access management to reduce crashes, variable message signs to warn motorists of unsafe conditions, provision of sidewalks, transit, and bicycle facilities).

**Objective A.2:** Implement techniques and road design to reduce fatalities and serious injuries from common intersection crashes and lane departures.

**Objective A.3:** Ensure that the regional transportation system can support emergency response and recovery efforts.

**Objective A.4:** Include projects that increase security for all users of transit (such as adequate lighting at bus stops, equipment on buses and transit facilities to monitor/prevent harmful activity, and adequate bicycle parking facilities).
Objective A.5: Consider clearance times on roads that function as evacuation routes when establishing roadway improvement priorities.

Objective A.6: Reduce the probability of service interruption during a natural disaster by identifying alternative routes before, during and after an incident.

Objective A.7: Decrease the duration of interruptions in service by having assets prepositioned to deal with events.

Objective A.8: Work with federal, state and local agencies, the private sector and other stakeholders in order to mitigate potential threats and vulnerabilities in the multi-modal transportation system.

Objective A.9: Coordinate and cooperate with the Department of Homeland Security, the U.S. Coast Guard, and other federal, state, and local agencies to enhance the security of the transportation system.

Goal B: A transportation system that is user-friendly and maximizes mobility.

Objective B.1: Develop a Long Range Transportation Plan that identifies multi-modal and intermodal transportation facilities that will function as an integrated system and address the mobility needs of the area.

Objective B.2: Integrate bicycle and pedestrian routes and projects into the Long Range Transportation Plan, with increased attention to school routes and tourist destinations.
Objective B.3: Provide multi-modal linkages to increase the range of modal choices available and connection between modes to motorized and non-motorized users.

Objective B.4: Give priority to transportation improvements that will relieve existing traffic congestion and / or enhance safety.

Objective B.5: Develop traveler information systems that provide wayfinding and real time traveler information.

**Goal C: A transportation system that provides for the effective movement of goods and people.**

Objective C.1: Maintain an acceptable roadway level of service on all major facilities including the Strategic Intermodal System (SIS) facilities (such as, but not limited to: highway, airport, seaport, rail and STRAHNET) to ensure efficient movement of people and goods.

Objective C.2: Implement projects that will support the military’s ability to carry out its missions at the region’s installations.

Objective C.3: Enhance the urban economic vitality by providing a transportation system that considers the needs of the business community and economic development strategies.

Objective C.4: Be proactive regarding identification of emerging regional employment centers, rural employment centers, logistics centers, trade gateways, and significant regional transportation corridors.

Objective C.5: Develop and maintain facilities that facilitate the transfer of cargo between all modes of transport.
Objective C.6: Integrate mobility management with Intelligent Transportation Systems to enhance multi-modal integration of people and goods.

Goal D: A transportation system that supports a high quality of life respectful of the environment, public health and vulnerable users.

Objective D.1: Consider the health impacts of projects and policies for transportation investments.

Objective D.2: Design, build, operate, and maintain transportation facilities to accommodate users of all ages, backgrounds, and abilities, including the young, persons with disabilities, the economically challenged, and the elderly.

Objective D.3: Address aesthetics during the planning process, including, but not limited to, signage, landscaping, and retention ponds.

Objective D.4: Ensure transportation benefits are balanced throughout the community.

Objective D.5: Plan and develop transportation projects that support mixed-use development and urban infill / redevelopment, with an emphasis on providing transit options.

Objective D.6: Co-locate transportation projects with utilities or other infrastructure investments to focus growth in areas targeted for development or redevelopment.
Objective D.7: Reduce the number of vehicle miles traveled by supporting local
government land use decisions that encourage a denser built
environment, such as mixed-use zoning.

Objective D.8: Maintain air quality attainment status for ground level ozone.

Goal E: A transportation system that is multimodal, integrated and connected.

Objective E.1: Interconnect land uses and transportation facilities that provides
access to essential public services.

Objective E.2: Develop a multimodal transportation system that affords users modal
choices (such as mass transit, transit circulation, park-n-ride lots, rail,
bus rapid transit, automobile, bicycle facilities, and pedestrian
facilities).

Objective E.3: Expand transit services to improve accessibility, availability and
desirability of transit travel options.

Objective E.4: Use emerging technologies to reduce delay and improve reliability
and customer service, such as: Intelligent Transportation Systems
(ITS); Automated, connected, and shared vehicles.

Goal F: A transportation system that is maintained and operated efficiently.

Objective F.1: Direct sufficient resources to preserve the existing transportation
infrastructures including roadway, bicycle, pedestrian, and transit
infrastructure.

