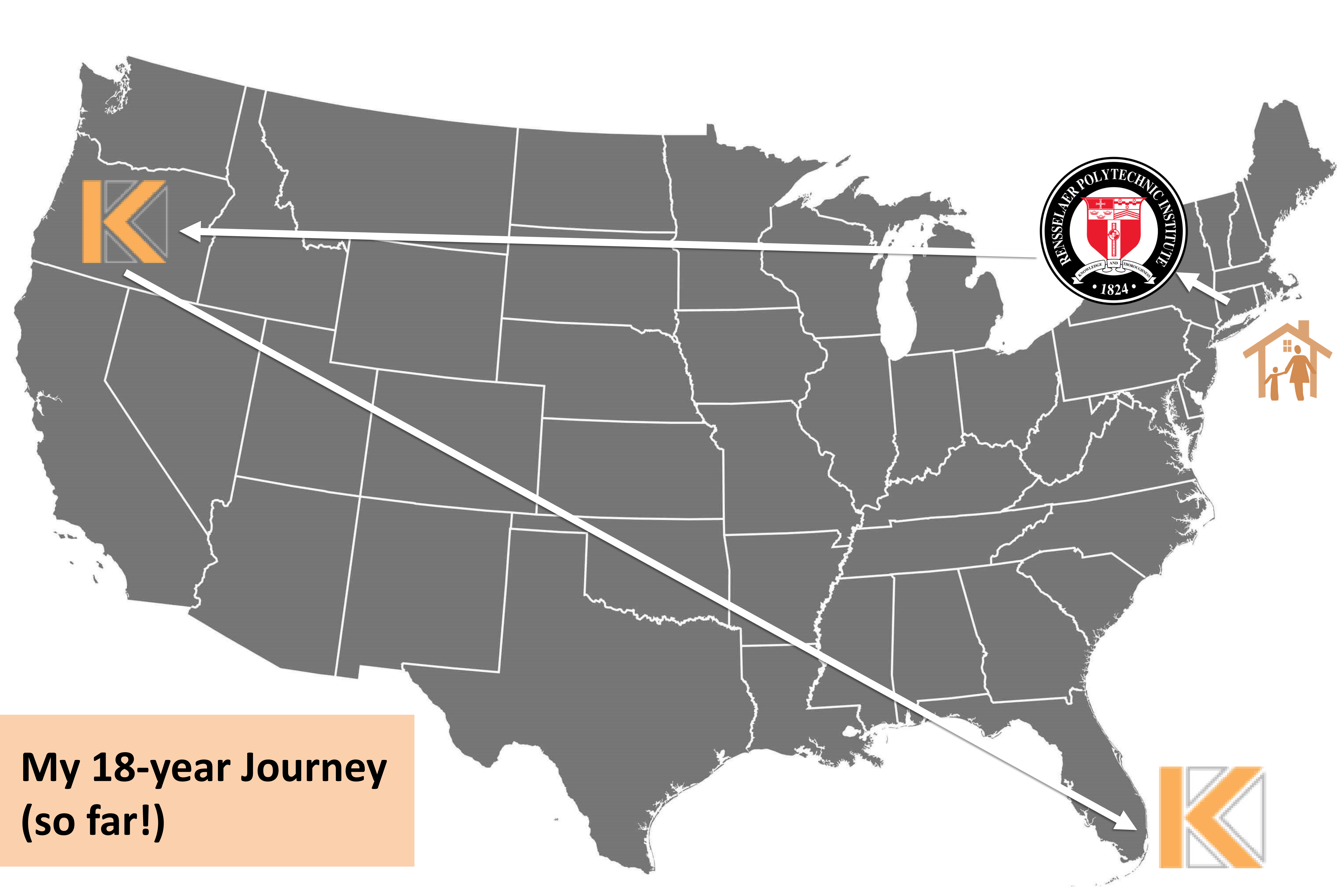


MULTIMODAL CORRIDOR STUDIES: SR 80/SOUTHERN BOULEVARD

Presentation by: Jessica Josselyn, Principal Planner at Kittelson



**My 18-year Journey
(so far!)**

Start With One

Everyone can do something to advocate for our community's kids.

[LEARN MORE](#)

[Donate](#)



Every Child Deserves a Home

“If you want to reach your potential and become the person you were created to be, you must go out of your way to seize growth opportunities as if your future depended on it.”



John Maxwell

The JOHN MAXWELL Team

#MorningWithMa





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

FINANCIAL PROJECT NO. 435162-1-12-01

ALTERNATIVES PUBLIC WORKSHOP



THE FLORIDA DEPARTMENT
OF TRANSPORTATION
IS REQUIRED TO COMPLY
WITH VARIOUS
**NON-DISCRIMINATION LAWS
AND REGULATIONS,
INCLUDING TITLE VI OF THE
CIVIL RIGHTS ACT OF 1964**

Public participation is solicited
without regard to race, color,
national origin, age, sex, religion,
disability or family status.

Persons wishing to express
their concerns about Title VI may do so
by contacting either:

Florida Department of Transportation District Four
District Four Title VI Coordinator
Shavon Nelson
Title VI Program Office
3400 West Commercial Boulevard
Fort Lauderdale, Florida 33309-3421
(954) 777-4190
shavon.nelson@dot.state.fl.us

Florida Department of Transportation
Statewide Title VI Coordinator
Jacqueline Paramore
Equal Opportunity Office
605 Suwannee Street, MS 65
Tallahassee, Florida 32399-0450
(850) 414-4753
jacqueline.paramore@dot.state.fl.us



EI DEPARTAMENTO DE TRANSPORTE DE LA
FLORIDA TIENE LA OBLIGACIÓN DE
**CUMPLIR CON VARIAS LEYES
Y REGLAMENTOS DE
NO-DISCRIMINACIÓN,
INCLUYENDO EL TÍTULO VI
DE LA LEY DE DERECHOS
CIVILES DE 1964**

La participación del público se solicita,
sin distinción de raza, color,
origen nacional, edad, sexo, religión,
discapacidad o estado familiar.

Las personas que deseen expresar
sus comentarios acerca del Título VI
pueden comunicarse con:

Florida Department of Transportation District Four
District Four Title VI Coordinator
Shavon Nelson
Title VI Program Office
3400 West Commercial Boulevard
Fort Lauderdale, Florida 33309-3421
(954) 777-4190
shavon.nelson@dot.state.fl.us

Florida Department of Transportation
Statewide Title VI Coordinator
Jacqueline Paramore
Equal Opportunity Office
605 Suwannee Street, MS 65
Tallahassee, Florida 32399-0450
(850) 414-4753
jacqueline.paramore@dot.state.fl.us



DEPATMAN TRANSPÒ FLORID DWE
RESPEKTE DIVES
**LWA AK REGLEMAN KI
ENTÈDI DISKRIMINASYON,
TANKOU
TIT VI LWA POU DWA SIVIL
1964 LA**

Nou mande patisipasyon popilasyon
an san diskriminasyon ras, koulè po moun,
peyi kote moun soti, laj moun,
fi oswa gason, relijyon, andikape oubyen
sitiyasyon fanmi.

Tout moun ki gen yon bagay pou
di sou afè Tit VI la, kapab kontakte
youn nan 2 kote sa yo:

Florida Department of Transportation District Four
District Four Title VI Coordinator
Shavon Nelson
Title VI Program Office
3400 West Commercial Boulevard
Fort Lauderdale, Florida 33309-3421
(954) 777-4190
shavon.nelson@dot.state.fl.us

Florida Department of Transportation
Statewide Title VI Coordinator
Jacqueline Paramore
Equal Opportunity Office
605 Suwannee Street, MS 65
Tallahassee, Florida 32399-0450
(850) 414-4753
jacqueline.paramore@dot.state.fl.us



STATION 1 – WELCOME!

The purpose of the SR 80 open house is to:

- Introduce you to the study
- Share the issues and challenges identified
- Present the types of improvements being considered
- Collect feedback and input

What happens after today?

- The project team will use the feedback collected today as input into the final report for the study scheduled to end January 2018.
- Final activities include prioritizing projects, programming funds, and setting implementation schedules.

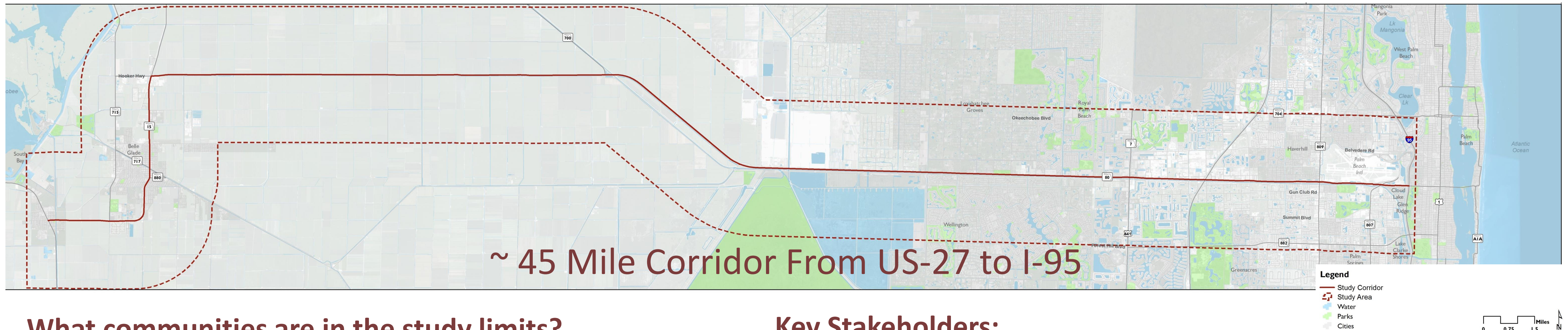


Thank you for taking the time to talk with us! Your feedback is important!

STATION 2 – STUDY PURPOSE & PROCESS

STUDY PURPOSE

The purpose of the study is to identify and recommend actions to be taken by FDOT, County agencies, local governments, and other stakeholders to protect mobility and enhance multimodal access along the SR 80 corridor for all users.



What communities are in the study limits?

- | | |
|-----------------------------|-------------------------|
| City of South Bay | Town of Haverhill |
| City of Belle Glade | Town of Glen Ridge |
| Town of Loxahatchee Groves | Town of Cloud Lake |
| Village of Royal Palm Beach | City of West Palm Beach |
| Village of Wellington | Palm Beach County |

Key Stakeholders:

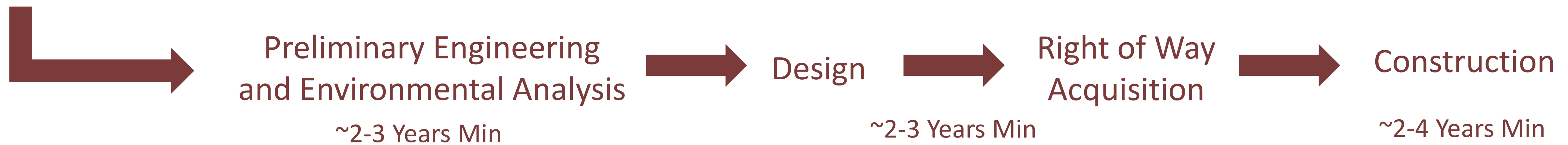
- Municipalities, communities, and businesses along SR 80
- Palm Beach Transportation Planning Agency
- Palm Tran Public Transportation
- South Florida Water Management District
- Palm Beach County Engineering and Public Works Department
- Palm Beach County Planning, Zoning & Building Department
- Florida's Turnpike Enterprise

STUDY PROCESS

Planning Process (2.5 Years)



Project Development Process (~10-20 Years)



STATION 3 – HISTORY & ROLE OF THE CORRIDOR

Why is SR 80 Important?

SR 80 is a Cross-State Facility

SR 80 provides east/west connectivity across the state of Florida. Because of this, it plays a key role in moving people, freight, and goods.

SR 80 is Part of the Strategic Intermodal System

As part of the Strategic Intermodal System (SIS), SR 80 is a designated highway link in a system of key transportation facilities that are:

- **Strategic** - network made up of high-priority transportation facilities and services of statewide and interregional significance;
- **Intermodal** - Contains all forms of transportation for moving both people and goods, including linkages that provide for smooth and efficient transfers between modes and major facilities; and
- **Systematic** - Integrates individual facilities, services, modes and linkages into a single, integrated transportation network.

SR 80 is a Primary Connection from Belle Glade to Downtown West Palm Beach

SR 80 serves as the primary connection between the western communities in Palm Beach County to the Port of Palm Beach and Palm Beach International Airport; is the main transportation connection for many of the cities and development west of SR 7; and facilitates overall regional mobility. SR 80 traverses nine municipalities in Palm Beach County – West Palm Beach, Cloud Lake, Glen Ridge, Haverhill, Wellington, Royal Palm Beach, Loxahatchee Groves, Belle Glade, and South Bay.

SR 80 is Impacted By New Development

Over 10,000 residential units and one million square feet of non-residential development is approved or proposed that could affect traffic volumes on SR 80. In spite of recent widening, cumulative effects of approved new development show estimated traffic volumes will exceed FDOT's adopted traffic operating standards for SR 80.

What Do We Know Now About SR 80?

When comparing the findings throughout the corridor, several conclusions can be drawn at the corridor level and at the local level. These conclusions were drawn based on a thorough analysis of the existing and future conditions in the study area and combined with the public input and stakeholder comments received throughout the project. By considering the transportation and land use analysis as a whole, a synthesis was developed that pointed to several conclusions regarding the study area.

There is a Need for Better Bicycle and Pedestrian Infrastructure, Access, and Connectivity

Throughout the corridor, the bicycle and pedestrian environment is inadequate and uncomfortable. However, that does not mean people are not traveling along SR 80 by foot or bicycle. This is evidenced by the injuries and deaths that have occurred prior to and during this study. Throughout the corridor, there is a desire to create a safe and comfortable pedestrian and bicycle environment, including safe crossings, separated facilities, and regional recreational connections.

Freight is an Important Component of the Corridor

SR 80 plays a very important role as a freight connector between Lake Okeechobee/the agricultural and industrial uses in the west and the port and airport in the east. It is heavily traveled by freight, and increases in congestion impact the economy through freight operations delays.

There is a Need for Better Coordination Between Transportation and Land Use

Development has traditionally been approved in a leapfrog pattern, expanding further and further west. Typically, this has occurred in auto-oriented and single use forms, requiring people to drive to complete even short trips. Coupled with a lack of parallel roadway connectivity, this has caused traffic to be point loaded on to SR 80. Together, these decisions have created environmental, economic, social, and other ramifications.

There is Recurring Congestion in the Corridor that will Increase in the Future

Especially in the eastern portion of the corridor, there is congestion during the peak hours as people utilize SR 80 to get to and from work. This has economic impacts and is frustrating for drivers. Without a change, congestion will continue to increase as more land is developed further away from employment centers. Regular congestion also occurs during special events at the Perfect Vodka Amphitheater.

There is a Need to Improve Roadway Network Connectivity

The connectivity issues are different in the west and the east. In the west, SR 80 is the only convenient connection from Belle Glade to the urban area in the east.

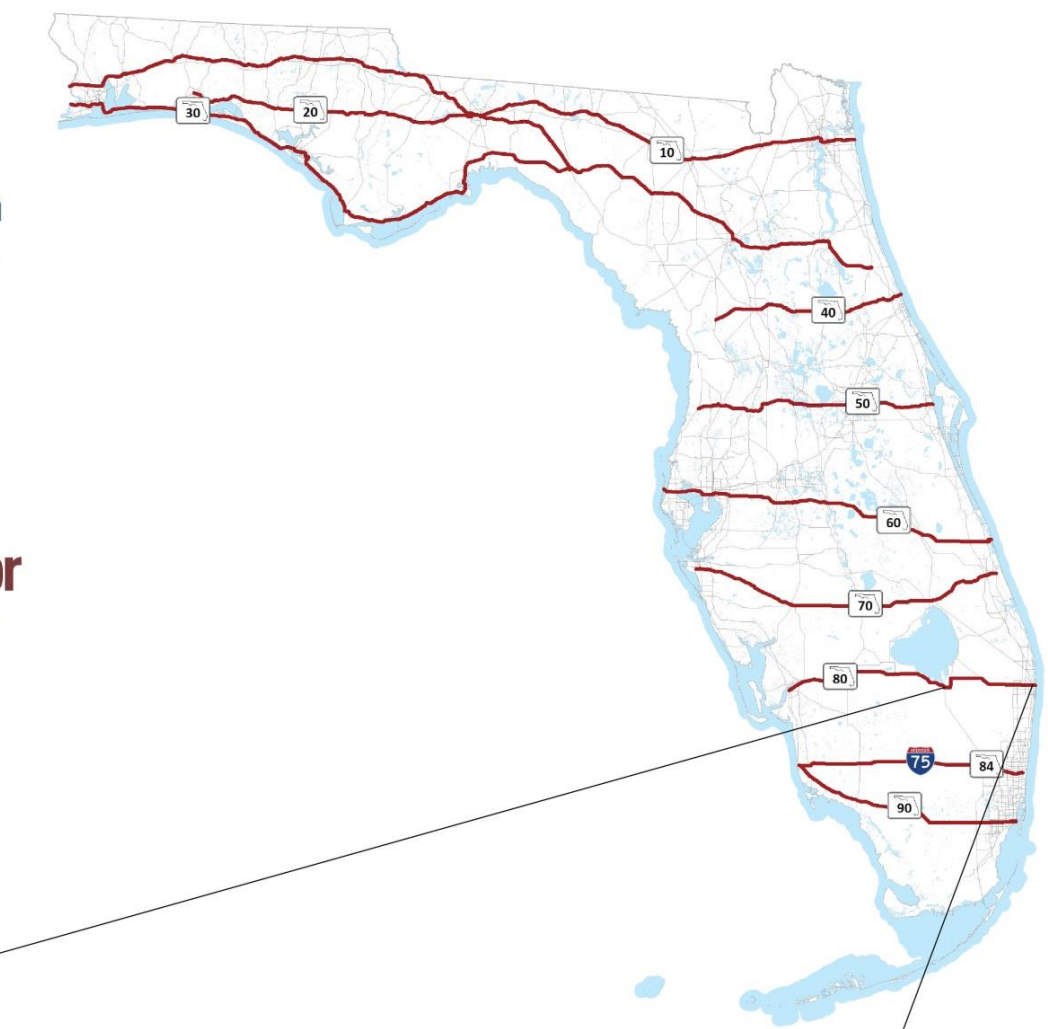
When crashes or other congestion occurs, the western communities are effectively cut off. In the east, the roadway network has generally been developed in a disconnected pattern as gated communities, disconnected shopping centers, office parks, and other development has occurred. This has forced traffic onto SR 80 that might not have otherwise needed to travel on the corridor.

