A: Existing Conditions Report

Table of Contents

List of Figures

List of Tables

List of Appendices

List of Acronyms

AADT	Annual Average Daily Traffic
BAT	Business Access and Transit lanes
BRT	Bus Rapid Transit
CMF	Crash Modification Factor
DOT	Department of Transportation
FDOT	Florida Department of Transportation
FHWA	Federal Highway Administration
GIS	Geographic Information Systems
HCM	Highway Capacity Manual
LOS	Level of Service
LRT	Light Rail Transit
LRTP	Long Range Transportation Plan
LRV	Light Rail Vehicle
MMLOS	Multimodal Level of Service
Q/LOS	Quality/Level of Service
SERPM	Southeast Florida Regional Planning Model
SOV	Single Occupant Vehicle
TCRP	Transit Cooperative Research Program
TDP	Transit Development Plan
TIP	Transportation Improvement Program
TPA	Palm Beach Transportation Planning Agency
TSP	Transit Signal Priority
UBR	Unified Basemap Repository

Introduction

The *Okeechobee Boulevard Multimodal Corridor Study* (MCS) evaluates transportation alternatives and transit supportive land uses to move people in a safe, efficient, and connected way, regardless of income, age, ability, or mode of travel across approximately 13.8 miles of Okeechobee Blvd/SR-704 and SR-7 as shown in **Figure 1**.

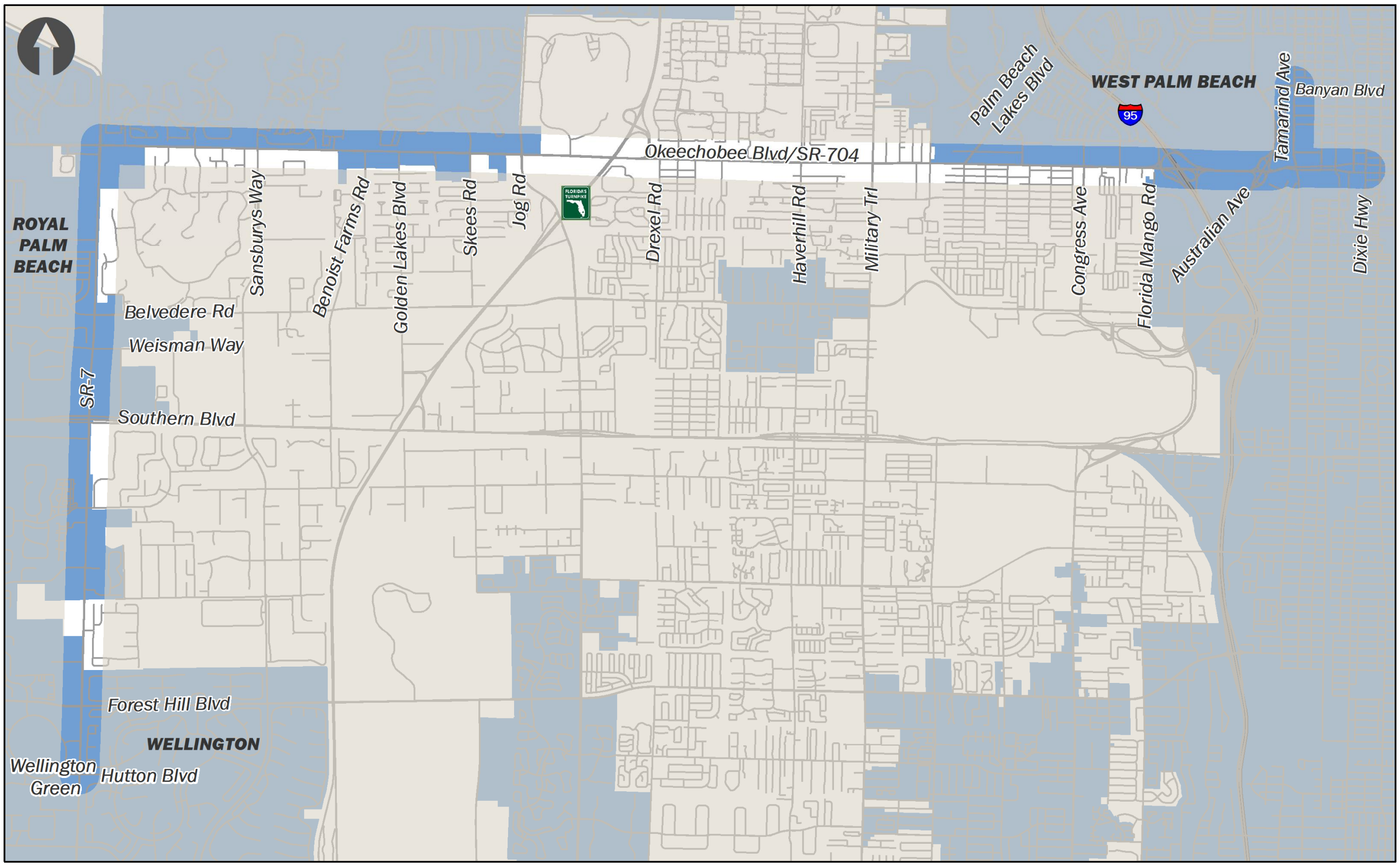


Figure 1. Study Corridors

Okeechobee Blvd/SR-704 and SR-7 are key corridors in central Palm Beach County, connecting two (2) transit hubs (The Mall at Wellington Green and the West Palm Beach Intermodal Center), while serving numerous residential communities and commercial developments across three (3) municipalities: Village of Wellington, Village of Royal Palm Beach, and City of West Palm Beach. Okeechobee Blvd/SR-704 provides a direct connection from suburban areas to downtown West Palm Beach and regional transit connections. SR-7 is a regional north-south corridor that connects to Okeechobee Blvd/SR-704 just before its northern terminus. In terms of the importance to the local transit network, Okeechobee Blvd/SR-704 and SR-7 intersect with sixteen of Palm Tran's 32 local fixed-routes and account for approximately 15 percent (15%) of system ridership.

There are dedicated bicycle and pedestrian facilities along a majority of the study corridors. However, the existing non-motorized facilities are basic and do not support the land use in promoting alternate modes of transportation.

The *Okeechobee Blvd Multimodal Corridor Study* is consistent with the Palm Beach Transportation Planning Agency's (TPA) *2045 Long Range Transportation Plan (LRTP)* and *Palm Tran's 2020 – 2029 Transit Development Plan (TDP),* which identify a network of enhanced transit corridors referred to as the "561 Plan." The 561 Plan was developed as part of the 2045 LRTP update based upon population and employment density, transit propensity, social equity, and existing and projected highest transit ridership routes. *Okeechobee Blvd/SR-704 and SR-7* are also identified in the 2045 LRTP Tier 1 Bicycle and Pedestrian Network Desires.

The *Okeechobee Blvd Multimodal Corridor Study* will develop a comprehensive plan to implement multimodal facilities that connect communities along the corridor through the development of a recommended enhanced transit strategy. This report identifies roadway alternatives and design options to support the advancement of enhanced transit strategies into the next phase of the *Okeechobee Blvd Multimodal Corridor Study* project development.

Corridor Vision

Purpose and Need

The purpose of the *Okeechobee Blvd Multimodal Corridor Study* is to evaluate and identify a locally preferred alternative for **Safe, Efficient, Connected, and Multimodal** transportation facilities along Okeechobee Blvd/SR-704 to SR-7. The study aims to implement continuous and safe facilities for all modes of travel, regardless of age and to maximize the efficient movement of people by allocating corridor space appropriately to pedestrians, bicyclists, transit vehicles, and motor vehicles, including freight, and single occupant vehicles (SOVs).

The TPA has adopted the Target of Zero traffic related fatalities and serious injuries. The TPA's *Vision Zero Action Plan* identifies Okeechobee Blvd/SR-704 and SR-7 as high crash corridors for pedestrians and Okeechobee Blvd/SR-704 as a high crash corridor for both pedestrians and bicyclists, with the intersection of Okeechobee Blvd/SR-704 and Military Trail as a hot spot for pedestrian and bicycle fatalities and serious injuries.

Future travel demand is also projected to increase with population growth and more development happening in the western communities as well as increased transportation demand in downtown West Palm Beach to regional connections. These issues will need to be addressed in order to provide a corridor that meets the two (2) purposes above.

Goals and Objectives

Goals and objectives help provide direction in defining a vision as well as seek to measure the desired outcome. The development of goals and objectives for the *Okeechobee Blvd Multimodal Corridor Study* began with an understanding of the Palm Beach TPA's Mission statement and Vision to assure consistency as well as Palm Tran's Mission statement. Shown below are the goals and objectives. As the *Okeechobee Blvd Multimodal Corridor Study* advances through collaborative efforts, further refinements to the goals and objectives may be made.

A DETERMINE APPROPRIATE ALLOCATION OF SPACE FOR NON-MOTORIZED USERS, TRANSIT, AND SOVS.

I. Provide safe facilities for the most vulnerable users first to create a comfortable experience.
II. Maximize the corridor throughout with emphasis on shared mobility.
III. Minimize travel time and delay for all users.
IV. Increase access to education, health care, and economic opportunity to improve community health.

B MAXIMIZE RETURN ON ANY INVESTMENT IN ENHANCED TRANSIT SERVICE AREA.

I. Locate transit stops at major existing and/or projected trip activity centers.
II. Provide enhanced amenities at enhanced transit areas.
III. Provide walkable and bikeable environments for first and last mile connection to improve access to transit.
IV. Promote transit-oriented land use patterns at transit stations
V. Promote redevelopment/infill development and capital improvement investments that support transit.

Palm Beach TPA Mission	To collaboratively plan, prioritize, and fund the transportation system.
Palm Beach TPA Vision	A safe, efficient, and connected multimodal transportation system.
Palm Tran Mission	Provide access to opportunity for everyone; safely, efficiently and courteously.

