

GOALS AND OBJECTIVES

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Table 1 expands on Connecting IRC 2045 Goals by listing related Objectives, Policies, and Performance Measures for each Goal.

Table 1: Connecting IRC 2045 Goals, Objectives, Policies, and Performance Measures

► **Goal 1: Providing an efficient transportation system that is connected, responsive, aesthetically pleasing and meets the needs of all users.**

Goal	Objectives	Policies	Performance Measures
1.01	Maintain the adopted level of service standard for all functionally classified roads through the year 2045.	Policy 1.01.1 – Implement roadway improvements identified in the 2045 Cost Feasible Plan, consistent with the Interim Year Roadway Improvement Sets.	PM 1.01.1.1 – Percent of lane miles meeting the adopted level of service standard.
1.02	Maintain a 12 hour hurricane evacuation clearance time on roads designated as hurricane evacuation routes through the year 2045.	Policy 1.02.1 – Implement roadway improvements identified in the 2045 Cost Feasible Plan for roadways designated as hurricane evacuation routes.	PM 1.02.1.1 – Hurricane evacuation clearance time measured through actual event. PM 1.02.1.2 – Lane miles of roadway improvements on hurricane evacuation routes.
1.03	Enhance the grid roadway network by constructing an average of two centerline miles of new roadway corridors each year from 2020 to 2045.	Policy 1.03.1 – Implement new corridor roadway improvements identified in the 2045 Cost Feasible Plan.	PM 1.03.1.1- Average annual centerline miles of new roadway corridors constructed during the period from 2020 to 2045.
1.04	Enhance the FDOT’s Strategic Intermodal System (SIS) by constructing one FEC railway flyover by 2045.	Policy 1.04.1 – Implement improvements to the SIS at the FEC Railroad by 2045.	PM 1.04.1.1 – New Flyover at the FEC Railroad.
1.05	Optimize functionality and efficiency of existing infrastructure and ROW through 2045.	Policy 1.05.1 – Incorporate Intelligent Transportation System (ITS) and/or Connected Vehicle architecture into all new roadway projects.	PM 1.05.1.1 Number of new roadways that incorporate ITS and Connected Vehicle Architecture.
1.06 ^{PM}	Ensure that 50% of Person-Miles (Non-Interstate) and 75% of Person-Miles (Interstate) on the National Highway System are Reliable	Policy 1.06.1 – Implement roadway improvements identified in the 2045 Cost Feasible Plan, consistent with the Interim Year Roadway Improvement Sets.	PM 1.06.1 Percent of Person Trips that are Reliable (50% of Person-Miles (Non-Interstate) and 75% of Person-Miles (Interstate))

PM - Indicates FAST Act System Performance Report Adopted Performance Measure Goal 2: Enhancing mobility for people and freight and provide travel alternatives.

► Goal 2 Enhancing mobility for people and freight and provide travel alternatives.

Goal	Objectives	Policies	Performance Measures
2.01	Maintain Transit Quality and LOS "A" for reliability.	Policy 2.011 – Make Capital and Operational improvements consistent with the adopted Transit Development Plan.	PM 2.011.1 – Percentage of buses arriving within 5 minutes of schedule.
2.02	Maintain Transit Quality and LOS "B" for Service Coverage.	Policy 2.021 – Improve service coverage consistent with the adopted Transit Development Plan.	PM 2.021.1 – System compliance with adopted level of service standard
2.03	Expand weekday hours of service to 15 hours a day on at least one bus route every two years during the period from 2025 to 2045 so that all weekday bus routes operate at least 15 hours per day by 2045.	Policy 2.031 – Expand weekday hours of operation on fixed-route bus network consistent with the adopted Transit Development Plan.	PM 2.031.1 – Average number of weekday bus routes with 15 hours of service added during the period from 2025 to 2045.
2.04	Maintain Bike/Ped LOS "D" on 80% percent of roadways in Indian River County through 2045.	Policy 2.041 – Implement sidewalk improvements consistent with the adopted Bicycle/Pedestrian Plan. Policy 2.042 – Implement bicycle facility improvements consistent with the adopted Bicycle/Pedestrian Plan.	PM 2.041 – Percentage of roadways meeting adopted level of service standard
2.05	Add an average of two miles of bicycle facilities on functionally classified roadways or trails each year during the period from 2020 to 2045.	Policy 2.051 – Implement bicycle facility improvements consistent with the adopted Bicycle/Pedestrian Plan. Policy 2.052 – Adapt abandoned railroad corridors, roadway alignments and military trails for bicycle facilities, wherever possible.	PM 2.051.1 – Average annual number of new bicycle facilities added during the period from 2025 to 2045.
2.06 ^{PM}	Enhance freight mobility by ensuring that the Truck Travel Time Reliability (TTTR) index on the Interstate Highways is less than 2.00	Policy 2.061 – Implement the freight mobility improvements identified in the 2045 Cost Feasible Plan	PM 2.061.1 – TTTR on the Interstate Highway System (Truck Travel Time Reliability (TTTR) index on the Interstate Highways is less than 2.00)
2.07	Increase the efficiency and convenience of connecting multiple modes by adding an average of one shelter or transfer facility per year through 2045.	Policy 2.071 – Add bus shelters and improve hubs consistent with the Transit Development Plan.	PM 2.071.1 – Number of new shelters/improved transit hubs