The Context of the Corridor Changes from the West to the East

The corridor serves different roles as it moves from west to east. In Belle Glade, it acts as a main street where people walk, bike, take transit, and drive to shops and other development treats SR 80 as the front door. Between Belle Glade and Loxahatchee Groves, SR 80 is primarily an agricultural corridor. Further east, the corridor transitions between suburban auto-oriented uses into more of a high-speed facility condition.

There is a Need for Better Transit Access and Connectivity in the Corridor

Transit access is almost nonexistent in the corridor. While there are some bus stops along SR 80, they are not well used and access to them is poor. In Belle Glade, transit is well utilized and needed, but needs a long-term funding source. There is a future plan to provide premium transit from the western communities to the east, but proper densities will need to be achieved to ensure the route's success.

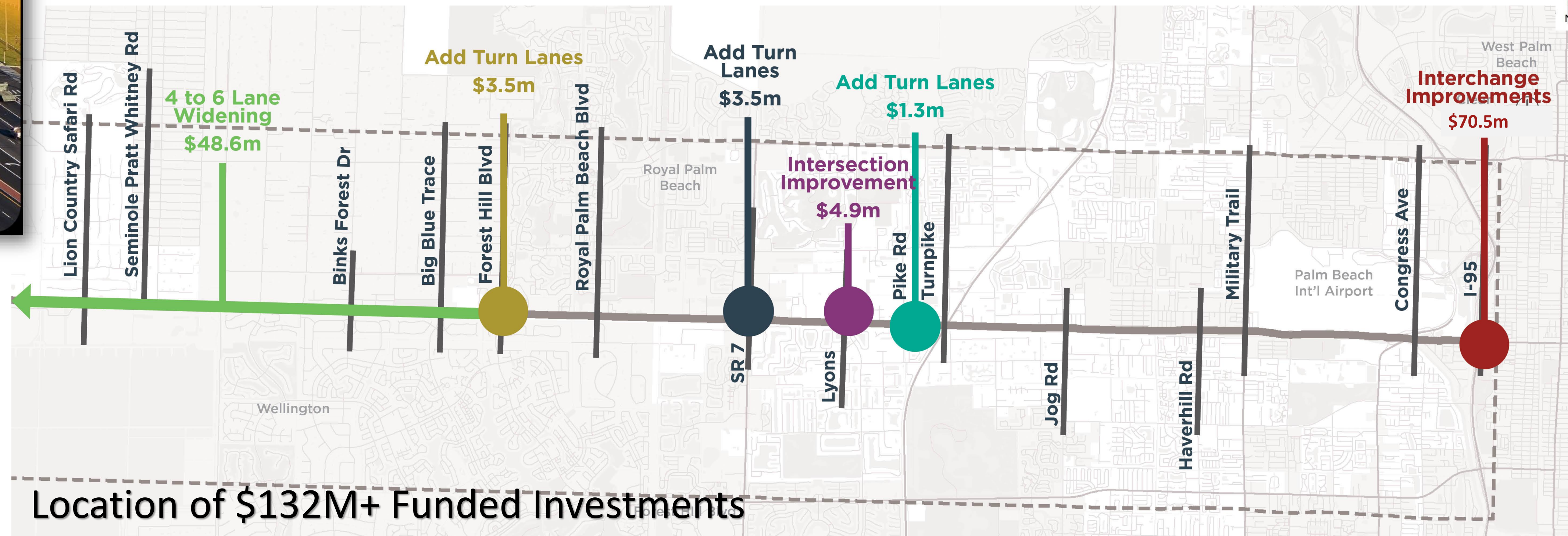


HISTORY AND ROLE OF THE CORRIDOR

Over the years, FDOT has been working to try and protect the mobility of SR 80.



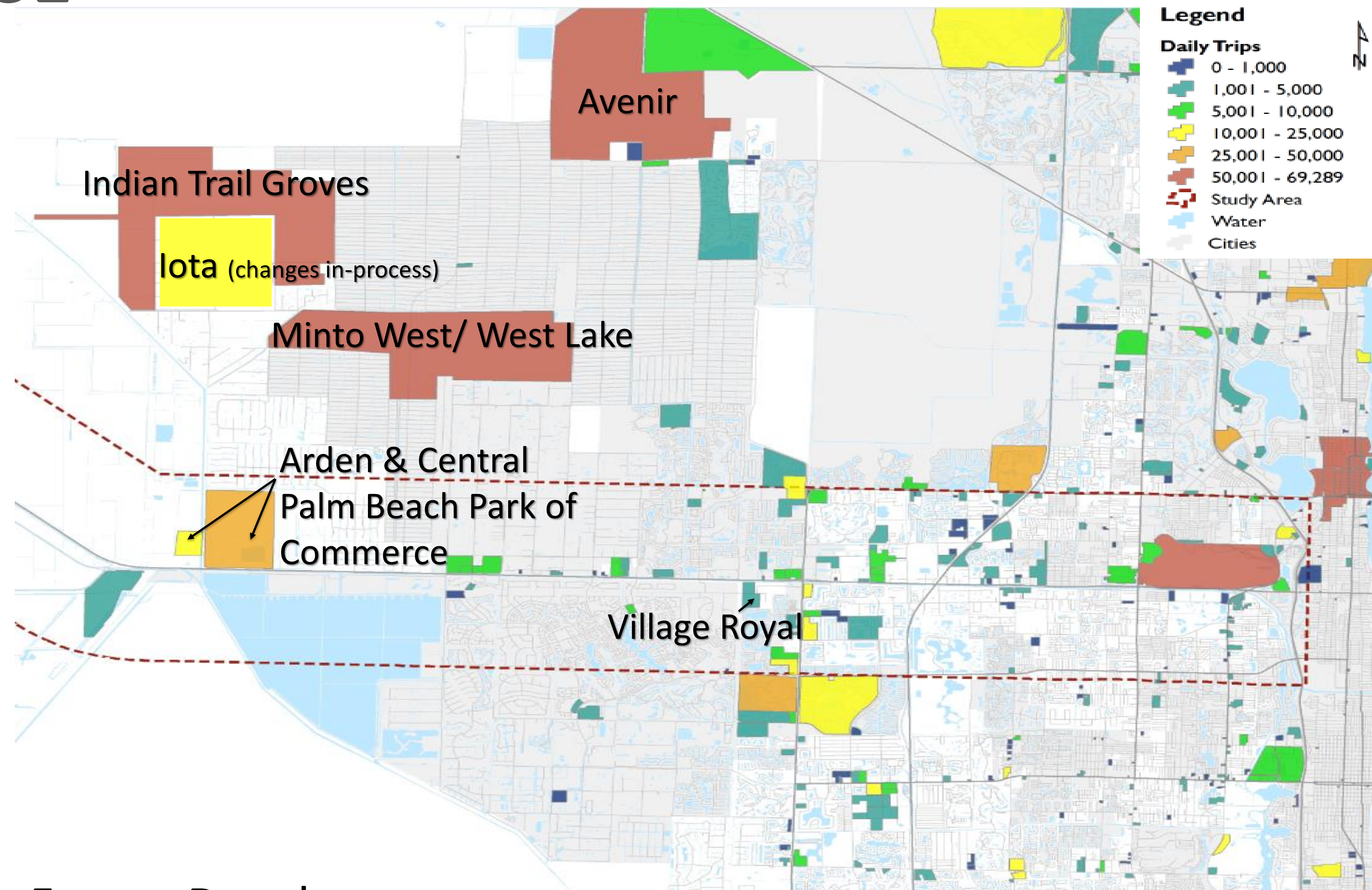
- Over \$346 Million of improvements invested since 2005
- Over \$132 Million of future investments funded and programmed



STATION 4 – CORRIDOR-WIDE FINDINGS

GROWTH AND LAND USE

- Significant population growth is anticipated by 2040
- ~15,000 new homes have been approved in the western communities, potentially generating over 150,000 trips per day
- Current and future land use is low density and spread out creating more auto demand on SR 80.

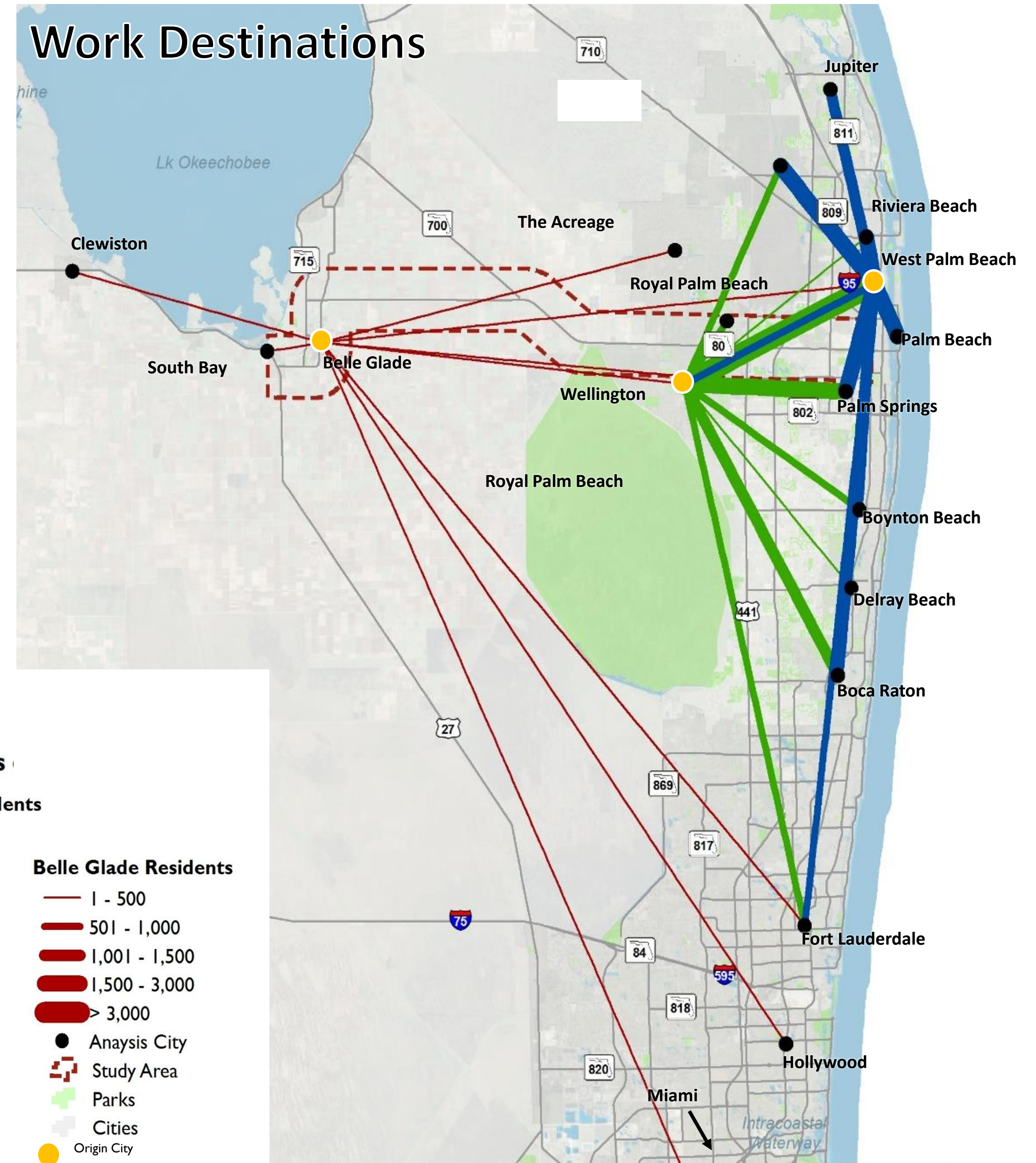


Future Developments

Snapshot from 2015-2016; exact development plans may have since changed.

GROWTH AND TRAVEL PATTERNS

- Up to a 25% increase in auto demand by 2040
- Commute patterns are scattered throughout the county and beyond
- Limited street network connectivity forces both local and regional trips onto SR 80



Source: LEHD, 2014

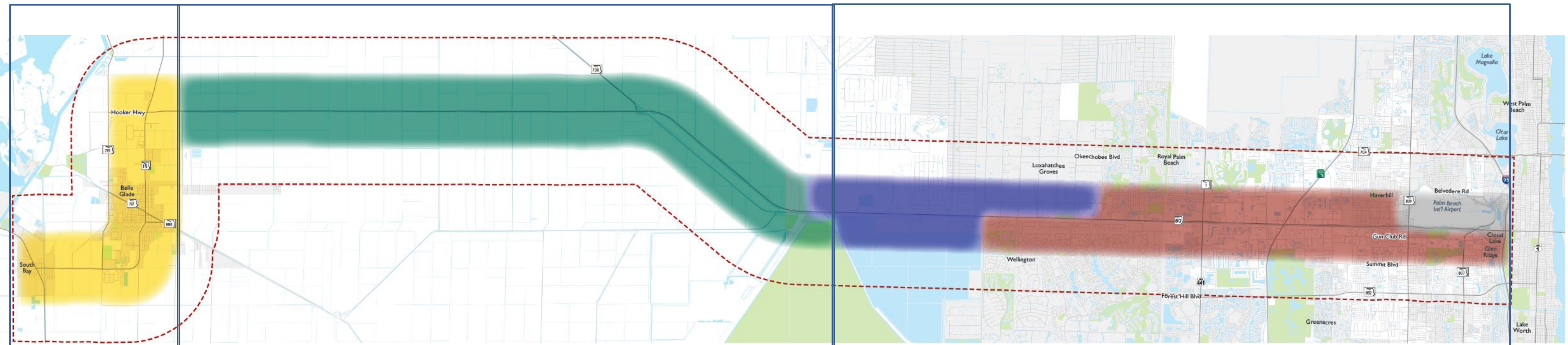
CORRIDOR SEGMENTS

Corridor characteristics vary in each segment

US-27 to
Hooker Highway
Segment 1

Hooker Highway to
20-Mile Bend
Segment 2

20-Mile Bend
to I-95
Segment 3



Character Districts Map

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

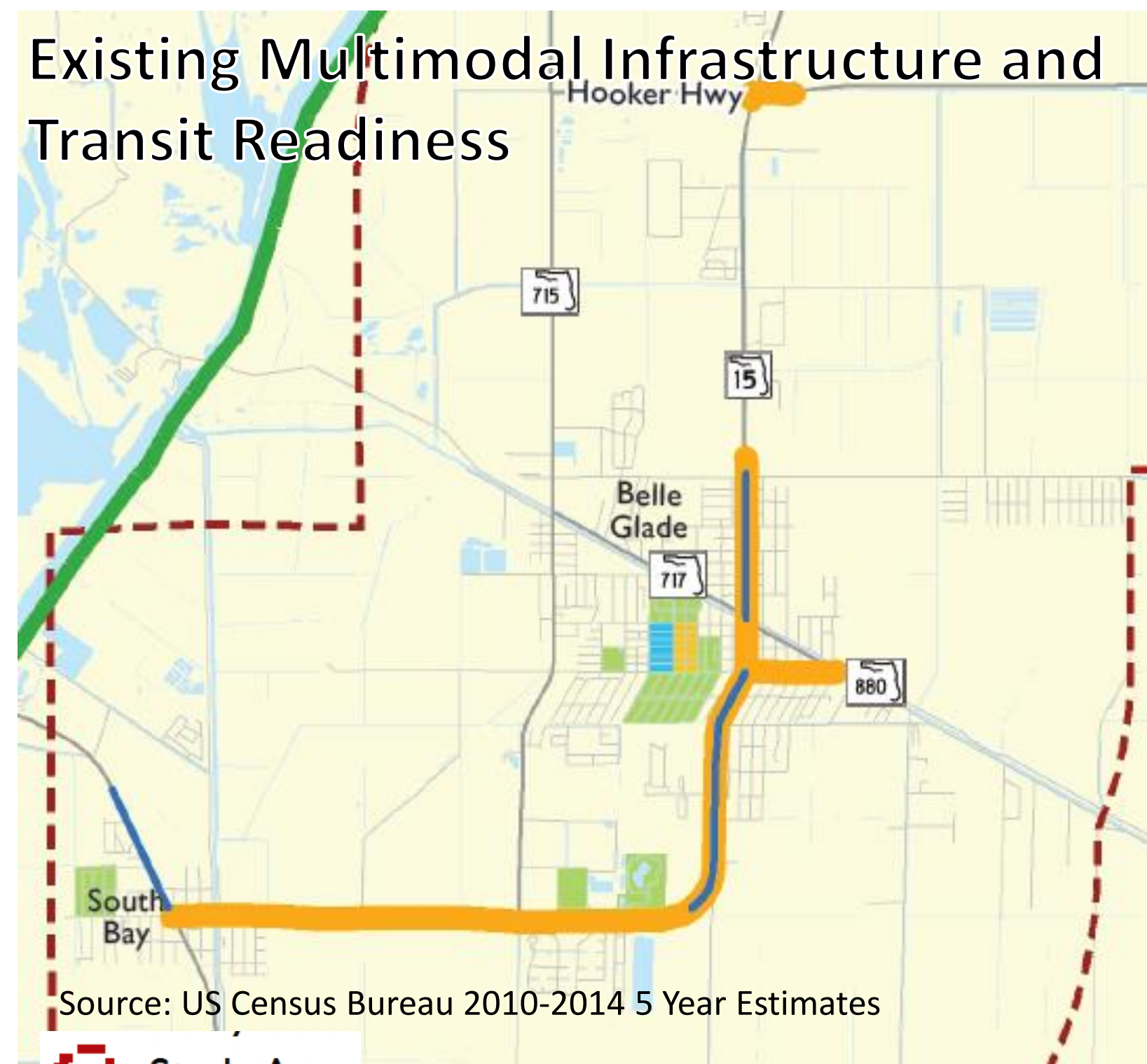
**Next Series of Stations
Summarize Findings By Segment!**

