# Palm Beach County <br> The Best of Evenything. 



## Meeting Agenda

>Palm Beach County Comprehensive Plan - Background \& History of Road Network
$>$ Five-Year Road Program - Funding Sources and Projects
$>$ Traffic Signals - Study and Justification
$>$ Questions
$>$ Thoroughfare Right-of-Way Identification Map (TIM) in Comp Plan preserves road R/W, identifies network of roads required to meet traffic demands
$>$ TIM originated in 1989 - amendments over time added, subtracted, revised R/W widths and alignments

## COMP PLAN MAP HISTORY

## TIM History

The Acreage


## TIM History The Acreage

## т"rm Removed From TIM <br> ...... Added to TIM And Then Removed <br> - On Hold or Cancelled (Construction) <br> —— Rerouted/Adjusted ROW <br> _— Added to TIM (After 1989) <br> "'" "'"' Added to TIM (Future Roadway)



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## Comprehensive Plan - Western Communities

## >Roadway Links Deleted from TIM

* E Road/40 th Ave N (SR 80/Southern Blvd to Northlake Blvd)
* $40^{\text {th }}$ Street North (E Road to RPB Blvd)
* Folsom Road (Crestwood Blvd to Okeechobee Blvd)
* Royal Palm Beach Blvd (Orange Blvd to Northlake Blvd)
* SR 7 (Northlake Blvd to Martin County Line)
* Sansburys Way (Okeechobee Blvd to Roebuck Rd)
* Lake Worth Rd (South Shore Blvd to SR 80/Southern Blvd)

Flying Cow Road (Lake Worth Rd to SR 80/Southern Blvd)

* Donald Ross Rd (SR 710/Beeline Hwy to Jog Road)
* PGA Blvd (Seminole Pratt Whitney Rd to SR 710/Beeline Hwy)
$>$ Roadway Link Additions to the TIM
* 60th St N (190th St. N to SR 7 Extension)
* 190th St N ( $60^{\text {th }}$ Street N to north terminus)
* Coconut Blvd (Orange Blvd to Northlake Blvd)
* Orange Grove Blvd (Royal Palm Beach Blvd to SR 7)
$>$ Roadway Right-of-Way Width Reductions to the TIM
* Roebuck Road (SR 7 Extension to Jog Road)
* Roebuck Road (Jog Road to Haverhill Road)
* Northlake Blvd (PBC Municipal Golf Club to SR 7)


## CONSTRUCTION PROJECTS CANCELLED OR ON HOLD

* SR 7 Extension from Okeechobee Blvd to Northlake Blvd
* Roebuck Road from SR 7 Extension to Jog Road
* Jog Road from Roebuck Road to 45 ${ }^{\text {th }}$ Street


## FIVE YEAR ROAD PROGRAM FUNDING

THE FIVE YEAR ROAD PROGRAM WAS ESTABLISHED BY ORDINANCE 85-40 TO SET FORTH THE ROAD PROJECTS TO BE FUNDED, DESIGNED AND CONSTRUCTED BY THE COUNTY WITHIN THE NEXT FIVE YEARS.

## FUNDING SOURCES

$\bullet$ IMPACT FEES
$\bullet$ PROPORTIONATE SHARE
$\bullet$ GAS TAXES
$\bullet$ INFRASTRUCTURE SALES TAX
-FDOT AGREEMENTS AND MISCELLANEOUS AGREEMENTS

Impact Fee Areas - Zone 3


## FIVE YEAR ROAD PROGRAM - WESTERN COMMUNJTIES AREA FUNDING

## IMPACT FEE AREA 3

- FY2019 Projected Impact Fees: \$3.9 Million
- FY2020 - FY2023 Projected Impact Fees: \$2,516,000 Annually

TOTAL Proportionate Share Funds Available: \$1,838,981

TOTAL Expenditure for Area FY2019 - FY2023: \$75,480,000

- $\$ 59,628,000$ of that total expenditure to be funded by Gas Tax (Transportation Improvement Fund)


## Developer Prop Share Example

- Developer A wants to build 1,000 homes on Southern Blvd
- Southern Blvd will be over capacity


## Scenario 1: Project generated traffic causes road failure

- Existing capacity ( 4 L ) $=2,000$; Existing traffic $=1,900$, therefore existing roadway is under capacity without project traffic
- Project A traffic = 300
- Total w/Project = 2,200; roadway is now over capacity, caused by Project
- The road needs to be widened to 6 lanes
- So if the Developer pays Prop Share for the widening from 4 lanes to 6 lanes, the project is considered to have met Traffic Concurrency and receives TPS (Traffic Performance Standards) approval


