PALM BEACH METROPOLITAN PLANNING ORGANIZATION

2300 N. Jog Rd., 4th Floor, West Palm Beach, Florida 33411-2749

Phone 561.684.4170 Fax 561.242.7165 www.PalmBeachMPO.org

TECHNICAL ADVISORY COMMITTEE AGENDA

DATE:	**WEDNESDAY, DECEMBER 2, 2015**
TIME:	**9:00 A.M.**
PLACE:	**Vista Center 4th Floor Conference Room 4E-12** **2300 North Jog Road, 4th Floor** **West Palm Beach, Florida 33411**

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1. REGULAR ITEMS

A. Roll Call

B. MOTION TO ADOPT Agenda for December 2, 2015

C. MOTION TO APPROVE Minutes of October 7, 2015

D. Comments from the Chair

E. Executive Director's Report

F. General Public Comments and Public Comments on Agenda Items

Any members from the public wishing to speak at this meeting must complete a Comment Card which is available at the welcome table. General Public comments will be heard prior to the consideration of the first action item. Public comments on specific items on the Agenda will be heard following the presentation of the item to the Committee. Please limit comments to three minutes.

2. ACTION ITEMS

A. MOTION TO ELECT OFFICERS for the 2016 Calendar Year

The TAC, by majority vote of the voting members present, shall elect a Chair and a Vice Chair who shall serve for one year. Mr. Jeff Livergood is the current Chair and Mr. Terrence Bailey is the current Vice Chair.

B. MOTION TO RECOMMEND APPROVAL of the Local Initiatives (LI) Program Guidelines and Scoring System

Directions 2040 created the Local Initiatives Program to be funded primarily with the MPO's suballocation of federal Surface Transportation Program funds. This program provides an annual, competitive application process to identify and fund the best non-regionally significant, lower-cost transportation projects that our communities want and our economies need. In order to create a more streamlined and transparent process, staff is recommending the attached 2016 program guidelines and scoring system. Staff recommendations include improvements to the application and required documents, scoring evaluation criteria, and application handling process by switching to an online submission form.

C. MOTION TO RECOMMEND APPROVAL of the Transportation Alternatives (TA) Program Guidelines and Scoring System

Established by MAP-21 the federal Transportation Alternatives Program is a cost-reimbursement program where projects are selected by the MPO. In order to create a more streamlined and transparent process and to better align project scoring with *Directions 2040* goals, objectives and values, staff is recommending the attached 2016 program guidelines and scoring system. Staff recommendations include improvements to the application and required documents, scoring evaluation criteria, and application handling process by switching to an online submission form.

D. MOTION TO RECOMMEND APPROVAL of the Safer People/Safer Streets Initiative

The attached resolution authorizes the Palm Beach MPO to join the USDOT Mayors' Challenge for Safer People, Safer Streets in an effort to promote safe and convenient streets for all modes of transportation and users, including pedestrians, motorists, bicyclists, and transit riders of all ages and abilities. For more information on the Mayors' Challenge for Safer People, Safer Streets, please visit: http://www.dot.gov/mayors-challenge.

E. MOTION TO RECOMMEND APPROVAL of the Palm Beach County portion of the Regional Greenways and Trails Plan

The attached plan identifies a system of existing and proposed greenways and trails that seek to establish a connected, integrated regional network. The plan is intended to serve as a guide for the MPO and others for prioritizing and advancing projects over time. The plan focuses on three facility types:

- Multi-Use Paved Trails ≥ 10-ft in width, used by pedestrians and cyclists
- Multi-Use Unpaved Trails ≥ 10-ft in width, used by pedestrians, cyclists, and equestrians
- Unpaved Hiking Trails ≥ 5-ft in width, used by pedestrians exclusively

The Palm Beach County map is attached and reflects modifications requested by the County Engineering department for facilities shown within county rights of way. Regional maps are included for informational purposes.

3. INFORMATION ITEMS

A. Transit Planning Activities Update

MPO staff will present on:

- Transit App, a smart phone app to access real time transit services, Uber cars and bike share stations
- Remix Software, a web based system recently acquired jointly with Palm Tran to evaluate changes to fixed route bus service, and
- Commuter Challenge, an opportunity in March 2016 to compete against other agencies, companies, etc. for most miles commuted without driving alone.

B. State Road 80 Corridor Action Plan

FDOT staff and their consultant will present on the SR 80 project, a study of the 45-mile Strategic Intermodal System (SIS) corridor from US 27 to I-95 aimed at maintaining a safe and efficient transportation system that accommodates all

users and modes and is well integrated with the land uses in the study area. The final plan will ultimately recommend actions to be taken by FDOT, local governments, and other stakeholders to protect and enhance the corridor and identify improvements necessary to bring the roadways to SIS standards within a 20-year planning horizon. A project overview is attached.

C. Southeast Florida Transportation Council (SEFTC) 2040 Regional Transportation Plan

On October 27, 2015, SEFTC adopted the 2040 Regional Transportation Plan. The plan was developed in coordination between the three MPOs and is consistent with each MPO's locally adopted LRTPs and desire to move the entire Southeast Florida region toward an agreed-upon transportation vision. The regional consultant will present and overview of the plan. The full regional plan can be viewed at http://www.palmbeachmpo.org/RTP

D. January 2016 MPO Board Retreat

In lieu of the January 21, 2016 MPO Board meeting, Board members are invited to participate in a rolling retreat according to the attached draft schedule. Review of the draft schedule is requested.

E. Summary Points from October 15, 2015 MPO Board Meeting

4. ADMINISTRATIVE ITEMS

A. Member Comments

B. Next Meeting – **February 3, 2016**

C. MOTION TO ADJOURN

NOTICE

In accordance with Section 286.0105, *Florida Statutes*, if a person decides to appeal any decision made by the board, agency, or commission with respect to any matter considered at such meeting or hearing, he or she will need a record of the proceedings, and that, for such purposes, he or she may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based.

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status. Persons who require special accommodations under the Americans with Disabilities Act or persons who require translation services for a meeting (free of charge), please call 561-684-4143 or send email to MBooth@PalmBeachMPO.org at least five business days in advance. Hearing impaired individuals are requested to telephone the Florida Relay System at #711.

PALM BEACH
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Phone 561.684.4170 Fax 561.242-7165 www.PalmBeachMPO.org

MINUTES OF THE TECHNICAL ADVISORY COMMITTEE Wednesday, October 7, 2015 9:00 A.M.

Vista Center 4th Floor Conference Room 4E-12
2300 North Jog Road
West Palm Beach, Florida

PDF versions of the agenda, backup material and presentations as well as audio recordings are available for review at www.PalmBeachMPO.org/TAC

1. REGULAR ITEMS

A. Roll Call

CHAIR LIVERGOOD called the meeting to order at 9:00 A.M. The Recording Secretary called the roll. A quorum was present as depicted in Exhibit A of these Minutes.

B. Motion to Adopt Agenda for October 7, 2015

CHAIR LIVERGOOD inquired if there were any changes, additions or deletions to the Agenda. There were none.

A motion was made by MR.HANSEN to adopt the October 7, 2015 Agenda; seconded by MR. STUBBS. The motion carried unanimously.

C.J. Lan joined the meeting at 9:03 a.m.

C. Motion to Approve Minutes of September 2, 2015 Technical Advisory Committee (TAC)

CHAIR LIVERGOOD inquired if there were any changes, additions or deletions to the Minutes.

MR. HANSEN commented that more details of the Hazardous Walking Conditions and Complete Streets presentations should be recorded in the Minutes as the discussion was very extensive. A discussion ensued.

A motion was made by MR. HANSEN to approve the September 2, 2015 TAC Minutes with additional discussion regarding the Hazardous Walking Conditions and Complete Streets presentations; seconded by MR. LANAHAN. The motion carried unanimously.

Jamie Brown joined the meeting at 9:05 a.m.

D. Comments from the Chair

CHAIR LIVERGOOD had no comments.

E. Executive Director's Report

MR. UHREN stated the following:

- The next MPO Board meeting scheduled for October 15 MPO will be held on the 1st Floor at the Vista Center, as a large turnout is expected due mainly to the presentation of the FDOT Work Program.

- The Palm Beach County GIS Expo will be on October 7 and 8 at the Convention Center in West Palm Beach.
- Valerie Neilson, Transit Coordinator is currently out at the APTA Conference in San Francisco. Renee Cross, Deputy Mayor Weinroth of Boca Raton and himself will be attending the AMPO Conference in Nevada on the week of October 19. Franchesca Taylor, Bike/Ped Coordinator will be attending Rail-Volution in Dallas this month. He added that if members attend any conference that they believe the MPO staff would benefit from, their suggestions are welcomed.
- The MPO will be hosting a Complete Streets Workshop on Tuesday, December 8 from 9 a.m. to 5 p.m. Lunch will be included and formal invitations will be sent out shortly.
- The MPO has advertized for General Planning Consultant contract to support staff in its planning efforts. Proposal deadline is due to the MPO on October 23 at 5 p.m.
- A second rolling retreat with a northern county focus is being planned for January, 2016. Suggestions are invited as it relates to places or projects for viewing by the MPO Board.

F. General Public Comments and Public Comments on Action Items

No general public comments were received.

2. ACTION ITEMS

A. MOTION TO RECOMMEND APPROVAL of the FDOT FY 17-21 Draft Tentative Work Program

MR. UHREN introduced Leslie Wetherell, Program Management Administrator and Stacie Miller, Director of Transportation Development for FDOT District 4.

MR. UHREN presented an overview of the FY 17-21 Draft Tentative Work Program, including a checklist of items as it relates to the expectations in the LRTP and MPO Funding Resolution, status of MPO Priority Projects, and other significant additions, modifications and deletions.

MR. HANSEN requested that staff advise as to timelines and expectations for the benefit of the municipalities as it relates to the Local Initiatives application process for next year. MR. UHREN advised that an entire overview of the process will be presented at the December TAC meeting.

MS. USHER raised a question about the Hamlin Boulevard sidewalk construction. MS. WETHERELL responded that the FDOT Project Manager coordinated with staff at the Trail District and it was concluded that the sidewalk could be built and right of way acquisition was not required.

MS. DELANEY inquired whether the Local Initiatives and Transportation Alternatives application would be due in March. MS. WETHERELL responded that requests are sent out in late January/early February. As such, applications would be due in late March/early April.

A discussion ensued on the funding of a project on aesthetics versus functionality and how funds are distributed within projects as well as the implementation of a more ubiquitous process for the local initiatives and transportation alternatives process. MR. UHREN responded that the draft MPO Strategic Plan would be presented and inputs are welcomed.

MS. WETHERELL advised that there has been minimal change over the last legislative session. She advised that allocation was reduced slightly; however, the introduction of the initial vehicle registration fee offset some of the losses in the state transportation trust fund. Also, there were no significant changes impacting MAP-21. MS. WETHERELL also advised that FDOT is continuing its department funded programs such as resurfacing and bridge replacements. Questions from members were addressed by MS. WETHERELL and MS. MILLER.

A motion was made by MR. STUBBS to recommend approval of the FDOT FY 17-21 Draft Tentative Work Program; seconded by MR. WILSON. The motion carried 17-2 with MR. HANSEN and MR. COLLINS opposed due to the inclusion of SR 7 extension project.

A motion was made by MR. BAILEY to recommend approval of the FDOT Florida Turnpike draft tentative Work Program for FY 17-21; seconded by MR. WILSON. The motion carried unanimously.

B. MOTION TO RECOMMEND APPROVAL of the 2016 MPO Legislative & Policy Positions

MR. UHREN noted the item was drafted in hopes of creating consensus among diverse representatives on the MPO Board as to its legislative policy and positions. MR. UHREN presented on each of the five (5) items for consideration. A discussion ensued on this item.

CHAIR LIVERGOOD suggested a $0.01 per gallon gas tax at point of sale remaining within the municipalities to be utilized as needed within that community.

DR. DELANEY suggested establishing uniform regulations for vehicle for hire/ride-sharing services with respect to vehicle inspections, driver background checks and liability insurance requirements.

A motion was made by MR. QUINTY to recommend approval of the 2016 MPO Legislative & Policy Positions as modified; seconded by MR. HANSEN. The motion carried unanimously.

C. MOTION TO RECOMMEND APPROVAL of the Palm Beach County portion of the Regional Greenways and Trails Plan

MS. FRANCHESCA TAYLOR presented an overview and intention of the plan upon adoption. She advised that once this Plan is adopted, it will serve as a resource or avenue for local governments to identify projects for the Transportation Alternatives, Local Initiatives, SUN trails, Recreational Trails, Florida Communities Trust and other programs. She added that the intention of the project is to identify and organize a range of facilities for non-motorized users throughout the region.

DR. DELANEY of the Treasure Coast Regional Planning Council presented that this plan identifies a system of existing and proposed greenways and trails that seek to establish a connected, integrated regional network. She outlined the criteria that define regional. DR. DELANEY added that the plan focuses on three facility types:

- Multi-Use Paved Trails ≥ 10-ft in width, used by pedestrians and cyclists
- Multi-Use Unpaved Trails ≥ 10-ft in width, used by pedestrians, cyclists, and equestrians
- Unpaved Hiking Trails ≥ 5-ft in width, used by pedestrians exclusively

A discussion ensued in which questions arose regarding acquisition of right of way and coordination with County engineering regarding facilities shown on county rights-of-way.

A motion was made by MR. MOHYDDIN to table this item to the December 2, 2015 TAC Meeting; seconded by MR. C.J. LAN. The motion carried 18-1 with MR. HANSEN Opposed.

3. INFORMATION ITEMS

A. Draft MPO Strategic Plan

MR. UHREN advised that a draft strategic plan with mission and vision statements and five (5) major goals has been developed. He requested that the Committee members review and suggest additions and modifications to the goals and objectives so that a full menu of options

can be presented at a future meeting. The draft will be brought back to the committees for them to assign levels of importance to each item in order to develop the final complement, update the mission and vision to reflect the identified action items, and establish a system to monitor implementation of the plan.

B. MPO Website – www.PalmBeachMPO.org

MALISSA BOOTH, Public Information Officer presented the new MPO Website – www.PalmBeachMPO.org, which is intended to go live by next week. She highlighted new capabilities of the new website and welcomed feedback.

MR. MOHYUDDIN and MR. C.J. LAN left the meeting at 10:40 A.M.

MR. BRIAN COLLINS left the meeting at 11:00 a.m.

MR. TERRENCE BAILEY left the meeting at 11:05 a.m.

MR. STEVE BRAUN left the meeting at 11:30 a.m.

C. Summary Points from the September 17, 2015 MPO Board Meeting.

4. ADMINISTRATIVE ITEMS

A. Member Comments

B. Next Meeting – **December 2, 2015**

C. Motion to Adjourn

There being no further business the meeting was adjourned at 11.40 A.M.

This signature is to attest that the undersigned is the Chairperson, or a designated nominee, of the Technical Advisory Committee and that information provided herein is the true and correct Minutes for the **October** meeting of the Technical Advisory committee, dated this _____day of _____, 2015.

_____

Chairperson

AUDIO FILES OF TECHNICAL ADVISORY COMMITTEE MEETINGS ARE AVAILABLE ON THE PALM BEACH METROPOLITAN PLANNING ORGANIZATION WEBSITE: www.PalmBeachMPO.org

EXHIBIT A

Technical Advisory Committee
Attendance Record – 2014-2015

Representative/Alternate Agency Name	Nov '14	Dec '14	Jan '15	Feb '15	Mar '15	April '15	May '15	June '15	July '15	Aug '15	Sept '15	Oct '15
STEVE BRAUN//L. Maack/A. Tanis FDOT - Planning & Environmental Manage.		A		P		P	P	P	Alt		Alt	P
VACANT/K. Graham/George Webb PBC Engineering Department		P		P		P	P	P	P		E	Alt
KHURSHID MOHYUDDIN/David Wiloch PBC Planning, Zoning & Bldg.		P		P		P	Alt	P	P		P	P
RANDAL KREJCAREK/Vacant City of Delray Beach - Planning & Zoning		-		P		E	P	P	E		P	A
DOUGLAS HESS City of Boca Raton - Engineering		P		P		P	P	P	P		P	A
BRIAN COLLINS City of West Palm Beach - Engineering		E		P		E	P	E	A		E	P
JERRY ALLEN/Wil Hicks PBC Airports Department - Planning		P		Alt		Alt	Alt	P	Alt		Alt	Alt
CARL BAKER Port of Palm Beach		P		P		P	E	A	P		P	P
CHARLES FRAZIER/Fred Stubbs/S. Anderson PalmTran		Alt		Alt		Alt	Alt	Alt	Alt		Alt	Alt
ALEX HANSEN/Denise Malone City of West Palm Beach - Planning		E		P		P	P	P	P		P	P
*JEFF LIVERGOOD/Michael Rumpf City of Boynton Beach - Public Works & Eng.		P		P		P	P	P	P		P	P
KENNY WILSON/Janelle St. Ange PBC Health Department - Environ/Air Pollution		P		P		P	P	P	P		A	P
ANGELA USHER/Joyce Cai PBC School District		Alt		P		P	Alt	P	A		Alt	P
INGRID ALLEN/Vacant City of Boca Raton - Planning		Alt		Alt		P	A	P	A		A	P
**TERRENCE BAILEY City of Riviera Beach - Engineering		P		P		P	P	P	P		P	P
THOMAS DRISCOLL/CJ Lan Town of Jupiter - Community Development		Alt		E		E	Alt	P	P		E	Alt
WILLIAM CROSS/Joseph Quinty SFRTA - Tri-Rail - Planning		Alt		Alt		Alt	Alt	Alt	Alt		Alt	Alt
VACANT/Kim Delaney Treasure Coast Regional Planning Council		Alt		Alt		Alt	Alt	Alt	P		Alt	Alt
NATALIE CROWLEY/Todd Engle/ Dawn Sonneborn City of Palm Beach Gardens - Planning		Alt		Alt		Alt	Alt	Alt	E		Alt	Alt
THOMAS LANAHAN City of Greenacres - Planning and Engineering		P		P		P	E	P	P		P	P
JAMIE BROWN/Felipe LoFaso City of Lake Worth - Public Services		***E		P		P	P	P	P		P	P

*2015 Chair **2015 Vice-Chair P = Member Present Alt = Alternate Present

E = Excused Absence A = Absent/No Attendance - = Member not assigned ***New Appointment

Shaded Area= Meeting not held

EXHIBIT A

OTHERS PRESENT	REPRESENTING
L. Wetherell	FDOT
Stacie Miller	FDOT
A. Adams	FDOT
David Wiloch	PBC Planning Division
Angela Streeter	Sun Sentinel
Jorge Perez	PBC Planning Division
Vicki Gatanis	South Florida Reg. Transportation Authority
Dan Weisberg	Metropolitan Planning Organization
Seth Contreras	Metropolitan Planning Organization
Franchesca Taylor	Metropolitan Planning Organization
Luke Lambert	Metropolitan Planning Organization
Nick Uhren	Metropolitan Planning Organization
Malissa Booth	Metropolitan Planning Organization
Renee Cross	Metropolitan Planning Organization
Janice Allwood	Metropolitan Planning Organization

Local Initiatives Program

2016 Program Overview

The latest Long Rang Transportation Plan *Directions 2040,* carved out future allocations of MPO allocated Surface Transportation funds to be used at the MPOs discretion. Thus the Local Initiatives program was created as an annual application process to identify and fund best lower-cost, non-regionally significant transportation projects that our communities want and our economies need.

- Applications are limited to a maximum MPO funding amount of $2.5M inclusive of all phases (e.g. design, construction, and CEI)
- An applicant may submit a maximum of 3 applications but only the highest ranking eligible project application will be included in the draft priority list. If funding permits, a second round of projects may be added to the priority list.
- Applications to be submitted, reviewed and processed pursuant to the schedule shown on Exhibit A.
- Applications must include all required documents listed on Exhibit B.
- Applications will be scored and ranked via the scoring system derived from the goals, objectives and values in the *Directions 2040* LRTP and described more specifically in Exhibit C.
- Applications must be submitted online via the MPO website.

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- The MPO Board makes the final decision regarding inclusion of an application on the MPO Priority Projects List and may waive any of the above requirements.

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2016 Local Initiative Program – Schedule (Exhibit A)

Date	Activity and Deadline
December 7, 2015	**Program Kick-off.** PBMPO distributes the procedure and application process information to Palm Beach agencies and posts to website.
January 2016	**Joint Applicant Workshop.** FDOT and MPO staff to review application requirements, scoring criteria, and schedule and project implementation options.
Jan-March 30, 2016	**Staff Consultation.** MPO staff are available to discuss project specifics and clarify application requirements.
By April 1, 2016	**Applications Due to MPO.** Completed applications to be submitted by project applicants via MPO website. Prior to application submittal, project applicants are encouraged to have qualified staff conduct field reviews to ensure that potential projects are "constructible" and require no right-of way acquisition.
April 1-April 15, 2016	**MPO Application Screening.** MPO staff will screen applications for completeness.
April 18-30, 2016	**Applicant Presentations to Staff.** MPO staff then determine a pre-eligibility ranking for those projects that appear to be eligible and "constructible".
May 2, 2016	**Submit Project List and Ranking to FDOT.** MPOs submit applications and a summary list of candidate projects with tentative project rankings to the Program Management Office for project feasibility assessment and eligibility determination.
June 30, 2016	**FDOT D4 returns Eligibility Determinations.** MPO shares eligibility issues with applicants and creates draft priority ranking for eligible projects.
July 1-31, 2016	**Applicants to Resolve Outstanding Eligibility Issues.**
Priority List to Committees: September, 2016 **MPO Board: September, 2016**	**MPO Final Ranking.** Committees review draft priority ranking. Each committee member gets to submit their own ranking for all projects – no discussion, just a staff presentation and then a silent ballot with an option to approve MPO staff ranking.
October 1, 2016	**Submit Project Priorities to FDOT.** MPOs submit an adopted list of finalized priority projects to the FDOT D4 Program Management Office and notify sponsors of final priority rankings.