Roadway Analysis

Roadway analysis was performed to identify and document existing conditions, right-of-way availability, surrounding land uses, and define roadway alternatives to support potential enhanced transit strategies along the study corridors.

Field Audit

Field audits were conducted during July and September of 2020 to understand the study corridors and document existing conditions. Observations on how motor vehicles and vulnerable users interacted were taken into account and how the existing land use fit with the transportation characteristics. **Appendix A** includes photos taken along the study corridors that illustrate key corridor conditions.

Data Inventory and Mapping

The existing conditions data were gathered from a variety of different sources in order to understand the multimodal elements along Okeechobee Blvd/SR-704 and SR-7. A series of 8.5"x11" corridor maps illustrating the characteristics of the study corridors can be found in **Appendix B.** Figures shown below display key existing conditions data.

- **Figure 2.** Number of Lanes
- **Figure 3.** Existing Multimodal Facilities (bicycle and sidewalk facilities)
- **Figure 4.** Palm Tran's System
- **Figure 5.** Palm Beach TPA's Transportation Improvement Program (TIP) Projects Fiscal Year 2021-2025 projects (programmed for construction)

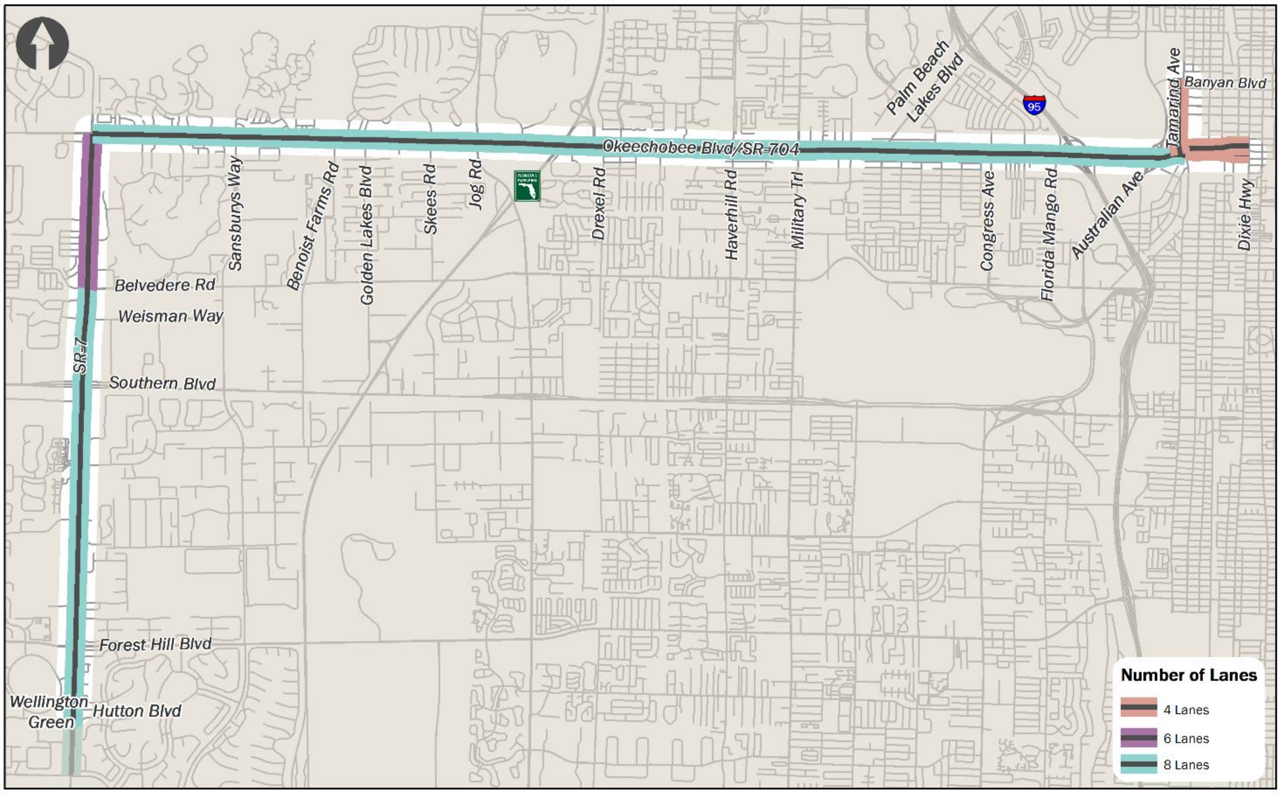


Figure 2. Number of Lanes

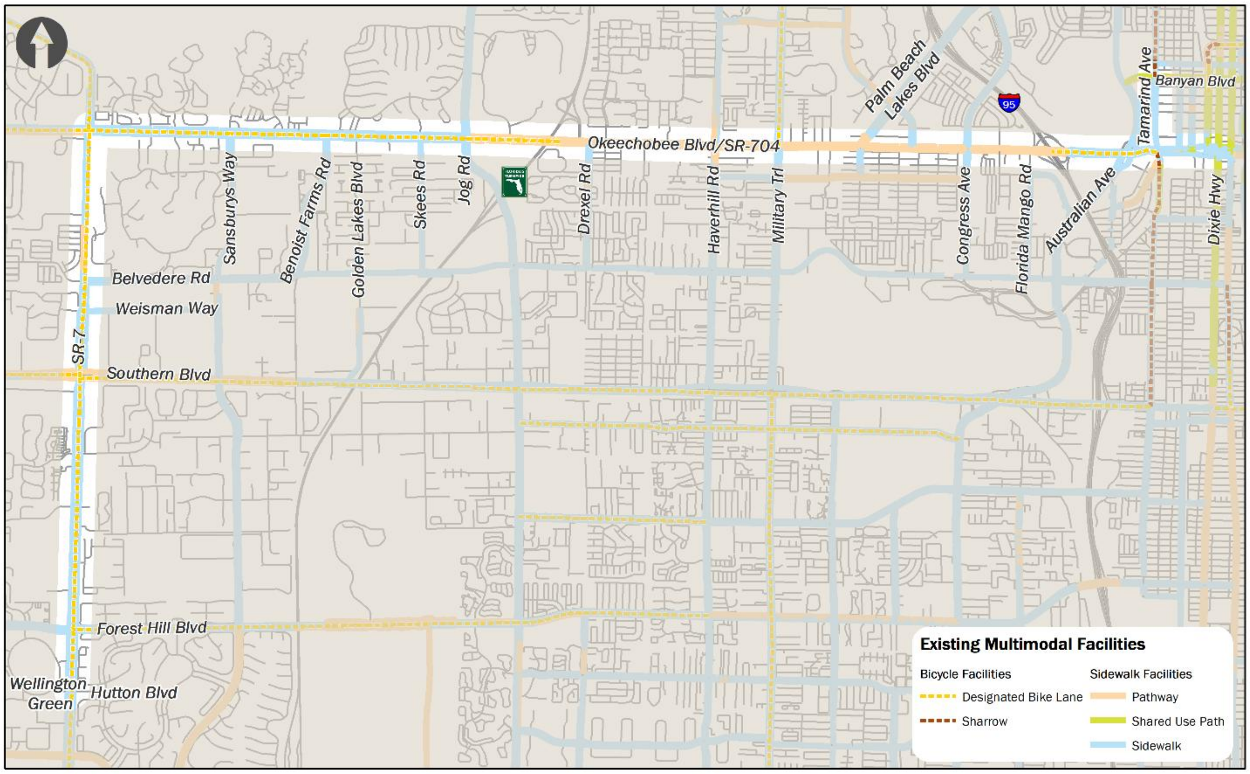


Figure 3. Existing Multimodal Facilities

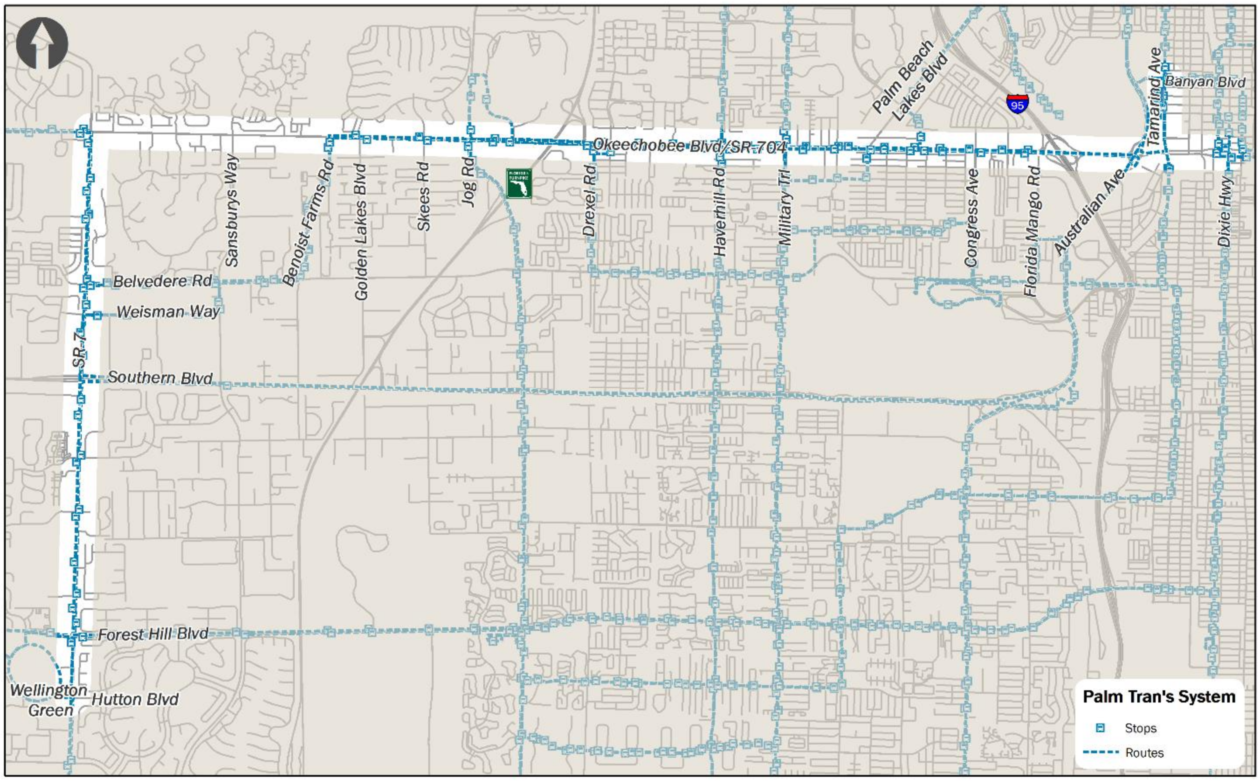


Figure 4. Palm Tran's System

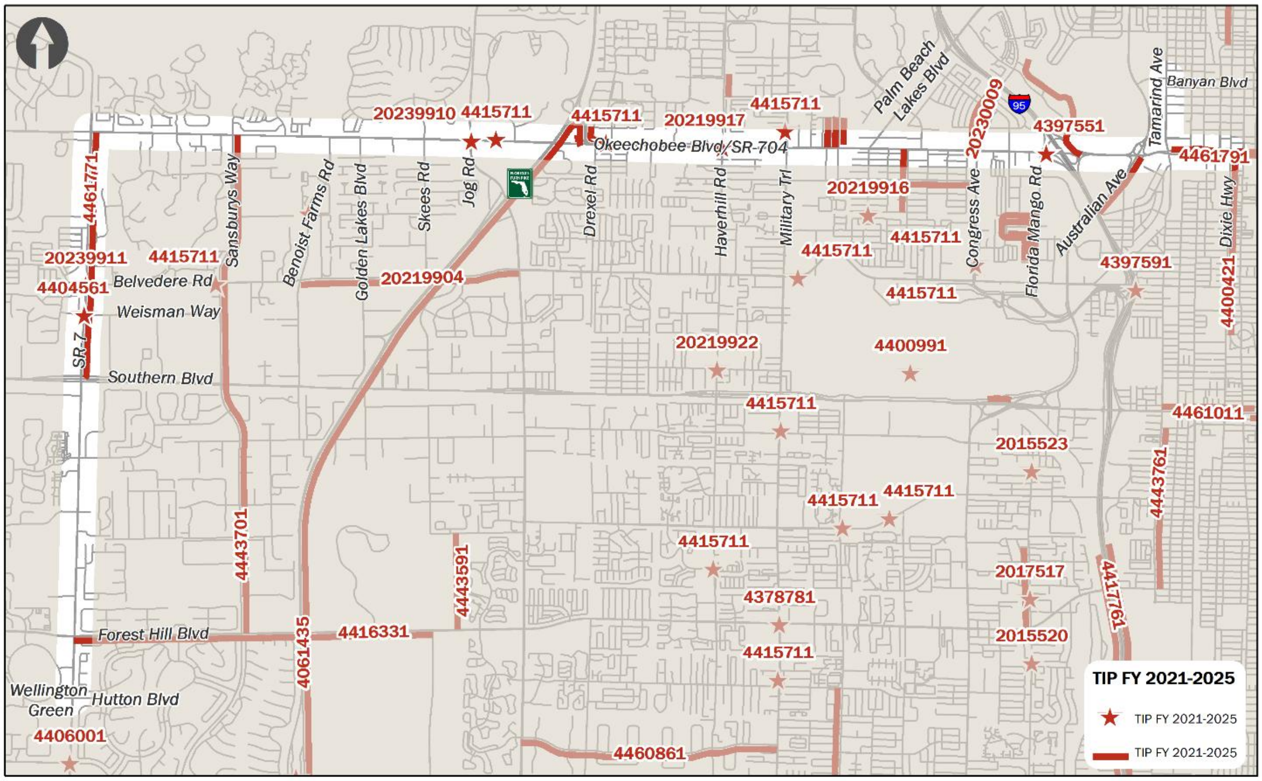


Figure 5. Palm Beach TPA's TIP Fiscal Year 2021-2025

Existing Conditions Presentation

A series of 30"x40" E-size graphics boards were developed to illustrate the existing conditions characteristics for each corridor section and can be found in **Appendix C**. The existing conditions presentation includes multimodal elements and typical sections. The typical sections were developed using streetplan.net, this free web-based is an easy to use Complete Street planning tool.

The study corridor is dynamic and changes in both cross-section and context; therefore, the multiple corridor segments were identified for developing the alternatives.

- Okeechobee Blvd/SR-704 from SR-7 to Florida's Turnpike
- Okeechobee Blvd/SR-704 from Florida's Turnpike to US-1/Intermodal Center
  - Okeechobee Blvd/SR-704 from Florida's Turnpike to I-95
  - Okeechobee Blvd/SR-704 from I-95 to Australian Ave
  - Okeechobee Blvd/SR-704 from Australian Ave to Tamarind Ave
  - Okeechobee Blvd/SR-704 from Tamarind Ave to Rosemary Ave
  - Okeechobee Blvd/Lakeview Ave pair
- SR-7 from Hutton Blvd (Wellington Mall) to Okeechobee Blvd/SR-704
