

2. Goals, Objectives and Policies

The following goal, objectives, policies, and associated evaluation criteria constitute guiding principles for the development, maintenance and implementation of the 2030 TRIP.

GOAL: Provide a safe, efficient and financially feasible transportation system, which provides mobility for all residents, respects the natural and built environment, is consistent with land use policies, and promotes economic vitality.

TRANSPORTATION IMPROVEMENT PLAN

❖ *Plan Development and Content*

Objective 1: The TPO shall develop, maintain and implement a Transportation Improvement Plan that includes both long-range and short-range strategies/actions that lead to the development of an integrated multi-modal transportation system that facilitates the efficient movement of people and goods.

Policy 1.1: The Transportation Improvement Plan shall address at least a twenty (20) year planning horizon and include a staged implementation identified as phase one and phase two.

Policy 1.2: The TPO shall review and update the Transportation Improvement Plan at least every five (5) years to confirm its validity and consistency with current and forecasted transportation and land use conditions and trends.

Policy 1.3: The TPO shall seek to ensure early and continuing public involvement in the development of the Transportation Improvement Plan.

Policy 1.4: The TPO shall ensure the Transportation Improvement Plan is consistent with local government comprehensive plans to the maximum extent feasible.

Policy 1.5: Proposed amendments to the Transportation Improvement Plan shall be subject to the same review and analysis as performed during a plan update.

❖ *Sustainable Transportation System*

Objective 2: To implement sustainable transportation improvement projects and strategies while preserving and maximizing the existing transportation system.

Policy 2.1: The Transportation Improvement Plan shall include a financial plan that identifies the revenue required for the operation and maintenance of the existing transportation system and demonstrates the consistency of proposed transportation investments with available and projected revenue.

A. The financial plan shall include a projection of revenue available for transportation uses from existing and proposed revenue sources.

B. The financial plan shall compare projected revenues and the estimated costs of constructing, maintaining and operating the existing plus planned transportation system.

Policy 2.2: The financial plan shall include a set-aside of projected available federal/state funds for Congestion Management Projects that are intended to maximize the safety and efficiency of the existing transportation system. Congestion Management Projects are defined to include the listed improvements.

- Intersection Projects: Traffic signalization and geometric improvements. Supplement local funding for improvements at the intersection of state and county/city roads;
- Supplement Resurfacing Projects: Supplement funding on FDOT resurfacing projects to include pedestrian/bicycle facilities, lighting and other multi-modal or safety features;
- Transit Projects: Operating subsidies, Intelligent Transportation System (ITS) projects or provision of passenger amenities, e.g., shelters or benches;
- Safety Projects: Perform corridor studies for those corridors identified as “High Crash Corridors” for bicycle, pedestrian and vehicular crashes. Implement

recommended corridor treatments to improve safety. Fund other safety projects as identified; and

- Strategic Pedestrian and Bicycle Projects: Construct candidate pedestrian and bicycle facilities from the 2030 TRIP Transportation Needs Plan.

Policy 2.3: The TPO shall develop and endorse a long-range transportation needs plan as a precursor to a financially feasible plan. This needs plan will not be revenue-constrained and will constitute a statement of need.

Policy 2.4: The TPO shall develop and adopt a long-range financially feasible transportation plan which is revenue constrained and is a subset of the needs plan.

Policy 2.5: The TPO shall recognize the listed road segments as “Constrained Roadways”. The addition of two or more through-lanes is not considered to be practical or feasible on these road segments due to physical, environmental or policy constraints. The TPO will consider the implementation of congestion management projects as defined in Policy 2.2 to improve travel conditions in these corridors.

Constrained Roadways

- SR 542 (Dundee Rd), SR 549 (1st St) to Buckeye Loop Road,
- SR 37 (Florida Ave), Polk Parkway to In-Town Bypass,
- SR 17 (Scenic Hwy), US 27 to SR 544,
- SR 659 (Combee Rd), US 98 to CR 546,
- SR 546 (Memorial Blvd), SR 539 (Kathleen Rd) to Gary Road,
- SR 544 (Ave T, NE), US 17 to SR 549 (1st St),
- Cypress Gardens Road, SR 540 to SR 540,
- West Pipkin Road, North-South Route to SR 37 (S Fla Ave),
- Lake Miriam Drive, SR 37 to CR 37B (Lakeland Highlands Rd).
- Edgewood Drive, SR 37 (S Fla Ave) to US 98 (Bartow Rd)

- Cleveland Heights Blvd, Lake Hollingsworth Dr to Lake Miriam Dr

❖ **Priority Transportation Projects**

Objective 3: To develop priority transportation projects for implementation through the five-year work program that are consistent with the adopted Transportation Improvement Plan.

Policy 3.1: The TPO shall annually adopt priority transportation projects an input to the development of the Florida Department of Transportation’s Five-Year Work Program. These priority projects shall include road, congestion management, transit, intermodal development, and transportation enhancement projects.