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2016 Local Initiatives Program

Required Documents (Exhibit B)

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1. Project Implementation Plan
    a. Local Area Participation (LAP) agreement projects receive 10 points.
    b. FDOT Implementation on state highway system with Local Agency Funding (LAF) agreement to provide funds for design receives 7 points.
    c. FDOT Implementation with Local Agency Funding (LAF) agreement to provide funds for design receives 3 points.
    d. FDOT Implementation entirely funded by MPO receives no points.
2. Resolution of Support for Project from applicant
    a. Additional documented support for project (resident petition, POA/HOA endorsement, etc.)
3. Resolution committing to fund operations/maintenance of improvement from facility owner
4. Cost Estimate (from applicant's engineer for LAP implementation, from FDOT for FDOT implementation)

5. Project Location map
6. Typical section of improved facility or improvement detail
7. Resolution of support from right-of-way or facility owner (if applicable)

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Palm Beach MPO 2016 Local Initiatives Project Scoring
(Exhibit C)

Value	Category	Criteria	Value	Scoring	Max
1 & 6	Safety, Security and Complete Streets	Project improves non-motorized safety by providing:	buffered bike lanes - 4	8	15
			10'+ shared-use pathways - 3	6	
			designated bike lanes - 2	4	
			new sidewalks - 1	2	
		Project improves vehicular safety (project must demonstrate)		5	5
		Project improves performance of hurricane evacuation route		3	
		Project mitigates impacts of sea level rise		2	
2	Maintenance	Project improves infrastructure in unacceptable condition with widespread advanced signs of deterioration; potential imminent failure		7	10
		Project improves infrastructure in poor condition and mostly below standard, approaching the end of its service life, exhibiting significant deterioration and of strong risk of failure		5	
		Maintenance Project improves non-motorized and/or transit infrastucture or improves transit service level		3	
3	TSM&O / TDM	Non-capacity project implements TSM strategies		7	10
		Non-capacity project implements TDM strategies		3	
		Capacity project improves Thoroughfare intersection(s) where critical sum > 1400		5	
		Capacity project expands fiber optic traffic signal network		3	
		Capacity project expands CCTV camera coverage area on principal arterials		2	
4	Maximize MPO Funds	Local Implementation via Local Area Participation(LAP) Agreement or FTA Flex		10	10
		FDOT Implementation on State Highway System with Local Funding for design		7	
		FDOT Implementation with Local Funding for design		3	
5	Equity	Median HH income within 1 mile of project vs PBC median income ($52,806)	< 60%	5	5
			60 - <80%	3	
			80% - <100%	1	
		Traditionally underserved population percentage in benefit area	>80%	5	5
			>60 - 80%	4	
			>40% -60%	3	
			>20% - 40%	2	
			5-20%	1	
7	Local Support/ Environmental	Project is endorsed by members of benefit area (HOA, POA, petition, etc.)		5	10
		Project is unlikely to have adverse environmental impacts		5	
8	Regional Freight	Project improves capacity on congested SIS facility/connector or non-SIS truck route	v/c > 1.2	5	5
			v/c > 1.1	3	
			v/c > 1	1	
		Project improves efficient movement of freight in region		5	5
9	Non-motorized Connectors	Project improves non-motorized facilities at an interchange, bridge, or railroad crossing		6	10
		Project improves non-motorized facilities on Thoroughfare within 2 miles of a transit hub		4	
10	Efficient Transit	Project improves service at a transit hub		6	10
		Project reduces transit travel time between transit hubs		4	
					100

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Note:

Non-motorized Point System

1. Multiply length (up to 2 miles) by factor shown in value column

FORMS › 2016 LOCAL INITIATIVES APPLICATION

Welcome to the Palm Beach Metropolitan Planning Organization's 2016 Local Initiative program. This page is for submitting the required do filling out the application with project specifics.

*Required

Application Number:*

Year . Applicant Name . Application Priority

(e.g., 2016.Jupiter.1)

Contact Person:*

Email:*

Please provide a resolution of Support for Project from applicant:* Choose File No file chosen

Please provide conceptual project cost estimate:* Choose File No file chosen

Estimate shall be broken down to FDOT typical pay items to allow for verification of eligible project costs. (from applicant's engineer for LAP implementation, from FDOT for FDOT implementation)

Please provide a project location map:* Choose File No file chosen

Please provide a typical section of improved facility or improvement detail:* Choose File No file chosen

Please provide a resolution of support from right-of-way or Choose File No file chosen

Transportation Alternatives Program

2016 Program Overview

Established by MAP-21 the federal Transportation Alternatives Program is a cost-reimbursement program where projects are selected by the MPO. The program funds on- and off-road pedestrian and bicycle facilities, infrastructure for improving non-driver access to public transportation and enhanced mobility, community improvement activities, and environmental mitigation; recreational trail projects; safe routes to school projects; and projects for planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former divided highways.

- Applications are limited to a maximum MPO funding amount of $750K inclusive of construction and CEI phases
- Applications must be submitted online via the MPO website, seen in Exhibit A.
- Applications are to be submitted, reviewed and processed pursuant to the schedule, shown on Exhibit B.
- Applications must include all required documents, listed on Exhibit C.
- Applications will be scored and ranked via the scoring system derived from the goals, objectives and values in the *Directions 2040* LRTP and described more specifically in Exhibit D.
- A glossary has been included to help familiarize applicants with frequently used terms, this is found in Exhibit E.
- The MPO Board makes the final decision regarding inclusion of an application on the MPO Priority Projects List and may waive any of the above requirements.

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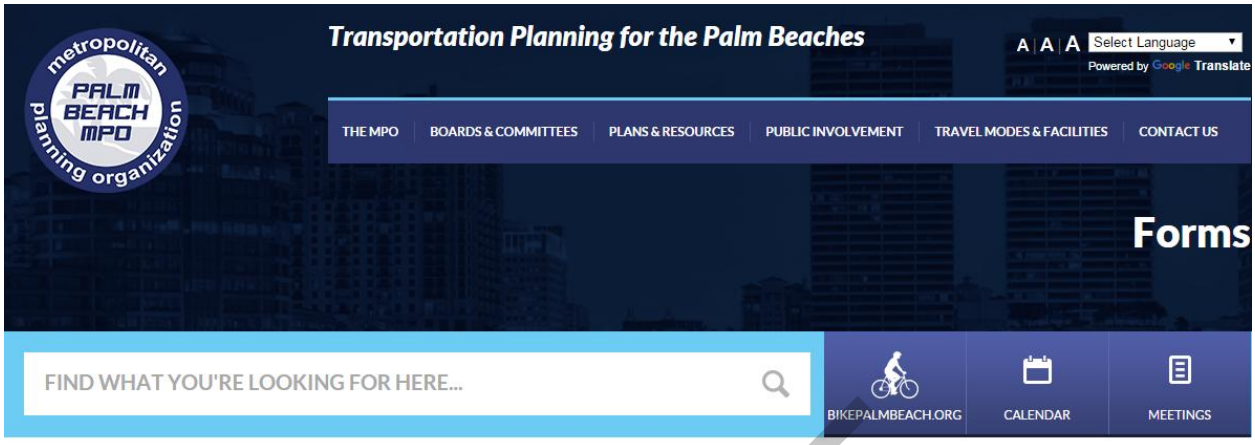
Palm Beach MPO

2016 Transportation Alternatives Online Form

(Exhibit A)



FORMS › 2016 TRANSPORTATION ALTERNATIVES PROGRAM APPLICATION

Application Number:*

Project Name:*

Contact Person:*

Phone Number:

Title:*

Email:*

Please provide a resolution of support for the project from the facility owner:*

Choose File | No file chosen

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Website Link: www.palmbeachmpo.org/forms/transportation-alternatives-program-application

2016 Transportation Alternatives Program – Schedule

(Exhibit B)

Date	Activity and Deadline
December 7, 2015	**Program Kick-off.** PBMPO distributes the procedure and application process information to Palm Beach agencies and posts to website.
January 2016	**Joint Applicant Workshop.** FDOT and MPO staff to review application requirements, scoring criteria, and schedule and project implementation options.
Jan-March 30, 2016	**Staff Consultation.** MPO staff are available to discuss project specifics and clarify application requirements.
By April 1, 2016	**Applications Due to MPO.** Completed applications to be submitted by project applicants via MPO website. Prior to application submittal, project applicants are encouraged to have qualified staff conduct field reviews to ensure that potential projects are "constructible" and require no right-of way acquisition.
April 1-April 15, 2016	**MPO Application Screening.** MPO staff will screen applications for completeness and then determine a pre-eligibility ranking for those projects that appear to be eligible and "constructible".
May 5, 2016	**Applicant Presentations to BGPAC and Staff.**
May 6, 2016	**Submit Project List and Ranking to FDOT.** MPOs submit applications and a summary list of candidate projects with tentative project rankings to the Program Management Office for project feasibility assessment and eligibility determination.
June 30, 2016	**FDOT D4 returns Eligibility Determinations.** MPO shares eligibility issues with applicants and creates draft priority ranking for eligible projects.
July 1-31, 2016	**Applicants to Resolve Outstanding Eligibility Issues.**
Priority List to Committees: September, 2016 **MPO Board: September, 2016**	**MPO Final Ranking.** Committees review draft priority ranking. Each committee member gets to submit their own ranking for all projects – no discussion, just a staff presentation and then a silent ballot with an option to approve MPO staff ranking.
October 1, 2016	**Submit Project Priorities to FDOT.** MPOs submit an adopted list of finalized priority projects to the FDOT D4 Program Management Office and notify sponsors of final priority rankings.

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2016 Transportation Alternatives Program

Required Documents

(Exhibit C)

1. **Project Implementation Plan**
    a. Local Area Participation (LAP) agreement projects receive 10 points in MPO scoring system.
    b. FDOT Implementation on state highway system with Local Agency Funding (LAF) agreement to provide funds for design receives 7 points.
    c. FDOT Implementation with Local Agency Funding (LAF) agreement to provide funds for design receives 3 points.
    d. FDOT Implementation entirely funded by MPO receives no points.
2. **Resolution of support from facility owner**
3. **Resolution committing to fund operations/maintenance of improvement from project applicant**
4. **Existing ownership documentation**
5. **Cost Estimate** (from applicant's engineer for LAP implementation, from FDOT for FDOT implementation)
6. **Photograph of project location before construction**
7. **Project Location map** (Aerial view)
8. **Typical section of improved facility or improvement detail**
9. **Resolution of Support for Project from applicant**
    a. Additional documented support for project (resident petition, POA/HOA endorsement, etc.)

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Palm Beach MPO 2016
Transportation Alternatives Project Scoring
(Exhibit D)

Value	Category	Criteria	Value	Scoring	Max
1 & 6	Safety, Security and Complete Streets	Project improves non-motorized safety by providing*:	buffered bike lanes - 4	8	25
			10'+ shared-use pathways - 3	6	
			designated bike lanes - 2	4	
			new sidewalks - 1	2	
		Project improves safety and convience for all users.		10	
		Project mitigates impacts of sea level rise		5	
2	Maintenance	Project improves infrastructure in unacceptable condition with widespread advanced signs of deterioration; potential imminent failure		7	10
		Project improves infrastructure in poor condition and mostly below standard, approaching the end of its service life, exhibiting significant deterioration and of strong risk of failure		5	
		Maintenance Project improves non-motorized and/or transit infrastucture or improves transit service level		3	
4	Maximize MPO Funds	Local Implementation via Local Area Participation(LAP) Agreement or FTA Flex		10	10
		FDOT Implementation on State Highway System with Local Funding for design		7	
		FDOT Implementation with Local Funding for design		3	
5	Equity	Median HH income within 1 mile of project vs PBC median income ($52,806)	< 60%	5	5
			60 - <80%	3	
			80% - <100%	1	
		Traditionally underserved population percentage in benefit area	>80%	5	5
			>60 - 80%	4	
			>40% -60%	3	
			>20% - 40%	2	
			5-20%	1	
7	Local Support/ Environmental	Project is endorsed by members of benefit area (HOA, POA, petition, etc.)		5	10
		Project is unlikely to have adverse environmental impacts		5	
9	Non-motorized Connectors	Project improves non-motorized facilities at an interchange, bridge, or railroad crossing		6	10
		Project improves non-motorized facilities on PBC Thoroughfare Map within 2 miles of a transit hub		4	
10	Efficient Transit	Project improves service at a transit hub		10	15
		Project reduces transit travel time between transit hubs		5	
11	Proximity Benefit	Project is within 2 miles of a school zone		5	10
		Project is within 1 mile of a shopping center		3	
		Project is within 1 mile of a recreational center or park		2	

100

Note:

*__**Non-Motorized Point System**__

1. Multiply length (up to 2 miles) by factor shown in value column

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MPO Funding Program

Glossary of Terms and Acronyms

(Exhibit E)

DRAFT

A

Americans with Disabilities Act (ADA) Transition Plan - The Americans with Disabilities Act (ADA) of 1990 is a civil rights statute that prohibits discrimination against people who have disabilities. As a necessary step to a program access plan to provide accessibility under the ADA, state and local government, public entities or agencies are required to perform self-evaluations of their current facilities, relative the accessibility requirements of the ADA. The agencies are then required to develop a Program Access Plan, which can be called a Transition Plan, to address any deficiencies.

Additional information can be found here:
http://www.dot.state.fl.us/projectmanagementoffice/ADA/2011_BestPracticesTransitionPlans.pdf.

Aging population – Persons 65 years or older.

B

Below the Poverty Line – A family or individual is considered to be in poverty when their total income is less than the poverty threshold. The Census calculates poverty thresholds by multiplying the base-year poverty thresholds (1982) by the monthly inflation factor based on the 12 monthly Consumer Price Indexes (CPIs) and the base-year CPI.

C

Congestion - A condition on road networks that occurs when traffic demand approaches or exceeds the available capacity of the system.

Corridor - A broad geographical band that follows a general directional flow connecting major sources of trips that may contain a number of streets, highways and transit route alignments.

Complete Streets – Road corridors that are built with safe access for all users and abilities in mind.

E

Email Distribution Lists – Allows a person to maintain a list of email addresses and send messages to all of the contacts at once.

Environmental Justice – A process requiring the inclusion of minority and low-income populations in the transportation planning process and prohibiting discrimination based on race, color, and national origin. Designed to ensure participation by minority and low-income populations in the decision-making process, prevent the denial or receipt of benefits to minority and low-income populations, and minimize or mitigate disproportionately high or adverse impacts on minority and low-income populations.

Environmental Regulations - State and federal statutes concerned with the maintenance and protection of the natural, cultural, and historical environment. It provides a basis for measuring and apportioning liability in cases of environmental crime and the failure to comply with its provisions.

Evaluation Measures – Developed for each public involvement goal to measure the effectiveness of the Public Participation Plan.

L

Low-Income Persons – A family or individual with total income below 100 percent of the federal poverty guidelines.

M

Minority – People who report their ethnicity and race as something other than white alone in the US Census.

Multimodal - The availability of transportation options using different methods within a system or corridor. Examples of these methods include biking, walking, and public transit.

N

Non-SOV Mode Share – Travel options such as, biking, walking, transit and carpooling; when a commute does not involve a person driving alone in a car, truck or van.

O

Older Adult – Persons 65 years or older.

P

Public Participation Plan (PPP) - Defines a process for providing interested parties with reasonable opportunities to be involved in the metropolitan transportation planning process.

R

Regional Transit Providers – Local agencies that provide public transportation services to a community.

S

Safety and Convenience for All Users – A primary component of "Complete Streets" that improves the users' experience as they travel through a corridor. Components can include, but are not limited to: lighting, crosswalks, landscaping, and traffic calming.

Stakeholder - Person or group affected by a transportation plan, program or project.

T

Technical Advisory Committee (TAC) – Committee representing local government agencies that assists the MPO by reviewing transportation plans and programs and making recommendations based on their technical adequacy.

Title VI of the Civil Rights Act of 1964 - Prohibits discrimination on the basis of race, color, and national origin in programs and activities receiving federal financial assistance.

Town Hall Meeting – An informal public meeting open to everyone in a community.

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Traditionally Under-Represented or Under-Served Populations – Those inadequately served by existing transportation systems, such as low-income and minority households, who may face challenges accessing employment and other services.

Transit – Passenger transportation services, usually local in scope, that is available to any person who pays a prescribed fare. It operates on established schedules along designated routes or lines with specific stops and is designed to move relatively large numbers of people at one time.

Transit-Dependent Persons – People without ready access to a personal vehicle.

Transportation System Management Strategies (TSM) - Transportation system management (TSM) refers to a set of strategies that largely aim to reduce green house gas emissions by reducing congestion, primarily by improving transportation system capacity and efficiency. TSM strategies may include the following: traffic signal optimization, roundabouts, capacity expansion, resurfacing roads and the use of alternative construction materials.
For more information visit the Federal Highway Administration's website at:
http://www.fhwa.dot.gov/environment/climate_change/mitigation/publications_and_tools/reference_sourcebook/page06.cfm

Transportation Demand Management (TDM) - Transportation demand management (TDM) is a general term for strategies that increase over-all system efficiency by encouraging a shift from single – occupant vehicle (SOV) trips to non-SOV modes, or shifting auto trips out of peak periods. TDM strategies may include the following: transit improvements, transit incentives, ridesharing, parking management and transportation-efficient land development. Additional information can be found on the Federal Highway Administration's website:
https://www.fhwa.dot.gov/environment/climate_change/mitigation/publications_and_tools/reference_sourcebook/page05.cfm.

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RESOLUTION MPO 2015-

RESOLUTION OF THE PALM BEACH METROPOLITAN PLANNING ORGANIZATION TO JOIN THE U.S. DEPARTMENT OF TRANSPORTATION (USDOT) MAYORS' CHALLENGE FOR SAFER PEOPLE, SAFER STREETS; ESTABLISHING AN EFFECTIVE DATE.

WHEREAS, the Palm Beach Metropolitan Planning Organization (MPO) supports the planning and implementation of streets designed for all modes of transportation and all users, including pedestrians, motorists, bicyclists, and transit riders of all ages and abilities, a concept known as Complete Streets; and

WHEREAS, the MPO recognizes that Complete Streets promote healthier travel choices, enhanced safety, equity, public health, and efficiency benefits, including reduced automobile, bicycle, and pedestrian accidents; and

WHEREAS, the MPO, is already undertaking efforts to promote the planning and implementation of Complete Streets concepts throughout Palm Beach County; and

WHEREAS, the MPO supports the goals of the U.S. Department of Transportation's (USDOT) Mayors' Challenge for Safer People, Safer Streets, and is joining with over 200 cities and municipalities across Florida and the country to promote Complete Streets and the use of context sensitive designs to improve safety for all street users; and

WHEREAS, the MPO recognizes the benefit in joining with the USDOT and other cities and municipalities to promote the safety, equity, public health, and efficiency benefits of Complete Streets.

NOW THEREFORE, BE IT RESOLVED BY THE PALM BEACH METROPOLITAN PLANNING ORGANIZATION THAT:

1. The MPO joins the U.S. DOT's Mayors' Challenge for Safer People, Safer Streets and recognizes the importance of Complete Streets and improved safety for pedestrians, bicyclists, motorists, and transit users of all ages and abilities.
2. This Resolution shall take effect upon adoption.

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The foregoing Resolution was offered by _____ who moved its adoption. The motion was seconded by _____, and upon being put to a vote, the motion passed.

The Chairperson thereupon declared the Resolution duly adopted this 7th day of December, 2015.