STATION 5 – US-27 TO HOOKER HIGHWAY FINDINGS

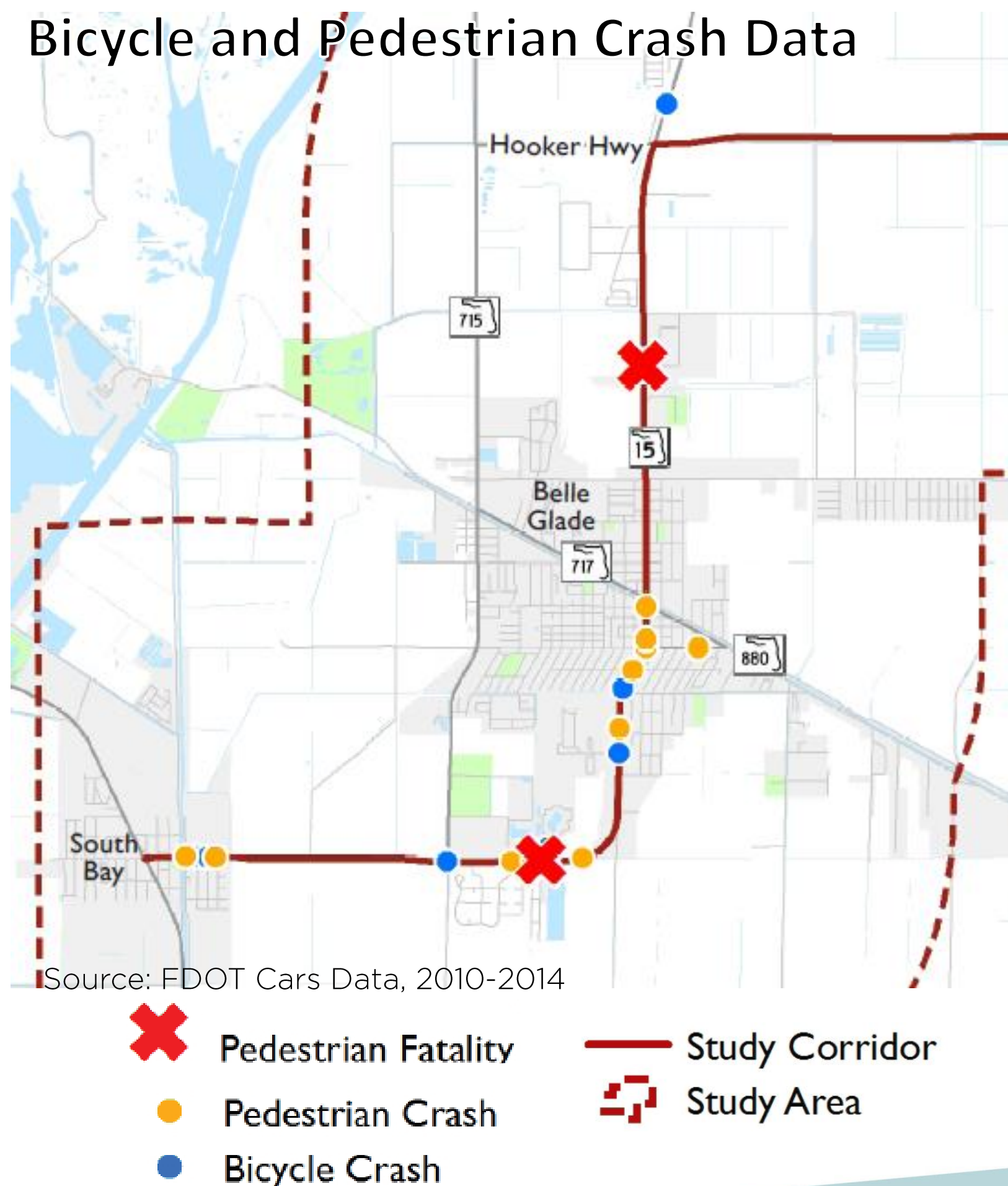
SEGMENT 1 CHARACTERISTICS

Walking and Biking

- Bicycle facilities and sidewalks are not continuous and may not be comfortable for some users.



- 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)

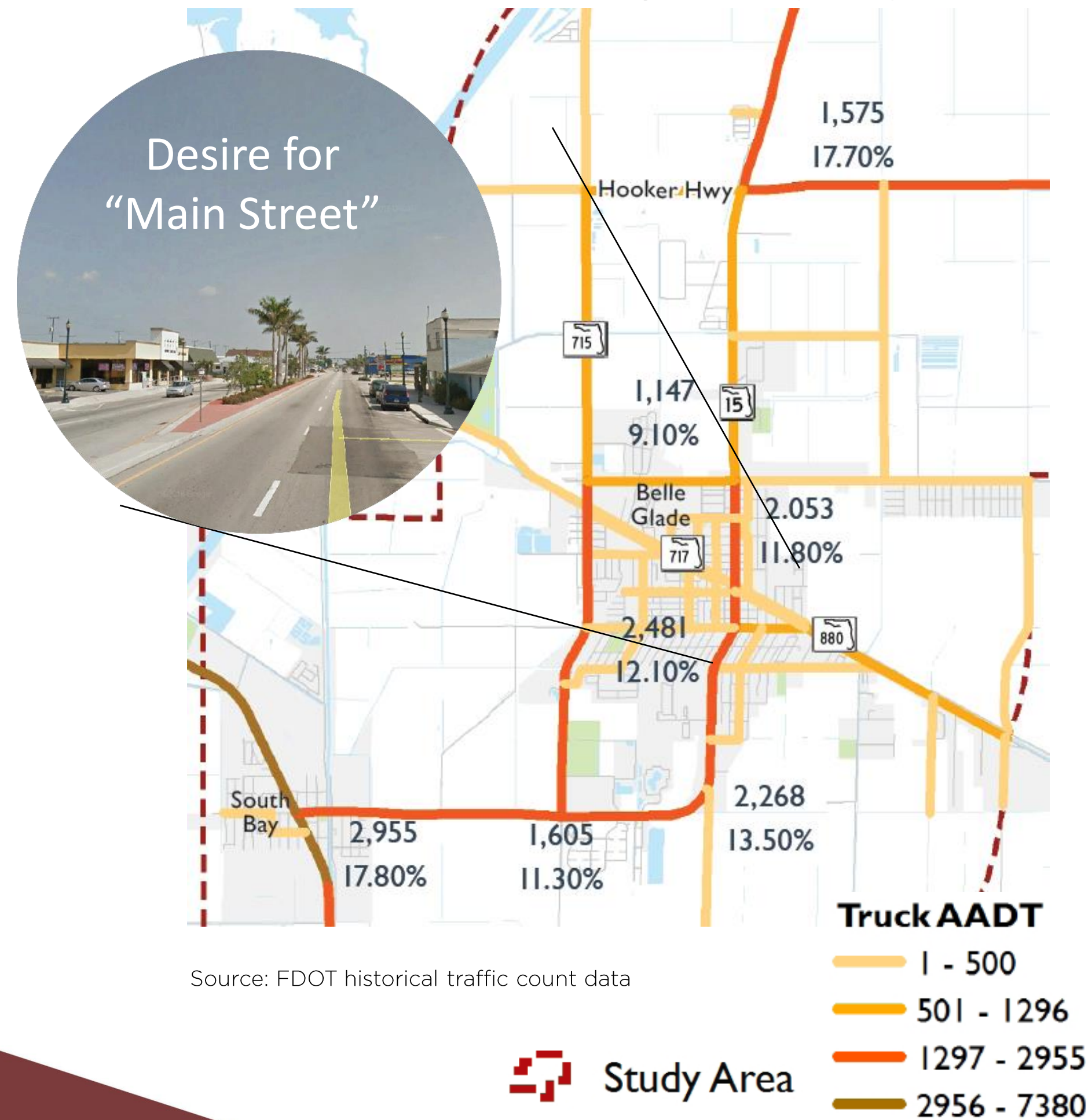


SEGMENT 1 CHARACTERISTICS

Freight & Traffic

- Local and regional travel must be accommodated while maintaining local downtown streets.
- Future traffic will be accommodated with already planned projects.

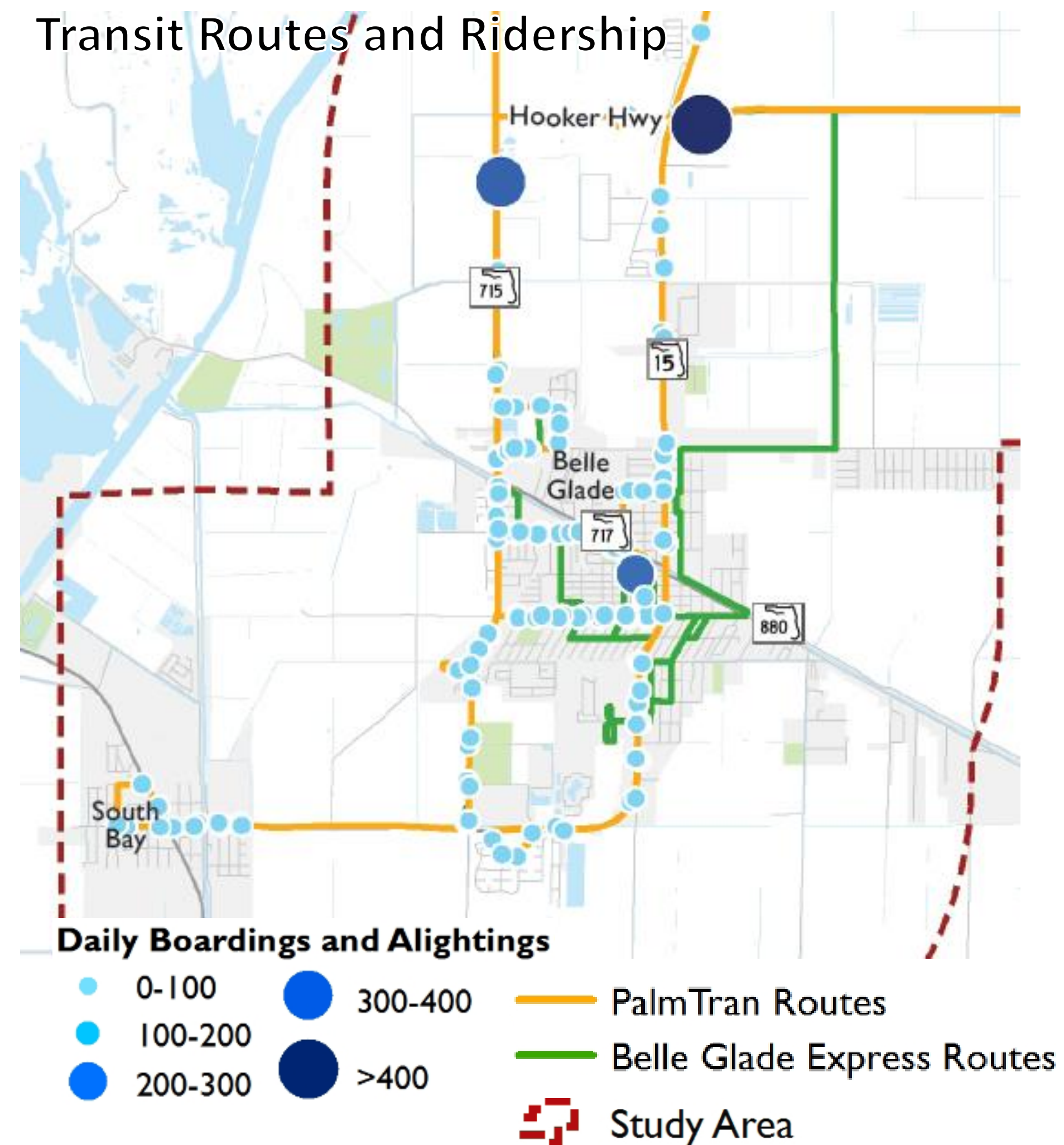
Truck Annual Average Daily Trips



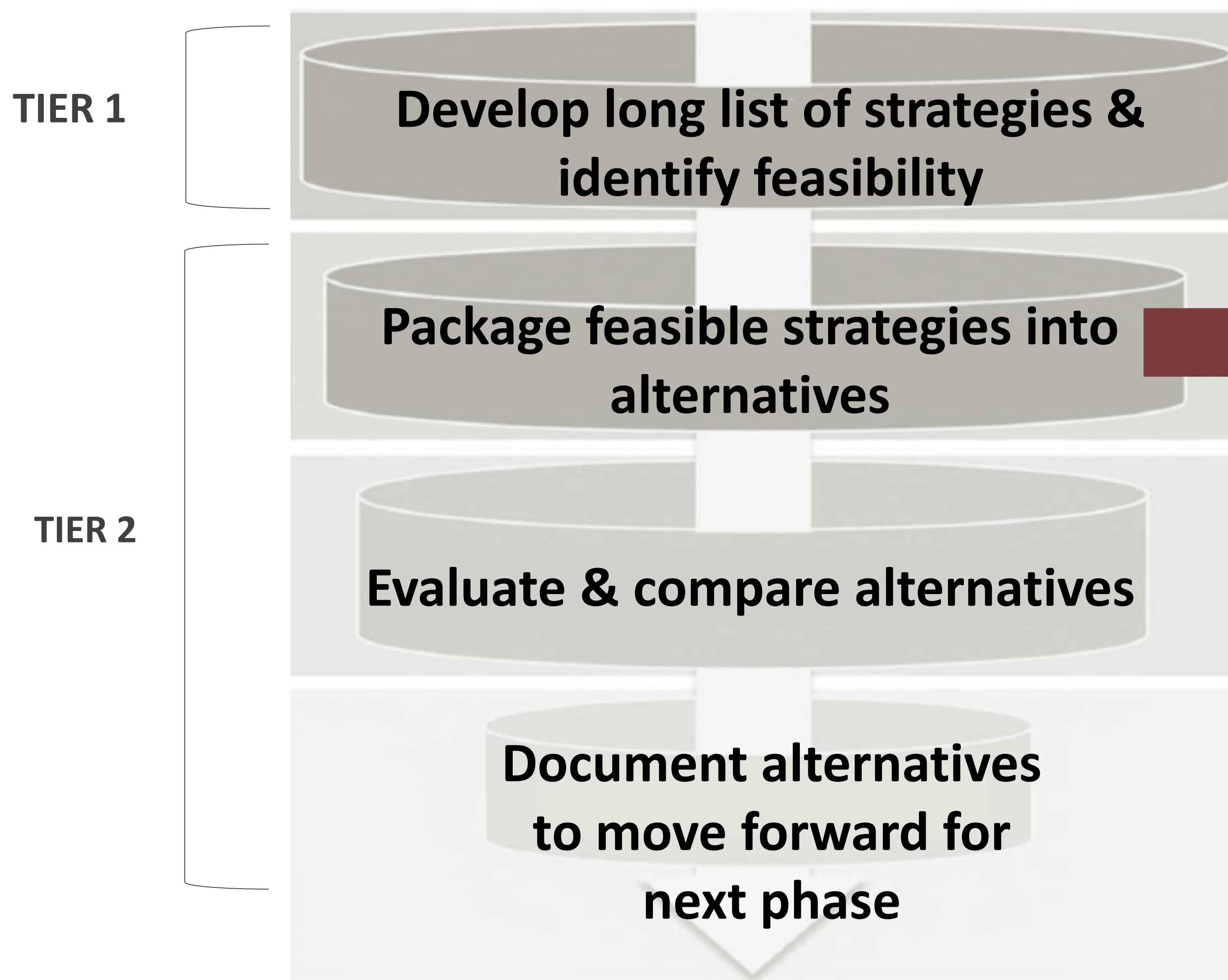
Transit

- Transit ridership is highest in this segment of the corridor and access should be more convenient.

Transit Routes and Ridership



SEGMENT 1 OVERVIEW OF TIERED ALTERNATIVE DEVELOPMENT PROCESS

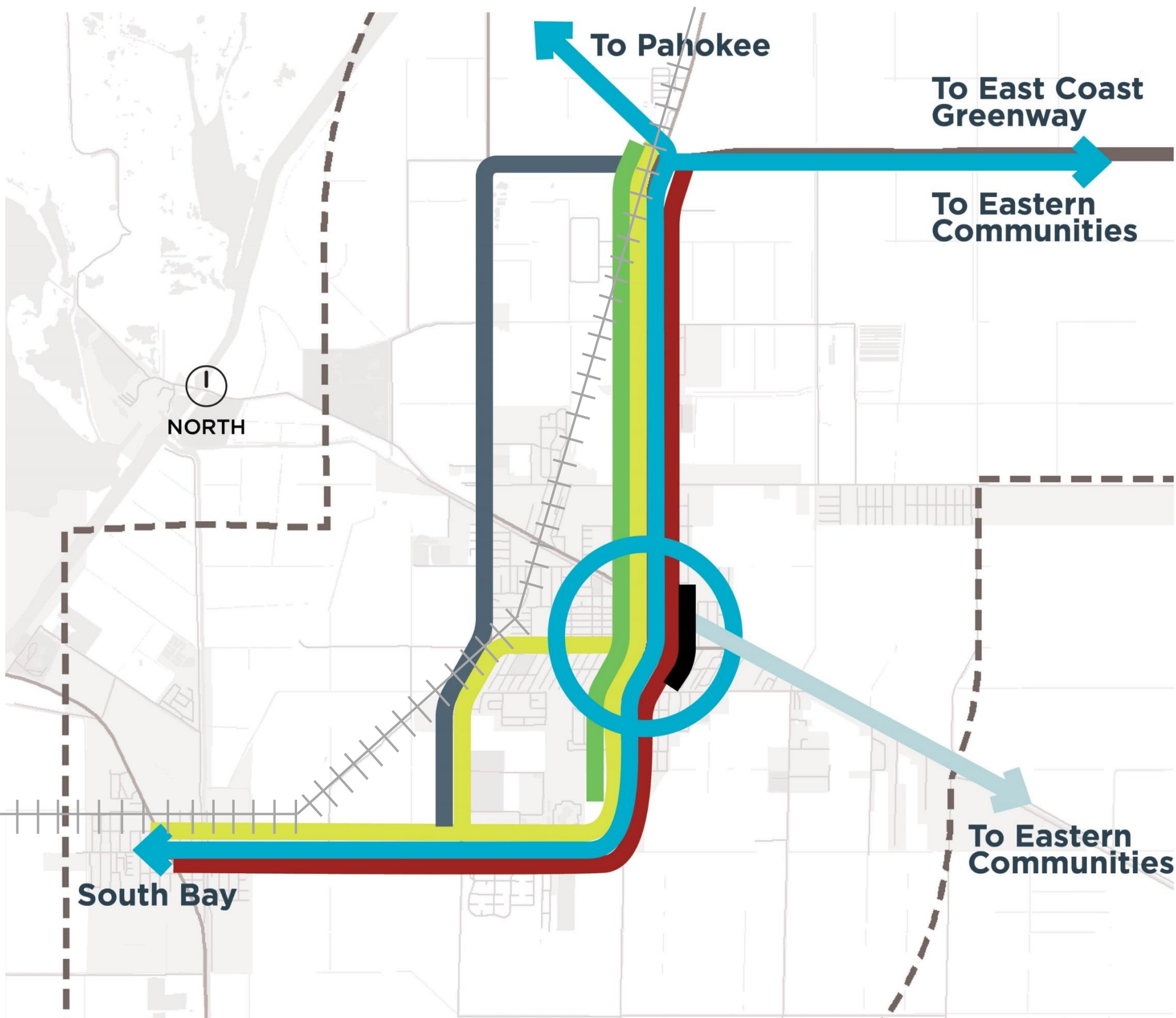



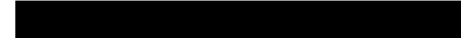




Screening Results Based On Identified Issues:

Strategies that did not move forward in the study process for US-27 to Hooker Highway:

- Major roadway capacity changes
- Premium transit (e.g., Light Rail Transit or Streetcar)

Segment 1 Multimodal Alternative Strategies



-  **Continuous, Bike Facility:** Provide continuous bicycle facilities to major places of interest
-  **Alternative Freight Routes:** Provide a freight route that does not go through the downtown of Belle Glade
-  **Downtown Treatment:** Provide a downtown feel through design
-  **Pedestrian and Bicycle Crossing Improvements:** Provide frequent and conveniently located crossing opportunities
-  **Safety Study:** Conduct a more in-depth safety study with a focus on pedestrian and bicycle travel
-  **Transit Service Improvements:** Provide more convenient and accessible transit including a downtown transit hub
-  **Roadway Rehabilitation:** Support County rehabilitation efforts to provide a reliable secondary access point

Place Sticker On Your Top Two

Goal	Performance
Increase and improve access to transit	●
Create a safer pedestrian and bicycle system	●
Protect and support Rural Areas of Opportunity	●
Reduce freight/auto conflicts in rural areas	●
Support the freight industry	●

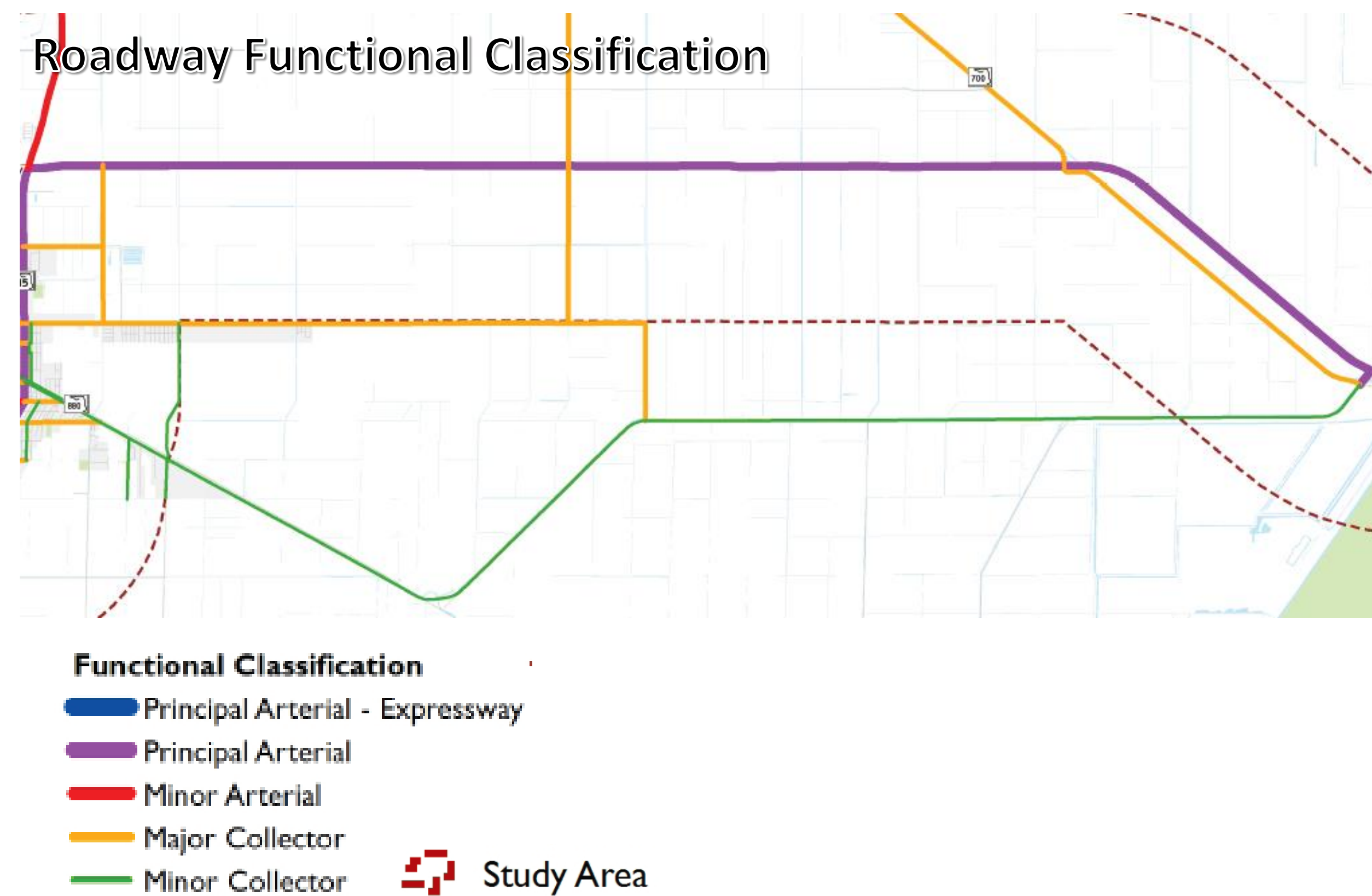
● Good ◐ Acceptable ○ Poor

STATION 6 – HOOKER HIGHWAY to 20-MILE BEND FINDINGS

SEGEMENT 2 CHARACTERISTICS

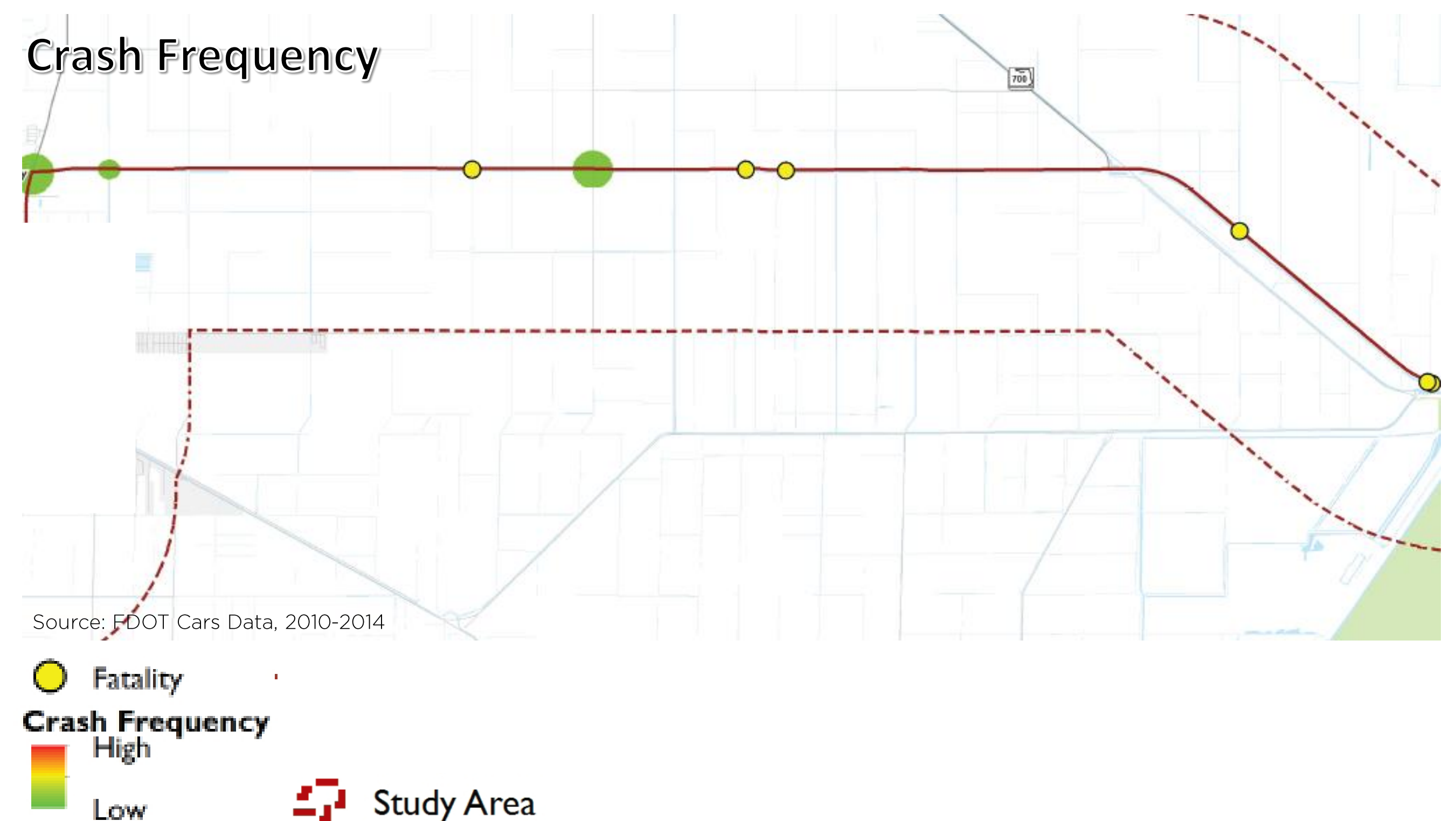
Regional Connection

- An additional east-west arterial is needed for emergency and evacuation purposes.

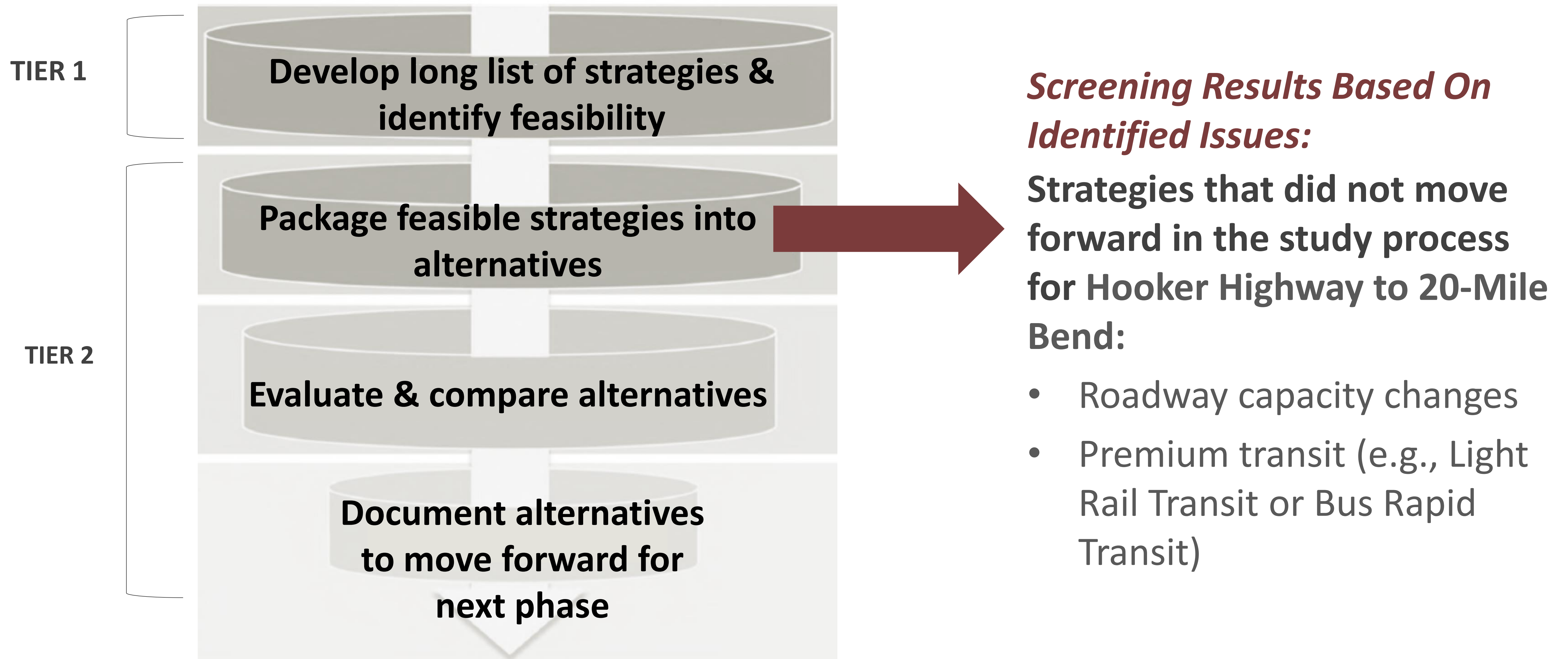


Safety

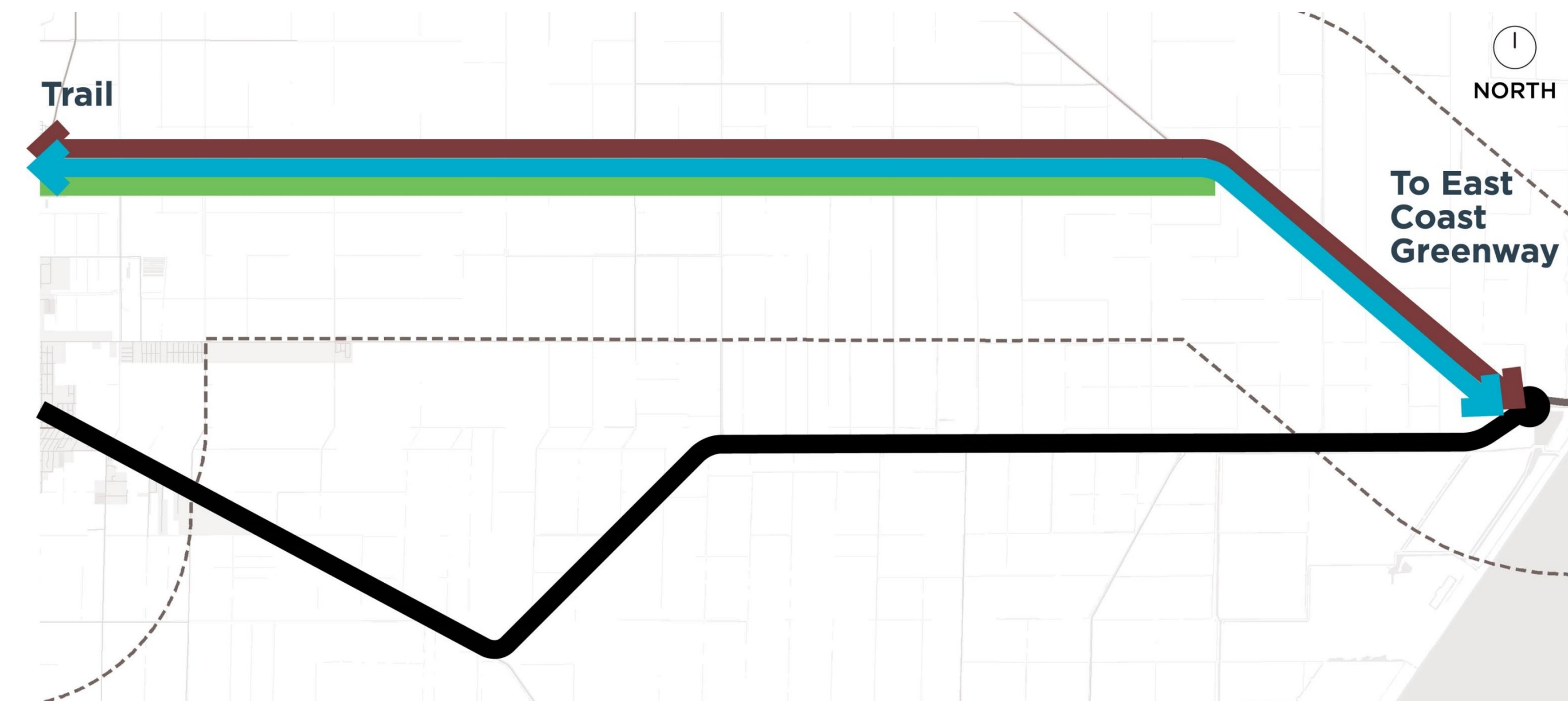
- The facility needs to safely accommodate north-south crossing traffic and create higher visibility for all users.



