

FY 13-17 TRANSPORTATION IMPROVEMENT PROGRAM PRIORITIES



**Palm Beach
Metropolitan Planning Organization**

Adopted July 21, 2011



Chair

PRIORITY SELECTION METHODOLOGY

In selecting and setting priorities for the Transportation Improvement Program (TIP) and the Florida Department of Transportation's Five-Year Work program, the MPO considers the requirements of SAFETEA-LU. The primary driving forces are the planning factors, the Congestion Management Process and the 2035 Transportation System Plan.

The Long Range Transportation Plan (LRTP) provides Goals and Objectives that suitably address the eight SAFETEA-LU planning factors. These goals provide the high-level policy directives that will drive the ranking criteria. The MPO's adopted 2035 LRTP includes, among others, these goal categories:

1. INTERMODAL (integrate different modes into a cohesive intermodal system)
2. ALTERNATIVE MODES (plan for modes beyond single occupant vehicles)
3. HIGHWAYS (provide necessary capacity)
4. ECONOMICS/FINANCE (financially feasible, supports economic development)
5. GROWTH RELATIONS (supports local land use plans and comprehensive plans)
6. ENVIRONMENTAL/SOCIAL (preserve, enhance human & natural environment)
7. SAFETY & SECURITY (improve safety and security of transportation system)
8. REGIONAL PLANNING (coordinate planning with entities in region)

These goals form the basis for the ranking system. Criteria that reflect the intent of each goal have been developed. In addition, preference is given to projects already 'in the pipeline' of the DOT's Adopted Work Program, the intent being to protect existing commitments. The criteria that best reflect and represent the above goals are countered by what data is available from the MPO's management systems, most notably the near-term forecast of traffic growth and the data within the Congestion Management Process (CMP). The selected prioritization criteria form the best fit between what is desired and what is available. The CMP was revised and expanded this year to include further information on transit and other modes.

Eligibility determination or screening ensures that the proposed projects have merit to even be considered. If a project does not pass the screening process, it is finished for the current year's cycle and does not advance to the ranking stage. The screening factors are:

- Is the project contained in the current, adopted LRTP?
- Would the project violate any policy constraints of the subject jurisdiction?
- Is the project already in the Adopted Work Program coded as 'Construction?'

The ranking system applies points to each criterion, and many have weighting systems, while others are yes/no, points/no points.

The process is applied primarily to roadways but includes consideration of use by other modes in establishing priorities. Even though all roadways were considered regardless of ownership, the MPO elected to provide priorities on State roads only to the DOT since Palm Beach County priorities on county roads are included in an aggressive public road improvement program.

The MPO also considers safety in determining priorities for federal and state funding. Safety considerations are related to the motoring public and the bicycle/pedestrian community. The MPO recommends these projects to the Department for funds under the various safety programs.

While the ranking system is used to quantify the results of analysis using traffic volume and ridership data, the MPO also considers policies and objectives which cannot easily be quantified. An example of this consideration is the impact on motorists at railroad crossings in the vicinity of the Port of Palm Beach. Rail access and freight movement associated with the Port causes extensive backups during peak hours but does not result in specific safety issues. In this cause, the MPO has placed a high priority on convenience and mobility when setting its priorities.

The Turnpike projects encourage increased use of this facility through greater capacity in order to relieve I-95 volumes. Turnpike interchange projects are chosen to relieve current interchanges and provide additional access.

The Transportation Enhancement priorities were established through an evaluation process that assigned scores to projects submitted by local municipalities and the county. The evaluation criteria included items such as access to schools, recreation facilities, shopping opportunities and similar activities. The projects were also evaluated on inclusion in local and areawide plans. Projects were ranked by the Bicycle/Pedestrian/Greenway Advisory Committee and approved by the TAC, CAC and MPO.

As the various modes begin to reach maximum potential, increased efficiency in their use becomes important. In particular, roadways are being built to the maximum typical section with further growth anticipated. The MPO supports consideration and inclusion of Intelligent Transportation System (ITS) technology in conjunction with improvements to the various transportation modes. The MPO policies also support inclusion of fiber optic cables/conduits to be installed as part of transportation projects to provide for future ITS activities and general connectivity of the populace. A number of ongoing project priorities were adopted related to provision of bus shelters, van pools, beautification, community transit services, Tri Rail and rail crossing improvements.

The MPO prepared and adopted a “master” list of transportation improvement projects that is multi modal in nature and provides overall direction to the Department in allocating funds. The priority list contains projects on roadways, mass transit facilities, cargo handling and noise abatement, and policy direction.

