



Polk Transportation
Planning Organization



Strategic Plan

Adopted February 1, 2018

STRATEGIC PLAN

2018-2020

This Strategic Plan will guide the Polk Transportation Planning Organization's (TPO) planning program and the implementation and update its long-range transportation plan. It includes the following elements:

- Vision
- Mission Statement
- Core Values
- Objectives
- Strategies
- Actions



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VISION: Safe travel for all

MISSION STATEMENT: Partner with the community to plan and fund transportation projects and programs that provide safe, reliable travel for all users.

CORE VALUES:

1. Safe and reliable transportation should be available to all regardless of their age, ability or social status.
2. The efficient movement of goods and services is an essential part of our economy.
3. Transportation is a part of the fabric of our community. Transportation projects and services should support vibrant communities and our vision for the future.
4. The best plans come from community collaboration. Leveraged resources go farther.

GOAL – MOMENTUM 2040

Develop and maintain an integrated multi-modal transportation system to provide safe travel for all users, the efficient movement of goods and services, and to promote livable communities and economic activity

OBJECTIVES – MOMENTUM 2040

Safety

1. Safe and fatality-free travel conditions on all Polk County roads

Target: By 2040, eliminate traffic fatalities on Polk County roads.

Target: Annually reduce traffic fatalities on Polk County roads.

Target: Annually reduce traffic fatalities and severe injuries from crashes involving heavy vehicles.

Target: Annually reduce pedestrian fatalities and severe injuries.

Target: Annually reduce bicycle fatalities and severe injuries.

Strategy S1-A: Increase the availability and stakeholder/public awareness of traffic crash data.

Action S1-A1: Compile, maintain and publish traffic crash data on a regular basis in multi-media formats. Update TPO website to include information on adopted safety performance measures and targets.

Action S1-A2: Integrate traffic safety and crash data into the curriculum for the TPO Transportation School.

Strategy S1-B: Develop, maintain and implement pedestrian and bicycle safety action plans.

Action S1-B: Perform Roadway Safety Audits on pedestrian and bicycle high crash corridors. (Consultant services - 2 audits per year)

Strategy S1-C: Support implementation of non-engineering solutions to improve travel safety, e.g., community education and law enforcement.

Action S1-C1: Partner with Polk Vision to implement the Pedestrian Bicycle Safety Team Tactical Plan to include education (safety messaging, public outreach and in-school education) and law enforcement strategies to improve pedestrian and bicycle safety.

Action S1-C2: Issue a request for proposals (RFP) to secure professional services to develop and implement safe route to schools pedestrian and bicycle safety education. The RFP shall seek assistance in developing safety curricula that complements current in-school education.

Action S1-C3: Use the TPO Public Participation Plan to increase community awareness of traffic safety issues and tips.

Strategy S1-D: Participate in the implementation of the Florida Department of Transportation's Strategic Highway Safety Plan.

Action S1-D: Identify elements of the Strategic Highway Safety Plan to be included in the 2045 Long Range Transportation Plan Update.

2. Strategy S1-E: Educate the traveling public regarding the safe practices, rights and responsibilities of motorists, bicyclists and pedestrians. See Action S1-C.Safe and secure travel conditions on public transportation

Target: Maintain zero traffic-related fatalities on public transportation system

Target: Annually reduce injuries and accidents/incidents on public transportation system.

Strategy S2-A: Analyze the safety and security of public transportation services as part of the Transit Development Plan.

Action S2-A: As part of the Transit Development Plan Update, document the current safety and security of public transportation services and identify best safety and security practices for implementation as warranted.

Livability

1. Provide travel options for persons of all ages and abilities

Target: 50% of Complete Street Network with bicycle facilities

Target: 50% of Complete Street Network with sidewalks

Target: Overall average Transit Connectivity Index score of 175 for Polk County Census block groups

Target: 75% of senior residents (age 65+) with high or moderate access to fixed-route transit services based on the Transit Connectivity Index

Strategy L1-A: Prioritize the programming of complete street improvements.

Action L1-A: Assign an added priority to candidate transportation projects from the following: Pedestrian Safety Action Plan, Bicycle Safety Action Plan, Complete Street Action Plans, Neighborhood Mobility Audits, and School and Park Sidewalk Coverage Analyses. Program complete street projects in the Transportation Improvement Program.

