



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

**Technical Review Committee (East + West)
Meeting #2 Summary | March 15th, 2016**

West: Belle Glade City Hall | 10:00 AM – 12:00 PM

East: Palm Beach Vista Center Complex | 2:00 PM – 4:00 PM

INTRODUCTION

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. 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. To better inform the study, two Technical Review Committees (TRC) were formed – one for the east end of the corridor and one for the west end of the corridor. The TRCs validate the planning process and provides a direct conduit between the agency staff, elected officials, and the public for developing a successful plan. The TRC meets generally every three months throughout the course of the study to guide the planning and study development process. The second meetings were held on March 15th, 2016 to discuss the existing conditions; public involvement; issues and opportunities; character districts; and goals for the project. The following memorandum summarizes those meetings.

MEETING TIMES AND LOCATIONS

TRC (West) Meeting #2

March 15th 10:00 AM – 12:00 PM

Belle Glade City Hall

110 Dr. Martin Luther King Jr Blvd

Belle Glade, FL

TRC (East) Meeting #2

March 15th 2:00 PM – 4:00 PM

Palm Beach Vista Center Complex

2300 N Jog Road

West Palm Beach, FL

MEETING TOPIC & HANDOUTS

The second TRC meetings were held on March 15th, 2016. The meetings involved a presentation with a hand out and a discussion regarding the issues + opportunities; the goals; and the character districts. Each meeting agenda is included in Appendix A. The presentation and other materials are included in Appendix B.

MEETING ATTENDEES

In total, 12 TRC members attended the west meeting and 20 TRC members attended the east meeting as summarized in the table below. The attendees represented Cities, the County, the MPO, FDOT, and the project team. The sign-in sheet is included in Appendix C.

West TRC Meeting Attendees	
Lillian Tomeu City of Belle Glade ltomeu@belleglade-fl.com 961.992.1607	Miguel Vargas FDOT D4 Project Manager Miguel.vargas@dot.state.fl.us 954.777.4347
Beverly Scott City of Belle Glade bscott@belleglade-fl.gov 561.996.0100	Jack Freeman Kittelson & Associates jfreeman@kittelson.com 407.540.0555
Marcos Montes De Oca MDO Engineering, Inc. marcos@mdo-engineering.com 863.634.2131	Jessica Josselyn Kittelson & Associates jjosselyn@kittelson.com 954.653.6522
Franchesca Taylor PBMPO ftaylor@palmbeachmpo.gov 561.478.5713	Randy Whitfield Kittelson & Associates rwhitfield@kittelson.com 954.826.1730
Jeremy Upchurch FDOT D4 Jeremy.upchurch@dot.state.fl.us 954.777.4279	Chris Romano Kittelson & Associates cromano@kittelson.com 954.653.5633
Lois Bush FDOT D4 Lois.bush@dot.state.fl.us 954.777.4054	Jeff Weidner Marlin Engineering jweidner@marlinengineering.com 305.477.7575

East TRC Meeting Attendees	
Janice Rutau Town of Haverhill jrutau@townofhaverhill.gov 561.689.0370	Greg Fagan – PBMPO CAC greg@sfeci.com 561.714.3054
Bradford O'Brien Village of Royal Palm Beach bobrien@royalpalmbeach.com 561.753.1120	Trisha Stone SFWMD Tstone@sfwmd.gov 561.682.6954
Jonathon Reinsvo Village of Wellington jreinsvo@wellington.gov 561.791.4052	Miguel Vargas FDOT D4 Project Manager Miguel.vargas@dot.state.fl.us 954.777.4347
Michael O'Dell Village of Wellington modell@wellingtonfl.gov 561.753.2552	Lois Bush FDOT D4 Lois.bush@dot.state.fl.us 954.777.4054
Fred Stubbs PalmTran fstubbs@pbcgov.org 561.841.4222	Cesar Martinez FDOT D4 Cesar.martinez@dot.state.fl.us 954.777.4653
Kim Samson AECOM / Turnpike Planning kim.samson@dot.state.fl.us 954.934.1106	Jack Freeman Kittelson & Associates jfreeman@kittelson.com 407.540.0555
Bob Kraus PBC-ERM bkraus@pbc.gov 561.233.2476	Jessica Josselyn Kittelson & Associates jjosselyn@kittelson.com 954.653.6522
George Webb PBC Engineering gwebb@pbcgov.org 561.355.2005	Randy Whitfield Kittelson & Associates rwhitfield@kittelson.com 954.826.1730
Khorshid Mohyuddin PBC Planning	Chris Romano Kittelson & Associates

East TRC Meeting Attendees	
kmohyudd@pbcgov.org 561.543.2772	cromano@kittelerson.com 954.653.5633
Sally Channon PBC – ERM schannon@pbcgov.org 561.233.2429	Jeff Weidner Marlin Engineering jweidner@marlinengineering.com 305.477.7575

MEETING SUMMARY

The kick-off presentation, included in Appendix A, covered the following topics at both the east and west meeting:

- Introductions and meeting purpose
- Recap of October 14, 2015 TRC Meeting #1
- Overview of Activities Since TRC Meeting #1
- Existing Conditions & Trends
 - Traffic; Development; Safety; Ped/Bike & Transit; Freight; Social, Cultural, & Natural Environment; Structural & Utilities; Existing/Effective & Planned Networks; and Public & Stakeholder Feedback
- Existing Conditions & Trends Synthesis
- Guiding Goals Discussion
- Next Steps & Schedule

Questions and comments were invited and discussed throughout the meetings. At the end of the presentation, the TRC members were given the opportunity to comment on the existing conditions & trends synthesis and the guiding goals discussion as well.

West TRC Meeting Discussion and Comments

At the West TRC, there were several points of discussion throughout the meeting, as follows:

- There were a number of comments relating to the presentation. These include:
 - Adding number of lanes to the 2010/2040 volume comparison to illustrate capacity issues and planned changes.
 - Add the Existing and Future traffic conditions from Seminole Pratt Whitney to the LOS maps to show impacts from major developments.
 - Add the ILC to the known developments map.
 - There is a proposed affordable housing development (Section 108) called Calusa Estates in the northwestern quadrant of the intersection of SR 80 and SR715. Many of these residents will likely not have vehicles.
 - Consider weighting the crashes by severity. It was noted that FDOT is already looking at truck safety issues in the western portion of the corridor.
 - Belle Glade Express no longer runs weekend service, although it might be something to consider in this study. This could be discussed with PalmTran.

- Regarding pedestrian and bicycle infrastructure, bike lanes are not a hope topic in the Belle Glade community although there are many bicyclists that may benefit from better bicycle infrastructure. This is especially true around the bend in Belle Glade. Many people currently opt to take SR 715 instead, and there is a bike path to the College. A lot of people walk in the area around Avenue L.
- A trail connecting Belle Glade to LOST is desired.
- Walking and bicycling paths are critically missing from SR 80.
- The idea of SR 715 becoming a freight corridor and SR 80 becoming more of a main street with the best pedestrian and bicycle infrastructure was once again discussed and the TRC members expressed their support for this idea.
- Comparing the connected road network to the approved developments to create a better understanding of the roads serving the developments.
- Regarding the issues and opportunities summary, the following suggestions were made:
 - Highlight Tory Island as a destination.
 - People commute from Clewiston for Work and US 27 is the only existing option for connectivity. Better connectivity is desired.
 - Consider adding trails to the map, if they are helpful.
 - There was a lot of discussion pertaining to adding solutions to this map, such as greenways. It was reiterated that it is intended to show issues, and while the solution may be apparent to some, they will be displayed in a different format and not as part of this graphic.
- The discussion on Character Districts focused on the following:
 - Extend the "Village" Character District encompassing Belle Glade up to the Hooker Highway Intersection.
 - Although the TRC liked the term "Village," they suggested consulting the Comprehensive Plan to see if there are any other phrases noted.
- The TRC members agreed with the goals.

East TRC Meeting Discussion and Comments

As with the West TRC, there were several points of discussion throughout the meeting at the East TRC, as follows:

- The comments relating to the presentation include:
 - There was discussion regarding the interpretation of the delay presented, so clarification will be added regarding the calculation methods and what the # of stops refers to. The delay should be presented in minutes, and it should be shown directionally. Morning and afternoon should be shown separately as well. Finally, it was noted that the study should incorporate the new right turn lanes at the Turnpike and at Pike Road, which could eliminate them as potential study intersections.
 - There was a desire to see Peak Hour LOS conditions as well as daily conditions.

- Belvedere Road should be included in the 2010/2040 volume comparison figures. In general, there was a request for comparison of parallel corridors for diversion of traffic.
- The ILC should be included in known developments.
- There was a lot of discussion regarding the inclusion of proposed developments. For example, the Indian Trails District Plan update includes increased densities, although it is not yet approved. It was determined that there needs to be a cutoff point, and the addition of a latency factor could help to make up for this. It was also noted that the model projects development beyond what it is approved, so it needs to be determined if those projects are capturing the proposed developments.
- It was noted that it is faster to bike than take a bus from Royal Palm Beach to Belle Glade.
- The right of way map should be compared to the thoroughfare map to ensure accuracy.
- Regarding the issues and opportunities summary, the following suggestions were made:
 - The compatibility of land uses and developments needs to be assessed against SIS needs. The issue could be titled, "Incompatibility between transportation and land use."
 - The need for event management or safe/efficient event access could be added as an issue.
 - The intersection of SR 7 and SR 80 is dangerous. People do not know how to navigate the triple left and go the wrong way. The crashes there need to be analyzed on SR 7, not SR 80 as SR 7 goes underneath SR 80.
 - Consider showing Belvedere differently, as it does not serve the same function as SR 80.
- The only comment on the Character Districts map was to consider if the term "exurban" should be used and if it has any relevance.
- The TRC members agreed with the goals.

Next Steps Discussion

Both the east and west meetings concluded with a next steps discussion. The TRC members were notified that the next presentation would discuss alternatives and would include a more extensive analysis of the traffic conditions and there would be public meetings between now and then.

APPENDIX A: AGENDA



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

FM No. 435162-1

TRC Meeting #2 Agenda

March 15, 2016

WEST: Belle Glade City Hall, 10 AM to 12 PM

EAST: Palm Beach MPO, 2 PM to 4 PM

- I. Introductions**
- II. Recap of October 14, 2015 TRC Meeting #1**
- III. Overview of Activities Since TRC Meeting #1**
- IV. Existing Conditions & Trends**
 - a. Traffic
 - b. Development
 - c. Safety
 - d. Ped/Bike & Transit
 - e. Freight
 - f. Social, Cultural and Natural Environment
 - g. Structural & Utilities
 - h. Existing/Effective & Planned Networks
 - i. Public and Stakeholder Feedback
- V. Existing Conditions & Trends Synthesis**
 - a. Issues & Opportunities
 - b. Character Districts
- VI. Guiding Goals Discussion***
- VII. Next Steps and Schedule**
- VIII. Other**

***MEETING ACTION: TRC to approve the final set of guiding goals that the Consultant Team will use to aid in the development of Conceptual Alternatives.**

APPENDIX B: PRESENTATION + HAND OUTS



SR 80 Corridor Action Plan

From US-27 to I-95

Existing Conditions + Guiding Goals

March 15, 2016 TRC Meeting #2



Agenda



- Introductions



- Recap of Last TRC Meeting (October 14, 2015)



- Overview of Activities Since TRC Meeting #1



- Existing Conditions & Trends



- Existing Issues & Trends Synthesis

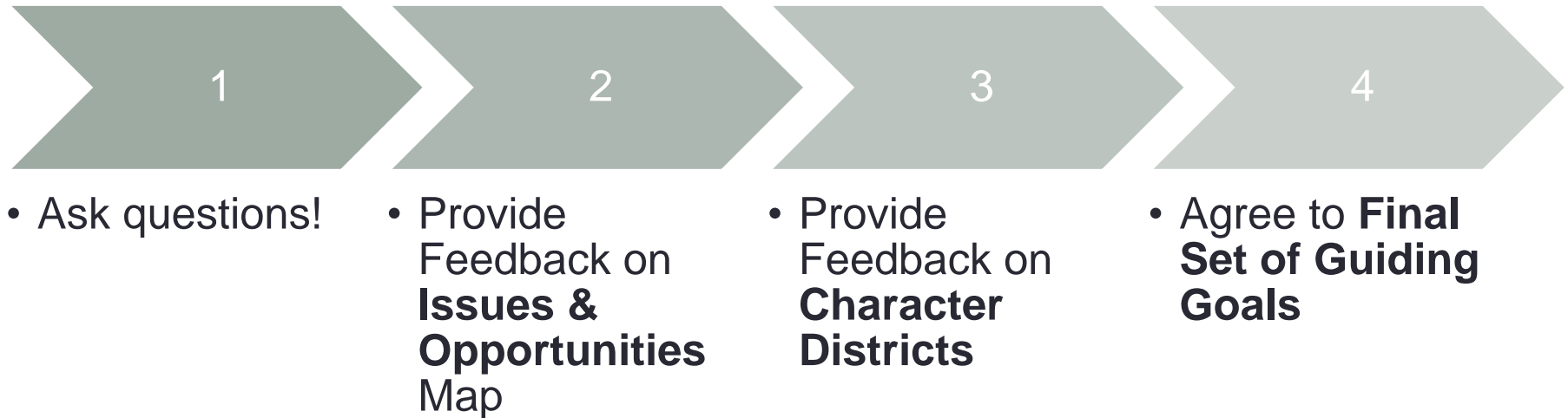


- Guiding Goals Discussion



- Next Steps and Schedule

REQUESTS & ACTIONS FOR TODAY



Agenda



- **Introductions**

- Recap of Last TRC Meeting (October 14, 2015)

- Overview of Activities Since TRC Meeting #1

- Existing Conditions & Trends

- Existing Issues & Trends Synthesis

- Guiding Goals Discussion

- Next Steps and Schedule

Agenda



- Introductions



- **Recap of Last TRC Meeting (October 14, 2015)**



- Overview of Activities Since TRC Meeting #1



- Existing Conditions & Trends



- Existing Issues & Trends Synthesis



- Guiding Goals Discussion



- Next Steps and Schedule

Agenda



- Introductions



- Recap of Last TRC Meeting (October 14, 2015)



- **Overview of Activities Since TRC Meeting #1**



- Existing Conditions & Trends



- Existing Issues & Trends Synthesis



- Guiding Goals Discussion



- Next Steps and Schedule

Agenda



- Introductions



- Recap of Last TRC Meeting (October 14, 2015)



