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
Comprehensive Plan - Western Communities

Roadway Links Deleted from TIM

- E Road/40th Ave N (SR 80/Southern Blvd to Northlake Blvd)
- 40th 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)
Comprehensive Plan – Western Communities

- **Roadway Link Additions to the TIM**
  - 60th St N (190th St. N to SR 7 Extension)
  - 190th St N (60th 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 45th Street
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

• IMPACT FEES
• PROPORTIONATE SHARE
• GAS TAXES
• INFRASTRUCTURE SALES TAX
• FDOT AGREEMENTS AND MISCELLANEOUS AGREEMENTS
Impact Fee Areas – Zone 3

Impact Fee Zone 3
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 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 (4L) = 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

<table>
<thead>
<tr>
<th>PROJECT</th>
<th>LIMITS</th>
<th>DESCRIPTION</th>
<th>FY 2019</th>
<th>FY 2020</th>
<th>FY 2021</th>
<th>FY 2022</th>
<th>FY 2023</th>
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<tbody>
<tr>
<td>1</td>
<td>60th St. N.</td>
<td>W. of 140th Ave. to Avocado Blvd.</td>
<td>Study</td>
<td>10S/D</td>
<td>1,000S/D/R</td>
<td>100D/R/M</td>
<td>7,000C</td>
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<tr>
<td>2</td>
<td>60th St. N.</td>
<td>Avocado Blvd. to E. of 120th Ave. N.</td>
<td>1.6 mi. 3L</td>
<td>200R/M</td>
<td>7,000C</td>
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<td>3</td>
<td>Coconut Blvd.</td>
<td>S. of 78th Place North to S. of Northlake Blvd.</td>
<td>1.3 mi. 5 L</td>
<td>1,400D/R</td>
<td>1,500R</td>
<td>5,200C</td>
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<tr>
<td>4</td>
<td>Northlake Blvd.</td>
<td>E. of Seminole Pratt Whitney Rd. to E. of Hall Blvd.</td>
<td>1.0 mi, 4 L</td>
<td>7,000C</td>
<td></td>
<td></td>
<td></td>
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<td>5</td>
<td>Northlake Blvd.</td>
<td>E. of Hall Blvd. to Coconut Blvd.</td>
<td>2.4 mi, 4 L</td>
<td>1,000C</td>
<td>5,500C</td>
<td></td>
<td></td>
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<tr>
<td>6</td>
<td>Royal Palm Beach Blvd.</td>
<td>N. of Persimmon Blvd. to N. of M Canal</td>
<td>1.1 mi. 5 L</td>
<td>1,500D/R</td>
<td>950R/M</td>
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<td></td>
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<tr>
<td>7</td>
<td>Royal Palm Beach Blvd.</td>
<td>M Canal to S. of Orange Blvd.</td>
<td>1.0 mi, 5 L</td>
<td>5,500C</td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>8</td>
<td>Royal Palm Beach Blvd. / Orange Blvd. / Coconut Blvd.</td>
<td>S. of 68th St. N. to N. of 77th Place North</td>
<td>1.6 mi, 5 L</td>
<td>10D</td>
<td>2,000D/R</td>
<td>400R</td>
<td>3,000R</td>
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<tr>
<td>9</td>
<td>Seminole Pratt Whitney Rd. Orange Blvd. to S. of Northlake Blvd.</td>
<td>1.8 mi, 4/6 L</td>
<td>10,500C</td>
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<td>10</td>
<td>Seminole Pratt Whitney Rd. Northlake Blvd.</td>
<td>Intersection Improvements</td>
<td>6,700C</td>
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</tbody>
</table>

D=Design; R=Right-of-Way; M=Mitigation; C=Construction
Western Communities Area Projects – North of 60th Street North

- **Project #2021-003A**
  - Northlake Blvd.
  - E of Seminole Prt Whty Rd.
  - To E of Hall Blvd.
  - Widens 3.4 miles.
  - Construction Year Fy 2019.

- **Project #2021-003B**
  - Northlake Blvd.
  - E of Hall Blvd.
  - To W of Coconut Blvd.
  - Widens 2.4 miles.
  - Construction Year Fy 2021.

- **Project #2017-011A**
  - Seminole Prt Whty Rd.
  - Orange Blvd.
  - S of NW 112th Pl.
  - Widens 2.4 miles.
  - Construction Est. 2018.
  - Construction Year Fy 2018.

- **Project #2017-011B**
  - Seminole Prt Whty Rd.
  - Orange Blvd.
  - S of NW 112th Pl.
  - Widens 2.4 miles.
  - Construction Year Fy 2019.

- **Project #2018-012**
  - Royal Palm Beach.
  - Coconut Blvd.
  - S of NW 112th Pl.
  - Widens 2.4 miles.
  - Construction Year Fy 2019.

- **Project #2019-004**
  - Royal Palm Beach.
  - Coconut Blvd.
  - S of NW 112th Pl.
  - Widens 2.4 miles.
  - Construction Year Fy 2020.

Traffic Count Station
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
• 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
<table>
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<tr>
<th>Report No</th>
<th>Date</th>
<th>Time</th>
<th>Location</th>
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<tr>
<td>19-021127</td>
<td>1/1/19</td>
<td>9:26</td>
<td>Northlake Blvd/Bee Line Hwy</td>
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<tr>
<td>19-021316</td>
<td>1/1/19</td>
<td>21:08</td>
<td>Hall Blvd / Northlake Blvd</td>
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<tr>
<td>19-022008</td>
<td>1/3/19</td>
<td>17:28</td>
<td>Northlake Blvd / Bee Line Hwy</td>
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<tr>
<td>19-022666</td>
<td>1/5/19</td>
<td>14:45</td>
<td>Seminole Pratt Whitney / Northlake Blvd</td>
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<tr>
<td>19-024686</td>
<td>1/11/19</td>
<td>13:18</td>
<td>Northlake Blvd / Grapeview Blvd</td>
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<td>1/18/19</td>
<td>7:37</td>
<td>Seminole Pratt Whitney / Northlake Blvd</td>
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<tr>
<td>19-030910</td>
<td>1/29/19</td>
<td>5:53</td>
<td>Northlake Blvd / Coconut Blvd</td>
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<td>2/5/19</td>
<td>8:45</td>
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<td>19-035875</td>
<td>2/11/19</td>
<td>7:16</td>
<td>Approx. 13300 Northlake Blvd</td>
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</tbody>
</table>
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
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

CONCLUSION: SIGNAL NOT WARRANTED
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<sup>th</sup> 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 100th 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