Policy 3.2: Phase one of the adopted Transportation Improvement Plan shall be the source of candidate priority road projects.

Policy 3.3: In the development of priority transportation enhancement projects, extra consideration will be given to projects which further the development of regional and local multi-use trails.

Policy 3.4: The TPO will consider the needs of freight and goods movement in the development of priority transportation projects.

❖ **Project Development**

Objective 4: To implement transportation projects and strategies in a manner consistent with the goals and objectives of the adopted Transportation Improvement Plan.

Policy 4.1: The planning and development of highway projects within the Urban Transit Service Area should explicitly address the inclusion of pedestrian, bicycle and other design features that will support the development of transit services.

Policy 4.2: The TPO shall maintain a process to provide for early coordination with, and assistance to, the Florida Department of Transportation on the development of road improvement alternatives which are consistent with the adopted Transportation Improvement Plan.

Policy 4.3: In evaluating the consistency of a proposed road improvement alternative with the Transportation Improvement Plan, the TPO shall consider the project definition, i.e., termini and number of lanes, as well as, the goals, objectives and policies within the adopted plan.

❖ **Development of Multi-Modal Transportation System**

Objective 5: To promote the development of an integrated multi-modal transportation system through the implementation of transportation improvements and strategies.

Policy 5.1: The TPO shall promote the development of transit services in Polk County according to the following vision statement:

The development of transit services in Polk County should include appropriate and fully accessible transit services within defined urban and rural service areas. The county’s transit system should be characterized by seamless fixed-route transit services in the urban area and demand-responsive services in the rural area with inter-city transit promoting an integration of these services. Transit services should be delivered in the most effective and cost-efficient manner and include adequate passenger amenities. Transit service providers from surrounding counties should be consulted regarding the regional coordination of transit services.

Policy 5.2: The TPO shall support efforts to implement the recommendations of the Polk County Public Transportation System Analysis (Countywide Transit Study) including the proposed formation of a Regional Transportation Authority.

Policy 5.3: The TPO shall advocate that local governments and transit operators recognize the categories of transit service outlined in Table 2.1 at the end of this chapter. These categories should be used for the classification of existing and future fixed-route and demand-responsive transit services.

Policy 5.4: In consultation with local governments and transit operators, the TPO will establish Urban and Rural Transit Service Areas to guide the development of transit services in Polk County and the identification of highway needs. These

service areas are defined to include the following transit services:

<u>Urban Transit Service Area</u>	<u>Rural Transit Service Area</u>
Category I	Category III
Category II	Category IV
Category IV	Category V
Category V	

Policy 5.5: The transit service areas shall include target areas for the regional coordination of transit services with other service providers, e.g., HARTline and LYNX.

Policy 5.6: The TPO shall maintain a transit mode choice component as part of the Polk County Standard Transportation Model and analyze transit service alternatives in its long-range planning.

Policy 5.7: The TPO will encourage the use of non-motorized transportation by identifying sidewalk, bicycle and multi-use trail needs and priorities.

Policy 5.8: If the decision is made to build a segment of the high-speed rail line in Polk County, the TPO shall work cooperatively with the High Speed Rail Authority as well as the State and private agencies involved in the development of the system to ensure the following:

- Environmental impacts associated with the system are fully assessed and evaluated according to “NEPA” requirements and reasonable attempts are made to mitigate any impacts; and
- The development of the system is consistent with the TPO’s long-range plan.

Policy 5.9: The TPO shall coordinate with the Lakeland Area Mass Transit District, Polk County Transit Services Division, Winter Haven Area Transit and Florida Department of Transportation to provide appropriate types and levels of public transit service to interconnect with the high-speed rail system if a station(s) is located in Polk County.

❖ **TPO Planning Process**

Objective 6: To implement a planning process which leads to the successful implementation of the Transportation Improvement Plan.

Policy 6.1: The TPO shall implement a planning process that explicitly considers all applicable federal and state planning factors including those set forth by the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU).

Policy 6.2: With the concurrence of the affected transit agencies, the TPO shall prepare a Consolidated Transit Development Plan (TDP) for the Lakeland Area Mass Transit District (LAMTD) and Winter Haven Area Transit (WHAT) to meet requirements for State transit funding. The consolidated TDP shall include common elements for transit needs analyses and evaluation of service improvement alternatives with separate capital and operating plans for adoption by the LAMTD and WHAT.

Policy 6.3: The TPO shall prepare transit-related review guidelines for use by local governments in the review of development projects including Developments of Regional Impact. These guidelines are to include recommended development design standards which incorporate transit and pedestrian-friendly design features.

Policy 6.4: The TPO will encourage local governments to adopt and maintain uniform Multi-Modal Transportation Level-of-Service (LOS) Standards as outlined in *Chapter 5.2 Multi-Modal Level-of-Service Districts*. These standards are intended to promote the development of transit services by permitting lower highway LOS where urban transit services are available.