- Overview of Activities Since TRC Meeting #1



- **Existing Conditions & Trends**



- Existing Issues & Trends Synthesis



- Guiding Goals Discussion

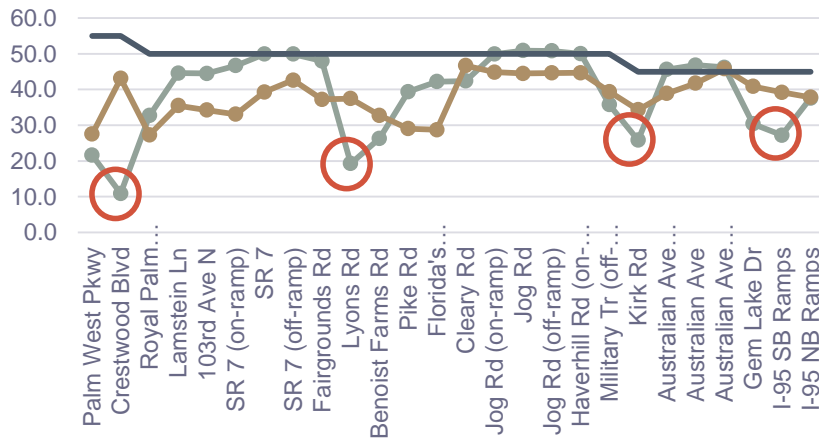


- Next Steps and Schedule

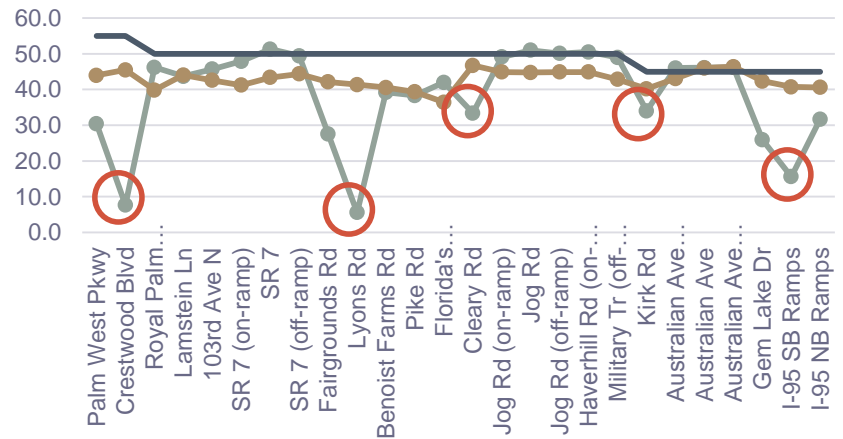
TRAFFIC

Travel Speed and Delay

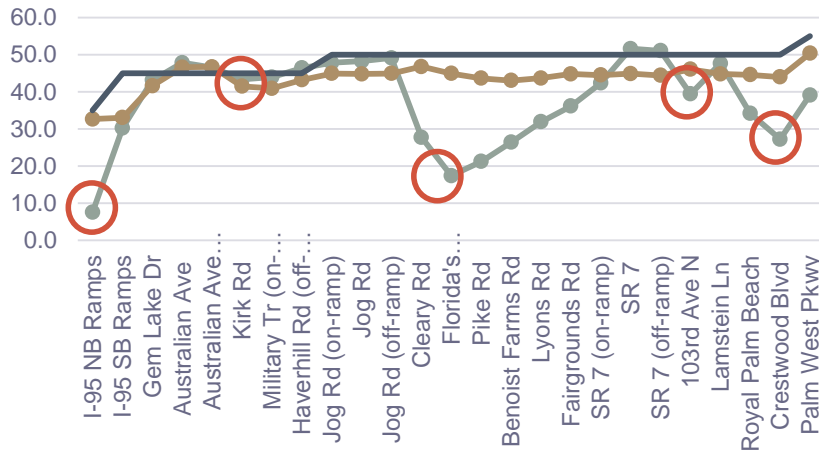
Field Measured vs SERPM Comparison (EB AM)



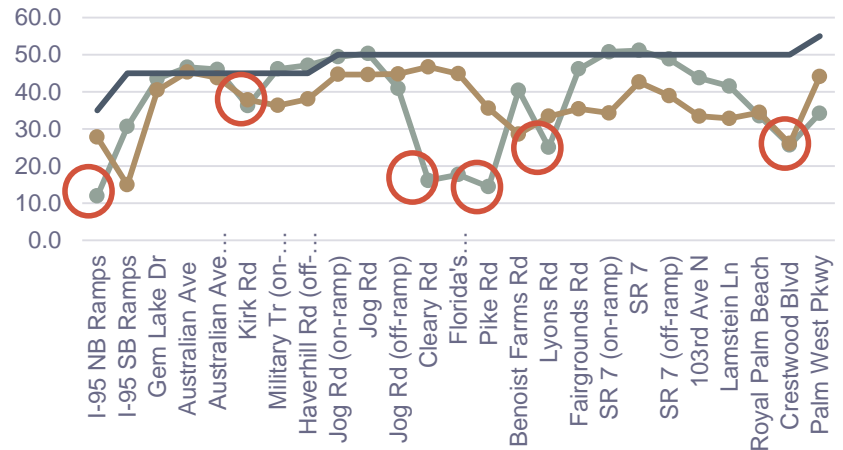
Field Measured vs SERPM Comparison (EB PM)



Field Measured vs SERPM Comparison (WB AM)



Field Measured vs SERPM Comparison (WB PM)



Field Measured SERPM Speed Limit

Field Measured SERPM Speed Limit

Travel Speed and Delay

Intersection	Delay (s)	# of Stops
Lyons Rd	373.9	5.6
Crestwood Blvd	271.7	4.0
Cleary Rd	85.9	2.3
FL Turnpike	83.8	1.5
I-95 NB Ramps	75.9	1.8
I-95 SB Ramps	71.7	1.4
Pike Rd	64.2	1.3
Royal Palm Beach Blvd	51.9	1.2
Benoist Farms Rd	60.6	1.5
Palm West Pkwy	50.2	2.1

Existing Conditions



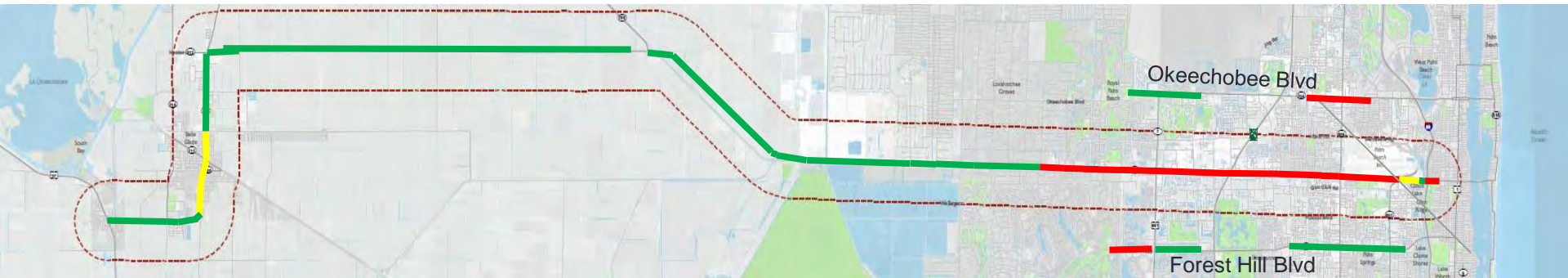
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- LOS A/B
- LOS C
- LOS D
- LOS E
- LOS F

2010 to 2040 Volume Comparision

2014 to 2040 Volume Comparison						
Location	2014 Existing Volumes	2014 Existing LOS	Model Volumes	2040 LRTP LOS	2040 SE+ Model Volumes	2040 SE+ LOS
SR 80 - East of US 27	16600	C	14250	C	15390	C
SR 80 - North of MLK Blvd/CR 880	20500	C	19980	C	18800	C
SR 80 - West of Sugar House Road	8900	C	19900	C	20010	C
SR 80 - East of CR 880 @ 20 mile Bend	13100	C	29940	C	28720	C
SR 80 - East of Seminole-Pratt Whitney Rd.	28500	C	55860	C	53780	C
SR 80 - West of Forest Hill Blvd.	41500	F	66850	F	66080	E
SR 80 - East of Forest Hill Blvd.	56000	C	79510	F	77230	F
SR 80 - West of SR 7	67000	C	97670	F	97660	F
SR 80 - East of SR 7	69500	C	90670	F	89710	F
SR 80 - West of Florida's Turnpike	67500	C	107250	F	107220	F
SR 80 - East of Florida's Turnpike	67500	C	92210	F	93820	F
SR 80 - West of Jog Road	73500	C	96720	F	98300	F
SR 80 - West of Haverhill Road	71000	C	110770	F	115030	F
SR 80 - East of Military Trail	70500	C	99400	F	102260	F
SR 80 - West of Congress Ave/Australian Ave	59500	C	80120	D	81450	F
SR 80 - East of Congress Ave/Australian Ave.	58000	C	66020	C	67580	C
SR 80 - East of I-95	31500	C	44330	F	44900	F
Forest Hill Blvd - West of SR 7	45500	C	70440	F	67390	F
Forest Hill Blvd - East of SR 7	36000	C	52050	C	48780	C
Forest Hill Blvd - West of Military Trail	40500	C	54150	C	53350	C
Forest Hill Blvd - East of Military Trail	41000	C	53740	C	53850	C
Okeechobee Blvd - West of SR 7	39000	C	76550	C	77000	C
Okeechobee Blvd - East of SR 7	47000	C	67020	C	67880	C
Okeechobee Blvd - West of Military Trail	64000	C	87770	F	91970	F
Okeechobee Blvd - East of Military Trail	57500	C	89000	F	94890	F

Future Conditions

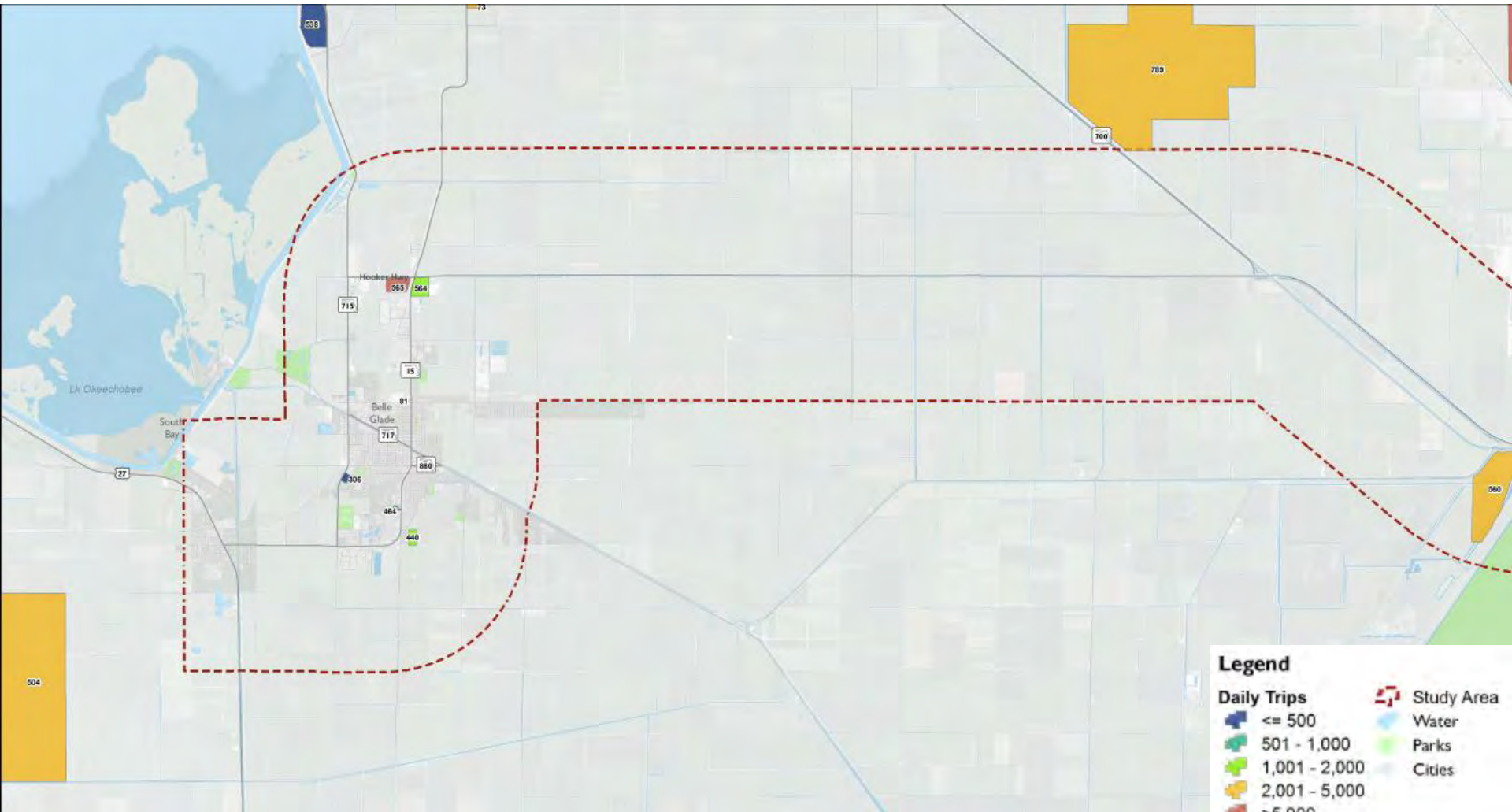


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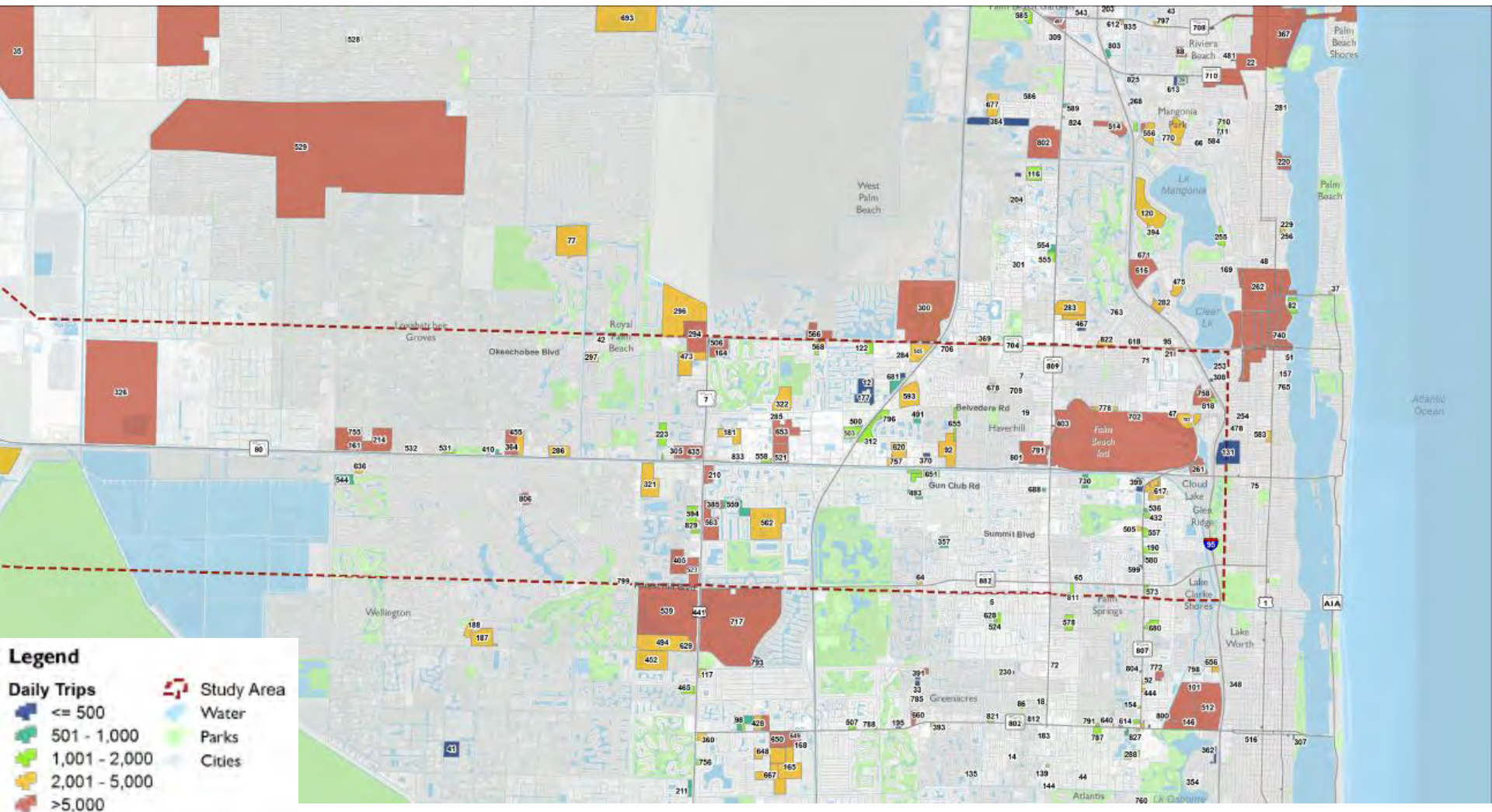
- LOS A/B
- LOS C
- LOS D
- LOS E
- LOS F