Objective F.2: Replace structurally deficient facilities (such as, roads, bridges, and
transit) that emphasize preservation of the existing system.
Objective F.3: Employ corridor management techniques that do not require additional travel lanes (such as the addition of turn lanes, roundabouts, TSM, and ITS).

Objective F.4: Continue to maintain the Congestion Management System to evaluate existing transportation facilities.

Objective F.5: Promote local government adoption of access management standards.

Objective F.6: Priority should be given to transportation projects that have already received funding commitments for any of the following project phases: project development and environment (PD&E), final design, or right-of-way purchase.

Objective F.7: Request local governments pass Corridor Preservation Ordinances to preserve land for future new facilities or widening of existing facilities.

Objective F.8: Improve the level of service for roads using transportation system management strategies and transportation demand management strategies (such as alternative transportation modes and flexible work schedules).

Objective F.9: Continue to implement an autonomous and Intelligent Transportation System (ITS) plan to improve road efficiency and to maintain traffic flow.
Goal G: A transportation system that includes consistent, continuing, cooperative and comprehensive planning processes.

Objective G.1: Utilize multiple forms of technology and public outreach in the transportation planning process in order to inform the public of the Long Range Transportation Plan process.

Objective G.2: Ensure public and private transportation projects chosen are acceptable to the public, business community and the military by early consideration and coordination of local desires and preferences.

Objective G.3: Ensure a high level of citizen participation in the transportation planning process through an active Citizens’ Advisory Committee, public meetings, and continuing access to transportation officials.

Objective G.4: Ensure adequate representation of citizens throughout the TPO service area in the Long Range Transportation Plan process.

Objective G.5: Make public outreach efforts to citizen groups that desire to learn more about the Long Range Transportation Plan process.

Objective G.6: Encourage local governments to plan and budget to take advantage of opportunities to match federal, state or local transportation programs in order to maximize funding.
Appendix A

2035 LRTP Goals and Objectives
2035 Goals and Objectives

Vision Statement: Our vision is to provide a safe, efficient, and cost-effective multi-modal transportation system that supports economic vitality and quality of life while protecting the environment and promoting efficient system management and operation.

Mission Statement: To preserve and enhance a transportation system that is safe, efficient, socially responsible, financially constrained, coordinated with land use patterns, and allows for modal choice.

Goal A: Provide a safe, multi-modal transportation network that is user-friendly and maximizes mobility.

Objective A-1: Develop a Long Range Transportation Plan that identifies multi-modal and intermodal transportation facilities that will function as an integrated system and address the mobility needs of the area.

Objective A-2: Incorporate emergency evacuation planning into the Long Range Transportation Planning process.

Objective A-3: Integrate bicycle and pedestrian routes and projects into the TPO’s Long Range Transportation Plan, with increased attention to school routes and tourist destinations.

Objective A-4: Provide multi-modal linkages to increase the range of modal choices available and connection between modes to motorized and non-motorized users.

Objective A-5: Increase safety & efficiency by utilizing Intelligent Transportation Systems to enhance multi-modal integration of people and goods.
Objective A-6.: Give priority to transportation improvements that will relieve existing traffic congestion and/or enhance safety.

Goal B: Provide an efficient transportation system that provides for the effective movement of goods and people in order to increase the region’s competitiveness and grow the economy.

Objective B-1: Place priority on the facilities that comprise the Strategic Intermodal System and important regional facilities as designate in the Strategic Regional Policy Plan in the Long Range Transportation Plan process.

Objective B-2: Support transportation network serving military installations because of their unique missions of national and international significance and because of the value they add to our region.

Objective B-3: Maximize the region’s ability to handle freight movements by targeting and enhancing regional distribution networks.

Objective B-4: Encourage and improve the efficiency and connectivity of the supply chain serving Florida’s businesses.

Objective B-5: Enhance the urban economic vitality by providing a transportation system that considers the needs of the business community and economic development strategies.

Objective B-6: Be proactive regarding identification of emerging regional employment centers, rural employment centers, logistics centers, trade gateways, and significant regional transportation corridors.
Objective B-7: Give priority to projects that are part of the Strategic Highway Network system.

Goal C: Encourage a socially responsible transportation system that promotes sustainability and environmental protection.

Objective C-1: Consider flora and wildlife populations and well-connected habitats when planning transportation facilities.

Objective C-2: Meet federal standards for air quality attainment.

Objective C-3: Address environmental issues during the planning process, including sensitive habitats, air quality, water quality, water quantity, and recharge areas.

