
TRANSPORTATION AND MOBILITY ELEMENT

Goals, Objectives and Policies

TABLE OF CONTENTS

Purpose and Summary of the Transportation and Mobility Element.....	2
Town Profile and Transportation Challenges	2
Guiding Principles	2
Transportation and Mobility Element - Goals, Objectives and Policies.....	3
Goal TM 1 Implement an Efficient Transportation and Mobility Plan.....	3
Objective TM 1.1 Coordinate a Balanced Transportation System.....	3
Objective TM 1.2 Alternative Forms of Transportation.....	3
Objective TM 1.3 Levels of Service	4
Objective TM 1.4 Protection of Rights-of-Way.....	5
Objective TM 1.5 Compatibility of Transportation Goals	5
Goal TM 2 Implement a Safe Transportation Plan	7
Objective TM 2.1 Eliminate Conflict Among Transportation Modes.....	7
Goal TM 3 Cost Feasibility	8
Objective TM 3.1 Adequate Funding of Infrastructure.....	8
Definitions and Acronyms.....	9

PURPOSE AND SUMMARY OF THE TRANSPORTATION AND MOBILITY ELEMENT

The purpose of the Transportation Element is to plan for a safe, convenient multimodal transportation system. The Town of Sewall's Point will address mobility for pedestrians, bicyclists, transit users, motorized vehicle users, and waterways users. The performance and capacity need of the Town of Sewall's Point transportation network have been evaluated and projected with fiscal year 2027 for the short-term planning period, and fiscal year 2045 for the long-term planning period.

This element has been developed in coordination with the Martin Metropolitan Planning Organization's (MPO) Martin in Motion 2045 Long Range Transportation Plan (LRTP), the Martin County Transit Development Plan (TDP) 2020-2029, the 2040 Treasure Coast Regional Long Range Transportation Plan (RLRTP), and the Florida Department of Transportation's (FDOT) Florida 2045 Transportation Plan. The review of these and other transportation plans, along with the collaboration of these agencies, provides for the coordination with Martin County and the FDOT to assist with both the short and long-term transportation needs for the Town of Sewall's Point. The relevant data, inventory and analysis (DIA) of transportation conditions and Transportation Map Series will address traffic circulation, including the types, locations, and extent of existing and proposed major thoroughfares. This information informs the goals, objectives, and policies in the Town's Transportation Element.

TOWN PROFILE AND TRANSPORTATION CHALLENGES

The Town of Sewall's Point includes approximately 18.6 miles of roadway. Approximately 13.8 miles of roadways in the Town are maintained locally, approximately 1.1 miles are maintained privately, and approximately 3.7 miles are maintained by other agencies. (More information about these roadways can be found in the Functional Classification section of the Transportation DIA.) The transportation network that is established in this community is essentially built out. The plan will include policies that could reduce the vehicle miles traveled (VMT) by encouraging alternatives to motorized vehicle use. The plan acknowledges, that with its established low-density development pattern, the Town does not efficiently support significant use of public transit. The data acknowledges that single occupied vehicles are a concern, as this is the primary mode of transportation to employment by the Town's residents. It is also important to note that, although it is a goal to provide safe facilities for pedestrians and bicyclists, lack of available land for rights of way continues to be a challenge. The Town should look for opportunities to acquire additional land to expand rights of ways in order to provide facilities for bicycles and pedestrians or develop complete streets by reducing roadway widths for motorized vehicles.

GUIDING PRINCIPLES

Principle 1 – Encourage an efficient use of the multi-modal transportation network and direct new development and infrastructure to areas where mobility can be efficiently provided

Principle 2 – Reduce vehicle miles traveled and related greenhouse gas emissions through the provision of mobility within the community and provide safe facilities that promote walking and biking

Principle 3 – Provide safety for users of all transportation modes

TRANSPORTATION AND MOBILITY ELEMENT - GOALS, OBJECTIVES AND POLICIES

GOAL TM 1 IMPLEMENT AN EFFICIENT TRANSPORTATION AND MOBILITY PLAN

Goal TM 1 – The Town of Sewall’s Point shall maintain and continue to enhance a multimodal transportation system that provides safe, efficient travel, for both motorized and non-motorized vehicles, that complements and enhances the community’s environment, economy, and small-town character.

