

## STUDY GOALS AND OBJECTIVES



The primary purpose of the South Florida East Coast Corridor (SFECC) Transit Analysis is ***to develop and analyze alternatives that potentially integrate passenger and freight transport along the SFECC, which is centered along the existing FEC Railway.*** Through an extensive analysis and public outreach process, this study will consider various alignments and transit technologies. Right-of-way on streets and areas parallel to the SFECC, as well as stretches of waterways, will be evaluated for the alternative transit routes. The different technologies that will be considered include bus, waterway transit, light-rail, commuter-rail, and heavy-rail.

### Project Goals and Objectives

A total of seven goals and their associated objectives were established for the SFECCTA. These will be utilized as the basis for evaluating the proposed project alternatives in terms of their capacity to fulfill the requirements of each goal and objective. The goals are general statements that define what needs to be accomplished and the objectives identify the specific expressions of those desires. The evaluation criteria that will be developed from these will measure how well the alternative succeeds in achieving the desired goals and objectives. The following are the initial set of goals and objectives that will be further refined based on public and agency input.

#### ***Goal 1: Improve mobility and access for personal travel and goods movement.***

##### Objectives:

1. Expand transit options to accommodate future travel demand in the corridor and serve major transportation hubs, employment, medical, retail, educational, and entertainment centers, tourists and residents in the region.
2. Provide regional transit options that improve travel time reliability for people and goods and results in travel time savings.
3. Integrate the proposed transit options with existing and planned transit in the region.
4. Integrate the proposed transit options with existing and planned freight transport and potentially intercity passenger transport located within or traversing the study area.
5. Provide for seamless connections to all modes of transportation including bicycle and pedestrian facilities.
6. Provide regional access and mobility improvements for minority, transportation disadvantaged and low income groups.
7. Support goods movement in the corridor with higher capacity and connectivity.

#### ***Goal 2: Coordinate transportation investments in the corridor to contribute to a seamless, integrated regional multi-modal transportation network.***

## Objectives:

1. Invest in infrastructure, facilities and services that improve connectivity, transfer and circulation in the region.
2. Coordinate and integrate with other regional rail, mass transit, and roadway projects.
3. Maintain working relationships with transportation partners, including the FTA, FDOT, Regional Transportation Authority, MPOs, Counties, Cities, Regional Planning Councils, Business Groups, Florida East Coast Industries, and other stakeholders.
4. Avoid and minimize duplication of premium transportation services.
5. Coordinate with other transportation and land use planning efforts that are supportive of transit options.
6. Accommodate a proposed greenway along the corridor.

**Goal 3: Encourage the implementation of transit supportive development.**

## Objectives:

1. Locate transit stations where higher density development exists or can readily be accommodated and near activity centers.
2. Compliment and support economic development/redevelopment and potential joint development activities, that include a mix of uses and affordable housing, within the study area.
3. Establish a transit improvement that will contribute, guide and support the urban, transit-oriented scale envisioned for the various downtowns, commercial corridors and abutting residential areas.
4. Facilitate creation of transit-supportive and context sensitive development guidelines, zoning and policies.
5. Provide transit that complements the scale and character of neighborhoods, housing, and business developments.

**Goal 4: Minimize adverse impacts to the community and local businesses.**

## Objectives:

1. Minimize or mitigate adverse local traffic, parking and safety impacts.
2. Minimize or mitigate adverse noise and vibration impacts.
3. Avoid and minimize adverse impacts to minority and low income communities.
4. Minimize adverse right-of-way and physical impacts to established communities and businesses.
5. Optimize the use of existing infrastructure and transportation corridors for expansion of transit.

**Goal 5: Preserve and enhance the environment.**

## Objectives:

1. Minimize or mitigate adverse impacts to existing environmental resources.
2. Preserve historical and cultural resources.
3. Provide transit options to reduce traffic congestion and energy consumption.
4. Protect environmentally sensitive areas.

5. Improve regional air quality by promoting alternative transportation modes and reducing auto emissions.

***Goal 6: Provide a cost-effective transportation solution to meet identified travel needs consistent with the availability of implementation and operating funds.***

Objectives:

1. Provide new transit service that is financially feasible with existing and new revenue sources.
2. Meet FTA goals as they relate to cost effectiveness.
3. Ensure that the investment strategy for the corridor will be eligible to receive federal funding.
4. Optimize transportation funding resources and obtain local financial support.
5. Explore lower technology cost solutions, where applicable, than can be upgraded over time to a higher transit technology solution based on changing needs.

***Goal 7: Improve safety conditions for vehicular traffic and pedestrians.***

Objectives:

1. Plan transit stations consistent with applicable FRA and FTA safety guidelines.
2. Plan safe and effective corridor crossing locations for vehicles and pedestrians.
3. Plan rail freight improvements consistent with applicable FRA regulations.
4. Maximize potential for improved emergency evacuations.
5. Minimize overall modal conflicts.