



4 GOALS, OBJECTIVES AND POLICIES

4.1 DEVELOPMENT OF THE GOALS AND OBJECTIVES

Development of the goals and objectives for the 2030 LRTP started with a review of the goals and objectives established in the 2025 LRTP. However, based on the public input from the focus groups and first workshop, it was determined that rather than refining the existing goals, for this LRTP update a new set of goals and objectives should be developed to better capture emerging issues related to land use, context-sensitive transportation solutions and a desire for increased transit as expressed through the MPO's 2002 Public Transportation Systems Analysis. Thus, a set of 2030 guiding principles in the form of goals and objectives were developed for review and refinement by the MPO's LRTP Steering Committee, the Technical Advisory Committee and Citizens Advisory Committee.

The new goals and objectives were again compared with the 2025 LRTP goals and objectives, and modified slightly based on committee input to reflect the need for a heightened emphasis on regional planning and coordination, the importance of land use in shaping the future transportation system, and establishing a stronger linkage between public involvement activities and plan outcomes. The goals and objectives were endorsed by the MPO on February 28, 2005, to guide the development of this plan, and are presented below:

4.1.1 2030 LRTP GOAL STATEMENT

Develop and maintain a balanced multimodal transportation system in Sarasota and Manatee Counties that improves mobility and accessibility for all users, preserves the environment, enhances community character and supports the region's economic vitality.

4.1.2 SUPPORTING GOAL STATEMENTS AND POLICY OBJECTIVES

1.0 PROVIDE MOBILITY ON AREA ROADWAYS AND ENHANCE INTERMODAL CONNECTIVITY

- 1.1 Maintain and improve the level of service of roadways included on the Strategic Intermodal System and Joint Regional Multi-modal Transportation System for Charlotte, Manatee and Sarasota Counties.
- 1.2 Enhance regional connectivity through continued development of the state highway system.
- 1.3 Increase street connectivity and promote proper spacing of roadways to balance transportation demand and preserve mobility of regionally significant facilities.
- 1.4 Achieve and maintain an acceptable level of service on area roadways, as established by the Florida Department of Transportation and local government comprehensive plans.
- 1.5 Ensure the safe accommodation of motorized and non-motorized traffic on area roadways while reducing vehicle crash rates.



- 1.6 Maintain and improve efficient access to regional passenger and freight intermodal hubs.
- 1.7 Maintain and improve operating conditions on emergency evacuation routes, and enhance emergency access to I-75 and other regional facilities.

2.0 STRENGTHEN THE MULTIMODAL TRANSPORTATION SYSTEM

- 2.1 Increase transit attractiveness and competitiveness in congested or constrained corridors through reduced travel times, increased frequency and provision of transit infrastructure that expands available options.
- 2.2 Establish and strengthen regional transit connections between public transportation providers and logical origins and destinations in adjacent counties.
- 2.3 Extend the coverage of the public transportation system to areas with supportive land use patterns and population or employment characteristics.
- 2.4 Improve inter- and intra-county access to destinations for people who are transportation disadvantaged.
- 2.5 Increase bicycle and pedestrian travel throughout the Sarasota-Manatee area for commuting to employment and school sites as well as for shopping and recreational purposes.
- 2.6 Improve pedestrian safety through intersection design, visibility and provision of accessible pedestrian facilities.
- 2.7 Create an interconnected regional network of on-road bicycle facilities and/or trails that link existing and emerging community focal points.
- 2.8 Increase use of vanpools and carpools to improve regional mobility and manage demand on congested and constrained corridors.
- 2.9 Promote non-motorized travel and transit use by incorporating livable street design and context sensitive design into the development of transportation facilities and corridors.
- 2.10 Improve competitiveness of freight movement for shipping and rail

3.0 COORDINATE LAND USE AND PROTECT THE ENVIRONMENT

- 3.1 Support and strengthen multimodal walkable centers that serve as attractive community focal points and support all modes of travel through principles of design, density and diversity of the built environment.
- 3.2 Encourage redevelopment of established corridors and centers to reduce sprawl, expand jobs-housing choices, support transit service and improve pedestrian safety and accessibility.



- 3.3 Improve public health and air quality by encouraging increased walking and bicycling activity for all trip purposes.
- 3.4 Preserve agricultural and open space, and minimize adverse impacts of transportation capital projects on natural and cultural resources.
- 3.5 Protect the historic character of established communities by minimizing transportation impacts and employing context sensitive design of transportation facilities when needed.
- 3.6 Minimize adverse impacts of transportation on existing neighborhoods caused by cut-through traffic, noise or right-of-way needs.
- 3.7 Reduce vehicle miles of travel and energy consumption through coordinated land use and transportation planning.
- 3.8 Provide for wildlife corridors in the design of new transportation facilities, where appropriate, to minimize disruption of habitat and ensure access to food, water and shelter.

4.0 ENHANCE SYSTEM MANAGEMENT AND OPERATIONS

- 4.1 Protect roadway capacity, optimize operating efficiency, enhance safety of transportation facilities and reduce delays through the application of Intelligent Transportation Systems (ITS), system management and demand management strategies.
- 4.2 Consider all mobility options and operational strategies in congested corridors before adding capacity for general purpose lanes or building new facilities.
- 4.3 Improve operational efficiency of the transportation system through coordinated regional planning and project development.
- 4.4 Enhance intergovernmental coordination and joint planning to ensure efficient use of resources and protect transportation investments.

5.0 ENSURE FINANCIAL FEASIBILITY OF THE TRANSPORTATION SYSTEM

- 5.1 Plan to develop and maintain a financially feasible transportation system that meets the future needs of the Sarasota/Manatee area.
- 5.2 Ensure that existing and future financial resources are realistic, reliable and equitable.
- 5.3 Promote a balanced transportation system through investment in improvements across modes.

6.0 INVOLVE THE PUBLIC IN TRANSPORTATION DECISION-MAKING

- 6.1 Provide early and continuing opportunities for public engagement in transportation plans, projects and programs.



- 6.2 Consider all public input in the Sarasota/Manatee transportation planning process.
- 6.3 Take appropriate steps to involve the entire community, including those traditionally underserved by the transportation planning process, in the development of plans, projects and programs.
- 6.4 Allow for timely public review and comment at key decision points in the transportation planning and project development process.

Specific policies discussed by the MPO during development of the LRTP include adding Honore Avenue, Lakewood Ranch Boulevard and University Parkway from I-75 to SR 70 to the Joint Regional Multimodal Transportation System, as defined by the Sarasota/Manatee MPO and Charlotte-Punta Gorda MPO. In addition, the MPO officially designated or affirmed the roadways shown in Table 5-9 as policy constrained to reflect the desire to seek other options to widening those roadways.

As follow-on to the adoption of the 2030 LRTP, the MPO staff will need to review the 2030 LRTP goals and objectives and consider how to integrate them into the on-going project prioritization process used for development of its Transportation Improvement Program (TIP).