OBJECTIVE TM 1.1 COORDINATE A BALANCED TRANSPORTATION SYSTEM

Objective TM 1.1 – The Town of Sewall’s Point shall coordinate a balanced transportation system which is compatible with other elements of the Comprehensive Plan. The system will provide, to the extent possible, transportation alternatives to the automobile, compatible with the Town’s character, which will aim to improve the level of service for all modes and reduce the demand for increased roadway capacity.

Policy TM 1.1.1 – The Town of Sewall’s Point shall maintain Land Development Regulations that provide all-inclusive, efficient mobility for all modes of transportation.

Policy TM 1.1.2 – The Town of Sewall’s Point shall develop requirements in the Land Development Regulations that ensure all roadway projects are constructed in a manner that protects waterbodies, wetlands, and flood plains.

Policy TM 1.1.3 – The Town of Sewall’s Point is essentially built out with an established network of transportation facilities; however, the Town will continue to look for opportunities for additional connectivity while not at the expense of disturbing established neighborhoods and the small-town character.

Policy TM 1.1.4 – The Town of Sewall’s Point will collaborate with Martin County Public Transit to ensure that the transportation needs are met for those who cannot provide their own transportation (due to age, disability, or income constraints) and will make information available regarding transportation assistance programs.

OBJECTIVE TM 1.2 ALTERNATIVE FORMS OF TRANSPORTATION

Objective TM 1.2 – The Town of Sewall’s Point shall pursue and support transportation systems (e.g., carpooling, bikeways) that reduce air quality degradation and help to conserve energy.

Policy TM 1.2.1 – The Town of Sewall’s Point’s will promote fewer work-based vehicle trips, by collaborating with the Martin MPO and FDOT’s South Florida Commuter Services, to provide a public education campaign about transportation alternatives that can be used to reduce vehicle miles traveled, such as:

- a) Carpooling, Bicycling and Public Transit Use
- b) Telecommuting and Video Conferencing
- c) Ride Share Locations
- d) Health Benefits of Non-Motorized Modes of Transportation

Policy TM 1.2.2 – The Town of Sewall’s Point will collaborate with the Martin MPO and support its efforts to complete the Treasure Coast Loop Trail, which provides a Multi Modal loop around Hutchinson Island. *This project is included in the Martin MPO Bicycle, Pedestrian, & Trails Master Plan.*

Policy TM 1.2.3 – The Town of Sewall’s Point’s will continue to include requirements in its Land Development Regulations that facilitate the efficient movement of pedestrians and bicyclists.

Policy TM 1.2.4 – The Town of Sewall’s Point shall utilize context sensitive roadway design and traffic calming to allow connectivity to mitigate the effects of through traffic on neighborhoods.

Policy TM 1.2.5 – The Town of Sewall’s Point shall review all proposed developments for the accommodation of bicycle and pedestrian traffic needs.

Policy TM 1.2.6 – The Town of Sewall’s Point will encourage the addition of sidewalks that are part of a connected pedestrian network. Sidewalks will only be added when there is available right of way or a voluntary easement is provided from a private property owner.

Policy TM 1.2.7 – The Town shall coordinate with the City of Stuart, Martin County, and the Florida Department of Transportation to ensure efficient and safe hurricane evacuation of its residents.

OBJECTIVE TM 1.3 LEVELS OF SERVICE

Objective TM 1.3 – The Town of Sewall’s Point shall adopt and maintain appropriate level of service (LOS) standards for streets within the Town.