PM - Indicates FAST Act System Performance Report Adopted Performance Measure

► **Goal 3: Protecting the natural and social environment.**

Goal	Objectives	Policies	Performance Measures
3.01	Limit average increase in CO, HC, and NO emissions to less than 15 percent from the previous five-year period for each five year period from 2025 to 2045.	Policy 3.01.1 – Implement the transportation improvements identified in the 2045 Cost Feasible Plan.	PM 3.01.1.1 – Percent change in CO, HC, and NO emissions (in kilograms) for each five year period from the base year for the period from 2025 to 2045.
3.02	Ensure that all collector roadways are less than six lanes through the year 2045.	Policy 3.02.1 – Implement the transportation improvements identified in the 2045 Cost Feasible Plan.	PM 3.02.1.1 – Centerline miles of collector roadways with six or more lanes.
3.03	Increase resiliency of infrastructure for extreme weather and climate trends.	Policy 3.03.1 – Incorporate higher elevations, increased drainage capacity, and more resilient construction materials as appropriate into new projects.	PM 3.03.1.1 – Percentage of new projects incorporating enhanced features.

► **Goal 4: Maintaining a safe transportation system for all users.**

Goal	Objectives	Policies	Performance Measures
4.01	Reduce the number and rate of crash Fatalities to 0 by 2045	Policy 4.01.1 – Implement intersection and other improvements related to safety as identified in the Cost Affordable Plan including Congestion Management Process plan.	PM 4.01.1.1 – Annual percent change in the number and rate of Fatalities.
4.02 ^{PM}	Reduce the number and rate of Serious Injuries to 0 by 2045.	Policy 4.02.1 – Implement intersection and other improvements related to safety as identified in the Cost Affordable Plan including Congestion Management Process plan.	PM 4.02.1.1 – Annual percent change in the number and rate of Serious Injuries.
4.03 ^{PM}	Reduce the number and rate of Non-Motorized Fatalities and Serious Injuries to 0 by 2045.	Policy 4.03.1 – Implement intersection and other improvements related to safety as identified in the Cost Affordable Plan and Bike/Ped Plan	PM 4.03.1.1 – Annual percent change in the number and rate of Non-Motorized crashes.

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► Goal 5: Preserving and maintaining the transportation system and transportation infrastructure.

Goal	Objectives	Policies	Performance Measures
5.01 ^{PM}	Ensure that over 60% of the pavement area on the National Highway System (NHS) are rated "Good" by FDOT while less than 5% are rated "Poor" by FDOT	Policy 5.01.1 – Evaluate the structural integrity of bridges on the major road network and implement rehabilitation projects as appropriate in coordination with FDOT.	PM 5.01.1.1 – FDOT Pavement Condition Rating
5.02 ^{PM}	Ensure that over 50% of the bridge deck area on the National Highway System (NHS) are rated "Good" by FDOT while less than 10% are rated "Poor" by FDOT	Policy 5.02.1 – Evaluate the structural integrity of bridges on the major road network and implement rehabilitation projects as appropriate in coordination with FDOT.	PM 5.02.1.1 – FDOT Bridge Condition Rating.

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