## FIVE-YEAR ROAD PROGRAM - Western Communities Area Projects

| Line Items - Annual Update - Adopted - December 18, 2018 |  | (\$ in 1,000s) | FY 2019 |  | FY 2020 |  | FY 2021 |  | FY 2022 |  | FY 2023 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| PROJECT | LIMITS |  |  |  |  |  |  |  |  |  |  |
|  |  | DESCRIPTION | Cost | Phase | Cost | Phase | Cost | Phase | Cost | Phase | Cost Phase |
| 1 60th St. N. | W. of 140th Ave. to Avocado Blvd. | Study |  | S/D | 1,000 | S/D/R |  |  |  | $\begin{aligned} & \mathrm{D} / \mathrm{R} / \\ & \mathrm{M} \end{aligned}$ |  |
| 2 60th St. N. | Avocado Blvd. to E. of 120th Ave. N. | 1.6 mi .3 L |  |  |  | R/M |  |  | 7,000 |  |  |
| Coconut Blvd. | S. of 78th Place North to S. of Northlake Blvd. | 1.3 mi .5 L | 1,400 | D/R |  |  | 1,500 |  |  |  | 5,100C |
| 4 Northlake Blvd. | E. of Seminole Pratt Whitney Rd. to E. of Hall Blvd. | $1.0 \mathrm{mi}, 4 \mathrm{~L}$ | 7,000 |  |  |  |  |  |  |  |  |
| Northlake Blvd. | E. of Hall Blvd. to Coconut Blvd. | 2.4 mi, 4 L | 1,000 |  | 3,000 |  | 5,200 |  |  |  |  |
| Royal Palm Beach Blvd. | N. of Persimmon Blvd. to N. of M Canal | 1.1 mi. 5 L | 1,500 | D/R |  |  |  | R/M |  |  |  |
| 7 Royal Palm Beach Blvd. | M Canal to S. of Orange Blvd. | $1.0 \mathrm{mi}, 5 \mathrm{~L}$ | 5,500 |  |  |  |  |  |  |  |  |
| Royal Palm Beach Blvd. / <br> 8 Orange Blvd. / Coconut Blvd. | S. of 68th St. N. to N. of 77th Place North | $1.6 \mathrm{mi}, 5 \mathrm{~L}$ |  |  | 2,000 |  |  |  | 400R |  | 3,000R |
| 9 Seminole Pratt Whitney Rd. | Orange Blvd. to S. of Northlake Blvd. | $1.8 \mathrm{mi}, 4 / 6 \mathrm{~L}$ | 10,500 |  |  |  |  |  |  |  |  |
| 10 Seminole Pratt Whitney Rd. | .Northlake Blvd. | Intersection Improvements | 6,700 |  |  |  |  |  |  |  |  |
| D=Design; R=Right-of-Way; | M=Mitigation; $\mathrm{C}=$ Construction |  |  |  |  |  |  |  |  |  |  |



## Western Communities Area Projects - North of 60th Street North




## Infrastructure Sales Tax Projects (FY19 to FY23) - Western Communities Area

## RESURFACING PROJECTS

- Okeechobee Blvd from Royal Palm Beach Blvd to Wildcat Way (FY20)
- Folsom Rd from Crestwood Blvd to Okeechobee Blvd (FY21)
- Crestwood Blvd from Folsom Rd to Okeechobee Blvd (FY21)


## REPLACING HIGH PRESSURE SODIUM STREETLIGHTS TO LEDS

- Multiple road segments along Seminole Pratt Whitney Road


## Manual on Uniform Iraffic Control Devices (MUTCD)

- The MUTCD contains the national standards governing all traffic control devices.
- The MUTCD is the law governing all traffic control devices and has been adopted by the State of Florida
- Provides guidelines for when a traffic signal is to be installed



## The 9 Signal Warrants of the MUTCD

1. Eight-Hour Vehicular Volume
2. Four-Hour Vehicular Volume
3. Peak-Hour
4. Pedestrian Volume
5. School Crossing
6. Coordinated Signal System
7. Crash Experience
8. Roadway Network
9. Intersection Near a Grade Crossing

## Factors Considered in Determining if a Traffic Signal is Justified

An Engineering study of the traffic conditions at the location shall be performed, considering:

- Number and type of lanes
-Traffic volumes on all intersection approaches
- Existing speed limits
- Crash History
- Age of drivers