Policy TM 1.3.1 – The Town of Sewall’s Point shall adopt, as part of this Comprehensive Plan, the following Level of Service Standards (LOS) for roadways in the Town boundaries for daily and peak hour conditions:

- State Roads - Level of Service “D”
- Town And County Maintained Roads - Level of Service “D”

Policy TM 1.3.2 – Recognizing the growing need for regional connectivity, the Town of Sewall’s Point shall coordinate with appropriate agencies, including Martin County MPO, Martin County Engineering, Martin County Public Transit, and the Florida Department of Transportation (FDOT), to support policies and programs that accomplish efficient traffic flow on County and FDOT roadways within the Town.

Policy TM 1.3.3 – The Town shall coordinate safe access management by obtaining letters of compliance with FDOT and Martin County for driveways on FDOT and Martin County facilities. Access to the Town of Sewall’s Point roadways shall be approved by the Town traffic engineer after review of a traffic statement and/or study. This review shall be applicable to all new development, re-zonings, and change of use of existing structures. Access management for residential development (for development of more than one single-family home) shall be conducted through site plan and subdivision review, to restrict back-out parking into rights-of-way, limit driveway connections, and to ensure conformance with provisions contained in the Town of Sewall’s Point’s Land Development Regulations.

Policy TM 1.3.4 – The Town of Sewall’s Point shall require that new development has the infrastructure it needs to support it. The Town will require that transportation facilities exist, are under construction, or that proportionate share payments have been made within 3 years from issuance of building permit.

Policy TM 1.3.5 – The Town shall establish a time frame for construction of the projects identified in the Capital Improvements Element. This time frame is intended to be flexible to address impact from development as it occurs. Should development activity increase, then the identified projects may be constructed earlier in the time period; conversely, should development activity be below normal rates, then the construction start dates may be pushed back to a later period.

OBJECTIVE TM 1.4 PROTECTION OF RIGHTS-OF-WAY

Objective TM 1.4 – The Town of Sewall’s Point shall provide for the preservation and protection of needed rights-of-way for both motorized and non-motorized vehicles.

Policy TM 1.4.1 – The Town of Sewall’s Point shall acquire and maintain sufficient right-of-way when building new roads or widening old facilities, in order to protect waterbodies, wetlands, and flood plains. Corridor alignments shall be designed to avoid environmentally sensitive areas.

Policy TM 1.4.2 – The Town of Sewall’s Point shall require developments to dedicate the necessary rights-of-way proportionate to the impacts of development along property boundaries of external roadways to accommodate standard lane widths, turn lanes, bike lanes, clear recovery zones, stormwater, utilities, sidewalks/multi-use paths, and landscaping features. Sidewalks and multi-use paths may be provided within an easement along major roadways to preserve and take advantage of proposed buffers, existing vegetation, environmentally sensitive areas, and natural features.

Policy TM 1.4.3 – The Town shall require the inclusion of sidewalks and sidewalk connections as part of all roadway construction projects, as appropriate and feasible.

Policy TM 1.4.4 – The Town shall design, construct, and maintain transportation facilities that are resilient, (prevent flooding and prepare for sea level rise), minimize pollution, and properly manage the quantity, timing, rate, and direction of flow of stormwater.

Policy TM 1.4.5 – The Town of Sewall’s Point will coordinate with FDOT in its goal to make transportation facilities more resilient as outlined in the Florida Transportation Plan.

Policy TM 1.4.6 – The Town of Sewall’s Point seeks to adapt its roadway network so that it is prepared for, can withstand, and can quickly recover from disruptions in traffic flow due to storms, flooding and sea level rise.

Policy TM 1.4.7 – The Town of Sewall’s Point will prepare its transportation network for the peril of flood by:

- a) Identifying risks
- b) Accessing potential impacts
- c) Implementing strategies to avoid, mitigate or eliminate impacts

OBJECTIVE TM 1.5 COMPATIBILITY OF TRANSPORTATION GOALS

Objective TM 1.5 – The Town of Sewall’s Point shall achieve compatibility between the Town’s mobility goals, objectives and policies and those of the Martin MPO and the FDOT.

Policy TM 1.5.1 – The Town shall annually review the Martin MPO and Florida Department of Transportation five-year plans to ensure the compatibility of transportation planning Goals.