PALM BEACH METROPOLITAN PLANNING ORGANIZATION

By: _____
Chairperson

ATTEST:

By: _____
Executive Secretary

APPROVED AS TO FORM AND LEGAL SUFFICIENCY:

By: _____
Assistant County Attorney

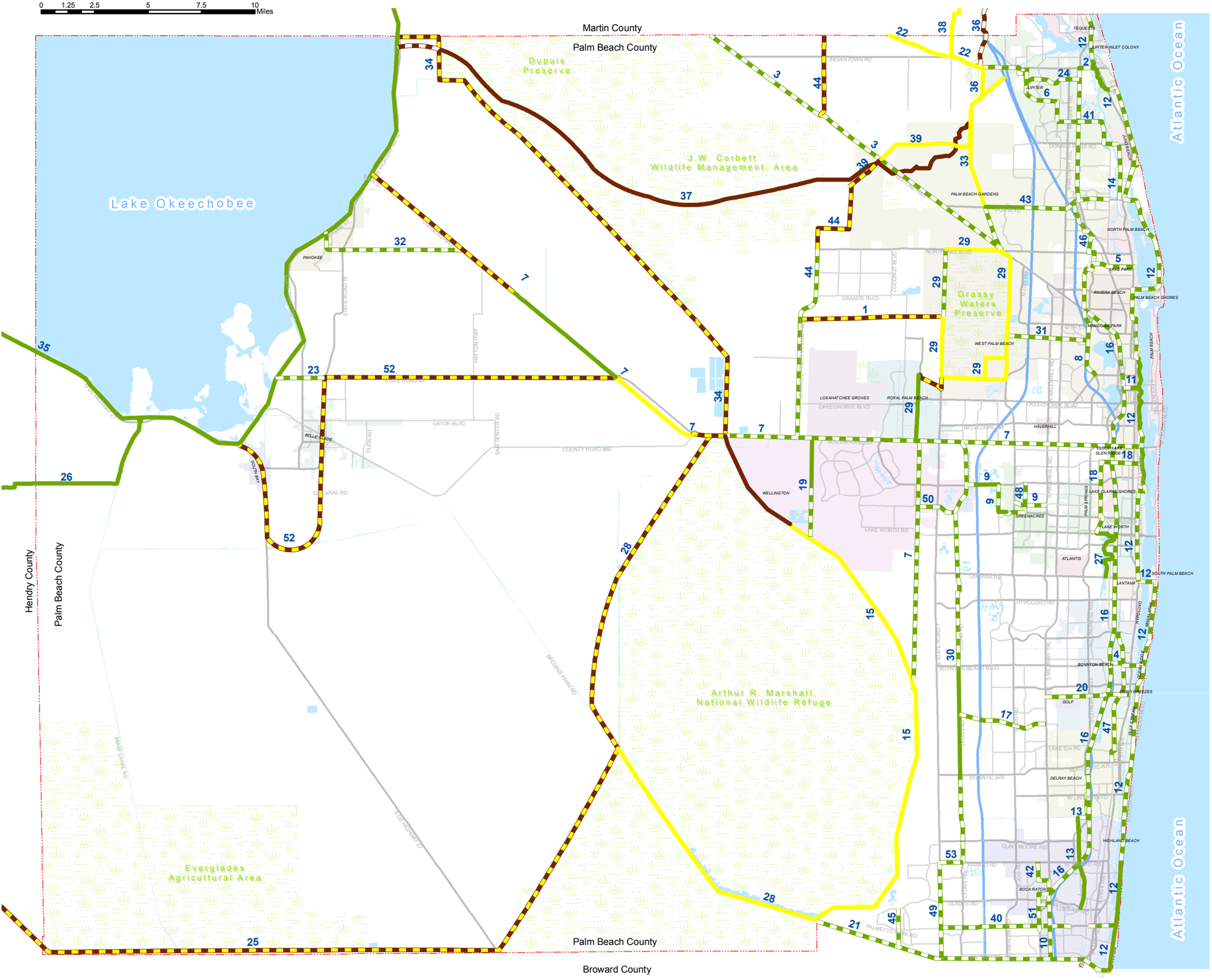
Regional Greenways & Trails Plan

Palm Beach County

Multi-Use and Hiking Facilities

(Rev. 11/2015)

2.E



Legend

Facility Type	Existing	Proposed
Multi-Use, Paved 10' minimum Pedestrians & cyclists permitted		
Multi-Use, Unpaved 10' minimum Pedestrians, cyclists & equestrians permitted		
Hiking, Unpaved 5' minimum Pedestrians permitted		

Background Layers

- Conservation Wetlands
- Limited Access Roadways
- Arterial Roadways
- Collector Roadways
- Palm Beach County Boundary
- Water

Map ID	Corridor Name
1	Acreage Catchment Connector
2	Alternate A1A Corridor
3	Beeline Highway Corridor
4	Boynton Lawrence Corridor
5	C 17 to Lake Park Corridor
6	Central Blvd Corridor
7	Central PBC Greenway Corridor
8	Congress Palm Beach Lakes Corridor
9	Cresthaven to Lyons Corridor
10	CSX Trail County Line
11	Downtown West Palm Beach
12	East Coast Greenway
13	El Rio Trail
14	Ellison Wilson
15	Everglades Rim Trail
16	FDOT SFRTA RR Corridor
17	Flavor Pict Boynton Corridor
18	Florida Mango to West Palm
19	Flying Cow Corridor
20	Golf Road/ SW 23rd Ave Boynton Corridor
21	Hillsboro Canal Corridor
22	Historic Jupiter-to-Indiantown Trail
23	Hooker Hwy Trail
24	Jupiter Corridor
25	Lake Okeechobee-to-Loxahatchee Corridor
26	Lake Okeechobee Scenic Trail
27	Lake Osborne Corridor
28	Loxahatchee NWR West Corridor
29	Loxahatchee Slough / Owahee Trail
30	Lyons Road Corridor

Map ID	Corridor Name
31	M Canal Corridor
32	Muck City Road Trail
33	NENA - Bluegill Trail
34	NENA - Everglades Rim Trail
35	NENA - Lake Okeechobee Scenic Trail
36	NENA - Ocean-to-Lake Hiking Trail
37	NENA - Ocean-to-Lake Trail Corridor
38	NENA - Ocean-to-Lake - Jessup Trail
39	NENA - Pantano Trail Corridor
40	Palmetto Park Corridor
41	Palmwood FredSmall
42	Patch Reef Trail
43	PGA Gardens Corridor
44	Pratt & Whitney Trail
45	Riverside Drive
46	Riverside Drive Corridor
47	Seacrest Corridor
48	Sherwood Forest
49	SR 7 Corridor
50	Stribling Connector
51	T-Rex CSX Patch Reef
52	The Sugar Trail Corridor
53	Yamato Road Corridor

This information was compiled from state and local agencies including: Florida Department of Environmental Protection, Florida Fish and Wildlife Conservation Commission, Florida Trail Association, St. Johns River Management District, Southwest Florida Water Management District, Indian River County, St. Lucie County, Martin County, Palm Beach County, Broward County, Miami-Dade County and Monroe County.

metropolitan planning organization PALM BEACH TPO

TREASURE COAST TCRPC REGIONAL PLANNING COUNCIL

Southeast Florida Regional Greenways & Trails Plan

FINAL DRAFT

Developed by the Palm Beach MPO with assistance from the Treasure Coast Regional Planning Council

December 2, 2015

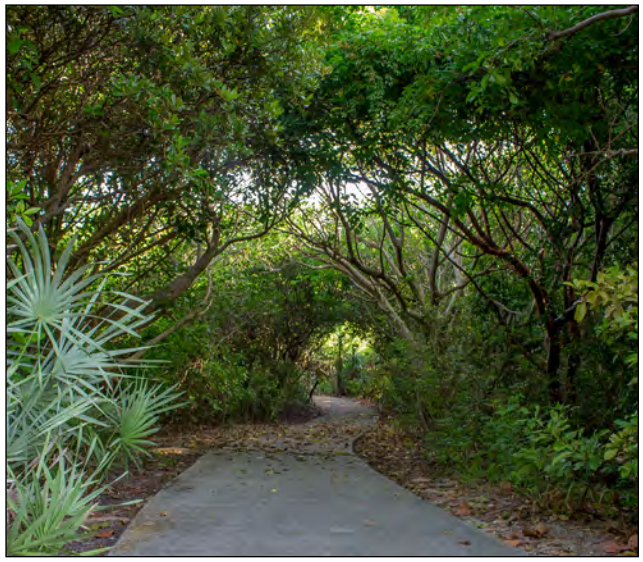
Acknowledgements

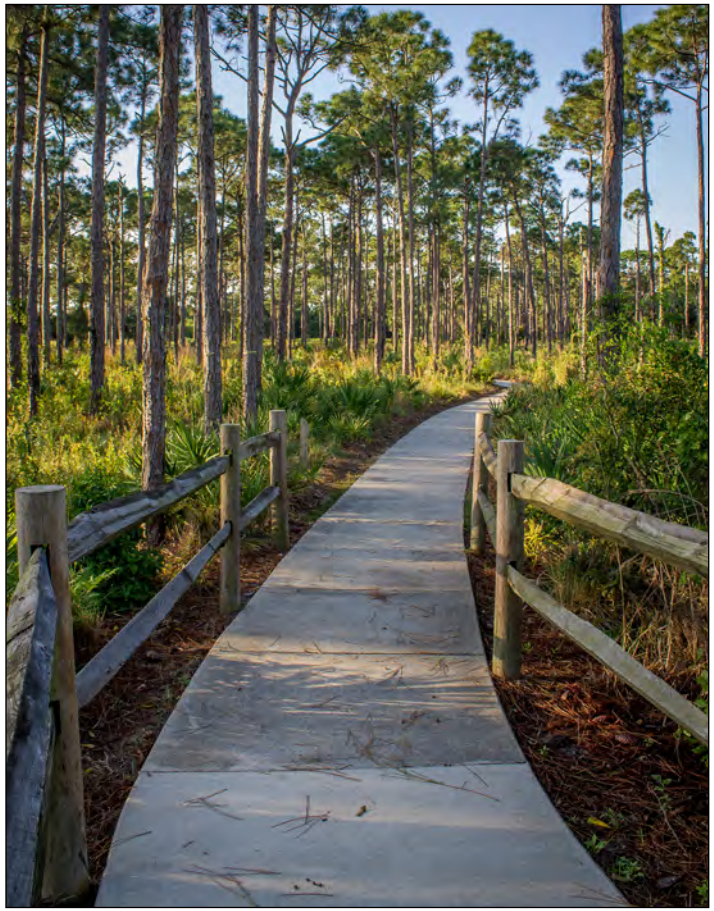
This inaugural Southeast Florida Regional Greenways and Trails Plan has been the product of extensive time and effort on behalf of many individuals and organizations. First and foremost, the Palm Beach Metropolitan Planning Organization (MPO) contributed countless hours and provided complete financial backing for the development of the Plan. As a partner agency, the Treasure Coast Regional Planning Council provided project coordination and facilitation. Across the region and beyond Palm Beach County, the MPOs in Indian River, Martin, Broward, and Miami-Dade along with the transportation planning organization in St. Lucie were key points of contact for the scores of local governments, which also included Monroe County. A range of state, regional, and local agencies provided invaluable input, including the Florida Department of Environmental Protection, Florida Department of Transportation, Florida Department of Health; South Florida, St. Johns River, and Southwest Florida Water Management Districts; and South Florida Regional Planning Council. Additional public input was also provided by advocacy and user groups, including the East Coast Greenway Alliance, Florida Trails Association, Bike Florida, and Florida Paddling Trails Association, along with local groups, and the public.

Contact Information

Palm Beach MPO
2300 N Jog Road, 4th Floor
West Palm Beach, FL 33411
(561) 684-4170
Info@PalmBeachMPO.org
www.PalmBeachMPO.org

Treasure Coast Regional Planning Council
421 SW Camden Avenue
Stuart, FL 34994
(772) 221-4060
Admin@tcrpc.org
www.tcrpc.org





Greenways and trails offer a new way of looking at how a community's cultural, historic, recreational and conservation needs fit into an overall picture that also includes economic growth. With their emphasis on connections, greenways and trails allow community leaders to consider how existing parks and open spaces can become part of a network of green that supports wildlife, pleases people, and attracts tourists and clean industry. – Office of Greenways and Trails, Florida Dept. of Environmental Protection Thinking Green: A Guide to the Benefits and Costs of Greenways and Trails, 1998 Images from Discover the Palm Beaches.

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Executive Summary

Greenways and trails are a growing part of multi-modal transportation networks across Florida and the U.S. This plan provides a desired vision for a greenways and trails system in Palm Beach County with consideration of the Southeast Florida regional context (from Indian River County to Monroe County).

As part of the evolving transportation landscape, greenways and trails facilities play an increasing role as non-motorized transportation facilities. Intended for use by pedestrians, cyclists, and equestrians, these links provide mobility, expand recreational opportunities, connect community destinations, contribute to healthy lifestyles, and add value to communities. Included in the plan are existing and proposed greenway and trail facilities that form a connected, integrated regional network. The Southeast Florida Regional Greenways & Trails Plan (herein referred to as "the Plan") is intended to serve as a conceptual guide for the Palm Beach Metropolitan Planning Organization (MPO) and others for prioritizing and advancing projects over time to help develop an integrated network of non-motorized connections throughout the region. In addition, the regional perspective is designed to further inform facility development in an effort to align facilities across county lines where feasible.

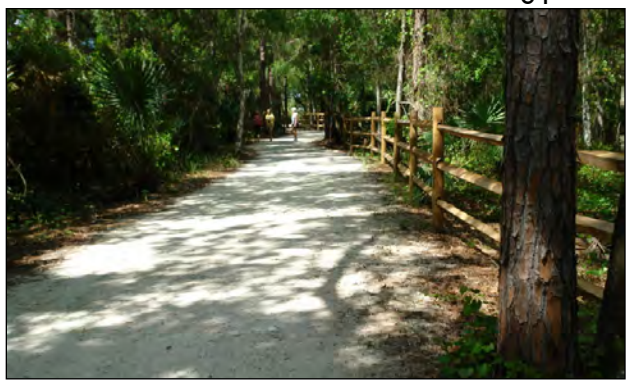
Trails provide connections, recreation, and quality of life enhancement for Palm Beach County's visitors and residents.

The Regional Greenways & Trails Plan includes three facility types, which meet the highest standards established by the U.S. Forest Service:

- **Multi-Use Paved Trails -** a minimum of 10' in width and for use by pedestrians & cyclists
- **Multi-Use Unpaved Trails -** a minimum of 10' in width and for use by pedestrians, cyclists, and equestrians.
- **Unpaved Hiking Trails** - a minimum of 5' in width and for use by pedestrians exclusively.

The Plan was created by the Treasure Coast Regional Planning Council, working on behalf of the Palm Beach MPO. To inform the plan, a series of county and regional public workshops were conducted that were broadly attended. Participants included local governments, other MPOs and transportation planning organizations (TPOs), school boards, agencies (e.g., U.S. Fish and Wildlife Service, Florida Department of Environmental Protection, Florida Department of Transportation, Florida Department of Health, South Florida Regional Planning Council, South Florida Water Management District, South Florida Regional Transportation Authority), utilities (e.g., Lake Worth Drainage District, Florida Power and Light), user groups, and the public.

The Palm Beach MPO intends to use this plan to help inform project priorities and funding considerations for the improvements to the County's transportation system. It will also incorporate this plan into its long-range planning efforts, including the advancement of bicycle and pedestrian system planning. Through adoption, the Palm Beach MPO encourages local governments and agencies to collaborate on the implementation of regional facilities that extend from Palm Beach County into adjacent counties, which can produce multi-county facilities and provide an enhanced return on these investments for the traveling public.



Facilities such as the Historic Jupiter-Indiantown Trail are multi-use facilities designed for pedestrians, cyclists, and equestrians.

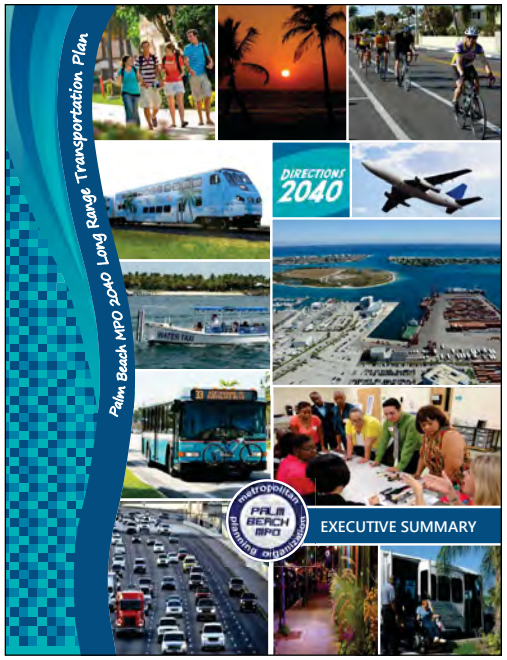
Palm Beach County and the region benefit from a variety of non-motorized facilities that accommodate people walking, cycling, paddling, and on horseback. In both urban and rural settings, there are extensive multi-modal connections existing today with many more planned into the future.

In 2015, the U.S. Surgeon General issued a challenge to the nation to "Step it Up," calling for a national campaign to help make the U.S. a more walkable country. Citing the significant health benefits from walking, the challenge to transportation, land use, and community design professionals was to "***increase opportunities for walking and improving the pedestrian experience by designing and maintaining communities and streets to make them safe and accessible for all ages and abilities***."

Studies show that trail development stimulates local economies, increases local tax revenue, attracts tourists seeking new recreational opportunities and revitalizes business districts. In addition, multi-use trails are considered critical amenities for home buyers. Corporations seek attractive communities that offer trails and open space when choosing where to locate new plants and offices. –Gil Schamess, ISTEA & Trails: Enhancement Funding for Bicycling and Walking, 1995

Overview

The mission of the Palm Beach MPO is to provide an efficient, safe, and effective multi-modal transportation system that accommodates both motorized and non-motorized users. A balanced transportation network supports economic vitality, increases accessibility and mobility, and improves quality of life. *Directions 2040* is the MPO's adopted Long-Range Transportation Plan, and the advancement of multi-modal transportation facilities is included among the ten values set forth for the agency. An interconnected system of greenways and trails facilities is consistent with the MPO's vision for the future and complements the agency's bicycle/pedestrian planning efforts.



Project Approach & Outreach

The Palm Beach MPO initiated the Southeast Florida Regional Greenways & Trails Plan as part of its long-range planning activities, with primary coordination through the MPO's Bicycle, Greenways, and Pedestrian Advisory Committee (BGPAC). The planning scale was focused on Palm Beach County with consideration of the larger regional context. The Florida Greenways and Trails System Plan, which is maintained by the Florida Department of Environmental Protection (FDEP), provided an initial planning framework. The statewide plan includes "opportunity maps" that indicate existing, planned (funded), and conceptual facilities, with locally identified "priority corridors" for land trails, paddling trails, and ecological greenways. The FDEP corridors represent preferred alignments within which implementing agencies, such as local governments and user groups, are expected to develop the actual facilities. The East Coast Greenway which is a 2,900 mile facility from Maine to Key West, was also incorporated into the baseline maps.

To identify existing and proposed greenway and trails facilities in PBC, three BGPAC workshops were conducted to review existing conditions, relevant greenways and trails plans, and identify conceptual corridors. Participants included local governments, Palm Beach County School Board, public agencies (e.g., FDEP, Florida Department of Transportation (FDOT) District IV, Florida Department of Health, South Florida Water Management District, South Florida Regional Transportation Authority), utilities (e.g., Lake Worth Drainage District, user groups, and the public. Beginning with the FDEP opportunity corridors, existing greenways and trails in Palm Beach County were identified, and reviews were conducted of the County's multi-modal transportation network, including roadways as well as bicycle lanes, sidewalks, bus routes, and transit stops. Other data reviewed in these workshops included FDEP's Florida Greenways and Trails System plan; MPO pedestrian and bicycle plans; local government plans; agency plans and trails maps; user group maps and trail inventories; and other similar planning documents. Following the BGPAC workshops, to further inform the Plan, additional work sessions were conducted with various Palm Beach County departments, including the Departments of Environmental Resource Management and Engineering.

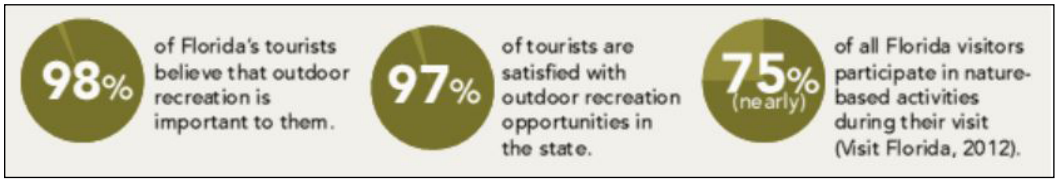
By linking open spaces we can achieve a whole that is better than the sum of the parts. — William Whyte, *The Last Landscape, 1968. Image from Discover the Palm Beaches.*

To broaden the context of the Plan, a regional scale planning effort was also conducted that considered greenways and trails facilities in the seven-county Southeast Florida Region, including Indian River, St. Lucie, Martin, Palm Beach, Broward, Miami-Dade, and Monroe counties. Extending roughly 300 miles from Indian River County to Monroe County, this area includes five MPOs and one Transportation Planning Organization (TPO), two water management districts, two FDOT Districts, seven county governments, and 119 municipal governments. Three regional workshops were conducted at the regional scale, with participation from MPO/TPOs, local governments, federal and state agencies, utilities, user groups, and the public. Existing greenways/trails data for each county was compiled by the MPO/TPOs and refined with input from local governments and other users. Data from this Plan was also incorporated as appropriate into the Regional Transportation Plan for the Southeast Florida Transportation Council, which is comprised of the Palm Beach, Broward, and Miami-Dade MPOs.

All greenway/trail data collected through these County and regional workshops was converted into a GIS format for consistency. The resulting map series includes one map per county as well as a regional map illustrating the seven-county regional network. Print copies of these maps are included in the Map Section of the Plan.

As depicted in the FDEP Priority Trails map above, at the state level, there are few facilities identified in Southeast Florida.
SOURCE: http://www.dep.state.fl.us/gwt/fgts_plan/PDF/FGTS_Plan_2013-17_publication.pdf

The East Coast Greenway is a 2,900-mile multi-use corridor that is envisioned along the east coast of the United States.



Trails provide significant value to Florida's residents and visitors. Statistics above from Florida's Outdoor Recreation Participation Study, 2008

Why Trails?

- Trails promote health and fitness by providing an enjoyable and safe place for bicycling, walking, and jogging, removed from the hazards of motor vehicles.
- Trails contribute to economic vitality, increased property values and increases in regional tourism.
- Trails help protect resources and preserve open space by defining zones free of human habitation and development.
- Trails educate young and old Americans alike about the value and importance of the natural environment.
- Trails offer an alternative to motorized vehicles, connecting homes with schools, offices, and shopping areas and contribute to a healthier environment, with cleaner air and less traffic congestion.
- 155 million people walk for pleasure, 93 million bicycle, 41 million hike, trails provide access to 43 million for nature study, photography, small game hunting or primitive camping, 10 million ride horses on trails, 5 million backpack, and 11 million ski on trails.