  - SR-7 from Hutton Blvd (Wellington Mall) to Southern Blvd/SR-80
  - SR-7 from Southern Blvd/SR-80 to Weisman Way
  - SR-7 from Weisman Way to Belvedere Rd
  - SR-7 from Belvedere Rd to Okeechobee Blvd/SR-704

Baseline Traffic Evaluation

The baseline traffic evaluation compared the base year 2019 and LRTP horizon year 2045 traffic volumes against level of service (LOS) thresholds to evaluate the feasibility for multimodal improvements. Traffic counts and locations were collected using the Florida Department of Transportation (FDOT) Florida Traffic Online (2019). The calculated LOS utilized the FDOT 2020 Quality/Level of Service (QLOS) Handbook. Southeast Florida Regional Planning Model (SERPM) data for 2015 and 2045 was obtained to calculate the annual growth rate. The projected LRTP horizon year 2045 was calculated using the SERPM annual growth rate and 2019 traffic volumes. **Appendix D** displays the results of the baseline traffic evaluation.

Corridor Safety Analysis

A crash data analysis was conducted for bicycle and pedestrian crashes for the most recent five (5)-year period between 2015 and 2019. Crash data was obtained from the *University of Florida's Signal Four Analytics* web-based application.

The study corridors consist of Okeechobee Blvd/SR-704 from SR-7 to US-1 and SR-7 from Forest Hill Blvd to Okeechobee Blvd/SR-704.

The following sections provide a review of historical pedestrian and bicycle crash data analysis. A summary of previous findings from *the TPA's Pedestrian and Bicycle Safety Study, 2017* is also provided.

Crash Frequency and Severity

A total of 159 pedestrian and bicycle crashes, or approximately 32 crashes per year, occurred along the study corridor between January 2015 and December 2019. Overall, the frequency of crashes slightly increased in 2017 and in 2019. As shown in **Table 1**, 12 crashes resulted in fatalities, 116 crashes resulted in injuries, and there were 31 property damage only crashes. **Figure 6** illustrates the crash density or hot spots along the study corridors.

Table 1. Pedestrian/Bicycle Crash Frequency and Severity

Year	Fatal Crashes	Injury Crashes	Property Damage Only Crashes	Total Number of Crashes
2015	5	20	5	30
2016	2	20	5	27
2017	1	29	6	36
2018	3	18	6	27
2019	1	29	9	39
Total	**12**	**116**	**31**	**159**

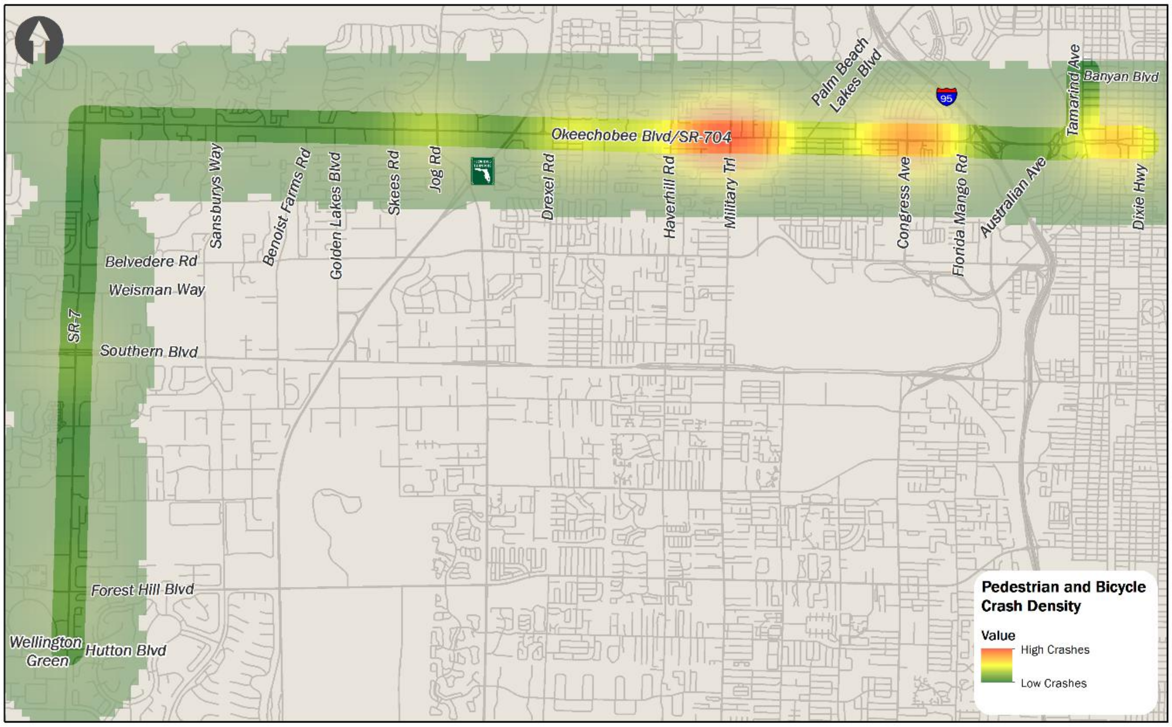


Figure 6. Pedestrian and Bicycle Crash Density

Crashes by Type

Crashes by type are summarized in **Table 2** and **Figure 7**. Bicycle crashes (89 crashes or 56%) were more frequent than pedestrian crashes (70 crashes or 44%) over five (5) years. **Figure 8** illustrates the approximate location of the crashes.

