

# Regional Goals, Objectives, and Policies



2035 Regional Long Range Transportation Plan  
Martin Metropolitan Planning Organization and  
St. Lucie Transportation Planning Organization

## Chapter 7





**2035 Regional Long Range Transportation Plan (RLRTP)  
“Going On Green Into 2035”  
Regional Goals, Objectives, and Policies for the  
St. Lucie Transportation Planning Organization/  
Martin Metropolitan Planning Organization**

**A. Introduction**

Establishing regional goals, objectives, and policies (GOPs) provides a set of instructions for implementing the 2035 RLRTP and prioritizing transportation investment in the region. These GOPs are not intended to replace the adopted local comprehensive plans, but rather to provide guidance in carrying out the infill alternative of the adopted 2035 RLRTP.

Regional GOPs shall adhere to the following definitions and standards:

- **Goal:** A statement identifying a desired long-term outcome.
- **Objective:** A specific measurable intermediate end that is achievable and marks progress toward a goal.
- **Policy:** The course of action or way in which programs and activities are conducted to achieve an identified goal or objective.

**B. Background**

The GOPs have been developed based on the following guidance:

1. The community design and visioning workshops conducted on September 26, 2009 in Martin County and November 7, 2009 in St. Lucie County.
2. The results of the 2035 RLRTP Web-Based Public Survey.
3. Review of the Regional GOPs from the 2030 RLRTP.
4. Section 1203(f) of Safe, Accountable, Flexible, Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU).
5. The Infill Alternative developed from the two community design and visioning workshops.
6. The results of the Community Focus Group meetings held in St. Lucie and Martin counties.
7. Review of the 2009 Regional Transit Development Plan for Martin and St. Lucie counties.
8. Review of all adopted county and city local comprehensive plans.

## REGIONAL GOALS, OBJECTIVES, AND POLICIES

---

9. Review of the Federal Highway Administration's 2010 Model Language in Transportation Plans for Addressing Climate Change, dated May 13, 2010.
10. The 2035 RL RTP Scope of Work which specifies that the RL RTP goals consider at least the following factors:
  - system efficiency
  - level of service standards
  - continuous bicycle/pedestrian network
  - transit service
  - freight movement
  - transportation network maintenance and preservation
  - environmental protection
  - neighborhood preservation
  - safety
  - intermodal connectivity
  - roadway improvement projects prioritization criteria
  - congestion management processes
  - access management
  - land use compatibility
  - future growth of Martin and St. Lucie Counties and the Treasure Coast Region
11. The goals of reducing greenhouse gas emissions, fuel consumption, vehicle miles travelled, vehicle trip lengths, vehicle hours travelled and increasing transit use as a percentage of all trips in the region.
12. Review of DCA's report on Greenhouse Gas Reduction and Energy Conservation Under Florida House Bill 697, dated November 6, 2009.
13. All federal, state, and regional plans and studies reviewed under RL RTP Task 3-Study Area Data Review and Analysis: Technical Memorandum #3, dated June 24, 2010.
14. 2060 Draft Florida Transportation Plan-ongoing workshops.
15. Context Sensitive Solutions in Designing Major Urban Thoroughfares for Walkable Communities – Institute of Transportation Engineers, 2006.
16. Town Planning in Practice: An Introduction to the Art of Designing Cities and Suburbs, Raymond Unwin, 1909

### Overview

The GOPs section of the 2035 RL RTP is intended to be direction-setting in support of the preferred transportation/land use alternative contained in the Plan. The RL RTP is not intended to be a mandate or dictum to local governments, special districts and citizens of the Region. The plan does not create regulatory authority or amend local government plans, rules, criteria or standards. It is an instruction manual to be used by the TPO/MPO as guidance for: 1) prioritizing and measuring the value of transportation initiatives; and 2) building a healthier and more sustainable Region.

As it pertains to local government comprehensive plans and land development regulations, it is recognized that some ideas suggested in the RL RTP will require local comprehensive plan and code changes. It is also recognized that some RL RTP goals and policies are applicable and can be furthered in varying degrees in certain areas of the Region and some cannot. When applying the Plan, this is a determination that must be continually made by city and county commissions and the consortium of local government representatives which make up the MPO/TPO Boards.