–**AMERICAN TRAILS**, *Trails for All Americans report,* 1990

Greenways & Trails Facility Types

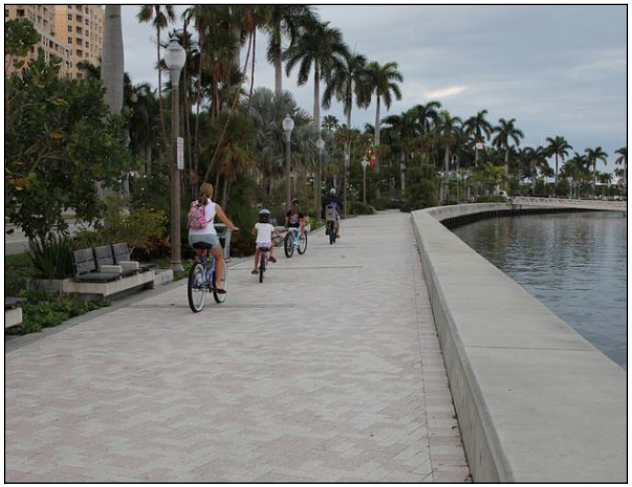
There are many types of non-motorized facilities in the Southeast Florida, from narrow three-foot-wide hiking paths that can accommodate a single hiker to broad multi-use paths that can accommodate groups of cyclists. The U.S. Forest Service provides national standards for trail classifications that range from "minimally developed" trails (Class 1) to "fully developed" (Class 5) facilities. After review of other greenways planning efforts, and with consideration of the ability to provide consistent multi-county connections, three premium facility types were selected for the Regional Greenways/ Trails Plan that meet the highest U.S. Forest Service standards:

FACILITY TYPE	DIMENSIONS & INTENDED USERS
Multi-Used Paved Trails	Min. Width: 10 Feet Users: Pedestrians, Cyclists
Multi-Used Unpaved Trails	Min. Width: 10 Feet Users: Pedestrians, Cyclists, Equestrians
Hiking Unpaved Trails	Min. Width: 5 Feet Users: Pedestrians

The selected facility types and dimensions are consistent with greenways/trails plans within local governments and FDEP. Although national trail entities such as the East Coast Greenway Alliance prefers wider multi-use path dimensions of 12 feet, they are supportive of the dimensions represented in this Plan, acknowledging both local cost constraints as well as the potential for facilities that can exceed the minimum dimensions. Illustrative examples of these different facility types are provided in this section.

As Charles Dickens would suggest, "walk and be happy, walk and be healthy. The best way to lengthen out our days is to walk steadily and with a purpose." Image from Discover the Palm Beaches.

Greenways & Trails Facility Types



Paved, multi-use trails can exist in urban or rural environments. The two urban examples above - the West Palm Beach Waterfront Trail (top) and Jupiter's Riverwalk (bottom) - exceed the minimum 10' width. These facilities can accommodate two-way traffic by pedestrians and cyclists.

Unpaved, multi-use trails, such as Bluegill Trail (top) and the Historic Indiantown to Jupiter Trail (bottom) require a minimum 10' width and can accommodate pedestrians, cyclists, and equestrians.

Unpaved hiking trails require a 5' minimum width and are for pedestrian use only - examples include the Ocean-to-Lake Trail (top) and Jonathan Dickinson State Park trail (bottom).

Facility Selection Criteria

Following the determination of facility types, criteria were developed to identify those facilities considered to be "facilities of significance" to form a connected and meaningful greenways/ trails system for Palm Beach County that can extend into adjacent counties as appropriate.

The selection criteria include:

- Multi-county facilities that cross into adjacent counties
- Connections to regional parks and recreational facilities
- Connections to state or federal parks or preserves
- Connections to regionally significant educational, cultural or historic destination (e.g., colleges, universities, historic landmarks, museums)
- Connections to locally designated downtowns or central business districts
- Connections to premium transit stops or hubs (e.g., Tri-Rail stations, intermodal facilities, West Palm Beach trolley, MetroRail in Miami-Dade)

Trails add value to new homes and consistently remain the number one community amenity sought by prospective homeowners.

(National Association of Homebuilders, 2008).

In addition to multi-county facilities, connections to regionally significant destinations, such as colleges & universities, historic & cultural facilities, and larger parks & preserves, were considered in the development of the PBC Greenways/Trails Plan.

Multi-use paved trails within parks, such as John Prince Park (pictured above) can provide connections between major roadways.

"BLUEWAYS" OR PADDLING FACILITIES

In addition to the land-based facility types, the Greenways and Trails visioning process included a high-level focus on "blueways," which are water trails for non-motorized watercraft such as canoes, kayaks, and paddleboards. This aspect of the planning process included coordination with FDEP, a review of the Florida Paddling Trails Opportunity Map, and a regional paddling trails workshop attended by MPO/TPOs, public agencies, local governments, user groups, and the public. Both BGPAC members and participants expressed a high degree of interest in the development of a blueways map for Palm Beach County and the Southeast Florida Region, and a preliminary map series is included in the Map Section of the Plan.

Blueways also can provide quality of life and economic benefits via tourism development. Preliminary blueways system concept maps are included in Appendix C. Image from Discover the Palm Beaches.

Prioritization Approach

Consistent with the Palm Beach MPO's Desires 2040 Plan, the Southeast Florida Regional Greenways & Trails Plan considers a twenty-five year planning horizon. There are many partners that have contributed to the development of the Plan, with various implementation goals and responsibilities. Given the goal of an integrated network of facilities, the following criteria should be considered in the prioritization of funding for greenways and trails.

PRIORITIZATION CRITERIA	DESCRIPTION
System Connectivity	Facility will provide connection between two existing greenways/trails facilities identified in the Greenways/Trails Plan
Multi-Modal Connectivity	Facility will provide connection to a premium transit station or stop
Public Construction Leverage	Facility will be developed as part of new roadway construction or existing roadway resurfacing/reconstruction
Private Construction Leverage	Facility will be developed in conjunction with private land development activity
Land Ownership	Land for facility is owned or controlled through easements
Local Planning Support	Facility is included within capital improvements element of local government comprehensive plan and other local planning documents
Financial Participation	Project sponsor will provide funding towards construction of project and maintenance

Similar to the Palm Beach MPO's prioritization process for non-motorized facility funding, the BGPAC is recommended to be the lead committee to help inform the process by which facilities will be identified and prioritized in the Southeast Florida Regional Greenways & Trails Plan.

Cost Estimation Approach

The greenways and trails facilities identified in this Plan vary greatly in facility (paved and unpaved), context (urban and rural), location (adjacent to roadways and free-standing), and complexity. Land ownership for the facilities identified in this Plan are varied. Some facilities can be constructed on publicly owned land or rights-of-way that can be acquired via easement. Other facilities may require land acquisition for the construction of facilities. Construction costs for different types of trail facilities can vary given existing (pre-development) conditions, physical location, degree of required mobilization, commodity pricing (e.g., concrete, fuel), extent of project, state and local environmental regulations, jurisdiction, personnel costs, and other variables. Additionally, "soft costs" typically associated with construction activity, such as design, permitting, and engineering, often add at least 20% or more to construction costs.

Given current (2015) construction costs, the baseline facility costs (without land) for the construction of unpaved, stabilized trail facilities (10 feet in width) are estimated to be $12-24 per linear foot. For paved, multi-use trail facilities (10 feet in width), costs are estimated to range from $60-100 per linear foot (without land). Costs for individual facilities will be determined by the implementing agencies and organizations as this Plan advances into implementation.

Implementation Approach

The Southeast Florida Regional Greenways & Trails Plan represents thousands of miles of facilities that require implementation by a number of different entities for the vision to be realized. The complex nature of facilities that cross municipal boundaries and multiple property owners, along with the potential for multi-county facilities, requires coordination among many partners. Further, while the Plan provides a regional perspective for Southeast Florida, the most effective implementation will occur within individual counties, often at the initiative of local governments, agencies, and user groups. The challenge of implementation was discussed in the BGPAC and regional workshops, with an acknowledgement that regionally scaled facilities must be carried forward by local entities. While the Palm Beach MPO has sponsored the regional dialogue ingrained in the Plan, FDEP is the most appropriate agency to collect and maintain the regional Geographic Information System (GIS) database and files.

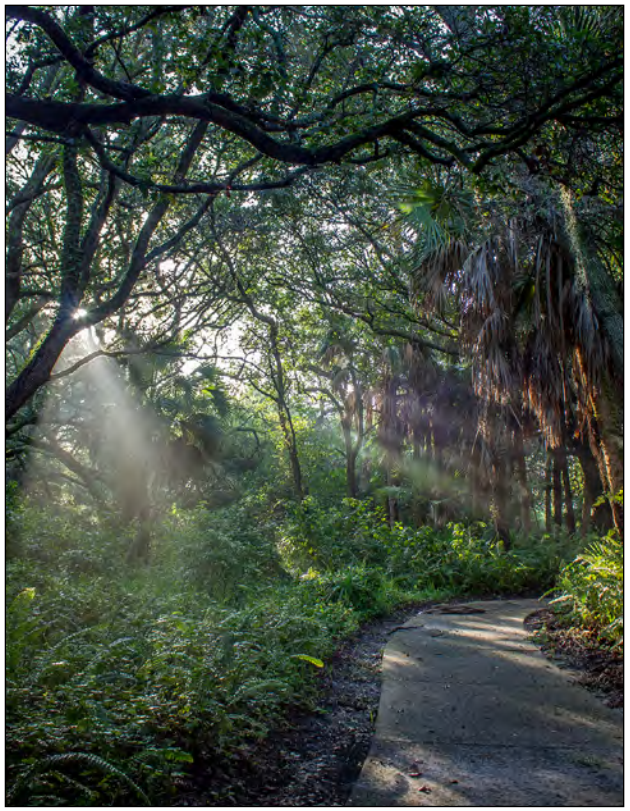
Therefore, the recommended implementation approach includes the following:

- Annually, a greenways and trails update should be conducted by each MPO/TPO through its BGPAC or similar bicycle/ pedestrian advisory committee. Information regarding the status and type of facilities should be collected ~ which facilities have been constructed, moved from a proposed "concept" to planned and funded facility, and which should be modified or removed ~ and county-scale GIS maps should be updated. Given the lack of an MPO in Monroe County, it is suggested this task could be initiated by Monroe County government.

- Following the annual county-scale updates, a regional workshop should be convened to share data among the seven counties, particularly with regards to the alignment and status of potential multi-county connections, to enable adjustments as needed. It is suggested notice of these workshops should be broadly advertised, with outreach to local governments, agencies, business and community organizations, utilities, user groups, vendors, and the public.

- Once the county maps have been finalized, each MPO/TPO along with Monroe County should transmit the updated GIS maps to FDEP who has agreed to host the maps on its website to make them available for use by agencies, local governments, and the public.

- A separate effort is suggested to advance the planning of a regional paddling trails system, which will require further definition, consideration of environmental features and constraints, and upland access points.



"People need immediate places to refresh, reinvent themselves. Our surroundings built and natural alike, have an immediate and a continuing effect on the way we feel and act, and on our health and intelligence. These places have an impact on our sense of self, our sense of safety, the kind of work we get done, the ways we interact with other people, even our ability to function as citizens in a democracy. In short, the places where we spend our time affect the people we are and can become." – Tony Hiss, *The Experience of Place, 1990*

WHO SHOULD BE PART OF THE GREENWAYS & TRAILS PLANNING INTO THE FUTURE?

- MPOs and TPOs
- Local Governments
- Federal Agencies (e.g., US Fish & Wildlife, Army Corps of Engineers)
- State Agencies (e.g., FDEP, FDOT, Department of Health, Visit Florida)
- Regional Agencies (e.g., regional planning councils, water management districts)
- Local Agencies & Organizations (e.g., tourist development councils, sports commissions, school boards)
- Business & Community Groups
- Utilities (e.g., Lake Worth Drainage District, Florida Power & Light)
- User Groups (e.g., Florida Trails Association, Florida Bicycle Association, Bike Florida, Florida Paddling Trails Association)
- Private Sector Businesses (e.g., hospitality, recreation, tour companies)
- Citizens & the Public

Next Steps

The development of a Southeast Florida Regional Greenways & Trails Plan is a significant step in advancing the multi-modal transportation network in Palm Beach County and the region. Implementation of the Plan will require collaboration and coordination among many players, especially for facilities that cross jurisdictional boundaries. Continued oversight will be necessary to help ensure greenways and trails facilities are consistent as they cross from one community to the next. A separate effort is suggested to advance the regional paddling trails system, as these facilities require environmental and planning considerations that are different than the land-based system.

Through its BGPAC, and with meaningful participation by local governments, agencies, and others, the Palm Beach MPO can be the coordinator for effective and efficient implementation of the Plan in Palm Beach County, but leadership will be necessary in other counties for the regional facilities to become established. The approach identified in this Plan should also be used to inform future transportation initiatives conducted by the Palm Beach MPO, FDOT, local governments, and transportation providers.

Greenways/Trails Map Section

Southeast Florida

REGIONAL GREENWAYS & TRAILS

Multi-use and Hiking Facilities

Rev 11/23/2015

Inidan River County

IR1, Indian River Connector Corridor
IR2, Ten Mile Ridge / Sand Lakes
IR3, East Coast Greenway
IR4, Central Indian River Greenway Corridor
IR5, St. Sebastian River Greenway
IR6, Trans-Florida Central R.O.W.
IR7, Indian River Lagoon Greenway

St Lucie County

SL1, C-24 Extension
SL2, C-24 Greenway
SL3, Crosstown Parkway Corridor
SL4, East Coast Greenway
SL5, Florida Cracker Trail Cooridor
SL6, Florida Cracker Trail Corridor
SL7, Green Swamp
SL8, Kings Highway Corridor
SL9, Martin/St Lucie Connector
SL10, McCarty Connection
SL11, Midway Road Connector Corridor
SL12, North Fork/Ten Mile Creek Trail
SL13, North Savannahs Greenway
SL14, Okeechobee Trail Cooridoor
SL15, SFWMD Canal C-25 ROW
SL16, Treasure Coast Loop Trail
SL17, US-1 North Connector Cooridor
SL18, US-1 North Connector Corridor
SL19, Western Greenway

Martin County

MC1, Allapattah Flats Management Area - Equestrian Trail
MC2, Atlantic Ridge
MC3, Beeline Highway Corridor
MC4, Bridge Road
MC5, Connector of Robert B. Jenkins C-23 & 714
MC6, Connector of Robert B. Jenkins C-23 & Florida National Scenic Trail
MC7, Cypress Creek Natural Area - Jesup Trail
MC8, East Coast Greenway
MC9, Florida National Scenic Trail
MC10, Historic Jupiter-Indiantown Trail
MC11, Hutchinson Island
MC12, Indian River Drive
MC13, Marine East/West Corridor
MC14, Ocean-to-Lake Trail
MC15, Robert B. Jenkins C-23 Trail Corridor
MC16, SR714 Indian St to OK County Line
MC17, St. Lucie Canal
MC18, Treasure Coast Loop Trail

Palm Beach County

PB1, Acreage Catchment Connector
PB2, Alternate A1A Corridor
PB3, Beeline Highway Corridor
PB4, Boynton Lawrence Corridor
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PB7, Central PBC Greenway Corridor
PB8, Congress PB Lakes Corridor
PB9, Cresthaven to Lyons Corridor
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PB26, Lake Okeechobee Scenic Trail
PB27, Lake Osbourne Corridor
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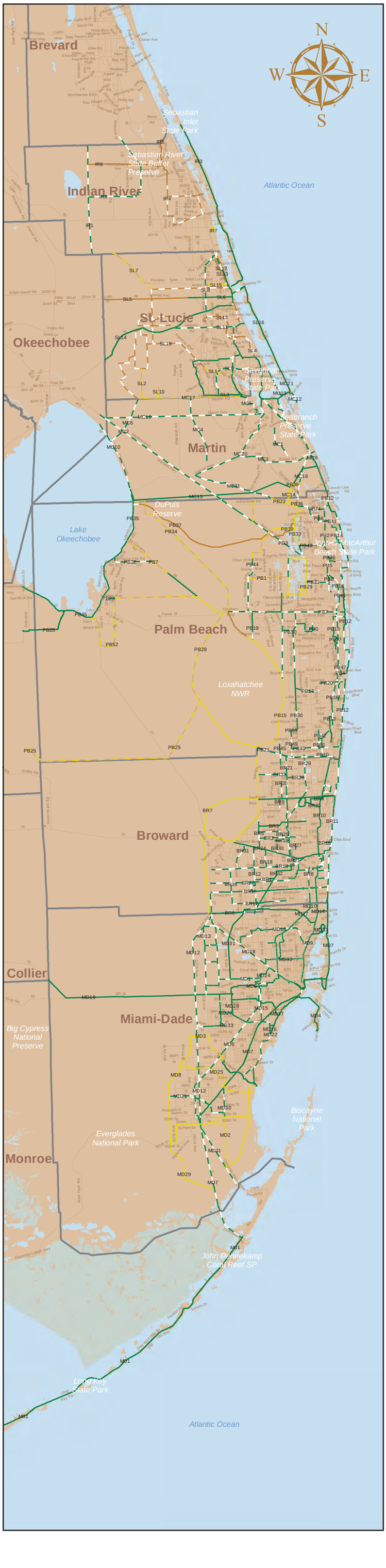
PB29, Loxahatchee Slough / Owahee Trail
PB30, Lyons Road Corridor
PB31, M Canal Corridor
PB32, Muck City Road Trail
PB33, NENA - Bluegill Trail
PB34, NENA - Everglades Rim Trail
PB35, NENA - Lake Okee Scenic Trail
PB36, NENA - Ocean-to-Lake Hiking Trail
PB37, NENA - Ocean-to-Lake Trail Corridor



Proposed Facilities

- Multi-Use, Paved — *Bicycle and pedestrian access*
- Multi-Use, Unpaved — *Bicycle and pedestrian access*
- Hiking, Unpaved — *Pedestrian access only*

Existing Facilities

- Multi-use, Paved — *Bicycle and pedestrian access*
- Multi-use, Unpaved — *Bicycle and pedestrian access*
- Hiking, Unpaved — *Pedestrian access only*

Palm Beach County (continued)

PB38, NENA - Ocean-to-Lake - Jessup Trail
PB39, NENA - Pantano Trail Corridor
PB40, Palmetto Park Corridor
PB41, Palmwood Fred Small
PB42, Patch Reef Trail
PB43, PGA Gardens Corridor
PB44, Pratt & Whitney Trail
PB45, Riverside Drive
PB46, Riverside Drive Corridor
PB47, Seacrest Corridor
PB48, Sherwood Forest
PB49, SR 7 CORRIDOR
PB50, Stribling Connector
PB51, T-Rex CSX Patch Reef
PB52, The Sugar Trail Corridor
PB53, Yamato Road Corridor

Broward County

BR1, Brian Picollo
BR2, C-12 Canal Trail
BR3, C-13 / Lauderdake Lakes
BR4, C-14 / Cypress Creek
BR5, C-42 / Hiatus Rd
BR6, C-9 Canal Trail
BR7, Conservation Levee Trail
BR8, CSX Trail
BR9, Cypress Creek South Spur
BR10, Dixie Hwy / FEC Trail
BR11, East Coast Greenway
BR12, Flamingo Road Trail
BR13, Griffin Rd
BR14, Hammondville Rd / MLK Blvd
BR15, Hollywood/Pines Blvd
BR16, Las Olas
BR17, Miramar Pkwy
BR18, Nob Hill Trail
BR19, NW 5th St
BR20, Riverside Dr
BR21, Rock Island Rd / FPL Trail
BR22, Sheridan St
BR23, Snook Creek Greenway
BR24, SR 84 / New River Greenway
BR25, Sunset Strip
BR26, SW 172nd Ave
BR27, SW 39th Ave
BR28, Tradewinds
BR29, Turnpike Trail
BR30, University Dr
BR31, Vista View
BR32, Waldrep
BR33, Wiles Rd

