



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 #3
February 27th 10:00 AM – 12:00 PM
Belle Glade City Hall
110 Dr. Martin Luther King Jr Blvd
Belle Glade, FL

TRC (East) Meeting #3
June 2nd 9:00 PM – 11:00 AM
Palm Beach Vista Center Complex
2300 N Jog Road
West Palm Beach, FL

MEETING TOPIC & HANDOUTS

The third TRC meetings were held on February 27th and June 2nd 2017. The meetings involved a presentation with a hand out and a discussion regarding the general issues in the corridor and the Tier 1 strategies to solve them. Each meeting agenda is included in Appendix A. The presentation and other materials are included in Appendix B.

MEETING ATTENDEES

Attendees to the meetings are summarized 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 Town of Belle Glade ltomeu@belleglade-fl.com	Miguel Vargas FDOT D4 Project Manager Miguel.vargas@dot.state.fl.us
Beverly Scott City of Belle Glade bscott@belleglade-fl.gov	Mary Raulerson Kittelson & Associates mraulerson@kittelson.com
Larry Tibbs City of Belle Glade ltibbs@belleglade-fl.com	Jessica Josselyn Kittelson & Associates jjosselyn@kittelson.com
Phillip Rincon City of Belle Glade princon@belleglade-fl.gov	Randy Whitfield Kittelson & Associates rwhitfield@kittelson.com
Valerie Neilson PBMPO vneilson@palmbeachmpo.gov	Chris Romano Kittelson & Associates cromano@kittelson.com
Victoria Williams FDOT / Turnpike victoria.williams@dot.state.fl.us	Jeff Weidner Marlin Engineering jweidner@marlinengineering.com
Cesar Martinez FDOT D4 Cesar.martinez@dot.state.fl.us	

East TRC Meeting Attendees	
Dorothy Gravelin Town of Cloud Lake townofcloudlake@msn.com	David Willoch PBC Planning dwilloch@pbcgov.com
Janice Rutan Town of Haverhill jrutan@townofhaverhill.gov	Franchesca Taylor – PBMPO ftaylor@palmbeachmpo.org
Chris Marsh Village of Royal Palm Beach cmarsh@royalpalmbeach.com	Miguel Vargas FDOT D4 Project Manager Miguel.vargas@dot.state.fl.us
Brandon Miller Village of Wellington bmiller@wellington.gov	Lois Bush FDOT D4 Lois.bush@dot.state.fl.us
Alex Hansen City of West Palm Beach ahansen@wpb.org	Cesar Martinez FDOT D4 Cesar.martinez@dot.state.fl.us
Steve Anderson Palm Tran sanderson@pbcgov.org	Jon Crisafi Kittelson & Associates jcrisafi@kittelson.com
Kim Samson AECOM / Turnpike Planning kim.samson@dot.state.fl.us	Jessica Josselyn Kittelson & Associates jjosselyn@kittelson.com
Bob Kraus PBC-ERM bkraus@pbc.gov	Randy Whitfield Kittelson & Associates rwhitfield@kittelson.com
Jean Matthews PBC Parks & Rec	Chris Romano Kittelson & Associates

East TRC Meeting Attendees	
jmatthews@pbcgov.org	cromano@kittelso.com
Mo Al-Turk PBC Traffic malturk@pbcgov.org	Jeff Weidner Marlin Engineering jweidner@marlinengineering.com
Victoria Williams FDOT - TPK victoria.williams@dot.state.fl.us	

MEETING SUMMARY

A presentation was given at the west meeting and another one was given at the east meeting. The west presentation is included in Appendix A, and the east presentation is included in Appendix B. Both presentations generally covered the following topics:

- Introductions and meeting purpose
- Recap of March 15th, 2016 TRC Meeting #2
- Overview of Activities Since TRC Meeting #2
 - a. What Data did we Collect?
 - b. What Story did it Tell?
 - c. What Issues Were Uncovered?
 - d. What Goals / Measures are We Targeting?
 - e. What Strategies Can Help Us Meet Those Goals?
- Confirm Strategies to Move into Tier 2 Alternatives Analysis
- Next Steps and Schedule
- Other

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:

- **Character Districts:**
 - The TRC agreed that Rural Town is appropriate for the Western area Character District.
- **Goals:**
 - Under goals, it might be helpful to reword the goals to address connectivity to transit
 - The study team also may want to look into how lighting fits into the goals
- **Freight:**
 - Belle Glade confirmed that they definitely want less trucks coming through Downtown.

- Belle Glade noted that 715 definitely needs to be widened because sugarcane growers have mandated that their trucks use 715. This happened in the last year or so. This has created more traffic on 715, and the widening project needs to be moved up prior to the existing scheduled date. There was a discussion about adding another road to as opposed to 715 because of the schools and parks, but it was agreed that because of property rights this will be very difficult to do. Therefore, the solutions will need to support the needs of pedestrians, bicycles, and freight on 715.
- Trucks coming from Miami utilize Okeelanta (CR 827) as a bypass. It drops them off right on SR 80 in Downtown Belle Glade. In order to get freight out of Downtown, the study will also need to address this.
- Therefore, there are 3 freight trips that need to be addressed:
 - ILC freight trips
 - Sugarcane trucks on 715
 - Coming from Miami North/South
- **Transit:**
 - Housing just was built near the prison. That's whole site is redeveloping (200 acres). They want bus service from there into Belle Glade so that those workers can shop in Belle Glade as needed. Currently, they need to walk. Palm Tran will not allow a bus stop there because of the type of roadway. There is a desire for this connection to be created.
 - Regarding transit, we know that the eastbound route is over capacity during the peak hour in the morning. There was a discussion about how that could be solved. In general, some options include increasing headways to 30 minutes during the AM peak hour or extending the hours throughout the day.
- **Planned Study**
 - The resurfacing study does not include lighting. They need to wait for 3 years to do a before and after study before they can install lighting. This is a policy issue.
 - New fiber optics are being installed. The initial ones were wireless, but there was no wireless connectivity. They are now installing wired infrastructure.
 - County is planned to replace 880 bridge in 2019.
- **Safety**
 - Intersection with 700 / 92 and SR 80 can be a dangerous intersection. The light – trucks try and beat it.
- **Connectivity**
 - No need for north/south connectivity between 880 and 80
- **Strategies:**
 - *Bike Facilities*

- Airport Park is on the east side and so is the Labor camp. Therefore, you would want a bike facility on the east side if you had to choose.
- Need to ensure that freight is well separated from bicyclists.
- There will probably need to be a different solutions in different areas
- *Main Street*
 - Maintain on street parking
 - Medians will probably be desired
 - Probably should add some call outs as to the benefits of these designs. Need to justify putting bike lanes against the curb.
 - Need to discuss moving the SIS designation to the freight route, as SIS is really intended to move through traffic. There are economic tradeoffs that need to be considered.
 - Lane elimination is probably not desired because of emergency needs. This should be dropped out of the alternatives.
- *Transit*
 - The major transfer point at SR 80 and Hooker Highway, but Belle Glade routes do not go there. NW 3rd Street is now the major transfer point for people who are moving around or from Belle Glade. Therefore, this may be a better location.
 - However, NW 3rd Street is a city street, so it may not be able to accommodate this transfer hub. There is a large parking lot on 3rd that might be a good place for a bus transfer point. It is currently private property.
 - All agree that an in town transfer point might be better, and we can figure out the actual location based on further analysis.
- *Alternate Route*
 - People do use 880 but it is not
- **Next Steps**
 - Belle Glade offered to work with us on how to best engage the community. They have offered the community center and the chamber as locations.
 - We will need to work with Palm Tran to also engage the community.
- **Tier 1 Alternatives Approval**
 - Move forward with analysis for every strategy except for the lane elimination for the main street section.
- **West Action Items:**
 - Consider rewording Rural Town goals to better include access to transit and lighting
 - Look for ways to improve transit access to the Work Camp
 - Since Lilian is leaving, we will need to coordinate with staff to ensure continuity.
 - Drop out lane elimination option.

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:

- **LEHD Data**
 - The TRC appreciated the inclusion of the LEHD data analysis in the overall analysis and felt that it was helpful. The study team agreed to send the link to access that data to the TRC, which is <http://onthemap.ces.census.gov>.
- **Study Boundaries and Land Use Development Analysis**
 - The study team clarified that, while the study area boundary was 2 miles from the corridor in each direction, the entire county was considered in modeling the transportation system and existing and future developments. This allowed the study team to be comprehensive and capture trips from outside the study area that still need to utilize SR 80 due to lack of network and other transportation constraints.
- **Character Districts**
 - Noted that there are large lot single family homes in the suburban area, so we should qualify why/if they do belong in that section. In general, the study team agreed to clarify the definitions of the character districts and will send to the TRC to review.
- **Transit**
 - Palm Tran asked to clarify what we are seeing as far as trip origin and destinations. Generally it was agreed that there aren't major transit destinations along the eastern portion of the corridor but there are a lot of connections need. Therefore, high quality transfers are important.
 - The slide talking about other corridors needs to occur when discussing transit needs. It is confusing where it is and needs some more clarification as to what premium transit it, which we are talking about it, and the fact that although we recognize that SR 80 isn't the right corridor for premium transit, a full study needs to be done to identify the right corridors.
 - It was noted that park and ride might help to address the transit needs. It was also noted that it is hard to get people to change modes in the middle of a trip, and the development patterns do not encourage that now. It was also noted that if traffic is bad enough, people may be encouraged to change modes, but the LOS D threshold on SIS facilities does not allow traffic to get bad enough to encourage that mode change.
 - Park and ride potential should be considered for new developments, such as Arden.
 - Palm Tran noted that there are bus bays on the frontage roads on SR 80, but Palm Tran is concerned with dropping people off near interchanges because of dangerous pedestrian conditions.

- The consultant will meet with the elected officials to discuss the needs of light rail and why it is not currently appropriate for SR 80. Palm Tran is going to continue this discussion/education through the RPM.
- **Ped/bike**
 - Request to look at lighting as a factor in ped/bike crashes.
 - There was a discussion on the need for shade trees to improve walking conditions for pedestrians. The Florida Design Manual (FDM) does not allow for shade trees in the clear zone in areas over 45 MPH, and it was noted that that might pose issues for pedestrians in those areas. The TRC mentioned the ability to comment on FDM standards to hopefully modify that language. The study team also noted that while we cannot recommend implementing solutions that do not meet FDOT standards, the issues and need to consider them can be highlighted in the final report.
- **Network**
 - Noted that we should add that the network also limits emergency response, which is a conclusion that impacts out recommendations.
 - There was a discussion on the need to consider Seminole Pratt Whitney and Forest Hill Blvd in the SIS because they really function as that (based on freight activity).
- **Roadway**
 - It was noted that SR 80 has different challenges eastbound and westbound. While the study team is conscious of this and was very thoughtful in the analysis and creation of alternatives, it was recognized that the eastbound and westbound alternatives need to be consistent.
 - The study team confirmed that they looked at AADT as well as Peak Hour traffic and found that it did not change the results of the analysis. The study team noted that they would modify the slide to show peak hour as opposed to AADT. Regarding the peak hour, it was noted that in the future there might be peak hour spreading. However, the team utilized the peak hour based on the model for analysis, understanding that spreading will happen. Qualifiers will be added in to the context of the report to address TSM&O and other needs caused by peak hour spreading.
 - We should address with the community what this level of traffic needs or looks like and why we need to do this study. It was noted that people can still speed along SR 80 in some areas and so they may not understand the congestion occurring or the needs arising.
- **Land Use**
 - It was noted that the mixed use and industrial colors are very similar and should be differentiated. It was also noted that the mixed use is not the type of mixed use that really improves mobility.

- **Freight**
 - Long discussion of the inclusion of truck only lanes, but it was determined that this road does not qualify for them at this time. However, the study team will look into limiting trucks into the right two lanes. It was agreed that the 2nd right lane is preferable so that the trucks do not have to consistently slow down and speed up.
- **Safety**
 - There was a discussion on FDOT's high crash list and its applicability to local roads. While FDOT does not analyze local roads, the team will send the information for University of Florida's Signal Four Analytics to the TRC so that they can analyze local roads on their own.
- **Network Connectivity Alternatives**
 - There was some discussion about the feasibility of the network connections. The TRC members note that many of these connections might be contentious, but the study team clarified that we need to look at them to address the traffic needs. The study team noted that if any of these have fatal flaws from a perspective that can be documented (policy wise), the TRC should let us know.
 - It was noted that north/south connections were not included in the scope.
 - There should be differentiation between the roadway changes – if we are widening vs. if we are looking at creating a new road / extending a road.
- **Ped/Bike Alternatives**
 - The TRC noted a desire for protected bike lanes as opposed to buffered bike lanes.
 - The team will work with a ped/bike working group in tier 2 to finalize the alternatives.
- **Transit Alternatives**
 - Palm Tran generally appreciated the concepts shown but will work with the team in tier 2 to tweak the actual specifics.
- **Roadway Alternatives**
 - The TRC is concerned about the cost of the alternatives as compared to the benefit. The study team confirmed that this analysis will occur in the next steps.
 - The TRC suggested that maybe the LOS D standard could be adjusted in some areas, however FDOT noted that that conversation is not on the table currently.
 - There was a discussion on the ability of the PBMPOs 2040 LRTP to consider the connection between land uses and transportation and to look at network development from a policy perspective.
- **East Action Items:**
 - Send the link to access the LEHD data to the TRC, which is <http://onthemap.ces.census.gov>.
 - Revisit the description of the character districts and send to the TRC for review.
 - Look at lighting as a factor in ped/bike crashes.

- Clarify the land use and premium transit slide.
- Differentiate the mixed use and industrial land use colors.
- Forward comments on Seminole Pratt Whitney and Forest Hill Blvd becoming SIS facilities to FDOT.
- Send the information for University of Florida's Signal Four Analytics to the TRC, which is <https://s4.geoplan.ufl.edu/>.
- Consider truck only lanes and their applicability in the 2nd right lane.
- Change the Traffic spread to show peak hour as opposed to AADT.
- Describe the level of congestion better and how it relates to actual driving conditions.
- Post the presentation materials on the website.

NEXT STEPS DISCUSSION

Both the east and west meetings concluded with a next steps discussion. The study team will post the TRC meeting materials on the project website. The TRC members were notified that the next presentation would discuss performance measures and how the alternatives meet each of the performance measures to determine a final recommended alternative.

APPENDIX A: MEETING AGENDAS



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

FM No. 435162-1

Technical Review Committee (WEST) Meeting #3

February 27, 2017

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

AGENDA

- I. Introductions**
- II. Recap of March 15th, 2016 TRC Meeting #2**
- III. Overview of Activities Since TRC Meeting #2 –**
 - a. What Data Did we Collect?
 - b. What Story Did it Tell?
 - c. What Issues Were Uncovered?
 - d. What Goals / Measures are We Targeting?
 - e. What Strategies Can Help Us Meet Those Goals?
- IV. Confirm Strategies to Move into Tier 2 Alternatives Analysis***
- V. Next Steps and Schedule**
- VI. Other**

***MEETING ACTION: MOVE FORWARD SELECTED STRATEGIES INTO TIER 2 ALTERNATIVES ANALYSIS.**



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

FM No. 435162-1

**TRC EASTERN Meeting #3 Agenda
(20-Mile Bend east)**

June 2, 2017

Palm Beach Metropolitan Planning Organization
9AM – 12PM


Meeting Agenda

- 1. Introductions**
- 2. Study Background Recap**
- 3. March 15, 2016 TRC Meeting #2 Recap**
- 4. Existing Conditions Recap**
- 5. Alternatives Development**
 - a. Tier 1 Screening Overview**
 - b. Tier 2 Draft Alternatives Overview**
 - i. Alternative #1: Signalized Arterial with Alternative Intersections**
 - ii. Alternative #2: Grade-Separated Access Controlled Lanes + Frontage Roads**
 - iii. Alternative #3: Elevated Access Controlled Lanes + Frontage Roads**
 - c. TRC Alternatives Discussion**
- 6. Next Steps**

***MEETING ACTION: CONFIRM ALTERNATIVES TO MOVE INTO TIER 2 ANALYSIS.**

APPENDIX B: PRESENTATION + HAND OUTS

1



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

TRC Meeting #3 – Western Section
February 27, 2017



2

Agenda

- Introductions
- Recap of March 15th, 2016 TRC Meeting #2
- Overview of Activities Since TRC Meeting #2
- Confirm Strategies to Move into Tier 2 Alternatives Analysis*
- Next Steps and Schedule

***ACTION ITEM: CONFIRM STRATEGIES TO MOVE INTO TIER 2 ANALYSIS**

3

Recap of TRC Meeting #2

- March 15th at Belle Glade City Hall
- Walked through data collection and findings
 - Collected feedback on issues identified through data collection
- Synthesized goals and “character districts”
 - Collected feedback on Belle Glade/South Bay & Agricultural Area “character district” definitions and boundaries
 - Collected feedback on Belle Glade/South Bay & Agricultural Area study goals based on issues identified

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Overview of Activities Since TRC #2

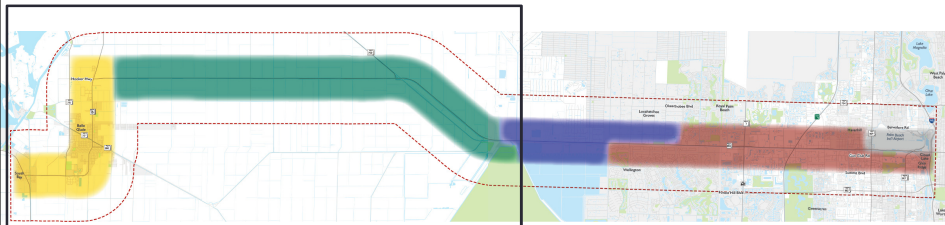


What Data Did We Collect?

- Traffic Volumes
- Demographics
- Environmental
- Right-of-Way
- Transit
- Utilities
- Structural
- Ped/Bike
- Land Use
- Stakeholder Interviews
- Access Management
- Plans and Projects (Glades Region Master Plan)
- Developments
- Lighting
- Safety
- Freight
- Roadway Network
- Roadway Characteristics

What Story Did the Data Tell Us?

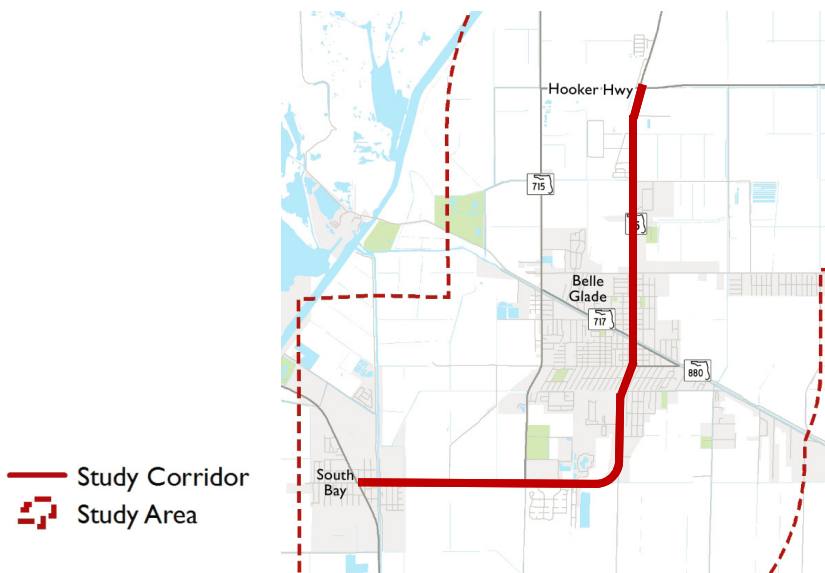
-  Airport
-  Suburban
-  Transitioning
-  Agricultural
-  Rural Town
-  Study Area