Objective C-4: Positively impact public health by encouraging projects that enhance or provide bicycle and pedestrian modal choice.

Objective C-5: Place priority on energy-efficient transportation infrastructure, modes, and technologies for moving people and freight.

Objective C-6: The TPO shall collaborate with other government resource agencies, private land owners, and other partners when planning transportation projects in order to identify and protect natural resource systems.

Objective C-7: Reduce energy consumption by promoting actions to increase the occupancy of vehicles (e.g. ridesharing, rail transportation, mass transit, High Occupancy Vehicle (HOV) lanes).
Goal D: Promote a high quality of life by protecting community features, supporting the public, and marrying transportation planning with land use planning.

Objective D-1: Design, build, operate, and maintain transportation facilities to accommodate users of all ages and abilities, including the young, persons with disabilities, the economically challenged, and the elderly.

Objective D-2: Address aesthetics during the planning process, including signage, landscaping, and retention ponds.

Objective D-3: Ensure transportation benefits are balanced throughout the community.

Objective D-4: Plan and develop transportation projects that support mixed-use development and urban infill / redevelopment, with an emphasis on providing transit options.

Objective D-5: Co-locate transportation projects with utilities or other infrastructure investments to focus growth in areas targeted for development or redevelopment.

Objective D-6: Long Range Transportation Plan projects shall be reviewed for consistency with local government comprehensive plans.

Objective D-7: Encourage local governments to request that, during the site plan process, developers include provisions for forms of transportation and facilities alternate to the traditional automobile, such as motorcycle, golf cart, bicycle racks, High Occupancy Vehicle (HOV), designated park and ride lots, designated car pool, and bus.
Objective D-8: Reduce the number of vehicle miles traveled by supporting local government land use decisions that encourage a denser built environment, such as mixed-use zoning.

Goal E: Make improvements to the transportation system economically in order to optimize dollars spent and the efficiency of existing transportation facilities.

Objective E-1: Support the modification of the existing transportation system to incorporate bicycle and pedestrian transportation.

Objective E-2: Continue to maintain the Congestion Management System to evaluate existing transportation facilities.

Objective E-3: Promote local government adoption of access management standards.

Objective E-4: Ensure funding of Intelligent Transportation System technologies.

Objective E-5: Emphasize the preservation of the existing transportation system when prioritizing transportation projects.

Objective E-6: Encourage local governments to equitably distribute transportation costs by requiring the construction of transportation improvements or payment of impact fees / proportionate fair share fees for transportation improvements necessitated by the development.
Objective E-7: Priority should be given to transportation projects that have already received funding commitments for any of the following project phases: project development and environment (PD&E), final design, or right-of-way purchase.

Objective E-8: Request local governments pass Corridor Preservation Ordinances to preserve land for future new facilities or widening of existing facilities.

**Goal F: Provide a cooperative, continuing, and comprehensive transportation planning process.**

Objective F-1: Utilize multiple forms of technology and public outreach in the transportation planning process in order to inform the public of the Long Range Transportation Plan process.

Objective F-2: Ensure the transportation projects chosen are acceptable to the local public by early consideration of local desires and preferences, including Eglin Air Force Base.

Objective F-3: Ensure a high level of citizen participation in the transportation planning process through an active Citizens’ Advisory Committee, public meetings, and continuing access to transportation officials.

Objective F-4: Ensure adequate representation of citizens throughout the TPO service area in the Long Range Transportation Plan process.

Objective F-5: Make public outreach efforts to citizen groups that desire to learn more about the Long Range Transportation Plan process.
**Goal G: Enhance the security of the transportation system.**

Objective G-1: Communicate with the seaports, airports and other points of entry to the transportation system to coordinate and, where possible, improve the security measures at these points.

Objective G-2: Cooperate with the Department of Homeland Security, the U.S. Coast Guard, and other federal and state agencies to enhance the security of the transportation system.

**Goal H: Enhance the safety of the transportation system.**

Objective H-1: Encourage capital investments that will increase the safety and security of the transportation system.

Objective H-2: Maximize the safety for pedestrians / bicyclists by encouraging the creation of bicycle lanes and separating sidewalks / mixed-use paths from roadways.

Objective H-3: Encourage the use of technologies that can increase transportation safety, such as automatic road enforcement and emergency vehicle notification systems.

Objective H-4: Consider clearance times on roads that function as evacuation routes when establishing roadway improvement priorities.

Objective H-5: Ensure that the regional transportation system can accommodate an efficient evacuation in an emergency.