Miami-Dade County

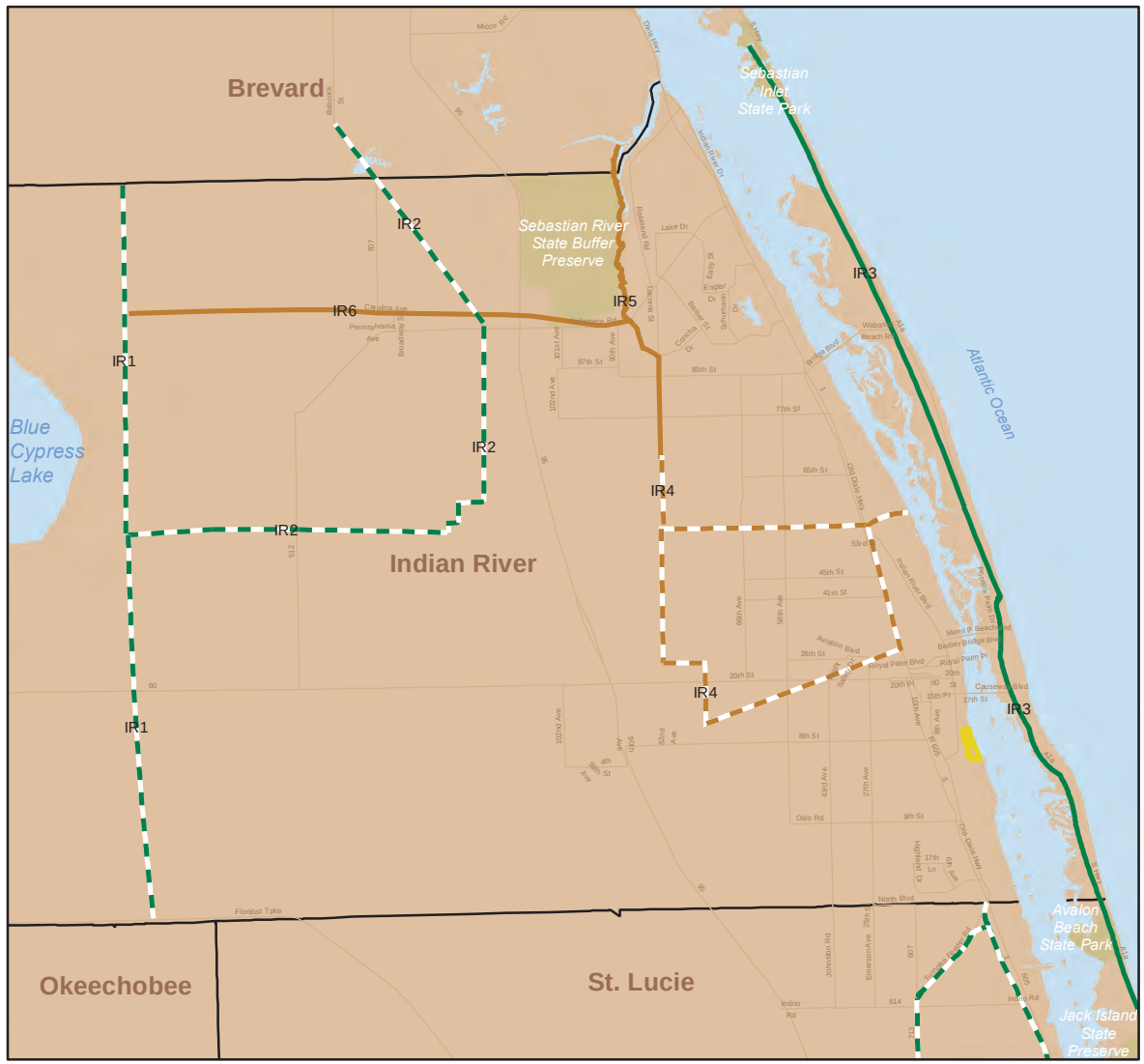
MD1, Beacon
MD2, Biscayne-Everglades Greenway
MD3, Black Creek Trail
MD4, Commodore
MD5, CSX Corridor
MD6, East-West
MD7, East Coast Greenway
MD8, Flagler
MD9, Gold Coast
MD10, Keys Trail
MD11, Krome Trail
MD12, Lake Belt
MD13, Lehman Link
MD14, Ludlam / Perimeter
MD15, Memorial
MD16, Merrick
MD17, Miami River
MD18, Miccosukee Link / River of Grass
MD19, Miller Link
MD20, Mowry Trail
MD21, Old Cutler Road
MD22, Oleta Link
MD23, Perimeter
MD24, Princeton Trail
MD25, Red Road Linear Park
MD26, Snake Creek
MD27, Snapper Creek
MD28, Southern Glades Trail
MD29, Tallahassee Connector
MD30, Turnpike
MD31, Unity
MD32, W. Kendall

This information was compiled from state and local agencies including Florida Department of Environmental Protection, Florida Fish and Wildlife Conservation Commission, Florida Trail Association, St. Johns River Water Management District, Southwest Florida Water Management District, South Florida Water Management District, Indian River County, St. Lucie County, Martin County MPO, Palm Beach MPO, Broward County, Miami-Dade County and Monroe County.

Southeast Florida

REGIONAL GREENWAYS & TRAILS

Multi-Use & Hiking Facilities



N W E S

0 2.25 4.5 9 Miles

Existing Facilities

- Multi-use, Paved
  10' minimum width
  Pedestrians & cyclists permitted
- Multi-use, Unpaved
  Bicycle and pedestrian access
  Pedestrians, cyclists & equestrians permitted
- Hiking, Unpaved
  Pedestrian access only
  Only pedestrians permitted

Proposed Facilities

- Multi-Use, Paved
  10' minimum width
  Pedestrians & cyclists permitted
- Multi-Use, Unpaved
  Bicycle and pedestrian access
  Pedestrians, cyclists & equestrians permitted
- Hiking, Unpaved
  Pedestrian access only
  Only pedestrians permitted

Rev 9/30/2015

Indian River County

IR1, Indian River Connector Corridor

IR2, Ten Mile Ridge / Sand Lakes

IR3, East Coast Greenway

IR4, Central Indian River Greenway Corridor

IR5, St. Sebastian River Greenway

IR6, Trans-Florida Central R.O.W.

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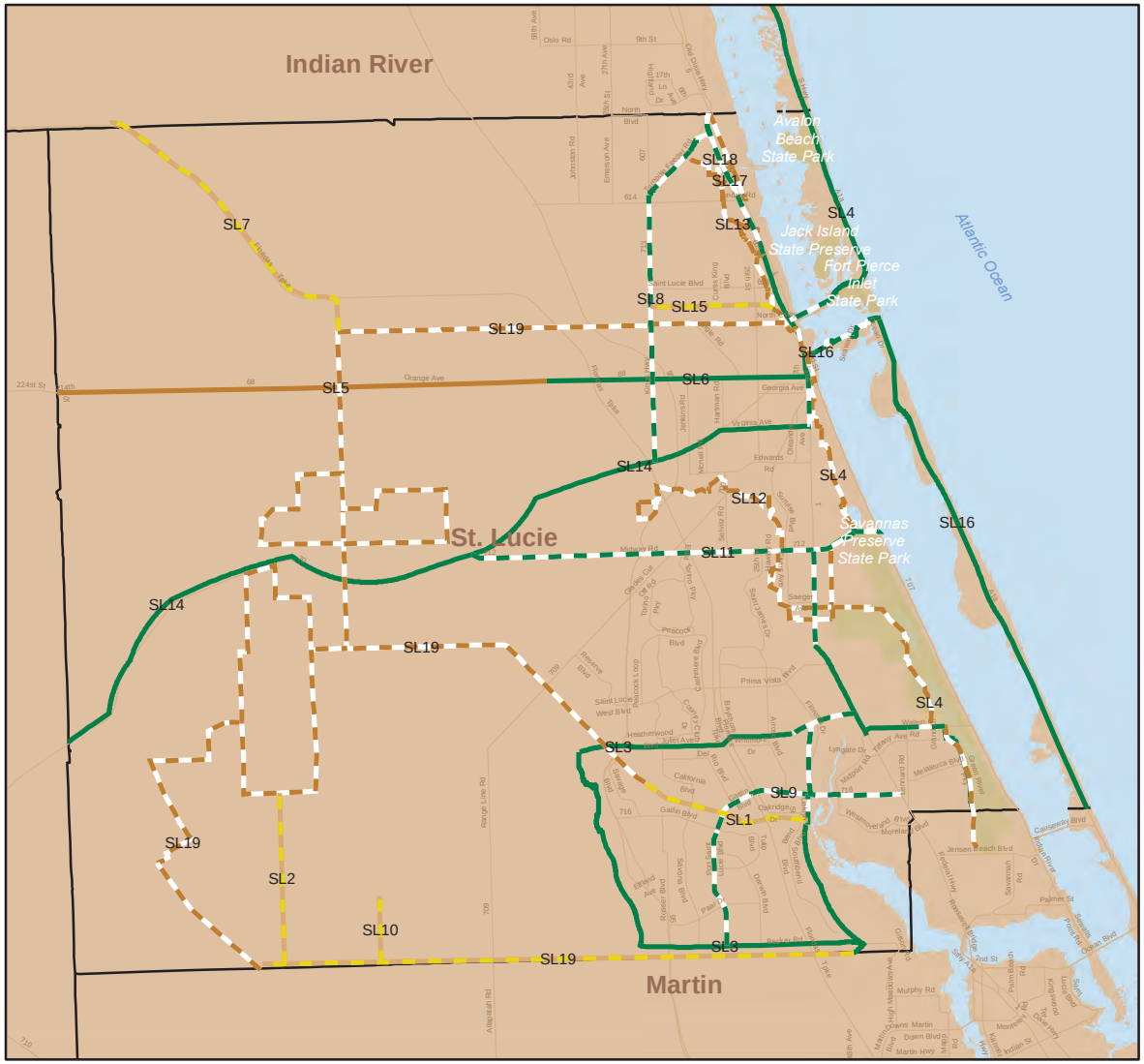
Southeast Florida

REGIONAL GREENWAYS & TRAILS

Multi-Use & Hiking Facilities

N W E S

0 2.75 5.5 11 Miles



Existing Facilities

- Multi-use, Paved — *10' minimum width; Pedestrians & cyclists permitted*
- Multi-use, Unpaved — *Bicycle and pedestrian access; Pedestrians, cyclists & equestrians permitted*
- Hiking, Unpaved — *Pedestrian access only; Only pedestrians permitted*

Proposed Facilities

- Multi-Use, Paved — *10' minimum width; Pedestrians & cyclists permitted*
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- Hiking, Unpaved — *Pedestrian access only; Only pedestrians permitted*

Rev 9/30/2015

St. Lucie County

SL1, C-24 Extension

SL2, C-24 Greenway

SL3, Crosstown Parkway Corridor

SL4, East Coast Greenway

SL5, Florida Cracker Trail Cooridor

SL6, Florida Cracker Trail Corridor

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SL8, Kings Highway Corridor

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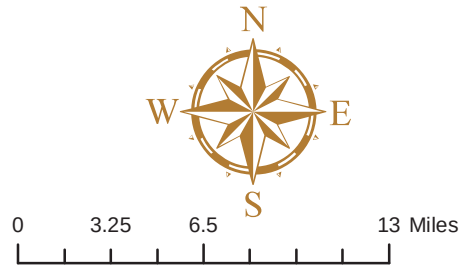
Southeast Florida

REGIONAL GREENWAYS & TRAILS

Multi-Use & Hiking Facilities



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Proposed Facilities

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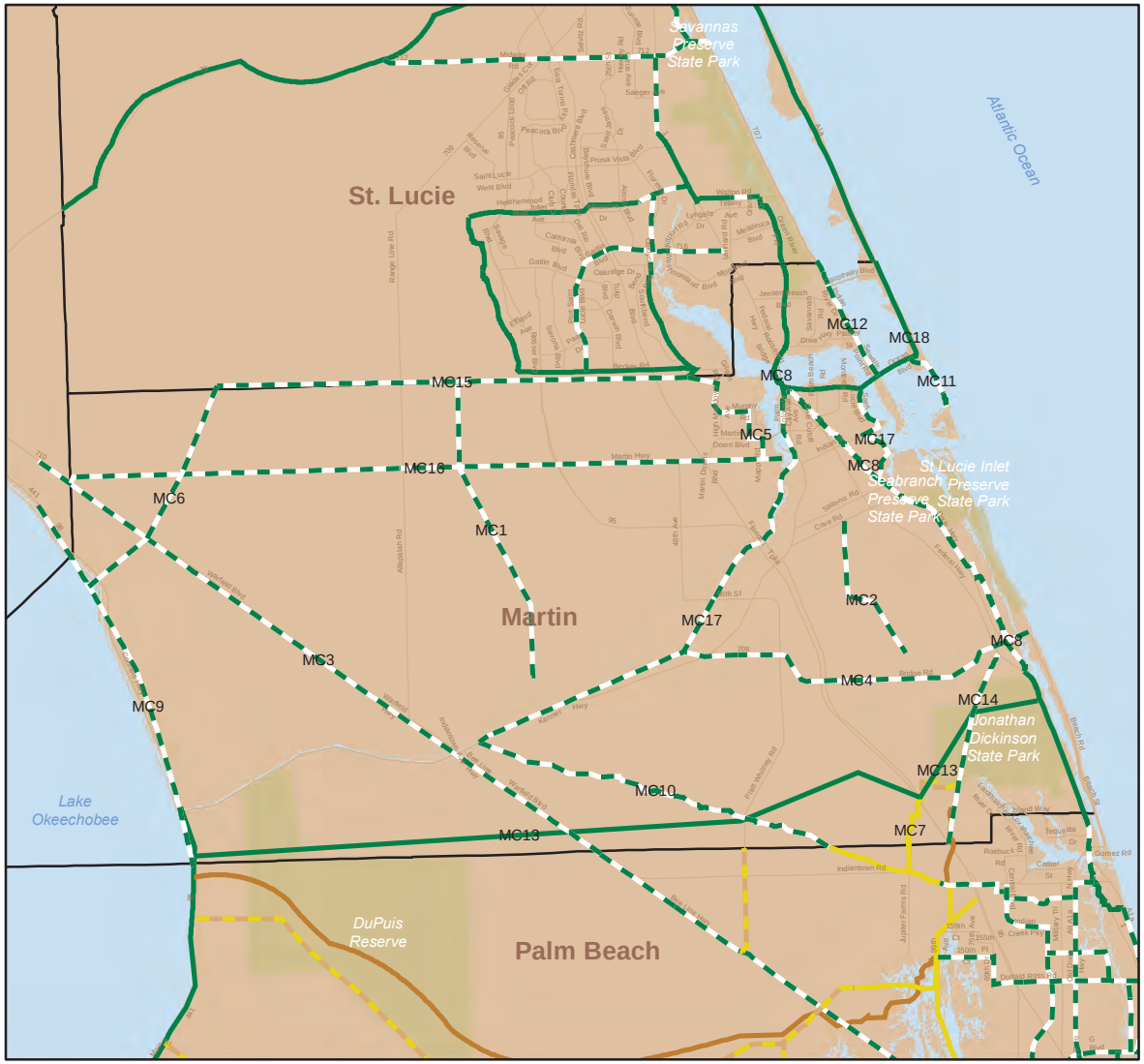

Martin County

MC1, Allapattah Flats Management Area - Equestrian Trail

MC2, Atlantic Ridge

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MC4, Bridge Road

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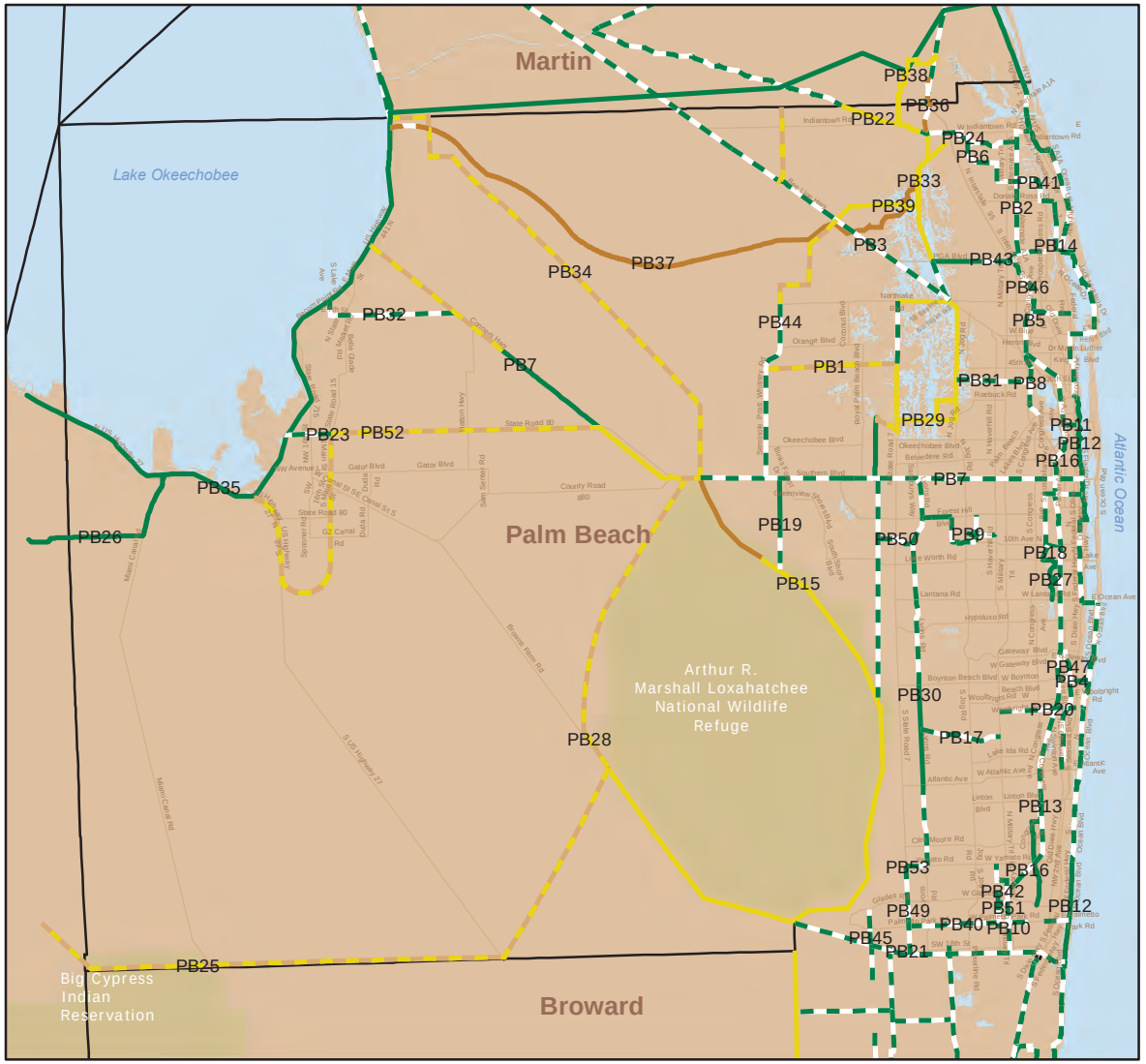
Southeast Florida

REGIONAL GREENWAYS & TRAILS

Multi-Use & Hiking Facilities

N W E S

0 4.75 9.5 19 Miles



Proposed Facilities

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  10' minimum width
  Pedestrians & cyclists permitted
- Multi-Use, Unpaved
  Bicycle and pedestrian access
  Pedestrians, cyclists & equestrians permitted
- Hiking, Unpaved
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Rev 11/23/2015

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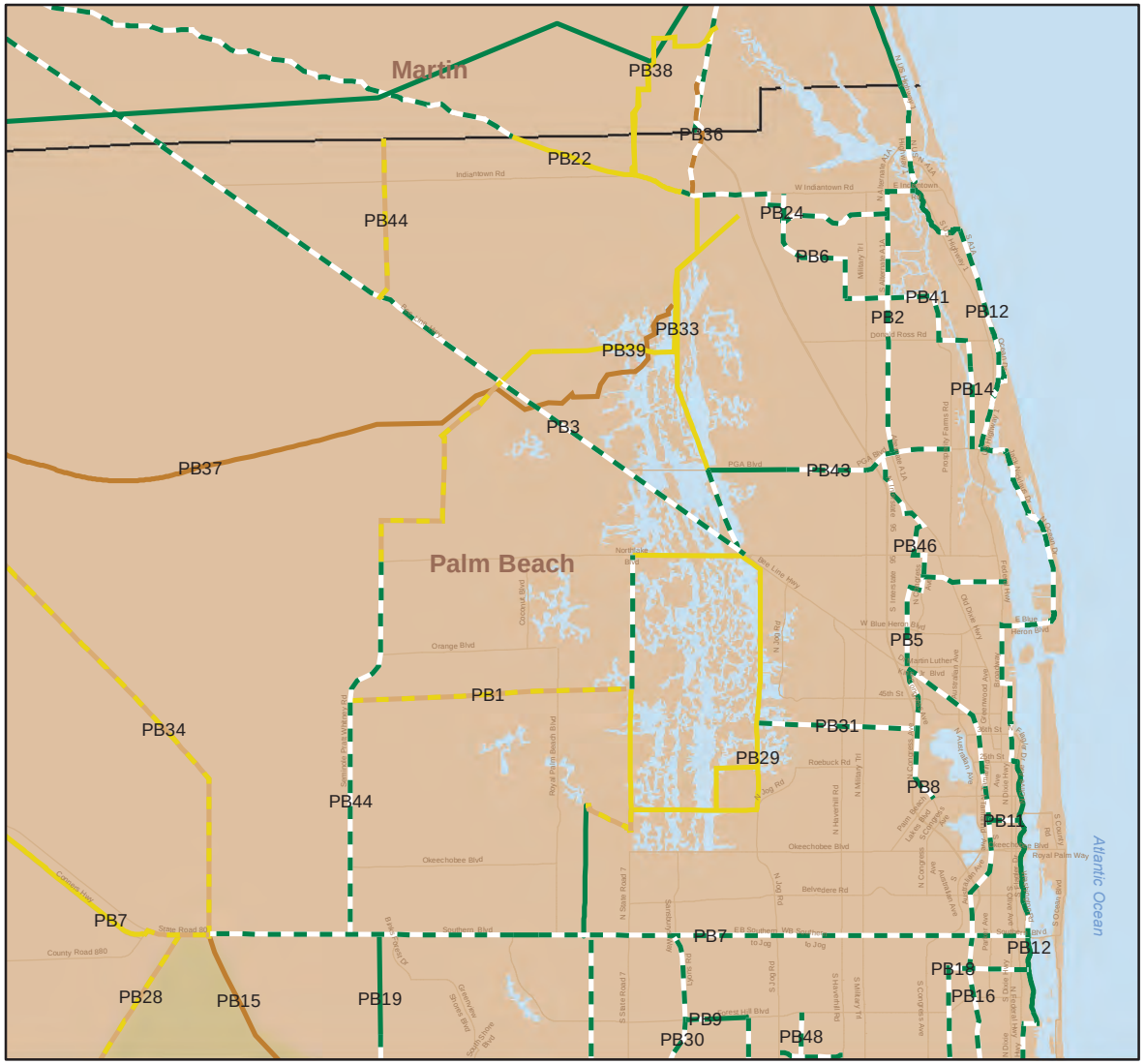
Southeast Florida

