

INTRODUCTION

The Long Range Transportation Plan (LRTP) sets forth a vision of transportation in Martin County for the next twenty-five years. This vision seeks to balance the needs of motorists with those of pedestrians, bicyclists, and transit users as well as the needs of the community for preservation, redevelopment, and new growth. By federal law, this vision is updated every five years. The 2025 LRTP, adopted by the Martin County Metropolitan Planning Organization (MPO) on February 19th, 2001, represents a culmination of fifteen months of dedicated analysis, citizen involvement, and difficult decisions by your locally elected leaders. With the assistance of local government staff, state transportation authorities, and Walter H. Keller, Inc. Consulting Engineers and Planners of Coral Springs, Florida, the 2025 LRTP proposes a future transportation system to serve the needs of Martin County.

Contained within the LRTP are detailed goals, objectives, and strategies to guide transportation planning and the construction of needed facilities in the years to come. Also included are estimates of future population and employment for Martin County and estimates of future funds to plan for and construct needed transportation facilities. The LRTP identifies future transportation deficiencies and proposes a set of projects to meet the desired level of service for residents and visitors. Finally, the LRTP identifies a list of state and locally funded, cost feasible projects expected to be constructed over the course of the next twenty-five years. Due to a lack of funding, the final plan does not contain all of the projects needed to meet desired levels of service.

The development of the final plan is the result of intensive analysis and considerable public input. The data and analysis are consistent with local government adopted land use plans and population and employment estimates. The analysis considers environmental, social, and community impacts as well as the traveling public's needs. Six different plans were considered throughout the project including numerous variations of each. The cost effectiveness and efficiency of each plan were determined. The priority for transportation projects are ultimately based upon the financial limitations, the goals, objectives, and strategies of the MPO, community input, and the effectiveness of the various projects in meeting the public's traveling needs.

The Cost Feasible Plan is shown in the 4 maps included in the inside pages of this summary. Specifically, these maps identify the following:

- **Capacity** (Map 2): Identifies roadway projects funded over the next 25 years to address future travel demands;
- **Constrained Roadways** (Map 3): Represents roadways that the MPO has determined will not be widened regardless of need;
- **Transit Network** (Map 4): Illustrates the transit service element expected to be provided over the next 25 years; and,
- **Visioning & Sustainability Plan** (Map 5): Identifies other projects such as landscaping, intersection, sidewalks, and bicycle lane enhancements to the transportation network.

MARTIN COUNTY

2025

Transportation Plan

EXECUTIVE SUMMARY Cost Feasible Plan

MARTIN COUNTY MPO PLANNING AREA

The Martin County MPO is responsible for conducting long range transportation planning and setting transportation priorities with the MPO Planning Area. Map 1 illustrates the MPO Planning Area and other important planning features such as the County's Primary and Secondary Service Areas. Development is located primarily in the eastern portion of the county within the Primary Urban Service District. The western portion of the County is more rural but includes the urban area of unincorporated Indiantown.