The public involvement process included presentation and discussion of the proposed priorities at meetings open to the public as well as review by the Citizens Advisory Committee to the MPO. Agendas for these meetings were provided to the local news media and posted on the MPO website. The full TAC reviewed the list of priorities on July 6, 2011 and recommended approval by the MPO. The CAC reviewed the priorities and made recommendations to the MPO at their meeting on July 12, 2011. At the MPO meeting, citizens made comments on projects of concern to their local area or interests prior to adoption. The MPO considered those comments during the discussion of the priorities. On July 21, 2011, the MPO adopted transportation system priorities that are multi-modal in nature and provide alternatives for travel.

FY 13-17 TRANSPORTATION SYSTEM PRIORITIES

STATUS	PROJECT	FROM	TO	DESCRIPTION
ROW Funded	1 Port of Palm Beach	FEC Corridor		Rail Stacking Yard
PDE Underway	2 I-95	Glades Rd	Yamato Rd	Construct Auxiliary Lanes
PDE Underway	3 Federal Highway (US 1)	Glades Rd	Yamato Rd	PD & E Study for Corridor Improvements
PDE Underway	4 State Road 7	Broward Co Line	Glades Rd	PD & E Study to Add Special Use Lanes
PDE Underway	5 Glades Rd	State Road 7	10th St	PD & E Study to Add Special Use Lanes
	6 Southern Boulevard	Big Blue Tr	Crestwood Blvd	Add Lanes
	7 Transit Bus Priority	Wellington	West Palm Beach	Bus Signal Priority System along SR 7 and Okeechobee Blvd
	8 Palm Tran	Countywide/Regional		Smart Card/Regional Fare Card
	9 Congestion Management	State Roads	Countywide	Congestion Reduction Funding-\$1.5M annually
	10 Tri Rail	West Palm Beach	Jupiter	Extend commuter rail service
	11 Palm Tran	Countywide		Purchase 5-10 Articulated Buses
	12 Palm Tran	Western Communities		Park & Ride Lots
On-going	Vanpool Program	Countywide		Funding
On-going	Bus Shelters	Various Locations		Construct Bus Shelters
On-going	Beautification	Countywide		Annual Grants through Keep Palm Beach County Beautiful
On-going	Railroad Crossings	Various Locations		Safety Improvements
On-going	Safe Routes to Schools	Various Locations		Support and Coordinate Projects
On-going	Sidewalks	Various Locations		Installation on State roads

POLICIES

Include Intelligent Transportation System Consideration and Components in Transportation Projects
 Include Location and Construction of Bus Shelters in Roadway Improvement Projects as Appropriate

INTERSTATE 95

FROM	TO	DESCRIPTION	STATUS
Donald Ross Rd	PGA Blvd	Add Lanes	Spring 12 Completion
Indiantown Rd	Donald Ross Rd	Add Lanes	Spring 12 Completion
Broward County Line	Palmetto Park Rd	Aux Lanes	PE 14
Palmetto Park Rd	Glades Rd	Aux Lanes	PE 14
Glades Rd	Yamato Rd	Aux Lanes	CST 16
Yamato Rd	Congress Ave Interchange	Aux Lanes	CST 16
Congress Ave Interchange	Linton Blvd	Aux Lanes	CST 16
Indiantown Road	Interchange Modification Study		PDE 14
Central Boulevard	Interchange Justification Study		PDE 15
Spanish River Blvd/FAU	New Interchange		CST 16

POLICY

Encourage designation and construction of Park and Ride facilities in conjunction with evaluation, design, construction and reconstruction of interchanges.

FLORIDA'S TURNPIKE PRIORITIES

ACTIVITY

LOCATION

Add Lanes

Lantana Toll Plaza - Lake Worth Rd
Lake Worth Rd - Okeechobee Blvd

Improve Interchange

Glades Rd-Improve Traffic Flow
Indiantown Rd-Construct Ramp Replacement
PGA Blvd-Construct NB Exit Ramp
Okeechobee Blvd-Construct NB-EB Exit Ramp

POLICY

Encourage designation and construction of Park and Ride facilities in conjunction with evaluation, design, construction and reconstruction of interchanges.

TRANSPORTATION ENHANCEMENT PROJECTS

	APPLICANT	PROJECT NAME	AMOUNT
1	CITY OF WEST PALM BEACH	15TH ST - STREETScape ENHANCEMENTS	\$738,855.00
2	CITY OF DELRAY BEACH	HISTORIC DEL-IDA PARK BEAUTIFICATION	\$605,829.00
3	PBC ENVIRONMENTAL RESOURCES MNGMNT.	NENA - BLUEGILL TRAIL PHASE II	\$738,930.00
4	CITY OF BOCA RATON	PATCH REEF TRAIL PHASE II	\$346,670.00
5	VILLAGE OF ROYAL PALM BEACH	CRESTWOOD BLVD - STREETScape PHASE II	\$279,590.00
6	PBC OFFICE OF ECONOMIC DEVELOPMENT	LAKE OKEECHOBEE SCENIC TRAIL ENTRYWAYS	\$250,921.00