Policy TM 1.5.2 – The Town shall coordinate and support a safe and efficient regional multimodal transportation system, by collaborating with the Martin MPO, appropriate state, and regional agencies, to properly plan land use, right of way reservations, transit schedules, public information materials, and other programs. This will result in better mobility, meeting individual travel demands, conserving energy, and reducing traffic congestion.

Policy TM 1.5.3 – The Town of Sewall’s Point, through its participation in the Martin MPO, shall seek grant funding through the Transportation Alternatives Program (TAP). This could assist in funding small-scale transportation projects, such as pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements (historic preservation and vegetation management), and environmental mitigation related to stormwater and habitat connectivity.

GOAL TM 2 IMPLEMENT A SAFE TRANSPORTATION PLAN

Goal TM 2 – The Town of Sewall’s Point shall develop and maintain a multimodal transportation system that provides safety for all users and facilitates the use of alternative transportation.

OBJECTIVE TM 2.1 ELIMINATE CONFLICT AMONG TRANSPORTATION MODES

Objective TM 2.1 – The Town of Sewall’s Point shall eliminate or reduce conflicts between vehicular and pedestrian traffic in any new development or redevelopment and seek to ensure that all users have safe and sufficient access to the transportation system.

Policy TM 2.1.1 – The Town shall require that all newly constructed walkways and sidewalks are constructed to meet applicable Americans with Disabilities Act (ADA) design requirements.

Policy TM 2.1.2 – The Town of Sewall’s Point shall develop and maintain Land Development Regulations that seek to ensure safe mobility of all users, including pedestrians, bicyclists, and motorists. The Town of Sewall’s Point Police Department shall enforce these standards and provide education to the public on existing laws related to motor vehicle, bicycle, and pedestrian operation and interaction.

Policy TM 2.1.3 – The Town shall develop and maintain Land Development Regulations that support the provision of safe vehicular parking to support new land development and redevelopment.

GOAL TM 3 COST FEASIBILITY

Goal TM 3 – The Town of Sewall’s Point’s Transportation Program shall be cost feasible. The Town shall pursue grant funding opportunities to offset transportation infrastructure costs. The Capital Improvements Plan shall include grant funding, whenever possible, to leverage tax dollars.

OBJECTIVE TM 3.1 ADEQUATE FUNDING OF INFRASTRUCTURE

Objective TM 3.1 – The Town of Sewall’s Point shall ensure that the planned transportation improvements have adequate funds to be completed within the fiscal year, according to the Capital Improvements Plan/Program. Proper funding of these projects will result in an efficient transportation system for all modes of transportation.

Policy TM 3.1.1 – The Town of Sewall’s Point shall seek to have regular meetings with the Martin MPO to encourage that FDOT funding be allocated for transportation projects in the Town.

Policy TM 3.1.2 – The Town of Sewall’s Point shall require that an analysis will be conducted considering potential environmental and neighborhood impacts of the project, prior to funding any new roadway alignments, construction, or changes to the traffic circulation system. This process shall include community involvement.

DEFINITIONS AND ACRONYMS

Accessibility – Ability to reach desired destinations, activities, goods, and services.

Complete Streets – Complete Streets is a design approach that requires streets to be planned and designed to enable safe, convenient travel with access for users of all ages and abilities regardless of their mode of transportation.

Development – New development, redevelopment, or expansion of existing development.

Florida Transportation Plan (FTP) – The single overarching plan guiding Florida’s transportation future. Updated every five years, the FTP is a collaborative effort of state, regional, and local transportation partners in the public and private sectors.

Level of Service (LOS) – A quantitative examination of traveler quality of service provided by a transportation facility or service.

Local Roads – Generally, provide access to abutting properties. Local roads possess relatively low traffic volumes, operating speeds, and trip lengths and minimal through traffic movements. When high traffic volumes compromise a local road’s ability to accommodate pedestrian and bicycle traffic, the road should be considered for designation as a significant local road.