Table 2. Crashes by Type

Type	Number of Crashes	Percent of Total
Pedestrian	70	44%
Bicycle	89	56%
Total	**159**	**100%**

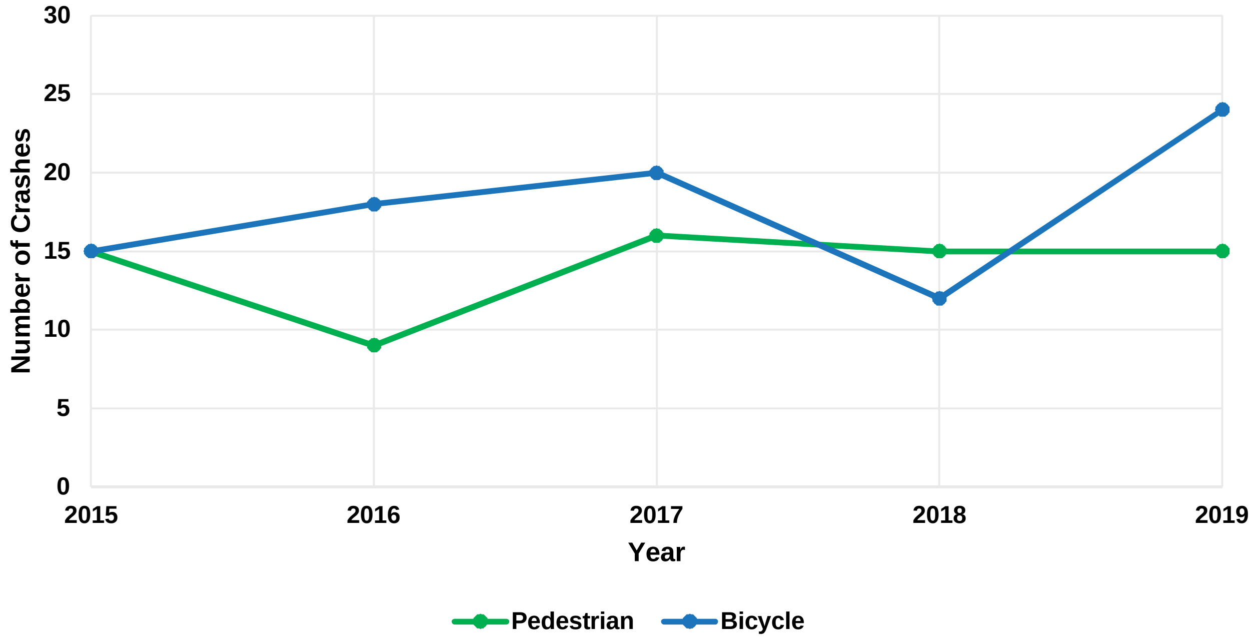


Figure 7. Pedestrian and Bicycle Crashes (2015-2019)

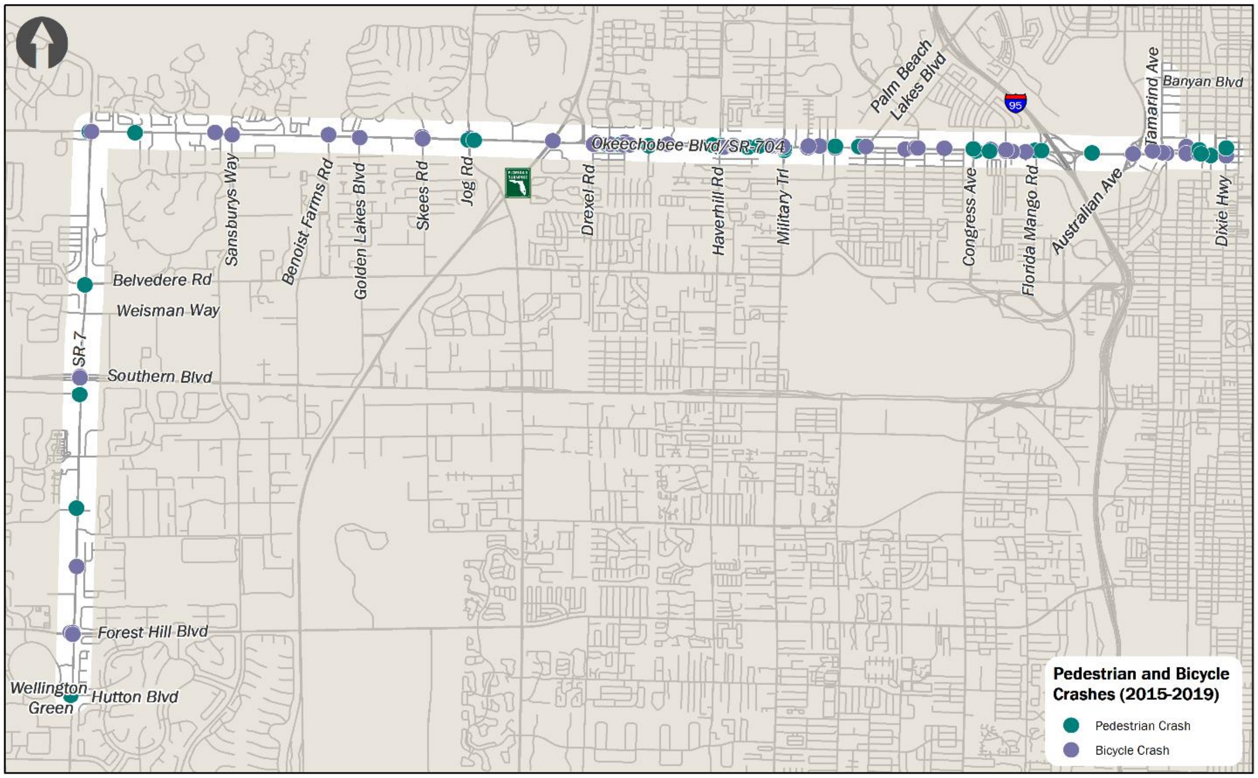


Figure 8. Pedestrian and Bicycle Crashes (2015-2019)

Crashes Near Transit Stops

There were three (3) crashes within 100 feet of Palm Tran bus stops including two (2) pedestrian and one (1) bicycle crash. Below is a summary of the findings.

- **09/02/2016 (11:53 PM)** a **PEDESTRIAN** was crossing the east leg of the intersection of Okeechobee Blvd/SR-704 and Indian Rd when a motorist traveling west failed to yield and struck the pedestrian. The crash occurred during non-daylight conditions and within 100 feet of Palm Tran stop ID 3209.
- **06/02/2017 (9:15 PM)** a **BICYCLIST** was traveling east along the sidewalk on the north side of Okeechobee Blvd/SR-704 when a motorist exiting for 2077 N Military Trl failed to yield and struck the bicyclist. The crash occurred during daylight conditions and within 100 feet of Palm Tran stop ID 3212.
- **10/17/2018 (6:02 AM)** a **PEDESTRIAN** was crossing Okeechobee Blvd/SR-704 midblock approximately 300 feet west of Haverhill Rd when a motorist traveling west along Okeechobee Blvd/SR-704 struck the pedestrian. The crash occurred during non-daylight conditions and within 100 feet of Palm Tran stop ID 3214.

Crashes by Lighting Condition

Table 3 shows that 62 percent (62%) of crashes occurred during daylight conditions and 37 percent of crashes occurred during dark (non-daylight) conditions which is greater than the statewide average (30 percent) as documented by FDOT. Street lighting is provided on both sides of the roadway along the study corridor.

Table 3. Crashes by Lighting Condition

Lighting Condition	Number of Crashes	Percent of Total
Daylight	99	62%
Dark - Lighted	45	29%
Dusk	6	4%
Dark - Not Lighted	4	2%
Dawn	4	2%
Unknown	1	1%
Grand Total	**159**	**100%**

Crash Heat Maps/Density Maps

The TPA conducted crash density analysis using FDOT Unified Basemap Repository (UBR) data for years 2010-2014 as part of the previous Pedestrian and Bicycle Safety Study (2017). **Figure 9** and **Figure 10** shows the previously developed crash density data for pedestrian and bicycle crashes at the level of the study corridor.

Notable observations include the following.

- There is a pronounced concentration of pedestrian and bicycle crashes near Okeechobee Blvd/SR-704 and Military Trl, consistent with a hot spot along the study corridor using the updated data (2015-2019).
- There is a pronounced concentration of pedestrian and bicycle crashes near Okeechobee Blvd/SR-704 and US-1, consistent with a hot spot along the study corridor using the updated data.

