



SPACE COAST

**TPO**

# 2045 Long Range Transportation Plan

GOALS, OBJECTIVES, AND EVALUATION CRITERIA

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**Space Coast Transportation Planning Organization  
2045 Long Range Transportation Plan – Goals, Objectives, and  
Evaluation Criteria Technical Memorandum**

**10/22/2019**

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## I. INTRODUCTION

The 2045 Long Range Transportation Plan (LRTP) for the Space Coast Transportation Planning Organization (SCTPO) includes Vision and Goals, Objectives, and Evaluation Criteria formulated as a framework to guide the Plan update process. The Vision, developed during the 2040 LRTP update, reflects a bold future for Brevard County that embraces the potential of premium transit and emerging technologies, derived from the hopes and desires of Brevard County’s residents, stakeholders, and decision makers. The process to develop the Vision is described below. The Goals and Objectives represent the desired outcomes of the planning process, in a much more tangible way than the Vision, and actionable steps or targets for those outcomes, respectively.

The current federal legislation dictating the long-range planning requirements for TPOs, the Fixing America’s Surface Transportation (FAST) Act signed into law in December 2015, includes a requirement to practice performance-based planning (PBP), is a data-driven process that involves goal setting, target setting, and performance monitoring to track progress toward the targets. A review of the Planning Factors and National Goals as set forth by the U.S. Department of Transportation (USDOT) and Federal Highway Administration (FHWA) is a necessary preliminary step in the establishment of LRTP Goals and Objectives. The relationship of the LRTP Goals, Objectives, and Evaluation Criteria to the PBP requirements also established by FHWA is also important, and the Plan’s Goals, Objectives, and Evaluation Criteria used to prioritize investments must align with performance monitoring requirements.

Finally, the Florida Department of Transportation (FDOT) has established planning factors and goals, as laid out in the Florida Transportation Plan (FTP). Consistency with Statewide goals and requirements is critically important, as the LRTP represents a coordinated effort with FDOT, as well as local planning partners.

The following sections describe the 2060 Space Coast Vision, Federal and State goals and planning factors, as well as a detailed description of the Goals, Objectives, and Evaluation Criteria developed to guide the Space Coast 2045 LRTP. **Appendix A** through **C** of this report also include a comparison of the LRTP Goals and Objectives to the National Goals, Florida Transportation Goals and Objectives, and the Florida Highway Safety Plan Program Areas and Strategies.

## II. 2060 VISION

The 2040 LRTP update included an extensive scenario planning exercise to establish a vision for the future of a county that, for years, has been in a process of transition, particularly since the retirement of the Space Shuttle. The scenarios conceptualized and tested included the status quo, a connected communities scenario, a high tech lifestyle scenario, and a port center scenario. All the scenarios examined alternative growth and development patterns and respective transportation infrastructure investment strategies. Over 100 participants, including SCTPO Board members, attended a Transportation Vision Workshop where they vetted the scenarios and arrived at a vision that incorporates the desired aspects of all the alternative scenarios into a composite that reflects the goals and priorities of participants. The 2060 Vision, which was recognized as a longer-term scenario than the 2040 horizon year of the LRTP, is comprised of the following three principal themes:

- **Economic Prosperity** – To build on that which is uniquely Brevard. Participants in the scenario planning process came to a consensus that facilitating the growth and diversification of Brevard’s high-tech and logistics economies should be a focal point of long range planning.
- **Sustainable Growth** – To protect that which is uniquely Brevard. Another theme that emerged from the scenario planning focused on environmental protection through compact and sustainable growth and transportation strategies.
- **Quality of Life** – To provide transportation and housing choices to Brevard residents. The third and final element of the Vision that was broadly agreed upon includes providing a variety of housing and transportation options that can contribute to a high quality of life, or livability in Brevard County.

### III. STATE GOALS AND REQUIREMENTS

Chapter 339.155 in the Florida Statutes requires that FDOT develop a Statewide Long Range Transportation Plan that mimics the federal legislation pertaining to TPOs. This Statewide LRTP would require a minimum 20 year planning horizon, regular plan updates every 5 years, and coordination/reconciliation with local LRTPs. The FDOT Metropolitan Planning Organization (MPO) Program Management Handbook requires that MPOs consider the goals and objectives in the FTP in metropolitan long range plans. Section 175(6)(b) of the statute also requires that metropolitan plans also consider the following in the identification of improvement strategies, consistent with Planning Factors established in federal statute:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
2. Increase the safety and security of the transportation system for motorized and non-motorized users;
3. Increase the accessibility and mobility options available to people and for freight;
4. Protect and enhance the environment, promote energy conservation, and improve quality of life;
5. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
6. Promote efficient system management and operation; and
7. Emphasize the preservation of the existing transportation system.