Long Range Transportation Plan (LRTP) – An MPO’s long range (20 year or more) strategy, financial, and capital improvement program developed to guide the effective investment of public funds in transportation facilities. The plan is updated every five years and may be amended as a result of changes in projected federal, state, and local funding, major improvement studies, congestion management system plans, interstate interchange justification studies and environmental impact studies.

Major Arterials – Facilitate relatively long trip lengths at moderate to high operating speeds with somewhat limited access to adjacent properties. Major arterials generally serve major centers of activity in urban areas and have the highest traffic volume corridors.

Major Collectors – Collect and distribute significant amounts of traffic between arterials, minor collectors, and local roads at moderate to low operating speeds. Major collectors provide for more accessibility to adjacent properties than arterials.

Metropolitan Planning Organization and Transportation Planning Organization (MPO and TPO) – An organization made up of local elected and appointed officials responsible for developing, in cooperation with the state and public transportation providers, transportation plans and programs in urbanized areas containing 50,000 or more residents. MPOs are responsible for the development of transportation facilities that will function as an intermodal transportation system and the coordination of transportation planning and funding decisions.

Minor Arterials – Provide somewhat shorter trip lengths than major arterials and generally interconnect with and augment major arterial routes at moderate operating speeds and allowing somewhat greater access to adjacent properties than major arterials.

Minor Collectors – Collect and distribute moderate amounts of traffic between arterials, major collectors, and local roads at relatively low operating speeds with greater accessibility than major collectors.

Mobility – Movement of people and goods.

Mode – Any one of the following means of moving people or goods: aviation, bicycle, highway, paratransit, pedestrian, rail (commuter, intercity passenger and freight), transit, and waterways.

Multimodal – More than one travel mode potentially including auto, bicycle, bus, pedestrian, aviation, rail, waterways, and transit.

Multimodal Corridors – Designed in accordance with Complete Street concepts but will not include any additional vehicular travel lanes. Multimodal improvements will include a mixture of bicycle lanes, bicycle racks, sidewalks, multi-use paths, trails, transit stops, transit vehicles, vehicular turn lanes and roundabouts.

Multi-Use Trail – A paved, shared use path, which is typically 12 feet wide, but may commonly vary from 10 feet to 14 or more feet depending upon constraints of volume of use.

Paratransit – The transporting of people by conveyances, or systems of conveyances, traveling on land or water, local or regional in nature, and available for use by the public. Public transit systems may be either governmentally owned or privately owned. Public transit specifically includes those forms of transportation commonly known as “paratransit.”

Resilience – The ability of the transportation system to adapt to changing conditions and prepare for, withstand, and recover from disruption.

Significant Local Roads – Local roads that provide a limited mobility function. They serve the accessibility role of local roads but have traffic characteristics and a collection/distribution function of low volume collector roads. Typically, the roadways are residential subdivision streets that are characterized by higher volumes than local roads. Traffic volumes are high enough that traffic calming, traffic abatement, or additional or enhanced pedestrian and bicycle amenities may be needed to ensure the road can serve its local road function.

Sustainability – Meeting the needs of the present without compromising the ability to meet the needs of the future.

Transportation Disadvantaged – Those persons who because of physical or mental disability, income status, or age are unable to transport themselves or to purchase transportation and are, therefore, dependent upon others to obtain access to health care, employment, education, shopping, social activities, or other life-sustaining activities, or children who are handicapped or high-risk or at-risk as defined in s. 411.202.

Transportation Improvement Program (TIP) – A comprehensive and prioritized list of transportation projects funded over a five-year period that is consistent with the Long-Range Transportation Plan (LRTP). The TIP is based upon funding data contained within the FDOT Tentative Work Program (also known as the Citizen’s Report).

Urban Collector – Roads located inside the urbanized or the urban area, while Rural Collector roads are those roads located outside the urbanized or urban area.

Work Program – The five-year listing of all transportation projects planned for each fiscal year by the Florida Department of Transportation, as adjusted for the legislatively approved budget for the first year of the program.