SOCIO-ECONOMIC PROJECTIONS

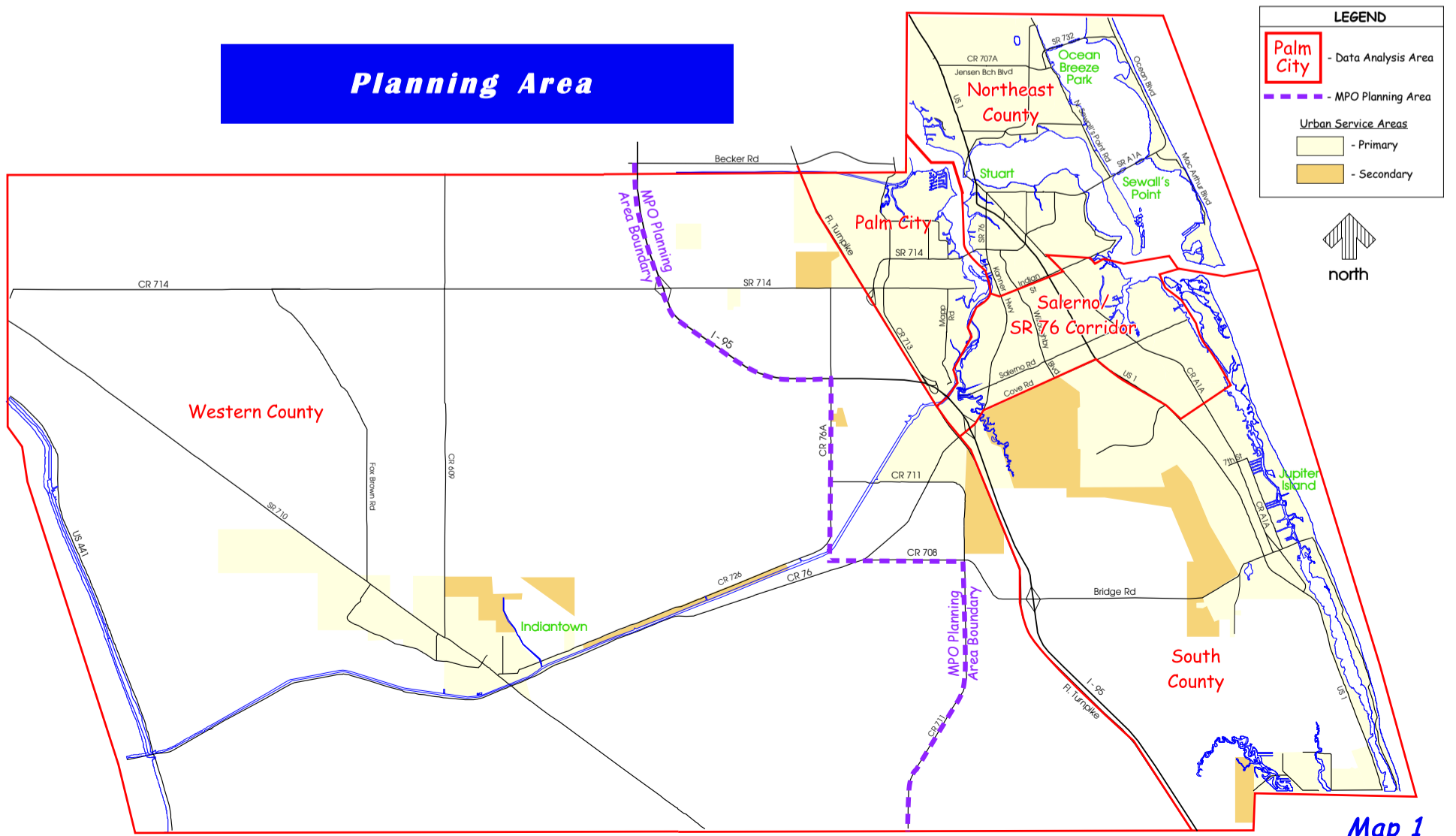
Future population and employment projections are required in order to accurately project transportation needs for Martin County. 1996 Population and employment estimates were developed by the Florida Department of Transportation. The consultant, using a variety of sources, prepared future population and employment projections. Sources for population data included the Martin County Growth Management Department and the University of Florida Bureau of Population and Economic Research. Employment projections were based on an economic study prepared for Martin County by the Growth Management Analysts, Inc. Table 1 summarizes the population and employment estimates for 1996 and 2025.