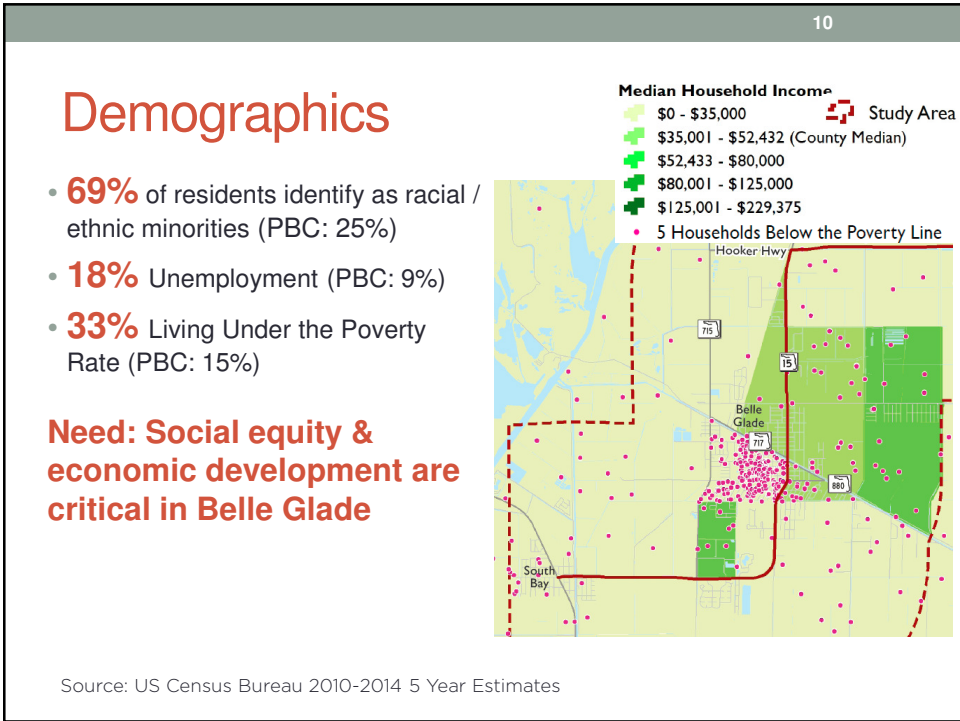
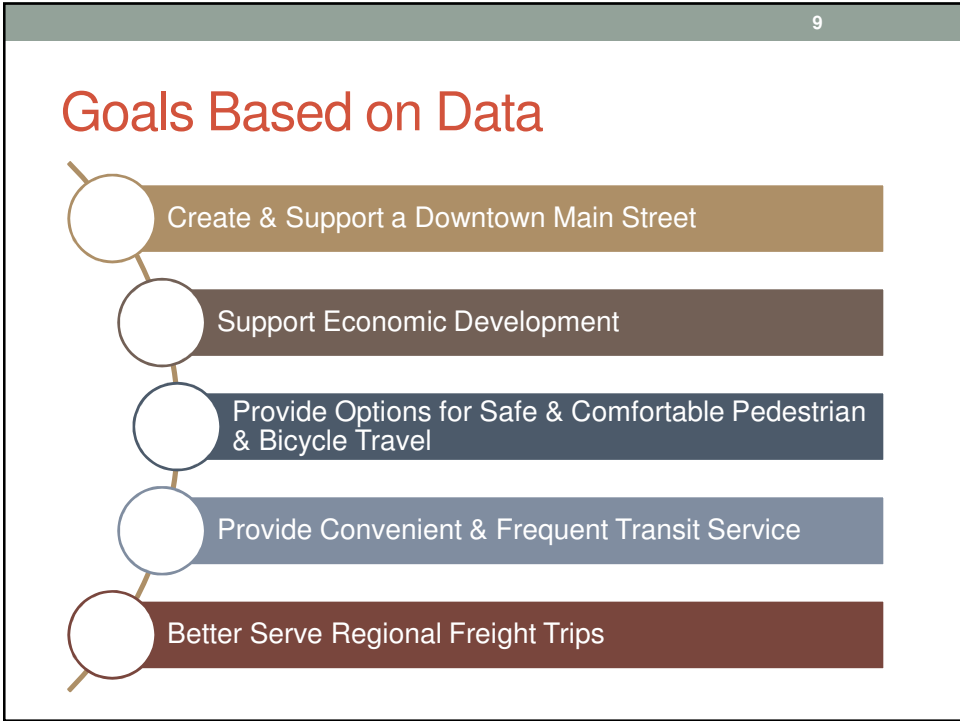


RURAL TOWN AREA

Belle Glade / South Bay Western Segment from
SR 80/Main Street from US-27 to Hooker Highway

Rural Town Area Limits

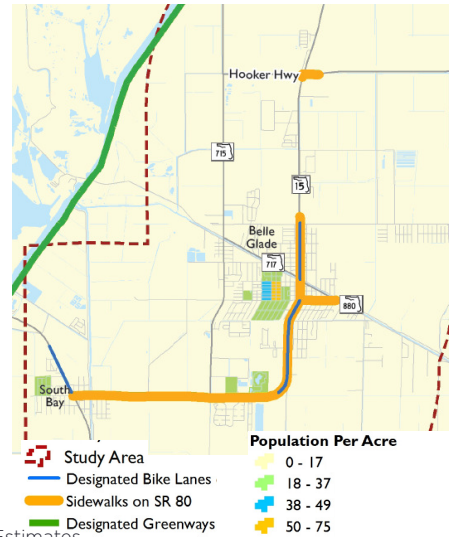




Multimodal Travel & Infrastructure

- **8%** Taking Transit, Walking, or Biking to work (PBC: 4%)
- **8%** Don't Have Access to a Vehicle (PBC: 3%)
- **1 in 4** People are Under 18 or Over 65
- Bicycle facilities and sidewalks are **not continuous** and **may not be comfortable** for some users.

Need: Multimodal access is critical but facilities need to be better connected and more comfortable for all users.

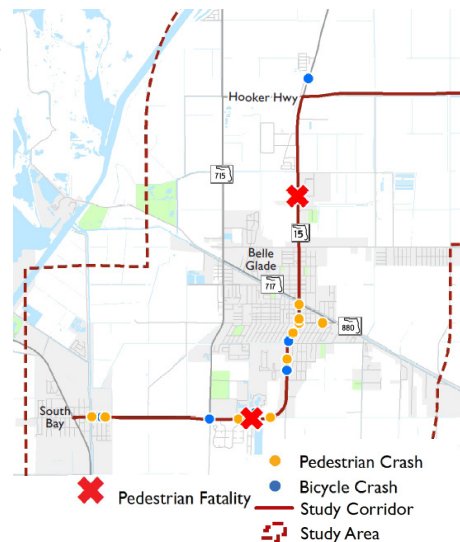


Source: US Census Bureau 2010-2014 5 Year Estimates

Safety & Crashes

- This segment **exceeds** the average crash rate for similar facilities in Palm Beach County
- Nearly **50%** of the entire corridor's pedestrian & bicycle crashes happened in the Belle Glade/South Bay area (this area only makes up 14% of the ~45-mile corridor)

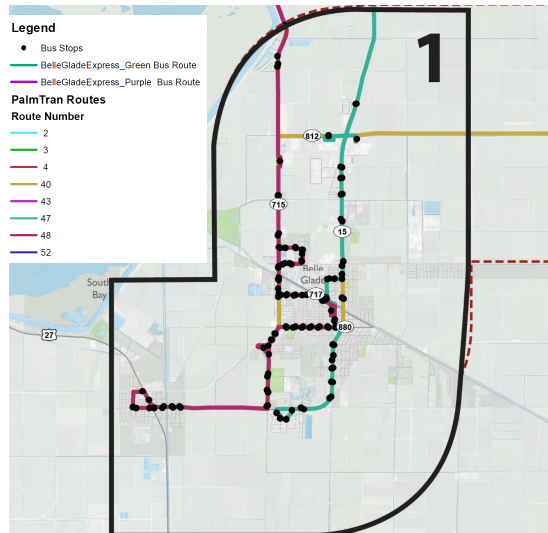
Need: Improve travel safety for people (with an emphasis on the most vulnerable users) traveling along and across SR 80.



Source: FDOT Cars Data, 2010-2014

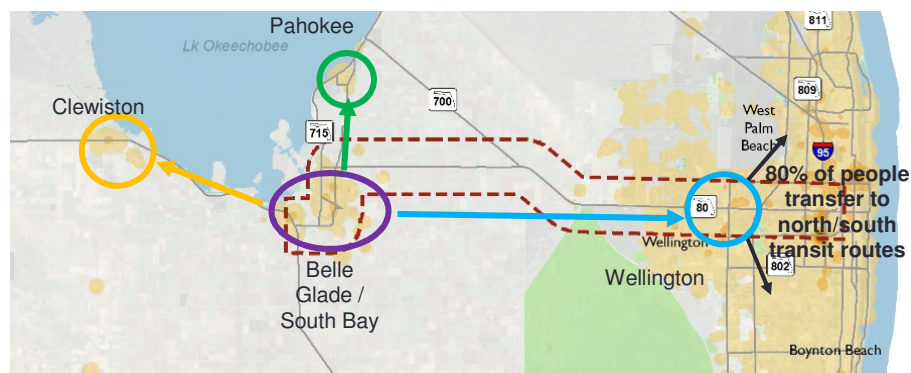
Transit Routes and Stops

- 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



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Transit is a Lifeline Service



Source: LEHD, 2010-2014

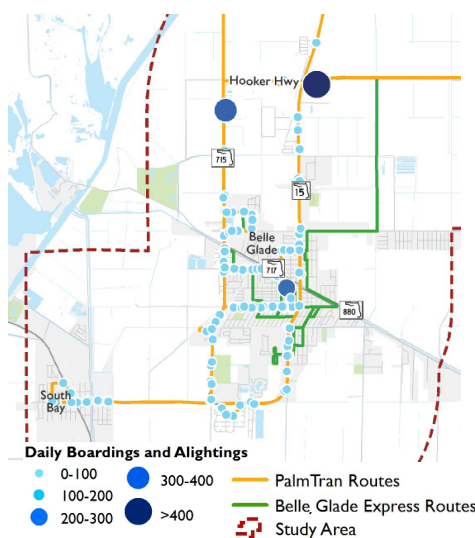
Bus Transit Issues

Trip Destination	Purpose	Issues
Belle Glade / South Bay	Local Circulation & Access to Jobs / Services	Lack of Connectivity Between Transit Services Short Span of Service (Hours & Days) Poor Ped/Bike Access to Transit Stops
Pahokee	Access to Jobs / Services	Short Span of Service (Hours & Days) Poor Ped/Bike Access to Transit Stops
Clewiston	Access to Jobs / Services	Low Frequencies Short Span of Service (Hours & Days) Poor Ped/Bike Access to Transit Stops
Eastern Urbanized Area	Access to Jobs / Services	Overcrowding Low Frequency of Service Short Span of Service (Hours) Long Travel Time Poor Ped/Bike Access to Transit Stops

Transit

- The **highest** transit activity in the corridor is in Belle Glade
- Key transfer points are **inaccessible** by foot or bike
- Route 40 has **limited hours** on weekends
- Circulators do **not have guaranteed long term funding**
- There is not enough transit capacity to satisfy demand; some trips are **standing room only for >20 miles**
- Express Bus Service** is planned between the western communities and the eastern urbanized area

Need: Transit is a lifeline for residents and access to transit should be more convenient.



Source: Palm Tran, 2015

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Community & Freight

- Good mix of uses, urban form, and connected street grid in Downtown Belle Glade
- Designated a **high growth area** based on ILC
- **~2 trucks/minute** traveling through Downtown Belle Glade in the Peak Hour
- Regional freight trips are happening in a downtown urban environment, creating potential **ped/bike conflicts**



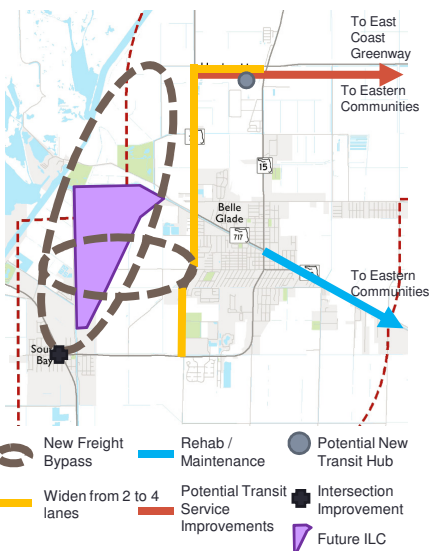

Need: The system needs to be designed to safely accommodate local and regional travel.

Source: FDOT historical traffic counts, 2011
 Study Area


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Traffic

- ILC is expected to generate growth
- Capacity related investments are **either planned or programmed**
 - Truck Bypass
 - SR 715 widening
 - Transit Access & Improvements
 - Intersection Improvement
 - Express bus service & a new transit hub are proposed
- Under existing and 2040 conditions, the existing and future planned system **meets** the SIS automobile LOS D standard (2040 forecasts ~14,000-26,000 AADT)



Need: Mobility remains important and planned investments should move forward as growth occurs.

Source: Palm Beach MPO 2040 LRTP, FDOT Quality/Level of Service Handbook  Study Area

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Goals Based on Data

- Create & Support a Downtown Main Street
- Support Economic Development
- Provide Options for Safe & Comfortable Pedestrian & Bicycle Travel
- Provide Convenient & Frequent Transit Service
- Better Serve Regional Freight Trips

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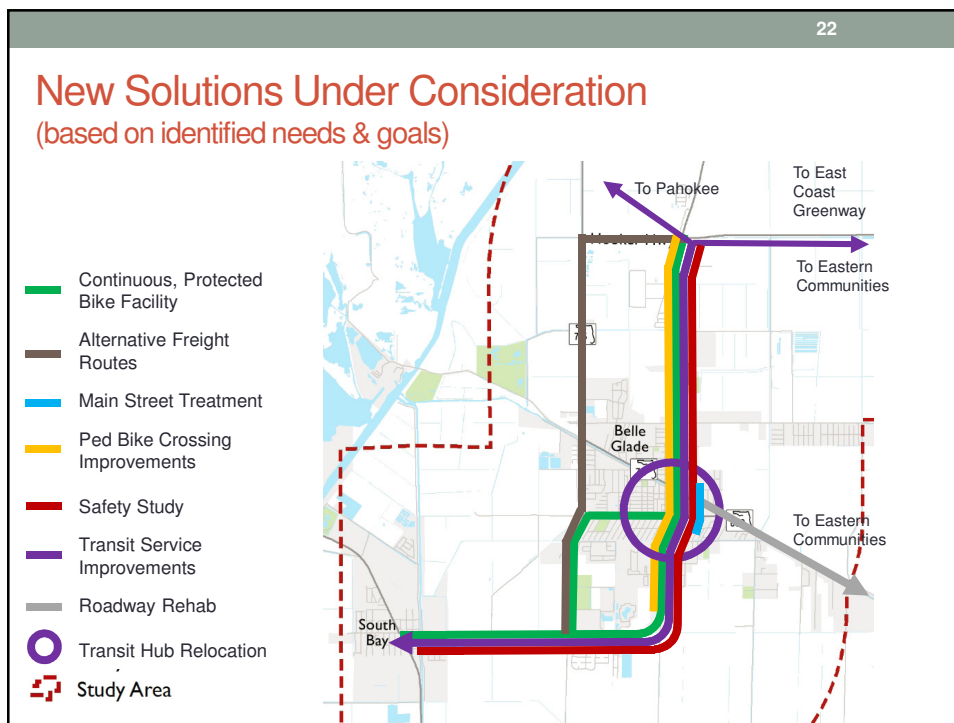
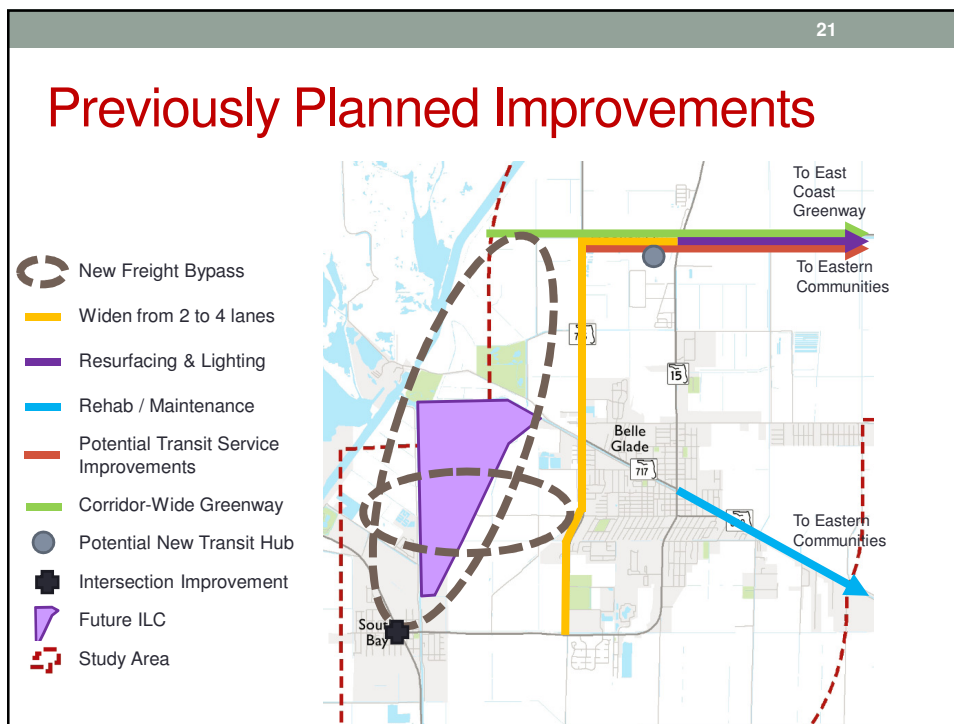
Area's Land Use & Roadway Character

Land Use Character

- Rural Town
- Agricultural

Roadway Character

- Main Street
- Town
- Rural
- Study Area



Bicycle Improvement Types



Bike Lane Solution Options

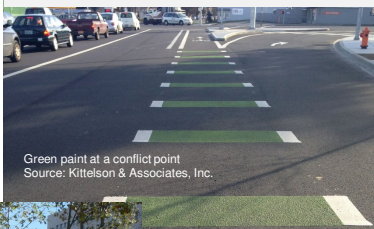
Protected Bike Lanes



Protected Bike Lane in Chicago
Source: Streetsblog Chicago

*Not current FDOT standard

Green Paint at Conflict Points



Green paint at a conflict point
Source: Kittelson & Associates, Inc.



Shared Use Path
Source: Pedestrian & Bicycle Information Center / Charlie Zegeer

Shared Use Path

Main Street Ideas



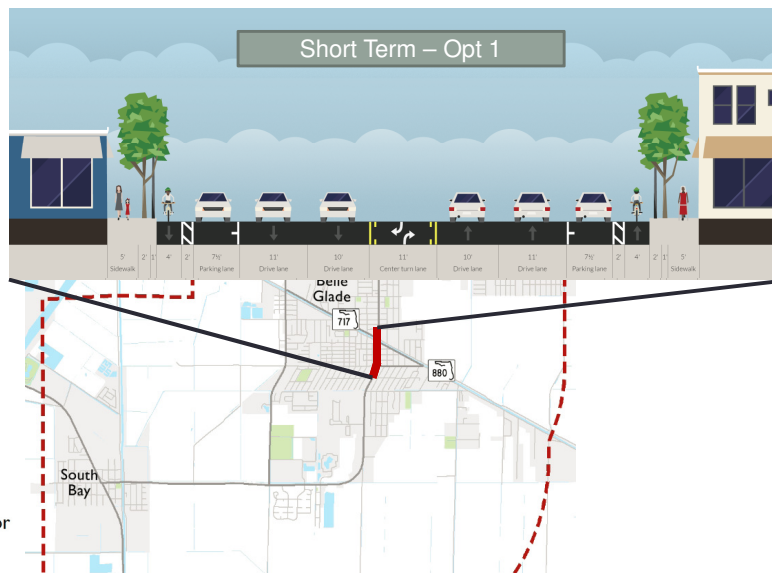
Study Corridor
Study Area

SR 80 from Ave F to Ave B (Downtown)

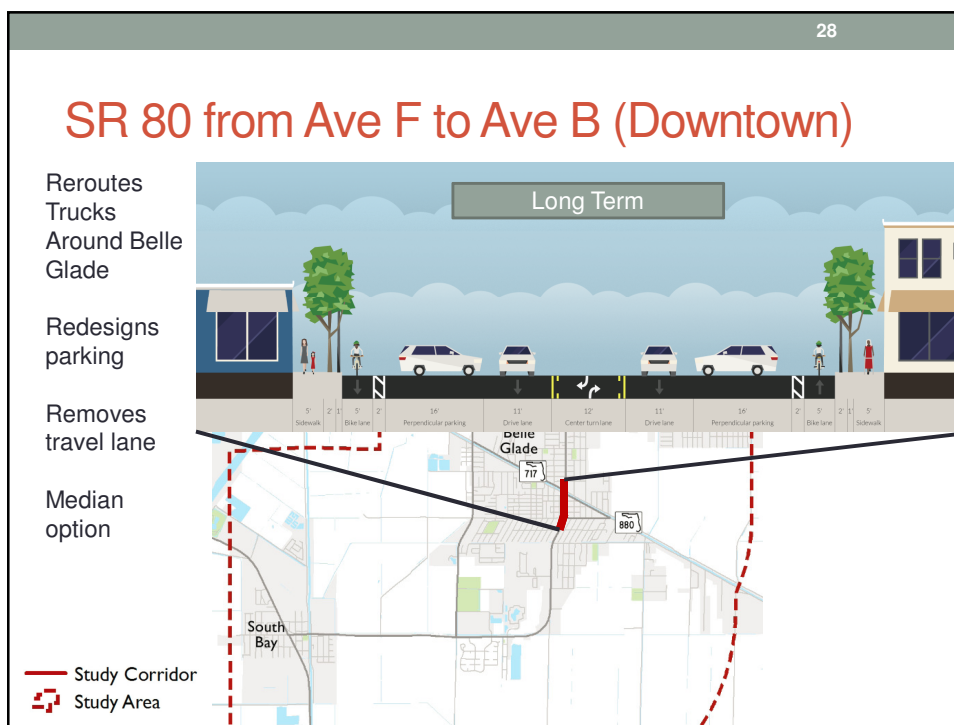
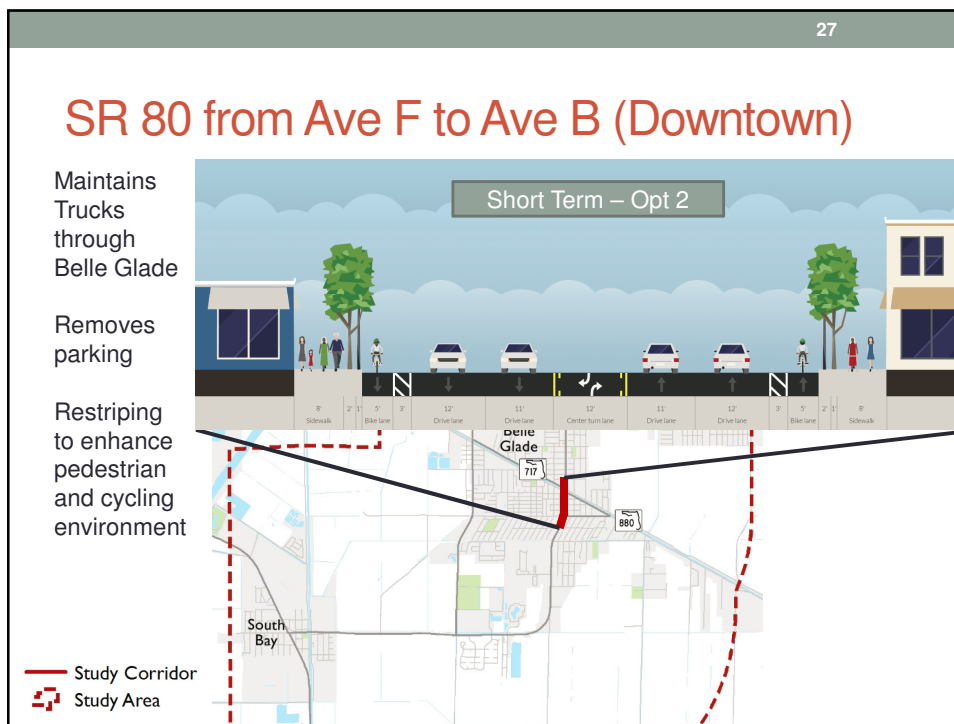
Maintains Trucks through Belle Glade

Maintains Parking

Restriping to Better Accommodate All Users



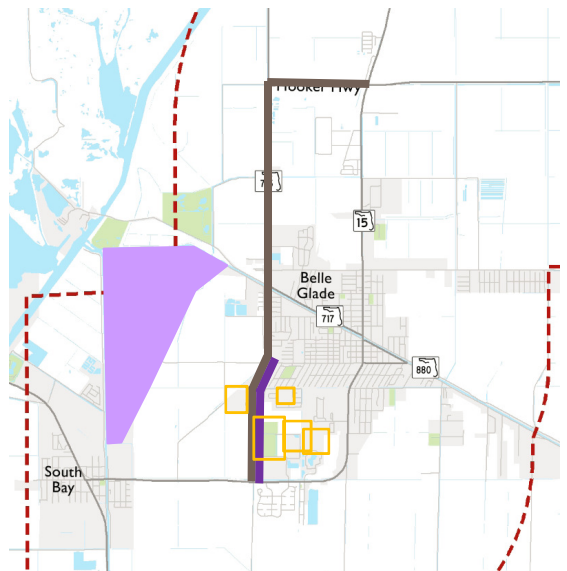
Study Corridor
Study Area



Truck Bypass Options

- Improve SR 715
 - 2 to 4 lane widening planned
 - Need to ensure adequate bike lanes, sidewalks, and pedestrian crossings for schools and parks are included

- ▣ Study Area
- ▬ Alternative Freight Routes
- ▬ Ped Bike Crossing & Infrastructure Improvements
- ▭ School & Recreation Destinations
- ▭ Future ILC



AGRICULTURAL AREA

SR 80 Western Segment from Hooker Highway to 20-Mile Bend

31

Agricultural Area Goals

- Improve north-south crossing safety
- Address low visibility safety issues
- Improve alternative east-west connections
- Identify opportunities for regional pedestrian and bicycle connectivity

32

Regional Connection

- SR 80 is the **major connection** between the western communities to the jobs, healthcare, education, and other destinations of eastern Palm Beach County
- In the event of a road closure, there is only one other east-west option (CR 880)
- Mobility is focused on **throughput**; no destinations
- Almost **1 in 5** trips are freight related.