SEGMENT 2 OVERVIEW OF TIERED ALTERNATIVE DEVELOPMENT PROCESS



Segment 2 Multimodal Alternative Strategies



Corridor-Wide Greenway: Provide greenway trail connecting the east to the Lake Okeechobee Scenic Trail (consistent with the adopted Regional Greenways Plan)

Resurfacing & Lighting Study: Implement recommendations from future lighting studies

Rehabilitation & Maintenance: Implement on-going County CR 880 rehabilitation project

Safety Study: Conduct in-depth safety studies as needed to accommodate all users including freight and agricultural uses

Goal	Performance
Create a safer pedestrian and bicycle system	●
Protect and support Rural Areas of Opportunity	●
Reduce freight/auto conflicts in rural areas	●
Support the freight industry	●

● Good ◐ Acceptable ○ Poor

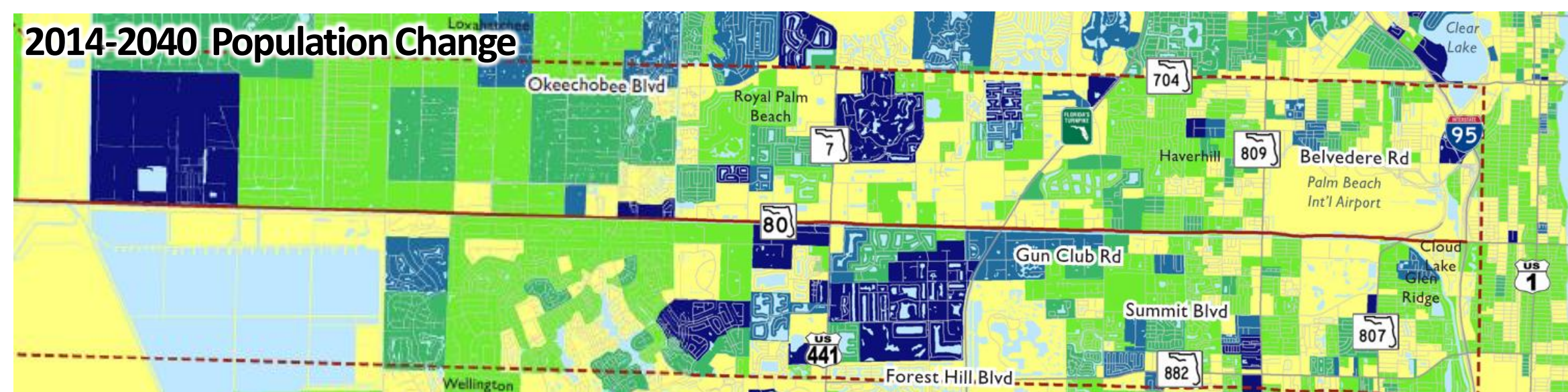
Place Sticker On Your Top Two

STATION 7 – 20-MILE BEND to I-95 FINDINGS

SEGMENT 3 CHARACTERISTICS

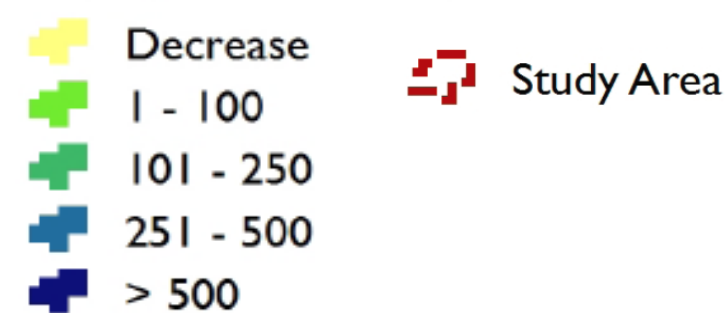
Population and Employment

- Population increases to the west and employment increases to the east create more SR 80 trips.



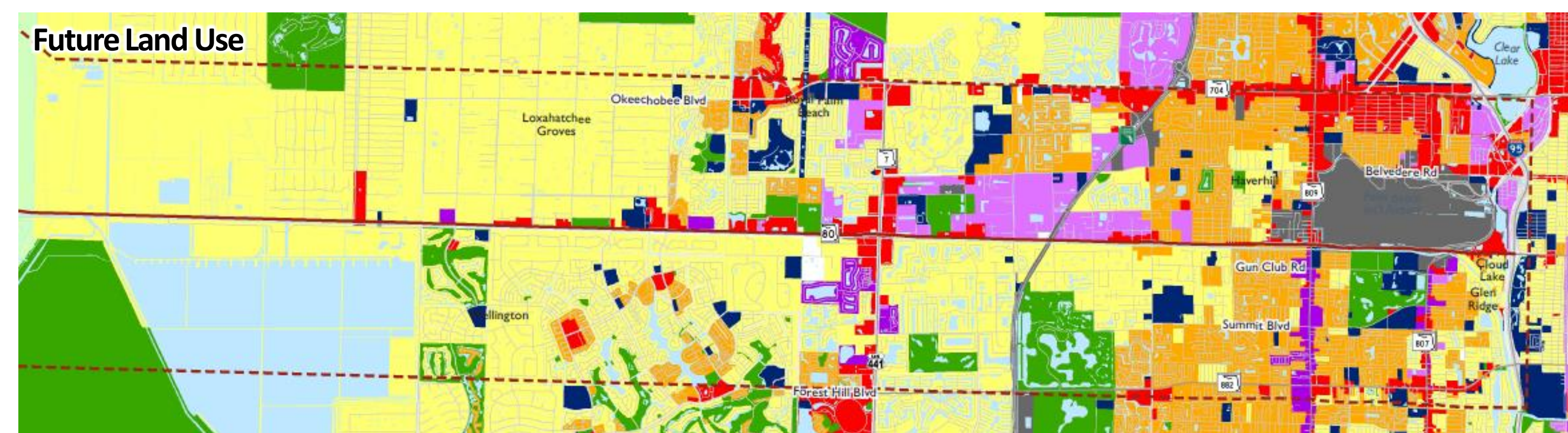
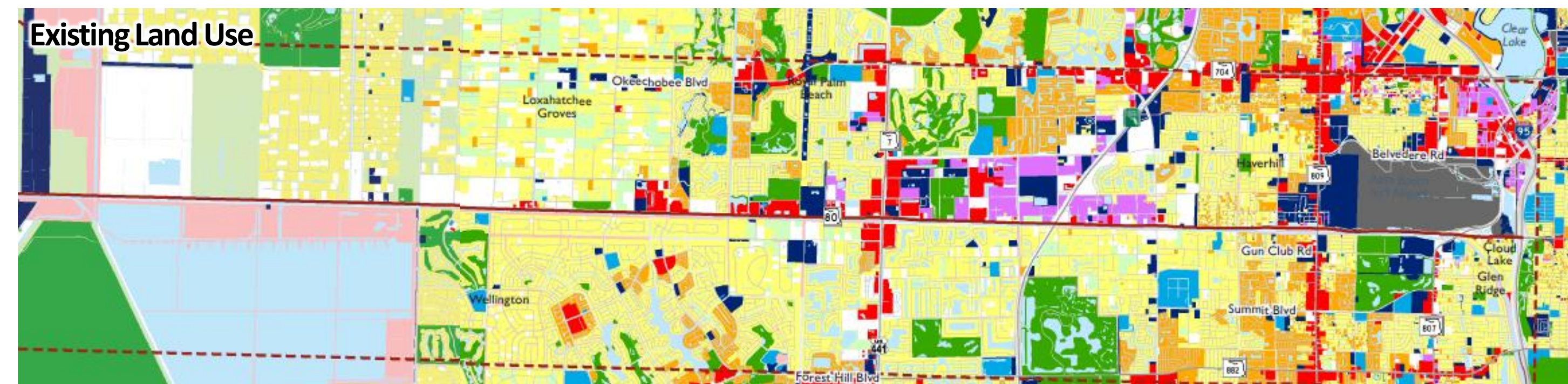
Source: SERPM 7.062

2014 to 2040 Population/ Employment Change



Land Use and Development

- Emerging development patterns are auto-oriented and will create more auto demand on SR 80 in the future.



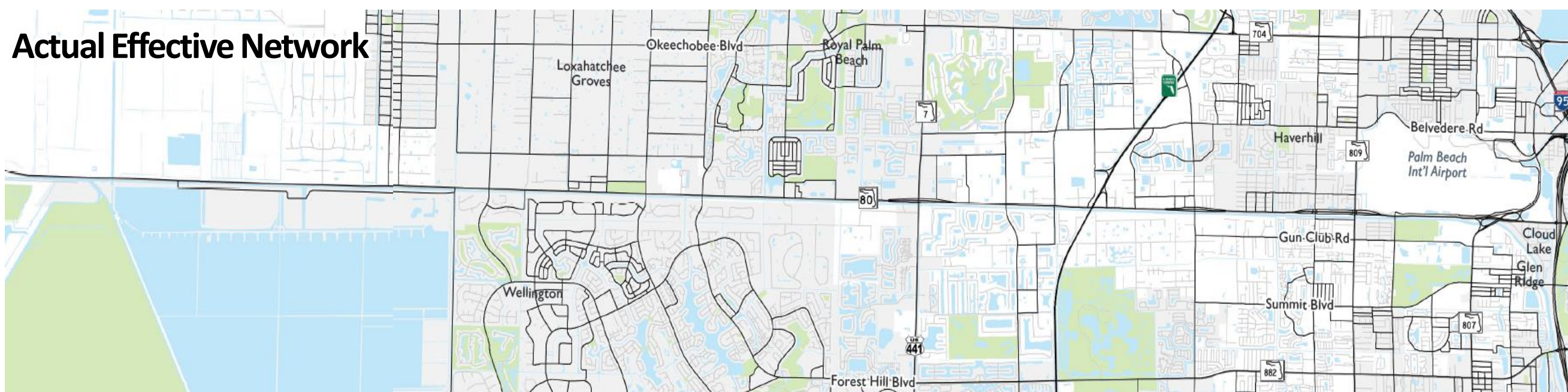
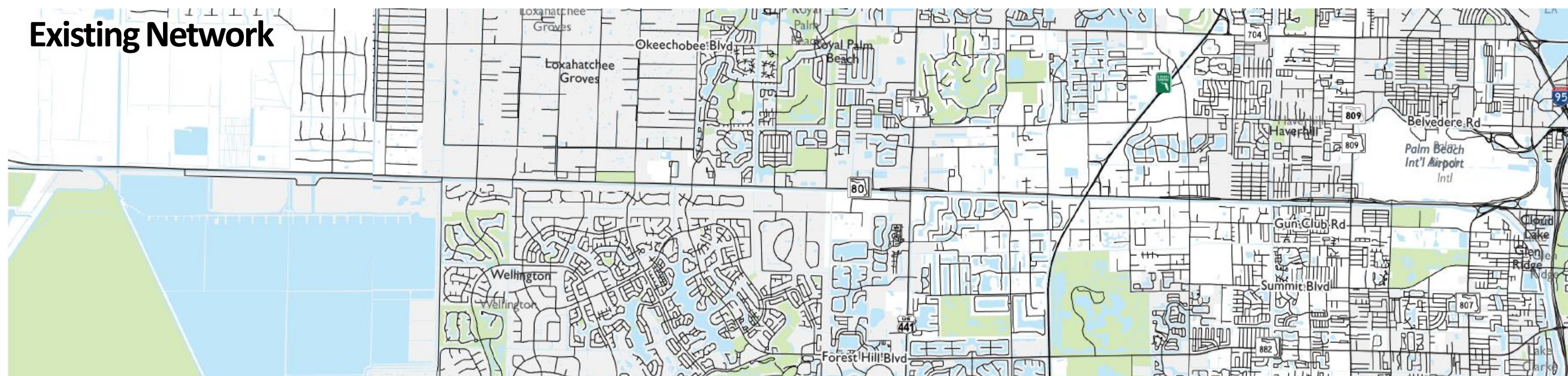
Source: Palm Beach County, 2015



SEGMENT 3 CHARACTERISTICS

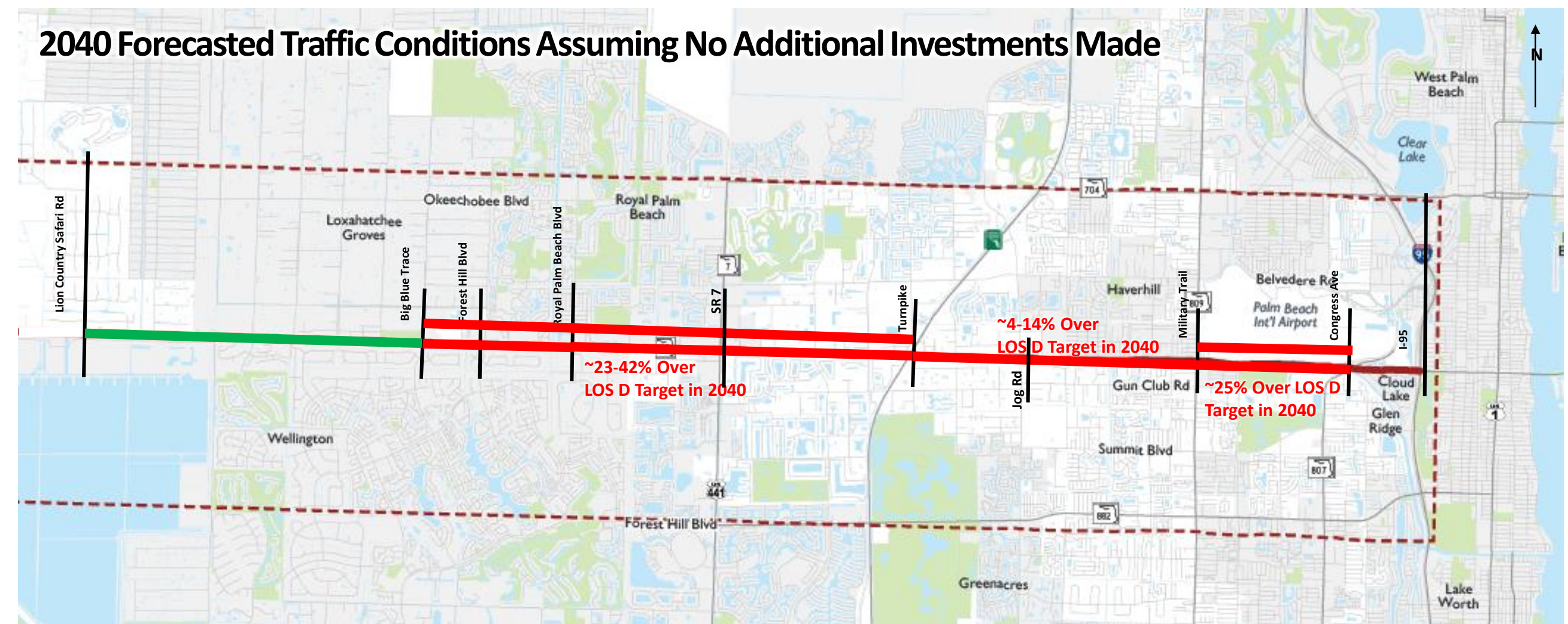
Network

- East-west connections are limited to the north and south of SR 80.
- A limited east-west network forces a majority of trips in the area to use SR 80.



Safety & Traffic

- This segment is not on FDOT's high crash list, but there is potential to make it safer.
- Congestion is expected to exceed the level-of-service D target.

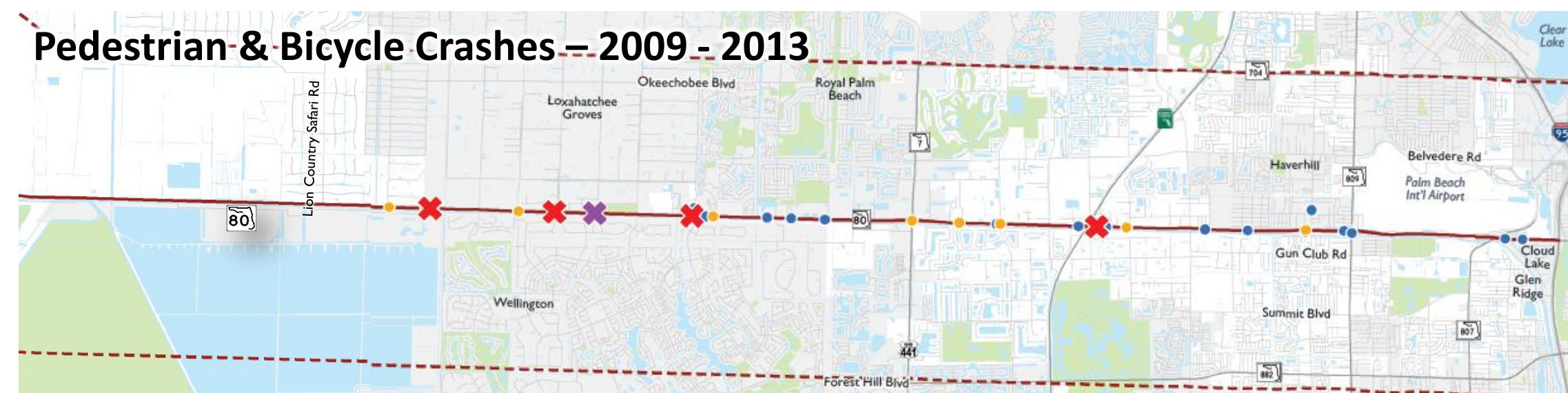
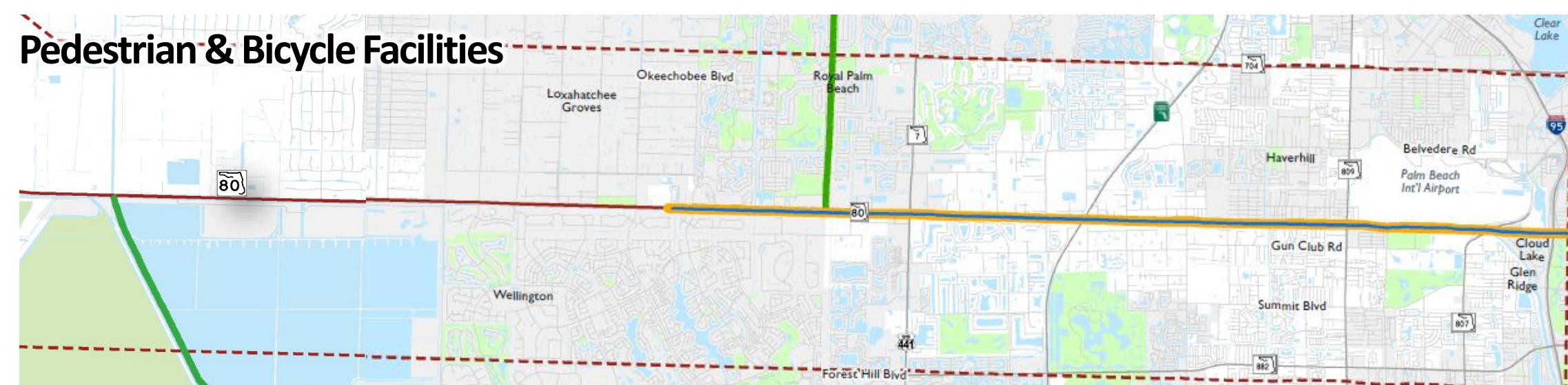


█ Forecasted to Meet LOS D Standard in 2040
█ Forecasted to Not Meet LOS D Standard in 2040
 % = % over LOS D Service Volume

SEGMENT 3 CHARACTERISTICS

Walking and Biking

- 50% of pedestrian & bicycle crashes resulted in a fatality.