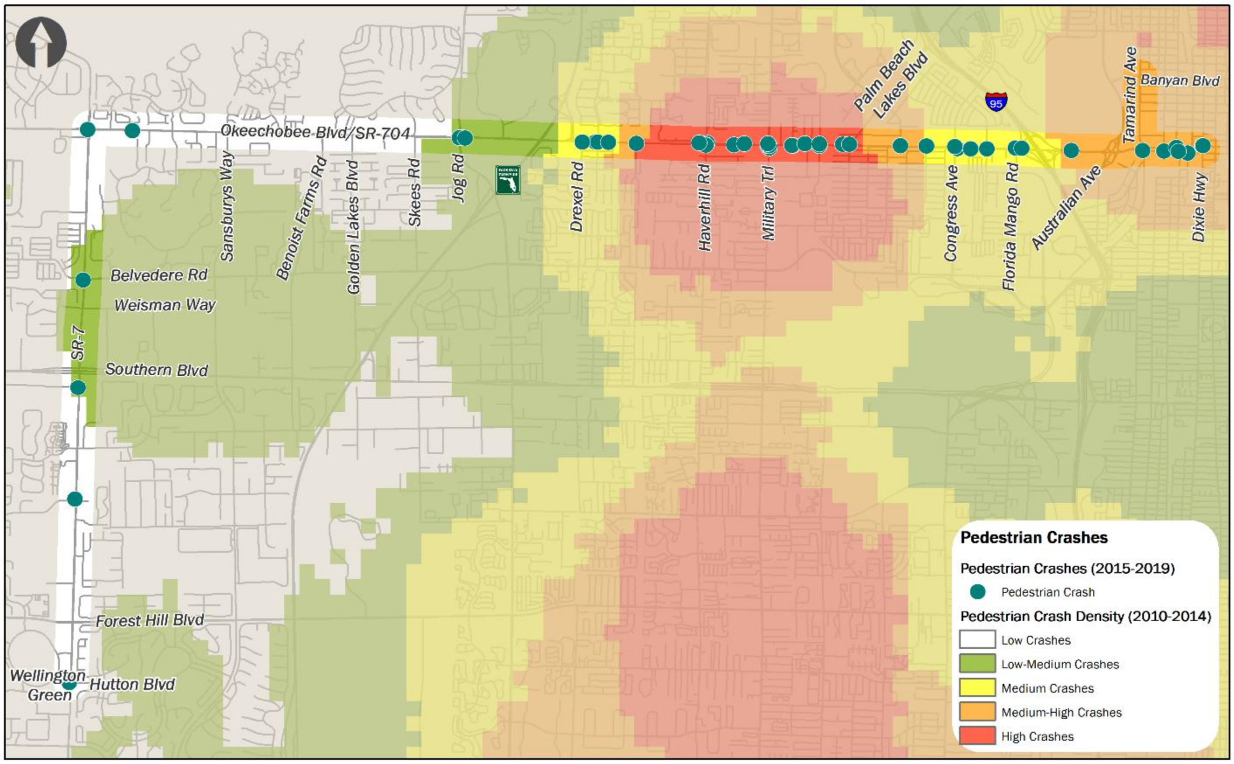


Figure 9. Pedestrian Crashes

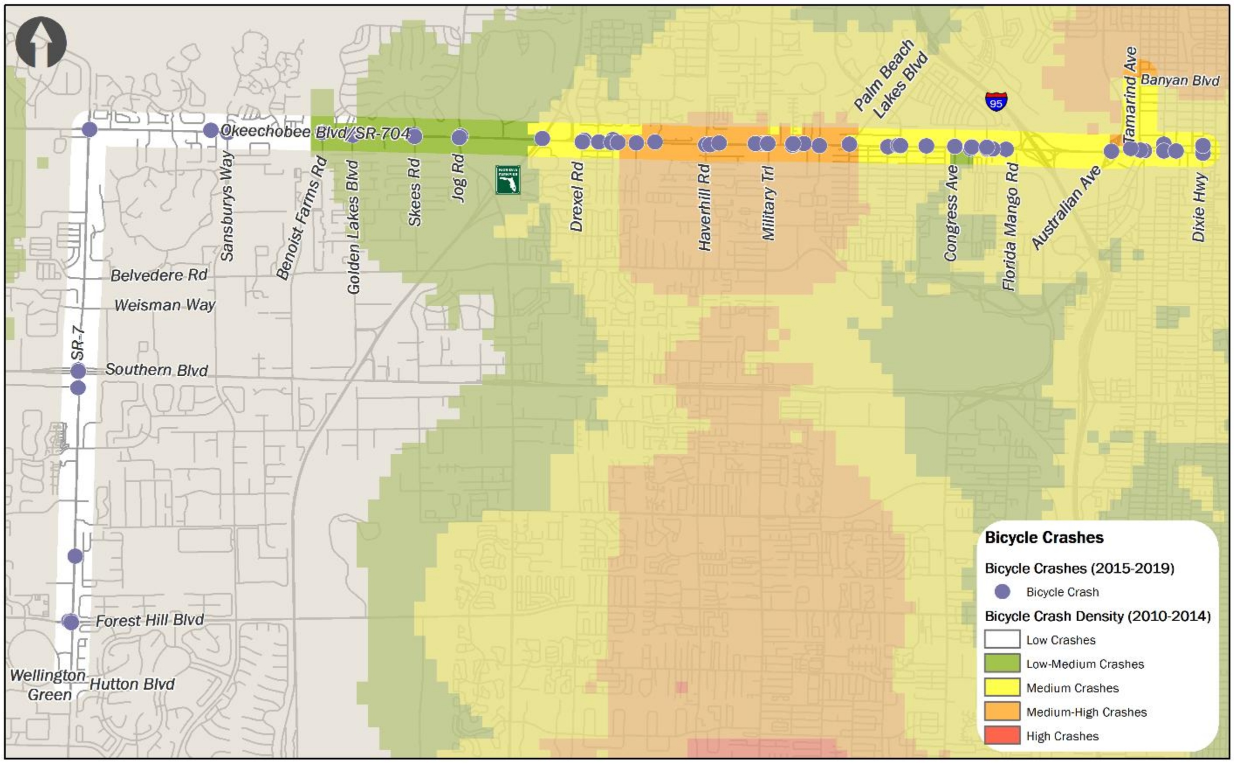


Figure 10. Bicycle Crashes

Alternatives Definition

The roadway improvements are organized first by transit alternative, then by corridor segment and context for each transit alternative. **Appendix E** includes the typical sections.

Roadway Improvements

Mixed Traffic Bus Alternative

Mixed traffic bus is essentially the existing condition along the majority of the corridor study limits. Mixed traffic bus is also the most common roadway configuration for accommodating bus service. To load and unload passengers, buses stop in the outside traffic lane or in a roadside bus bay if at a timed service point or layover.

Pros

- » Will not require reconstruction of existing roadway typical section.
- » Bicycle lanes on SR-7 and on Okeechobee Blvd/SR-704 between SR-7 and Florida's Turnpike widened to buffered bicycle lanes through lane width narrowing.
- » Sidewalks widened to 12-foot shared use paths where feasible within the right-of-way.

Cons

- » Only marginal improvements to existing transit service can be achieved, such as from transit signal priority (TSP).

Business Access and Transit (BAT) Lanes

Business Access and Transit (BAT) lanes are expressly reserved for buses and with limited access for non-transit motor vehicles. Bicycles can be permitted to use BAT lanes if a dedicated bicycle lane is not provided on the street. Non-transit motor vehicles can use BAT lanes only to make a right-turn into a driveway or side street. Non-transit motor vehicles turning out of a driveway or side street should turn into the nearest general purpose through lane.

Pros

- Improved travel times for buses compared to mixed traffic bus.
- Can be viewed as an interim step to dedicated transit lanes.
- Widened bicycle lanes throughout most of the corridor.
- Sidewalks widened to 12-foot shared use paths where feasible within the right-of-way.
- On segments without space for bicycle lanes, BAT lanes can provide a more comfortable shared operating space for bicyclists than general purpose lanes.
- Existing median width throughout the corridor primarily remains unchanged.
- Repurposing of an existing travel lane results in a low capital investment with low construction impacts.

Cons

- Not as fast as a purely dedicated transit lane. Non-transit motor vehicles using BAT lane to turn right can impact bus travel time.
- May increase enforcement burden to achieve acceptable compliance levels from non-transit motor vehicles.
- Potential conflicts with turning non-transit motor vehicles.

Reversible Lanes

Reversible lanes allow for a dynamic directional capacity of a roadway to accommodate peak traffic demands. This allows for a more efficient and economical use of the right-of-way. Overhead signalization is used to designate the current direction of each lane. Three reversible lanes will be implemented to allow for five travel lanes in the peak travel direction during peak time periods and for the middle lane to be used for left turning movements during mid-day. Transit is accommodated by designating the outside lanes as BAT lanes to improve transit efficiency.

Pros

- Efficiently uses right-of-way space by providing additional through movement capacity in the peak travel direction without adding capacity in the off-peak travel direction.
- Improved travel times for buses compared to mixed traffic bus.
- BAT lanes can be viewed as an interim step to dedicated transit lanes.
- Widened bicycle lanes throughout the majority of the corridor.
- Sidewalks widened to 12-foot shared use paths where feasible within the right-of-way.

- On segments without space for bicycle lanes, BAT lanes can provide a more comfortable shared operating space for bicyclists than general purpose lanes.

Cons

- Removes a significant portion of the existing median along the corridor to create the flexibility for dynamic lane assignment.
- Creates complicated intersection operations/signalization.
- Inconsistent with access management principles.
- Reduces capacity of left-turn movements.
- Clear identification of lane assignment is required. At minimum this consists of double-yellow skip-line markings separating potentially opposing directions of traffic.
- Requires strict adherence to maintain lane use and integrity.