Need: Alternate east-west connectivity is critical for emergency and evacuation purposes.

The map displays a network of roads within a study area. A legend titled 'Functional Classification' identifies the following road types:

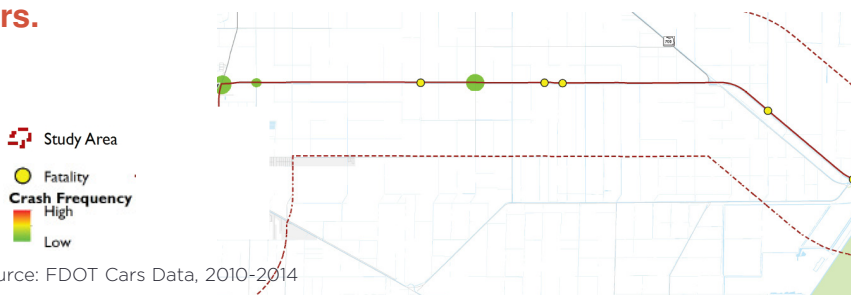
- Principal Arterial - Expressway (Blue line)
- Principal Arterial (Purple line)
- Minor Arterial (Red line)
- Major Collector (Yellow line)
- Minor Collector (Green line)

The map shows a primary east-west corridor (SR 80) and an alternate route (CR 880) highlighted in purple and yellow respectively. A red dashed line indicates a potential alternate route. The study area is marked with a red square icon.

Safety

- **40%** of crashes occurred at night, dusk, or dawn
- Slow speed vehicles **are crossing** a facility with higher speed traffic
- **Fog and smoke** are common, especially when agricultural fields are being burned

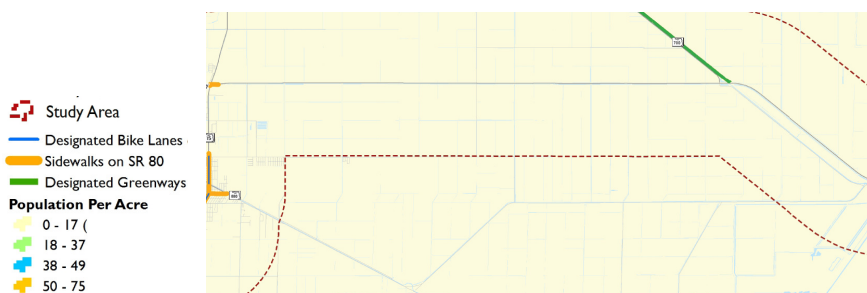
Need: The facility needs to safely accommodate north-south crossing traffic and create higher visibility for all users.



Multimodal

- Under existing and 2040 conditions, the existing and future planned system **meets** the LOS D standard
- There are **no pedestrian or bicycle facilities** in this area
- There are **no transit stops** in this area

Need: Vehicular capacity is sufficient, although facilities for pedestrians and bicyclists are lacking.

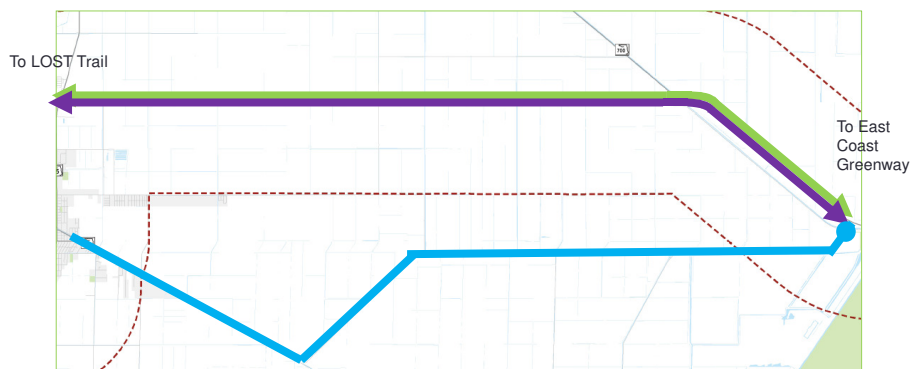


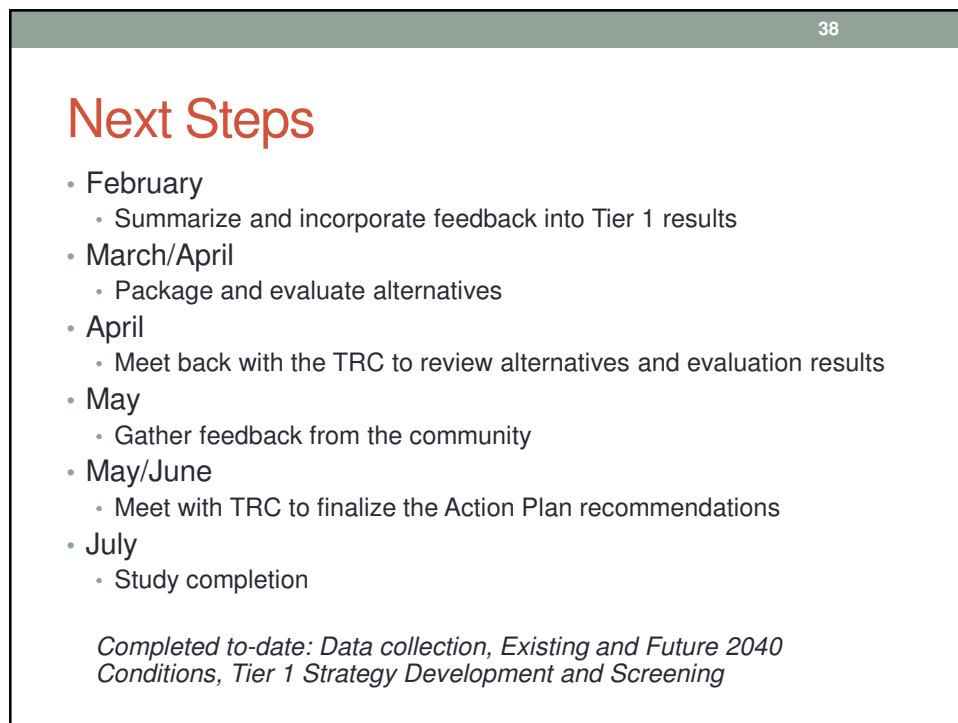
Agricultural Area Goals

- Improve north-south crossing safety
- Address low visibility safety issues
- Improve alternative east-west connections
- Identify opportunities for regional pedestrian and bicycle connectivity


Planned Investments

- Corridor-Wide Greenway (unfunded)
- Resurfacing & Potential Lighting
- Rehab/Maintenance
- Bridge replacement
- ▣ Study Area






1



**SR 80
Corridor
Action Plan**
From US-27 to I-95 PD&E Limits

Eastern TRC Meeting #3
June 2, 2017



2

Agenda

- Introductions
- Study Background Recap
- March 15, 2016 TRC Meeting #2 Recap
- Existing Conditions Recap
- Alternatives Development
- Next Steps

***ACTION ITEM: CONFIRM ALTERNATIVES TO MOVE INTO TIER 2 ANALYSIS**

3

INTRODUCTIONS

Please State Your Name and Agency

4

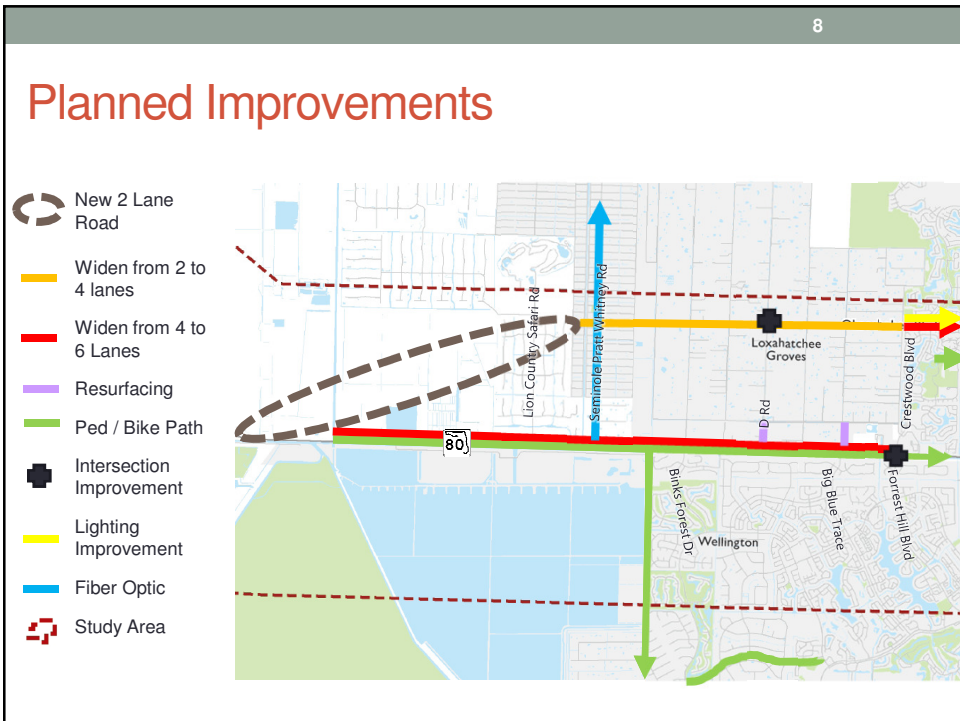
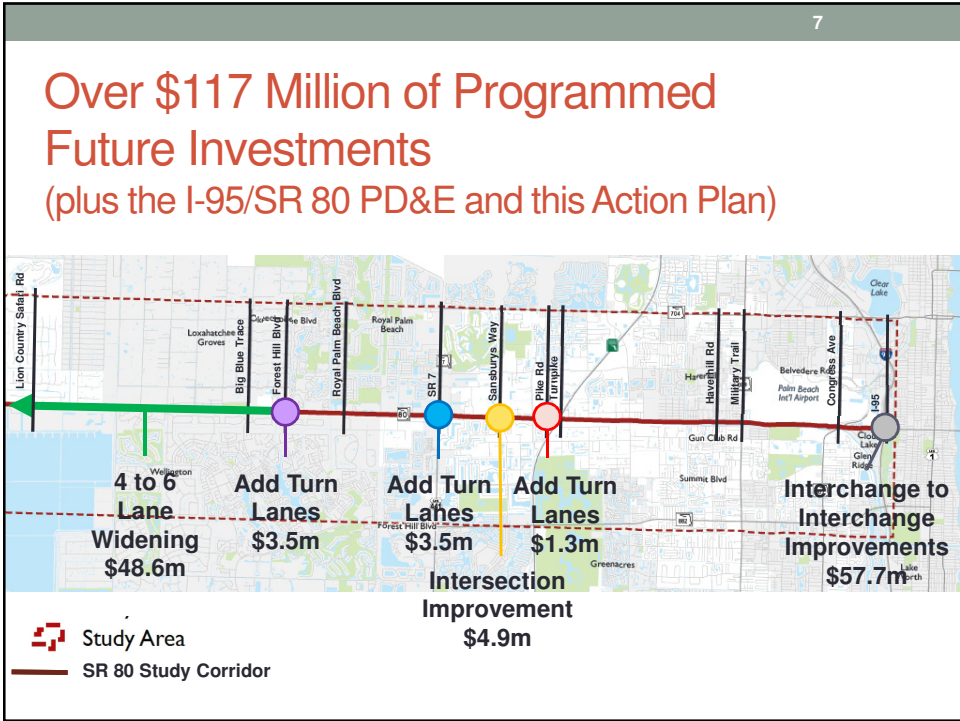
STUDY BACKGROUND RECAP

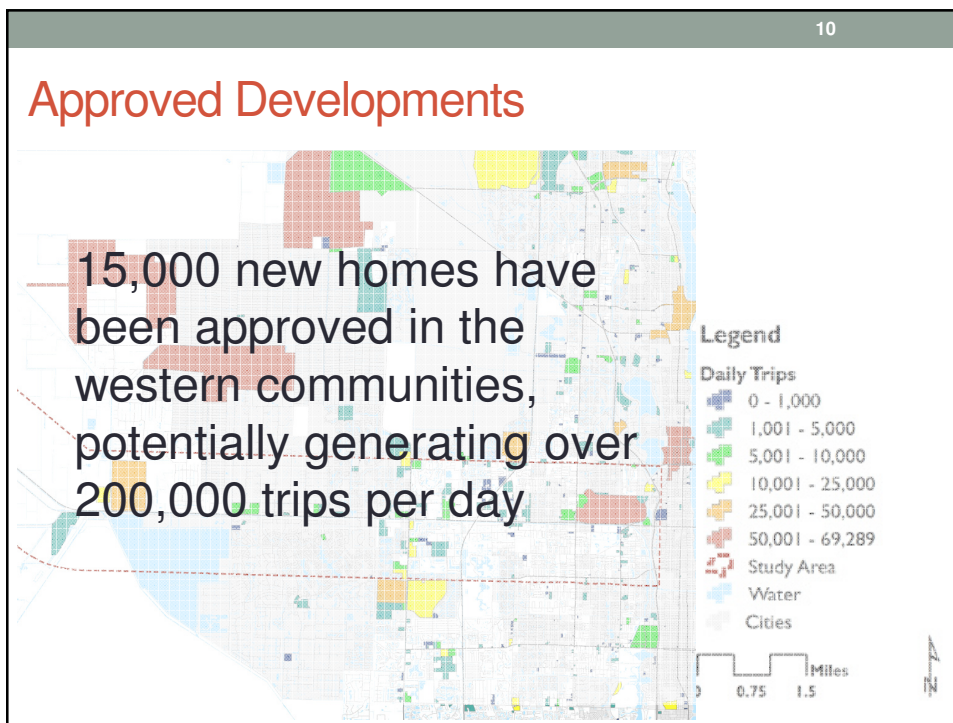
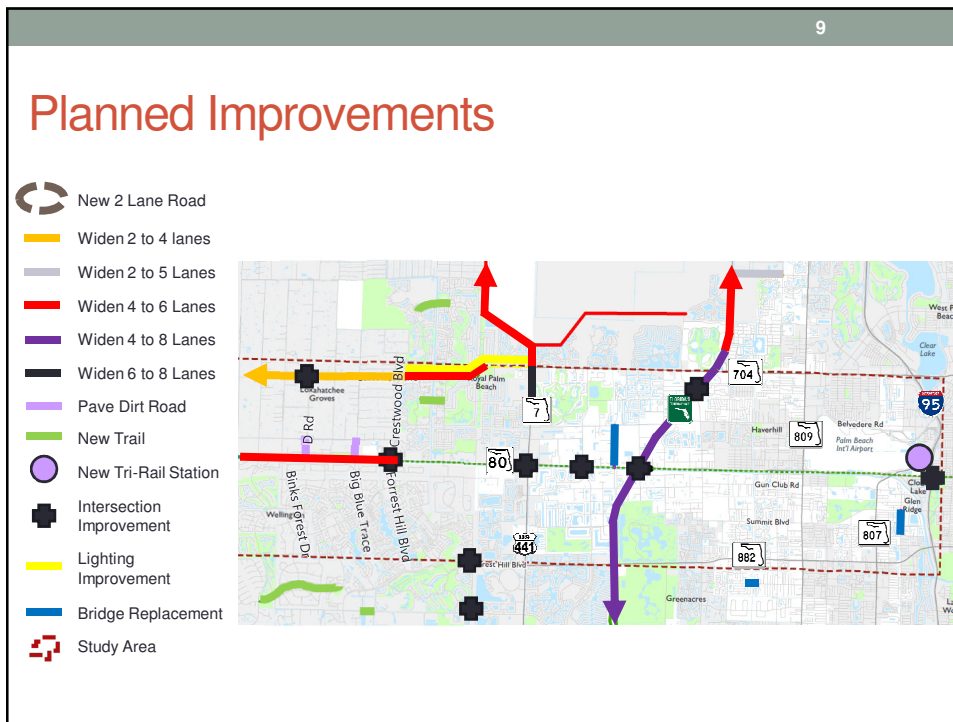
Study Purpose: Improve upon and preserve accessibility and mobility for all users

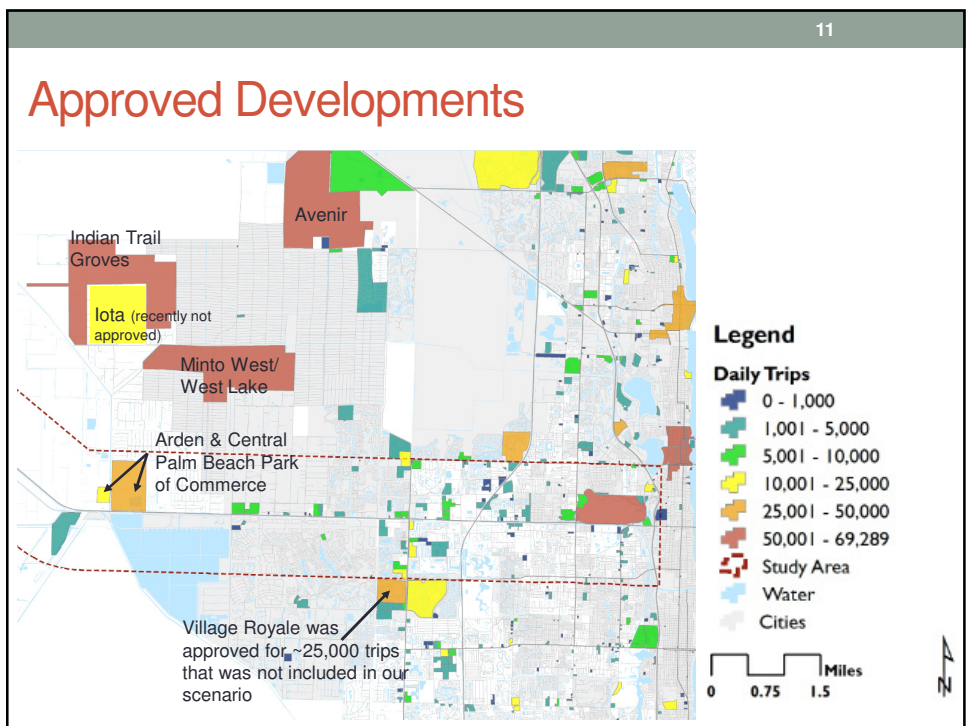
- Recommend actions **to protect and enhance** the SIS corridor
- Develop a plan **in cooperation** with state, regional and local stakeholders
- Develop a multimodal corridor **well integrated** with land uses
- Consider goals and objectives of local and regional plans
- Consider **multimodal strategies to meet demand safely and efficiently**
- Identify strategies to **ensure mobility** that are consistent with land use and transportation plans
- Support development **of context sensitive, complete streets and livable communities**
- Provide **safe and efficient mobility** for all users

Over \$346 Million of Improvements Invested Since 2005









TRC MEETING #2 &
EXISTING CONDITIONS RECAP

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TRC Meeting #2 Agenda Overview

- Held March 15, 2016 at Palm Beach MPO
- Walked through data collection and findings
- Collected feedback on issues identified through data collection
- Collected feedback on character districts definitions, boundaries, and goals
- Discussed and agreed to the ultimate goals/needs the recommended investments should achieve

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Agreed to SR 80 Goals/Needs

Maintain adopted standards for vehicular mobility and safety

Integrate transportation and land use

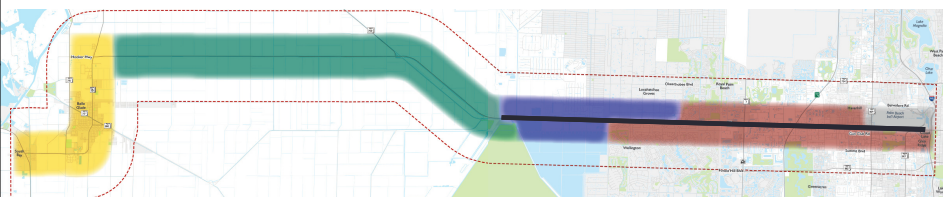
Increase the attractiveness of transit and non-single occupant vehicle trips

Provide appropriate facilities for walking and bicycling






Strengthen the coordination needed between decision-making partners

Agreed to Corridor Character Districts

-  Airport
 -  Suburban
 -  Transitioning
 -  Agricultural
 -  Rural Town
-  Study Area



Activities Since TRC Meeting #2

-  Developed a Second Land Use Scenario (LU 2)
-  Identified LU 2 Related Issues and Needs
-  Conducted Tier 1 Initial Strategy Screening
-  Held Meetings with County and MPO Partners
-  Developed Draft Alternatives to Move into Tier 2

WHERE ARE PEOPLE GOING AND HOW ARE THEY GETTING THERE?