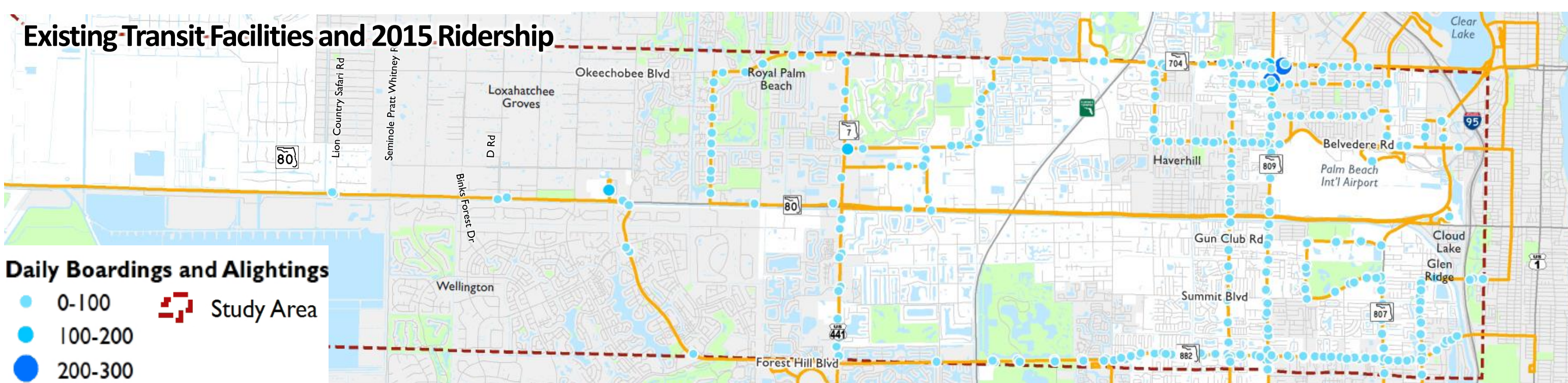


Source: FDOT CARS Data, 2010-2014

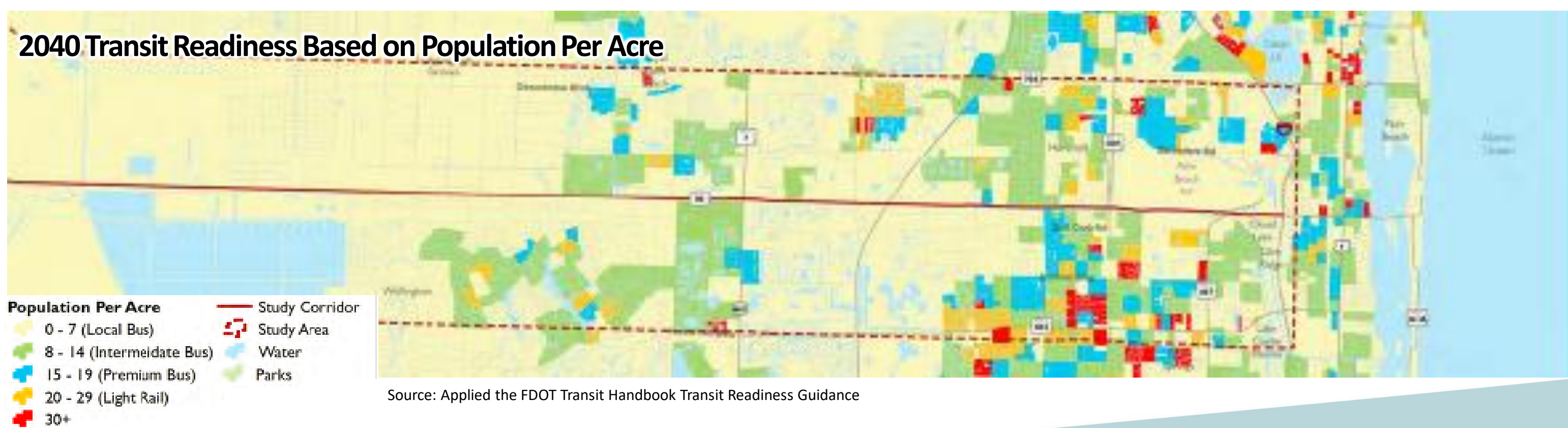
- Designated Bike Lanes on SR 80
- Sidewalks on SR 80
- Designated Greenways
- X Pedestrian Fatality
- X Bicycle Fatality
- Pedestrian Crash
- Bicycle Crash
- Study Area

Transit

- This section of the corridor is not ready for premium transit (e.g., Bus Rapid Transit, Light Rail Transit, etc.) given existing and adopted future land uses.
- Access to transit is currently limited and should be improved upon to make it more convenient and accessible.



Source: Palm Tran, 2015

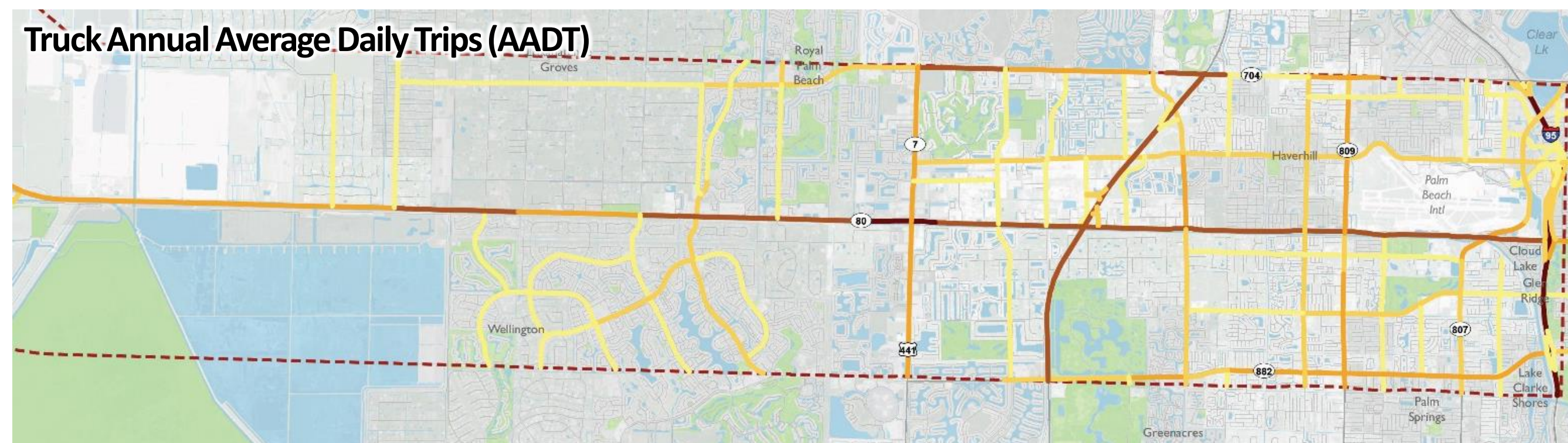
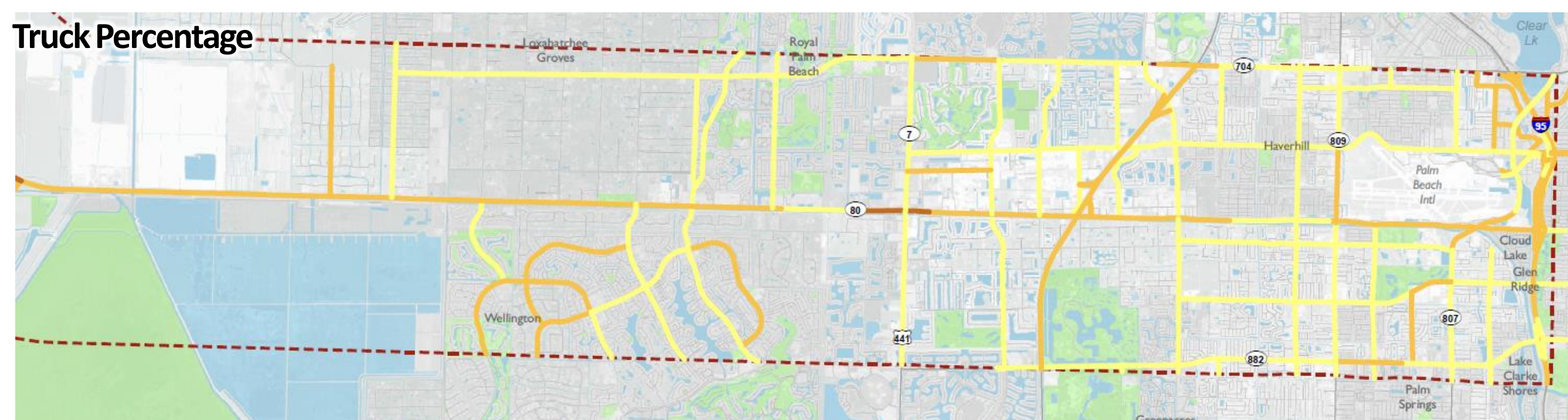


Source: Applied the FDOT Transit Handbook Transit Readiness Guidance

SEGMENT 3 CHARACTERISTICS

Freight

- Regional and local freight trips heavily rely on SR 80.

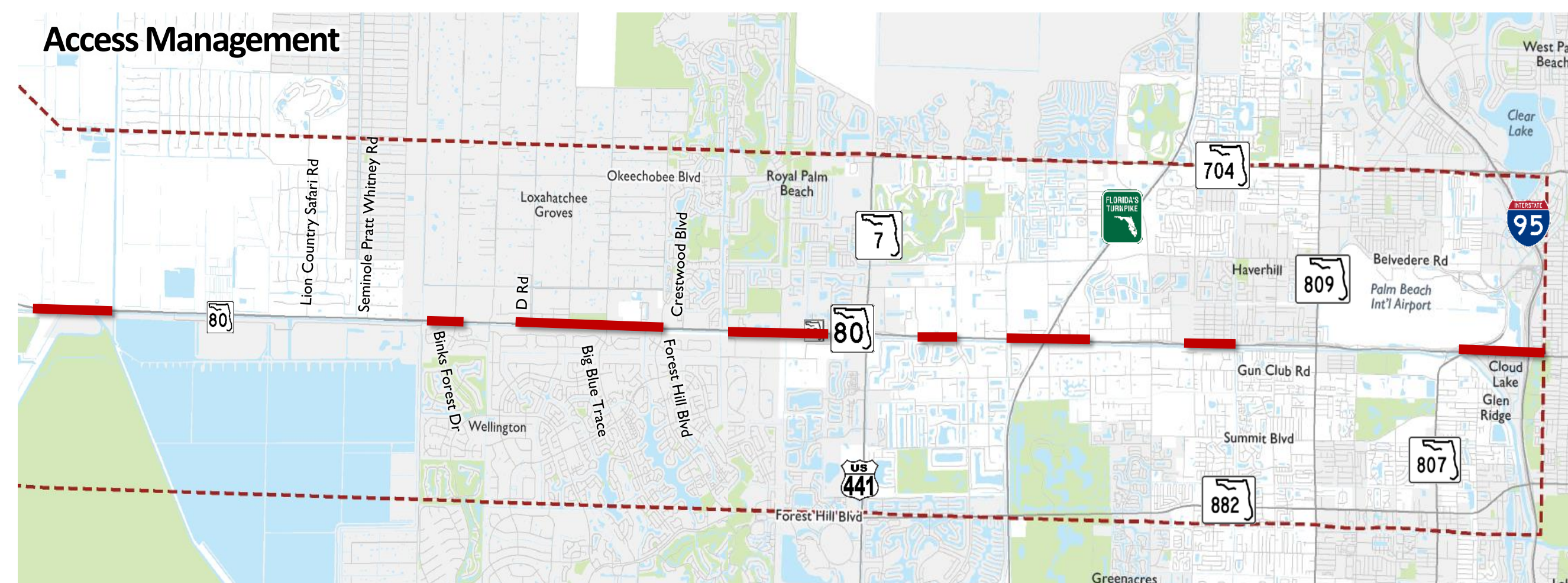


Source: FDOT Florida Traffic Information

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

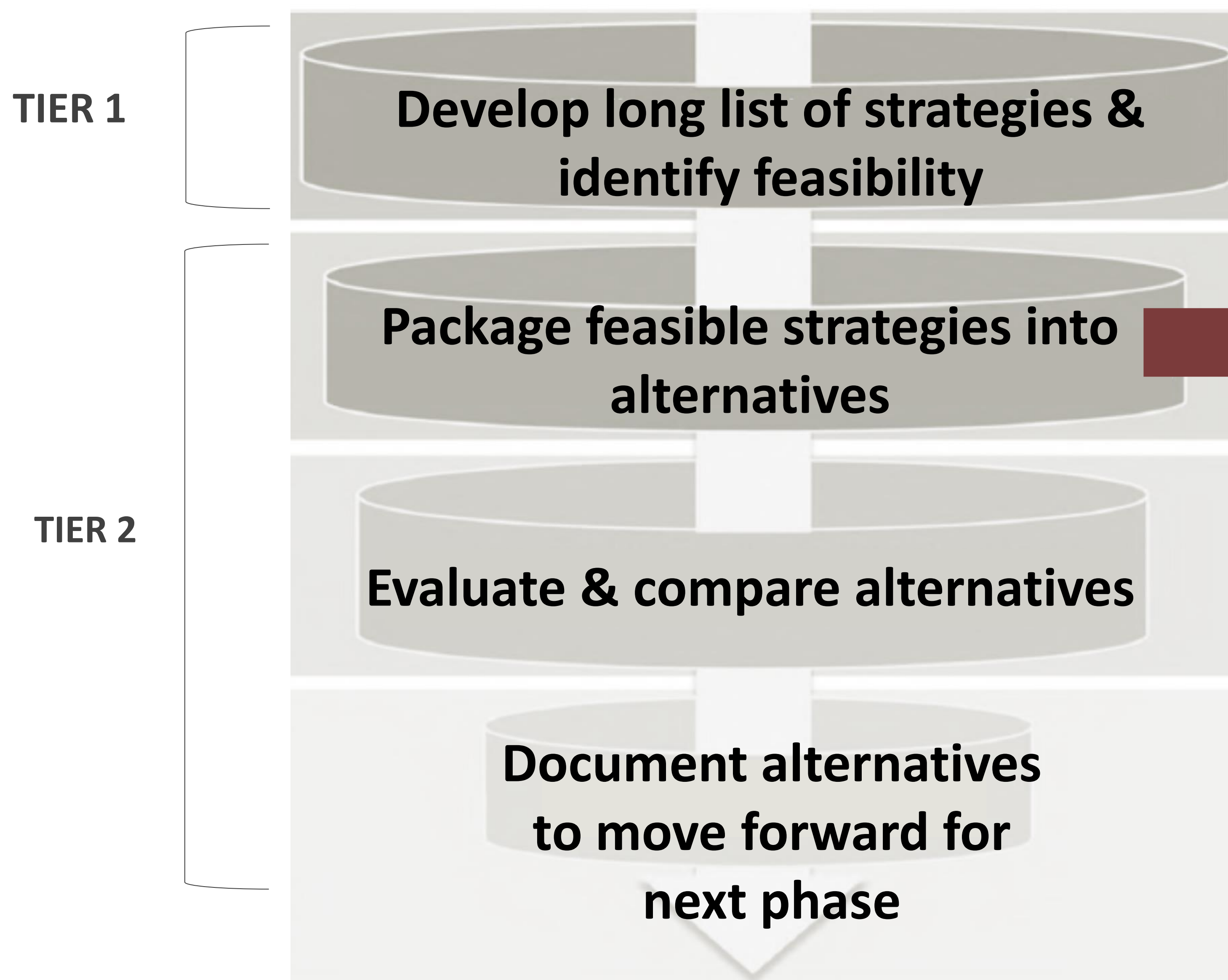
Access Management

- 35% of the corridor does not meet access management standards from 20-Mile Bend to Forest Hill Boulevard.
- 47% of the corridor does not meet access management standards from Forrest Hill Boulevard to I-95; therefore, limiting mobility.



- Sections that Do Not Meet FDOT Access Classification 3 Requirement
- Study Area

SEGMENT 3 OVERVIEW OF TIERED ALTERNATIVE DEVELOPMENT PROCESS



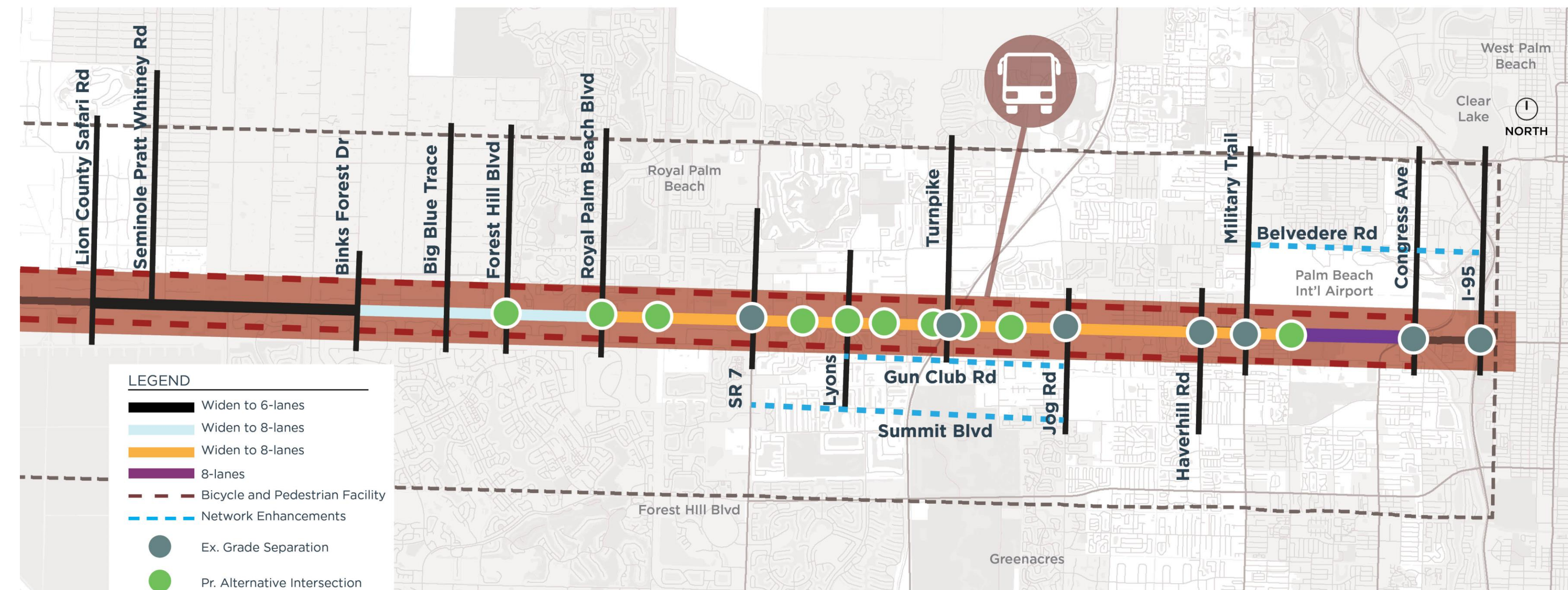
Screening Results Based On Identified Issues:

Strategies that did not move forward in the study process for 20-Mile Bend to I-95:

- General widening (e.g., a 10-lane version of what exists today)
- Reversible lanes
- Premium transit (e.g., Light Rail Transit or Bus Rapid Transit)

Segment 3

Alternative 1 - Signalized Arterial with Alternative Intersections



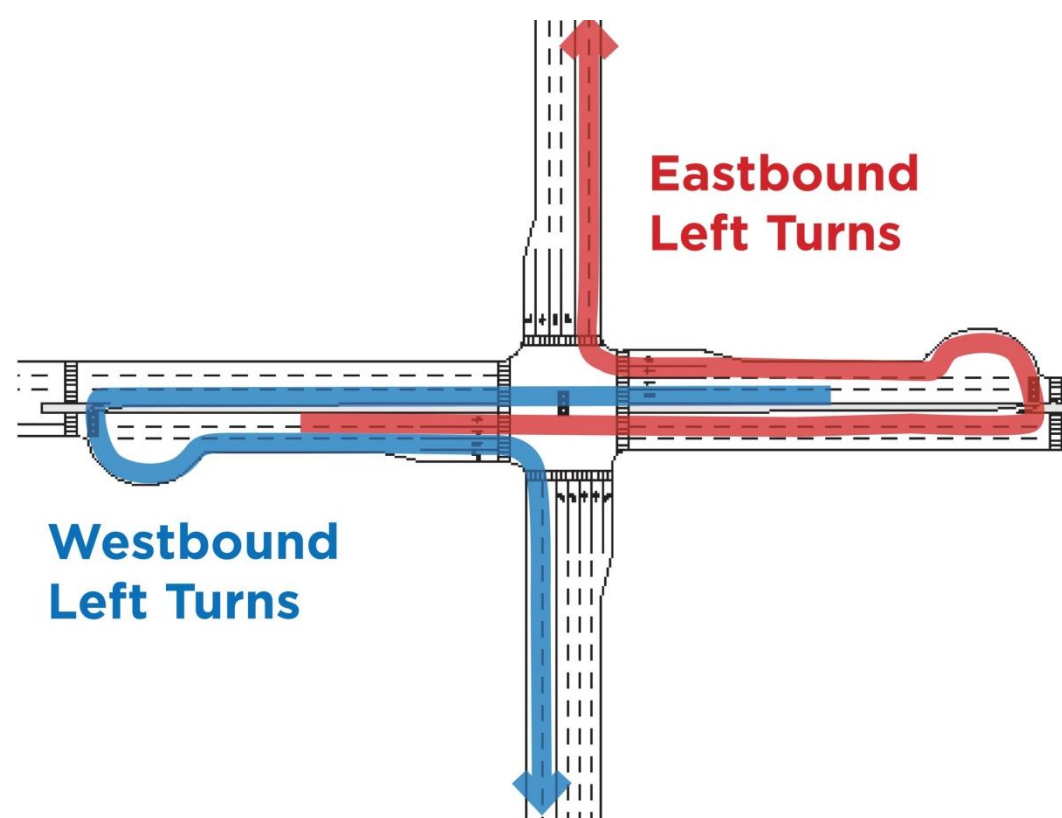
Locations of Grade Separated Intersections: None

Locations of Alternative Intersection Forms:

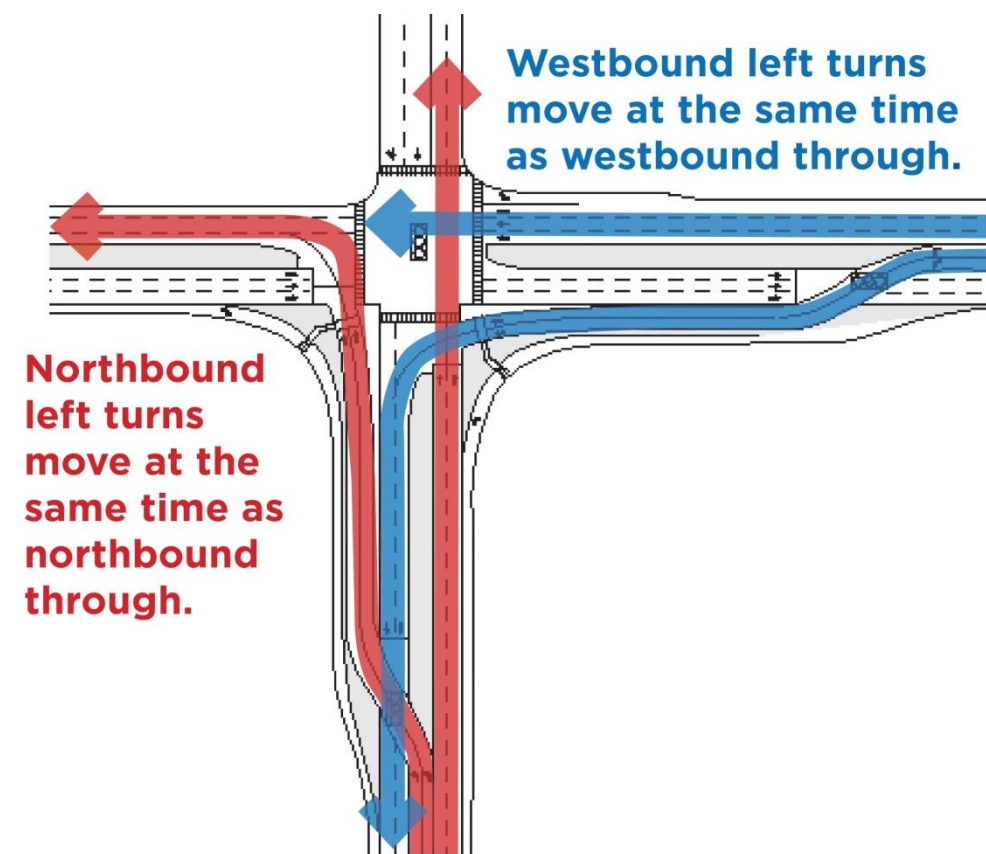
- Forest Hill Boulevard
- Royal Palm Beach Boulevard
- Lamstein Lane
- Fairgrounds Road
- Lyons Road
- Benoist Farm Road
- Pike Road
- Florida Turnpike Northbound Ramps
- Cleary Road
- Kirk Road

Limited Stop Bus Service
*Both wildlife and non-motorized user crossings are assumed as part of the alternative. Specific locations and designs will be determined in future phases.

Median U-Turn Intersection



Displaced Left Turn Intersection



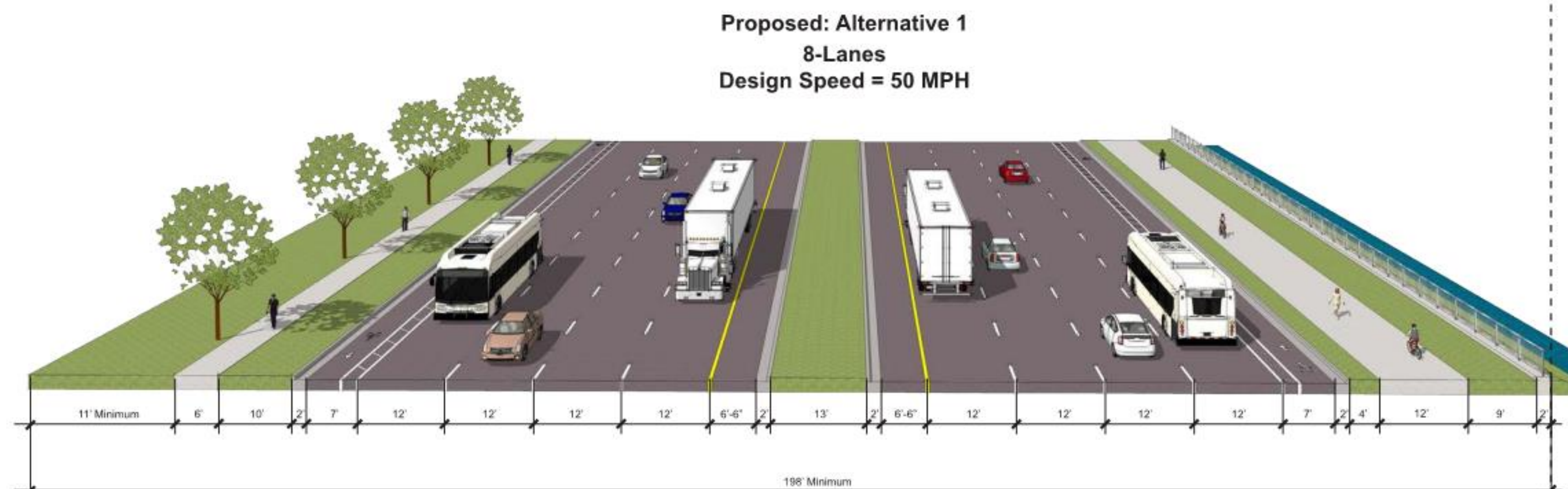
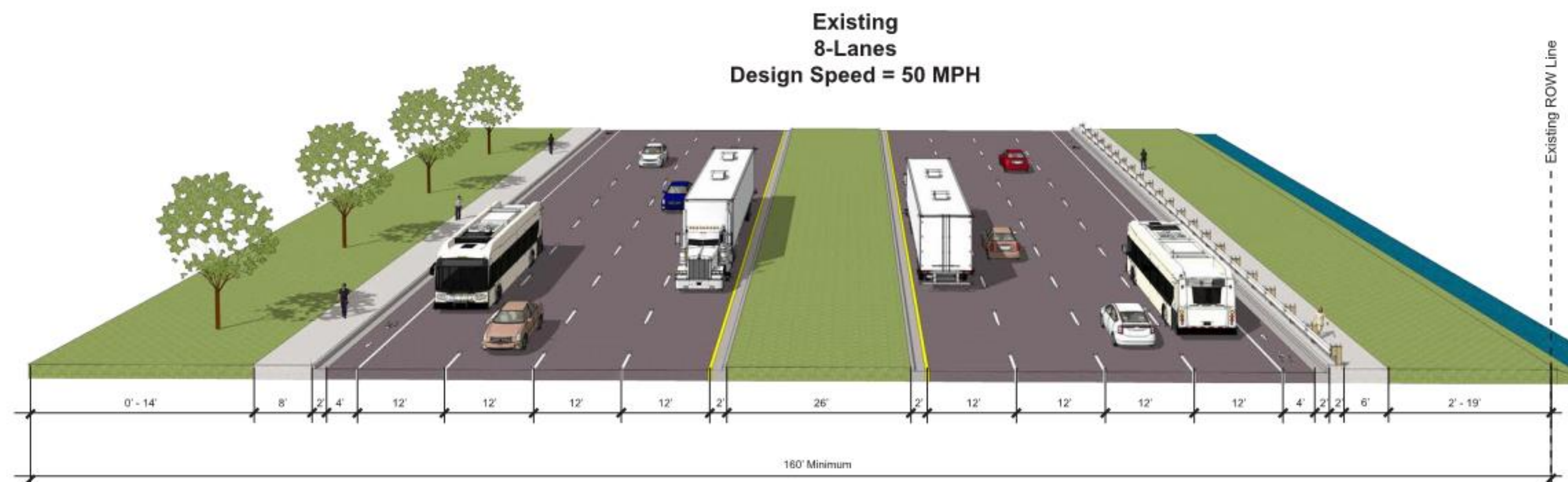
Examples of Alternative Intersections

Goal	Performance
Protect the mobility of the SIS and provide capacity to serve future development	○
Increase and improve access to transit	○
Encourage non-single occupancy auto trips	○
Preserve mobility for regional trips and Provide access for local trips	○
Create a safer pedestrian and bicycle system	○
Support adopted future growth plans	○
Identify cost-effective investments	●
Minimize impacts to the environment	○
Minimize impacts to the business community	●

● Good ○ Acceptable ○ Poor

Segment 3

Alternative 1 - Signalized Arterial with Alternative Intersections

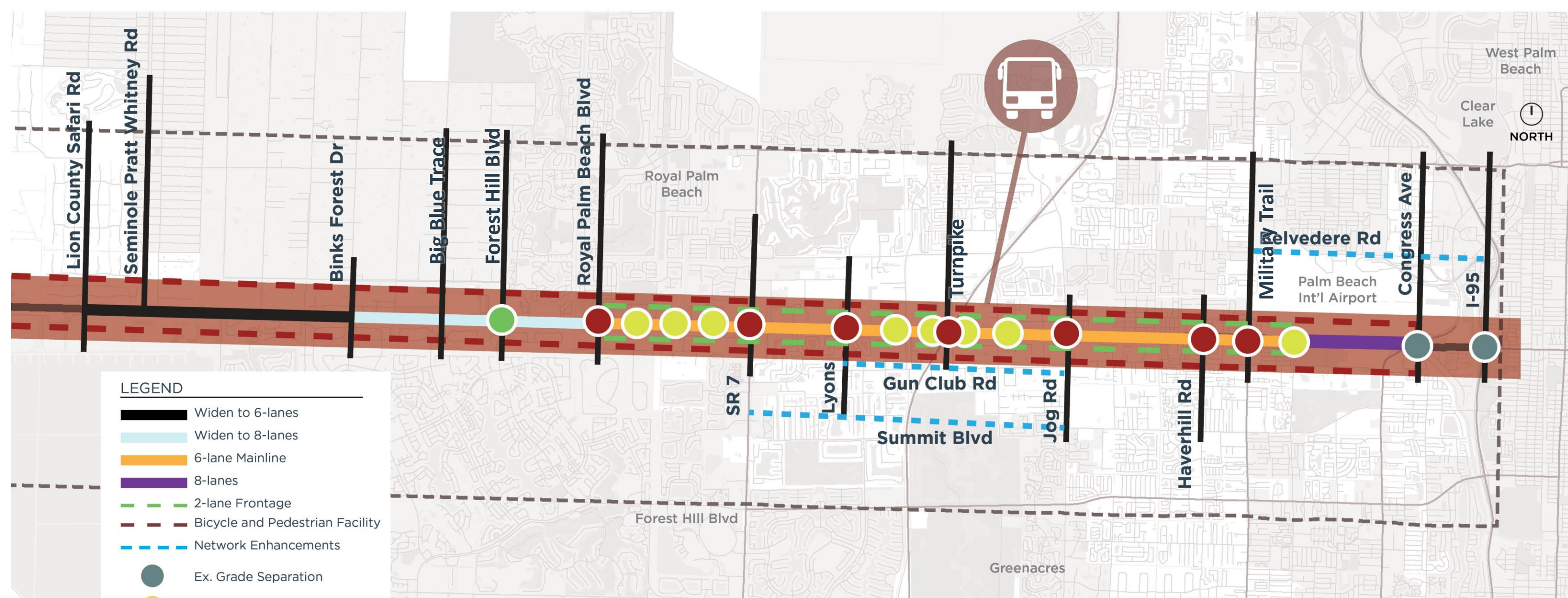


*Two, 12' shared use paths also being considered as another option to serve pedestrians and bicyclists

*Place Sticker Here to Vote for
Alternative 1*

Typical Section/Vision

Alternative 2 - Partially Elevated Roadways for Through Traffic with Frontage Roads



LEGEND

- Widen to 6-lanes
- Widen to 8-lanes
- 6-lane Mainline
- 8-lanes
- 2-lane Frontage
- Bicycle and Pedestrian Facility
- Network Enhancements
- Ex. Grade Separation
- Pr. Grade Separation
- Pr. Mainline Access Point
- Pr. Alternative Intersection
- Limited Stop Bus Service

*Both wildlife and non-motorized user crossings are assumed as part of the alternative. Specific locations and designs will be determined in future phases.

- Locations of Grade Separated Intersections:**
Bold indicates direct access to mainline
- **Royal Palm Beach Boulevard**
 - Royal Commerce
 - Lamstein Lane
 - 103rd Avenue
 - **SR 7**
 - **Lyons Road**
 - Benoist Farm Road
 - Pike Road
 - **Florida Turnpike**
 - Florida Turnpike Northbound Ramps
 - Cleary Road
 - **Jog Road**
 - **Haverhill Road/Military Trail**
 - Kirk Road

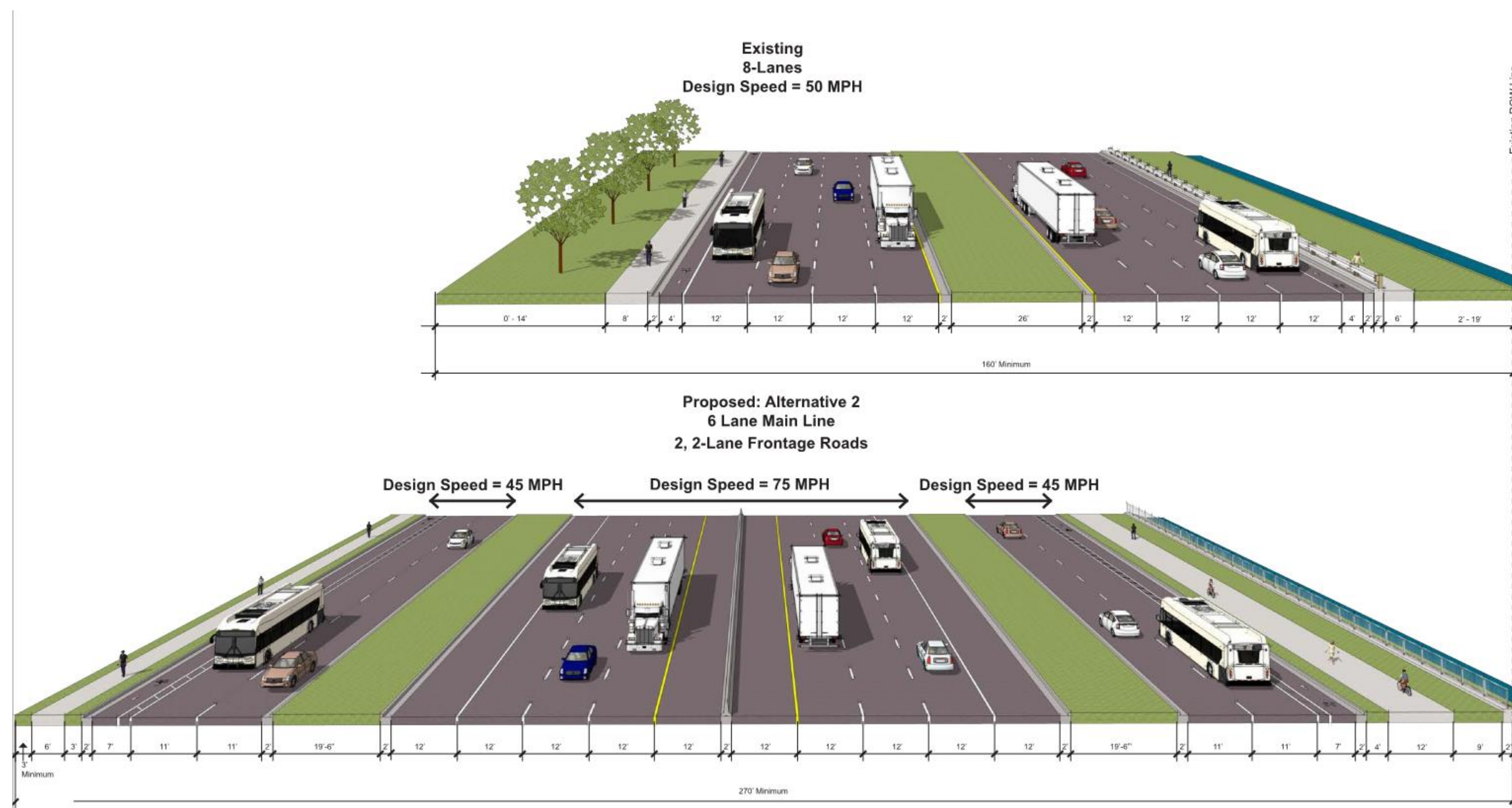
- Locations of Alternative Intersection Forms:**
- Forest Hill Boulevard