The RL RTP acknowledges that the Region is large and diverse and that thoughtful consideration of local differences need to be fully considered when making transportation and land use decisions. It is also recognized because of local differences and preferences that there may be other approaches for implementing and furthering RL RTP goals and policies other than those specifically suggested in the Plan. This will require the MPO/TPO Boards to use good judgment in applying the Plan and to maintain a receptiveness to new or different ideas which may not be specifically suggested in the Plan, but which will keep the Region on course towards a sustainable future.

This section of the RL RTP also includes 23 benchmarks or indicators suggested to measure the progress of plan implementation. Some of the data necessary to measure progress are kept and updated by state and federal agencies. Some measurements and data will require local effort and coordination with the MPO/TPO to collect and report. These should be identified early on by the MPO/TPO in consultation with the local governments and reporting systems developed so the MPO/TPO can monitor progress on plan implementation.

C. Goals, Objectives and Policies

---

---

**RLRTP Goal 1.0**

**An efficient multimodal transportation system to serve regional and local needs, foster economic prosperity, and ensure transportation choices for all citizens, visitors, and businesses of the Region.**

---

---

**Objective 1.1:** Develop an efficient multi-modal transportation system which includes the following:

- (1) The Port of Fort Pierce developed consistent with the approved Port Master Plan, which is part of the applicable local comprehensive plan;
- (2) St. Lucie International and Witham Field general aviation airports linking the Region to major business and tourism centers both within and outside the State, and developed consistent with the approved Airport Master Plan, which is part of the applicable local comprehensive plan;
- (3) Regularly scheduled passenger rail service along the FEC corridor with stations linking the coastal cities and towns of the Region and beyond;
- (4) A regional mass transit system linking St. Lucie and Martin counties to passenger rail stations, major commercial airports, seaports, colleges, and principle urban areas within the Southeast Florida Region;
- (5) Urban bus and shuttle service linked to each regional/local public transit system station;
- (6) Designated public transportation corridors linked to the region/local public transit system;
- (7) An effective, safe and interconnected bicycle, pedestrian and greenways and trails network;
- (8) A roadway system and land use planning designed to: a) complement and supplement public transit systems; b) provide for the effective movement of people and goods to freight activity centers, workplace districts and intermodal centers; c) avoid fragmentation of native habitat and identified wildlife corridors and greenways; d) reduce vulnerability to disasters and improve public safety and post-disaster recovery; e) safely accommodate the bicyclist and pedestrians; and f) complement and support the redevelopment of downtown districts, identified redevelopment corridors, and CRAs;

- (9) Adequate transportation disadvantaged services to meet the needs of children, the elderly, and other transportation disadvantaged populations as defined by Florida Statutes;
- (10) Facilities and services consistent with the Americans with Disabilities Act; and
- (11) Maintenance and improvement of air quality levels.

**Policy 1.1.1:** Reserve and protect sufficient road right-of-way to provide for an efficient multi-modal transportation system.

**Policy 1.1.2:** Enhance St. Lucie International and Witham Field general aviation airport operations in accordance with an approved airport master plan which is part of the local government comprehensive plan.

**Policy 1.1.3:** Enhance Port of Fort Pierce operations in accordance with the approved port master plan which is part of the local government comprehensive plan.

**Policy 1.1.4:** Encourage and assist local governments and CRAs in identifying preferred locations for passenger rail stations.

**Policy 1.1.5:** Increase land use densities and the mix of land uses around designated transit corridors, passenger rail stations, transit hubs, and strategic locations within designated redevelopment corridors.

**Policy 1.1.6:** Assist public and private agencies and entities in implementing strategies that reduce congestion, energy use, greenhouse gas emissions, and the number of single-occupant auto trips.

**Policy 1.1.7:** Give consideration during the planning of transportation system enhancements to providing incentives for use of high-occupancy energy efficient motor vehicles; and alternative modes of transportation (e.g., car pools, van pools, buses, bicycles, pedestrians, etc.).

**Policy 1.1.8:** In new development and redevelopment create a roadway grid of predictably spaced and interconnected east-west, north-south streets. Ideally, streets should be spaced every one-quarter to one-half mile to offer multiple route choices, disperse traffic, reduce trip lengths, and discourage local travel on interstates and arterials.

**Policy 1.1.9:** Promote development in town and neighborhood centers along collector and minor arterials, CRAs, downtown districts and identified redevelopment corridors.