Dedicated Lane Bus Rapid Transit (BRT)

Bus Rapid Transit (BRT) is a high-quality bus-based transit application that delivers fast and efficient service that may include dedicated exclusive lanes, busways, traffic signal priority, off-board fare collection, elevated platforms for level boarding, and enhanced stations. Because BRT contains some features similar to a light rail or heavy rail transit system, it is often considered more reliable, convenient, and faster than regular bus services. The BRT guideway is commonly found in the outside travel lane to provide convenient access from the sidewalk and adjacent land use. A BRT guideway can also be located in the median although this requires more complex passenger access routes and impacts to intersection turning movements.

Pros

- Improved bus travel time and schedule adherence.
- Improved bus passenger experience more similar to rail, but with lower investment costs.
- Able to avoid the delays that can slow regular bus services, such as impacts from traffic congestion.
- Existing median width throughout the corridor primarily remains unchanged.
- Construction of separated bicycle lanes across majority of corridor for increased bicycle safety.
- Sidewalks widened to 12-foot shared use paths where feasible within the right-of-way.

Cons

- Requires lane repurposing, which may impact traffic flow.
- Right-turning vehicles would need to turn across the bus lane.
- Requires extensive reconstruction and cost through roadway widening.

Dedicated Lane Light Rail Transit (LRT)

Light Rail Transit (LRT) is an electrically powered, high-capacity rail technology capable of operating in a wide range of physical configurations. LRT typically operates in single-vehicle or short trains in mostly or fully dedicated guideway. The two primary types of light rail vehicles are streetcar and LRT. Streetcars are typically applied to a highly urbanized environment and service more as a distributor system. LRT provides more passenger capacity and is more of a line haul service which is more appropriate for this corridor. Substantial and sophisticated passenger amenities are typically provided in LRT systems. LRT systems that operate within an exclusive guideway are typically median running within a roadway. However, LRT lines can be configured to operate in a curbside travel lane along one-way streets within an exclusive lane or with mixed traffic. Whether in dedicated or mixed-traffic lanes, the guideway must be kept clear from all but the briefest obstructions. Light Rail Vehicles (LRVs) have their own geometric needs that may differ from buses.

Pros

- LRT typically has better on-time service performance compared to bus service.
- LRT systems provide a clear identification of the route visibly marked by the rail infrastructure.
- Allows for higher transit speeds and passenger capacity than bus.
- Fixed, permanent rail infrastructure serves as an enhanced catalyst for Transit Oriented Development.
- Construction of separated bicycle lanes for increased bicycle safety.
- Sidewalks widened to 12-foot shared use paths where feasible within the right-of-way.

Cons

- Requires lane repurposing, which may impact traffic flow.
- Requires more extensive capital investment than BRT.
- Significant construction impacts including roadway widening and installation of rails and catenary.
- Requires additional right-of-way for station platforms.
- Center-running LRT systems require passengers to cross into the median to access the stations instead of boarding from the sidewalk.
- LRVs typically have larger turning radii than buses. Where an LRV makes turns, care must be taken to clear the entire swept path.
- Catenary wire typically hangs 17–20 feet above street level; coordinate overhead elements with street trees, traffic signals and overpasses.
- Additional right-of-way is required within close proximity to the corridor for a vehicle storage and maintenance facility.
- Will result in left-turning vehicle restrictions due to implementation in median. Left-turn lanes must be signal controlled. Multiple left-turn lane configurations would likely be reduced to a single left-turn lane unless additional right-of-way is acquired.

Elevated LRT

Elevated LRT operates within an above street level exclusive guideway and therefore reduces impact on non-transit motor vehicle traffic. LRT may also follow street alignments but allows for tracing a different alignment, if necessary, crossing above streets, canals, and other rail lines.

Pros

- LRT typically has better on-time service performance compared to bus service.

- Elevated LRT is similar to heavy rail transit in service branding and ride quality.
- Does not interact with motor vehicle traffic.
- Allows for higher transit speeds and passenger capacity than bus.
- Does not require special consideration for bicycle lanes like ground level LRT.
- Construction of separated bicycle lanes for increased bicycle safety.
- Sidewalks widened to 12-foot shared use paths where feasible within the right-of-way.
- Has the highest person movement capacity and does not require lane repurposing.

Cons

- Much higher construction and maintenance costs than street level LRT.
- Elevated stations require more complex passenger access patterns than ground level stations.
- Visual impacts with the introduction of guideway support columns and elevated LRT guideway.
- Support column placement may eliminate left turn lanes at some locations along the corridor.
- Additional right-of-way is required within close proximity to the corridor for a vehicle storage and maintenance facility.
- Overpasses will require conversion of rail alignment to at-grade for portions of the corridor including between I-95 and Australian Ave.

Person Movement Analysis

An analysis along the transportation facilities, Okeechobee Blvd/SR-704 and SR-7, was performed for each of the proposed transit alternatives, to estimate person movement capacity along these corridors.

- Mixed Traffic Bus
- BAT Lanes
- Reversible Lanes with BAT Lanes
- Dedicated BRT
- Dedicated Lane LRT
- Elevated LRT

This analysis provides a comparison between alternatives that show how many people would be moved if an alternative was implemented. Some alternatives provide transit service and keep the existing number of lanes while others repurpose existing travel lanes for dedicated transit use. These differences are quantified to show the trade-offs between the proposed transit alternatives.

The quantification of person movement capacities for transit can be found in **Table 4**. The volumes were determined using the Transit Cooperative Research Program (TCRP) *Transit Capacity and Quality of Service Manual, Third Edition*. Transit capacity is highly variable due to (a) variability based upon vehicle manufacturer, (b) variability based upon vehicle configuration, and (c) passenger behavior. For the purposes of this study an assumption of full seating capacity was made. Assumptions related to service headways can also have a significant impact on person movement capacity.

Three (3) transit vehicle types were identified: Standard bus, Articulated bus, and Light Rail Transit. Passenger capacities for the following vehicle types were obtained from TCRP's *Transit Capacity and Quality of Service Manual, Third Edition*:

- **STANDARD BUS** has a capacity of 35 passengers per vehicle (TCRPC Exhibit 6-15); a common assumption of 15-minute headways can be made for a frequent service Mixed Traffic Bus service in a crosstown route configuration.
- **ARTICULATED BUS** has a capacity of 80 passengers per vehicle (adapted from TCRPC Exhibit 6-15); a common assumption of 15-minute headways can be made for BAT Lanes and Reversible Lanes with BAT lanes; Dedicated Lane BRT can have more frequent headways and an assumption of 5-minute headways can be made.
- **LIGHT RAIL TRANSIT** has a capacity of 200 passengers per Light Rail Vehicle (TCRPC Exhibit 8-54); the assumption of 10-minute headways for Dedicated Lane LRT and Elevated LRT with three (3) car train sets can be made.

Table 4. Transit Passenger Movement Capacity (Passengers/Hour/Direction)

Transit Alternative	Headway (Minutes)	Bus Type/ Number of Cars	Capacity
Mixed Traffic Bus	15	Standard	140
BAT Lanes	15	Articulated	320
Reversible Lanes	15	Articulated	320
Dedicated Lane BRT	5	Articulated	960
Dedicated Lane LRT	10	3	3,600
Elevated LRT	10	3	3,600

The effect on the travel lanes and peak hour directional capacity was analyzed for each proposed transit alternative. The capacity assumed for this analysis is based upon a threshold to maintain LOS D as determined by the *FDOT 2020 Quality/Level of Service Handbook*, Table 7. All roadway segments are Class I and a five percent (5%) right-turn adjustment factor was applied for multi-lane roadways with right-turn lanes. The passenger movement for traffic is the capacity multiplied by the passengers per vehicle. The analysis assumes SOVs; however, this is a variable field in the accompanying spreadsheet from the weblink below. Different occupancy assumptions will produce different results.

Mixed Traffic Bus and Elevated LRT alternatives maintain the existing number of travel lanes. Both BAT Lanes and Reversible Lanes have unique lane configurations. Finally, Dedicated Lane BRT and Dedicated Lane LRT share the same lane configurations except for the segment of Okeechobee Blvd/SR-704 from Rosemary Ave to US-1. A detailed breakdown of the traffic capacity person movement for each of the alternatives can be found in **Table 5**.

The total person movement for each transit alternative is shown in **Table 6** which includes both types of calculated capacities – transit and traffic. The total person movement includes each alternatives' respective transit option and its capacity plus the person movement capacity of SOVs in the remaining general purpose through lanes.

Table 5. Traffic Capacity Person Movement (Passengers/Hour/Peak Direction)

Segment	From	To	Existing/ Mixed Traffic Bus		BAT Lanes		Reversible Lanes		Dedicated Lane BRT		Dedicated Lane LRT		Elevated LRT	
			Lanes	Traffic Capacity	Lanes	Traffic Capacity	Lanes	Traffic Capacity	Lanes	Traffic Capacity	Lanes	Traffic Capacity	Lanes	Traffic Capacity
SR-7	Wellington Mall	Belvedere Rd	8	4,242	6	3,171	6	3,171	6	3,171	6	3,171	8	4,242
SR-7	Belvedere Rd	Okeechobee Blvd/SR-704	6	3,171	4	2,100	4	2,100	6	3,171	6	3,171	6	3,171
Okeechobee Blvd/SR-704	SR-7	Rosemary Ave	8	4,242	6	3,171	8	4,242	6	3,171	6	3,171	8	4,242
Okeechobee Blvd (pair)	Rosemary Ave	US-1	4	4,068	3	3,024	3	3,024	3	3,024	4	4,068	4	4,068

Table 6. Total Person Movement (Passengers/Hour/Peak Direction)

Segment	From	To	Existing/ Mixed Traffic Bus			BAT Lanes			Reversible Lanes			Dedicated Lane BRT			Dedicated Lane LRT			Elevated LRT		
			Transit	Traffic	Total	Transit	Traffic	Total	Transit	Traffic	Total	Transit	Traffic	Total	Transit	Traffic	Total	Transit	Traffic	Total
SR-7	Wellington Mall	Belvedere Rd	140	4,242	4,382	320	3,171	3,491	320	3,171	3,491	960	3,171	4,131	3,600	3,171	6,771	3,600	4,242	7,842
SR-7	Belvedere Rd	Okeechobee Blvd/SR-704	140	3,171	3,311	320	2,100	2,420	320	2,100	2,420	960	3,171	4,131	3,600	3,171	6,771	3,600	3,171	6,771
Okeechobee Blvd/SR-704	SR-7	Rosemary Ave	140	4,242	4,382	320	3,171	3,491	320	4,242	4,562	960	3,171	4,131	3,600	3,171	6,771	3,600	4,242	7,842
Okeechobee Blvd (pair)	Rosemary Ave	US-1	140	4,068	4,208	320	3,024	3,344	320	3,024	3,344	960	3,024	3,984	3,600	4,068	7,668	3,600	4,068	7,668

Design Option

The design option for the Okeechobee Boulevard Multimodal Corridor Study will use Dedicated BAT lanes for SR-7 and Dedicated Lane LRT for Okeechobee Blvd/SR-704. The purpose of the design option analysis is to analyze and demonstrate what programming and implementation of one of the enhanced transit options could look like.