DEVELOPMENTS

Known Developments - West



Known Developments - East

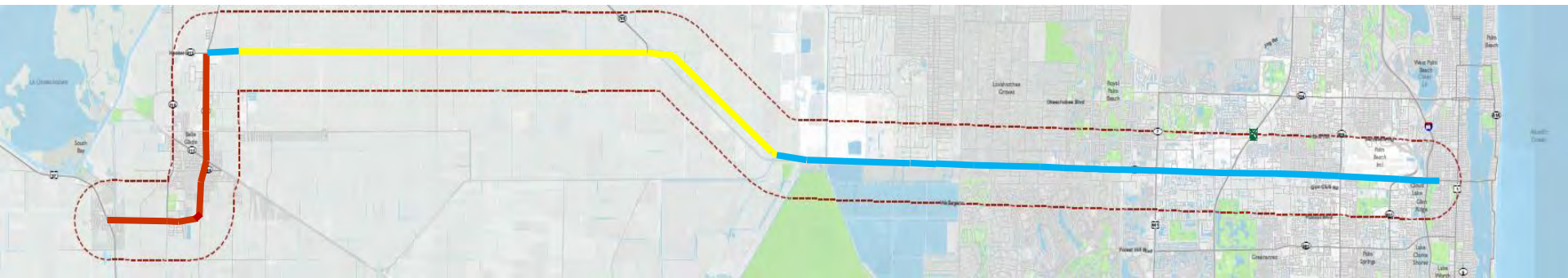


SAFETY

Safety

Legend

- Critical Crash Ratio > 1.0
- Critical Crash Ratio 0.80 – 1.0
- Critical Crash Ratio < 0.80

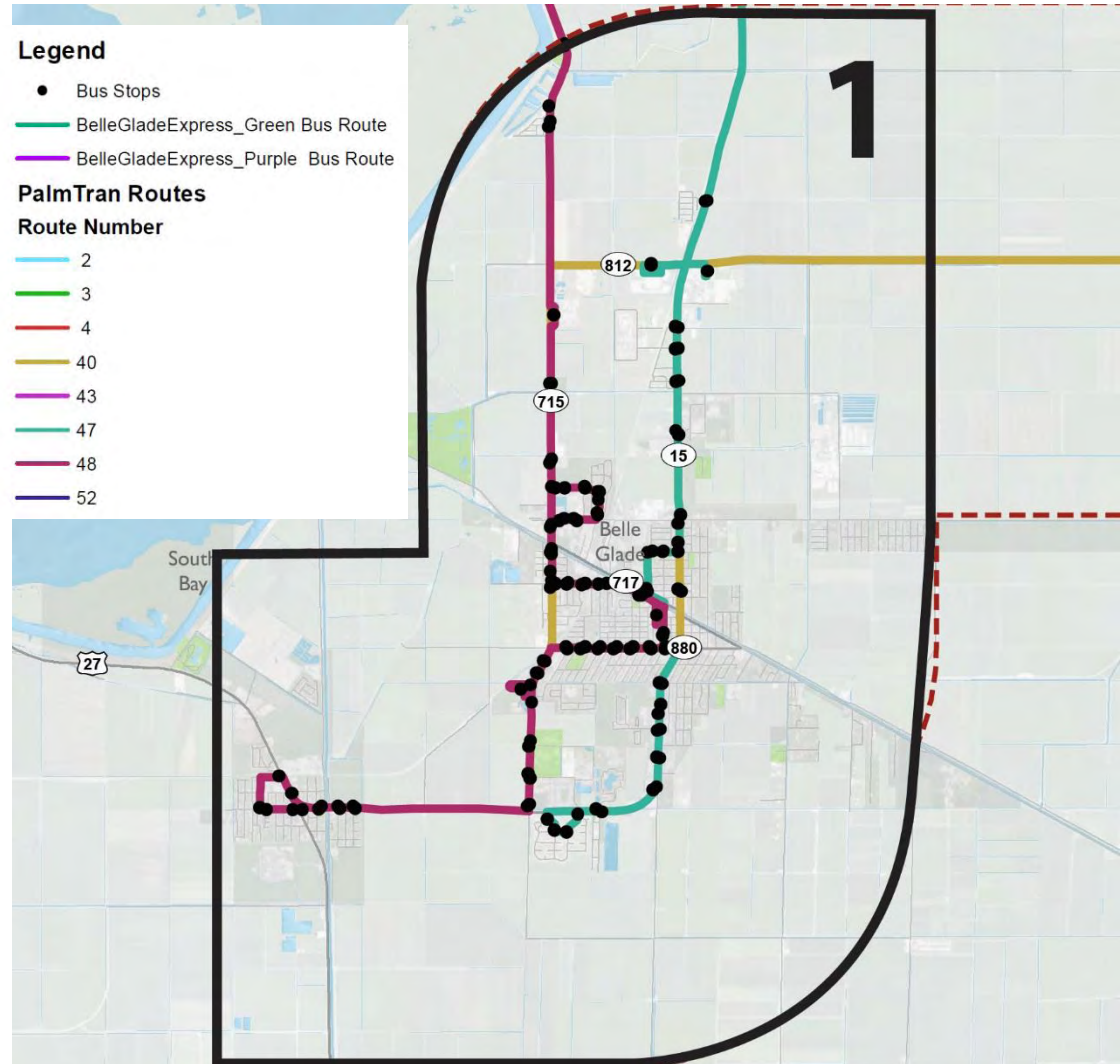


Segment	Length (mi.)	2010-2014 Averages				2010-2014 Fatalities
		AADT	# Crashes	PB Safety Ratio	D4 Safety Ratio	
US 27 to Hooker Hwy.	3.01	14,900	63	1.221	0.967	3
Hooker Hwy. to Sugar House Rd.	0.978	9,600	6	0.388	0.312	0
Sugar House Rd. to CR 880	17.268	9,400	30	0.849	0.958	5
CR 880 to Lion Country Safari Rd.	4.405	14,600	5	0.402	0.427	2
Lion Country Safari Rd. to Palms West Pkwy.	4.405	28,600	35	0.280	0.217	3
Palms West Pkwy. to 103rd Ave.	2.369	50,900	52	0.483	0.279	1
103rd Ave. to Turnpike	3.08	58,900	106	0.677	0.384	2
Turnpike to I-95	5.76	51,800	105	0.459	0.252	4

PEDESTRIAN, BICYCLE, & TRANSIT

Transit Routes and Stops

- Palm Tran Route 40 provides regional connections to the east
- 40 stops at West Tech and Hospital all day but only 2 runs through Belle Glade in AM peak
- Belle Glade Purple and Green Routes are wave down service
- Good route coverage and number of stops
- Service levels range from 15 to 16 hours, 30 minute headways weekday to 9 hours of service 1 hour headways on Sunday



Transit Routes and Stops

- Very few transit stops along SR 80 compared to north south routes
- Route 40 generally provides regional service between Belle Glade, Wellington and West Palm Beach
- Generally performs as a limited stop/line haul service
- No stops for destinations between SR 7 and Haverhill Rd
- No connection to Haverhill Rd and Military Trail services

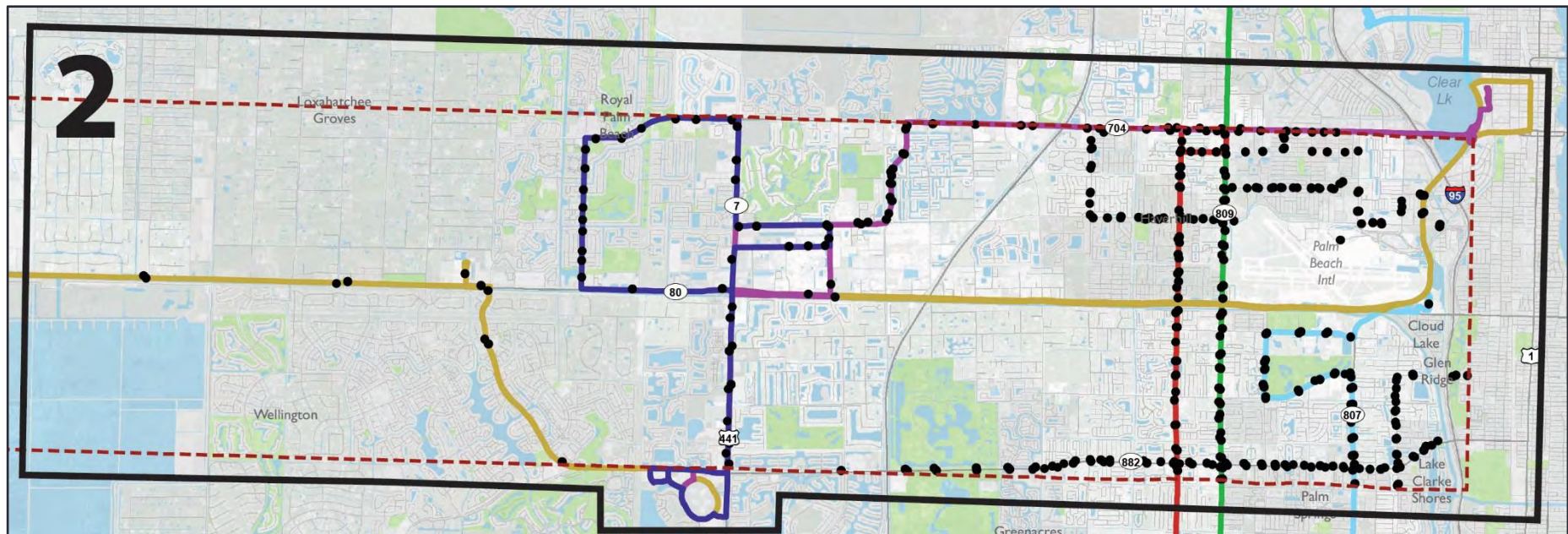
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- Bus Stops

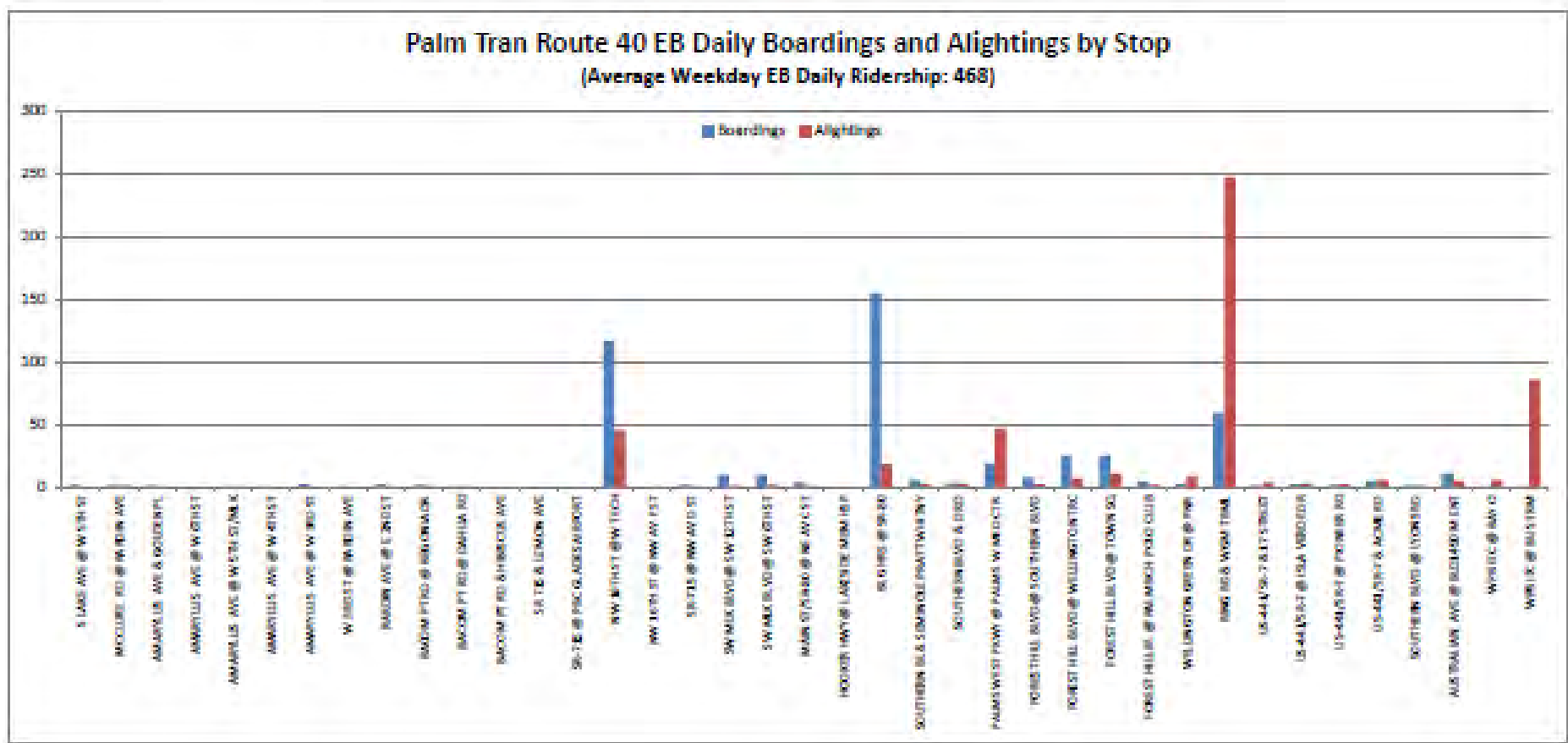
PalmTran Routes

Route Number

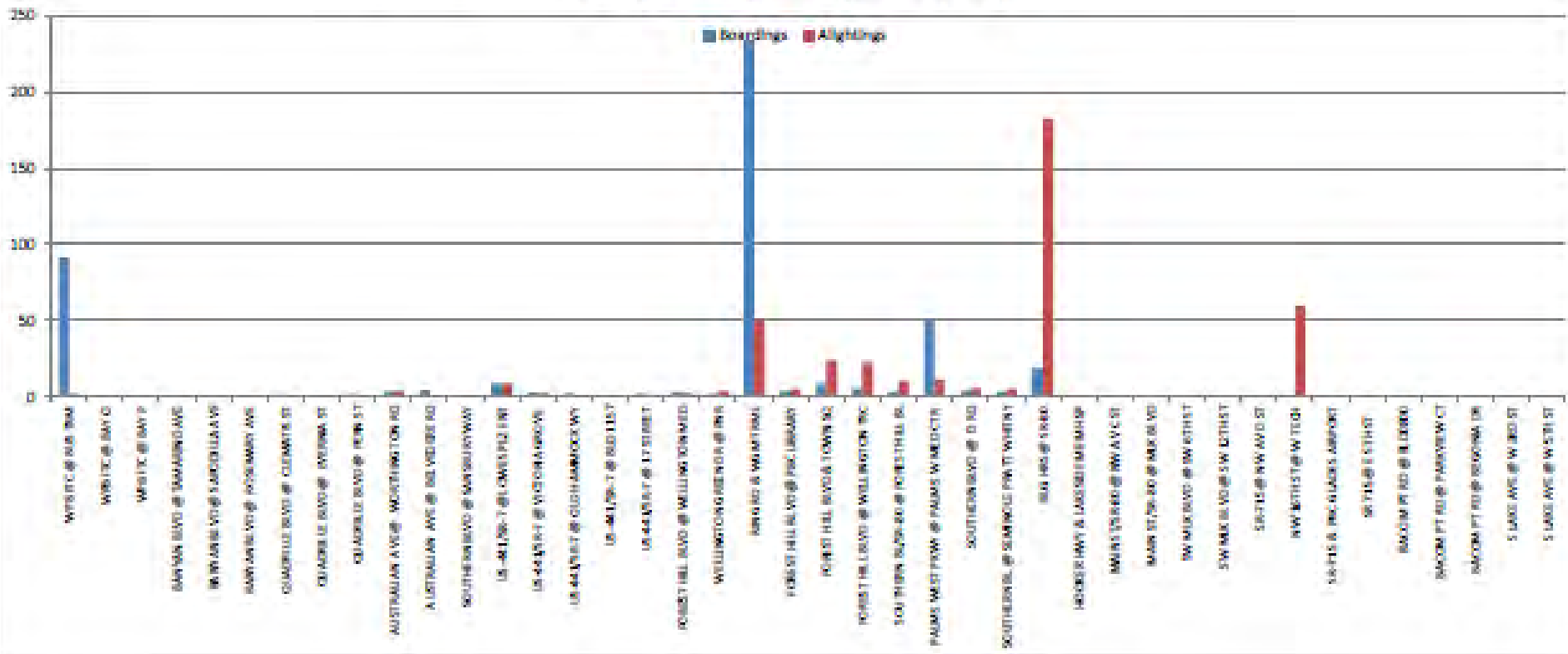
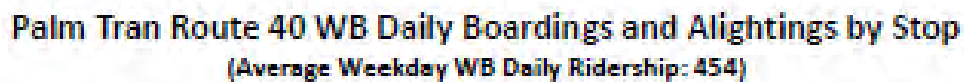
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- 3
- 4
- 40
- 43
- 47
- 48
- 52



