Vision 2050: Safe, Efficient

Goal: Safe

Objective S.1: Eliminate transportation related serious injuries and fatalities.
- **Strategy S.1a**: Implement the TPA Vision Zero Action Plan and Complete Streets Policy.
- **Strategy S.1b**: Identify and prioritize projects on the High Injury Network.
- **Strategy S.1c**: Address transportation barriers in historically disadvantaged communities.
- **Strategy S.1d**: Leverage innovation and technology with demonstrated safety benefits.

Objective S.2: Support regional adoption of safety policies and plans.
- **Strategy S.2a**: Establish and implement Vision Zero and Complete Streets policies & plans.
- **Strategy S.2b**: Utilize a Safe System decision-making framework in planning & design.

Objective S.3: Support emergency management functions including evacuation, response, and post-disaster recovery.
- **Strategy S.3a**: Consider projects that maintain or enhance evacuation routes.

Objective S.4: Enhance the safety and security of transit, rail, and other multimodal facilities.
- **Strategy S.4a**: Improve existing rail grade crossings with a crash history.
- **Strategy S.4b**: Improve bus terminals and stop areas.
- **Strategy S.4c**: Develop microtransit and mobility hubs throughout the county.

Goal: Efficient

Objective E.1: Provide more efficient use and operation of the transportation system.
- **Strategy E.1a**: Repurpose existing road space to support economic development, safety and mobility for all users.
- **Strategy E.1b**: Implement Transportation Systems Management & Operation (TSM&O) along congested corridors, with priority to non-urban centers.

Objective E.2: Address capacity constraints of the existing transportation system.
- **Strategy E.2a**: Identify strategies to improve traffic operation at bottlenecks in the transportation system.
- **Strategy E.2b**: Add or expand facilities for sustainable modes.

Objective E.3: Improve public transit, micromobility, and transportation service reliability, efficiency, and convenience.
- **Strategy E.3a**: Prioritize transit frequency and reliability with technology.
- **Strategy E.3b**: Provide real-time transportation information & displays.

Objective E.4: Address the economic barrier of automobile ownership and dependence with transportation options.
- **Strategy E.4a**: Study and improve transit operations.
- **Strategy E.4b**: Provide first-mile and last-mile travel solutions.
- **Strategy E.4c**: Prioritize transportation opportunity in infill or key growth areas that support new workforce and affordable housing.

Objective E.5: Incentivize reduced travel demand during peak periods.
- **Strategy E.5a**: Leverage transportation demand management (TDM) tools & programs to redistribute demand across space and time.

Safe

Federal Performance Measures (PM1)
Number of fatalities
Rate of fatalities per 100 million vehicle miles traveled (VMT)
Number of serious Injuries
Rate of serious injures per 100 million (VMT)
Number of non-motorized fatalities & serious injuries combined

TPA Performance Measures
Number of rail fatalities
Palm Tran Fixed Route & Paratransit Safety

Vision 2050 Performance Measures for Consideration	
	Purpose:
Safety projects along the HIN	Track safety improvements made to high-crash road segments.
Tactical interventions in HIN	Track immediate, low-cost interventions on high-crash roads.
Partner safety & complete streets resolutions and action plans	Track safety culture in TPA planning area.
Equity based projects programmed	Track investments in historically disadvantaged communities.
Rail crossings improved	Track safety improvements to multimodal railroad crossings.
Rail crossings grade separated	Track elimination of at-grade railroad crossings.

Efficiency

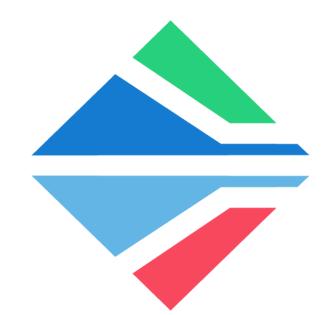| Federal Performance Measures (PM3) |
| --- |
| Percent of reliable person-miles traveled on the Interstate |
| Percent of reliable person-miles traveled on the non-Interstate NHS |
| Truck travel time reliability ratio (TTTR) on the Interstate |