## Crashes: January 1 - February 15, 2019

## PALM BEACH COUNTY SHERIFF'S OFFICE (PBSO)

| 19-021127 | 1/1/19 | 9:26 | Northlake Blvd/Bee Line Hwy |
| :---: | :---: | :---: | :---: |
| 19-021316 | 1/1/19 | 21:08 | Hall Blvd / Northlake Blvd |
| 19-022008 | 1/3/19 | 17:28 | Northlake Blvd / Bee Line Hwy |
| 19-022666 | 1/5/19 | 14:45 | Seminole Pratt Whitney / Northlake Blvd |
| 19-024686 | 1/11/19 | 13:18 | Northlake Blvd / Grapeview Blvd |
| 19-027126 | 1/18/19 | 7:37 | Seminole Pratt Whitney / Northlake Blvd |
| 19-030910 | 1/29/19 | 5:53 | Northlake Blvd / Coconut Blvd |
| 19-033613 | 2/5/19 | 8:45 | Coconut Blvd / Northlake Blvd |
| 19-035875 | 2/11/19 | 7:16 | Approx. 13300 Northlake Blvd |

## Crashes: January 1 - February 15, 2019 (continued)

## WEST PALM BEACH POLICE DEPARTMENT

- 1/31/2019 at N. State Road 7 and Northlake Blvd
- 1/11/2019 at Northlake Blvd. and Shoppes of Ibis


## PALM BEACH GARDENS POLICE DEPARTMENT

Northlake Blvd. from Charleston Oaks west to Grapeview Blvd

- 1900038218: January 2019 No Injuries
- 1900058629: January 2019 No Injuries
- 1900084311: February 2019 Fatal and Non-Incapacitating (vehicle vs. the lumber truck)
- 1900091013: February 2019 2-non-incapacitating injuries


## How is the study conducted?

- 24-hour machine approach volume counts during typical weekday
- 2 peak-hour manual turning movement counts
- Generally right turn traffic is not considered for signal warrant
- PBC includes percent of right turn equal to senior citizen population
- Volume thresholds to meet during each of the highest 8 hours
- Single-Lane approach, no right turn volumes included $=53$ vehicle per hour
- 2 or more lanes, portion of rights included $=70$ vehicles per hour


## Northlake Blvd and Bay Hill Drive

The range of the number of counted vehicles during each of the highest 8 hours:

- 101-146 vehicles per hour total
- 95-124 vehicles per hour turned right
- 6-22 vehicles per hour turned left
- 35-60 vehicles per hour combined left/right

Threshold for left turn only $=53$ vehicles per hour Thresholds for combined left/right $=70$ vehicles per hour

- No crashes in the last 12 months (period ending $11 / 30 / 2018$ ) susceptible to correction by a traffic signal



## Florida Statute Regulating Signal Installation

- PBC owns and maintains Northlake Blvd
- The segment fronting the Bay Hill Estates annexed by PBG
- State Law gives municipalities original traffic control jurisdiction over county roads, including installation of signals
- State Statute gives counties authority to regulate their roads as provided in County's ROW Permitting Ordinances
- State Law requires both counties and municipalities to comply with the FDOT standards when warranting signals
- FDOT has authority to investigate any nonconforming devices and direct their removal


## Bay Hill Estates Signal Payment

- The Bay Hill Estates developer required to fund a signal if warranted within 24 months of the notice of the issuance of the final certificate of occupancy.
- Payment of $\$ 300,000$ was made June 2013.
- Notice of the issuance of the final certificate of occupancy received June 2016, setting up the 24-month period for signal warrant.
- Signal was not warranted and $\$ 300,000$ payment returned to developer in August 2018.

QUESTIONS

Seminole Pratt Whitney Rd North Extension Alternatives

## FUTURE EXTENSION OF SEMINOLE PRATT WHITNEY ROAD TO SR 710/BEELINE HIGHWAY

## ALTERNATIVE A

- Due North of Northlake Blvd
- Turns east n of $100^{\text {th }}$ Lane N
- Turns north along east side of Mecca
- Turns northeast along C-18 Canal to SR 710/Beeline Highway

NOTE: The original north/south alignment of Seminole Pratt Whitney Rd (thru Mecca and Unit 11) was discontinued as a viable alternative following road construction and Scripps development permits were challenged and denied.

## FUTURE EXTENSION OF SEMINOLE PRATT WHITNEY ROAD TO SR 710/BEELINE HIGHWAY

## ALTERNATIVE B

- Due North of Northlake Blvd
- Turns east n of $100^{\text {th }}$ Lane N
- Connect at east side of Mecca to future road within Avenir development
- Turns north (Coconut Blvd extension) thru Avenir to SR 710/Beeline Highway



## FUTURE EXTENSION OF SEMINOLE PRATT WHITNEY ROAD TO SR 710/BEELINE HIGHWAY

## ALTERNATIVE C

- East on Northlake Blvd to Coconut Blvd
- Turns north (Coconut Blvd extension) on future road thru Avenir to SR 710/Beeline Highway