Route 40 Ridership (EB)

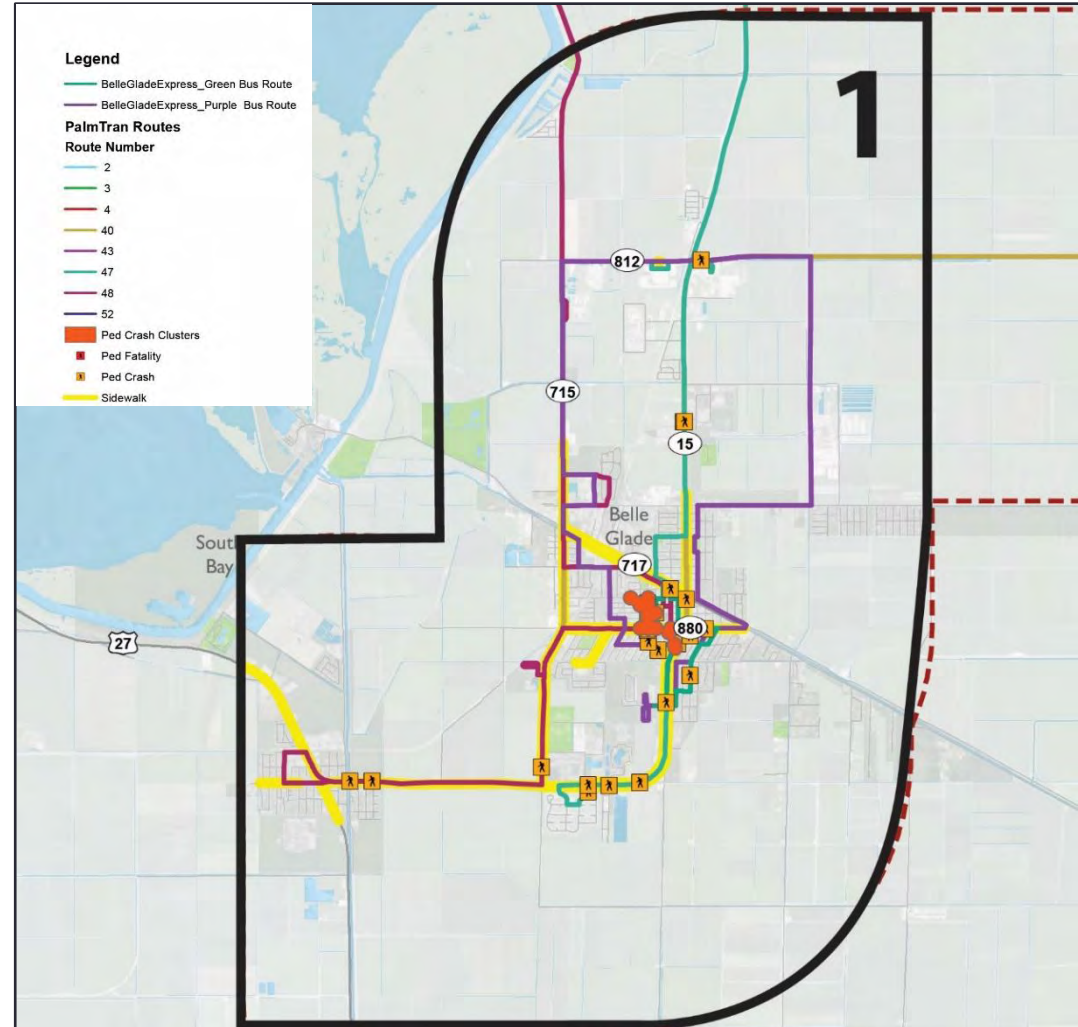


Route 40 Ridership (WB)



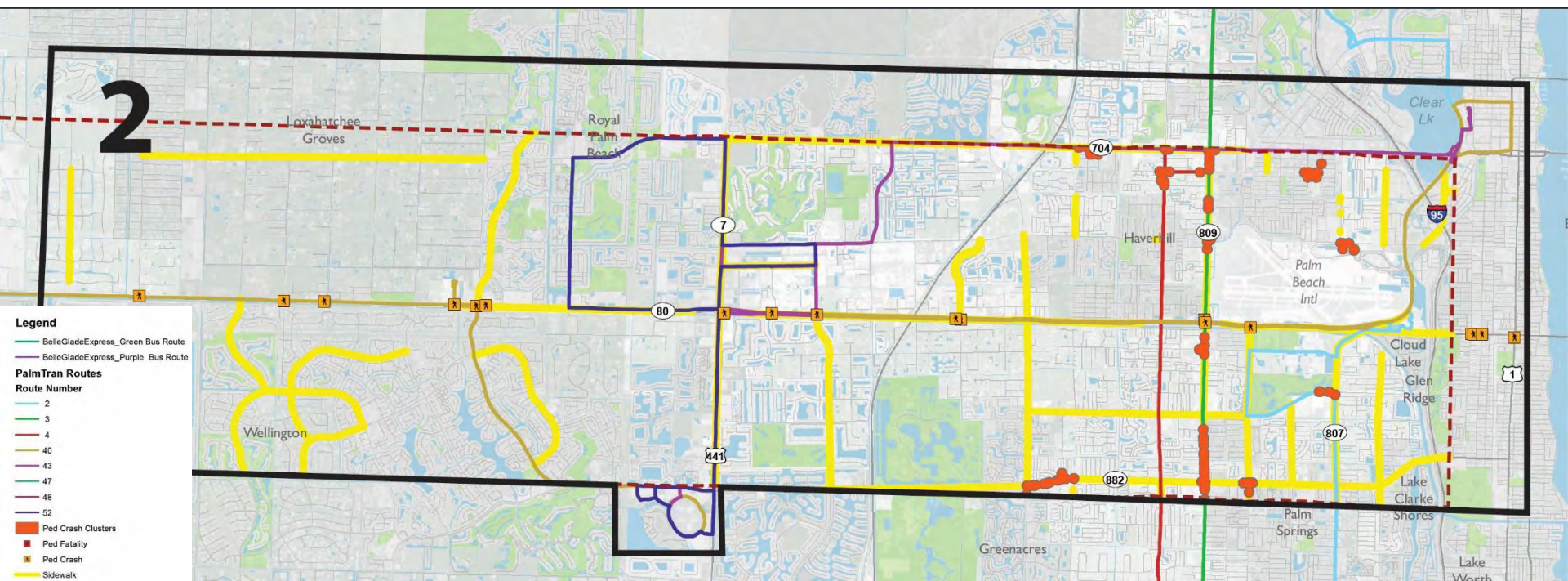
Bus Routes with Sidewalks, Pedestrian Crashes and Crash Clusters

- Appears to be some correlation between bus stops and crashes
- Good sidewalk coverage
- 1 Crash cluster does exist on SR 80 where Palm Tran Route 40 meets with Belle Glade Purple and Green Routes
- Need improved sidewalk separation or barrier between US 27 and SR 715
- Intersection at SR 715 needs improved sidewalk facilities
- Need improved bicycle and sidewalk connections on SR 715 to Pioneer Park from SR 80



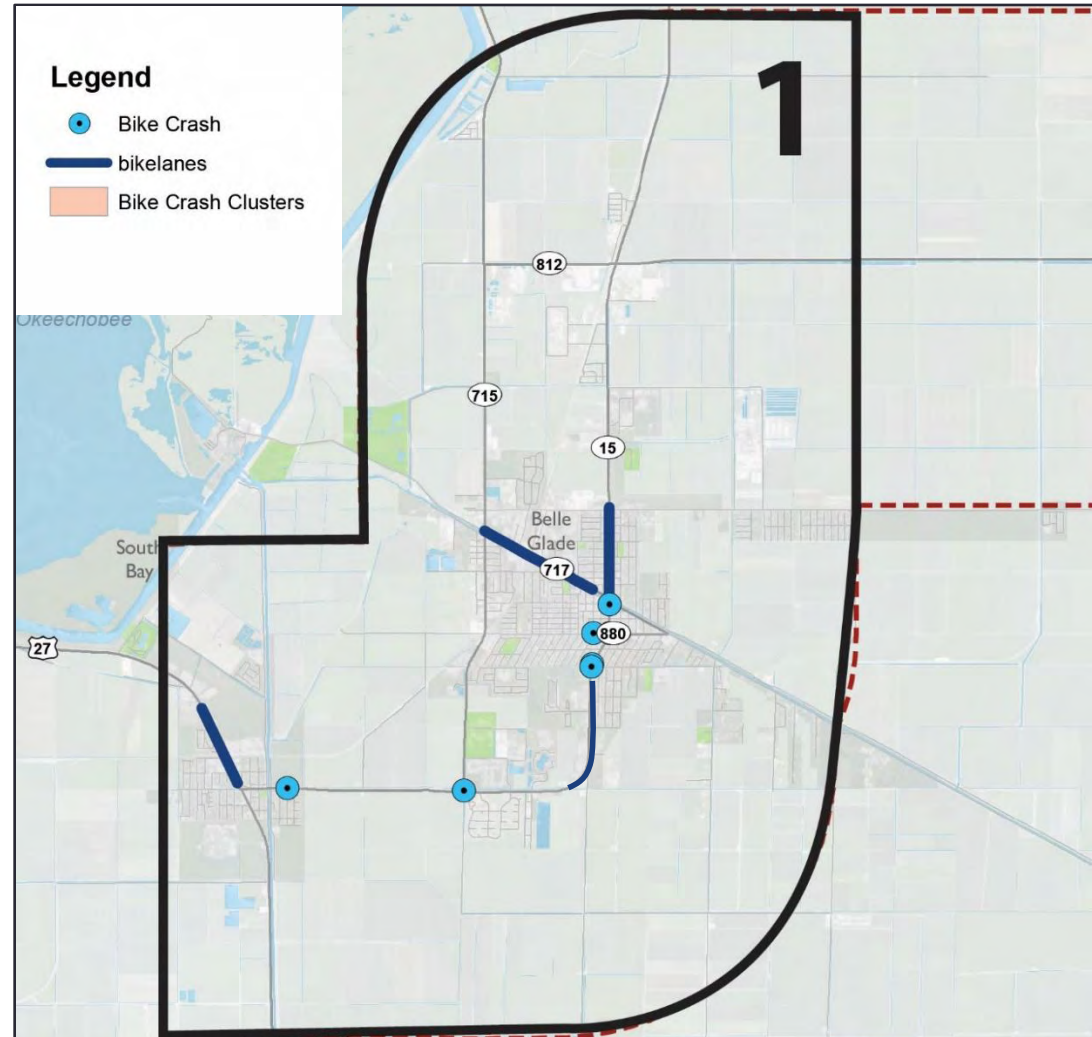
Bus Routes with Sidewalks, Pedestrian Crashes and Crash Clusters

- No sidewalks on SR 80 from CR 880 to Forest Hill Blvd. 4 pedestrian crashes have occurred in this section
- Most significant pedestrian crash location in this section is at Forest Hill Blvd.
- No pedestrian crash clusters on east section
- Most significant cluster is on Military Trail just south of SR 80
- Bus service along SR 80 is not direct, but diverts north and south



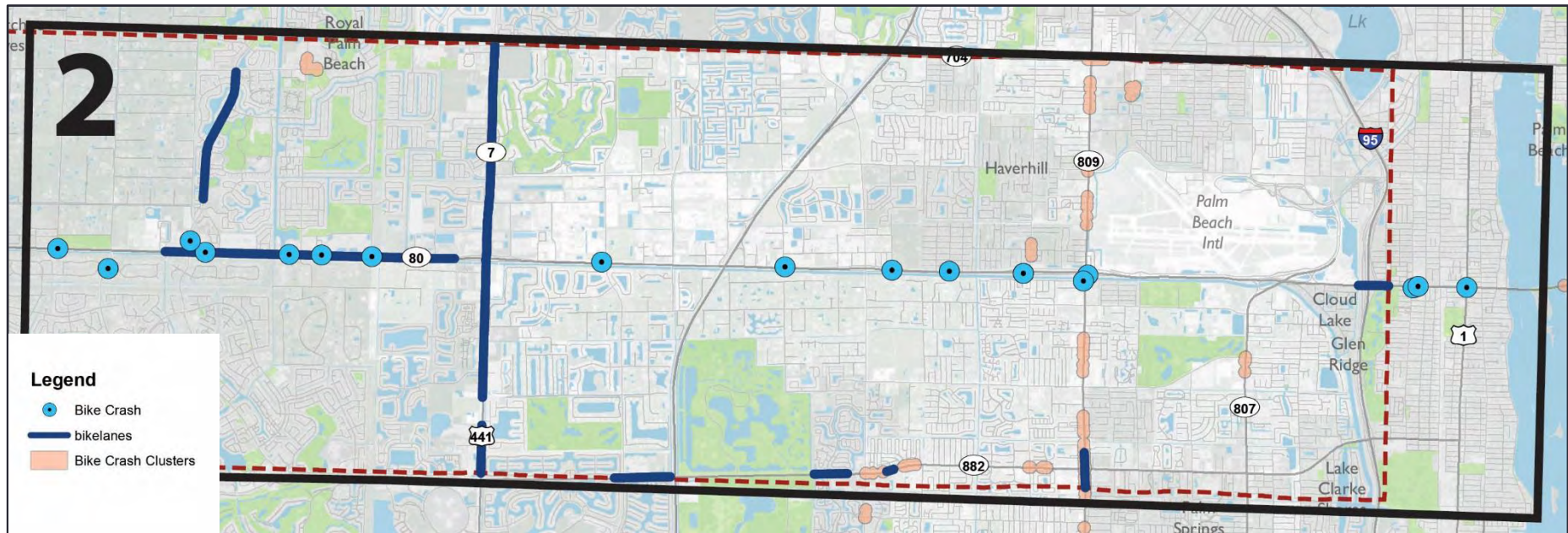
Bike Facilities and Bicycle Crashes and Crash Clusters

- No bike crash clusters in this area
- Wide pavement through Belle Glade
- Outside lanes vary from a turn lane, to buffered bike lane, to on-street parking to a bike lane to a narrow shoulder
- There bike lane section of the buffered bike lane is too0 wide
- Observations have identified trucks parking in bike lanes, buffered bike lanes
- The map show only 4 crashes in 5 years. All the crashes occur on links with no bike lanes.