Policy 6.5: The TPO will coordinate with local governments to refine the Multi-Modal Transportation LOS Standards and their application, particularly in regards to the operation of intersections and access to transit services. Existing and proposed land uses in Multi-Modal Transportation Districts should have sidewalk access to a transit stop. Within these Districts, appropriate transit passenger amenities, such as shelters and benches, should be required as necessary to serve proposed land uses.

Policy 6.6: The TPO shall coordinate with local governments on the development of transportation elements for local government comprehensive plans and provide information from the TPO's adopted Transportation Improvement Plan, as appropriate, for inclusion in the respective transportation elements.

Policy 6.7: The TPO shall seek to minimize adverse effects from transportation improvements on important natural resources as defined in local comprehensive plans and the Strategic Regional Policy Plan.

Policy 6.8: Proposed transportation improvements shall be evaluated concerning impacts to residential neighborhoods and communities.

Policy 6.9: The TPO shall seek to preserve and enhance aesthetic features in existing and proposed transportation corridors.

❖ *Regional Transportation System*

Objective 7: To develop and implement transportation projects and strategies to facilitate the efficient movement of people and goods in central Florida.

Policy 7.1: Through its membership in the West Central Florida Metropolitan Planning Organization Chairs Coordinating Committee (CCC) and the Central Florida Metropolitan Planning Organization Alliance (CFMPOA), the Polk TPO will support the planning, funding and implementation of transportation projects and strategies that enhance mobility in the central Florida region to promote economic viability and a higher quality of life.

Policy 7.2: The Polk TPO will develop criteria to identify motorized and non-motorized transportation facilities and services that serve regional travel. These guidelines will be used to define the regional transportation system in Polk County.

Policy 7.3: The Transportation Improvement Plan will include a component that identifies proposed improvements for the regional transportation system in Polk County. At a minimum, it will include regional roads, transit and multi-use

trails. The Polk TPO will request the CCC and CFMPOA to include this plan component as a part of their respective regional transportation plans.

Policy 7.4: The TPO will coordinate with the CCC and CFMPOA to provide transportation improvements that enhance access to Central Florida's major ports to promote the region's domestic and global economic competitiveness.

❖ *Transportation Safety and Security*

Objective 8: Increase the security of the transportation system for motorized and non-motorized users.

Policy 8.1: The TPO will coordinate with transit providers to enhance the safety and security of transit vehicles, transit stops, and other major multi-modal facilities.

Policy 8.2: The use of ITS infrastructure should be considered in assisting emergency service providers in preventing incidents and mitigate the effects of a possible disaster.

Policy 8.3: The TPO, in conjunction with its local governments and the FDOT, will develop a strategy to enhance the security of high profile or vulnerable components of the regional transportation system.

Policy 8.4: The TPO will consider the goals and recommendations contained in FDOT's Strategic Highway Safety Plan (SSHP) in its transportation plans and programs.

❖ *Freight and Goods Movement*

Objective 9: Provide for the efficient movement of freight and goods in an effort to promote Polk County's economic standing in global and domestic markets.

Policy 9.1: The TPO will identify appropriate transportation corridors as truck routes.

Policy 9.2: These routes should provide direct access to the regional transportation system including the Strategic Intermodal System (SIS) network.

Policy 9.3: The TPO will identify facilities that enhance intermodal connectivity for freight and goods movement.

Policy 9.3: The TPO will identify needed transportation improvements on the truck route network and prioritize projects that address these needs.

Policy 9.4: The TPO will encourage land uses that allow freight facilities and related facilities in areas that ensure safety, economic viability and maximum use of the transportation system.

Policy 9.5: The TPO will coordinate with CSX Transportation, FDOT, and local governments in identifying safe and efficient access for people and freight to the planned CSX Integrated Logistics Center (ILC) in south Winter Haven.

Table 2.1 Categories of Transit Service

Category	Type of Service	Service Description
Fixed-Route Service		
I	Headway \leq 30 Minutes	Fixed-route services operated within the urbanized areas and providing access to central business districts and intense commercial corridors. Routes serve densely populated areas (densities typically greater than 2,000 persons/mile ² .) Emphasis is placed on providing local circulation and land access.
II	Headway > 30 and \leq 60 Minutes	Routes operated within urbanized areas with service to densely populated residential areas and outlying commercial districts.
III	Headway > 60 Minutes	Service to/through rural areas and small communities with connection to urbanized areas and the transit services available therein. Emphasis is placed on mobility and express service.
Demand-Responsive Service		
IV	ADA Complementary Paratransit Service	Door-to-door service provided within 3/4 mile of a fixed transit route to individuals who are unable to use the regular routed service. Level-of-service must be comparable to that provided on fixed-routes.
V	Other Demand-Responsive Services	Demand-responsive services provided countywide, with emphasis on service to the transportation disadvantaged under the Coordinated Transportation System. This category includes transportation that is agency-sponsored as well as non-sponsored transportation.