**Policy 1.1.10:** When determining the course of action for solving roadway capacity problems and spending public transportation funds, local governments should consider, where appropriate, land use and urban design solutions, level of service adjustments, congestion management solutions, and more fine-grained transportation modeling, especially in US 1 Corridor Retrofit Project areas and where right-of-way is constrained.

**Policy 1.1.11:** Ensure consistency between State, local and regional transportation plans.

**Policy 1.1.12:** As a method to carry out the RL RTP Infill Alternative while protecting the countryside and not increasing overall development rights in the Region, a regional TDR program should be developed for application to CRAs, downtown districts, and identified redevelopment corridors and infill locations.

**Policy 1.1.13:** Integrate bicyclist and pedestrian needs in all phases of transportation planning, roadway design, roadway construction, capital projects, transit projects, maintenance activities, and in the operation and evaluation of transportation programs and projects. Accommodate bicycle and pedestrians as appropriate when designing or retrofitting roadway projects.

**Policy 1.1.14:** In Martin County, both multi-purpose trails and bike lanes, where feasible, should be provided, where multi-purpose trails are identified on the “Martin and St. Lucie County 2035 Bicycle, Pedestrian, Greenways, and Trails Vision Map”. In addition, any revisions to, or implementation of, the “Martin and St. Lucie County 2035 Bicycle, Pedestrian, Greenways, and Trails Vision Map” should defer to the results of the Martin Bicycle Pedestrian Master Plan currently under development.

**Objective 1.2:** Promote improved community planning and urban design which supports implementation of the RL RTP Infill Alternative.

**Policy 1.2.1:** Encourage forms of development and redevelopment that maximize public transportation alternatives, minimize the use of the Region’s collector and arterial roadway network, and reduce the total amount of daily vehicle miles traveled.

**Policy 1.2.2:** Plan and design new development and redevelopment to provide complementary interconnections for automobiles, bicycles, pedestrians and public transportation within and between residential areas, schools, employment and retail centers, recreational areas and other public facilities.

**Policy 1.2.3:** Methods for maximizing public transportation use, pedestrian access and facilitating on-street parking opportunities should be included in local land development and site planning regulations applied to development and redevelopment of building sites or changes to the street network.

**Policy 1.2.4:** Reduce vehicle miles travelled per capita by automobile, greenhouse gas emissions and fuel consumption within the Region through a combination of the following:

- (1) provision of public transportation alternatives;
- (2) provision of a wide range of housing opportunities in proximity to employment, education, commercial services and recreational opportunities;
- (3) redevelopment of single-use development sites to create diverse, mixed-use built environments around passenger rail stations, transit hubs along designated multimodal and redevelopment corridors, within CRAs, and at other appropriate locations.
- (4) provision of a street network designed for pedestrians, bicyclists, the automobile and transit;
- (5) provision of parking in ways that will encourage bicycling, walking and public transportation alternatives;
- (6) provision of incentives encouraging transit-oriented development, infill and downtown redevelopment;
- (7) support of public and private sector efforts to carry out Transportation Demand Management strategies that will reduce congestion such as compressed work weeks, flexible schedules, telecommuting and videoconferencing;
- (8) establishment of passenger rail and intermodal connections; and
- (9) promotion of the development of continuous bicycle and pedestrian facilities across city and county boundaries and between transportation modes to enable bicycle travel and walking throughout the region.

**Policy 1.2.5:** Orient buildings toward streets to create better pedestrian environments.

**Policy 1.2.6:** Locate buildings so they are as convenient and accessible to public transportation facilities and sidewalks as they are to auto parking. Include bicycle racks for convenient access to buildings.

**Policy 1.2.7:** Locate parking to the sides and backs of buildings so that pedestrian access to and from public transportation does not require walking through large parking lots to reach building entrances.

**Policy 1.2.8:** Develop a tiered system of impact fees, a mobility fee, or other system of assessment which recognizes the wide and disproportionate differences in roadway use and impacts between local and regional land uses and attractions.

**Policy 1.2.9:** Encourage efficient intersection control options such as roundabouts, stop signs, coordinated traffic signals, etc., which minimize idle time for automobiles and increase safety.

**Policy 1.2.10:** Review and where necessary amend public policy governing parking requirements to support “transit first” policies and to promote public transit as a viable alternative in high density areas, designated public transportation corridors, and central business districts. Such policies and programs might include: developer funded transit passes; parking fee in lieu of parking programs; smart car rental programs; public bike exchange programs; etc.