Table 1 - 2025 Population & Employment Estimates

Data Area	Peak Population			Employment		
	1996	2025	Increase	1996	2025	Increase
Northeast County*	42,070	70,656	68%	32,958	42,852	30%
Palm City	16,863	33,718	100%	5,124	15,939	211%
Salerno/SR 76 Corridor	27,614	47,526	72%	9,253	14,154	53%
South County	26,549	55,864	110%	3,711	20,973	465%
Western County	12,067	20,065	66%	8,045	16,844	109%
Total	125,163	227,829	82%	59,091	110,762	87%

Source: Walter H. Keller, Inc. (2000) * - Includes Stuart, Sewall's Point & Ocean Breeze Park

Planning Area



Map 1

FINANCIAL RESOURCES FORECAST

Estimates of financial resources outline available funds from all existing sources to fund the 2025 Long Range Transportation Plan. These estimates are based upon available historical data for population, taxable property values, numbers and types of dwelling units, taxable fuel sales, gross taxable sales, and the numerous revenue sources used to fund transportation projects, operations and maintenance. Estimates of future revenues are reported in "1998 Constant Dollars" to account for the affects of inflation over the next 25 years. Table 2 presents a summary of the total revenues available for Martin County.

Table 2 - Total Revenue Projects (2006 - 2025)
(in Thousands of 1998 Constant Dollars)

Facilities	Funding Source	Total
State Arterial	Florida Department of Transportation (FDOT)	
	Capacity Projects	\$58,000
	Bridge Program	\$15,469
FDOT Funds from Current Sources		\$73,469
Local Facilities	Martin County	
	Capacity Projects	\$109,910
	Non-Capacity Programs	\$62,374
Martin County Funds from Current Source		\$172,284
Total Cost Feasible Capacity Funds		\$245,753
Transit	FDOT-Intermodal	\$3,603
	Federal/State/Local-Transit	\$31,895
	Available from Current Sources	\$35,498
	Additional Farebox Revenues	\$2,028
Estimated Transit Funding		\$37,526

Source: Walter H. Keller, Inc.

COST FEASIBLE PLAN PRELIMINARY ESTIMATED COSTS

The following table provides the costs associated with the 2025 Cost Feasible Plan including transit, land acquisition, design, construction, and maintenance and operations. Also included in Table 3 are costs associated with the Computer Automated Traffic Signal System and the 2025 Visioning and Sustainability Plan (see Map 4.) The costs presented do not include currently funded projects scheduled for construction before 2005. The costs for committed projects are separately funded in the MPO Transportation Improvement Program (TIP.)

Similar to most urban areas around the country, shortfalls exist in the available funding to construct all of the projects needed to meet the desired levels of service for Martin County. Although typical of urban areas, this shortfall means that as the county continues to grow, traffic congestion will become increasingly visible. As the 2025 LRTP is implemented, new funding sources may become available either locally or from state or federal sources. With each update of the County's LRTP, the community revisits their needs and targets available resources to the most important projects. To further combat the continued growth of traffic, the MPO, local governments, and the Florida Department of Transportation are providing increasing funds to modify troubled intersections and provide additional amenities for pedestrians, bicyclists, and transit users.

Table 3 - 2025 Cost Feasible Network Cost (2006-2025)
(in Thousands of 1998 Constant Dollars)

Project	ROW	Design	Construction	Operations/ Maintenance	Total
Capacity					
State Arterial	\$26,282	§	\$57,334	§	\$83,616
Local Facilities	\$22,090	\$6,841	\$26,354	\$59,719	\$115,003
Bond Repayment*					\$24,027
Subtotal	\$48,372	\$6,841	\$83,688	\$59,719	\$222,646
Visioning & Sustainability					
Landscape Parkways			\$1,009		\$1,009
Corridor Enhancement†	\$4,235		\$4,277		\$8,512
Intersection Expansion	\$236	\$141	\$565		\$942
Bike Lanes/Joint Use Paths		\$1,329	\$5,317		\$6,646
Subtotal	\$4,471	\$1,471	\$11,168		\$17,109
Intelligent Transportation System					
Computerized Traffic Signal System		\$770	\$3,082		\$3,852
Total Capacity Projects					\$243,608
Transit					
Zone Route Bus			\$3,205	\$28,752	\$31,957
Inter-County Bus			\$1,148	\$3,995	\$5,142
Light Rail Feasibility Study**		\$750			\$750
Total Transit		\$750	\$4,353	\$32,747	\$37,849

Source: Walter H. Keller, Inc.