Bike Facilities and Bicycle Crashes and Crash Clusters

- No bicycle lanes west of Palms West Parkway
- There are no crash clusters on SR 80 however 12 crashes do occur sporadically along the eastern section study area
- Crashes occur on links with bike lanes and links without bike lanes
- However, on SR 7, the only roadway with some consistent bike infrastructure there are no crashes or clusters




Greenways

- Limited Greenways exist with no connectivity
- The regional greenway network is incomplete
- A potential separated facility for connecting east to west would be ideal (*part of Regional Greenways Plan*)



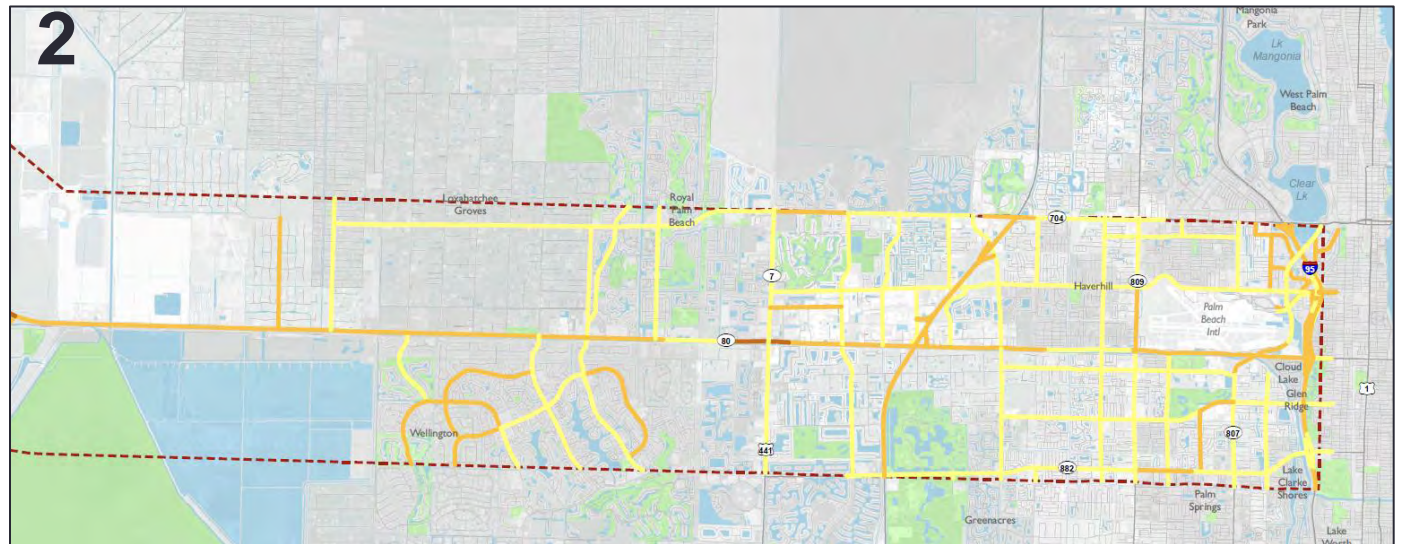
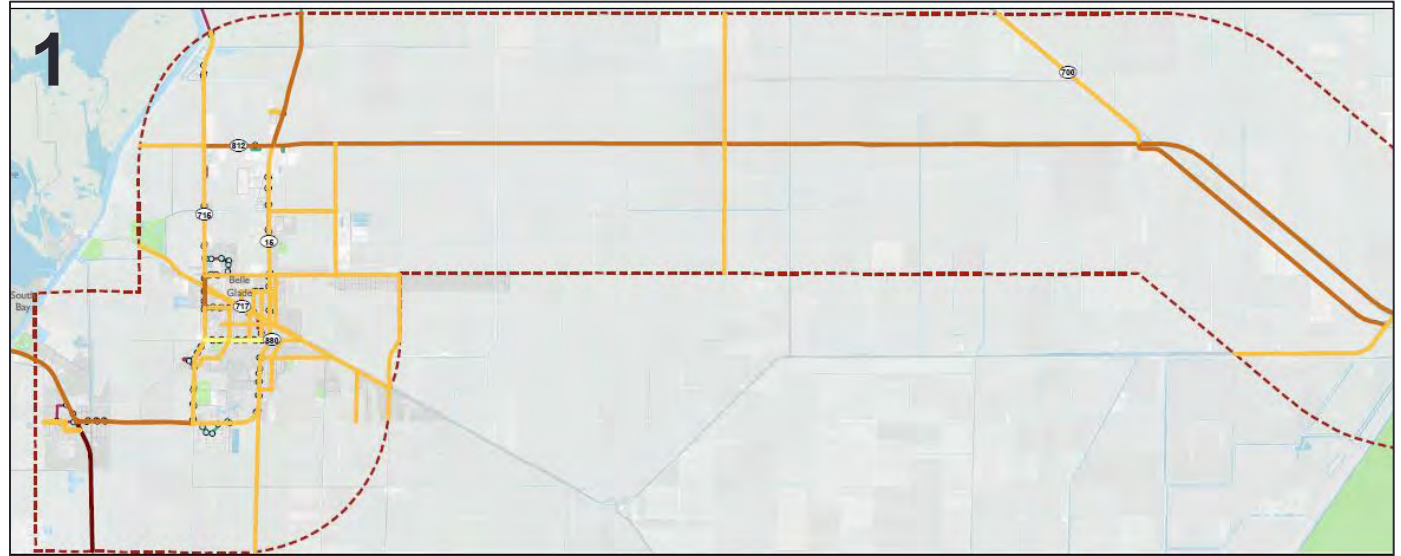
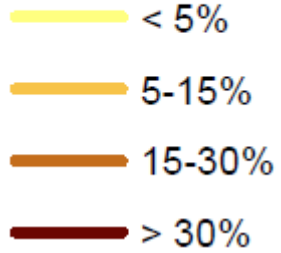
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 Existing Greenways

FREIGHT

Truck Percentage

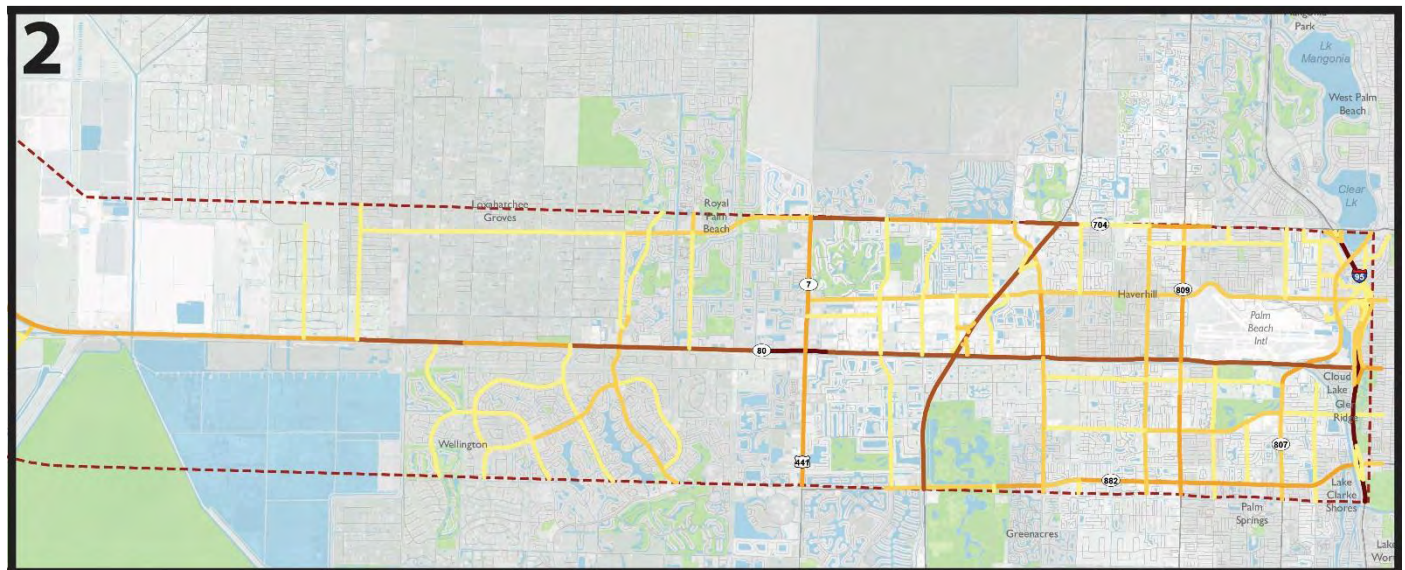
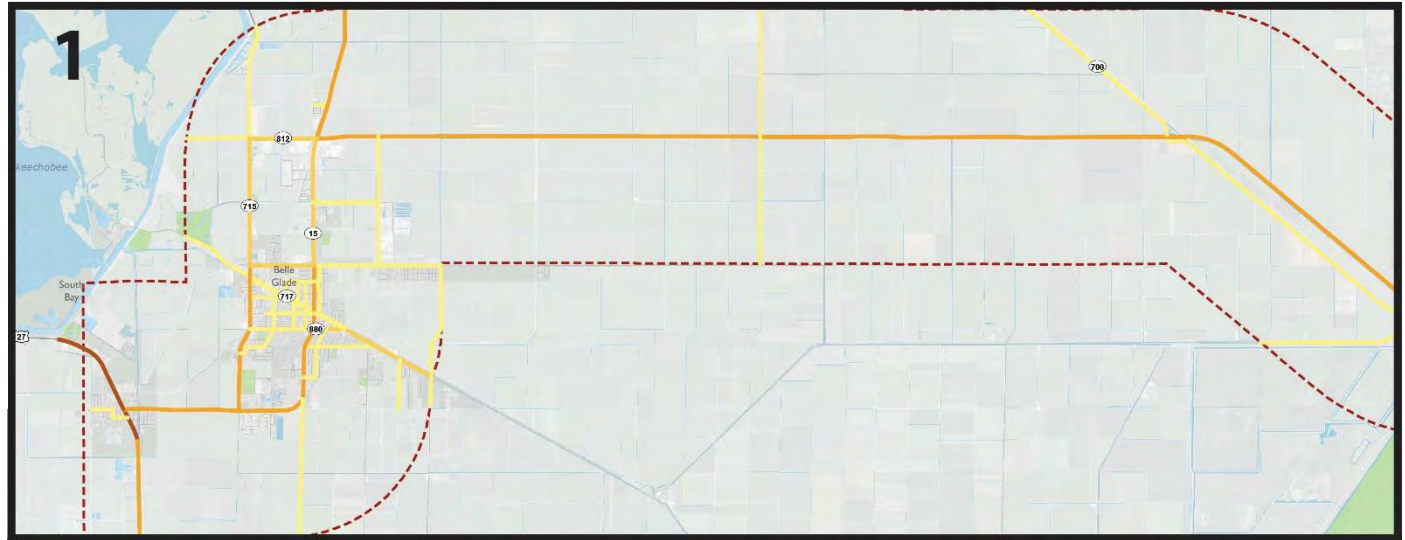
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Trucks AADT

Legend

- 1 - 500
- 501 - 1296
- 1297 - 2955
- 2956 - 7380
- 7381 - 15984



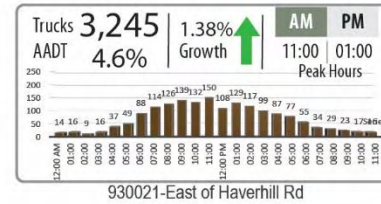
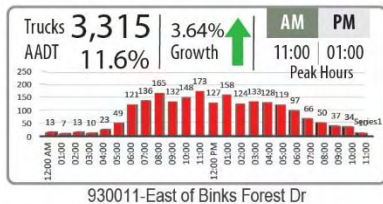
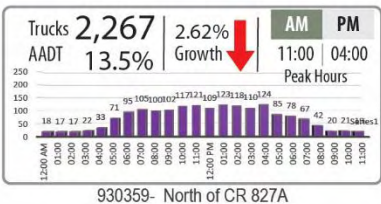
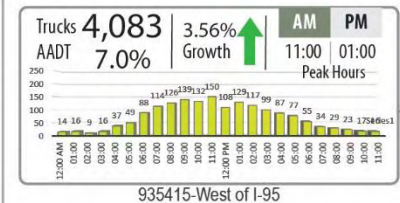
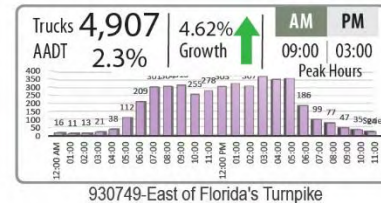
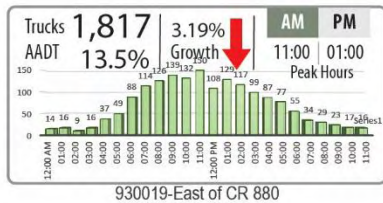
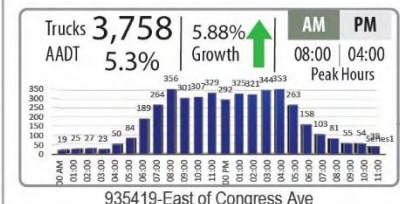
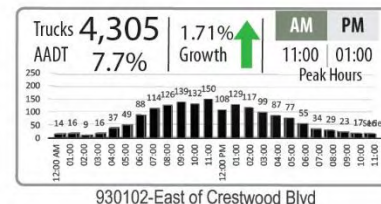
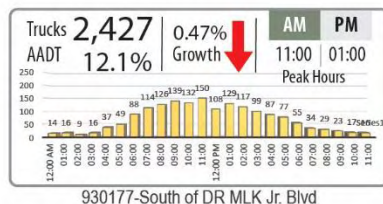
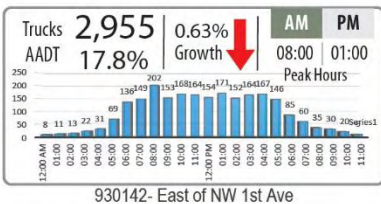
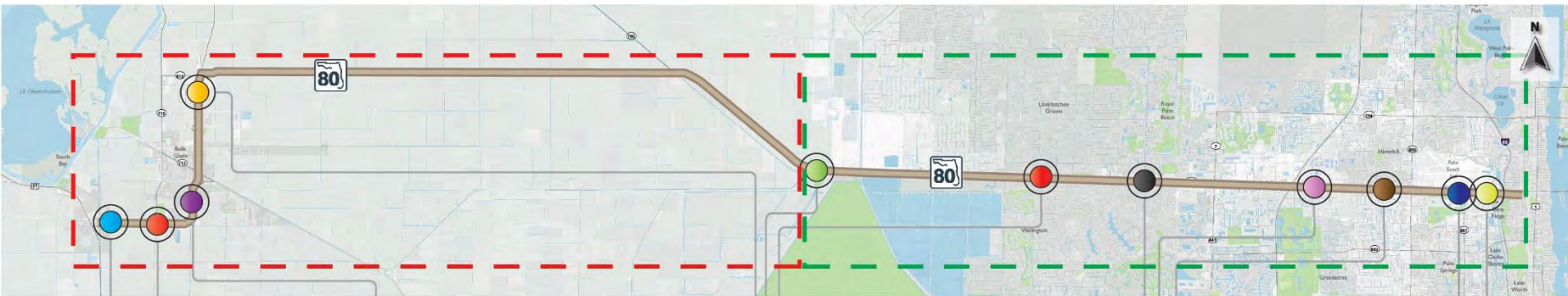
--- Lower Volume Higher Percentage West of CR 880