#### Florida Statewide Plans

The FTP is a Statewide plan developed by FDOT to fulfill Chapter 339.155. The FTP includes three separate documents. The first is the Vision Element, which examines growth and development trends and establishes a desired direction for a longer term period of 50 years. The second piece of the FTP is the Policy Element, which is essentially a strategic plan that establishes goals and objectives and sets a policy framework for the State and for regional and local partners. The final document is the Implementation Element, which is action oriented in terms of the short- and long-term investments and, as such, is a more fluid plan that is updated on a more regular basis. The goals of the FTP, as outlined in the Policy Element, address the core elements of both the State and Federal legislation guiding transportation planning. The FTP goals include:

- Safety and Security for Residents, Visitors, and Businesses
- Agile, Resilient, and Quality Infrastructure
- Efficient and Reliable Mobility for People and Freight
- More Transportation Choices for People and Freight
- Transportation Solutions that Support Florida’s Global Economic Competitiveness
- Transportation Solutions that Support Quality Places to Live, Learn, Work, and Play
- Transportation Solutions that Support Florida’s Environment and Conserve Energy

Other Statewide plans that were reviewed for consistency include the Florida 2017 Highway Safety Plan (HSP), Florida Strategic Highway Safety Plan (SHSP), updated in 2016, and the Strategic Intermodal System (SIS) Policy Plan, also updated in 2016. Objectives and strategies in those respective plans are listed below.

**SIS Plan Objectives**

*Interregional Connectivity*

- Ensure the efficiency and reliability of multimodal transportation connectivity between Florida’s economic regions and between Florida and other states and nations.

*Intermodal Connectivity*

- Ensure the efficiency and reliability of multimodal transportation connectivity between Florida’s economic regions and between Florida and other states and nations.

*Economic Development*

- Provide transportation systems to support Florida as a global hub for trade, tourism, talent, innovation, business, and investment

**HSP Program Areas**

- *Aging Road Users*
- *Community Traffic Safety*
- *Comprehensive Traffic Enforcement & Education*
- *Distracted Driving*
- *Florida Law Enforcement Liaison*
- *Impaired Driving*
- *Motorcycle Safety*
- *Occupant Protection & Child Passenger Safety*
- *Paid Media*
- *Pedestrian Bicycle and Safety*
- *Public Traffic Safety Professionals Training*
- *Speed/Aggressive Driving*
- *Teen Driver Safety*
- *Traffic Records*

**SHSP Strategies**

*Engineering*

- Identify, develop and deploy engineering solutions that encourage safe driving behavior and reduce roadway fatalities and serious injuries
- Incorporate policies and practices into roadway design, construction, operation, and maintenance that make Florida’s transportation system safer for all users
- Ensure infrastructure design allows for safe and efficient access for first responders

*Enforcement*

- Increase targeted enforcement activities in high-crash locations and at relevant times
- Increase enforcement of high-risk driving behaviors
- Coordinate with prosecutors and the courts to improve prosecution and adjudication of traffic safety-related cases

*Education*

- Educate all road users on sharing the road
- Develop and implement communication strategies for all road users and improve public awareness of highway safety.
- Increase training and educational opportunities for first responders and other traffic safety partners focused on reducing roadway-related fatalities and serious injuries.
- Increase motorists’ understanding of engineering solutions and best practices, and vehicle technologies that can reduce the number and injury severity of crashes

## IV. FEDERAL PLANNING REQUIREMENTS

One of the key provisions of the FAST Act is the requirement that states and MPOs improve project decision making through a performance-based planning process. The FHWA's rule implementing the FAST Act includes seven goals to guide that process and the establishment of targets and measurement of progress toward those targets in 23 U.S.C. 150(b). FHWA also included a set of ten planning factors in the final rule, including two new planning factors since passage of the FAST Act.