REGIONAL GREENWAYS & TRAILS

Multi-Use & Hiking Facilities



Proposed Facilities

- Multi-Use, Paved
  10' minimum width
  Pedestrians & cyclists permitted
- Multi-Use, Unpaved
  Bicycle and pedestrian access
  Pedestrians, cyclists & equestrians permitted
- Hiking, Unpaved
  Pedestrian access only
  Only pedestrians permitted

Existing Facilities

- Multi-use, Paved
  10' minimum width
  Pedestrians & cyclists permitted
- Multi-use, Unpaved
  Bicycle and pedestrian access
  Pedestrians, cyclists & equestrians permitted
- Hiking, Unpaved
  Pedestrian access only
  Only pedestrians permitted

Rev 11/23/2015

Palm Beach County, North Detail

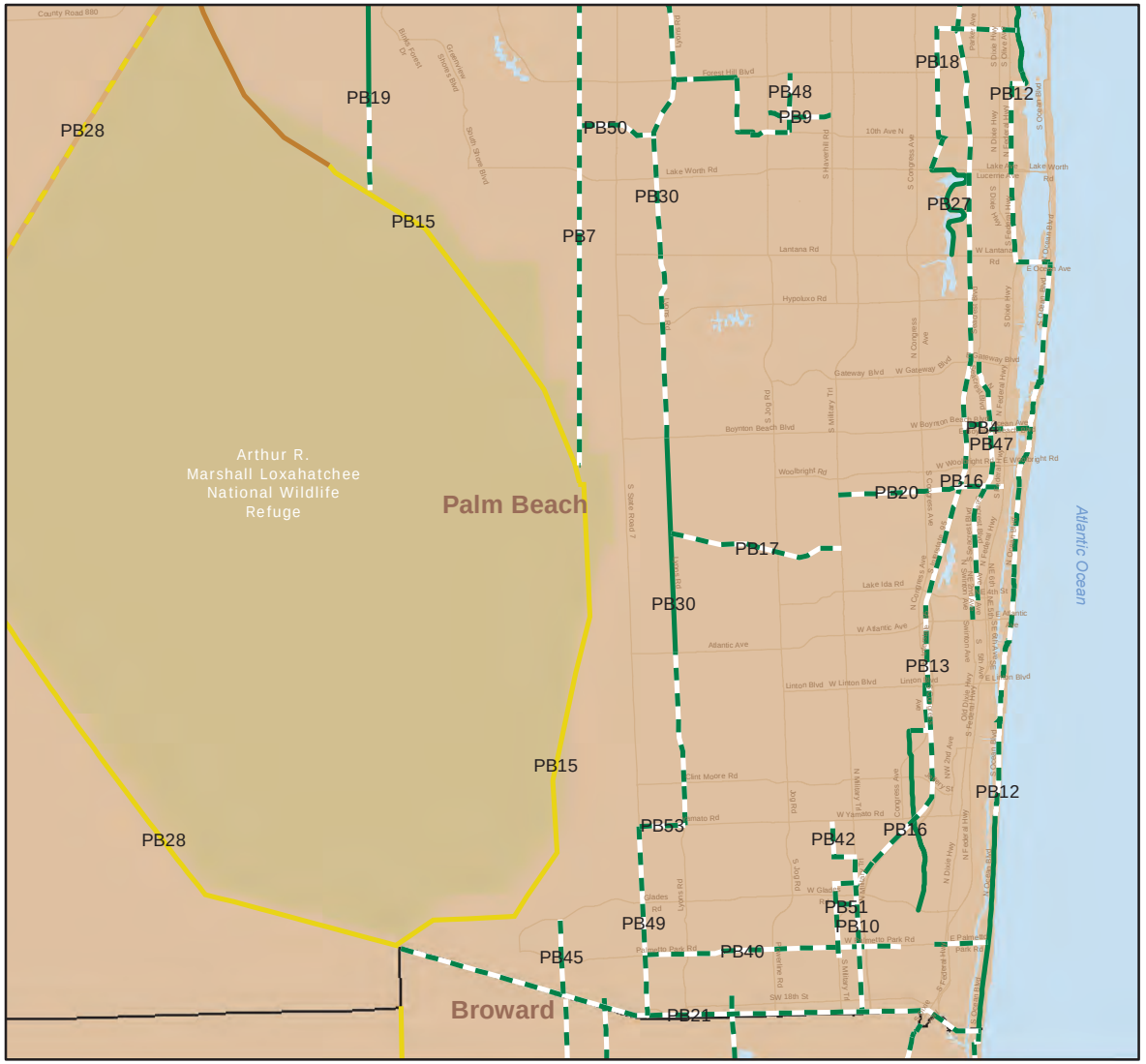
PB1, Acreage Catchment Connector
PB2, Alternate A1A Corridor
PB3, Beeline Highway Corridor
PB4, Boynton Lawrence Corridor
PB5, C 17 to Lake Park Corridor
PB6, Central Blvd Corridor
PB7, Central PBC Greenway Corridor
PB8, Congress PB Lakes Corridor
PB9, Cresthaven to Lyons Corridor
PB10, CSX Trail County Line
PB11, Downtown WPB Corridor
PB12, East Coast Greenway
PB13, El Rio Trail
PB14, Ellison Wilson
PB15, Everglades Rim Trail
PB16, FDOT SFRTA RR Corridor
PB17, Flavor Pict Boynton Corridor
PB18, Florida Mango to West Palm
PB19, Flying Cow Corridor
PB20, Golf Rd/SW 23rd Ave Boynton Corridor
PB21, Hillsboro Canal Corridor
PB22, Historic Jupiter-to-Indiantown Trail
PB23, Hooker Hwy Trail
PB24, Jupiter Corridor
PB25, Lake Okee-to-Lox Corridor
PB26, Lake Okeechobee Scenic Trail
PB27, Lake Osbourne Corridor
PB28, Loxahatchee NWR West Corridor
PB29, Loxahatchee Slough / Owahee Trail
PB30, Lyons Road Corridor
PB31, M Canal Corridor
PB32, Muck City Road Trail
PB33, NENA - Bluegill Trail
PB34, NENA - Everglades Rim Trail
PB35, NENA - Lake Okee Scenic Trail
PB36, NENA - Ocean-to-Lake Hiking Trail
PB37, NENA - Ocean-to-Lake Trail Corridor
PB38, NENA - Ocean-to-Lake - Jessup Trail
PB39, NENA - Pantano Trail Corridor
PB40, Palmetto Park Corridor
PB41, Palmwood FredSmall
PB42, Patch Reef Trail
PB43, PGA Gardens Corridor
PB44, Pratt & Whitney Trail
PB45, Riverside Drive
PB46, Riverside Drive Corridor
PB47, Seacrest Corridor
PB48, Sherwood Forest
PB49, SR 7 CORRIDOR
PB50, Stribling Connector
PB51, T-Rex CSX Patch Reef
PB52, The Sugar Trail Corridor
PB53, Yamato Road Corridor

This information was compiled from state and local agencies including Florida Department of Environmental Protection, Florida Fish and Wildlife Conservation Commission, Florida Trail Association, St. Johns River Water Management District, Southwest Florida Water Management District, South Florida Water Management District, Indian River County, St. Lucie County, Martin County MPO, Palm Beach MPO, Broward County, Miami-Dade County and Monroe County.

Southeast Florida

REGIONAL GREENWAYS & TRAILS

Multi-Use & Hiking Facilities



Proposed Facilities

- Multi-Use, Paved
  10' minimum width
  Pedestrians & cyclists permitted
- Multi-Use, Unpaved
  Bicycle and pedestrian access
  Pedestrians, cyclists & equestrians permitted
- Hiking, Unpaved
  Pedestrian access only
  Only pedestrians permitted

Existing Facilities

- Multi-use, Paved
  10' minimum width
  Pedestrians & cyclists permitted
- Multi-use, Unpaved
  Bicycle and pedestrian access
  Pedestrians, cyclists & equestrians permitted
- Hiking, Unpaved
  Pedestrian access only
  Only pedestrians permitted

Rev 11/23/2015

Palm Beach County, South Detail

PB1, Acreage Catchment Connector
PB2, Alternate A1A Corridor
PB3, Beeline Highway Corridor
PB4, Boynton Lawrence Corridor
PB5, C 17 to Lake Park Corridor
PB6, Central Blvd Corridor
PB7, Central PBC Greenway Corridor
PB8, Congress PB Lakes Corridor
PB9, Cresthaven to Lyons Corridor
PB10, CSX Trail County Line
PB11, Downtown WPB Corridor
PB12, East Coast Greenway
PB13, El Rio Trail
PB14, Ellison Wilson
PB15, Everglades Rim Trail
PB16, FDOT SFRTA RR Corridor
PB17, Flavor Pict Boynton Corridor
PB18, Florida Mango to West Palm
PB19, Flying Cow Corridor
PB20, Golf Rd/SW 23rd Ave Boynton Corridor
PB21, Hillsboro Canal Corridor
PB22, Historic Jupiter-to-Indiantown Trail
PB23, Hooker Hwy Trail
PB24, Jupiter Corridor
PB25, Lake Okee-to-Lox Corridor
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PB36, NENA - Ocean-to-Lake Hiking Trail
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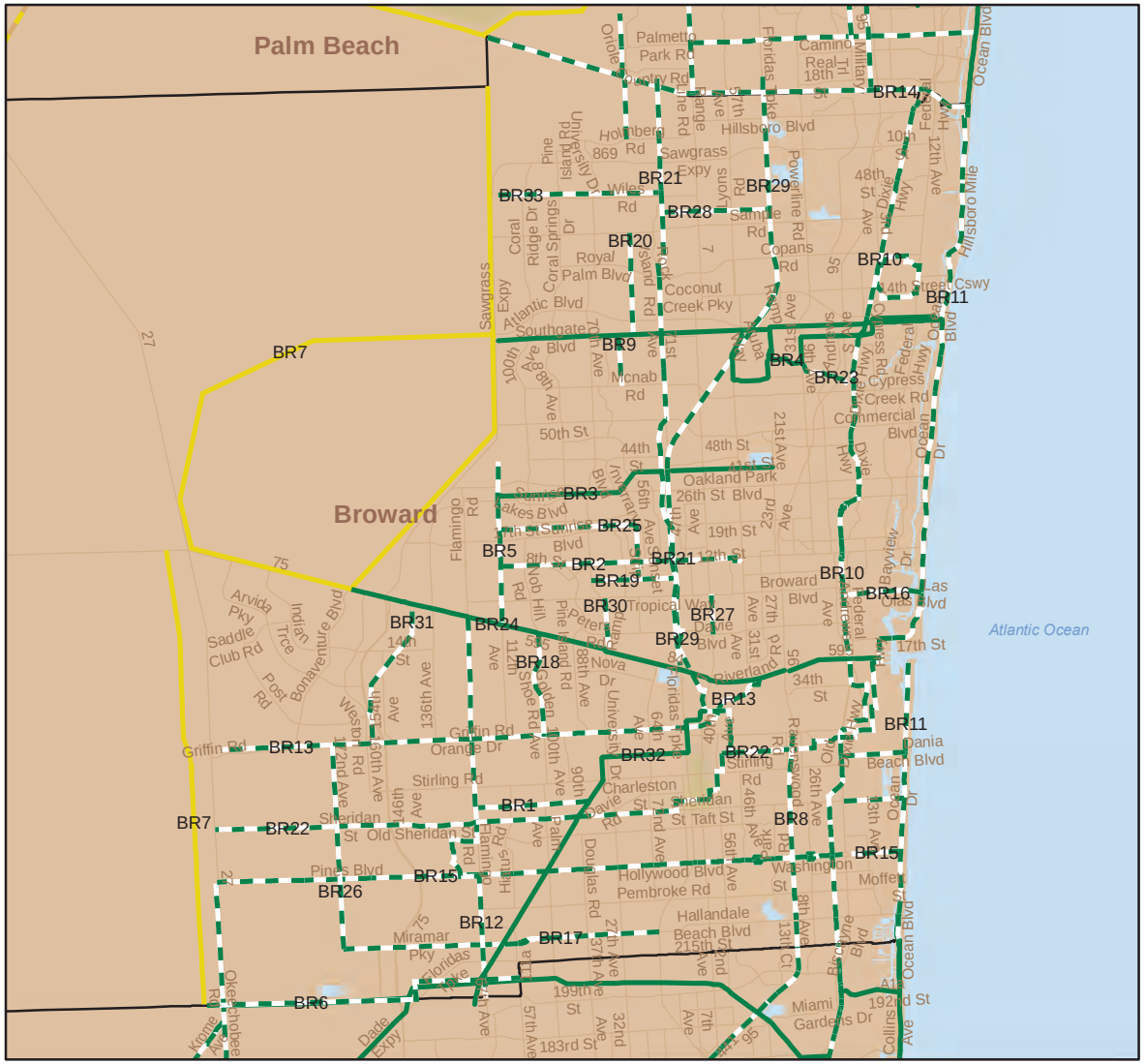
Southeast Florida

REGIONAL GREENWAYS & TRAILS

Multi-Use & Hiking Facilities



Proposed Facilities

- Multi-Use, Paved
  10' minimum width
  Pedestrians & cyclists permitted
- Multi-Use, Unpaved
  Bicycle and pedestrian access
  Pedestrians, cyclists & equestrians permitted
- Hiking, Unpaved
  Pedestrian access only
  Only pedestrians permitted

Existing Facilities

- Multi-use, Paved
  10' minimum width
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- Multi-use, Unpaved
  Bicycle and pedestrian access
  Pedestrians, cyclists & equestrians permitted
- Hiking, Unpaved
  Pedestrian access only
  Only pedestrians permitted

Rev 9/30/2015

Broward County

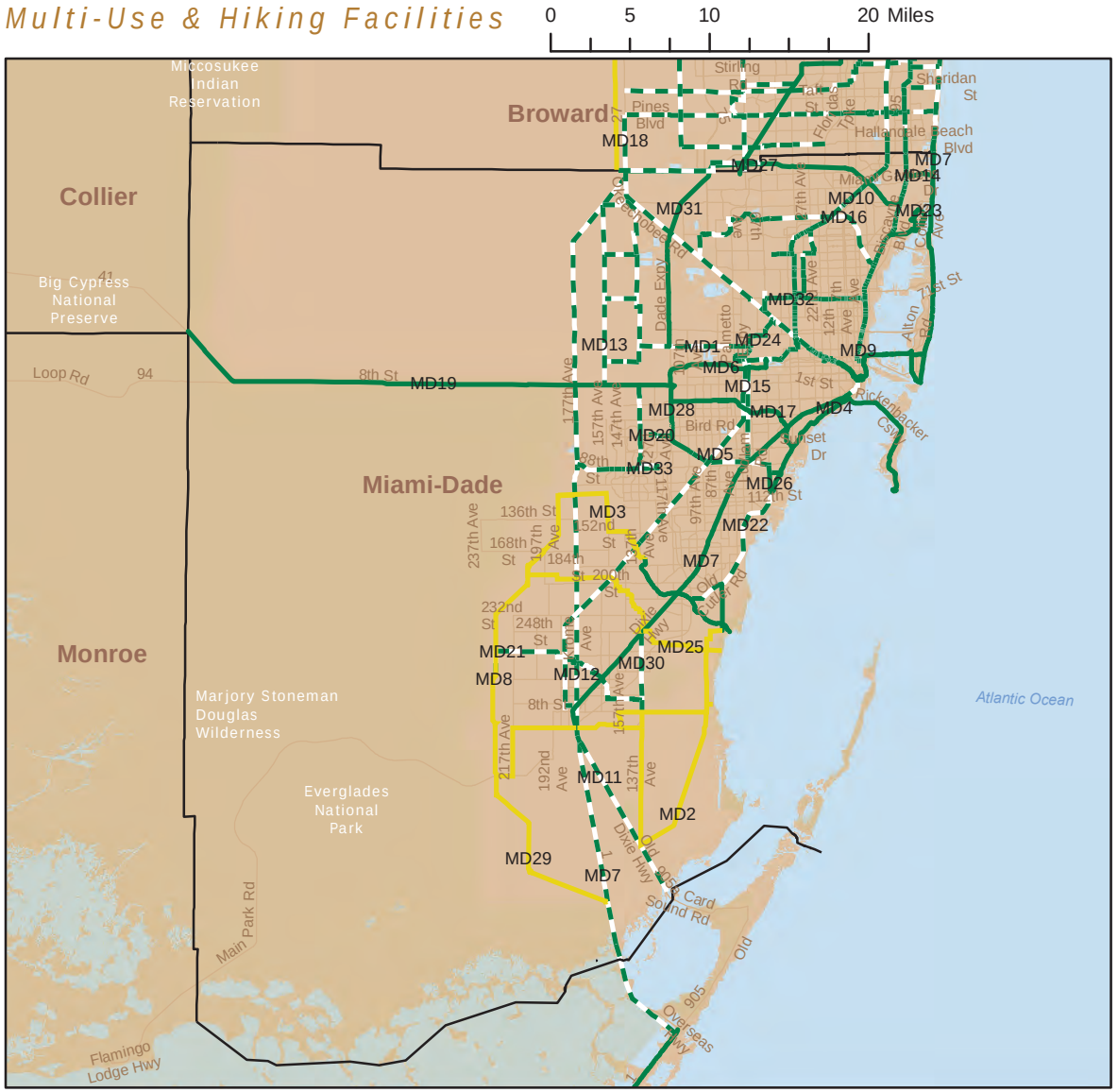
BR1, Brian Picollo
BR2, C-12 Canal Trail
BR3, C-13 / Lauderdake Lakes
BR4, C-14 / Cypress Creek
BR5, C-42 / Hiatus Rd
BR6, C-9 Canal Trail
BR7, Conservation Levee Trail
BR8, CSX Trail
BR9, Cypress Creek South Spur
BR10, Dixie Hwy / FEC Trail
BR11, East Coast Greenway
BR12, Flamingo Road Trail
BR13, Griffin Rd
BR14, Hillsboro Canal Corridor
BR15, Hollywood/Pines Blvd
BR16, Las Olas
BR17, Miramar Pkwy
BR18, Nob Hill Trail
BR19, NW 5th St
BR20, Riverside Dr
BR21, Rock Island Rd / FPL Trail
BR22, Sheridan St
BR23, Snook Creek Greenway
BR24, SR 84 / New River Greenway
BR25, Sunset Strip
BR26, SW 172nd Ave
BR27, SW 39th Ave
BR28, Tradewinds
BR29, Turnpike Trail
BR30, University Dr
BR31, Vista View
BR32, Waldrep
BR33, Wiles Rd

This information was compiled from state and local agencies including Florida Department of Environmental Protection, Florida Fish and Wildlife Conservation Commission, Florida Trail Association, St. Johns River Water Management District, Southwest Florida Water Management District, South Florida Water Management District, Indian River County, St. Lucie County, Martin County MPO, Palm Beach MPO, Broward County, Miami-Dade County and Monroe County.