--- Higher Volume Lower Percentage East of CR 880

Truck Growth Rate (2010-2014) Negative from US 27 to East of CR 880

Truck Growth Rate (2010-2014) Significantly Positive from CR 880 to I-95

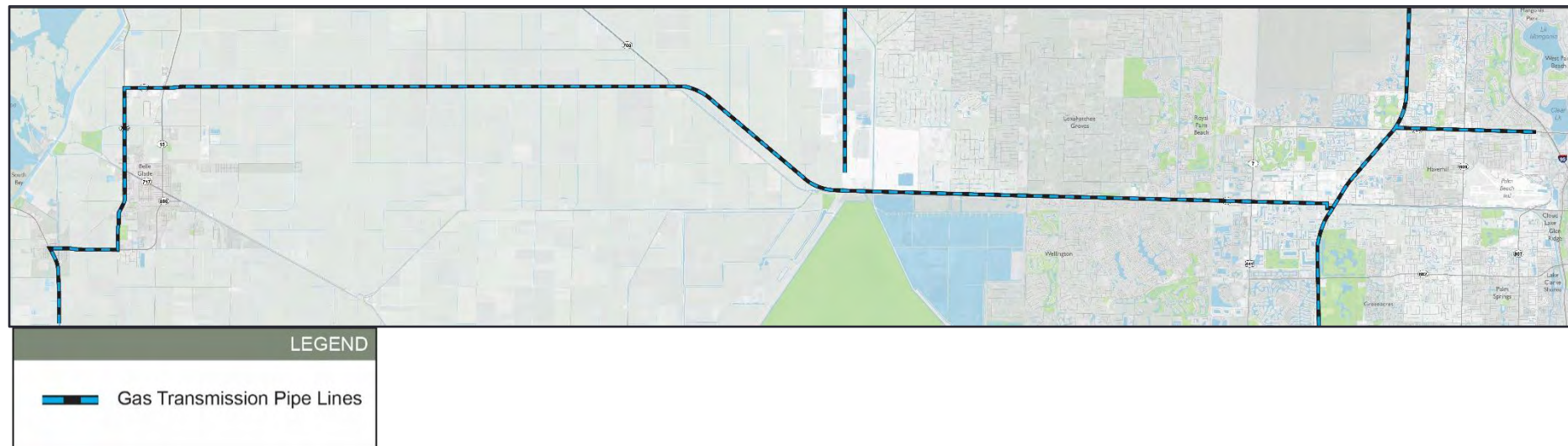
Truck Activity Through the Day Peaks at Mid-Day



Gas Transmission Pipe Lines

“Pipelines play a significant role in the transport of commodities into and within Florida. Because pipelines are passive in nature and are subterranean, they are often overlooked and underappreciated.”

FDOT Freight Mobility and Trade Plan, Policy Element 2013



SOCIAL, CULTURAL & NATURAL ENVIRONMENT

Social & Cultural Environment

“Active Transportation Demand Score”



- Population Density (persons per acre)

- Employment Density (number of employees per acre)

- Children (persons under 18 per acre)

- Elderly (persons over 65 per acre)

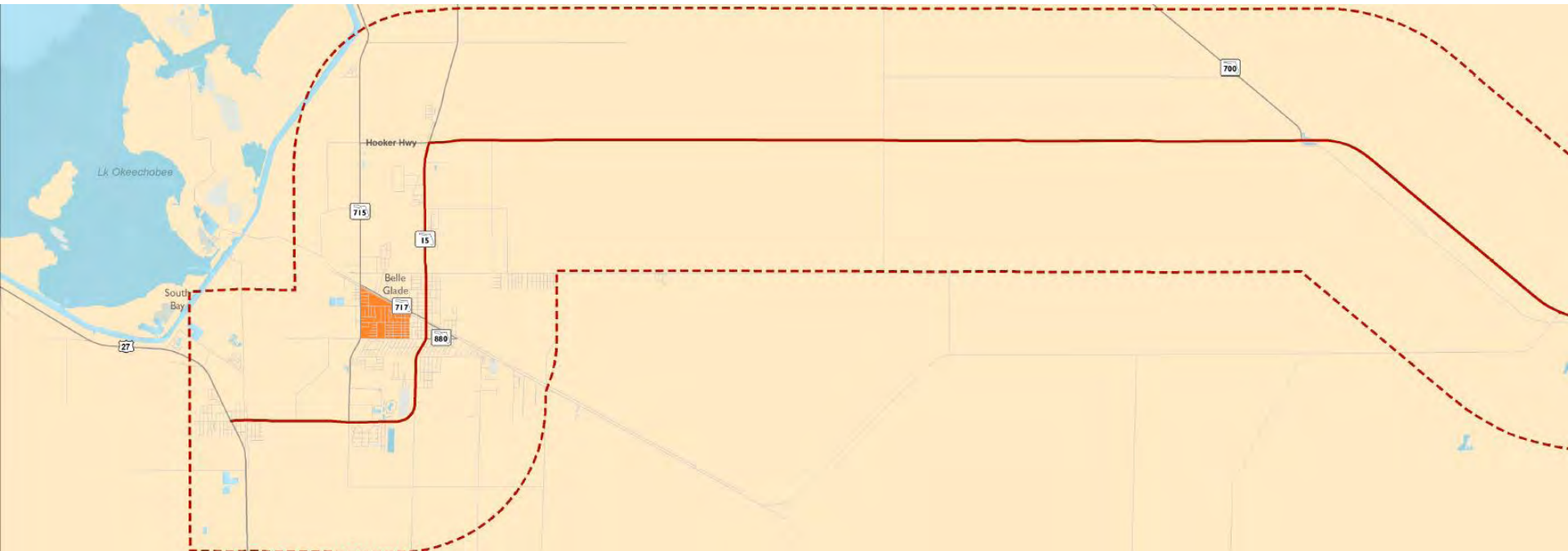
- Racial and Ethnic Minorities (racial and ethnic minorities per acre)

- Poverty Rate (persons with income below the federal poverty line per acre)

- Zero-Car Households (households without access to a car per acre)

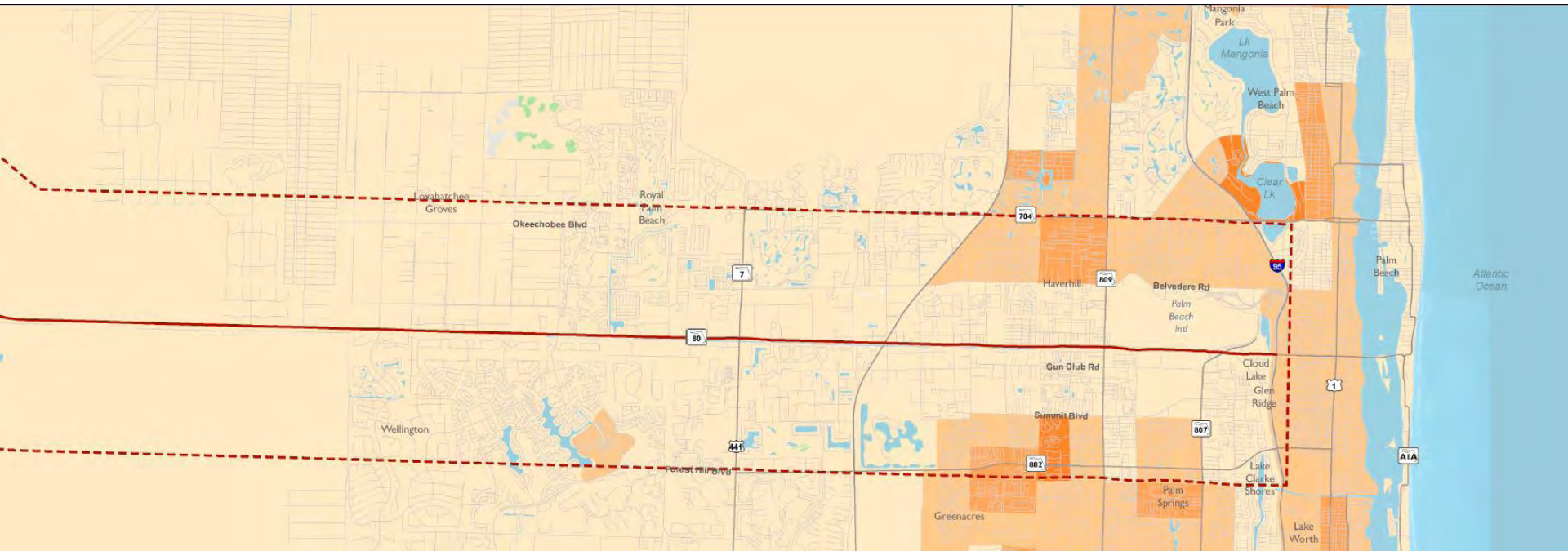
Propensity for Active Transportation West

Legend



Propensity for Active Transportation East

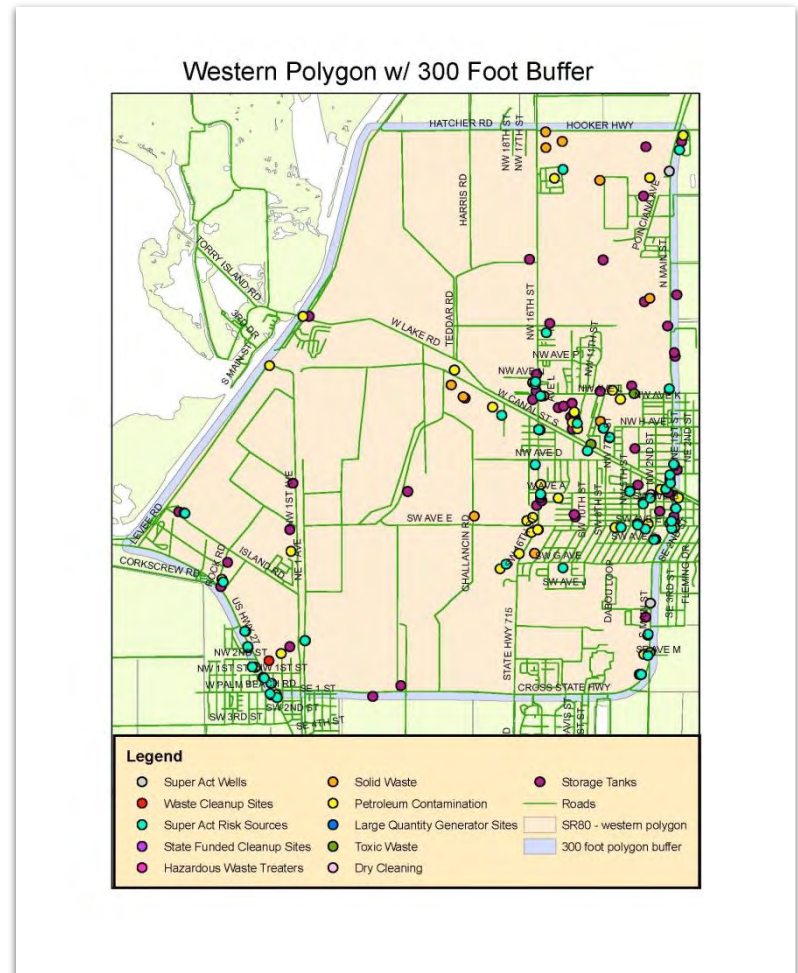
Legend



Natural Environment

- Contamination
- Threatened/Endangered Species
- Sensitive Sites
- Wetlands
- EPA Superfund Sites
- Noise Sensitive Sites
- Farmlands

No major concerns/issues identified



STRUCTURAL & UTILITIES

Structures

- Summarized bridge structures within the area
- Summarized bridge conditions – all are in good condition