Prioritization Criteria Development

The *Okeechobee Boulevard Multimodal Corridor Study* project prioritization criteria are the foundation of a system that scores the proposed segments that will satisfy the goals and objectives and Palm Beach TPA Mission and Vision. This better allows prioritization of the different segments to determine the largest need along the 13.8-miles corridor. Factors includes the feasibility of project delivery, cost, and benefit.

- **FEASIBILITY** rates projects by the level of procedural or administrative tasks that would need to be accomplished to implement a project such as lane repurposing studies, public-private partnerships, and environmental documentation.
- **COST** rates projects by the level of financial investment that would be required as determined by the types of physical construction that would be required.
- **BENEFIT** rates projects by the level of transportation benefits that would accrue which includes transit ridership, enhancement of modal facilities, and relief of roadway congestion. In addition to the transportation benefits, improvement to higher quality of life with better places to live, work, and play is equally important.

Shown in **Table 7** is the prioritization criteria. Programmed projects within the corridor study from the Palm Beach TPA's TIP Fiscal Years 2021-2025 will be identified and may improve the prioritization criteria score pending on the description of the project.

Table 7. Prioritization Criteria

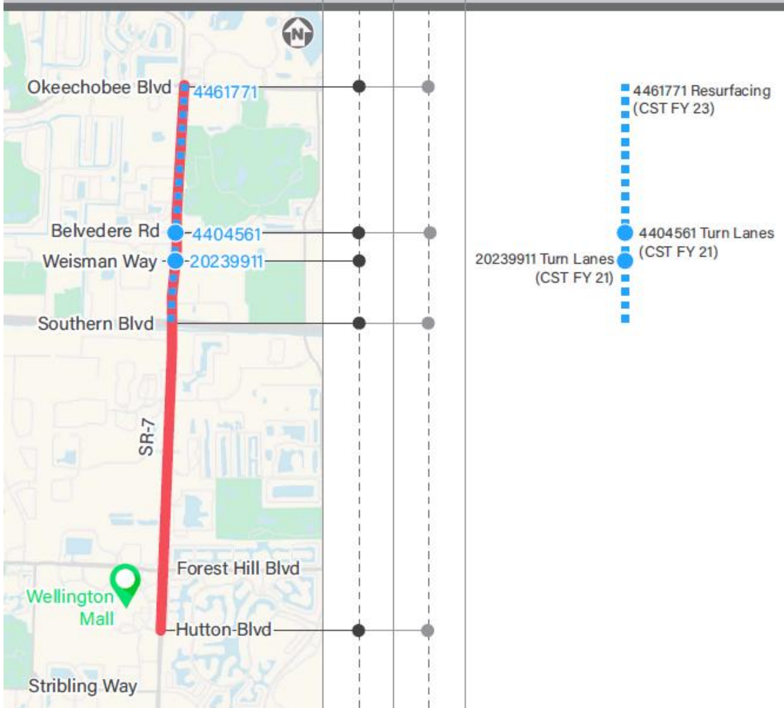
Feasibility	Cost	Benefit
Turn lane modifications and/or restriping	Resurfacing	Significant increase in person movement
Lane repurposing	Partial reconstruction	Add new modal facilities and adding physical separation
Significant additional planning process may be required (public-private partnerships/environmental impacts)	Full reconstruction	Enhancement of existing facilities with no physical separation

The implementation for these proposed segments is broken into three (3) phases. This reflects the reality that the transportation system cannot function efficiently unless there are major funding investment or reconstruction. In some cases, the proposed segments will include multiple phases in order to leverage existing programmed projects and to keep the momentum of active transportation.

» **Phase 1:** Build in 5 Years (State funding only)
» **Phase 2:** Build in 5-10 Years (State/Federal funding)
» **Phase 3:** Build in 10+ Years (State/Federal funding and includes the fixed guideways)

Prioritization of Proposed Multimodal Improvements

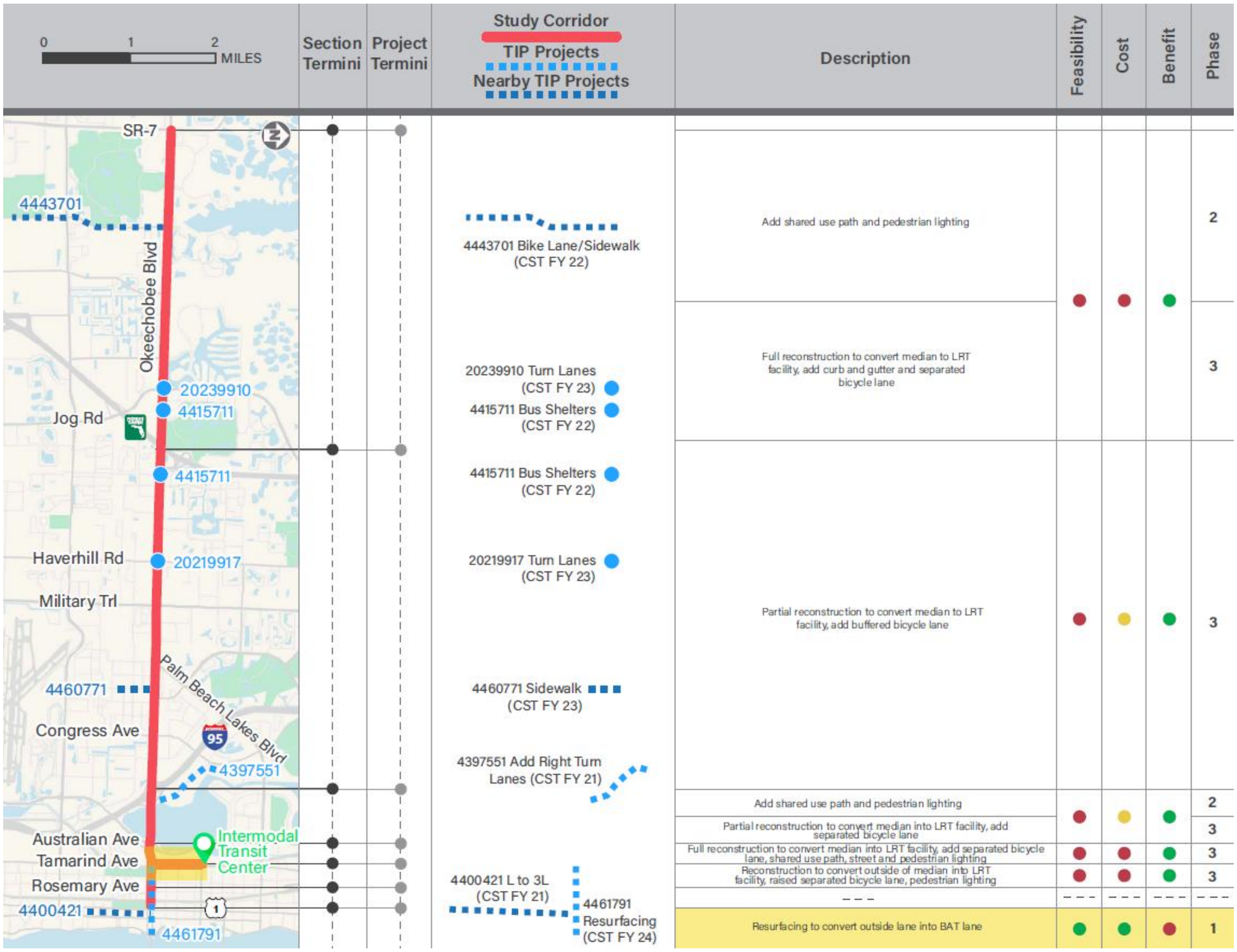
Shown below are the prioritization of the proposed multimodal improvements and can be found in **Appendix F**.



Segment	Description	Feasibility	Cost	Benefit	Phase
Okeechobee Blvd – Belvedere Rd	Add shared use path and pedestrian lighting	Green	Green	Yellow	2
Belvedere Rd – Southern Blvd	Resurfacing to convert outside lane into BAT lane, add buffered bicycle lane				1
Southern Blvd – Hutton Blvd	Partial reconstruction to convert outside lane to BAT lane, add buffered bicycle lane and shared use path	Green	Yellow	Yellow	2

LEGEND

	Complexity	Cost	Benefit
Green	Turn lane modifications and/or restriping	Resurfacing	Significant increase in person movement
Yellow	Lane repurposing	Partial reconstruction	Add new modal facilities and adding physical separation
Red	Significant additional planning process may be required (public-private partnerships/ environmental impacts)	Full reconstruction	Enhancement of existing facilities with no physical separation



Benefits

Graphics illustrating the design option typical sections are included in **Appendix G**. The following sections provide a summary of the effects of the design option on transportation safety and multimodal level of service.