Strategy L1-B: Prepare recommended traffic study requirements for new development that place an emphasis on the provision of complete streets, connectivity and access to transit.

Action L1-B: Through the Technical Advisory Committee (TAC), encourage local governments to implement complete street-based traffic study requirements.

Strategy L1-C: Participate in the development of community strategies to support aging in place and senior mobility.

Action L1-C: Conduct Neighborhood Mobility Audits for areas with a high concentration of elderly residents.

Action L2-C: Work with the TAC to explore the concept of 20 Minute Neighborhoods and the potential for future planning applications in Polk County.

2. Provide transportation infrastructure and services that support livable communities and ensure mobility for all residents

Target: 100% sidewalk coverage within one mile of elementary, middle and high schools (sidewalk on at least one side of collector or arterial roads)

Target: Mobility Index score of 10 or greater in neighborhoods with a concentration of traditionally underserved populations

Strategy L2-A: Evaluate sidewalk coverage within one mile of schools and identify priority candidate projects to eliminate sidewalk gaps.

Action L2-A: Evaluate sidewalk coverage for public schools – sidewalk on at least one side of arterial and collectors within one mile of school. Include street lighting as part of evaluation. Use consultant services to perform a detailed evaluation of schools that fall within the bottom third percentile for sidewalk coverage.

Action L2-B: Work with Polk Vision to advocate for stakeholder funding of candidate projects that will improve school sidewalk coverage and street lighting.

Mobility

1. Maintain stable flow of traffic on major roads – roads that serve intercity travel and the movement of freight (arterial roads)

Target: Average peak hour travel conditions on arterial roads less than 0.75 volume-to-capacity ratio

Target: Less than 10% centerline miles congested (LOS “D”) or severely congested (LOS “E” or below) during peak hour of travel

Strategy M1-A: Monitor travel conditions on major roads as part of the TPO Congestion Management Process.

Action M1-A: Design and implement a traffic data collection program that uses state of the art technology to gauge travel conditions and patterns.

Strategy M1-B: Prioritize and program capacity road projects from the 2040 Long Range Transportation Plan (Momentum 2040).

Action M1-B: Use data on current travel conditions, e.g., Roadway Network Database, to prioritize Momentum 2040 projects for funding.

2. Maintain stable flow of traffic on Freight Network

Target: Less than 10% centerline miles congested (LOS “D”) or severely congested (LOS “E” or below) during peak hour of travel

Strategy M2-A: Identify significant freight corridors, to include the Florida Strategic Intermodal System (SIS) highways and major distribution centers in Polk County, as the TPO Freight Network.

Action M2-A: Collect and analyze truck flow data for the Freight Network.

Strategy M2-B: Identify freight hot spots – discrete areas on the transportation network where the movement of freight is impeded by physical or operational deficiencies. Program improvements to correct these deficiencies.

Action M2-B: Conduct complete street analyses for logistics clusters within the Freight Logistics Zone to identify physical or operational deficiencies for freight traffic.

3. Provide transportation options for intercity and local travel

Target: Provide fixed-route transit service to all municipalities in Polk County

Target: Provide regional multi-use trail connections to all municipalities in Polk County

Strategy M3-A: Evaluate public transportation options for intercity travel as part of the Transit Development Plan including service to the Poinciana SunRail station.

Action M3-A: Monitor the need for feeder bus service to the Poinciana SunRail station.

4. Provide access to the Regional Multi-Use Trails Network

Target: 90% of Polk County population within five miles of the Regional Multi-Use Trails Network (within three miles = 80%)

Target: 40 continuous miles on the Regional Multi-Use Trails Network

Strategy M4-A: Identify and prioritize gaps in the Multi-Use Trails Network to increase community and resident access to the network.

Action M4-A: Perform analyses to identify highly populated areas that lack resident access to a multi-use trail. Prioritize trail connections to these areas.

Economy

1. Provide transportation infrastructure and services that support economic vitality and job creation

Target: Annually secure at least one grant or special funding allotment for transportation projects that support the expansion of an existing business or the location of a new business

Strategy E1-A: Prioritize transportation investments that support economic development and job creation.