### National Goals

- **Safety** - To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
- **Infrastructure Condition** - To maintain the highway infrastructure asset system in a state of good repair.
- **Congestion Reduction** - To achieve a significant reduction in congestion on the National Highway System.
- **System Reliability** - To improve the efficiency of the surface transportation system.
- **Freight Movement and Economic Vitality** - To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
- **Environmental Sustainability** - To enhance the performance of the transportation system while protecting and enhancing the natural environment.
- **Reduced Project Delivery Delays** - To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.

### National Planning Factors

- Support the **economic vitality** of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
- Increase the **safety** of the transportation system for motorized and non-motorized users;
- Increase the **security** of the transportation system for motorized and non-motorized users;
- Increase the **accessibility and mobility** of people and freight;
- Protect and enhance the **environment**, promote energy conservation, improve the **quality of life**, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
- Enhance the **integration and connectivity** of the transportation system across and between modes for people and freight;
- Promote **efficient system management and operations**;
- Emphasize the **preservation** of the existing transportation system;
- **NEW**: Improve the **resiliency and reliability** of the transportation system, and reduce or mitigate storm water impacts of surface transportation; and
- **NEW**: Enhance travel and **tourism**.

## Performance Measures

The 2045 LRTP cycle is the first time MPOs are required to set performance targets based on consistent federal performance measures and monitor progress towards those measures. The requirement involves a successive process beginning with the establishment of National Goals by Congress, followed by USDOT establishing performance measures, culminating in states, MPOs, and public transit agencies setting targets and monitoring progress toward them. The target setting process is also successive, with states setting targets first, followed by metropolitan target setting within 180 days of state targets being set. There are three performance measure programs for which targets have been set by FDOT, including:

- **Safety Measures** – including traffic fatalities and serious injuries, pedestrian/bicycle fatalities and serious injuries; and transit incidents.
- **System Maintenance Measures** – including roadway, bridge, and transit capital asset condition and how well they are maintained.
- **System Performance Measures** – including highway congestion, travel reliability, freight movement reliability, and mobile source emissions.

The SCTPO Board has adopted targets for the Safety, System Maintenance, and Performance Measures consistent with FDOT targets at the February 2018 and November 2018 SCTPO Governing Board meetings.

The target setting and monitoring process, as mandated by Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP-21), is an important part of performance-based planning, but it must also be complemented by a performance-oriented assessment and evaluation process in the prioritization of investments. There are two parts to evaluating performance from a planning standpoint. The first is to identify currently or historically under-performing facilities and the second is to forecast performance using the travel demand model and other tools to estimate the impacts of growing demand on the system.

## V. SCTPO 2045 LRTP GOALS, OBJECTIVES, AND EVALUATION CRITERIA

Table 1 – 2045 LRTP Goals, Objectives, and Evaluation Criteria

Goals	Objectives	Evaluation Criteria
Goal 1: Improve Safety and Security for All Users	Objective 1.1 - Improve safety of infrastructure for motorized and non-motorized users	Vehicular crash frequency and severity Vulnerable road user crash frequency and severity
	Objective 1.2 - Support the Highway Safety Improvement Program	Addresses a goal or objective of the Highway Safety Improvement Program
	Objective 1.3 - Provide a system of bikeways, sidewalks, and shared use paths, connecting residential areas, job centers, schools, and other destinations	Provides bicycle and pedestrian facilities to community assets (schools, parks, civic centers, etc.) (direct, indirect, none)
Goal 2: Improve Economic Development with a Connected Multi-Modal System	Objective 2.1 - Promote economic development through the improved performance of multi-modal facilities providing connections to intermodal hubs and commerce centers	Level of connection to intermodal hub (direct, indirect, none)
		Level of connection to commerce centers (direct, indirect, none)
	Objective 2.2 - Improve connectivity between major activity centers	Corridor connects major activity centers (direct, indirect, none)
	Objective 2.3 - Promote intergovernmental coordination to redevelop historic communities and concentrate development within multimodal hubs	Project supports redevelopment/infill
Project improves accessibility or connectivity to existing development		
		Project supports future land use plans

