Proposed Long Range Transportation Plan (LRTP) Amendment to Include SR 7 Extension Projects

Palm Beach County, Florida
Project Numbers: 229664-3 (-6) & 229664-4 (-7)
Role of TPA Governing Board in LRTP

• Adopt (and update as needed) a strategic 25-year list of transportation projects and programs
  • Address multimodal transportation demands
  • Guide investments toward the TPA’s vision and performance measure targets

• Not required to identify project-level impacts or mitigation
  • LRTP identifies desired transportation system and mitigation strategies
  • Lead agency for a project must address impacts through permitting process
• Segment 1: 229664-4 (-7)
  • Widen to 4 lane divided roadway
  • Est. construction cost: $20M*

• Segment 2: 229664-3 (-6)
  • New 4 lane divided roadway
  • Est. construction cost: $53M*

*FDOT must obtain TPA Board approval for cost increases exceeding 20 percent
Project Purpose & Need

• Provide regional connectivity from Okeechobee Blvd to Northlake Blvd

• Provide congestion relief for existing demands and approved projects

• Provide increased mobility and reduce crash diversions
Regional Connectivity

- SR 7 is a continuous regional corridor to Miami
- Connecting to Northlake Blvd, another arterial roadway, extends the regional system
Why Congestion Relief?

- **Avenir**: 3,900 units, 2M sf Office, 400k sf Retail, Hotel, School, Park
- **Ancient Tree**: 97 units
- **Indian Trails Grove**: 3,900 units, 350 ksf Commercial
- **Shops at Indian Trails**: 100k sf Retail
- **ITID Vacant Lots**: 780 units, 970 units
- **Westlake**: 6,500 units, Up to 12M sf Commercial, Industrial and Civic Uses

Source: TPA & Palm Beach County
Florida Department of Transportation

8 AM Northbound

10-18 min
7.2 miles

6 min
4.1 miles

Source: TPA & Palm Beach County

5 PM Southbound

12-18 min
7.2 miles

6 min
4.1 miles

Source: TPA & Palm Beach County
There are 4 existing connections between Okeechobee and Northlake in this area. A new connection increases mobility options and reduces crash diversion impacts.
Right of Way (RW)

• All proposed construction is entirely within FDOT RW, except for minor work within County RW on Northlake Blvd.

• All proposed construction is west of and entirely outside of the City of West Palm Beach’s water catchment area (WCA).

• Remaining FDOT RW will serve as a buffer between SR 7 and the WCA.
## Project History & Timeline

<table>
<thead>
<tr>
<th>Year</th>
<th>Action</th>
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<tbody>
<tr>
<td>1948</td>
<td>FDOT obtains 200-ft RW for SR 7</td>
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<tr>
<td>1969</td>
<td>TPA includes SR 7 extension in 1985 LRTP (included in every LRTP update since then)</td>
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<tr>
<td>1977</td>
<td>TPA identifies SR 7 extension as priority project</td>
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<tr>
<td>1985</td>
<td>PBC approves Ibis Development, obtains 120-ft R/W for SR 7</td>
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<tr>
<td>1993-1999</td>
<td>FDOT conducts various planning and feasibility studies</td>
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<tr>
<td>2004</td>
<td>TPA includes project in 2030 LRTP, prioritizes PD&amp;E study</td>
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<tr>
<td>2005</td>
<td>TPA prioritizes projects as #22, FDOT begins PD&amp;E Study</td>
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<td>2006-2014</td>
<td>TPA includes projects in LRTP updates and annual priority lists (#1 &amp; #2 in 2014)</td>
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<td>FDOT conducts project kickoff meeting, Agency/Stakeholder workshops, Corridor alternatives workshops, Resource agency meetings, public hearing (March 21, 2012). FDOT begins final design in 2011</td>
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# Project History & Timeline

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<td>2015</td>
<td>FDOT completes PD&amp;E study &amp; receives LDCA from FHWA</td>
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<td>FHWA approves Environmental Assessment, Finding of No Significant Impact</td>
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<td>2017</td>
<td>FDOT completes design plans/Resource Agencies Issue Permits (May &amp; June 2017)</td>
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<td>2018</td>
<td>FDOT lets projects for construction (April)</td>
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<td>Summer 2019</td>
<td>FDOT withdraws Environmental Resource Permit, cancels construction contract</td>
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<td>Fall 2019</td>
<td>FDOT presents draft FY 21-25 work program to TPA w/ SR 7 funds in FY 22</td>
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<td>TPA endorses work program, commends FDOT for restoring SR 7 funds and working to restore permits (October)</td>
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<td>FDOT refines design plans and updates permitting packages (ongoing)</td>
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<td>TPA directs staff to remove SR 7 projects from 2045 LRTP, adopts LRTP (December)</td>
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<td>February 2020</td>
<td>TPA considering LRTP amendment to include SR 7 projects</td>
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Summary of Responses to SR 7 Projects

• Supported by Port of Palm Beach, Western Communities Council, Royal Palm Beach, Wellington, Loxahatchee Groves and Indian Trail Improvement District

• Supported by 1,100 Members of the Public; Opposed by 109*

• Supported by all three TPA advisory committees

*As of Feb. 18 at midnight
Approval of this LRTP Amendment…

• Includes SR 7 projects in LRTP to address multimodal transportation demands by providing regional connectivity, congestion relief and increased mobility

• Directs FDOT to continue the refinement of the design and associated mitigation through the agency coordination / permitting process

• Allows TPA Board to adopt the FY 21-25 TIP in June with SR 7 funding in FY 2022