To determine this we looked at:

- Where people live and work
- Origins and destinations
- Trip distribution
- Mode split

EMPLOYMENT

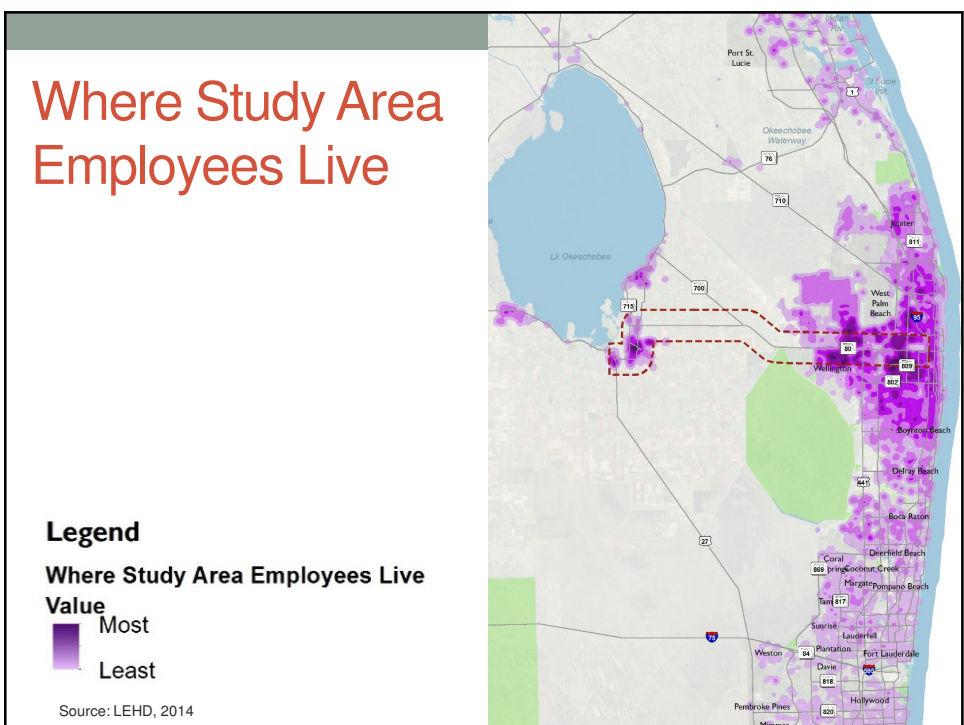
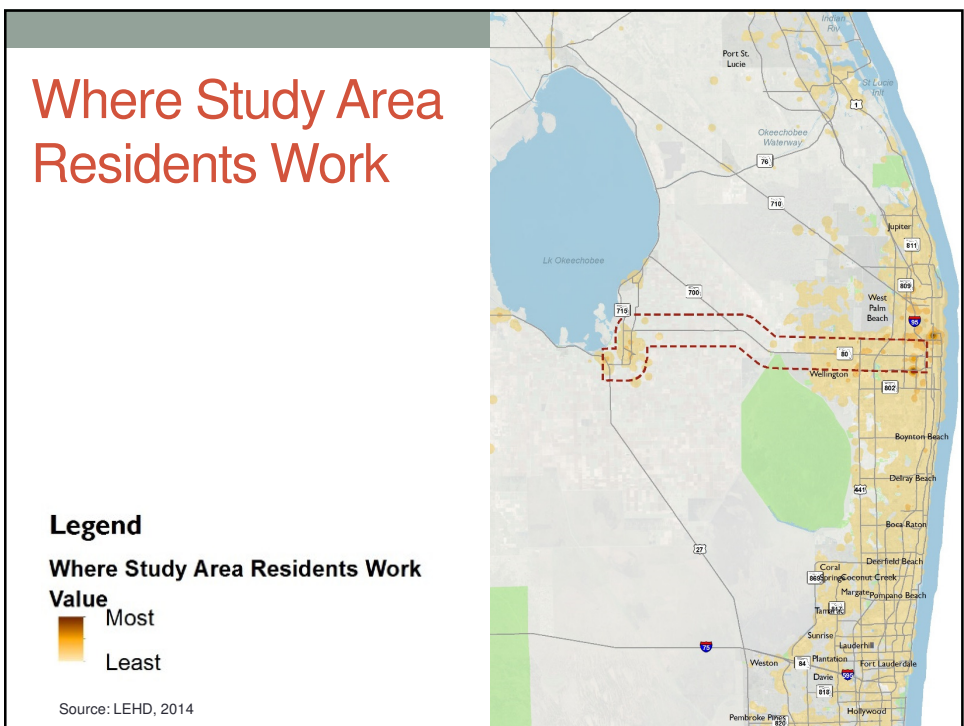
141,850 **Working Population**
 (Workers who live + who live & work + who commute into the corridor to work)

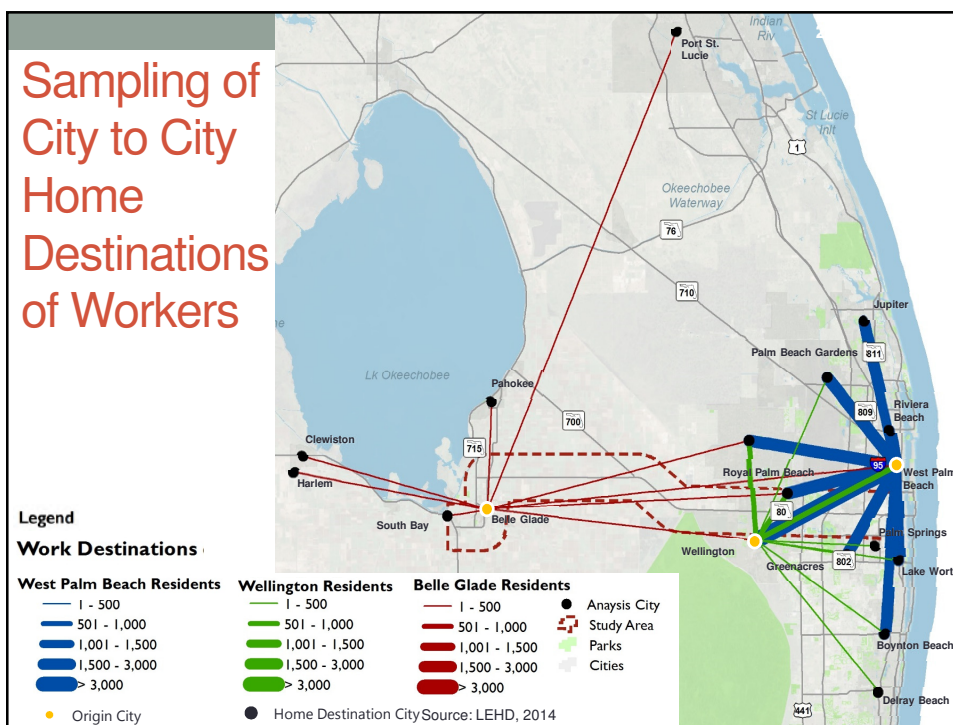
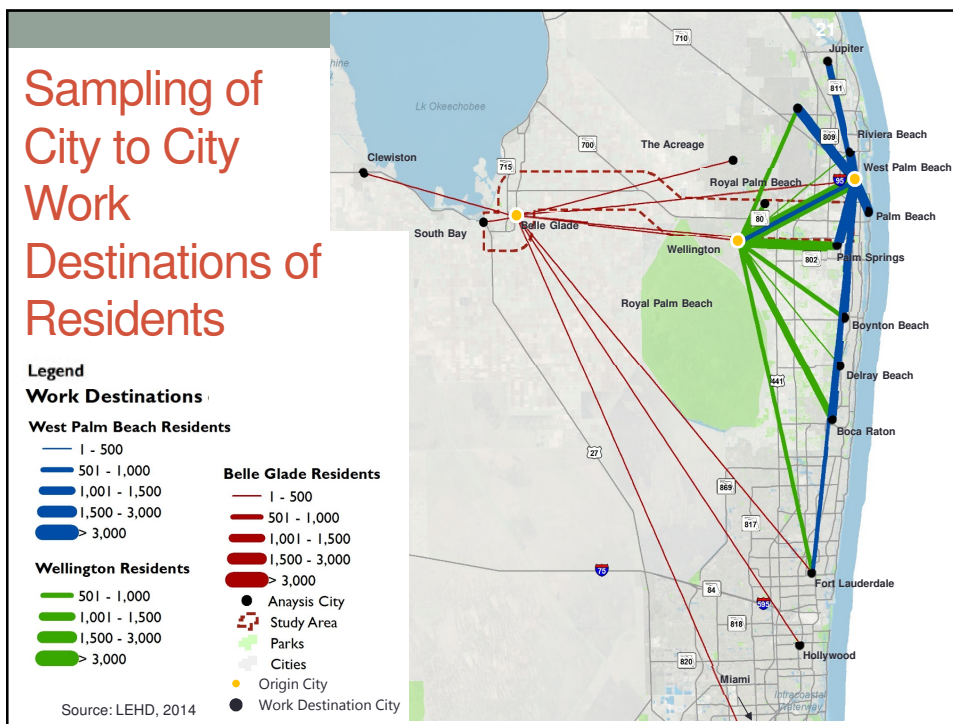


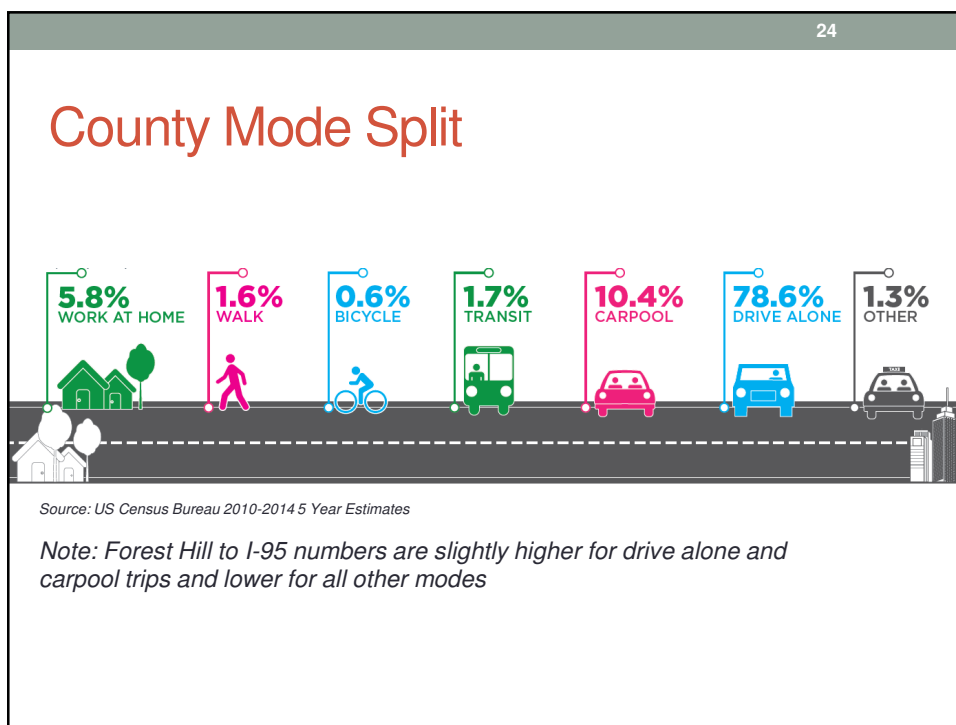
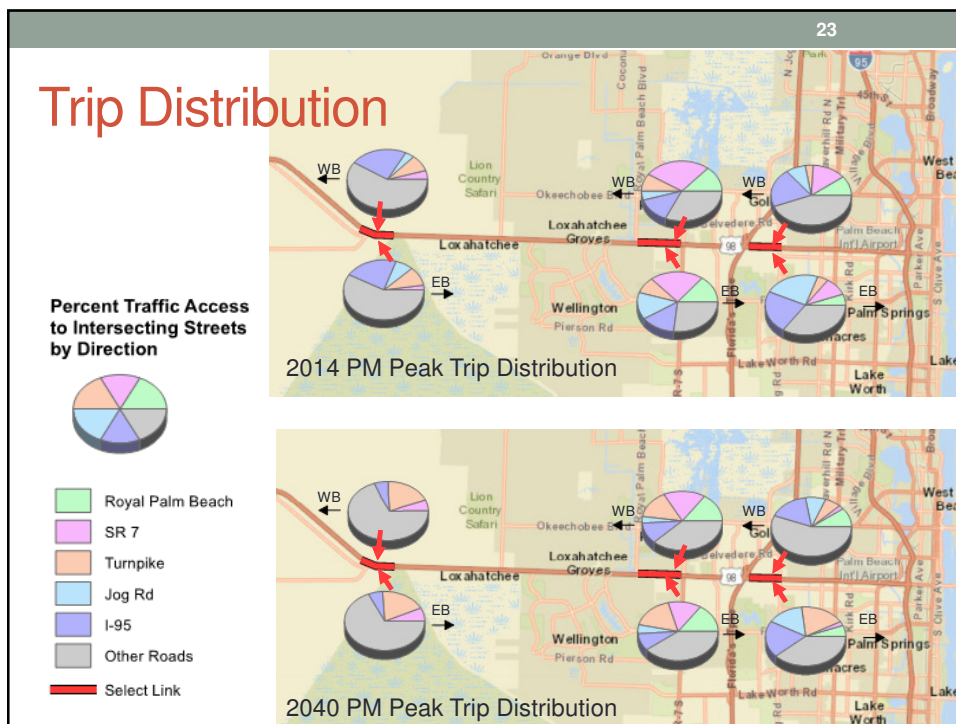
Work Inflow / Outflow (2 miles N & S of Study Corridor)

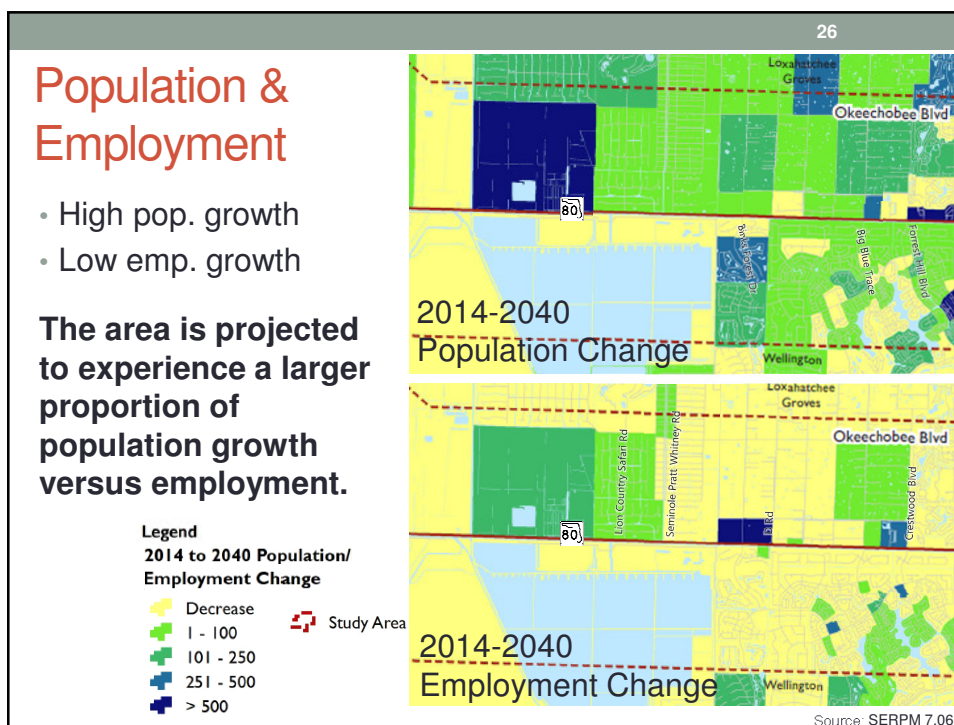
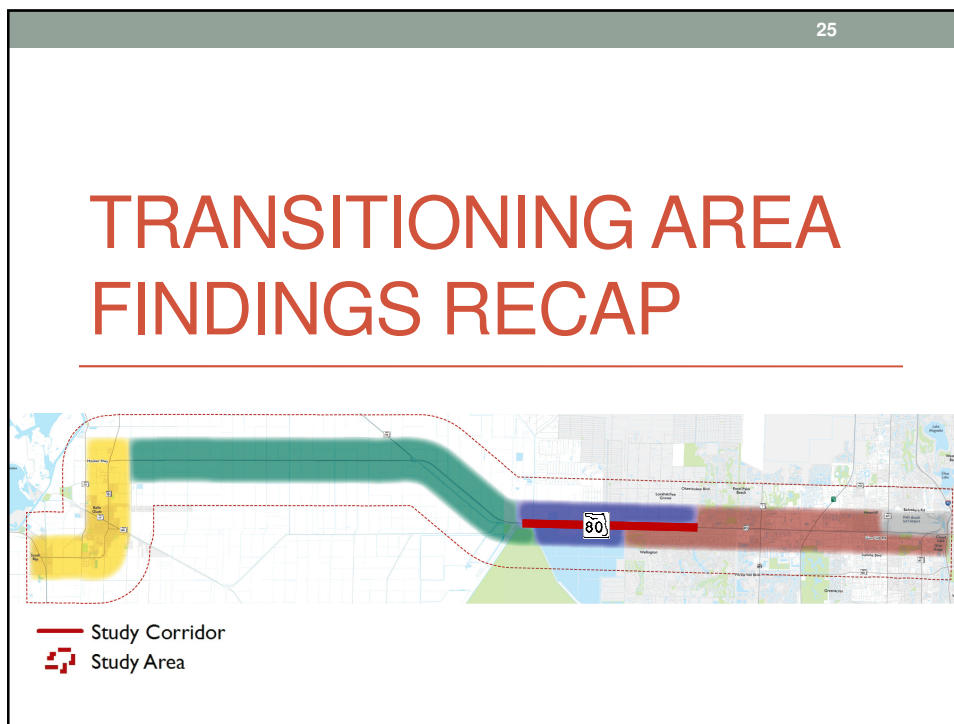
65,085	17,440	59,326
Employees Coming into the Study Area to Work	Residents Live & Work in the Study Area	Residents Leaving the Study Area to Work