**Table 1 Cont. – 2045 LRTP Goals, Objectives, and Evaluation Criteria**

Goals	Objectives	Evaluation Criteria
Goal 3: Enhance Mobility and Reliability of the Transportation System for Communities, Tourism and Commerce	Objective 3.1 - Improve mobility of people and freight by increasing the use of emerging technologies (ITS).	Existing volume/maximum acceptable volume ratio to represent levels of congestion (high ratio ranks higher) ITS applications included
	Objective 3.2 - Enhance access to tourist destinations	Corridor connects to a tourist destination(s) (direct, indirect, none)
	Objective 3.3 - Improve the reliability of the transportation system through operational and incident management strategies	Includes Transportation Systems Management and Operations (TSMO) strategies that improve reliability (high, medium, low)
	Objective 3.4 - Enhance access to travel options in transportation disadvantaged areas	Improves access to transit facilities Provides improved bicycle and/or pedestrian facilities for a transportation disadvantaged area (direct, indirect, none)
Goal 4: Preserve and Provide a Resilient Transportation System through Balancing Social and Environmental Resources	Objective 4.1 Improve security through improvements to the capacity and efficiency of the County's evacuation routes	Improvement to evacuation routes (direct, indirect, none)
	Objective 4.2 - Improve air quality by lowering mobile source emissions with energy efficient vehicles and reduced vehicle miles traveled	Supports connected or electric vehicles Encourages carpooling, transit, or other ride-sharing options
	Objective 4.3 - Improve the resiliency of the transportation system through mitigation and adaptation strategies to address sea level rise and other shocks and stressors	Improves treatment of storm water Includes adaptation strategies concerning sea level rise, flooding, and extreme weather events
	Objective 4.4 - Integrate a "fix-it-first" mentality to keep existing infrastructure (roads, bridges, transit assets, etc.) in a state of good repair	Supports maintenance of system

## Appendix A: SCTPO LRTP Goals vs National Goals

Space Coast Goals	Space Coast Objectives	National Planning Factors									
		Economic Vitality	Safety	Security	Accessibility and Mobility	Environment and Quality of Life	Integration and Connectivity	Efficient Management and Operation	System Preservation	Resiliency and Reliability	Travel and Tourism
Goal 1: Improve Safety and Security for All Users	1.1 Safety		1	1		1					
	1.2 Support HSIP		1	1	1	1					2
	1.3 Multimodal System	1	1	1	1	1	1		1		1
Goal 2: Improve Economic Development with a Connected Multi-Modal System	2.1 Economic Development	1			1	1	1		2	2	1
	2.2 Connectivity	1			1	1	1				1
	2.3 Intergovernmental Coordination	1			1	1	1		1		2
Goal 3: Enhance Mobility and Reliability of the Transportation System for Communities, Tourism and Commerce	3.1 Mobility/ITS	2	1	1			1	1		1	2
	3.2 Tourism	1			1	2	1				1
	3.3 Reliability		1	1			1	1		1	
	3.4 Equity	1	1		1	1	1				2
Goal 4: Preserve and Provide a Resilient Transportation System through Balancing Social and Environmental Resources	4.1 Security		1	1		1		1	1	1	2
	4.2 Air Quality				1	1	2		1	1	
	4.3 Resiliency			1					1	1	
	4.4 State of Good Repair	1	1			1		1	1	1	2