Southeast Florida

REGIONAL GREENWAYS & TRAILS

Multi-Use & Hiking Facilities



Proposed Facilities

- Multi-Use, Paved
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  Pedestrians & cyclists permitted
- Multi-Use, Unpaved
  Bicycle and pedestrian access
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  Pedestrian access only
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  Bicycle and pedestrian access
  Pedestrians, cyclists & equestrians permitted
- Hiking, Unpaved
  Pedestrian access only
  Only pedestrians permitted

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Miami-Dade County

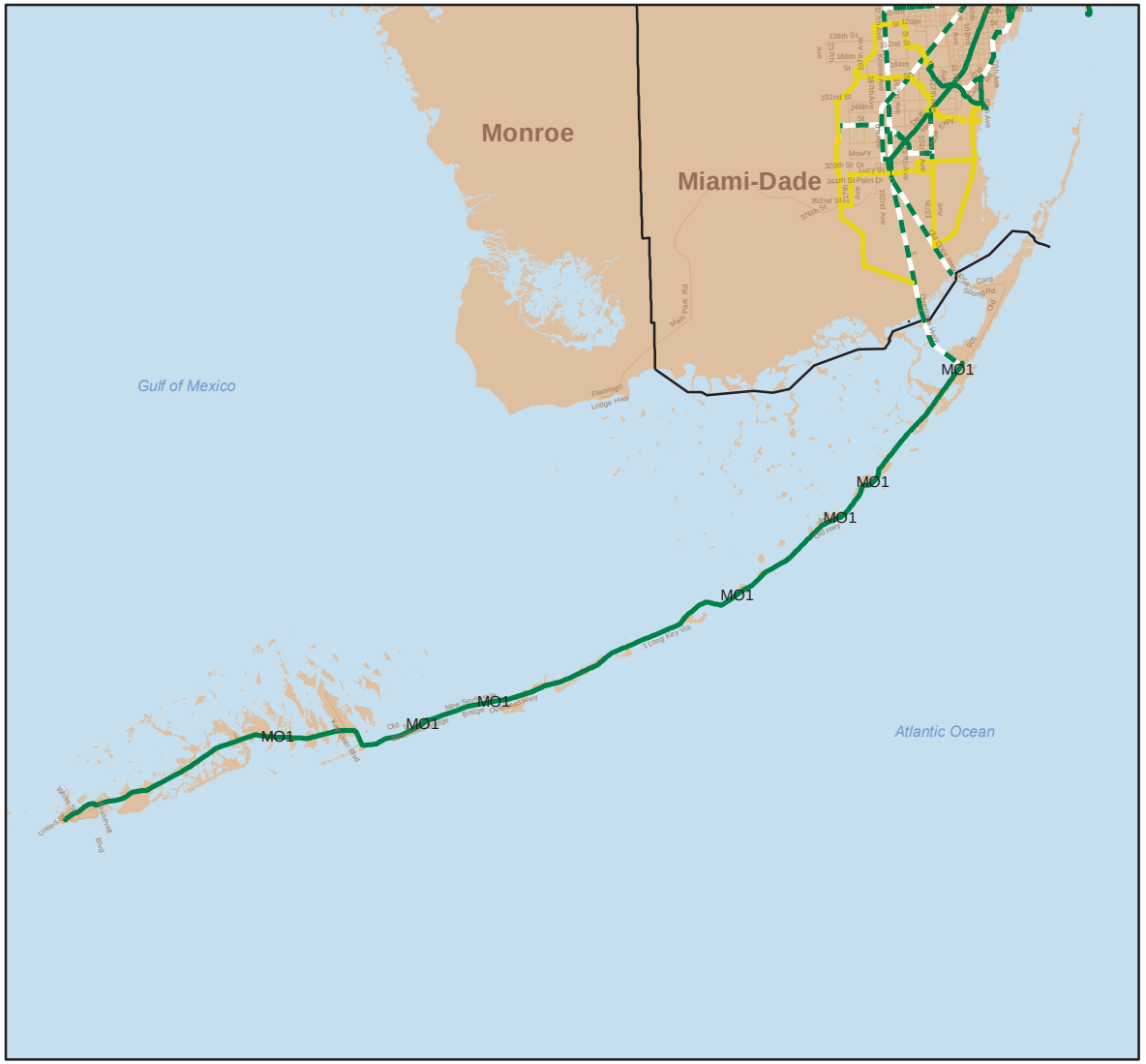
MD1, Beacon
MD2, Biscayne Trail
MD3, Black Creek Trail
MD4, Commodore
MD5, CSX Corridor
MD6, East-West
MD7, East Coast Greenway
MD8, Everglades Trail
MD9, Flagler
MD10, Gold Coast
MD11, Keys Trail
MD12, Krome Trail
MD13, Lake Belt
MD14, Lehman Link
MD15, Ludlam / Perimeter
MD16, Memorial
MD17, Merrick
MD18, Miami River
MD19, Miccosukee Link / River of Grass
MD20, Miller Link
MD21, Mowry Trail
MD22, Old Cutler Road
MD23, Oleta Link
MD24, Perimeter
MD25, Princeton Trail
MD26, Red Road Linear Park
MD27, Snake Creek
MD28, Snapper Creek
MD29, Southern Glades Trail
MD30, Tallahassee Connector
MD31, Turnpike
MD32, Unity
MD33, W. Kendall

This information was compiled from state and local agencies including Florida Department of Environmental Protection, Florida Fish and Wildlife Conservation Commission, Florida Trail Association, St. Johns River Water Management District, Southwest Florida Water Management District, South Florida Water Management District, Indian River County, St. Lucie County, Martin County MPO, Palm Beach MPO, Broward County, Miami-Dade County and Monroe County.

Southeast Florida

REGIONAL GREENWAYS & TRAILS

Multi-Use & Hiking Facilities



N W E S

0 5 10 20 Miles

Existing Facilities

- Multi-use, Paved
  10' minimum width
  Pedestrians & cyclists permitted
- Multi-use, Unpaved
  Bicycle and pedestrian access
  Pedestrians, cyclists & equestrians permitted
- Hiking, Unpaved
  Pedestrian access only
  Only pedestrians permitted

Proposed Facilities

- Multi-Use, Paved
  10' minimum width
  Pedestrians & cyclists permitted
- Multi-Use, Unpaved
  Bicycle and pedestrian access
  Pedestrians, cyclists & equestrians permitted
- Hiking, Unpaved
  Pedestrian access only
  Only pedestrians permitted

Rev 9/30/2015

Monroe County

MO1, Florida Keys Overseas Heritage Trail

This information was compiled from state and local agencies including Florida Department of Environmental Protection, Florida Fish and Wildlife Conservation Commission, Florida Trail Association, St. Johns River Water Management District, Southwest Florida Water Management District, South Florida Water Management District, Indian River County, St. Lucie County, Martin County MPO, Palm Beach MPO, Broward County, Miami-Dade County and Monroe County.

APPENDIX

Appendix A

Sources

Broward MPO: http://www.browardmpo.org/

East Coast Greenway Alliance: http://www.greenway.org/

Florida Department of Protection – Florida Greenways and Trails System Plan, 2013-2017: http://www.dep.state.fl.us/gwt/FGTS_Plan/documents.htm

Indian River County MPO: http://www.irmpo.com/

Martin MPO: http://www.martinmpo.com/

Miami-Dade MPO: http://miamidadempo.org/

Palm Beach MPO – Desires 2040 (Long-Range Transportation Plan): http://www.palmbeachmpo.org/2040LRTP/index.htm

St. Lucie TPO: http://www.stlucietpo.org/

U.S. Forest Service - Trail Fundamental and Trail Management Objectives, 2011: http://www.fs.fed.us/recreation/programs/trail-management/documents/trailfundamentals/Fundamentals_Trng_Pkg_05_01_2011.pdf

U.S. Surgeon General, Department of Health and Human Services. "STEP IT UP! A Partners Guide to Promote Walking and Walkable Communities." (2015) Available at http://www.cdc.gov/physicalactivity/walking/call-to-action/pdf/partnerguide.pdf

Image Sources

Discover the Palm Beaches Florida: www.palmbeachfl.com/

https://thenounproject.com/search/?q=person+on+bike&i=2494

https://thenounproject.com/search/?q=equestrian&i=7530

https://thenounproject.com/search/?q=canoe&i=24062

Jonathan Dickinson State Park: www.jdstatepark.com

Palm Beach County Government: www.pbcgov.net

www.floridahikes.com

Appendix B

Key Public Outreach Events

The following list represents the dates of workshops before the Palm Beach MPO Bicycle/Pedestrian/Greenways Advisory Committee as well as the Southeast Florida Regional Workshops regarding the development of the Southeast Florida Regional Greenways and Trails Plan. All workshops were open-to-the-public, with public notice provided to MPO/TPOs, local governments, agencies, and the public. All workshops were held at the Palm Beach Vista Center, 2300 Jog Road, West Palm Beach, Florida.

9/6/2013	Regional Workshop 1
12/12/2013	Regional Paddling Trails Workshop
1/19/2014	BGPAC Workshop 1
1/28/2014	BGPAC Workshop 2
2/13/2014	BGPAC Workshop 3
3/20/2014	Regional Workshop 2
6/23/2015	Regional Workshop 3
7/2/2015	Preliminary Findings Presentation to BGPAC

"BLUEWAYS" OR PADDLING TRAILS MAPS

Southeast Florida

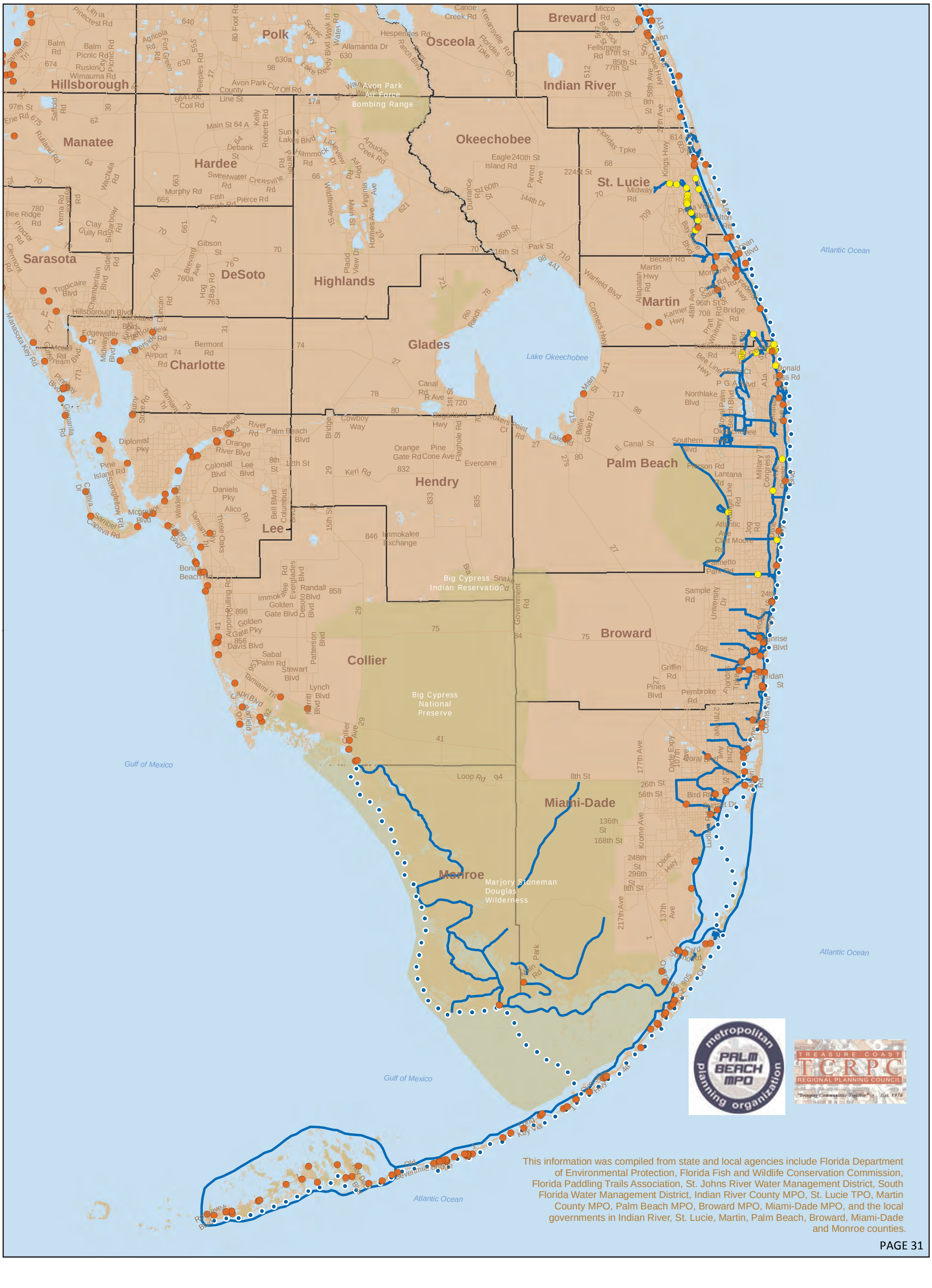
REGIONAL BLUEWAYS

Rev 9/28/2015

N W E S

0 12.5 25 50 Miles

- **Boat Ramps** — *Designated hardened facility*
- **Paddling Launches** — *Designated "soft launch" facility*
- **Paddling Trails** — *Includes natural waterways & canals as appropriate*
- **FDEP Saltwater Circumnavigation Trail** — *Designated by Florida Department of Environmental Protection*



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Southeast Florida

REGIONAL BLUEWAYS

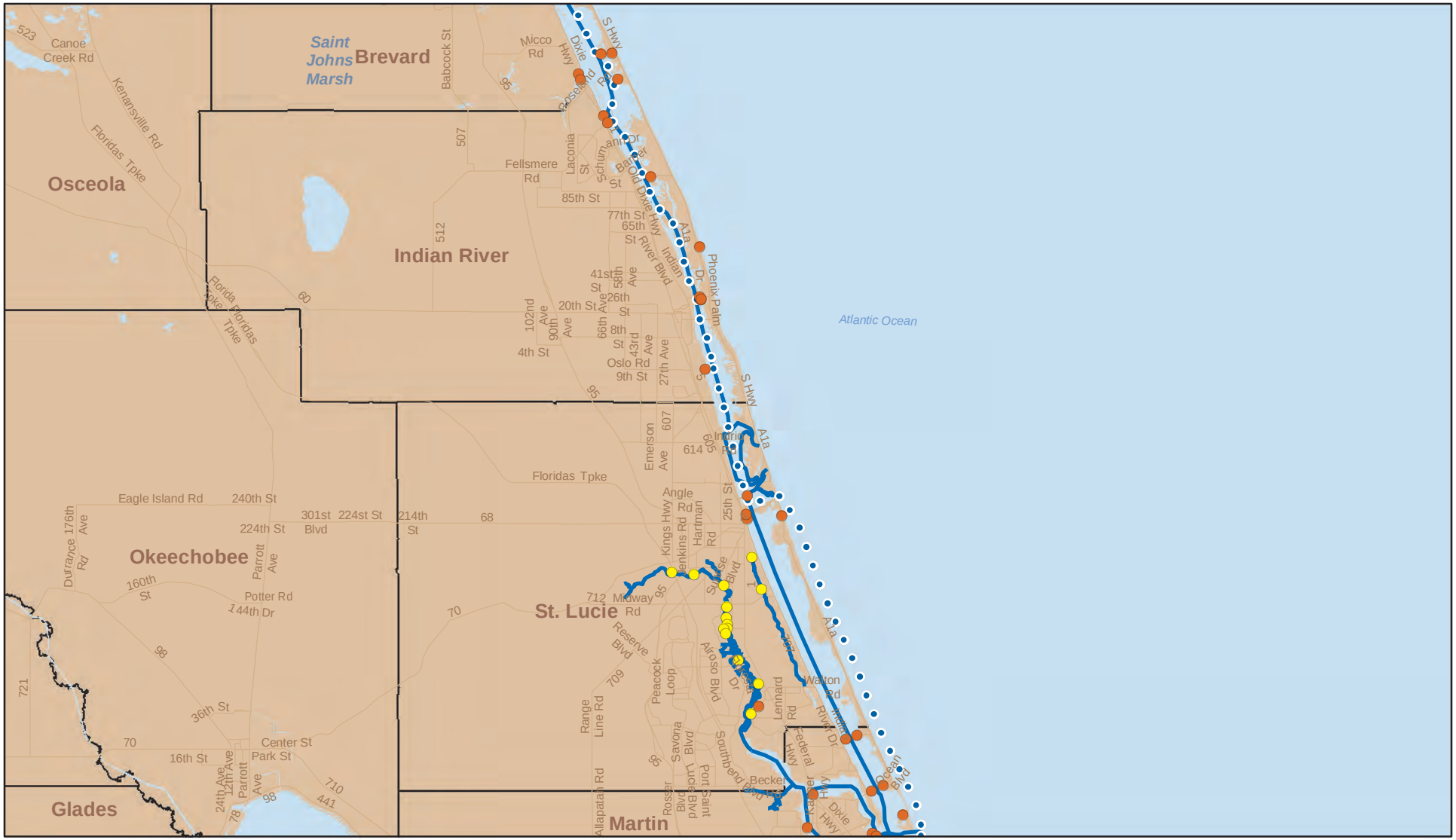
Rev 9/28/2015

N W E S

0 5 10 20 Miles

- Boat Ramps
  Designated hardened facility
- Paddling Launches
  Designated "soft launch" facility
- Paddling Trails
  Includes natural waterways & canals as appropriate
- FDEP Saltwater Circumnavigation Trail
  Designated by Florida Department of Environmental Protection

Indian River and St Lucie Counties



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Southeast Florida

REGIONAL BLUEWAYS

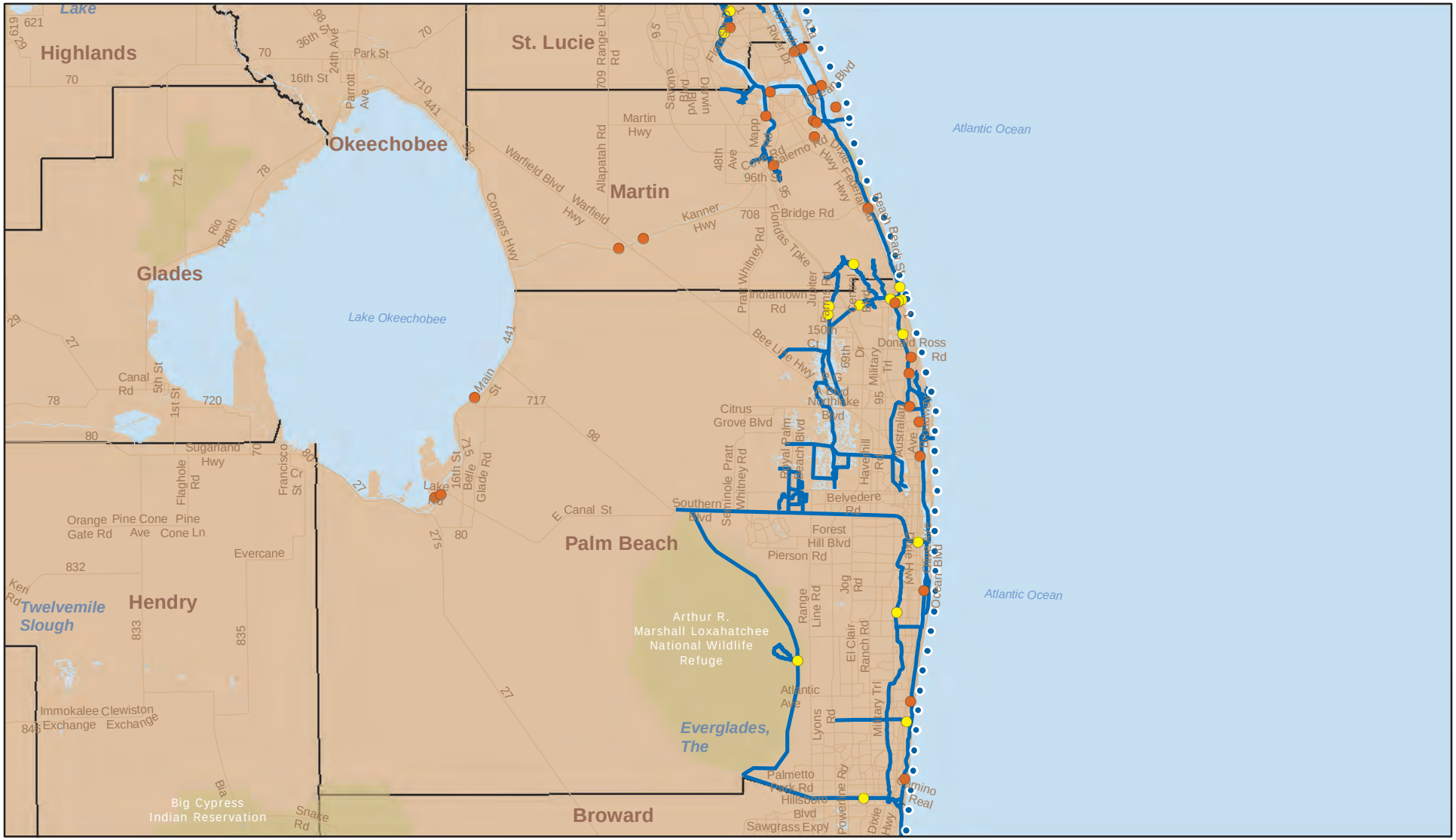
Rev 9/28/2015

N W E S

0 5 10 20 Miles

- Boat Ramps
  Designated hardened facility
- Paddling Launches
  Designated "soft launch" facility
- Paddling Trails
  Includes natural waterways & canals as appropriate
- FDEP Saltwater Circumnavigation Trail
  Designated by Florida Department of Environmental Protection

Martin and Palm Beach Counties



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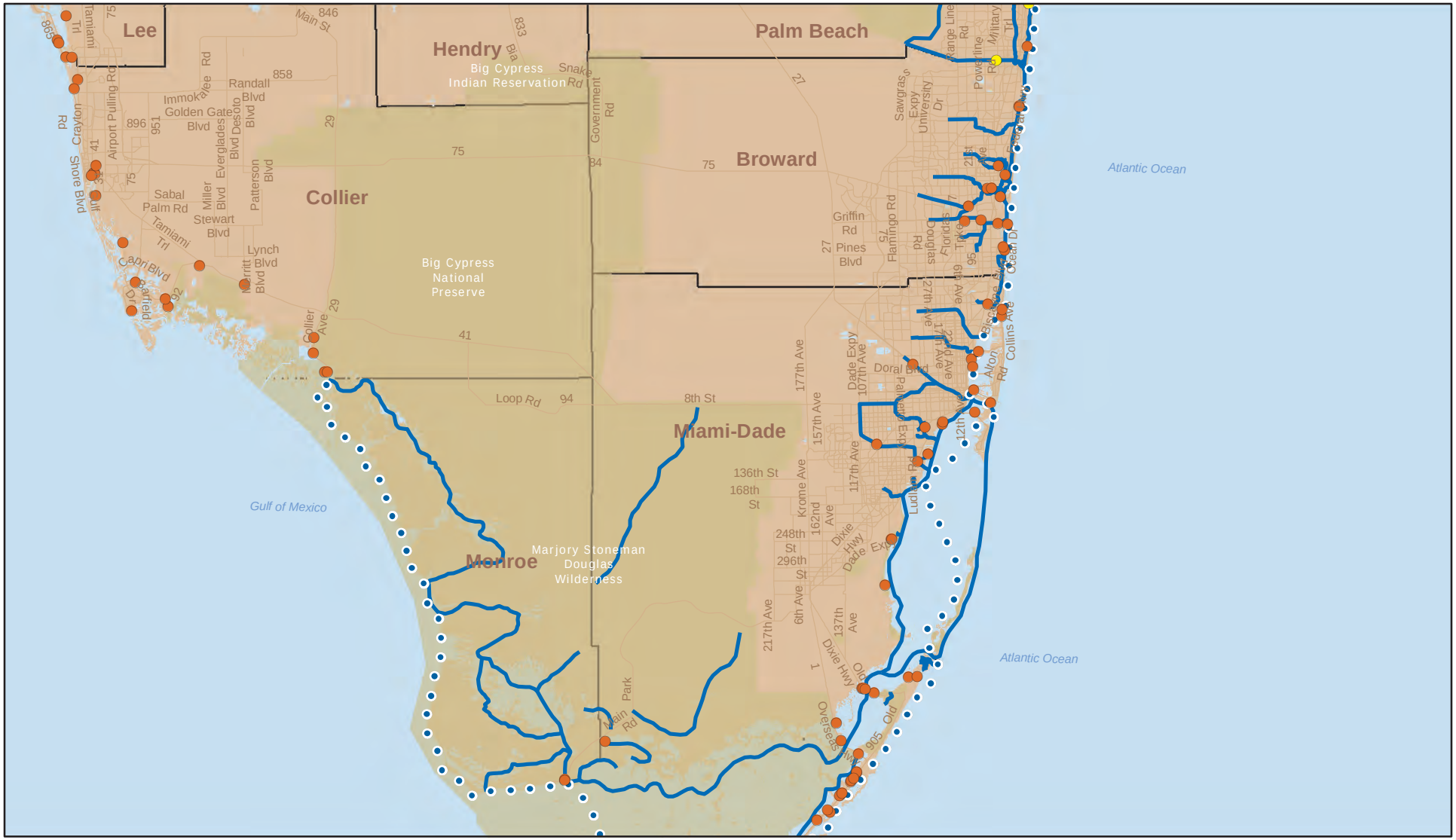
Southeast Florida