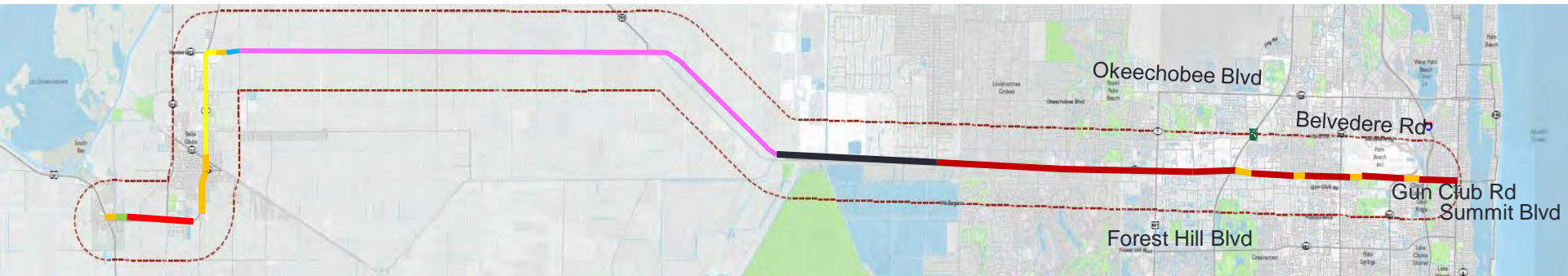
Utilities

- Summarized major utilities and utility companies operating within the area



EXISTING/EFFECTIVE & PLANNED NETWORKS

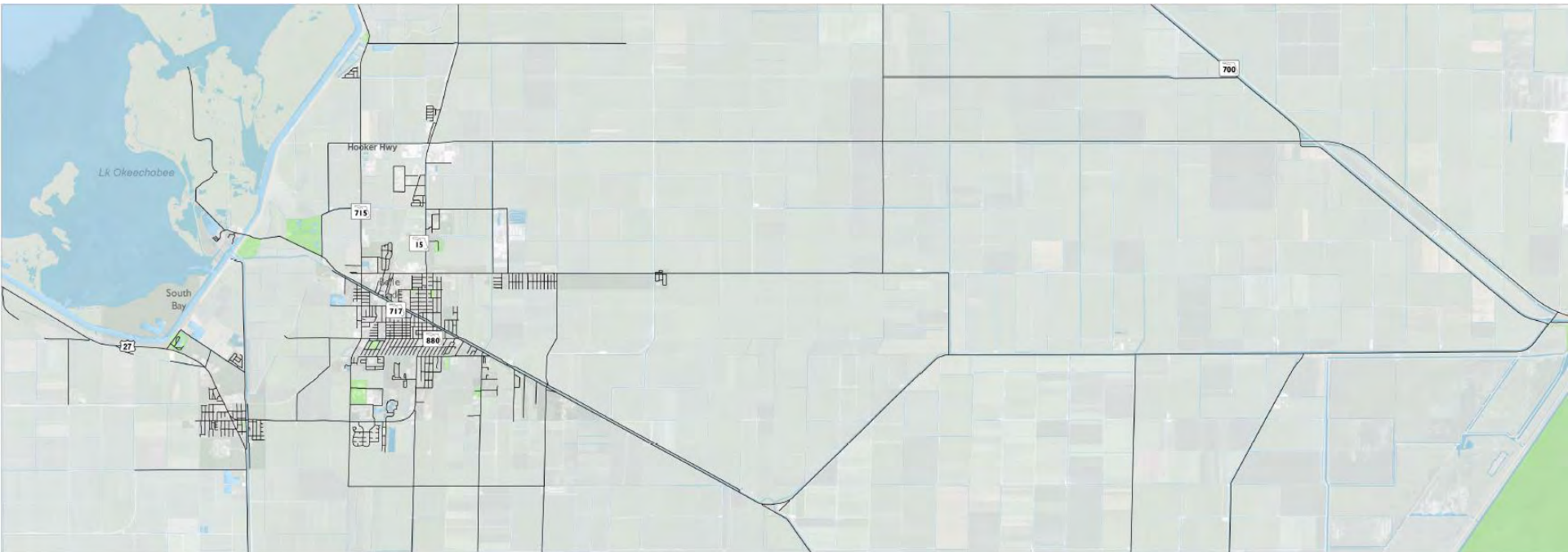
Right of Way Map



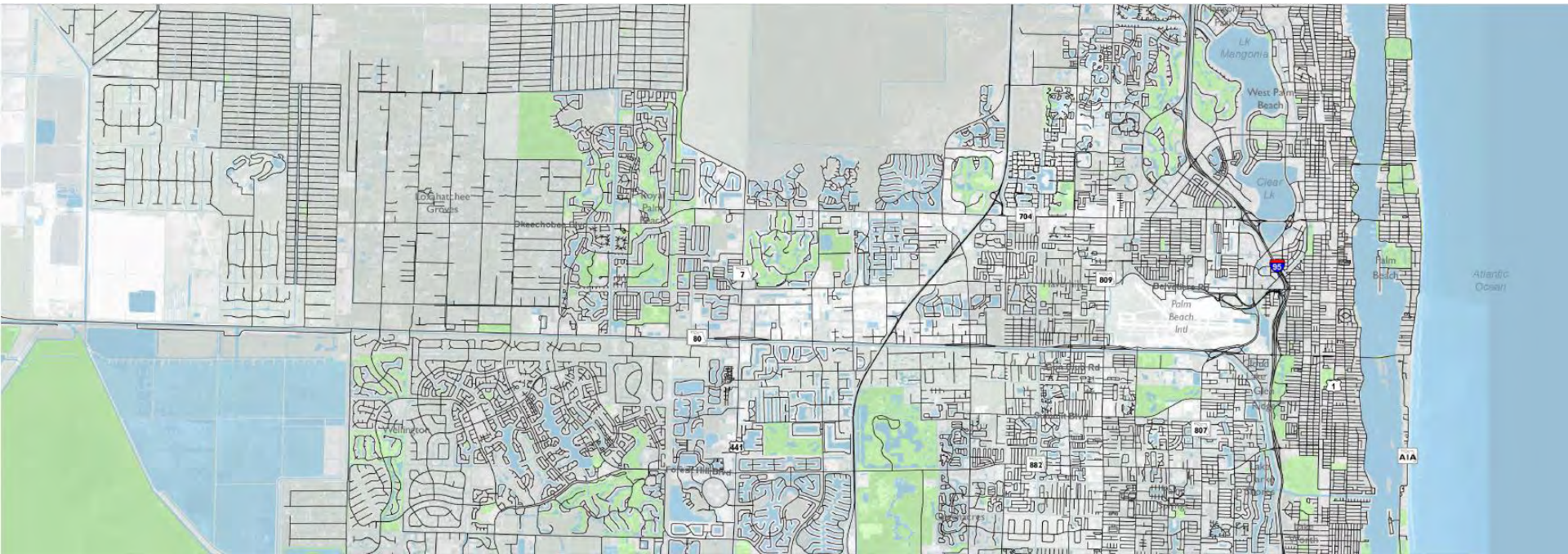
Legend (feet)



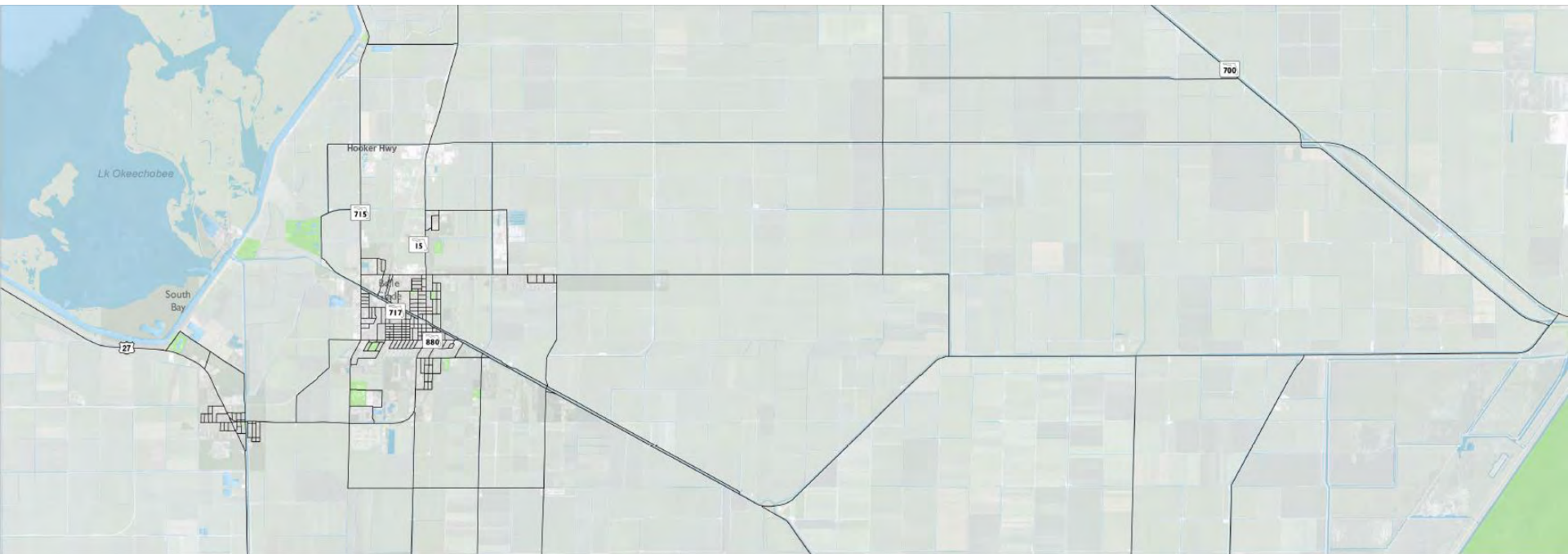
Existing Roadway Network - West



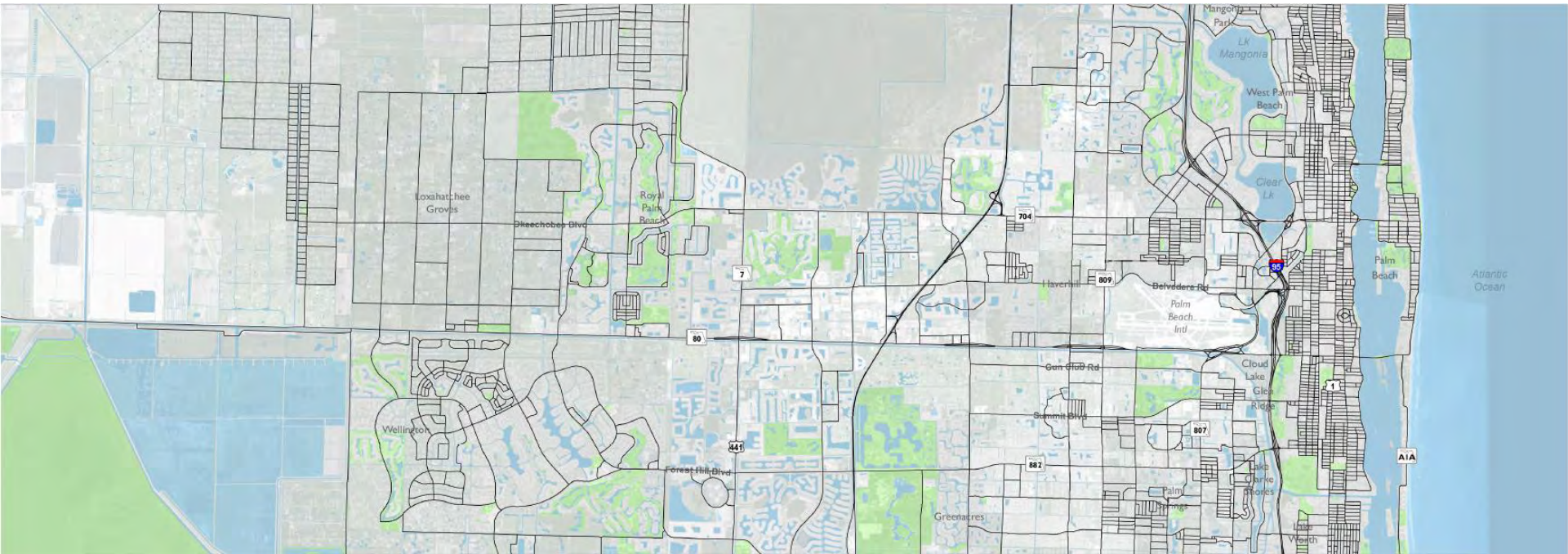
Existing Roadway Network - East



Connected Roadway Network - West



Connected Roadway Network - East



PUBLIC AND STAKEHOLDER FEEDBACK

Outreach Conducted

- 75+ Stakeholder Interviews
 - week of December 14, 2015
- Business Development Board of Palm Beach County Meeting
 - January 20, 2016
- Chamber of Commerce of the Palm Beaches Meeting
 - February 4, 2016
- Palm Beach County League of Cities Trail Committee
 - March 3, 2016
- Website
 - On-going

Pedestrian

- **Issues**

- Poor sidewalk connectivity (Along SR 80, to bus stops)
- Lacking safe, designated crossings (Main Street, SR 7 & Forest Hill Blvd.)
- Pedestrian access over canal (South side of SR 80 east of 210th Trail)

- **Recommendations**

- Widen sidewalks and improve connectivity
 - Fill in gaps at Belle Glade
 - SR 715 leading up to bus stop at West Tech Facility and Hospital
 - Overpass at Glade Central High School and Housing Authority
- Link to Regional Trail Network
 - Pedestrian/equestrian access points
 - Cross over at Flying Cow Ranch Road

Bicycle

- **Issues**

- Lanes too close to travel lanes, unprotected, and dangerous
- Bicycle safety should be a priority – lot of migrant workers on bicycles

- **Recommendations**

- Improve infrastructure
 - buffered or protected bicycle lanes along SR 80 when widening occurs
 - Consider off-street bicycle trails over on-street lanes
 - trails from north to south along power lines west of Royal Palm Beach Blvd.
 - Designated routes or lanes in Belle Glade
- Alternative Route: Improve CR 880 as a better alternative for bicycle route

Bus and Rail

- **Issues:**

- Pullouts not utilized
- Poor access to bus stop due to guardrails on SR 80
 - Crestwood Blvd./Forest Hill Blvd.
 - D Road
 - Seminole Pratt Whitney Road
- No shelters at bus stops
- Need better controls and warnings near railroad crossings

- **Recommendations:**

- Improve Routes
 - Direct from Glades to downtown West Palm Beach with limited stops
 - Express, on-call service along SR 80
 - In Western Section
 - PalmTran connection from Wellington to Tri-Rail
 - To UF Everglades Research and Education Center
- Shelters at bus stops
- Park-and-rides
- Elevated Metrorail along Southern Blvd (as opposed to roadway widening)
- Rail Service
 - Along US 27 connecting to US Sugar Rail line (SFCE)
 - To the Inland Port

Safety

- **Issues**

- Speeding and speed differential between trucks and oncoming traffic
- Infrastructure
 - Guard rails on SR 80 low
 - Poor lighting on western section of SR 80
- Environmental
 - Recurring fog
- Crashes at intersection of SR 80 & US 98

- **Recommendations:**

- Traffic Signals and controls
 - at Palm Beach State College
- Evacuation Route alternatives to SR 80
- Address Infrastructure Concerns
 - Install/improve guardrails
 - Street lighting / reflective markers
- Widen roads / lanes to accommodate freight on SR 80 and SR 715

Traffic

- **Issues**

- Trucks impacting traffic and road quality
- Congested Intersections along SR 80
- Traffic signals timing (along SR 715)
- Speed limit
 - between Seminole Pratt Whitney and SR 715 too low
- Limited crossing opportunities along SR 80 west of SR 7

- **Recommendations**

- Identify other east-west alternatives to SR 80
- Improve intersections and synchronize signal timings throughout corridor
 - SR 80
 - SR 715
- Explore a bypass to extend SR 80 to SR 715
- Wellington and Loxahatchee Groves not in favor of any more overpasses on SR 80

Freight

- Issues

- Heavy truck traffic during harvest season (account for seasonal factor)
 - Cane Harvesting – November through April
 - Vegetable Harvesting – October through March
- Safety concerns
 - Turning
 - Speed differential
 - Adequate time to stop at intersections

- Recommendations

- Designate SR 715 as truck bypass
- Restrictions during peak hours
- Truck Rest area near Twenty-mile Bend

Infrastructure

- **Requested Infrastructure**

- Extend Ave E to Florida Crystals property as part of ILC
- New flyover/overpass at Forest Hill Road and SR 80
- Multi-use overpass at Flying Cow Road and SR 80
- Pedestrian overpass at Roosevelt St and SR 80 (Belle Glade)
- Multiple Signals
- Widen SR 80 between Belle Glade and South Bay
- Maintain the corridor as a high-speed arterial (no addition of tolls)
- Safety (particularly guard rails)

Infrastructure Cont'd

- **Requested Infrastructure Cont'd**
 - Develop / Improve / Repair Alternative Routes
 - East-west parallel routes on the east
 - Reconstruct CR 880
 - Widen SR 715 (to accommodate freight)
 - Reconstruct Gator Blvd.
 - Extend Roadways
 - Belvedere Rd north of SR 80
 - Okeechobee Blvd further west to the canal
 - SR 7 to north of Okeechobee Blvd
 - Roebuck Road to the east
 - SR 80 to SR 715 (to accommodate freight)
 - No widening of Okeechobee Blvd
 - Beautification (SR 80 as it enters Belle Glade)

Private Property

- **Issues:**

- Cemex (Fairgrounds Rd & SR 80) – concerned about property access from improvements
- Sluggett Property (NW corner Seminole Pratt & SR 80) – concerned about property access
- Fox Trail Property Access – Opposed to SR 80 widening from Lion Country Safari Rd. to Forest Hill Blvd. due to quality of life concerns
- Palms West Hospital (Palms W Pkwy & SR 80) – concerned about limiting access to site resulting from SR 80 improvements

- **Recommendations:**

- Implement direct bus route from Glades to downtown West Palm Beach with limited stops
- Implement express, on-call transit service along SR 80
- Implement shelters at bus stops along SR 80 to accommodate workers
- Improve bus route planning in the western section
- Implement park-and-ride at the connection between rte 40 and 3 on Military Trail; identify opportunities at other locations
- Provide PalmTran connection from Wellington to Tri-Rail station
- Provide bus service to UF Everglades Research and Education Center

Agenda



- Introductions



- Recap of Last TRC Meeting (October 14, 2015)