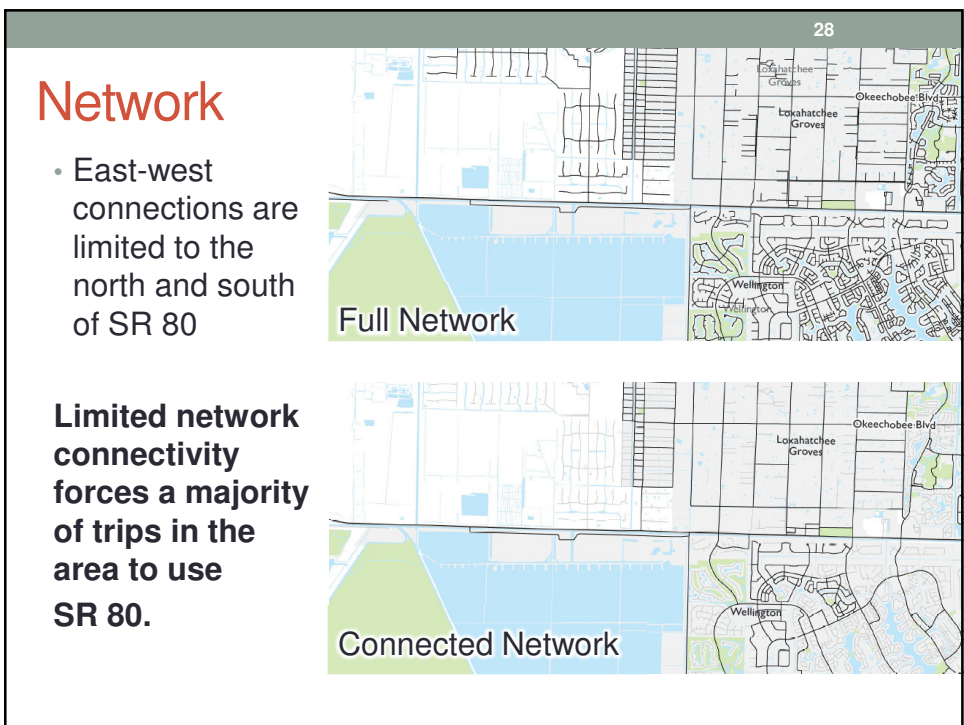
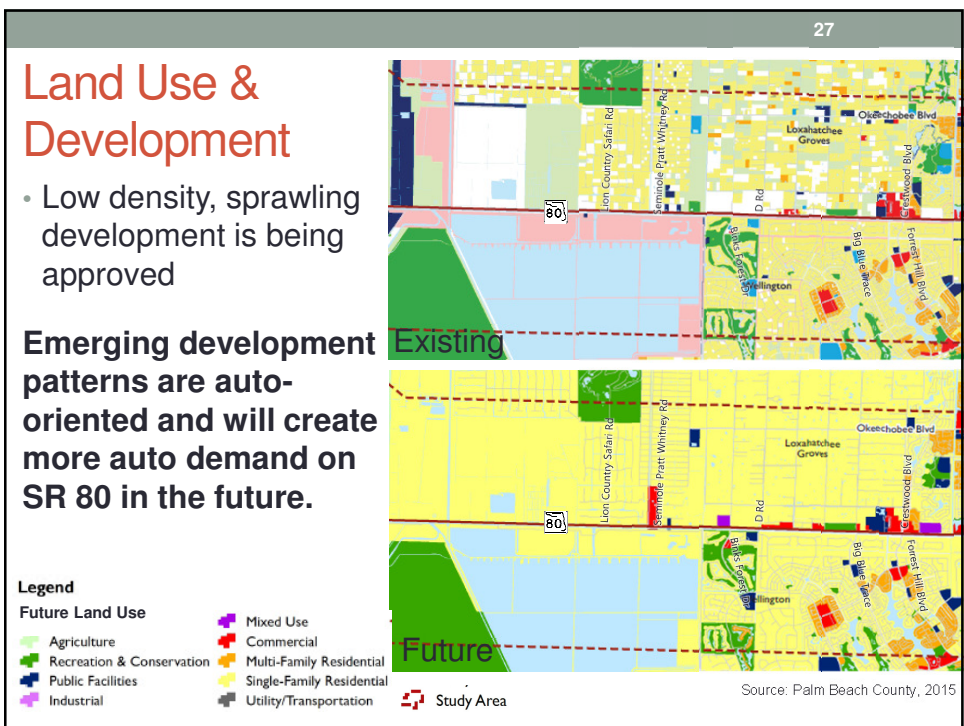
Source: LEHD, 2014

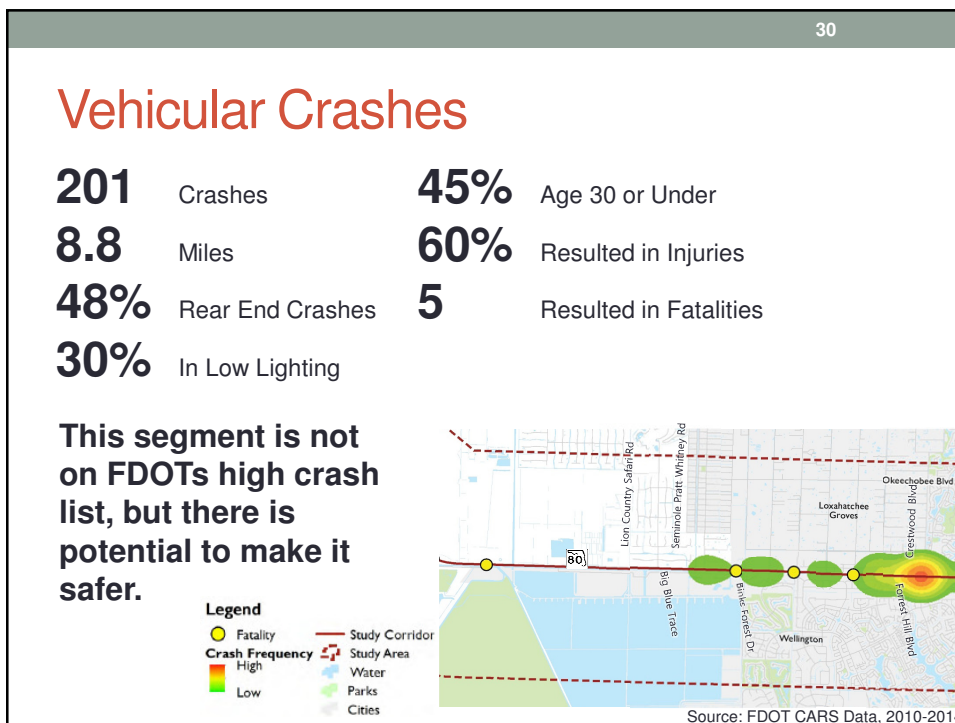
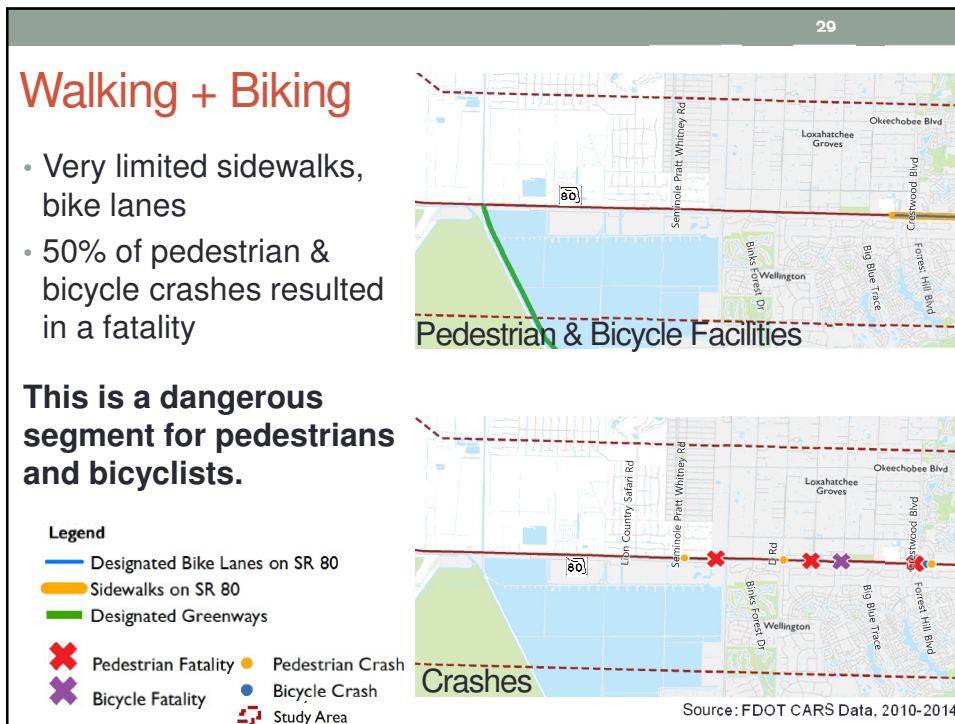


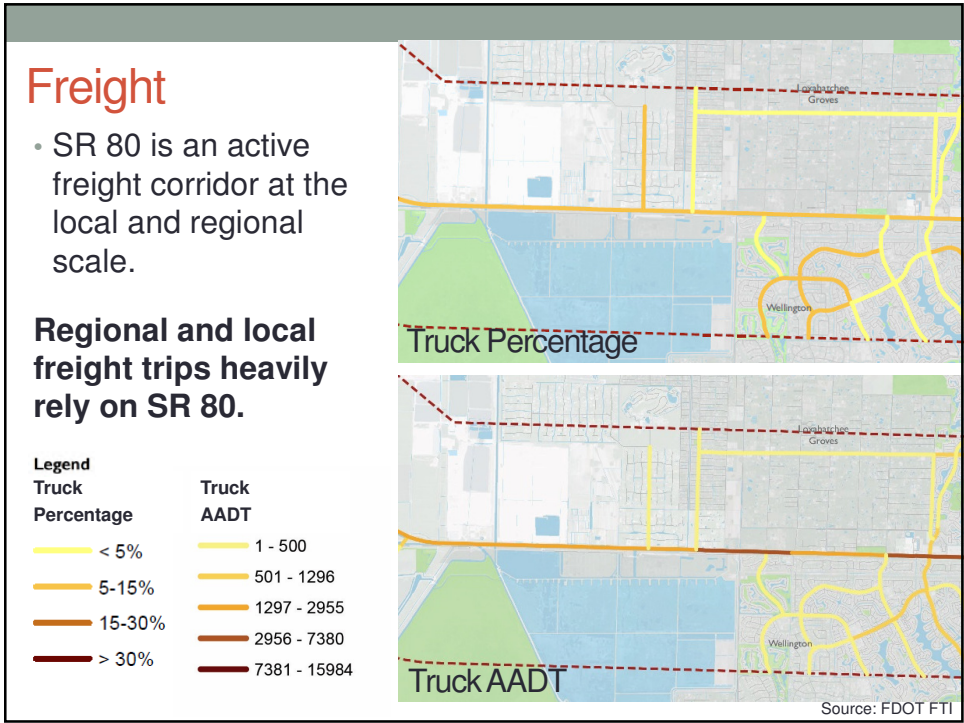
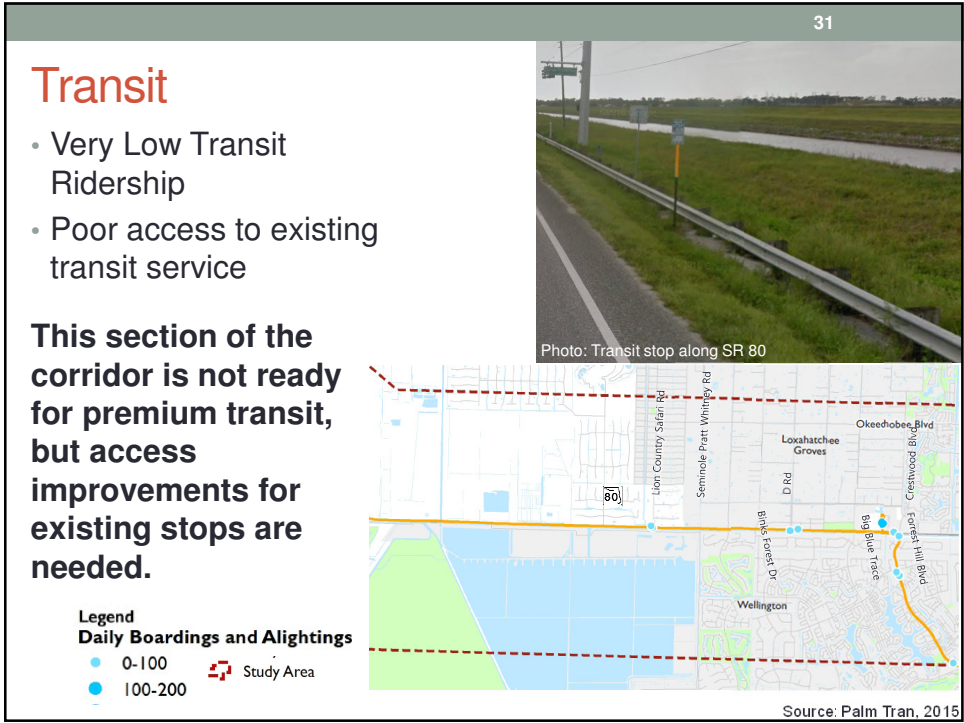


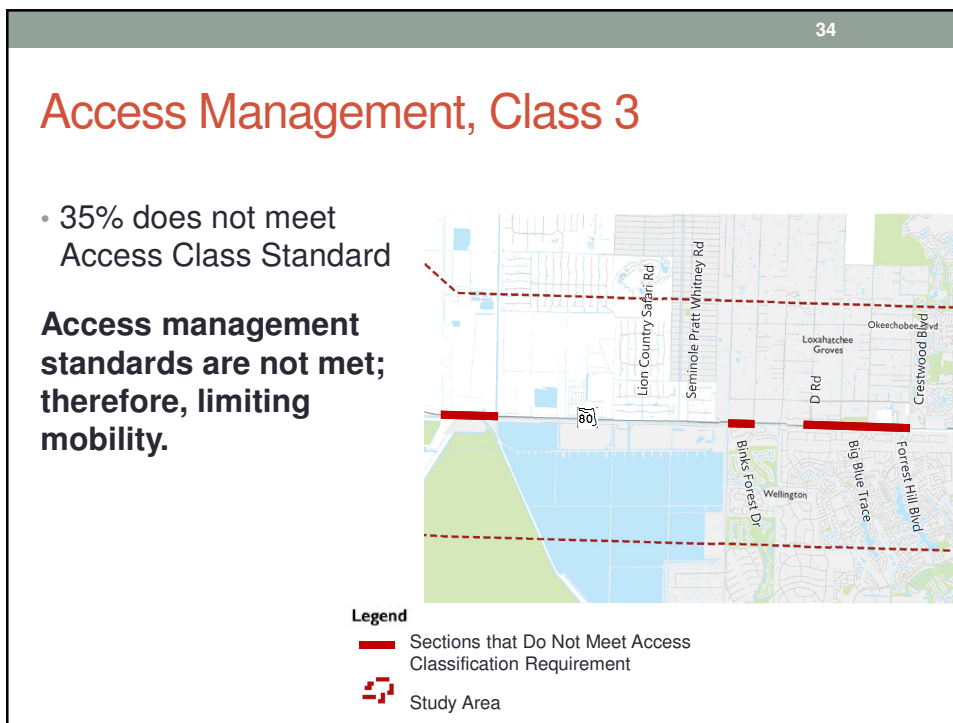
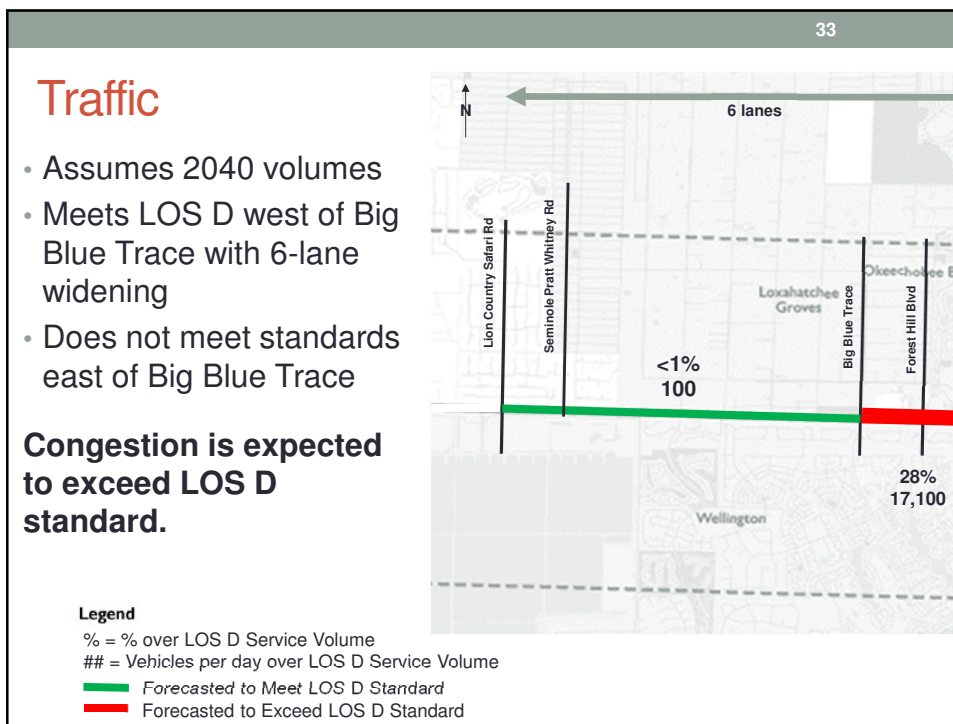


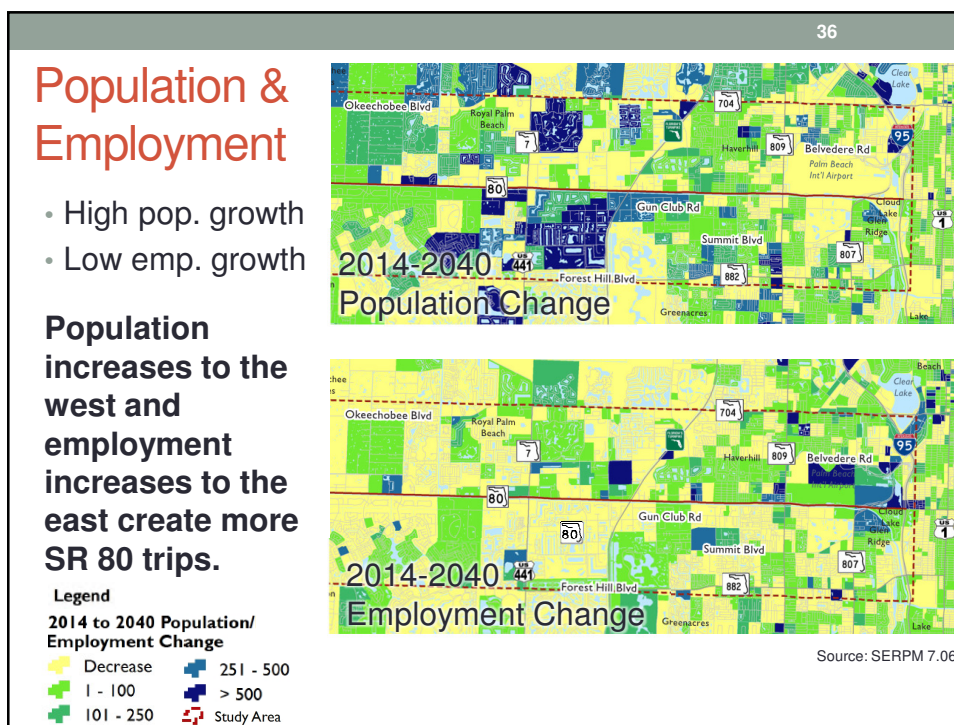
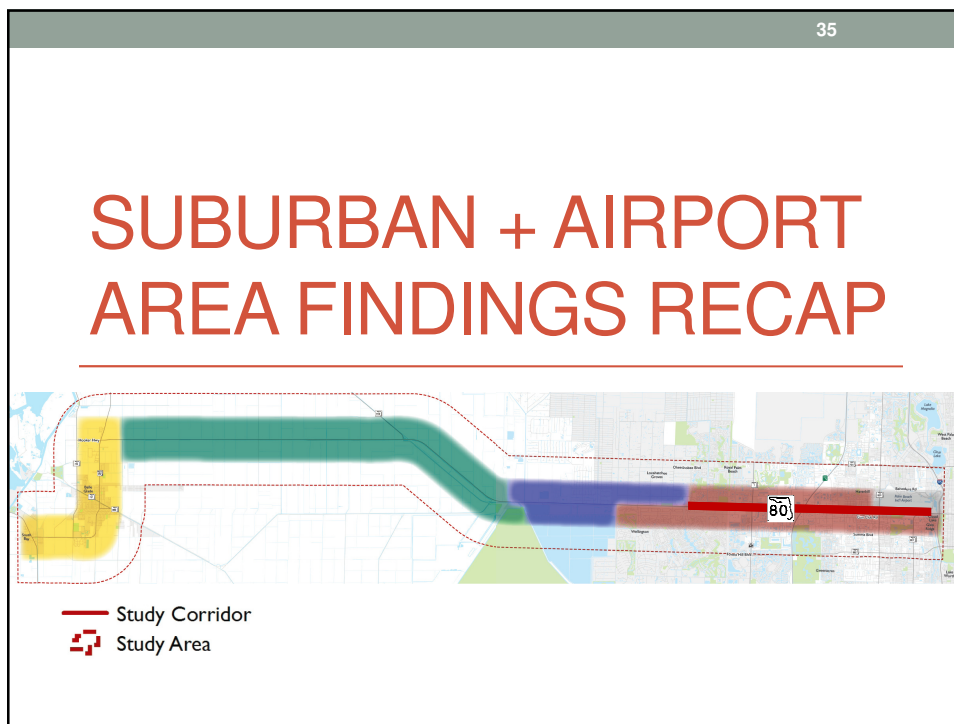


