Palm Beach MPO Board and Subcommittee Meetings
September 2017
Agenda

- Study Purpose
- Study Process
- Multimodal Alternatives Development
- Next Steps

*ACTION ITEM: CONFIRM ALTERNATIVES TO MOVE INTO TIER 2 ANALYSIS*
STUDY PURPOSE
Study Outcome:
Recommend actions to be taken by FDOT, local governments, and other stakeholders to protect and enhance the Strategic Intermodal System (SIS) corridor.

Study Objectives:
• Improve upon and preserve accessibility and mobility for all users
  Consider multimodal strategies to meet demand safely and efficiently
• Identify strategies to ensure mobility that are consistent with land use and transportation plans
• Develop a plan in cooperation with state, regional, and local stakeholders
The Importance of the SIS

- Florida’s high priority network vital to the state’s economy
- Established in 2003 by the Governor and Legislature to focus resources on facilities most significant to interregional, interstate, and international travel
- State’s highest priority for capacity investments
- Three guiding goals for investment decision-making:
  - To provide agile, resilient, and quality infrastructure
  - To provide efficient and reliable mobility for people and freight
  - To provide more transportation choices for people and freight
Over $346 Million of Improvements Invested Since 2005

<table>
<thead>
<tr>
<th>Year</th>
<th>Amount</th>
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<tr>
<td>2003</td>
<td>$29.8M</td>
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<tr>
<td>2005</td>
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<td>$59.7M</td>
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Kimley-Horn's services also included the total replacement and reconstruction of the I-95/SR 80 interchange; design of a new grade-separated interchange at Military Trail and Red Hill Road; redesign and reconstruction of a significant portion of the north-south crossover; and full-surface widening, permitting, engineering, design, and construction of a new SR 80 bridge over the Loxahatchee River. The new SR 80 more-than-doubles the capacity of the old SR 80. The design engineers succeeded in turning a heavily-used urban arterial into Palm Beach County's first east-west control-access facility.
Over $117 Million of Programmed Future Investments

(plus the I-95/SR 80 PD&E and this Action Plan)
Thousands of new homes have been approved in the western communities, potentially generating 150,000+ new trips per day with ~30,000 of those expected to use SR 80.
STUDY PROCESS
Project Development Process Flowchart

Planning: Time Varies

SR 80 Action Plan is here

PD&E: *2 Years

Design: 2-3 Years

Right of Way: 2-4 Years

Construction

Planning to Construction = 10+ Years

*Based on a Categorical Exclusion Type II Classification
Action Plan Steps

- Data Collection
- Analysis + Alternatives Development
- Alternatives Public Workshop
- Prepare Action Plan Report
- Action Plan Adoption
MULTIMODAL ALTERNATIVE DEVELOPMENT
Overview of Tiered Alternative Development Process

TIER 1

Develop long list of strategies & identify feasibility

Package feasible strategies into alternatives

TIER 2

Evaluate & compare alternatives

Identify recommended alternative
Eastern Section: 20-Mile Bend to Congress Avenue
Alternative 1: Signalized Arterial with Alternative Intersections

- Binks Forest to Royal Palm Beach: widen to 8-lanes
- Royal Palm Beach to Congress: continuous 8-lanes with alternative intersection forms (10 intersections)
Alternative Intersection Example

Play Video
Alternative 1: Segment Typical Section

Existing
8-Lanes
Design Speed = 50 MPH

Proposed: Alternative 1
8-Lanes
Design Speed = 50 MPH
Alternative 2: Grade-Separated Access Controlled Lanes + Frontage Roads

- Binks Forest to Royal Palm Beach: widen to 8-lanes
- Royal Palm Beach to Congress: configure as 6-lane mainline + 4-lane frontage road system from Royal Palm Beach to Congress
Alternative 2: Segment Typical Section

Existing
8-Lanes
Design Speed = 50 MPH

Proposed: Alternative 2
6 Lane Main Line
2, 2-Lane Frontage Roads

Design Speed = 45 MPH
Design Speed = TBD MPH
Design Speed = 45 MPH
Alternative 3: Elevated Access Controlled Lanes + Frontage Roads

- Binks Forest Drive to Forest Hill: widen to 8 lanes
- Forest Hill to Congress: configure 4-lane elevated mainline and 6-lane frontage road system
Alternative 3: Segment Typical Section

**Existing 8-Lanes**
Design Speed = 50 MPH

**Proposed: Alternative 3**
4 Elevated Lanes
2, 3-Lane Frontage Roads
Design Speed = TBD MPH

Design Speed = 45 MPH
Western Section: US-27 to 20-Mile Bend
Multimodal Alternatives from US 27 to Hooker Hwy
(based on identified needs & goals)

- Continuous, Protected Bike Facility
- Alternative Freight Routes
- Main Street Treatment
- Ped Bike Crossing Improvements
- Safety Study
- Transit Service Improvements
- Roadway Rehab
- Transit Hub Relocation
- Study Area

To Pahokee
To East Coast Greenway
To Eastern Communities
Multimodal Alternatives from Hooker Hwy to 20-Mile Bend
(based on identified needs & goals)

Corridor-Wide Greenway

Resurfacing & Lighting

Rehab / Maintenance

Safety Improvements

(incorporate findings from on-going separate studies being conducted)

To LOST Trail

To East Coast Greenway

Study Area
NEXT STEPS
Next Steps

• September 2017 – October 2017:
  • Conduct Alternatives Public Workshop

• November 2017 – January 2018:
  • Prepare reports and complete study