**Policy 1.2.11:** All development should provide transit ridership amenities (shelters, route information, and schedules) and appropriate and effective incentives whenever transit use is assumed or required to maintain acceptable roadway level of service.

**Policy 1.2.12:** Support and assist local governments in applying and qualifying for federal funding assistance to expand public transportation services where consistent with other goals and strategies.

**Policy 1.2.13:** Support requests for lower levels of service and establishment of transportation concurrency exception areas in higher density areas, downtowns, CRAs and along designated public transportation corridors where it can be demonstrated that levels of mobility and convenience will be maintained or increased through other modes of transportation or land use corrections.

**Policy 1.2.14:** Encourage forms of development and redevelopment and street design that will improve mobility opportunities for transit dependent groups, especially the poor, the handicapped, the aged and the young.

**Policy 1.2.15:** Coordinate transportation disadvantaged services with existing or planned public transit systems, including school bus systems.

**Policy 1.2.16:** Plan and design new development and redevelopment to increase the ability of the internal and external roadway network to accommodate emergency traffic, enhance post disaster recovery efforts, and provide central locations for public shelters and emergency relief centers.

**Policy 1.2.17:** Complete and adopt a strategic greenways and trails plan for the Treasure Coast Region.

**Policy 1.2.18:** Land uses and transportation projects should not be permitted that interfere with the interconnectivity, access and movement of wildlife via the Region's greenway and trail system.

**Policy 1.2.19:** Allow local citizens the flexibility to adjust the design criteria of the portions of Strategic Intermodal System (SIS) corridors that run through urban centers.

---

---

**RLRTP Goal 2.0**

**Transportation investments that discourage suburban sprawl and improve the economy and value of existing towns, cities, and other redevelopment areas.**

---

---

**Objective 2.1:** Return older communities and corridors to their historic prominence as important and viable economic centers through redevelopment and revitalization.

**Policy 2.1.1:** Give a high priority to infill projects which are consistent with redevelopment plans for the area and the RLRTP Infill Alternative.

**Policy 2.1.2:** Simplify and shorten the review process which applies to infill and redevelopment, to the extent that the public's health, safety and welfare are not compromised.

**Policy 2.1.3:** Provide design and other assistance to developers who propose infill, redevelopment and other forms of development consistent with the RLRTP Infill Alternative.

**Policy 2.1.4:** Local governments should simplify the concurrency process for redevelopment, infill, and new economic development projects that meet the RLRTP Infill Alternative.

**Policy 2.1.5:** Provide financial and other incentives for infill, redevelopment, and new economic development projects that meet the RLRTP Infill Alternative.

**Policy 2.1.6:** Increase public investment and assistance to foster infill, redevelopment, and refurbishing of infrastructure in existing urban areas.

**Policy 2.1.7:** Develop an impact fee or mobility fee structure which supports infill, redevelopment, and new development projects that meet the RLRTP Infill Alternative.

tive.

**Policy 2.1.8:** Develop a tiered system of impact fees or mobility fee which recognizes cost differences of providing public services to development based on the size, type, form, location, and service demands of the development proposed.

**Policy 2.1.9:** Coordinate land use planning and the provision of public facilities to assist the private sector in building recommended forms of development and to create infill and redevelopment opportunities.

**Policy 2.1.10:** Development that is not consistent with the RL RTP Infill Alternative which occurs in undeveloped areas should be responsible for and bear the full and true infrastructure costs to support the development through buildout.

**Policy 2.1.11:** As a viable option to new construction, restore and rehabilitate historic sites and districts as an efficient use of existing infrastructure (roads, water, sewer, gas, electricity, telephone lines, etc.).

**Policy 2.1.12:** Fund historic preservation projects to help safeguard community heritage, contribute to the quality of life, revitalize older communities, and promote local economic development and diversification.

**Policy 2.1.13:** Establish tax abatement ordinances that will grant tax relief to qualified historic restoration properties.

**Policy 2.1.14:** Beautify and landscape transportation corridors and local streets to promote the image and natural beauty of the Region.

**Policy 2.1.15:** Require transportation planning and actions to designate and protect the Martin Grade (CR 714) between CR 609 and SR 710 as a Scenic Highway and consider an alternate truck route, if feasible.