1 = Directly addresses National Planning Factor

2 = Indirectly addresses National Planning Factor

## Appendix B: Florida Transportation Plan Goals and Objectives

- Goal 1: Safety and Security for Residents, Visitors, and Businesses
  - Objective 1: Prevent transportation-related fatalities and injuries
  - Objective 2: Reduce the number of crashes on the transportation system
  - Objective 3: Prevent and mitigate transportation-related security risks
  - Objective 4: Provide transportation infrastructure and services to help prepare for, respond to, and recover from emergencies
- Goal 2: Agile, Resilient, and Quality Infrastructure
  - Objective 1: Meet or exceed industry, state, national, or international standards for infrastructure quality, condition, and performance for all modes of transportation
  - Objective 2: Optimize the functionality and efficiency of existing infrastructure and right-of-way
  - Objective 3: Adapt transportation infrastructure and technologies to meet changing customer needs
  - Objective 4: Increase the resiliency of infrastructure to risks, including extreme weather and other environmental conditions
- Goal 3: Efficient and Reliable Mobility for People and Freight
  - Objective 1: Reduce delays related to bottlenecks, gaps, and crashes and other incidents for all modes of Florida’s transportation system
  - Objective 2: Increase the reliability of all modes of Florida’s transportation system
  - Objective 3: Increase customer satisfaction with Florida’s transportation system and regulatory processes for residents, visitors, and businesses
  - Objective 4: Increase the efficiency of the supply chain for freight moving to, from, and through Florida
  - Objective 5: Increase the efficiency and flexibility of transportation related regulatory processes
- Goal 4: More Transportation Choices for People and Freight
  - Objective 1: Increase the use of new mobility options and technologies such as shared, automated, and connected vehicles
  - Objective 2: Increase the share of person trips using public transportation and other alternatives to single occupancy motor vehicles
  - Objective 3: Increase the number of quality options for visitor travel to, from, and within Florida
  - Objective 4: Increase the number of quality options for moving freight to, from, and within Florida
  - Objective 5: Increase the efficiency and convenience of connecting between multiple modes of transportation
- Goal 5: Transportation Solutions that Support Florida’s Global Economic Competitiveness
  - Objective 1: Provide transportation infrastructure and services to support job growth in transportation-dependent industries and clusters
  - Objective 2: Increase transportation connectivity between Florida’s economic centers and regions

- Objective 3: Increase transportation connectivity between Florida and global and national trading partners and visitor origin markets
- Objective 4: Increase the number of skilled workers in Florida’s transportation-related industries
- Goal 6: Transportation Solutions that Support Quality Places to Live, Learn, Work, and Play
  - Objective 1: Plan and develop transportation systems that reflect regional and community values, visions, and needs
  - Objective 2: Increase customer satisfaction with Florida’s transportation system
  - Objective 3: Provide convenient, efficient accessibility to the transportation system for Florida’s residents and visitors
  - Objective 4: Provide transportation solutions that contribute to improved public health
- Goal 7: Transportation Solutions that Support Florida’s Environment and Conserve Energy
  - Objective 1: Plan and develop transportation systems and facilities in a manner that protects, and where feasible, restores the function and character of the natural environment and avoids or minimizes adverse environmental impacts
  - Objective 2: Decrease transportation-related air quality pollutants and greenhouse gas emissions
  - Objective 3: Increase the energy efficiency of transportation
  - Objective 4: Increase the diversity of transportation-related energy sources, with emphasis on cleaner and more efficient fuel

## Appendix C: Florida Highway Safety Plan Program Areas and Strategies

### Aging Road Users Program Strategies

- Manage and evaluate aging road user safety, access, and mobility activities to maximize the effectiveness of programs and resources
- Provide the best available data to assist with decisions that improve aging road user safety, access, and mobility
- Provide information and resources regarding aging road user safety, access, and mobility
- Inform public officials about the importance and need to support national, State, regional, and local policy and program initiatives which promote and sustain aging road user safety, access, and mobility
- Promote and encourage practices that support and enhance aging in place (i.e., improve the environment to better accommodate the safety, access, and mobility of aging road users)
- Enhance aging road user safety and mobility through assessment, remediation, and rehabilitation
- Promote safe driving and mobility for aging road users through licensing and enforcement
- Promote the safe mobility of aging vulnerable road users (pedestrians, transit riders, bicyclists, and other non-motorized vehicles)
- Promote the value of prevention strategies and early recognition of at-risk drivers to aging road users and stakeholders
- Bridge the gap between driving retirement and mobility independence (i.e., alternative transportation mobility options, public transportation, and dementia friendly transportation)

### Community Traffic Safety Program

- Increase public awareness and highway traffic safety programs
- Expand the network of concerned individuals to build recognition and awareness about traffic safety
- Support initiatives that enhance traffic laws and regulations related to safe driving

### Comprehensive Traffic Enforcement and Education Program

- Increase public awareness of highway traffic safety programs
- Expand the network of concerned stakeholders to build recognition and awareness of traffic safety
- Support initiatives that enhance traffic safety laws and regulations related to safe driving
- Support and promote effective law enforcement efforts related to safe driving

### Distracted Driving Program

- Increase public awareness and outreach programs on distracted driving
- Encourage companies, state agencies, and local governments to adopt and enforce policies to reduce distracted driving in company and government vehicles
- Support legislative initiatives that enhance distracted driving-related traffic laws and regulations
- Support Graduated Driver's License (GDL) restrictions to reduce distracted driving behaviors in teen drivers
- Increase law enforcement officer understanding of Florida traffic crash reporting and distracted driving data collection

