



Chapter 11: Plan Implementation

The *Moving Martin Forward* plan is intended to be a starting point for coordinated transportation investments for the next 25 years. It addresses the future multimodal needs and how it helps maintain and enhance Martin County's quality of life. The multimodal aspects of this plan are a fundamental tenet of how the transportation plan will benefit Martin County.

Federal law requires that this plan include both long-range and short-range program strategies / actions that lead to the development of an integrated intermodal transportation system to facilitate the efficient movement of people and goods (FHWA). For this *Moving Martin Forward* plan, the Martin MPO together with local and regional agencies considered roadways, transit, nonmotorized transportation and intermodal connections to improve the operational performance of our multimodal transportation system. Included in this plan are:

- Regional land use, development, housing, and employment goals and plans
- Projected demand for transportation services over 20 years
- Policies, strategies, and projects that the MPO recommends for the future
- Cost estimates and reasonably available financial sources for operation, maintenance, and capital investments

The *Moving Martin Forward* plan is the long range transportation plan (LRTP) for Martin County, serving as the blueprint to guide priorities for transportation projects within Martin County. The planned transportation system is efficient and effective and offers choices for people who cannot drive, providing travel flexibility. The LRTP is comprehensive, county-wide, and interjurisdictional. This plan integrates land uses and multimodal transportation choices with air quality, safety, economic, and other regional issues. The plan balances investments in the various travel modes against anticipated funding from federal, state and local sources. The plan is updated based on population and economics, and reflects changing conditions and updated planning principles.

In coordination with the LRTP, the MPO manages the five-year Transportation Improvement Program (TIP) The TIP identifies, prioritizes and allocates the anticipated funding for transportation improvements over the next five years. Updated annually, the TIP is how the



long range transportation projects of the community get programmed for implementation. The LRTP sets up the projects that get implemented by the TIP. These two plans represent the consensus among local, state and regional officials, together with the community, for which transportation projects are to be implemented in the short term. The TIP becomes the capital improvements element of the LRTP, and effectively puts the LRTP into action.

Moving Martin Forward is a living document and may be updated as needed in accordance with the Martin MPO's *Public Involvement Plan*.

To monitor the success of the LRTP, Travel Time is the proposed performance measure. Travel time costs refer to the cost of time spent on transport, including waiting as well as actual travel. It includes costs to consumers of personal (unpaid) time spent on travel, and costs to businesses of paid employee time spent in travel. It is the product of time spent traveling multiplied by unit costs. Comparing the outputs of the E+C model and the CFP model, a countywide decrease of \$230,873 per day in total travel time cost is anticipated. See Figure 11-1, below.



Figure 11-1. Travel Time





The following recommendations for implementation of the *Moving Martin Forward* plan are made based on the analysis conducted during the LRTP.

- Implement the multimodal Cost Feasible Plan.
- Conduct a future detailed evaluation of roadway grade separation options over the FEC Railroad corridor to address impacts from expanded rail freight and inter-city passenger rail trains.
- Prepare a bicycle and pedestrian facilities network master plan to identify and prioritize non-motorized transportation improvements.
- Prepare a study to develop a product to enhance the quantitative and qualitative criteria for CMP/LCI project selection. The enhanced criteria would help identify priorities for future funding within the Transportation Improvement Program (TIP).
- Continue to work together with FDOT for implementation of the U.S. 1 Corridor Retrofit Project to improve mobility and accessibility in the County's business corridor.