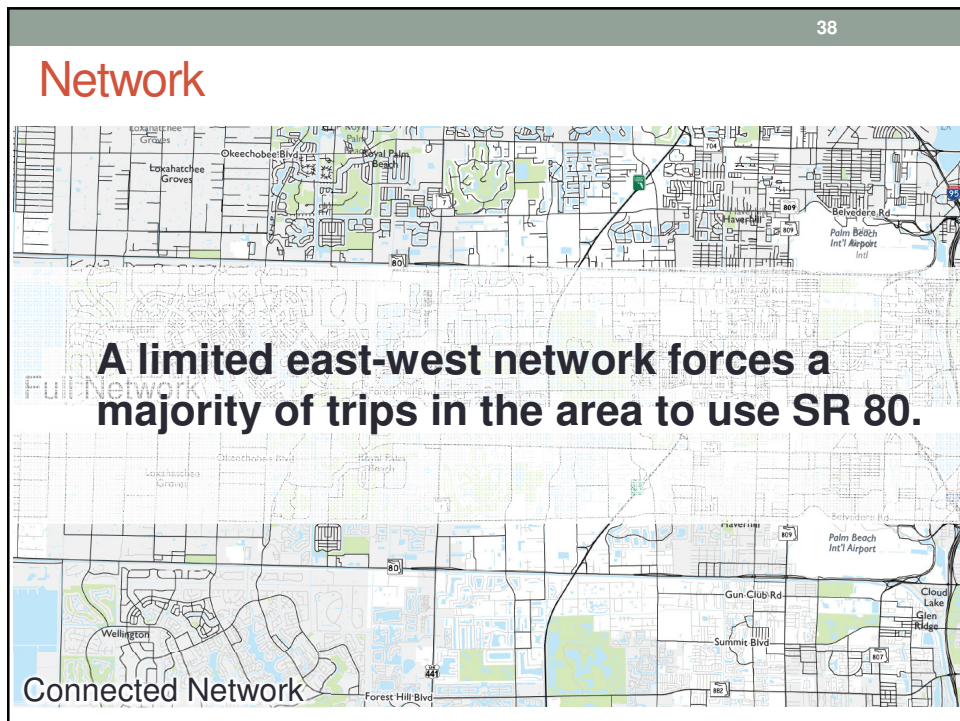
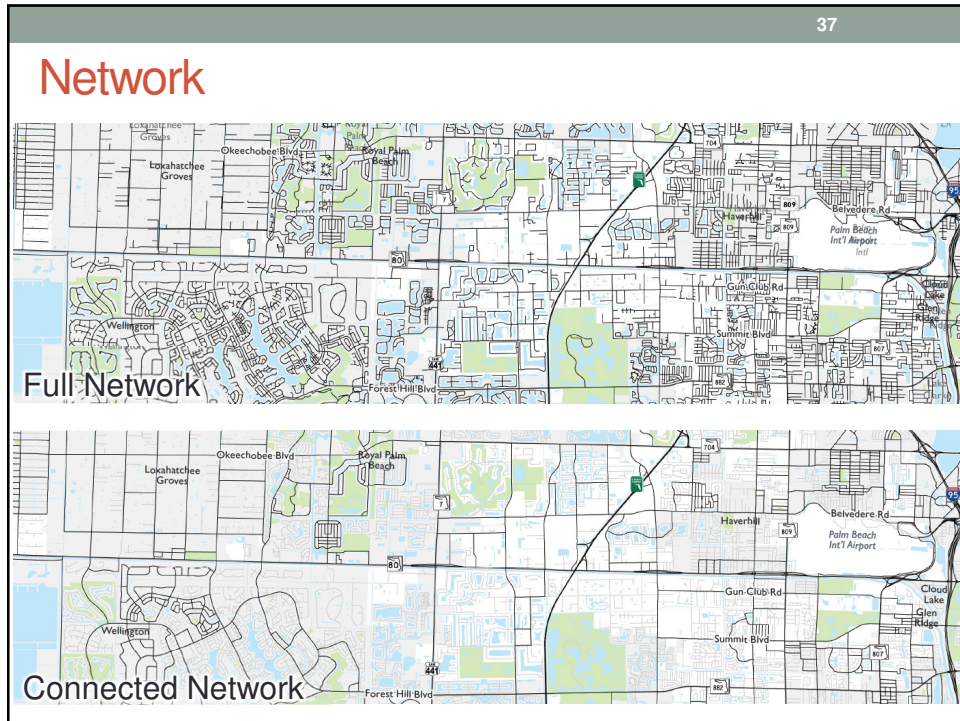


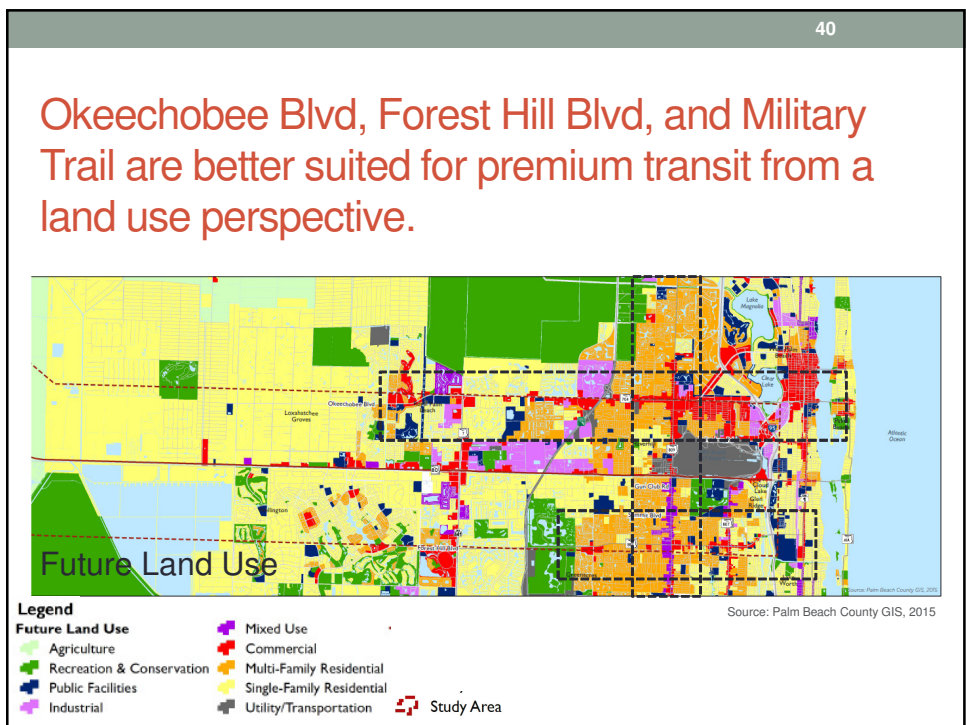
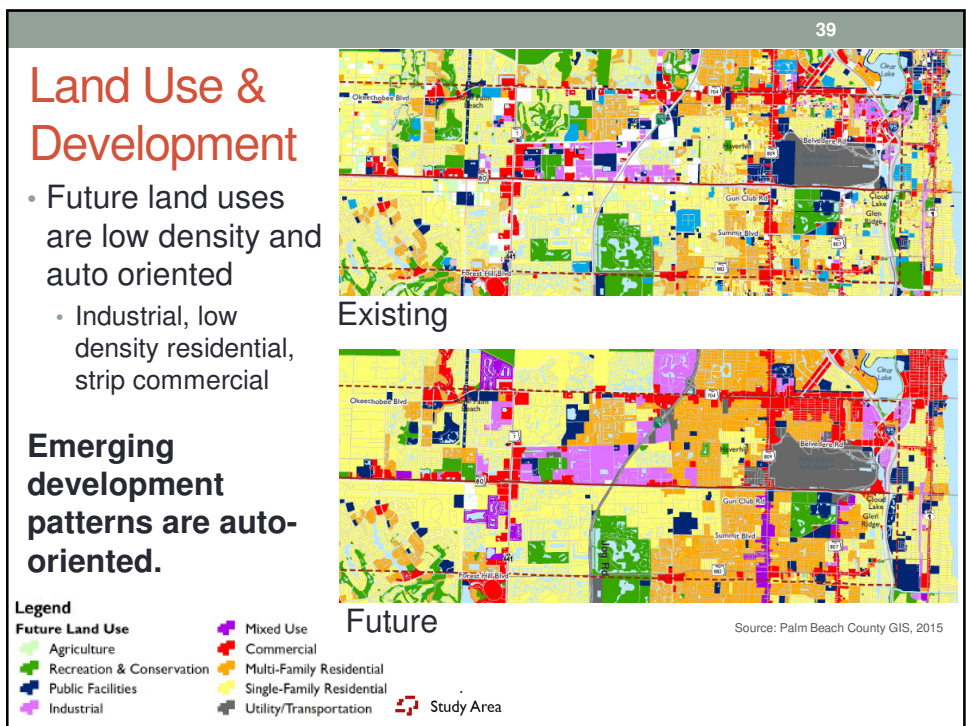


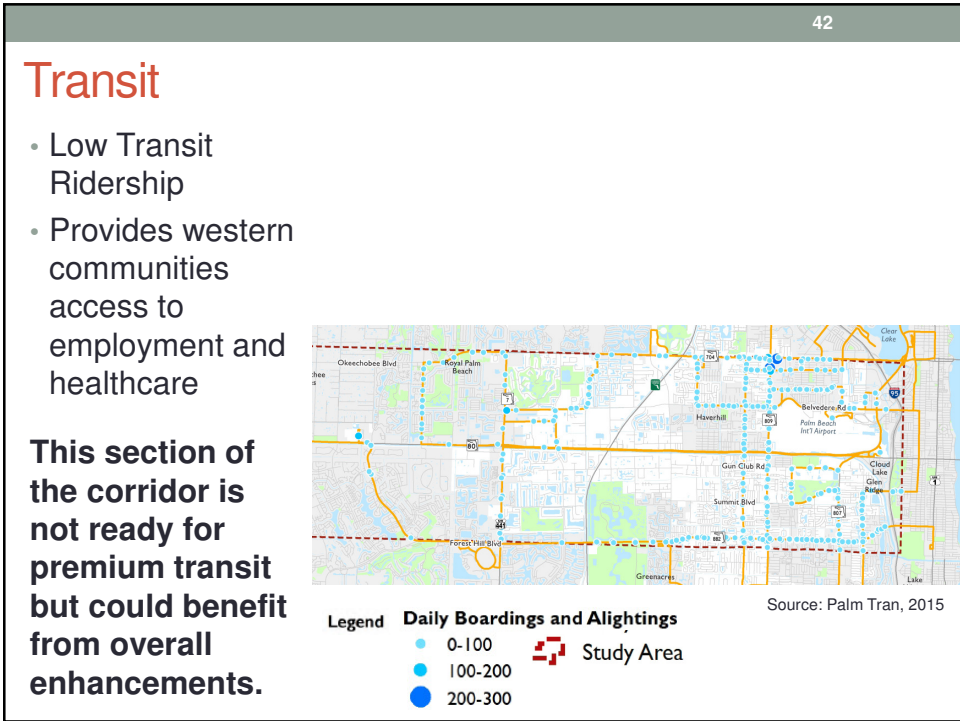
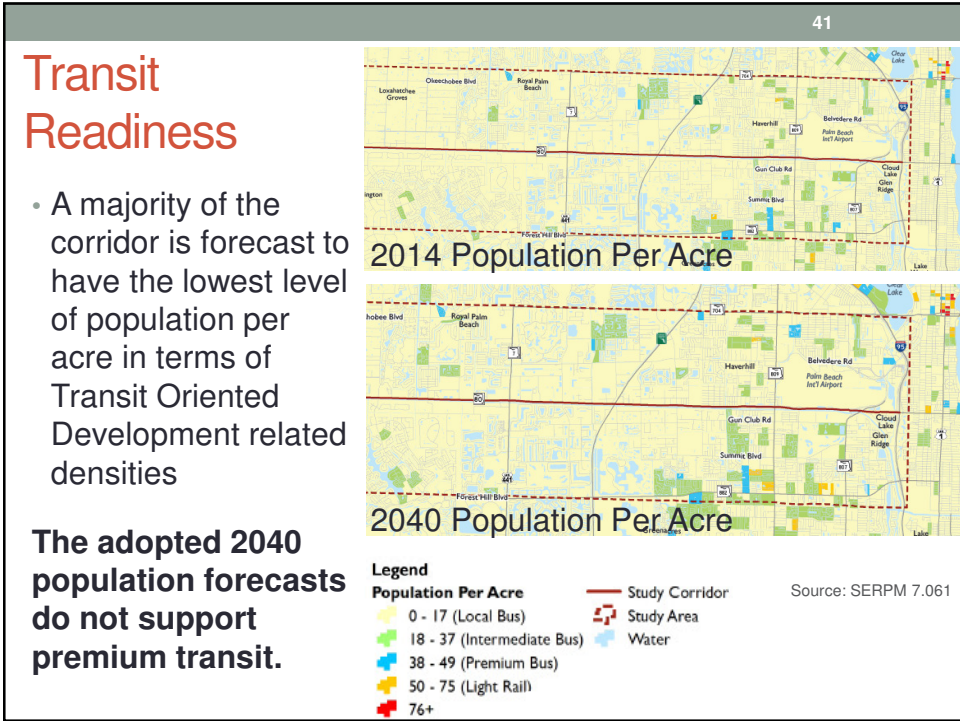





















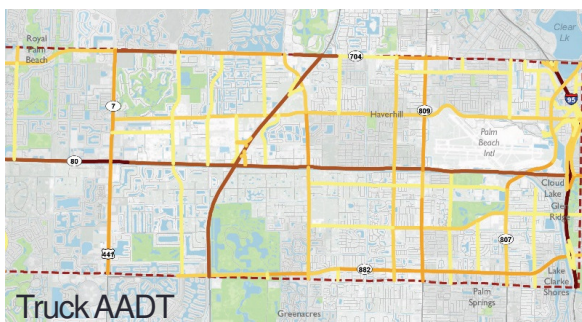
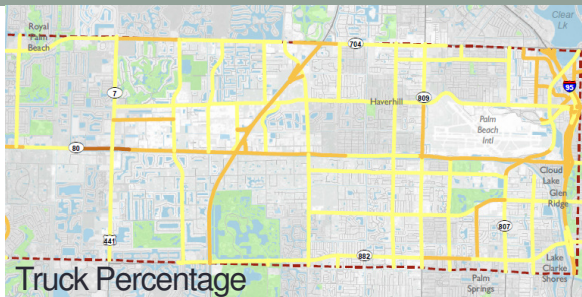
Freight

- SR 80 is an active freight corridor at the local and regional scale (e.g. Port of Palm Beach activity).

Regional and local freight trips heavily rely on SR 80.









Legend

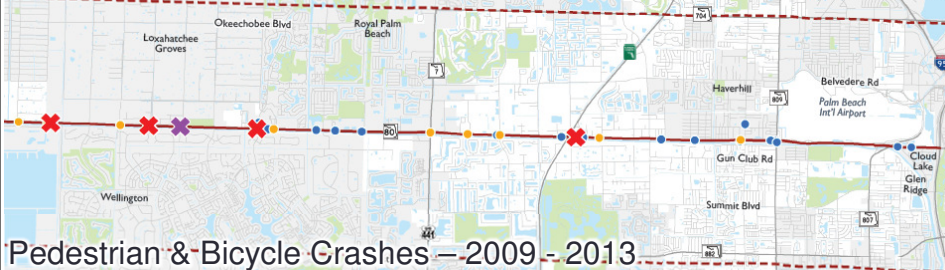
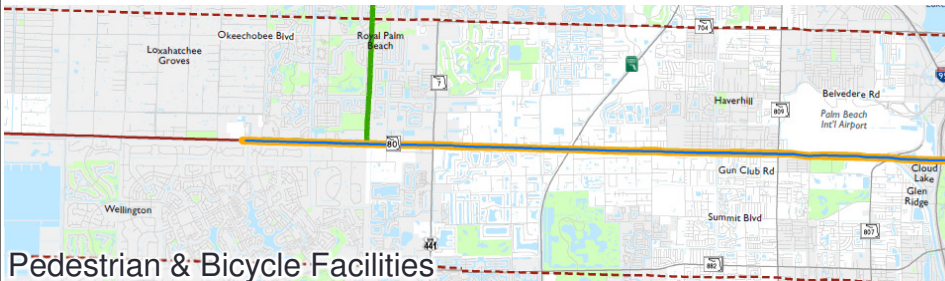
Truck Percentage	Truck AADT
 < 5%	 1 - 500
 5-15%	 501 - 1296
 15-30%	 1297 - 2955
 > 30%	 2956 - 7380
	 7381 - 15984



Source: FDOT FTI

Walking + Bicycling

- 44
- | Legend | Study Area | Pedestrian Fatality |
|--|--|---|
|  Designated Bike Lanes on SR 80 |  Study Area |  Pedestrian Fatality |
|  Sidewalks on SR 80 | |  Bicycle Fatality |
|  Designated Greenways | |  Pedestrian Crash |
| | |  Bicycle Crash |



Source: FDOT CABS Data, 2010-2014

Walking + Bicycling



Walking + Bicycling



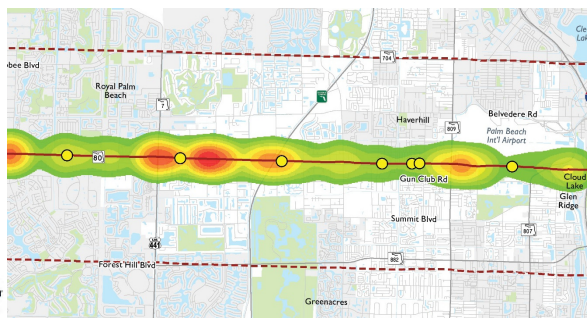
There are sidewalks and bike lanes in this segment, but they are undesirable given the speeds and volumes along the road.



Vehicular Crashes

1,314 Crashes **57%** Resulted in Injuries
11.3 Miles **52%** Age 30 or Under
52% Rear End Crashes **7** Resulted in Fatalities
31% In Low Lighting

This segment is not on FDOTs high crash list, but there is potential to make it safer.



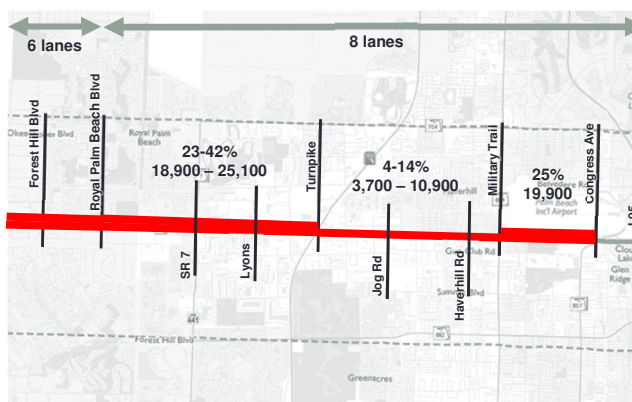
Legend
 ● Fatality
 ■ Study Corridor
 ■ Study Area
 ■ High Crash Frequency
 ■ Low Crash Frequency
 ■ Water
 ■ Parks
 ■ Cities

Source: FDOT CARS Data, 2010-2014

Traffic

- Assumed 2040 volumes
- Does not meet LOS standard for entire limits

Congestion is expected to exceed LOS D standard.

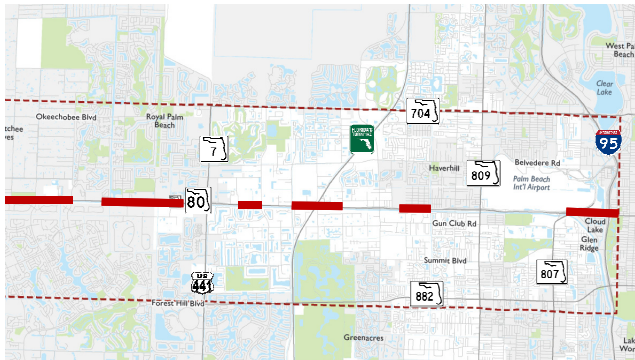


Legend
 % = % over LOS D Service Volume
 ## - Vehicles per day over LOS D Service Volume
 ■ Forecasted to Exceed LOS D Standard



Access Management, Class 3

- 47% does not meet Access Class Standard

Access management standards are not met; therefore, limiting mobility.