Note: * - Assumes bonding utilized to accelerate early construction of Green River Pkwy & Western Corridor Projects.

† - Martin County assumes \$18,659 million of FDOT project costs.

** - Light Rail Feasibility Study funded by Capacity funds

§ - Design costs and Operations & Maintenance costs for state facilities are funded separately through statewide allocations.

GOALS, OBJECTIVES AND STRATEGIES

The Goals, Objectives and Strategies (GOS) provide a comprehensive guide to implement the 2025 LRTP. These goals were developed out of planning factors presented in the Transportation Equity Act for the 21st Century (TEA-21). TEA- 21 provides federal transportation funding and requires 7 planning factors be considered by MPOs. The GOS ensure the 2025 LRTP addresses community values and concerns, complies with state and federal planning guidelines, and is consistent with local comprehensive plans. The major goals of the 2025 LRTP are highlighted below:

Goal A

Increase the economic vitality of the Metropolitan area by enabling productivity and efficiency.

Goal B

Increase the safety and security of the transportation system for motorized and non-motorized users.

Goal C

Increase the accessibility and mobility options available to people and for freight.

Goal D

Protect and enhance the environment, promote energy conservation, and improve the quality of life.

Goal E

Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.

Goal F

Promote efficient system management and operation.

Goal G

Emphasize the preservation of the existing transportation system.

PUBLIC INVOLVEMENT

A critical component throughout the 2025 LRTP process has been the Public Involvement Plan (PIP.) The PIP was designed to not only keep the public apprised of the 2025 LRTP but to promote public participation in the decision making process and assist in building community consensus. This was accomplished through a number of means. Three series of public meetings were held throughout the County to inform the public of the 2025 LRTP as well as generate public input on various proposals and alternative transportation networks. Questionnaires were circulated to assess public views on the current transportation network and generate suggestions for future transportation options. Also, five newsletters and a 2025 LRTP website were utilized to keep the community informed throughout the process. An important part of the PIP was the use of public input to formulate a transportation network for evaluation.

The first series of meetings were held in January and February, 2000. Five public meetings provided residents and participants an explanation of the 2025 LRTP process, presented the GOS's, and generated public comment. The second series were 5 public workshops held in May to obtain input to formulate 6 alternative transportation networks for evaluation. These inputs included citizen suggested improvements to the preliminary transportation network as well as requested changes to the earlier 2020 LRTP. Two final public meetings were held in late September and October to present the 2025 LRTP Needs Network and obtain additional public input. The 2025 LRTP was adopted on February 19, 2001, after a public hearing on the Cost Feasible Plan on the evening of January 29, 2001.

METROPOLITAN PLANNING ORGANIZATION

The Martin County Metropolitan Planning Organization (MPO) is responsible for transportation planning within the Metropolitan Planning Boundary of Martin County. The MPO has the authority to develop and adopt plans, and to set priorities for programming transportation projects. The MPO membership includes the following voting members:

Martin County • Commissioner Elmira R. Gainey, Chair
Martin County • Commissioner Doug Smith
Martin County • Commissioner Lee Weberman
Martin County • Commissioner Michael DiTerlizzi
City of Stuart • Commissioner Karl J. Krueger, Jr., Vice Chair
City of Stuart • Mayor Gene C. Rifkin
Town of Sewall's Point • Mayor Robert M. Weinke

MPO Meetings:

Scheduled for the third Monday of the month at 9:00 AM
 Martin County Administrative Center
 Commission Chambers, 1st Floor
 2401 S.E. Monterey Road
 Stuart, Florida 34996

For Additional Information:

• Martin County MPO

Sivani Kantamneni
 MPO Coordinator
 2401 S.E. Monterey Road
 Stuart, Florida 34996
 Telephone: (561) 288-5484
 Fax: (561) 288-5960
 Email: sivani@martin.fl.us

• Copies of documents may also be reviewed at the Blake Library, County Administration Building in the Planning and Development Services Department and the City Hall of City of Stuart.