- Educate law enforcement, judges, and magistrates on the existing laws that can be applied to distracted driving
- Deploy high-visibility enforcement mobilizations on distracted driving subject to appropriate/future legislation

#### Florida Law Enforcement Liaison Program

- No specific strategies

#### Impaired Driving Program

- Improve DUI enforcement
- Improve prosecution and adjudication of impaired driving cases
- Improve the DUI administrative suspension process
- Improve prevention, public education, and training
- Improve the treatment system (i.e., DUI programs, treatment providers, and health care providers)
- Improve data collection and analysis

#### Motorcycle Safety Program

- Collect and analyze data on motorcycle crashes, injuries, and fatalities to provide local and state agencies with the best available data to make appropriate and timely decisions that improve motorcycle safety in Florida
- Manage motorcycle safety activities in Florida as part of a comprehensive plan that includes centralized program planning, implementation, coordination, and evaluation to maximize the effectiveness of programs and reduce duplication of effort
- Promote personal protective gear and its value in reducing motorcyclist injury levels and increasing rider conspicuity
- Ensure persons operating a motorcycle on public roadways hold an endorsement specifically authorizing motorcycle operation
- Promote adequate rider training and preparation to new and experienced motorcycle riders by qualified instructors at State-approved training centers
- Reduce the number of alcohol, drug, and speed-related motorcycle crashes in Florida
- Support legislative initiatives that promote motorcycle safety-related traffic laws and regulations
- Ensure State and local motorcycle safety programs include law enforcement and emergency services components
- Incorporate motorcycle-friendly policies and practices into roadway design, traffic control, construction, operation, and maintenance
- Increase the visibility of motorcyclists by emphasizing rider conspicuity and motorist awareness of motorcycles
- Develop and implement communications strategies that target high-risk populations and improve public awareness of motorcycle crash problems and programs

### Occupant Protection and Child Passenger Safety Program

- Support the Occupant Protection Resource Center which provides stakeholders with occupant protection public information and education materials, information regarding child passenger safety inspection stations, and child passenger safety technician and instructor training
- Promote safety belt and child restraint use to high-risk groups through the Florida Occupant Protection Task Force
- Support the national Click It or Ticket mobilization through overtime enforcement efforts targeting safety belt and child restraint use during day and nighttime hours

### Paid Media Program

- Increase public awareness of highway traffic safety programs and enforcement
- Expand the network of concerned individuals to build recognition and awareness

### Pedestrian and Bicycle Safety Program

- Increase awareness and understanding of safety issues related to vulnerable road users
- Increase compliance with traffic laws and regulations related to pedestrian and bicycle safety through education and enforcement
- Develop and use a systemic approach to identify locations and behaviors prone to pedestrian and bicycle crashes and implement multidisciplinary countermeasures
- Promote, plan, and implement built environments (urban, suburban, and rural) which encourage safe bicycling and walking
- Support national, state, and local legislative initiatives and policies that promote bicycle and pedestrian safety

### Public Traffic Safety Professionals Training

- Increase traffic safety professionals' awareness of highway safety issues
- Improve traffic enforcement and detection skills
- Improve crash investigation and prosecution skills
- Improve detection, prosecution, and adjudication of impaired driving cases
- Increase understanding of the importance of accurate data collection and analysis

### Speed/Aggressive Driving Program

- Support and promote effective law enforcement efforts to reduce aggressive driving
- Support and promote effective law enforcement efforts to reduce speed-related crashes
- Increase training and education on the problems of speed/aggressive driving
- Identify and support initiatives that reduce instances of speeding and aggressive driving

### Teen Driver Safety Program

- Expand the network of concerned individuals to build recognition and awareness as it relates to teen driver safety and support for the Florida Teen Safe Driving Coalition
- Create a safe driving culture for teen drivers through outreach and education
- Support initiatives that enhance safe teen driving-related traffic laws and regulations related to safe teen driving

### Traffic Records Program

- Develop and maintain complete, accurate, uniform, and timely traffic records data
- Provide the ability to link traffic records data together
- Facilitate access to traffic records data
- Promote the use of traffic records data