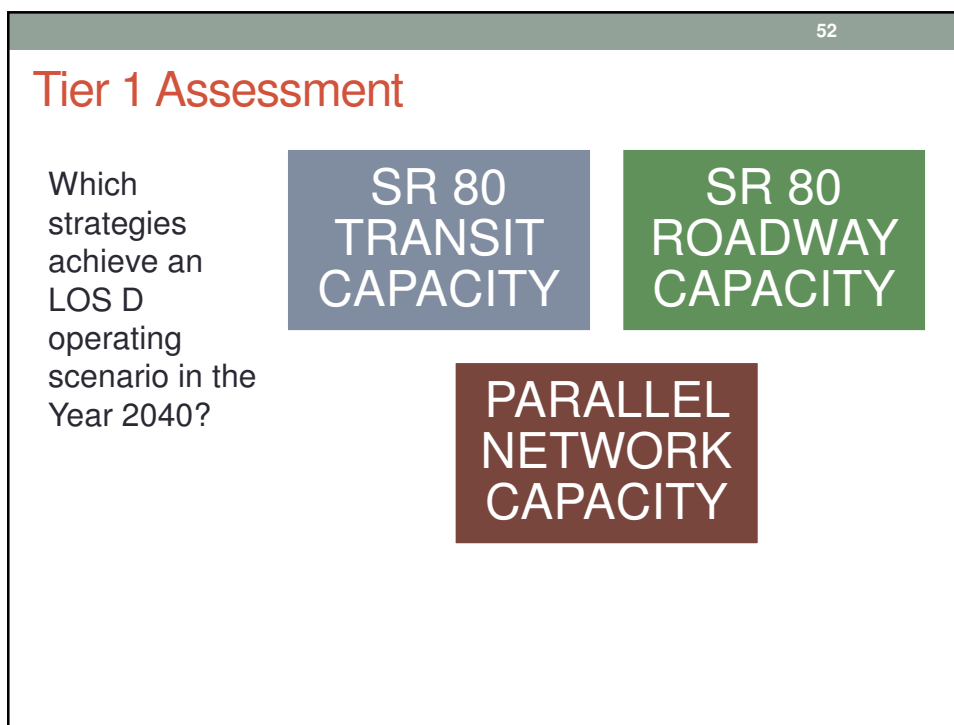
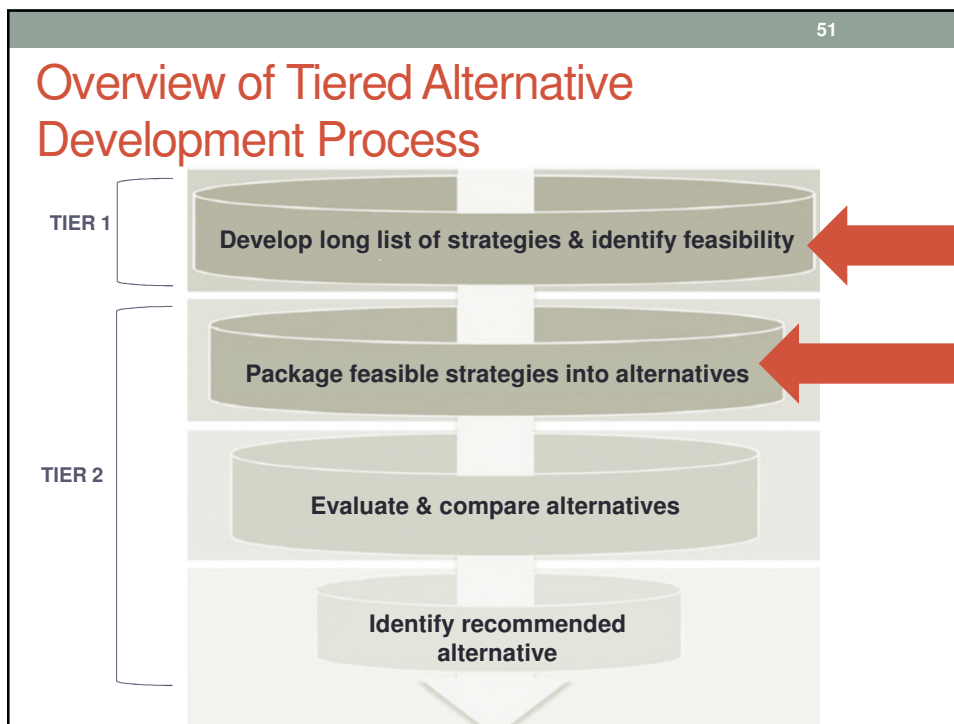


Legend

-  Sections that Do Not Meet Access Classification Requirement
-  Study Area

ALTERNATIVE DEVELOPMENT

SIS Standard (LOS D)
Fatal Flaw Screening



Tier 1 - Transit Screening

CIRCULATOR BUS

- Route Length within Defined Campus/Downtowns
- 8 to 30 Passengers Per Vehicle
- Operated and Funded by Self-leasing Districts, Transit Agencies, Business Owners, Etc.
- Flexible or Fixed-route Service or Schedule Service
- Typically Curb-to-curb Service
- Can be Used to Connect to other Transit Modes: i.e. Regular City Bus, Commuter Rail, Etc.
- No Minimum Density



STREETCAR

- Route Length less than 5 Miles
- Exclusive Lanes or Mixed Traffic
- Runs on Embedded Steel Rail Tracks
- Historic Trolleys or Modern Streetcars
- Typically Slower in Speeds than LRT, but Modern Streetcars are Faster than Historic Streetcar
- Minimum Density: 15 du/ac



LIGHT RAIL TRANSIT

- Route Length 5 to 25 Miles
- Electric Powered Rail Cars Propelled by Overhead Catenary Wires
- Exclusive Lanes, At-grade or Grade-separated
- Dedicated Stations; Off-vehicle Ticketing
- Steel Rail Tracks, Can Run within Road flow
- Minimum Density: 20 du/ac



RAPID/ENHANCED BUS AND EXPRESS BUS

- Route Length Varies
- Up to 120 Passengers Per Vehicle
- Branded Service
- Runs in Mixed Traffic
- Fewer Stops; Farther Apart
- May Have Enhanced Stations and/or Transit Signal Priority
- Regular Buses or Larger Buses
- Peak Periods or All-day Service
- Minimum Density: 15 DU/ac



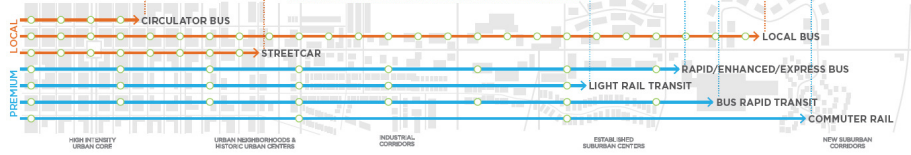
LOCAL BUS

- Route Length Varies
- 40 to 75 Passengers Per Vehicle
- Most Common Type of Transit in Southeast Florida
- Generally a Mix of Federal and Local Funding
- Fixed-route & Fixed-schedule
- Minimum Density: 4-6 du/ac



COMMUTER RAIL

- Route Length 5 to 60 Miles
- Exclusive Lanes
- Diesel Powered Locomotives
- Longer Distances, "Commuting" Travel
- Can Cross Streets but Typically Separated from Roadway Row
- Typically Shares or Uses Freight Corridors
- Minimum Density: 20 DU/ac




Study Goals	Transit Evaluation Criteria	Source	Tier 1 Transit Strategies				
			Local Bus	Limited Stop/Express Bus	Bus Rapid Transit	Light Rail	Commuter Rail
Balance Multi-Modal Activity	Minimum Density	FDOT TOD Guidelines	4 to 6 Dus/Acre	15 Dus/Acre	20 Dus/Acre	20 Dus/Acre	20 Dus Acre
Improve Network Connectivity	System Connectivity	H = Consistent with the Cost Feasible Plan M = Consistent with LRTP Needs Plan L = Exceeds or Does not Meet Projected Demand	H	H	M	L	L
Integrate Transportation & Land Use	Ability for Transit to Influence/Integrate into Community Context	H = Communities are master planned to maximize trips on local streets M = Transit ready development and transportation network is provided L = Compartmentalized development continues, access to local uses is focused on SR 80	L	M	M	L	L
Preserve and Maintain Function of the SIS	Efficient travel time to and from Belle Glade, Central Palm Beach County Cities, Palm Beach Airport, Intermodal Center, US 27, Turnpike, Tri-Rail, I-95	H = Better than LOS D Services at an Efficient Cost M = LOS D Services and infrastructure L = Inefficient O&M Costs	M	M	L	L	L
Support Desired Community Character	Urban sprawl is discouraged, mixed use/community development is encouraged in context of Land Use Plan	H = Supports T3 suburban - T2 rural context and encourages mixed use development M = Supports T3 suburban - T2 rural context L = Consistent within context of the community	M	M	M	L	M
Improve Safety and Comfort for all Users	Reduces conflicts for transit access	H = Grade separated Ped/Bike facilities are provided and/or Passengers not required to cross SR 80 M = Adequate pedestrian crossing facilities are provided L = Transit access is focused on SR 80	M	M	M	H	H
Develop and Foster Strategic Partnerships	Potential to leverage Local and Federal Funding	H = High probability M = Potential to meet Criteria L = Ineligible or will not meet criteria	M	M	L	L	L

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Tier 1 - Results from Transit Screening


CIRCULATOR BUS

- Route Length within Defined Campus/Urban/Downtown
- 8 to 30 Passengers Per Vehicle
- Operated and Funded by Self, Local Districts, Transit Agencies, Business Owners
- Provides Transportation Service or School Buses
- Typical car-pool or curb service
- Can be used to connect to other transit modes like regular City Buses, Commuter Rail, etc.
- Medium-Density




STREETCAR

- Route Length less than 5 Miles
- Exclusive Lanes or Mixed Traffic
- Runs on Embedded Steel Rail Tracks
- Modern Trolleys or Light Rail Vehicles
- Typical route is faster than LRT, but Modern Streetcars are faster than LRT, etc. Streetcar
- Minimum Density: 15 DU/ac




LIGHT RAIL TRANSIT

- Route Length 5 to 25 Miles
- Electric Powered Rail Cars Propelled by Overhead Catenary
- Exclusive Lanes inside or Outside of Roadway
- Dedicated or Off-vehicle Ticketing
- Steel Rail Tracks Can Run within Roadway
- Medium-Density




RAPID/ENHANCED BUS AND EXPRESS BUS

- Route Length Varies
- Up to 120 Passengers Per Vehicle
- Branded Service
- Runs in Mixed Traffic
- Fewer Stops; Farther Apart
- May Have Enhanced Stations and/or Transit Signal Priority
- Regular Buses or Larger Buses
- Peak Periods or All-day Service
- Minimum Density: 15 DU/ac




BUS RAPID TRANSIT

- Route Length Varies
- Operates Like Rail
- Some Portion in Exclusive Lanes and Some in Mixed Traffic
- Enhanced Stations (ticketing, transit signal priority)
- Modern Vehicle Design, but Regular Buses
- Minimum Density: 20 DU/ac




LOCAL BUS

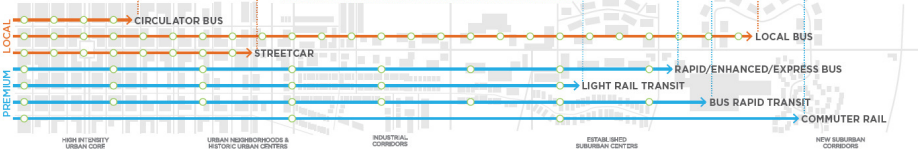
- Route Length Varies
- 40 to 75 Passengers Per Vehicle
- Most Common Type of Transit in Southeast Florida
- Generally a Mix of Federal and Local Funding
- Fixed-route & Fixed-schedule
- Minimum Density: 4-6 du/ac



COMMUTER RAIL

- Route Length 5 to 60 Miles
- Exclusive Lanes
- Diesel Powered Locomotives
- Longer Distance, "Commuting" Travel
- Can Cross Streetcar or Light Rail
- Typical Density: Uses Freight Corridors
- Minimum Density: 20 DU/ac





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Tier 1 - Roadway Capacity Screening

Signalized Arterial with Intersection Improvements

General Widening

Elevated Access Controlled Lanes + Frontage Roads

At-Grade Access Controlled Lanes + Frontage Roads

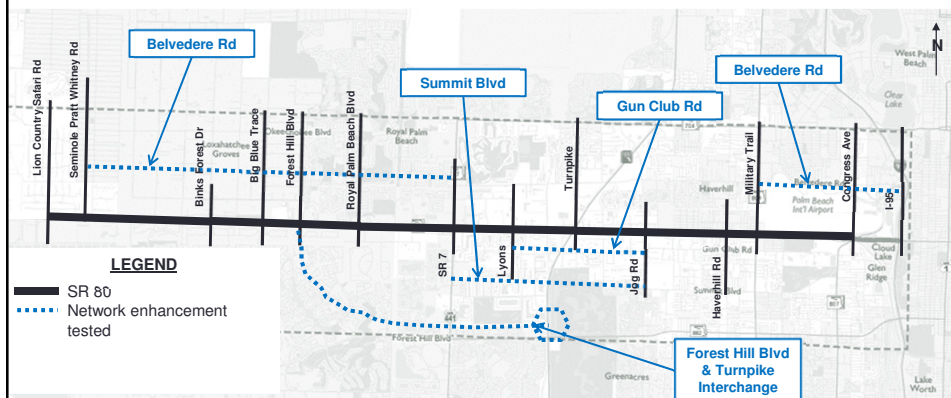
- Screened from a mobility needs standpoint with LOS D as the target

Tier 1 - Results from Roadway Capacity Screening



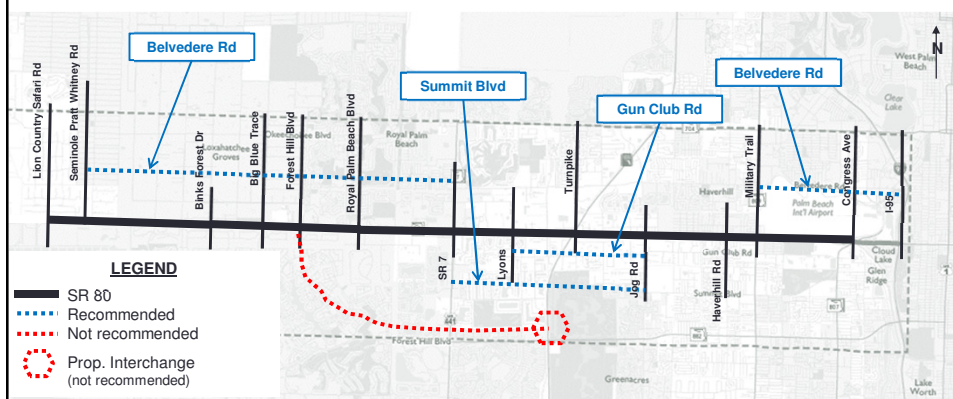
Tier 1 - Network Screening

- 5 extensions/improvements tested
- SERPM used for assessment
- Screened from a trip attractiveness standpoint



Tier 1 - Results from Network Screening

- 3 extensions/improvements recommended
- These are likely to have the most beneficial shifts in traffic



60

Tier 2 - Developing Alternatives

- Alternatives are all expecting 2040 design year
- All alternatives developed consider:
 - Operations for all vehicles
 - Pedestrians
 - Bicyclists
 - Transit
 - Safety



Operations

- Achieve LOS D (or better)
- Accommodate future traffic demand



Pedestrians & Bicyclists

- Safely accommodate peds/bike



Transit
















- Allow for improved/increased transit service



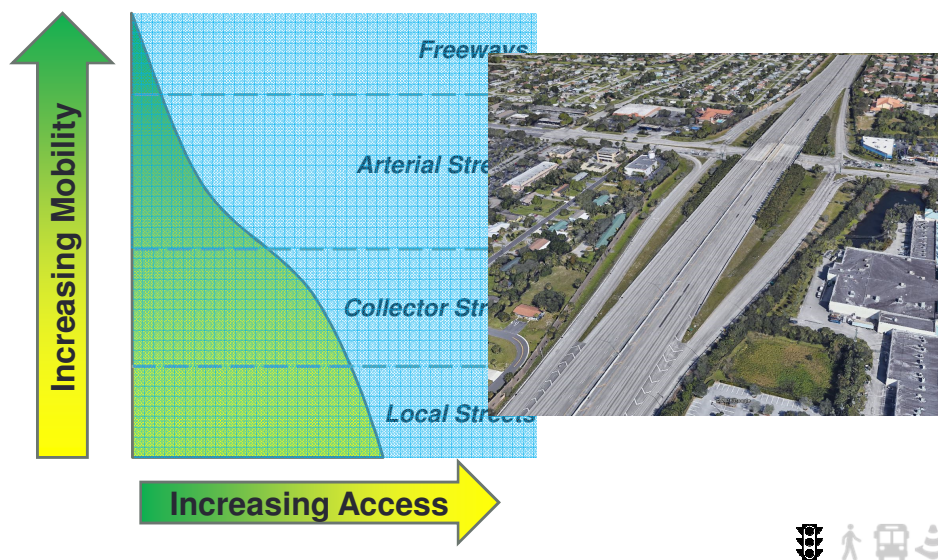
Safety

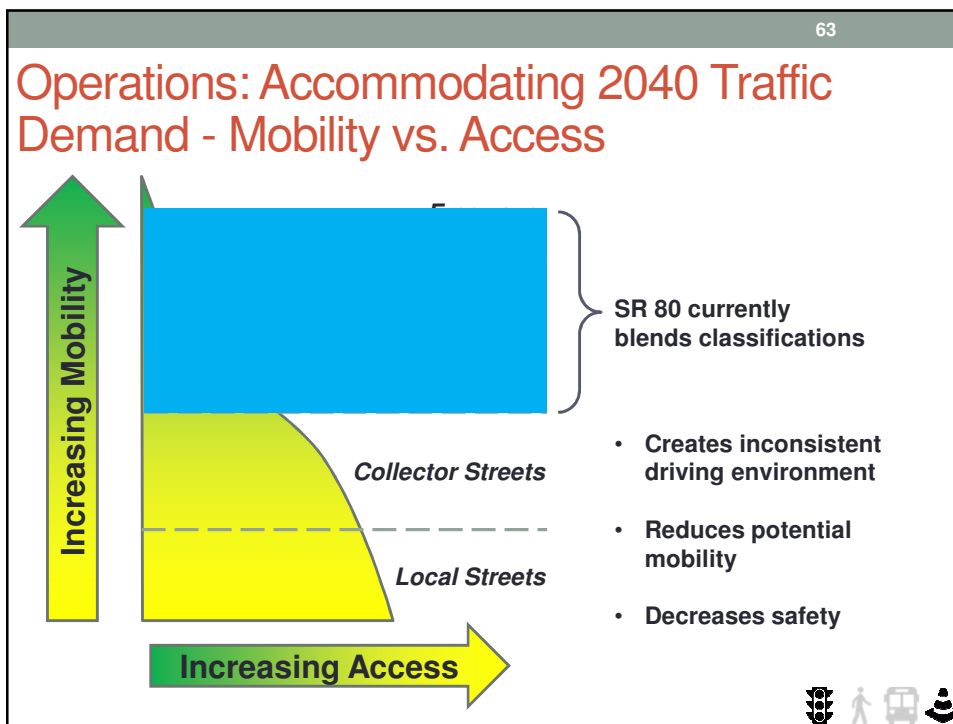
- Improve corridor safety for all corridor users

Improvements Included in All Alternatives

-  • Network connection enhancements
-   • Express/enhanced bus service
-   • Ped/bike accommodations
-   • Access management improvements
-     • Land use policy recommendations
-    • TSM&O
-  • Programmed Widening & Intersection Improvements

Operations: Accommodating 2040 Traffic Demand - Mobility vs. Access





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Operations: Alternatives Should Address Continuity



Points of Emphasis

- Creates consistent driving environment
- Improve mobility and capacity
- Improve safety being consistent with driver expectations

Icons: Traffic light, Pedestrian, Bus, Bicyclist

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Peds & Bicyclists: Accommodating Users

- Focus on pedestrian and bicycles
- Challenged by auto-centric environment
 - Create welcome environment
 - Provide connectivity
 - Provide community resource
- Proposed three primary amenities
 - North side: Continuous & separated 6-ft sidewalk
 - South side: Continuous & separated 12-ft multi-use path
 - Buffered bike lanes on arterials

Icons: Traffic light, Pedestrian, Bus, Bicyclist

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Peds & Bicyclists: Accommodating Users

Points of Emphasis

- Create welcome environment to NM users
- Provide connectivity
- Provide a community resource

6-ft Sidewalk

- Separated from road
- Two-way
- Pedestrian focused
- Access to destinations
- Shorter distance trips

12-ft Multi Use Path

- Separated from road
- Two-way
- Pedestrians and bicyclists
- Long distance/recreational trips

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Peds & Bicyclists: Accommodating Bikes

Points of Emphasis

- Bike facilities req. buffer
- WB long distance trips have many conflict points
- EB must cross SR 80 to access destinations; encourages wrong-way travel

7-ft Buffered Bike Lane

- 5-ft bike lane
- 2-ft buffer (delineators optional)

Image Source: Bing

Transit: A Context-Based Service

- Implement a transit solution that is useable by the community
- Two solutions identified:
 - Rapid/Enhanced Bus OR Express Bus
 - Local Bus Service
- Both can be successful given land use and existing travel/commuter patterns
- Successful transit will:
 - Ease traffic congestion
 - Connect pedestrian facilities
 - Enhance safety of the corridor

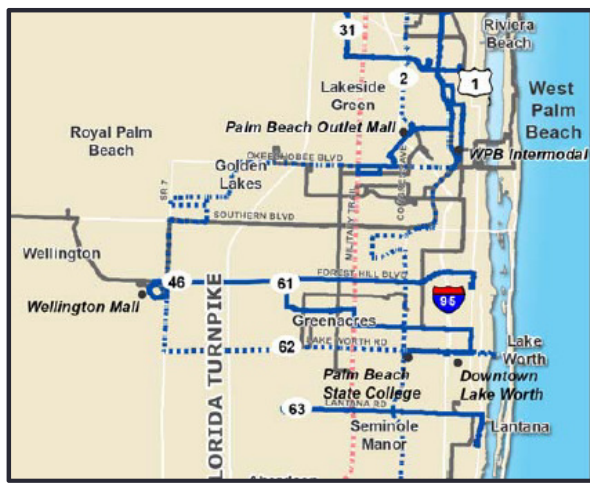


Palm Tran Transit Development Plan

2017 to 2021 Plan

Legend

- Span of Service
- ⋯ Frequency & Span of Service
- ⋯ Frequency & Limited Stop
- No Changes
- Key Hubs



Palm Tran Transit Development Plan

2022 to 2026 Plan

Legend

- Frequency
- Span of Service
- Frequency & Span of Service
- No Changes
- Key Hubs



Palm Tran Transit Development Plan

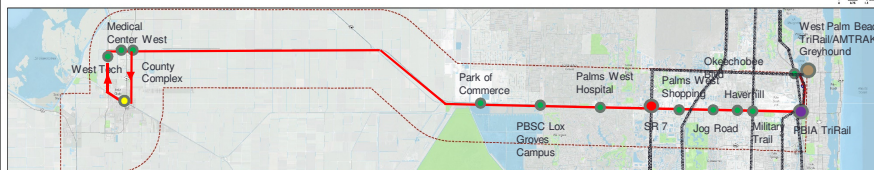
Post 2026 Plan

Legend

- Express Service
- I-95 Express
- Route 43 Express
- Route 62 Express
- Turnpike Express - Wellington to Boca Raton
- Turnpike Express - Palm Beach Gardens to Pompano Beach
- Turnpike Express - Wellington Mall to Sample Road (Broward Co.)
- No Changes
- Key Hubs



Transit Element for All Alternatives: "West County Bolt"



Transit Alternative 1- Limited Stop Enhanced Bus Service with Park and Ride - Would provide peak period enhanced Limited Stop Service supplementing the existing Route 40 Limited Stop Service between Belle Glade and Downtown West Palm Beach.