---

---

### RL RTP Goal 3.0

#### Improved land use and transportation decision-making and intergovernmental cooperation in the Region.

---

---

**Objective 3.1:** Enhance coordination of public outreach, policy development and decision-making pertaining to land use and transportation issues of regional significance.

**Policy 3.1.1:** Provide early and continuing opportunities for local government participation in all regional transportation planning activities.

**Policy 3.1.2:** Increase the understanding and coordination of land use and transportation policy decisions within and between departments, neighboring jurisdictions, and agencies at all levels of government to effect better solutions to the Region's transportation problems.

**Policy 3.1.3:** Provide a forum for effective intergovernmental coordination on the setting, monitoring and maintenance of level of service standards and support establishment of multimodal level of service standards in cities and other developed or developing areas within the region.

**Policy 3.1.4:** Maintain consistencies, to the maximum extent feasible, between local, county, regional and state plans and federal requirements.

**Policy 3.1.5:** Identify and pursue additional and innovative funding approaches and regional partnerships to help close the gap between available funding and regional transportation needs.

**Policy 3.1.6:** To address multijurisdictional impacts and improve inter-governmental coordination, encourage a multijurisdictional traffic impact analysis when a development's traffic impacts are expected to occur on roads outside the jurisdiction in which the project is located. A unified methodology for traffic impact analysis should be developed by the MPO and TPO to ensure impacts are properly and consistently accounted for. All traffic impact analyses should include a land use analysis and urban design study.

**Policy 3.1.7:** Establish a Regional Transit Organization for Martin and St. Lucie Counties.

**Policy 3.1.8:** Prior to undertaking the 2040 RL RTP, revise and refine the Traffic Analysis Zone boundaries and centroid connectors to be reflective of 2010 Census data and actual travel patterns and land use.

**Policy 3.1.9:** Coordinate efforts to develop a land use/transportation model to compare the impacts of different land use alternatives on the roadways and infrastructure.

**Policy 3.1.10:** Encourage early and continuing opportunities for public participation in all transportation planning activities.

**2035 Regional Long Range Transportation Plan  
“Going On Green Into 2035”  
Regional Indicators and Benchmarks for Measuring Implementation  
of the 2035 RL RTP Goals, Objectives and Policies**

**A. Introduction**

Measuring progress toward meeting the RL RTP goals, objectives and policies (GOPs) is important for gauging success of the 2035 Plan. Measurable “indicators” or “benchmarks” related to carrying out the GOPs is one way the MPO and TPO Boards can keep track of their progress. A total of twenty-two different measurable indicators have been established addressing each of the three goal areas. These are listed below.

**B. Indicators**

1. Percentage change in development at the Port of Fort Pierce.
2. Percentage change in development at St. Lucie International Airport and Stuart’s Witham Field.
3. Percentage change in miles of the SIS operating at adopted levels of service.
4. Percentage change in the use of alternative modes of transportation.
5. Percentage change in the amount of private vehicle miles per capita traveled in the Region.
6. Percentage change in total gallons of gasoline used per capita in the Region.
7. Increase in the total number of rail passengers on the FEC and CSX tracks; total miles of passenger rail track; and new passenger rail stations.
8. Percentage change in miles of roads operating at adopted levels of service.
9. Percentage change in average trip length and vehicle hours travelled.
10. Increase in the proportion of TPO/MPO discretionary State and local funds going towards transit vs. roadway expansion.
11. Percentage change in service opportunities and ridership of the transportation disadvantaged.
12. Number of new local street interconnections made within the existing roadway network.

13. Percentage change in traffic accidents and fatalities involving motor vehicles, pedestrians, and bicyclists.
14. Percentage change in hurricane evacuation clearance times.
15. Number of parcels within CRA, downtown districts, and identified redevelopment corridors developed consistent with the 2035 RL RTP infill alternative.
16. Number of land use amendments and/or zoning changes allowing development consistent with the 2035 RL RTP infill alternative.
17. Number of locally funded transportation projects built consistent with the recommendations of the 2035 RL RTP.
18. Formation of a Regional Transit Organization within St. Lucie and Martin Counties.
19. Increase in State Transportation Regional Incentive Program funds allocated to Martin and St. Lucie Counties.
20. Percentage increase in miles of pedestrian/bicycle facilities.
21. Percentage increase in bus ridership
22. Increase in the number of park & ride lots.