Goal	Performance
Protect the mobility of the SIS and provide capacity to serve future development	●
Increase and improve access to transit	◐
Encourage non-single occupancy auto trips	○
Preserve mobility for regional trips and Provide access for local trips	●
Create a safer pedestrian and bicycle system	◐
Support adopted future growth plans	●
Identify cost-effective investments	○
Minimize impacts to the environment	○
Minimize impacts to the business community	○

● Good ◐ Acceptable ○ Poor

Segment 3

Alternative 2 - Partially Elevated Roadways for Through Traffic with Frontage Roads

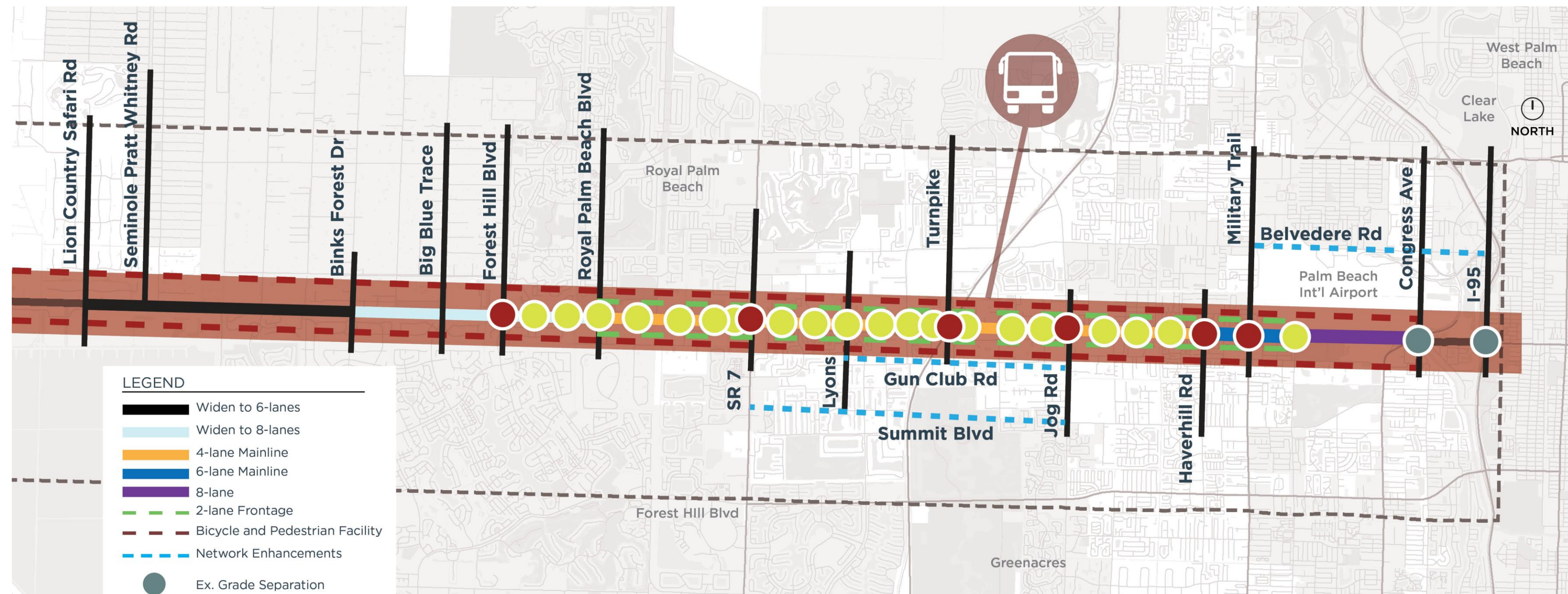


*Two, 12' shared use paths also being considered as another option to serve pedestrians and bicyclists

Place Sticker Here to Vote for Alternative 2

Typical Section/Vision

Alternative 3 - Fully Elevated Roadways for Through Traffic with Frontage Roads



LEGEND

- Widen to 6-lanes
- Widen to 8-lanes
- 4-lane Mainline
- 6-lane Mainline
- 8-lane
- 2-lane Frontage
- Bicycle and Pedestrian Facility
- Network Enhancements
- Ex. Grade Separation
- Pr. Grade Separation
- Pr. Mainline Access Point
- 🚌 Limited Stop Bus Service

Locations of Grade Separated Intersections:

- Bold** indicates direct access to mainline
- Crestwood Court
 - Cypress Head
 - Farm Credit
 - Royal Palm Beach Boulevard
 - Royal Commerce
 - Lamstein Lane
 - 103rd Avenue
 - 105th Avenue
 - **SR 7**
 - Fairgrounds Road
 - S Florida Fair Road
 - Lyons Road
 - Kelly Drive
 - Benoist Farm Road
 - Pike Road
 - **Florida Turnpike**
 - Florida Turnpike Northbound Ramps
 - Cleary Road
 - U-turn
 - **Jog Road**
 - New Development Access
 - Pine Avenue
 - Caroline Drive
 - **Haverhill Road/Military Trail**
 - Kirk Road

Locations of Alternative Intersection Forms:

- None

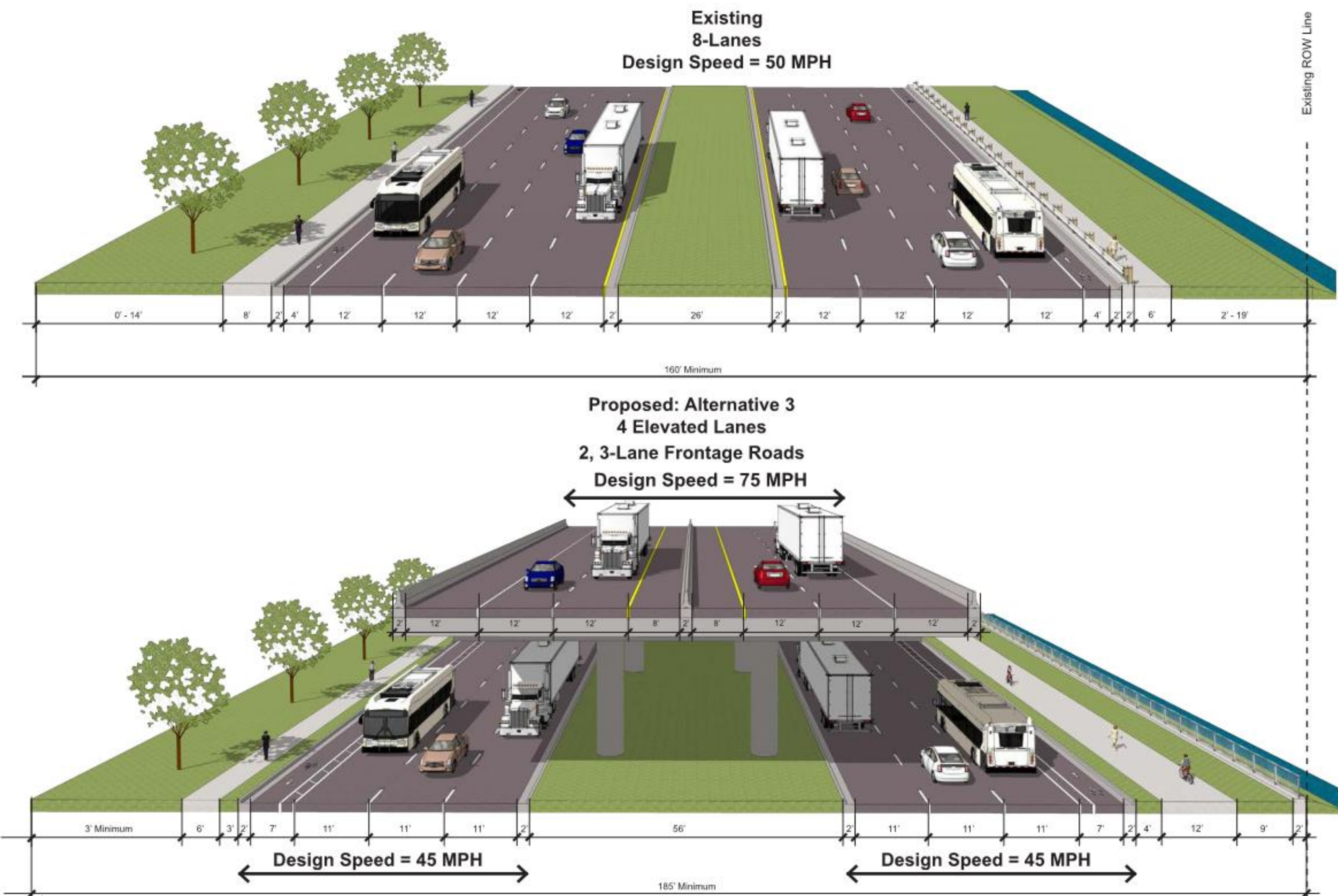
Goal	Performance
Protect the mobility of the SIS and provide capacity to serve future development	●
Increase and improve access to transit	◐
Encourage non-single occupancy auto trips	○
Preserve mobility for regional trips and Provide access for local trips	●
Create a safer pedestrian and bicycle system	◐
Support adopted future growth plans	●
Identify cost-effective investments	○
Minimize impacts to the environment	◐
Minimize impacts to the business community	◐

● Good ◐ Acceptable ○ Poor

*Both wildlife and non-motorized user crossings are assumed as part of the alternative. Specific locations and designs will be determined in future phases.

Segment 3

Alternative 3 - Fully Elevated Roadways for Through Traffic with Frontage Roads



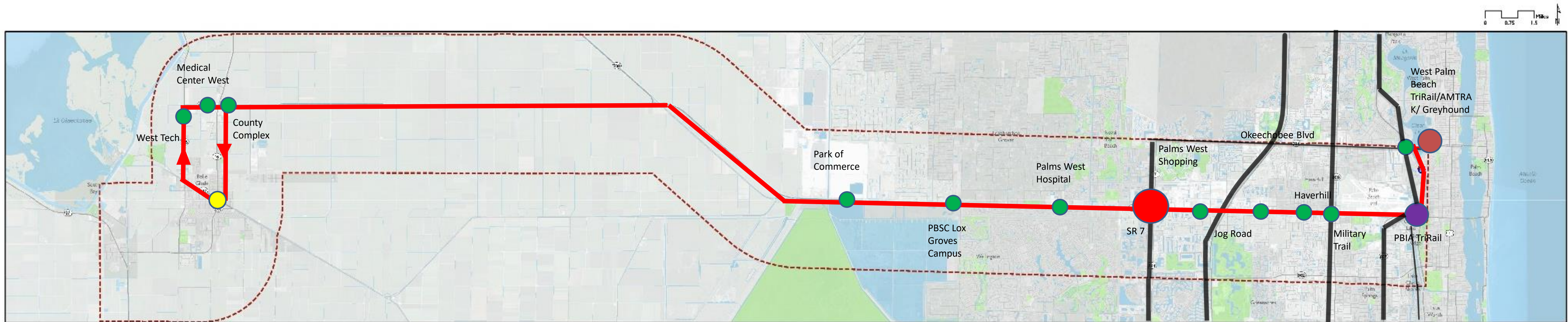
Place Sticker Here to Vote for Alternative 3

*Two, 12' shared use paths also being considered as another option to serve pedestrians and bicyclists

Typical Section/Vision

STATION 8 – LET’S TALK TRANSIT!

TRANSIT ELEMENT FOR ALL ALTERNATIVES “West County Bolt”



Description: Limited Stop Enhanced Bus Service with Park-and-Ride providing peak period Limited Stop service supplementing the existing Route 40 Limited Stop service between Belle Glade and Downtown West Palm Beach.














Service Elements Ideas:

- 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 Right-of-way)
- Transit Signal Priority at 30 signals
- Belle Glade Loop

Legend

- Existing Tri-Rail Station and Park-and-Ride
- New Tri-Rail 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 Future Planned Express/Limited Stop Services

TRANSIT AND LAND USE DENSITY RELATIONSHIP

	SR 80 is currently here	Premium Transit Technologies and Related Land Use Densities are Here 				
Transit Mode	Circulator or Local Bus	Rapid/Enhanced Bus and Express Bus	Bus Rapid Transit (BRT)	Commuter Rail	Streetcar	Light Rail Transit (LRT)
						
Dwelling units per acre (density)	4-10	12-15	17-20	10-20	15-20	20-50
						

Source: <http://datatoolkits.lincolnst.edu/subcenters/visualizing-density/gallery/index.aspx> Lincoln Institute of Land Policy

This table shows the minimum amount of dwelling units or housing density that is needed to support various forms of transit.

TELL US YOUR OPINION ON TRANSIT

SHOULD THE REGION DENSIFY AND PRIORITIZE INVESTING IN PREMIUM TRANSIT?

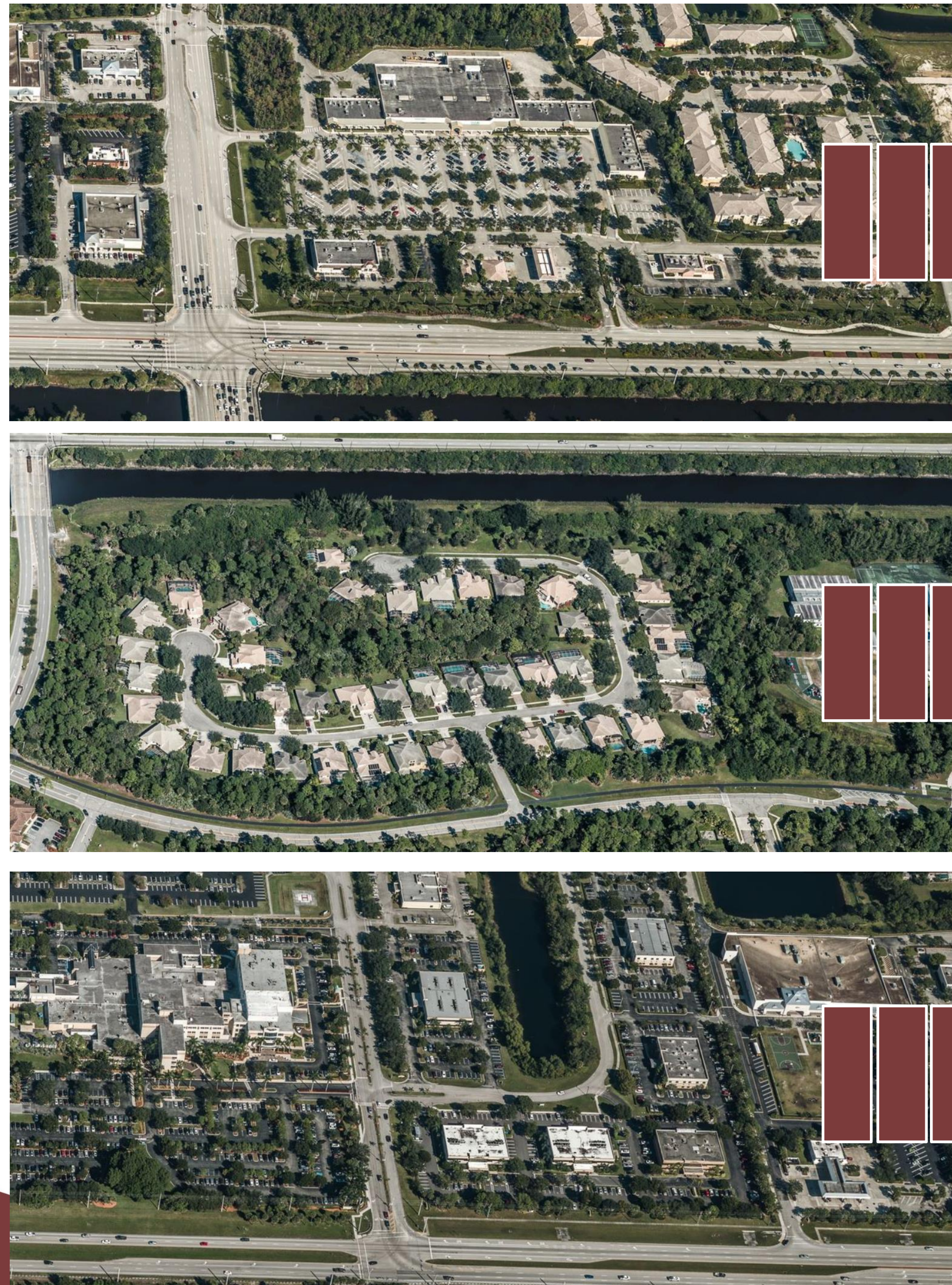
Place your sticker in the column that best represents your opinion

Let's get it done now

Not quite ready but interested

Maybe for my grandkids

Existing SR 80 Land Use Context



Minimum Supportive Densities Needed for Premium Transit



Which one was the preferred? Comment in the chat!

**Alternative 1 - Signalized Arterial with
Alternative Intersections**

**Alternative 2 - Partially Elevated Roadways for
Through Traffic with Frontage Roads**

**Alternative 3 - Fully Elevated Roadways for
Through Traffic with Frontage Roads**

Q&A

Jessica Josselyn

Kittelson & Associates, Inc.

jjosselyn@kittelson.com

954-770-6463