REGIONAL BLUEWAYS

Rev 9/28/2015

Broward and Miami-Dade Counties



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Southeast Florida

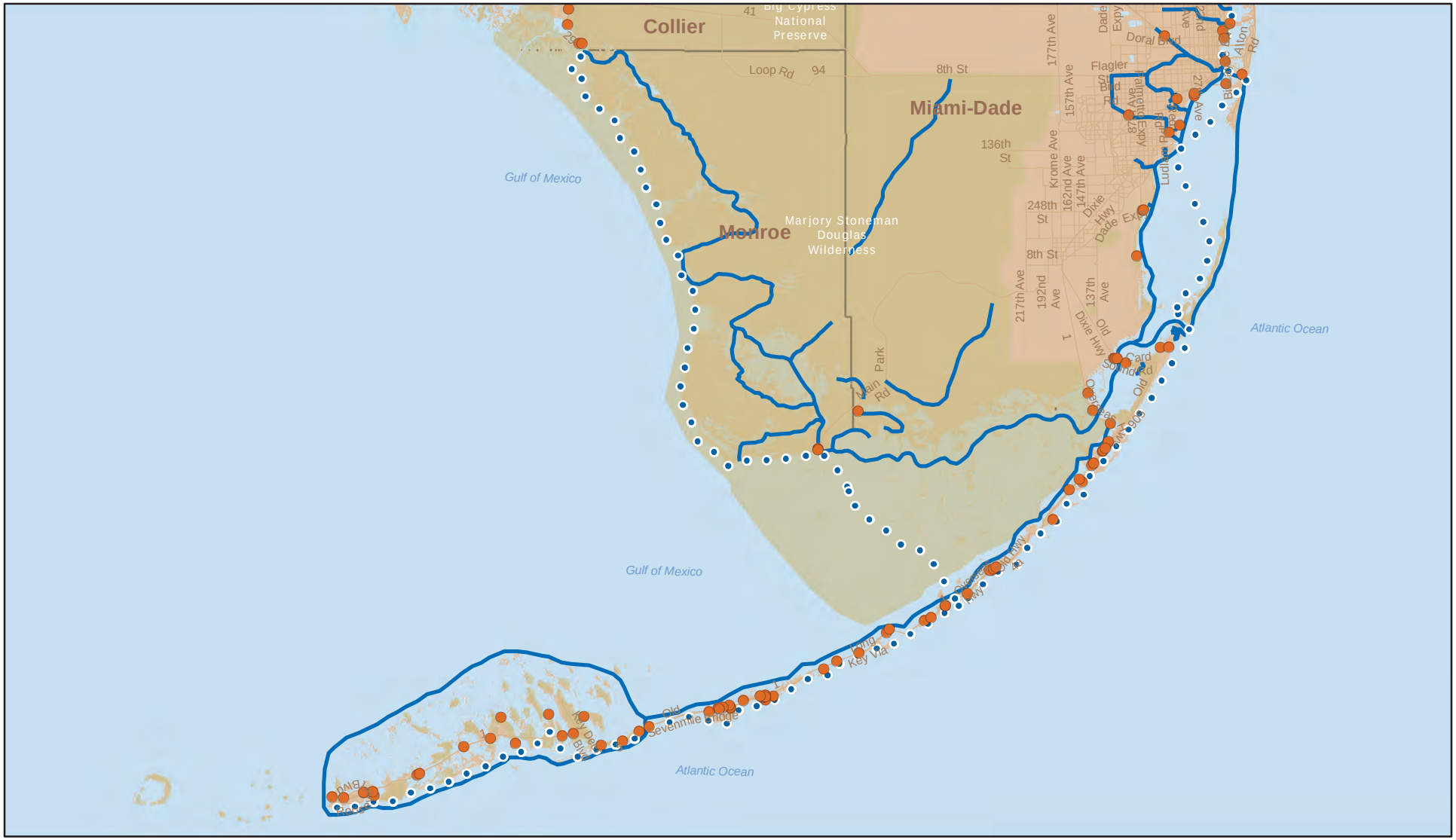
REGIONAL BLUEWAYS

Rev 9/28/2015

0 10 20 40 Miles

- Boat Ramps
  Designated hardened facility
- Paddling Launches
  Designated "soft launch" facility
- Paddling Trails
  Includes natural waterways & canals as appropriate
- FDEP Saltwater Circumnavigation Trail
  Designated by Florida Department of Environmental Protection

Miami-Dade and Monroe Counties



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APPENDIX D

SOUTHEAST FLORIDA REGIONAL GREENWAYS AND TRAILS PROJECT
GIS ATTRIBUTE GUIDE

NOTE TO READERS: This document represents the GIS Attribute Guide for the Southeast Florida Regional Greenways & Trails Project. It is intended for applicability utilizing ArcGIS 10.1. Questions regarding attribute details or other project-related matters should be directed to Kim DeLaney, TCRPC at kdelaney@tcrpc.org or 772.221.4060.

GIS Version: ArcGIS 10.1
Coordinate System: NAD_1983_HARN_StatePlane_Florida_East_FIPS_0901
Base Map: ESRI "light gray canvas"

Each of the seven counties has a shape file with data for greenways/trails facilities. The attribute fields are detailed as follows:

- **COUNTY**: Refers to the county in which segment can be found.

- **TAG**: Refers to the status, type, and condition of the segment. TAG definitions are as follows:

ABBREVIATION	DETAIL	GIS SYMBOLOGY		
EHU	Existing Hiking Unpaved	*Style* *Color* *Width*	Solid Cherrywood Brown 3.0	
EMP	Existing Multi-Use Paved	*Style* *Color* *Width*	Solid Tarragon Green 3.0	
EMU	Existing Multi-Use Unpaved	*Style* *Color* *Width*	Solid Solar Yellow 3.0	
PHU	Proposed Hiking Unpaved	*Style* *Color* *Width*	Dashed (Single, Nautical Dashed) Cherrywood Brown 3.40	
PMP	Proposed Multi-Use Paved	*Style* *Color* *Width*	Dashed (Single, Nautical Dashed) Tarragon Green 3.40	
PMU	Proposed Multi-Use Unpaved	*Style* *Color* *Width*	Dashed (Single, Nautical Dashed) Solar Yellow & Cherrywood Brown 3.40	

- **EQUESTRIAN**: Refers to the ability for the segment to accommodate equestrian activity. All unpaved multi-use trails are presumed to provide equestrian access by default unless "NO" is indicated in this field. Equestrian activity is not permitted on unpaved hiking or paved multi-use trails.

- **PHASE:** Refers to development phase of facility segment:
  - "*Final*" if facility segment is completed and open-to-the-public by December 31, 2015
  - "*Needs*" if facility segment needs additional funding for it to be completed. This includes new facilities, as well as, existing facilities that require additional improvement for their completion (e.g., a current 6' sidewalk that requires additional construction to become a 10' multi-use paved path).
  - "*Conceptual*" if facility segment is proposed but without funding

- **NOTES:** Provides an opportunity for the inclusion of any pertinent information about the segment (e.g., right-of-way acquisition; environmental conditions; proximity to noted historic, cultural, or educational resource, facility filling a gap in a network)

- **STATUS:** Refers to the status of the segment defined as follows:

  - "*Existing*" if facility segment is completed and open-to-the-public by December 31, 2015.
  - "*Proposed*" if facility segment requires additional improvement for it to be completed in final form.

- **SEGMENT_ID:** Field to be completed by PB MPO. Refers to the project code name for each individual facility segment. Project code names include county abbreviation (e.g., "PB" for Palm Beach) and a facility segment number. For multi-segmented facilities, this attribute field further assigns a letter to each segment to distinguish individual phases. (e.g., the Lake Okeechobee Scenic Trail Connector includes four segments labeled PB31.A, PB31.B, PB31.C, and PB31.D). Final map to list all projects per county alphabetically.

- **FGTS:** Refers to the inclusion of the segment as part of the Florida Greenways and Trails System. Indicate "Y" for YES, "N" for NO.

- **LABEL_ID: Field to be completed by PB MPO.** Refers to the label identification for individual facility segments for mapping purposes.

- **SHAPE_LENGTH:** Refers to the length of the facility segment; calculated automatically by ArcGIS.

- **FACILITY NAME:** Refers to the appropriate name for facility.

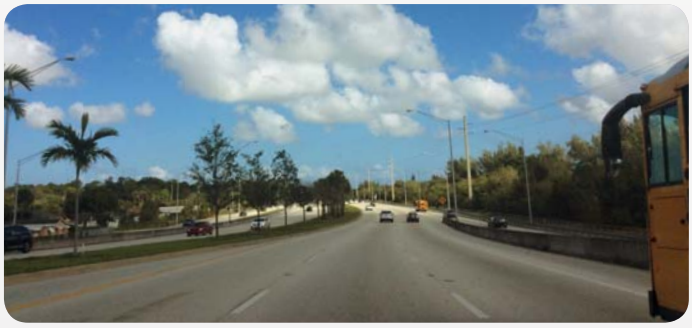
- **SOURCE:** Refers to the contact name and entity responsible for any additions or edits to the shape file for each segment.

SR 80 Corridor Action Plan
From US-27 to I-95

FACT SHEET

FINANCIAL PROJECT NO. 435162-1-12-01

The Florida Department of Transportation (FDOT) is conducting a corridor study along a 45-mile segment of State Road (SR) 80 in Palm Beach County. SR 80 is a major highway and freight corridor connecting communities to major commercial and employment destinations within the region. Due to its regional significance, SR 80 has been designated as a Strategic Intermodal System (SIS) highway. The SIS is a high-priority transportation network critical to Florida's economic competitiveness.



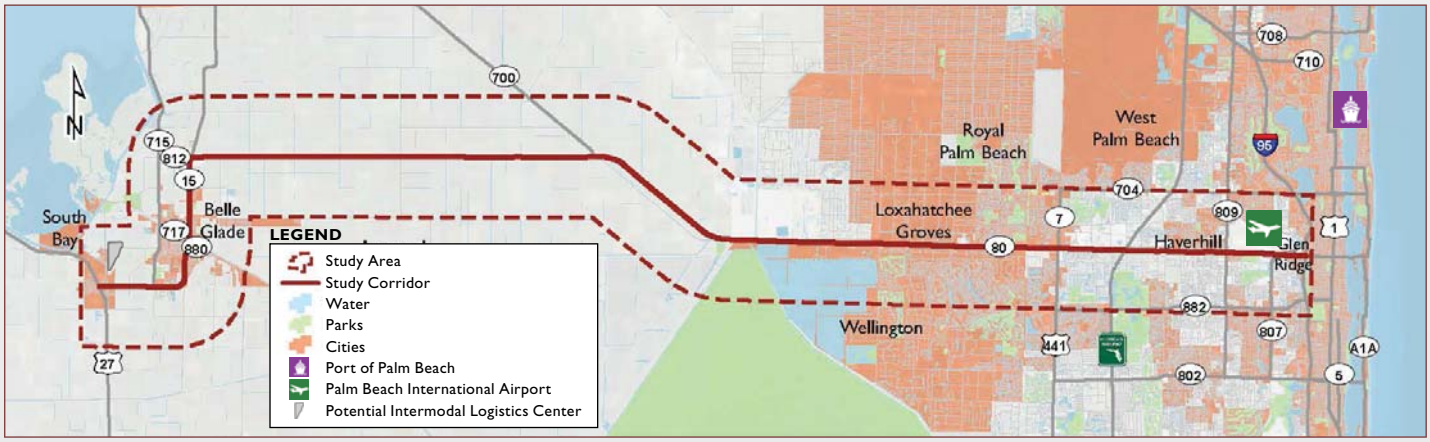
The purpose of the study is to develop an action plan aimed at maintaining a safe and efficient transportation system that accommodates all users and modes and is well integrated with land uses in the study area. The action plan will recommend actions to be taken by FDOT, local governments, and other stakeholders to protect and enhance the corridor and identify improvements necessary to bring the roadway to SIS standards within a 20 year planning horizon.

The development of the action plan will be a cooperative consensus building process involving state, regional and local stakeholders.

INFORMATION ABOUT THE SR 80 CORRIDOR . . .

- Traverses nine municipalities in Palm Beach County – West Palm Beach, Cloud Lake, Glen Ridge, Haverhill, Wellington, Royal Palm Beach, Loxahatchee Groves, Belle Glade, South Bay
- Provides access to businesses located along the corridor while accommodating a high-speed, high-volume through traffic
- Multimodal corridor with competing demands from automobiles, transit, freight, and non-motorists
- Western segment through Belle Glade and South Bay primarily a downtown main street
- Over 10,000 residential units and one million square feet of non-residential development approved or proposed that could affect traffic volumes on SR 80
- In spite of recent widening, cumulative effects of approved new development show estimated traffic volumes will exceed FDOT's adopted level of service standards for SR 80
- Widening beyond the existing eight lanes not a feasible or desirable option; hence a broad range of transportation and land use strategies will be evaluated along with specific enhancements to local roadways and public transportation

PROJECT LOCATION MAP



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Given the length and significance of the corridor, there are numerous complexities that will require input and coordination with residents, businesses and commuters along the corridor.

STUDY TIMELINE

Data Collection
FALL 2015 - SPRING 2016

Analysis + Alternatives Development
FALL 2015 - FALL 2016

Alternatives Public Workshop
SUMMER 2016

Prepare Action Plan Report
SUMMER 2016 - FALL 2017

Action Plan Adoption
FALL 2017

Action Plan Implementation
FUNDING OF PROJECTS | PD&E | DESIGN | CONSTRUCTION

WE WANT YOUR INPUT !

One major goal of this study is to ensure that the action plan reflects the values and needs of the communities along the study corridor. We want to involve the public and the community stakeholders early and continuously throughout the study.

To provide comments, ask questions, and make suggestions about the study contact:

Miguel Vargas, P.E.
FDOT Project Manager, FDOT District 4
Phone: 954-777-4347
E-mail: **Miguel.Vargas@dot.state.fl.us**

Jessica Josselyn
Consultant Project Manager, Kittelson & Associates, Inc.
Phone: 954-828-1730
E-mail: **jjosselyn@kittelson.com**

If you would like to get involved and stay updated on the study, please join the study e-mail database by providing your e-mail address to the project contact persons listed above or by signing up on the study website:

www.sr80actionplan.com

Non-Discrimination
Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status.

Florida Department of Transportation
3400 West Commercial Boulvard
Fort Lauderdale. FL 33309

Centennial FDOT 1915 ★ 2015

PALM BEACH
METROPOLITAN PLANNING ORGANIZATION

2300 N. Jog Rd., 4th Floor, West Palm Beach, Florida 33411-2749

Phone 561.684.4170 Fax 561.242.7165 www.PalmBeachMPO.org

PALM BEACH METROPOLITAN PLANNING ORGANIZATION
2016 MPO BOARD RETREAT

DATE:	**THURSDAY, January 21, 2016**
TIME:	**8:45 A.M. – 12:00 P.M.**
PLACE:	**Palm Beach County Governmental Center** **301 North Olive Avenue** **West Palm Beach, FL 33401**

PARTNERS SFRTA, Palm Tran, City of Palm Beach Gardens and Town of Jupiter

Due to logistics, we ask that you RSVP and let us know if you are planning to attend the retreat. If you have any questions or require special considerations, please contact Malissa Booth at 561-684-4170 or mbooth@PalmBeachMPO.org at least 48 hours prior to the meeting. If a person does not want to ride public transit, he/she may observe and participate at the MPO Office (2300 N Jog Rd, West Palm Beach, FL 33411) via video conference technology.

ATTIRE Check the weather report and wear casual attire including comfortable walking shoes as there will be a fair amount of walking and standing. A portion of the morning will be outdoors.

AGENDA

8:45	**Arrive at Palm Beach County Governmental Center, north side of building along 3rdStreet** Refreshments and obtain audio headsets
9:00	**Commuter Challenge Bus Wrap Ribbon Cutting Ceremony** Mayor Haynie will introduce the Commuter Challenge
9:20	**Travel to Palm Beach Gardens City Hall** Alight at PB Gardens City Hall artistic bus shelter, talk about bus shelters, PGA bridge over Alt A1A, Tri-Rail station and service extension
9:50	**Travel to Jupiter** Alight at the Harbourside Amphitheater, refreshments, talk about walkable developments, complete streets and use of MPO programs as a funding resource
10:45	**Walk along the Jupiter Riverwalk** Walk to final pickup site at Jupiter Dive Shop
11:30 – 12:00	**Travel from Jupiter Dive Shop to Palm Beach County Governmental Center** Debrief

DRAFT

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Summary Points of the October 15, 2015 MPO Board Meeting

PDF versions of all backup material is available for review at:
http://www.palmbeachmpo.org/static/sitefiles/meeting/2015_OCT_15_MPO_Agenda__Backup.pdf

Item No.	Description	Action
Consent Items		
1.H.1	**MOTION TO APPROVE** Membership of the Village of Palm Springs and the Village of Royal Palm Beach on the MPO's Technical Advisory Committee (TAC).	Approved
1.H.2	**MOTION TO APPROVE** Appointment of Mr. Richard J. Reade and Ms. Kim Glas-Castro as the Village of Palm Springs member and alternate respectively of the Technical Advisory Committee (TAC).	Approved
1.H.3	**MOTION TO APPROVE** Appointment of Mr. Christopher Marsh and Mr. Bradford O'Brien as the Village of Royal Palm Beach member and alternate respectively of the Technical Advisory Committee (TAC).	Approved
1.H.4	**MOTION TO APPROVE** Appointment of Mr. Richard Gonzales as member of the Citizens Advisory Committee (CAC) as nominated by Commissioner Steven Abrams.	Approved
1.H.5	**MOTION TO APPROVE** Travel expense reimbursement for the Palm Beach MPO Chair to attend as a presenter at the Emerald Coast Transportation Symposium.	Approved
General Public Comments		
1.I	JIM SMITH with Safety as Floridians Expect (SAFE) presented on SAFE Routes to School (SRTS).	N/A

Item No.	Description	Action
Action Items		
2.A	**MOTION TO APPROVE** the FDOT FY-17-21 Draft Tentative Work Program.	Approved
2.A.1	The following members of the public spoke in support of the SR 7 extension project: RICK FIGNAR, Resident of the Acreage JAY FOY, District Engineer for Indian Trail Improvement District BOB DIFFENDERFER, representative for the Western Communities Council MICHELLE DAMONE, Western Communities Council JEFF HMARA, Councilman of Royal Palm Beach MEGAN JACQUES, Resident of the Acreage GEORGE WEBB, County Engineer on behalf of the Board of County Commissioners	N/A
2.A.2	The following members of the public spoke in opposition of the SR 7 extension project: MAYOR JERI MUOIO, Mayor of the City of West Palm Beach CLAUDIA MCKENNA, Lake Worth Road GEORGE SINGER, Representative of the Baywinds HOA RAFE PETERSEN of Holland and Knight Attorneys-at-Law, Washington DC represented the City of West Palm Beach ROGER SIMS of Holland and Knight Attorneys-at-Law, represented the City of West Palm Beach KIMBERLY ROTHENBURG on behalf of the City of West Palm Beach LISA INTERLANDI, attorney representing the Florida Wildlife Federation and The Sierra Club SAL FASO, President of the North County Neighborhood Coalition GARY ALEXANDER, Attorney representing his wife and himself	N/A
2.A.3	ALLAN BALLWEG, Resident in the Acreage requested a noise wall along the SR 7 extension project.	N/A

2.B	**MOTION TO APPROVE** the 2016 MPO Legislative & Policy Positions	Tabled
Information Items		
3.A	Draft MPO Strategic Plan	Deferred
3.B	MPO Website – www. PalmBeachMPO.org	N/A
Administrative Items		
4.A	Member Comments	N/A
4.A.1	Commissioner Abrams announced that the airport shuttle will be launched on October 16, 2015 at 10:00 a.m. at the West Palm Beach Tri-Rail station.	N/A
4.B	Next meeting: Monday, December 7, 2015	N/A