TPA Performance Measures
Ratio of transit v. car average commute time
Passenger trips per revenue hour:
for Tri-Rail service
for Palm Tran fixed route service

Vision 2050 Performance Measures for Consideration	
	Purpose:
Corridors or Routes improved	Track TSM&O or Complete Streets networks.
Households (or Population) served by High-frequency transit	Monitor the proportion of population with nearby access to frequent transit.
Households (or Population) within First-mile and Last-mile service areas	Monitor the proportion of population with access to services like on-demand transit, or micromobility.
Mobility service area coverage	Monitor areas with higher daytime population (ie. offices, retail) with access to services like on-demand transit, or micromobility.
Trips taken via alternative transportation modes	Monitor trends in walking, bicycling, micromobility over time.

Vision 2050: Connected, Multimodal

Goal: Connected

Objective C.1: Provide a range of interconnected transportation options to improve accessibility and mobility for all residents, workers, and visitors.
- **Strategy C.1a**: Address the unique needs of the elder population, people with disabilities, and those unable to drive.
- **Strategy C.1b**: Provide a complete, comfortable network of accommodations for walking, bicycling and micromobility access.

Objective C.2: Fill gaps in multimodal transportation facilities.
- **Strategy C.2a**: Construct the Tier 1 bike/ped network.
- **Strategy C.2b**: Improve accessibility between transit or schools and surrounding land uses.

Objective C.3: Deploy connected technology to enhance traffic operations.
- **Strategy C.3a**: Implement emergency vehicle preemption & transit signal and freight priority.
- **Strategy C.3b**: Deploy innovative connectivity and monitoring technologies across a complete communications network.

Objective C.4: Increase availability of transportation information to support trip decision-making.
- **Strategy C.4a**: Provide real time transit, micromobility or other alternative transportation data.
- **Strategy C.4b**: Integrate information of all service options under a common platform.

Objective C.5: Improve intermodal links that support freight and tourism
- **Strategy C.5a**: Target bottlenecks accessing intermodal ports.

Goal: Multimodal

Objective M.1: Develop a transportation system that improves regional accessibility and mobility for all users, including the movement of goods.
- **Strategy M.1a**: Identify and prioritize projects that increase commuter mode split for walking, bicycling, and transit.
- **Strategy M.1b**: Expand mobility service options in dense activity centers and active corridors.
- **Strategy M.1c**: Enhance connectivity between activity centers via alternative modes.

Objective M.2: Accommodate low-stress travel by sustainable modes.
- **Strategy M.2a**: Provide separation between vehicular traffic and facilities for walking, bicycling or micromobility travel.
- **Strategy M.2b**: Improve comfort for transit riders with shelter and other amenities.

Objective M.3: Enhance multimodal options in urban centers with persistent congestion
- **Strategy M.3a**: Implement complete and comfortable networks of sidewalks and bike lanes.
- **Strategy M.3b**: Support first-mile and last-mile transportation services.

Connected

Federal Performance Measures
None

TPA Performance Measures
Centerline mileage of federal aid eligible roadways that include:
Separated bike lanes
10-ft or wider shared use pathways
8 to 9-ft paved pathways
Buffered bike lanes
Designated bike lanes
Sidewalks
Percentage of federal aid eligible mileage with:
Bicycle facilities within 3 miles of a transit hub
Pedestrian facilities within 1 mile of a transit hub
Pedestrian facilities within 2 miles of elementary schools
Pedestrian facilities within 1/4 mile of a traditionally underserved community

Vision 2050 Performance Measures for Consideration	
	Purpose:
Tier 1 network completeness index	Monitor completeness of TPA's Tier 1 pedestrian and bicycle networks.
Transit/School connectivity index	Monitor completeness of TPA's Tier 1 networks within proximity of bus stops or schools. Measurement may be limited to a specific area.
Corridors connected	Track TSM&O networks with connectivity elements.
Intersections connected	Track TSM&O nodes with connectivity elements.
Transit stops/stations connected	Track bus stops or rail stations with connectivity elements.
On-demand use data	Monitor trends in on-demand mobility servies over time.