Action E1-A: Partner with Polk Vision Economic Development Alignment Team to identify and prioritize key transportation infrastructure improvements.

Sustainable Resources

1. Maintain highway infrastructure in a state of good repair

Target: Maintain an average pavement condition rating of 6 or better on arterial and collector roads

Target: Maintain a public bridge network with less than 1% of bridges classified as structurally deficient

Strategy S1-A: Fund maintenance projects to ensure highway infrastructure is in a state of good repair.

Action S1-A: Coordinate with the Florida Department of Transportation and local governments on the need to program maintenance projects. Program projects as part of the Transportation Improvement Program.

2. Minimize environmental impacts from transportation projects

Target: Limit impacts to jurisdictional wetlands or critical habitat to less than 5% of the total footprint or acreage for transportation projects

Target: Meet or exceed National Ambient Air Quality Standards in Polk County

Strategy S2-A: Support transportation improvement alternatives that minimize environmental impacts.

Action S2-A: Minimize environmental impacts through the review and comments on improvement alternatives.

2045 Long Range Transportation Plan (LRTP) Update

1. Address Federal and State Requirements for the LRTP

Strategy P1-A: Prepare a matrix to track the completion of LRTP components required to meet federal and state requirements.

Action P1-A1: Document how the current LRTP addresses the required federal and state planning factors and identify how to consider those not currently addressed.

Action P1-A2: Update the TPO's socio-economic data forecasts to a horizon year of 2045.

Action P1-A3: Use the Polk County Standard Transportation Model to prepare a stand-alone summary of the current and projected (2045) demand of persons and goods in Polk County.

Action P1-A4: Use the TPO's adopted (and anticipated adopted) performance measures and targets to assess the transportation system. Document the results in a system performance report, and use the results to identify areas of emphasis for the LRTP update.

Action P1-A5: Use the Florida Department of Transportation's (FDOT) Strategic Intermodal System (SIS) Cost Feasible Plan to identify the core capacity-related transportation facilities to be considered for the LRTP update. (Note: Federal regulations state that emphasis should be given to facilities that serve national and regional transportation functions.)

Action P1-A6: Document candidate complete street and safety projects documented through previous and on-going planning efforts. Package the candidate projects for inclusion in the LRTP update.

2. Investment Strategy for 2045 Plan

Strategy P2-A: Prepare an Investment Strategy based on emerging transportation technologies, e.g., connected and automated vehicle technology, and other trends to guide the LRTP update. The preparation of this strategy will be used to increase stakeholder awareness of emerging technologies and involvement in the plan update process.

Action P2-A1: Convene a stakeholder group to participate in the preparation of the Investment Strategy to include representatives from local governments, economic development and business groups, educational institutions, SunTrax, social and medical service providers, Polk Vision, public transportation operators and freight and logistics concerns.

Action P2-A2: Use consultant services to identify and document the following components of an Investment Strategy:

- Emerging Trends – emerging transportation technologies related to personal mobility, freight and logistics, transit and delivery of social and medical services;
- Technology Adoption Rates – anticipated adoption and use of new transportation technologies within the horizon of the LRTP;
- Demographic Profile – profile of transportation users in the year 2045 including vulnerable population segments;
- Leverage of Resources – opportunities to build upon or support other “smart city” infrastructure;
- Transportation Systems Management & Operations – incorporate elements of Florida Department of Transportation’s 2017 Strategic Plan;
- Key Corridors – target key corridors for the implementation of “smart infrastructure” to include corridors with the highest travel demand (people and goods) and high crash corridors; and
- Investment Strategy – strategy for the future investment of transportation resources based on emerging trends, forecasted needs and key corridors to:
 - maximize the safety and mobility of people and goods and relieve vehicular congestion;
 - fully integrate transportation infrastructure and services;
 - maximize the use of existing infrastructure and minimize infrastructure life-cycle costs;
 - preserve existing and future transportation infrastructure;
 - identify foundational and phased investments;
 - manage uncertainty related to impact of emerging technologies; and
 - contribute to transportation system performance targets.