Service Elements

- Hours of Operation - 4 Hours AM Peak and 4 Hours PM Peak, Weekdays Only
- 30 min Headways (added to existing 60 min. service)
- 45.9 miles of Limited Stop - Park and Ride Lot Service
- 7 - 60 Foot, low floor, articulated, diesel, wi-fi Buses (includes 2 spare vehicles)
- 11 Branded Stops
- 11 Joint use shared Park and Ride Lot Upgrades at Branded Stops
- 1 New Park and Ride Lot 100 spaces (Not including R/W)
- Transit Signal Priority 30 signals
- Belle Glade Loop

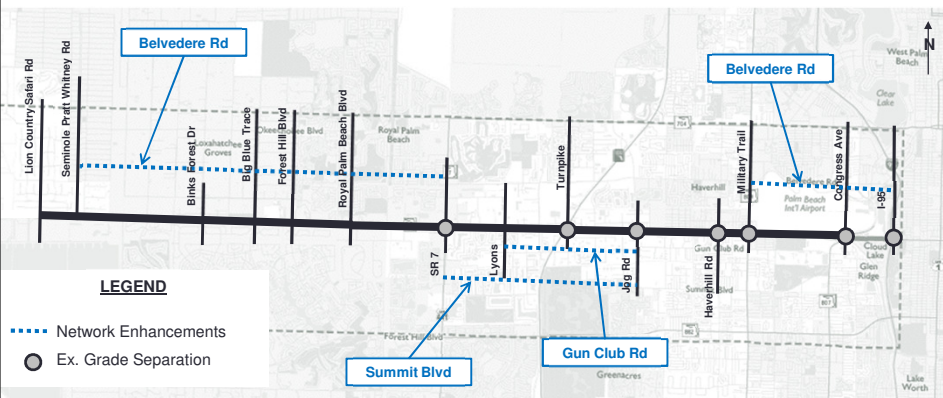
Legend

- Existing TriRail Station and Park and Ride
- New TriRail Station and Park and Ride
- Belle Glade Transfer Hub
- Fairgrounds Hub 100 space Park and Ride Lot
- Branded Bus Stop w/Joint Park and Ride
- Limited Stop Bolt Service
- Palm Tran TDP Express/Limited Stop Services

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Long-term Network Needs

- Construct missing network
 - Extend Belvedere from Seminole Pratt Whitney Road to SR 7
 - Extend Summit from SR 7 to Jog Rd
 - Connect Gun Club from Lyons to Jog Rd
 - Enhance loop road around airport (Belvedere)

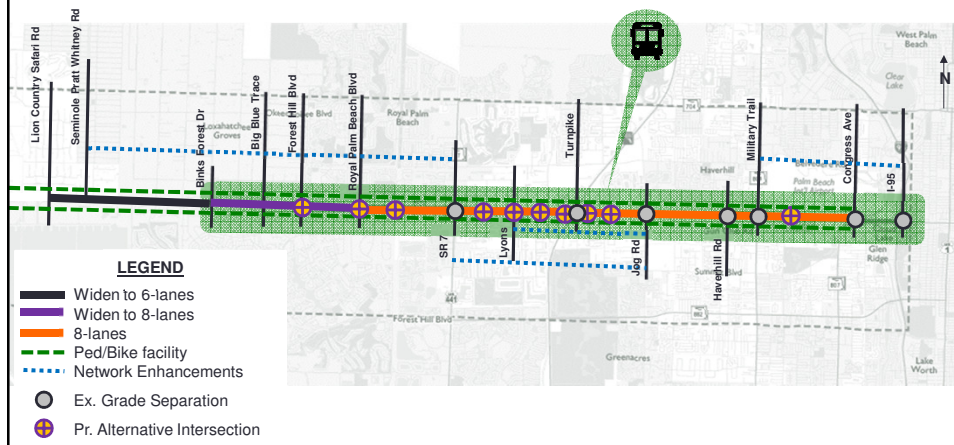


Long-term Capacity Needs

- Achieve LOS D standards under future 2040 traffic forecasts
- Alternative 1
 - Signalized Arterial with Alternative Intersections
- Alternative 2
 - Grade-Separated Access Controlled Lanes + Frontage Roads
- Alternative 3
 - Elevated Access Controlled Lanes + Frontage Roads

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

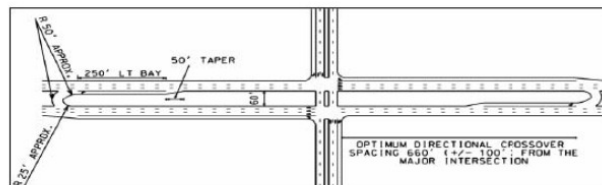


Figure 53. Illustration. Typical MUT design.

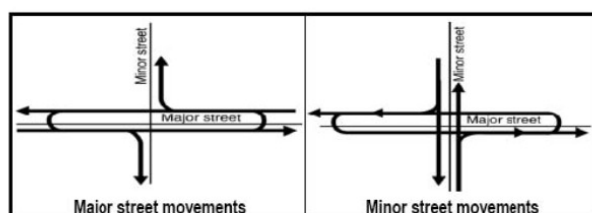
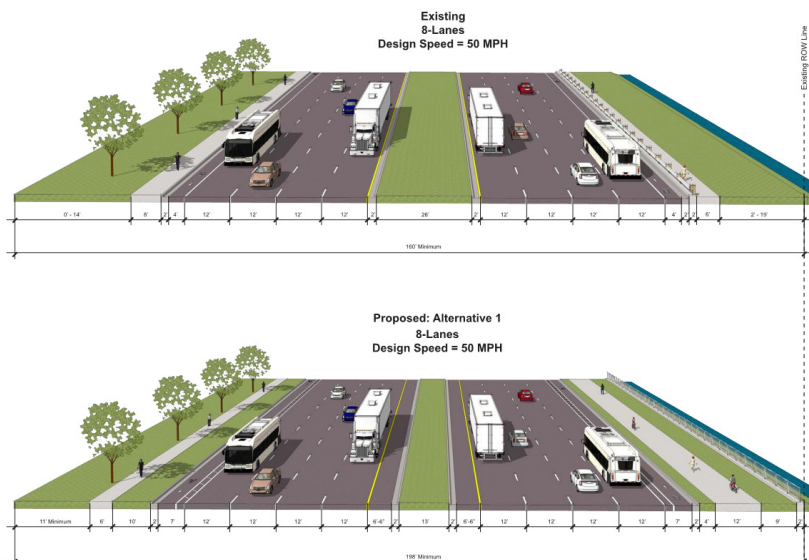
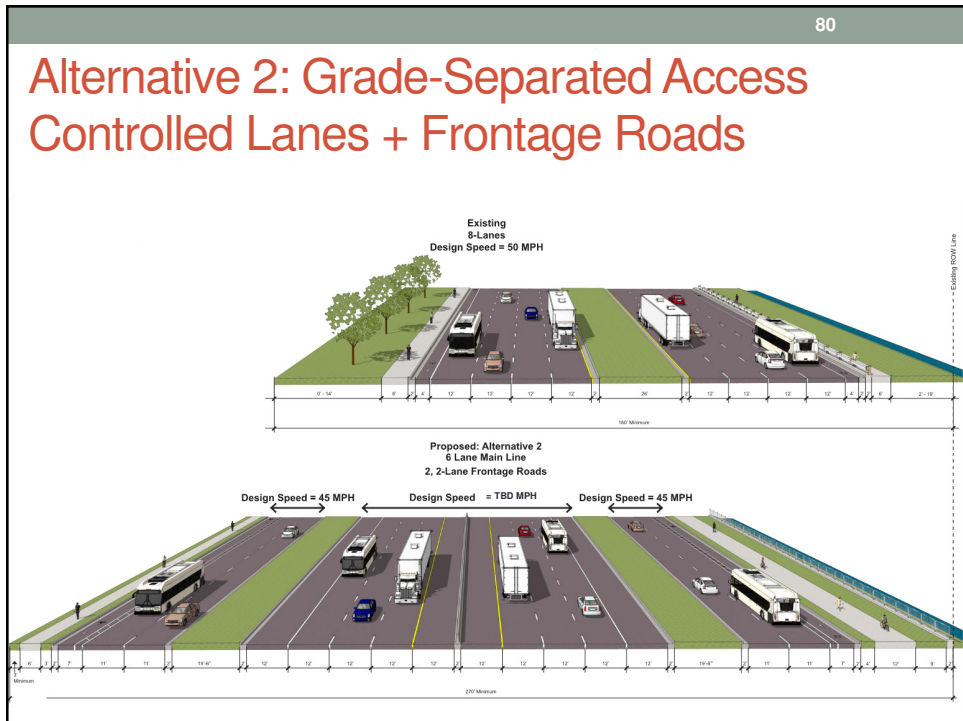
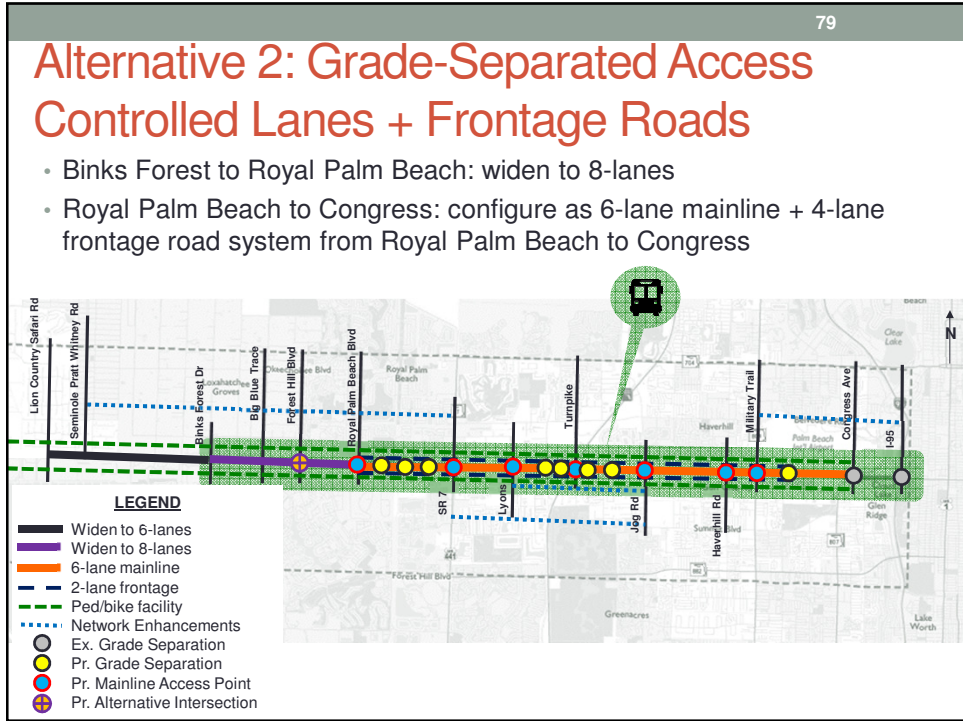
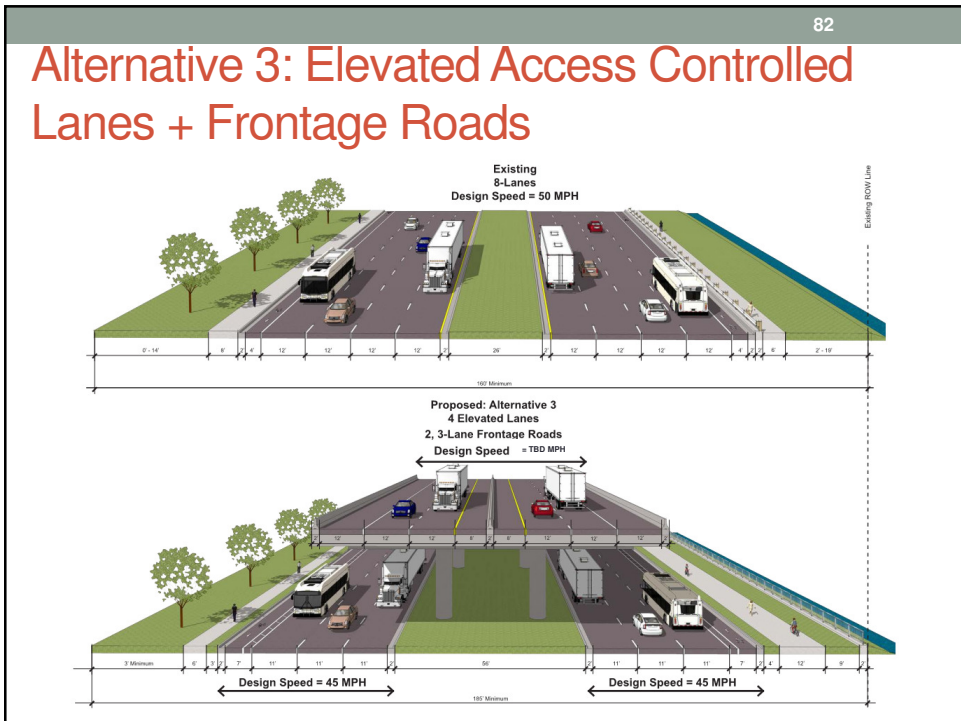
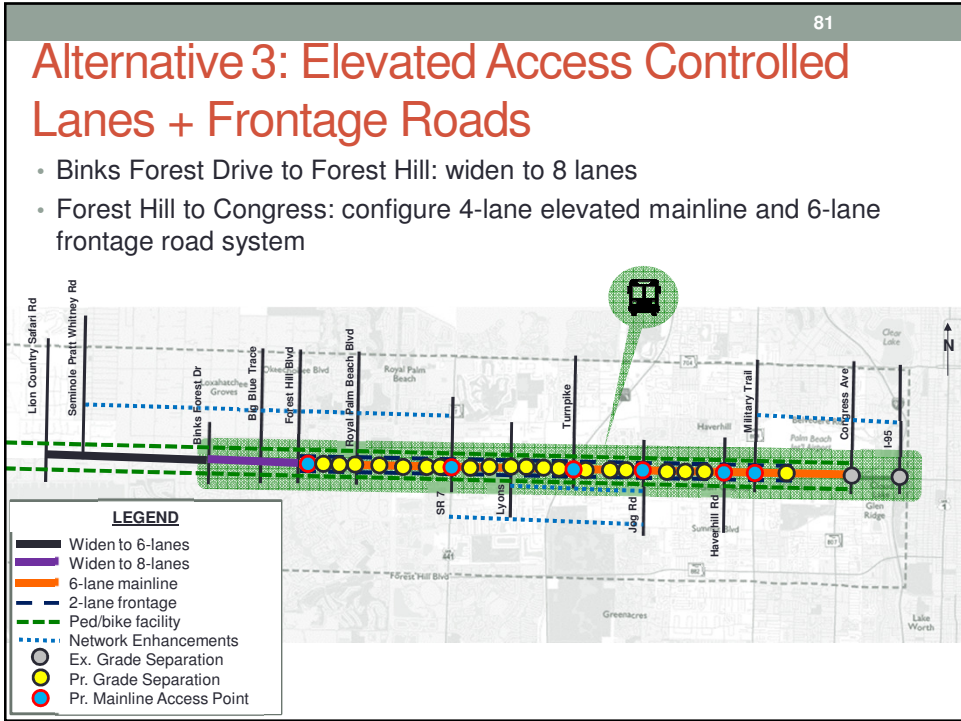


Figure 54. Illustration. MUT left-turn movements.

Alternative 1: Signalized Arterial with Alternative Intersections







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Alternatives Overview Matrix

Alt #	20 Mile Bend to Lion County	Lion County to Binks	Binks to Palms West	Palms West to Royal Palm	Royal Palm to Congress	Congress to I-95	Mainline Access Points
No-Build	No Change	Widen 4→6 lanes	Widen 4→6 lanes	No Change	No Change	I-95 PD&E design	All existing
Alt #1	Maintain 4 lanes <i>Equine Crossing</i>	Widen 4→6 lanes	Widen 6→8 lanes	Widen 6→8 lanes <i>(1 alternative intersection)</i>	Maintain 8 lanes <i>(9 alternative intersections)</i>	I-95 PD&E design	All existing
Alt #2	Maintain 4 lanes <i>Equine Crossing</i>	Widen 4→6 lanes	Widen 6→8 lanes	Widen 6→8 lanes <i>(1 alternative intersection)</i>	Mainline 6 lanes; <i>Frontage 4 lanes</i>	I-95 PD&E design	Royal Palm, SR 7, Sansbury/Lyons, Turnpike, Jog, Haverhill/Military
Alt #3	Maintain 4 lanes <i>Equine Crossing</i>	Widen 4→6 lanes	Widen 6→8 lanes	Widen 6→8 lanes <i>from Forest Hill</i> Elevated mainline 4 lanes; <i>Frontage 6 lanes</i>	Elevated mainline 4 lanes; <i>Frontage 6 lanes</i>	I-95 PD&E design	Forest Hill, SR 7, Turnpike, Jog, Haverhill/Military

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Alternatives Overview Matrix

SR 90 Southern Boulevard Action Plan (I.M. No. 4-85042-0-12-01) Ann. 2, 2C
TC-1000000

Location/Characteristics	20 Mile Bend → Lion County Sublet Rd → I-95	Lion County Sublet Rd → I-95	I-95 → Royal Palm Beach Blvd → I-95	Royal Palm Beach Blvd → I-95	SR 90 Segment Capacity	I-95 → I-95	I-95 → I-95
No-Build	4 lanes	6 lanes/8 lanes	8 lanes	8 lanes	8 lanes	8 lanes	8 lanes
Travel Distance							
Estimated Construction Cost	\$0.00 - \$0.00	\$2,000 - \$0.000	\$0.00 - \$5,000	\$0.00 - \$0.000	\$0.00 - \$0.000	\$0.00 - \$0.000	\$0.00 - \$0.000
CDM Value	0	0	0	0	0	0	0
Alternative 1 Signalized Arterial with Alternative Intersections	4 lanes	6 lanes/8 lanes	8 lanes	8 lanes	8 lanes	8 lanes	8 lanes
Travel Distance							
Estimated Construction Cost	\$0.00 - \$0.000	Existing major intersections	Existing major intersections	Existing major intersections	Existing major intersections	Existing major intersections	Existing major intersections
CDM Value	0	0	0	0	0	0	0
Alternative 2 Grade-Separated Access Controlled Lanes + Frontage Roads	4 lanes	6 lanes/8 lanes	8 lanes	8 lanes	Mainline 6 lanes Frontage 4 lanes	Mainline 6 lanes Frontage 4 lanes	Mainline 6 lanes Frontage 4 lanes
Travel Distance							
Estimated Construction Cost	\$0.00 - \$0.000	Existing major intersections	Royal Palm Beach	SR 7 Lanes	SR 7 Lanes	Turnpike, Jog, Haverhill	Military Trail
CDM Value	0	0	0	0	0	0	0
Alternative 3 Elevated Access Controlled Lanes + Frontage Roads	4 lanes	6 lanes/8 lanes	8 lanes	8 lanes	Mainline 6 lanes Frontage 4 lanes	Mainline 6 lanes Frontage 4 lanes	Mainline 6 lanes Frontage 4 lanes
Travel Distance							
Estimated Construction Cost	\$0.00 - \$0.000	Existing major intersections	Forest Hill	SR 7	SR 7	Turnpike, Jog, Haverhill	Military Trail
CDM Value	0	0	0	0	0	0	0

SEE HANDOUT



NEXT STEPS

Next Steps

- June
 - Summarize and incorporate feedback into Alternatives
- June/July
 - Evaluate alternatives
- August
 - Meet back with the TRC to review alternatives and evaluation results
- August/September
 - Gather feedback from the community and MPO
- September/October
 - Meet with TRC to finalize the Action Plan recommendations
- October-December
 - Study completion

APPENDIX C: SIGN IN SHEETS

Visitor Sign In / Sign Out

CITY OF BELLE GLADE GUEST REGISTER Date: 3/15/2016

VISITOR'S NAME	NATURE OF BUSINESS	Time		DEPARTMENT
		IN	DATE	
Ramon W. Hirtelso	SR 80 TRC	9:45	3/15	
Fran Tynan	"			
Miguel Vargas	FDOT/TRC	9:50	3/15	FDOT
Beverly Scott	SR80	9:59	3/15	CLBG
JEFF WEIDNER	STUDY STAFF; MARLIN Eng	10:00		
Jeremy Upchurch	FDOT/TRC	10:00	3/15	
Lillian Tomou	FDOT: TRC	10:00	3/15	COBG
Lois Bush	FDOT/PA TRC	9:50	3/15	
Ramon Wirtelso	KITTELSON STAFF-SR80	10:00		
Jack Freeman	KITTELSON	10:30	3/15	PA
Marcos Montes Alca	CITY OF BG	9:40	3/15	
Chris Romano	KITTELSON	9:40	3/15	
Jessica Josselyn	KITTELSON			

SR 80 Eastern TRC Mtg 6-217

Name	Representing	Email
✓ Chris Romano	Kittelso	cromano@
✓ Jessica Josselyn	" "	jjosselyn@k
✓ Jon Cristofari	" "	jcristofari@k
✓ Randy Whitfield	" "	rwhitfield@
✓ Jeff Weidner	Marlin	jweidner@
✓ Lois Bush	FDOT/PA	lois.bush
✓ Dorothy Gravelin	Claudlake	dzungel@clau
✓ Branden Miller	Wellington	bmiller@w
✓ Miguel Vargas	FDOT-4	miguel.vargas@
✓ Bob Kraus	PBC-EPAM	bkraus@p
✓ David Wilcox	PBC-PLANNING	dwilcox@
✓ Jean Matthews	PBC Parks & Rec	jmatthys
✓ Mo Al-Turk	PBC Traffic	matturka
✓ Chris Marsh	Royal Palm Beach	CMARSH@
✓ Steve Anderson	PAUMTRAN	SANDERSON
✓ Alex Hansen	city of West Palm Beach	ahansen
✓ Francesca Taylor	PB MPD	ftaylor@p
✓ Janice C Ryan	Town of Haverhill	jryan@h
✓ Victoria Williams	FDOT-TPK	victoria.c.willi