Multimodal

Federal Performance Measures
None

TPA Performance Measures
Walking
Biking
Transit
Annual tonnage of freight for:
Port of Palm Beach
Palm Beach International Airport

Vision 2050 Performance Measures for Consideration	
Low-stress pedestrian/bicycle facilities provided	Purpose: Combined measure of various pedestrian or bicycle facilities that are comfortable and convenient for travel.
Mobility service area coverage	Purpose: Physical areas where services like on-demand transit, or micromobility are provided. This is a sub-set of the proposed Efficiency measure which considers households or population within the area.
Corridors w/ frequent & reliable transit	Purpose: Track progress of the 561 corridors.

Vision 2050: Resilient

Goal: Resilient

Objective R.1: Protect critical infrastructure from future disruptions due to climate impacts.

Strategy R.1a: Harden or sustainably replace at-risk critical infrastructure.

Strategy R.1b: Right size transportation infrastructure to reduce future risk and carrying cost.

Strategy R.1c: Prioritize improvements along evacuation routes that enhance preparation for or response to extreme weather events.

Strategy R.1d: Leverage green infrastructure to reduce environmental impacts of transportation facilities.

Objective R.2: Promote compact, walkable, mixed-use development and redevelopment opportunities that encourage a range of transportation options and improved public health.

Strategy R.2a: Support transit-oriented development in infill or key growth areas.

Strategy R.2b: Avoid projects with adverse environmental impacts.

Strategy R.2c: Cultivate livable transportation environments that are safe, comfortable and vibrant.

Objective R.3: Ensure equity is factored into programming, planning and design.

Strategy R.3a: Identify and eliminate transportation barriers affecting low income and minority populations.

Strategy R.3b: Ensure that projects do not disproportionately burden historically disadvantaged communities.

Objective R.4: Reduce the carbon footprint of the transportation system.

Strategy R.4a: Leverage federal best practices such as buy local.

Strategy R.4b: Incentivize purchasing of alternate fuel vehicles.

Strategy R.4c: Deploy electric vehicle charging infrastructure.

Strategy R.4d: Incentivize a shift from driving alone to travel via alternative transportation options.

Resilient

Federal Performance Measures (PM2)

Pavement:
- Interstate in Good Condition
- Interstate in Poor Condition
- Non-Interstate NHS in Good Condition
- Non-Interstate NHS in Poor Condition

Bridges:
- NHS bridges in Good Condition
- NHS bridges in Poor Condition

Federal Performance Measures (Transit Asset Management Plan)

Percentage of Palm Tran infrastructure exceeding useful life for:
- Vehicles - Articulated Bus (> 14 yrs old)
- Vehicles - Fixed Route Bus (> 14 yrs old)
- Vehicles - Cutaway Bus (> 10 yrs old)
- Equipment - Automobiles (> 4 yrs old or 100,000 miles)
- Equipment - Trucks (> 4 yrs old or 100,000 miles)
- Facilities (<2.5 on 1-5 scale)

Percentage of Tri-Rail infrastructure exceeding useful life for:
- Equipment - Support & Maintenance Vehicles (>8 yrs old)
- Equipment - Other vehicles (<2.5 on 1-5 scale)
- Rolling stock - locomotives, coach cars, self-propelled cars (>39 yrs old)
- Rolling Stock - cutaway buses (>10 yrs old)

Percentage of Tri-Rail facilities with poor condition (<2.5 on 1-5 scale)
- Passenger Terminals
- Maintenance Facilities
- Administrative Offices
- Rail fixed-guideway track with performance restrictions

TPA Performance Measures

Daily fuel use (gal) per person

Daily Vehicle Miles Traveled per person

% electric vehicles in rubber-tire transit fleet

Percentage of federal aid eligible mileage susceptiable to inundation by:
- 1.2-ft sea level rise & historic storm surge
- 1% chance of annual flooding

Vision 2050 Performance Measures for Consideration

At-threat facilities improved	Purpose: Monitor threatened facilities and progress toward resilient infrastructure.
Corridor EV-charging station	Purpose: Monitor progress building out alternative fuel corridors.