- Overview of Activities Since TRC Meeting #1



- Existing Conditions & Trends



- **Existing Issues & Trends Synthesis**



- Guiding Goals Discussion



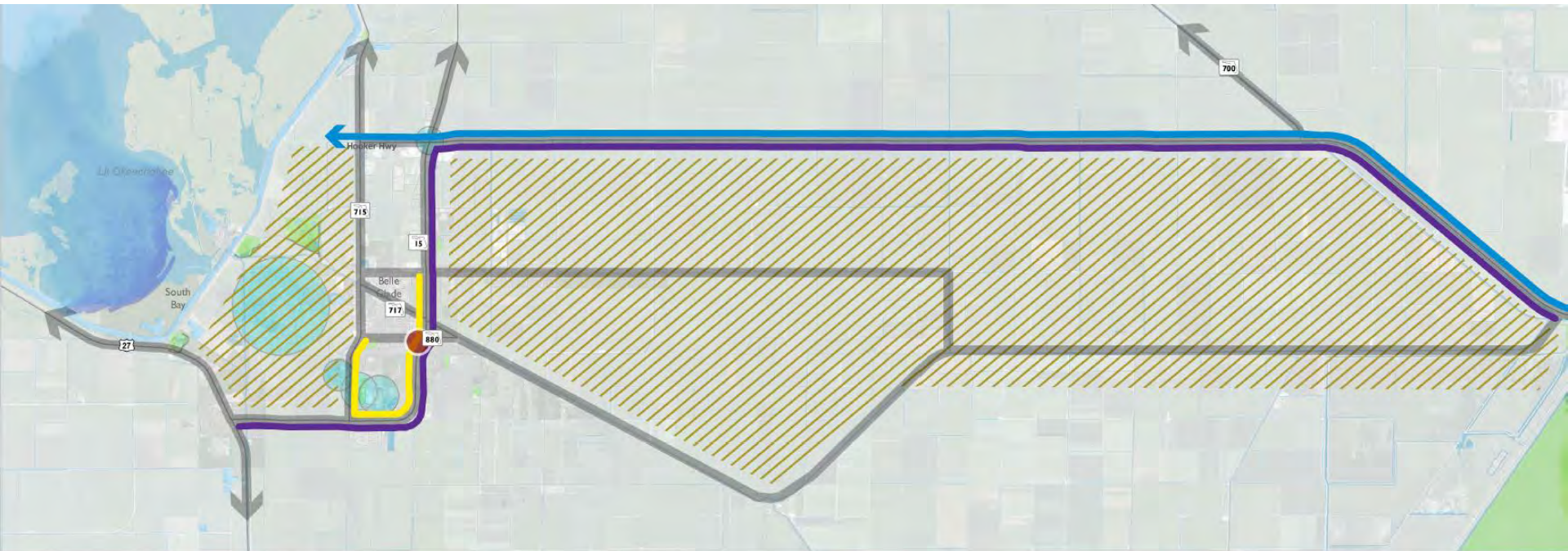
- Next Steps and Schedule

Synthesis West

Legend

- Need For Ped/Bike/Equestrian Crossing
- Intersection With High Delay
- High Freight/Vehicular Interaction
- Lack of Safe/Comfortable Ped/Bike Infrastructure
- High Freight/Vehicular Interaction
- Highest Potential for Ped/Bike/Vehicular Conflict
- LOS E/F Roadway Segment
- High Crash Frequency Location
- Little to No Transit Access
- Improve Roadway Network

- ➔ Major Roads
- ➔ Destinations
- Water
- Parks
- Cities

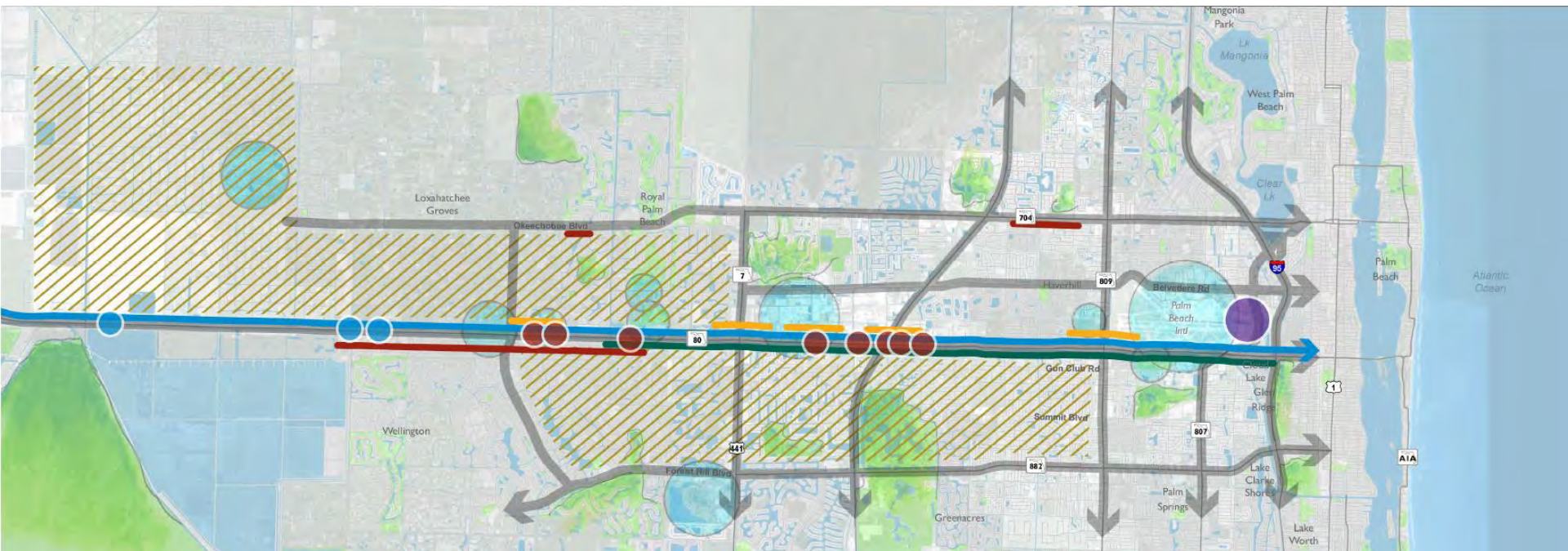


Synthesis East

Legend

- Need For Ped/Bike/Equestrian Crossing
- Intersection With High Delay
- High Freight/Vehicular Interaction
- ▬ Lack of Safe/Comfortable Ped/Bike Infrastructure
- ▬ High Freight/Vehicular Interaction
- ▬ Highest Potential for Ped/Bike/Vehicular Conflict
- ▬ LOS E/F Roadway Segment
- ▬ High Crash Frequency Location
- ▬ Little to No Transit Access
- ▬ Improve Roadway Network

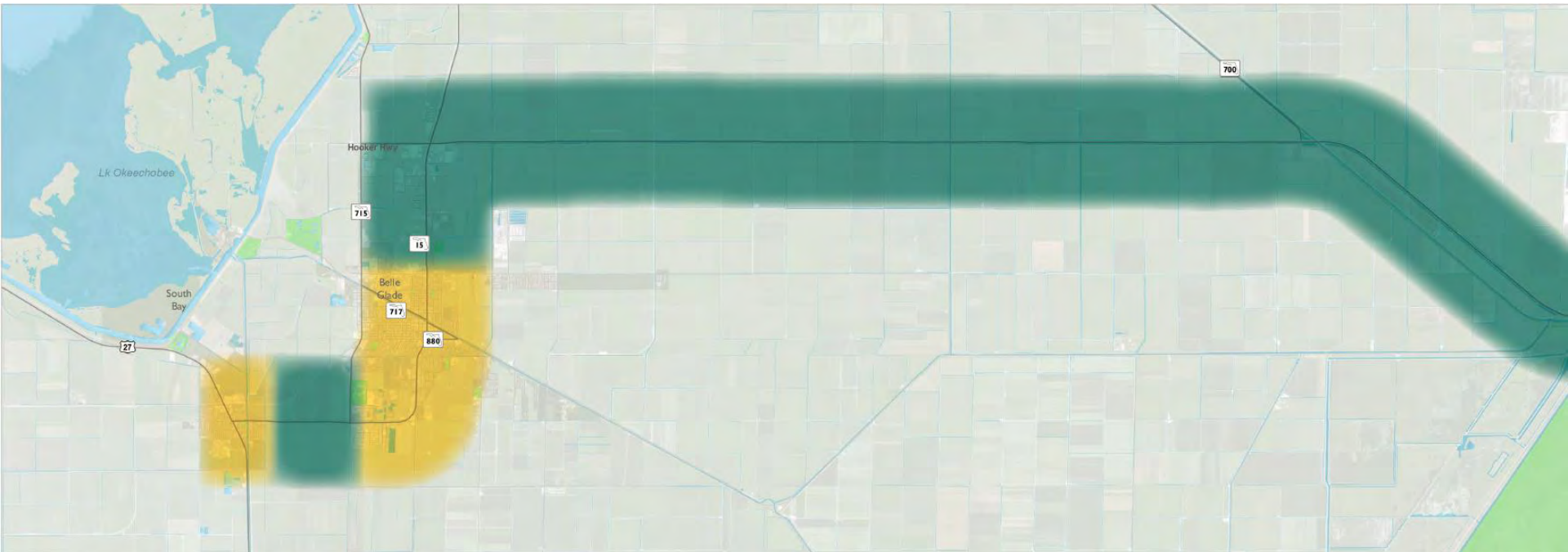
- ▬ Major Roads
- ▬ Destinations
- ▬ Water
- ▬ Parks
- ▬ Cities



Character Districts West

Legend

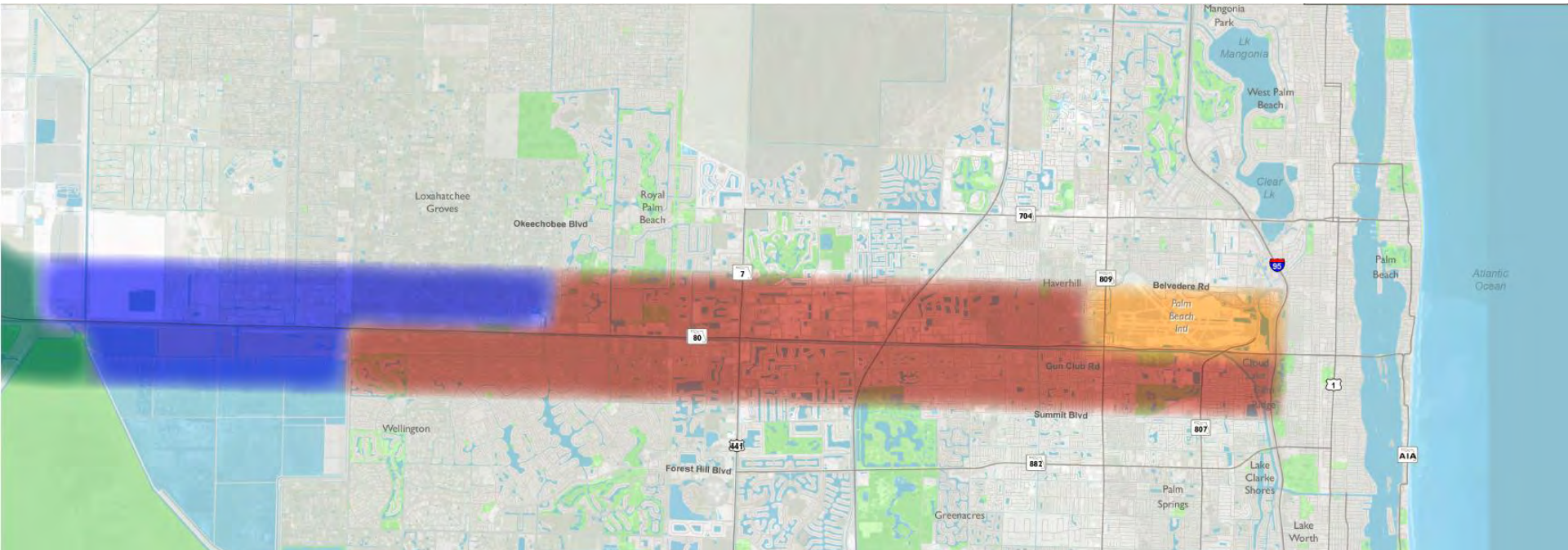
- Airport
- Suburban
- Transitioning
- Agricultural
- Village
- Water
- Parks
- Cities



Character Districts East

Legend

- Airport
- Suburban
- Transitioning
- Agricultural
- Village
- Water
- Parks
- Cities



Agenda



- Introductions



- Recap of Last TRC Meeting (October 14, 2015)



- Overview of Activities Since TRC Meeting #1



- Existing Conditions & Trends



- Existing Issues & Trends Synthesis



- **Guiding Goals Discussion**



- Next Steps and Schedule

DRAFT Guiding Goals

Balance Multimodal Mobility Needs

Improve Network Connectivity

Integrate Transportation & Land Use

Preserve and Maintain the Function of the SIS

Support Desired Community Character

Improve Safety and Comfort for All Users

Develop and Foster Strategic Partnerships

Agenda



- Introductions



- Recap of Last TRC Meeting (October 14, 2015)



- Overview of Activities Since TRC Meeting #1



- Existing Conditions & Trends



- Existing Issues & Trends Synthesis



- Guiding Goals Discussion



- **Next Steps and Schedule**

Next Steps & Schedule



Data Collection
Fall 2015 – Spring 2016



Analysis + Alternatives Development
Fall 2015 – Fall 2016



Alternatives Public Workshop
Summer 2016



Prepare Action Plan Report
Summer 2016 – Summer 2017



Action Plan Adoption
Summer/Fall 2017

West

CITY OF BELLE GLADE GUEST REGISTER

Date: 3/15/2016

[illegible]



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

TRC (East) Meeting #2 Sign-in
March 15, 2016 - 2:00 to 4:00 PM
Vista Center Complex
4th Floor Conference Room 4E-12
2300 N Jog Road
West Palm Beach, FL

Name	Organization	E-mail	Phone Number
Bob Kraus	PBC-ERM	bkraus@pbcgov.org	561-233-2476
Broadland O'Brien	villageofroyalpalmbeach	bobrien@royalpalmbeach.com	561-753-1120
Trisha Stone	SFWMD	stonee@sford.gov	561-682-6954
Michael O'Dell	Village of Wellington	mdell@wellingtonfl.gov	561-753-2532
Jonathan Reinbold	Village of Wellington	jreinbold@wellingtonfl.gov	561-791-4052
Kim Samson	AECOM-Turnpike Pkg. In-House Consultant	kim.samson@dot.state.fl.us	954-934-1106
Sally Channon	PBC-ERM	schannon@pbcgov.org	561-233-2429
Tanice Rattan	Town of Haverhill	jtutau@townofhaverhill.fl.gov	561-689-0370
GEORGE WARR	PBC-ERM	GWARR@PBCGOV.ORG	561-355-2006
CNEZ FAGAN	CAC-INFO	CNEZ@SFLCFL.COM	(561) 714-3054
Jack Freeman	Kittelson	jfreeman@kittelson.com	407-540-0555
Chris Rowland	Kittelson	crowman@kittelson.com	954-657-5663
Jessie Juskelyn	Kittelson	jjusteklyn@kittelson.com	u r



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

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West Palm Beach, FL

Name	Organization	E-mail	Phone Number
Fred Stubbs	Palm Tran	fstubbs@pb.gov.org	561-841-4200
Cesar Espinoza	FDOT - PLEMO	cesar.maez@dot.state.fl.us	954-777-4653
Miguel Vargas	FDOT - PLEMO	miguel.vargas@dot.state.fl.us	954-777-4347
Khorsheed Mohyuddin	PBC-Planning	Kmohyudd@pb.gov.org	961-543-2772