Crash Modification Factors

Appropriate Crash Modification Factors (CMF) were identified to estimate the anticipated effects the design option improvements will have on transportation safety. The U.S. Department of Transportation's (DOT) Federal Highway Administration (FHWA) maintains the CMF Clearinghouse webpage. The CMF Clearinghouse provides a star rating indicating the quality or confidence in the results of the studies producing CMFs. The star rating accounts for criteria such as study design, sample size, standard error, potential bias, and data source. The star rating is based on a scale of one (1) through five (5), where a five (5) indicates the highest or best rating. CMFs with three (3) or more stars were considered for this study, consistent with FDOT transportation safety best practices. The following appropriate CMFs were identified:

- **CMF ID 2128:** Install bicycle tracks
- **CMF ID 2159:** Install bicycle lanes
- **CMF ID 7274:** Implement transit lane priority (at transit-serviced locations)
- **CMF ID 8699:** Increase bike lane width
- **CMF ID 9120:** Median treatments for ped/bike safety

A summary of appropriate CMFs and Clearinghouse CMF detail sheets are included in **Appendix H**. The summary table provides a description of the design option for each study segment and applicable CMFs for the identified improvements.

The following design option improvements are expected to further enhance transportation safety along the study corridor despite appropriate CMFs not being available:

- Wider sidewalks along SR-7 and most of Okeechobee Blvd/SR-704
- Pedestrian lighting

Multimodal Level of Service

Understanding multimodal mobility is key for the safe, efficient, and connected travel along an enhanced transit corridor. Contemporary research has provided insight into travel behavior and how to measure LOS for different modes. More specifically, the term multimodal level of service (MMLOS) addresses the perceived quality of service for pedestrians, bicyclists, transit users, and automobile. The focus of this analysis is on the MMLOS for pedestrians, bicyclists, and transit users. MMLOS is measured using a letter grade methodology of A through F with MMLOS A representing the best operating conditions and MMLOS F representing the worst.

FDOT's LOSPLAN 2012 application provides Quality/Level of Service (Q/LOS) for planning and preliminary engineering. The application employs the 2010 Highway Capacity Manual (HCM) methodologies for automobiles and other leading methodologies for pedestrian, bicycle, and bus modes to compute Q/LOS. **Table 8** provides a summary of the major inputs, service measure, and the criteria used to determine the MMLOS.

Pedestrian, bicycle, and bus/transit MMLOS were calculated for the study corridor under existing and design option conditions. A summary of inputs and ARTPLAN report outputs are included in **Appendix I**. **Table 9** provides a summary of the MMLOS results for pedestrian, bicycle, and bus/transit modes. Map figures illustrating the MMLOS results for pedestrian, bicycle, and bus/transit modes under existing and design option conditions are also included in **Appendix I**.

Please note, the results indicate pedestrian MMLOS worsens for all study segments in **Table 9** under design option conditions. This is due to pedestrian MMLOS being sensitive to vehicular volumes per travel lane. The design option includes greater vehicular volumes and fewer travel lanes thus negatively affecting pedestrian MMLOS. For similar reasons, bicycle MMLOS worsens for four (4) of the study segments in **Table 9** under design option conditions.

Table 8. MMLOS Major Inputs, Service Measure, and LOS Determinator

Mode	Major Inputs	Service Measure	LOS Determinator
Pedestrian	» Sidewalk » Volume and lanes » Other traffic and roadway characteristics » Arterial running speed	Pedestrian MMLOS score	HCM LOS Criteria
Bicycle	» Bicycle lanes » Volume and lanes » Other traffic and roadway characteristics » Arterial running speed	Bicycle MMLOS score	HCM LOS Criteria
Bus/transit	» Bus frequency » Sidewalk characteristics	Adjusted bus frequency	Transit Capacity and Quality of Service Manual (TCQSM) LOS Criteria

Table 9. MMLOS Summary of Results

Roadway Name/Limits	Direction	Pedestrian MMLOS	Bicycle MMLOS	Bus/Transit MMLOS
		Existing Conditions (Design Option)		
SR-7 from Wellington Mall to Southern Blvd/SR-80	Bidirectional	4.13/D (5.29/F)	3.12/C (1.86/B)	4.94/B (6.34/A)
SR-7 from Southern Blvd/SR-80 to Weisman Way	Bidirectional	3.66/D (4.66/E)	3.42/C (2.08/B)	2.15/D (8.39/A)
SR-7 from Weisman Way to Belvedere Rd	Northbound (1)	3.71/D (4.60/E)	3.38/C (3.61/D)	2.15/D (8.39/A)
	Southbound (1)	3.59/D (4.60/E)	3.38/C (3.61/D)	2.15/D (8.39/A)
SR-7 from Belvedere Rd to Okeechobee Blvd/SR-704	Northbound (1)	4.88/E (4.97/E)	4.05/D (1.94/B)	0.92/F (6.99/A)
	Southbound (1)	3.69/D (4.97/E)	4.05/D (1.94/B)	1.08/E (6.99/A)
Okeechobee Blvd/SR-704 from SR-7 to Florida's Turnpike	Bidirectional	4.20/D (4.91/E)	3.55/D (2.01/B)	3.29/C (11.19/A)
Okeechobee Blvd/SR-704 from Florida's Turnpike to I-95	Bidirectional	4.28/E (4.88/E)	4.60/E (3.08/C)	2.54/D (11.19/A)
Okeechobee Blvd/SR-704 from I-95 to Australian Ave	Eastbound (1)	4.24/D (5.15/F)	3.49/C (2.93/C)	(2) (5.43/B)
	Westbound (1)	4.24/D (5.15/F)	3.49/C (3.64/D)	(2) (5.43/B)
	Eastbound (1)	3.81/D	2.95/C	(2)

Roadway Name/Limits	Direction	Pedestrian MMLOS	Bicycle MMLOS	Bus/Transit MMLOS
		Existing Conditions (Design Option)		
Okeechobee Blvd/SR-704 from Australian Ave to Tamarind Ave		(4.61/E)	(3.10/C)	(8.39/A)
	Westbound (1)	4.10/D (4.88/E)	3.14/C (3.32/C)	(2) (6.72/A)
Okeechobee Blvd/SR-704 from Tamarind Ave to Rosemary Ave	Bidirectional	3.45/C (4.05/D)	4.49/E (3.80/D)	(2) (7.90/A)
Okeechobee Blvd/SR-704 from Rosemary Ave to US-1	Eastbound (1)	3.08/C (3.18/C)	3.95/D (3.99/D)	(2)
	Westbound (1)	3.16/C (3.29/C)	3.84/D (3.92/D)	(2)

Notes: (1) Each direction was analyzed independently due to differences in characteristics (e.g., sidewalk).

(2) Transit service is not provided along the study segment under the analysis period.

Traffic Impacts

Roadway segment LOS analysis was performed to evaluate the impact of the design option alternative. Levels of service range from LOS A (free flow with negligible delays) to LOS F (heavily congested with long delays).

Data Collection

Annual Average Daily Traffic (AADT) and Peak Hour Directional volumes were collected using FDOT Synopsis Reports for locations along the study corridor. To calculate the projected 2045 traffic volumes, 2015 and 2045 SERPM projections were acquired and an annual growth rate was determined. The annual growth rate was applied to the 2019 AADT and peak hour directional volumes to calculate the 2045 traffic volumes.

Level of Service Standards

Article 12 (Traffic Performance Standards) Section 2.C of Chapter B in the Unified Land Development Code (ULDC) for Palm Beach County establishes the LOS standards for all major thoroughfares within Palm Beach County. An adopted LOS of D is used for this analysis.

Capacity Analysis

Using the same methodology applied in Task 2.4 (Baseline Traffic Evaluation), 2019 (Base Year) and 2045 (Horizon Year) LOS was calculated for both AADT and Peak Hour Directional volumes. A summary table included in **Appendix J** provides a summary of the roadways segment analysis. The results indicate a larger portion of failed segments compared to the existing conditions.

As a result, the design option is expected to have a significant impact on the roadway segments. There is a large increase in failed segments compared to the existing conditions analysis. However, the advantages of the design option are far more impactful such as higher passenger capacity, pollution is remote from the vehicle, and positive benefit to areas – affecting property values, and lastly proof that the agency is truly committed to public transport.

Conceptual Plan Views

Conceptual plan view graphics, included in **Appendix K**, were developed to illustrate the design option in planimetric view within the right-of-way for the following five (5) example areas along the corridor.

- SR-7/US 441 from Anthony Groves Rd to Pioneer Rd
- SR-7/US 441 from Belvedere Rd to Okeechobee Blvd/SR-704
- Okeechobee Blvd/SR-704 East of I-95
- Okeechobee Blvd/SR-704 at Jog Rd
- Okeechobee Blvd/SR-704 at Spencer Dr

Next Steps

The roadway alternatives analysis and design option analysis performed and documented in this report will form the basis for Phase 2 of the *Okeechobee Boulevard Multimodal Corridor Study* to be performed in 2021. Phase 2 will include detailed transit planning, public engagement, and will advance the study toward a recommended enhanced transit strategy.

Appendix A
Field Audit Photos

Field Audit

During July and September 2020, Kimley-Horn staff made several visits to the Okeechobee Boulevard study corridor to review the existing roadway conditions.

The corridor study area includes SR-7 from the Wellington Mall to Okeechobee Boulevard and Okeechobee Boulevard/SR-704 from SR-7 to US-1.

The photos and descriptions below reflect the key observations of existing corridor conditions including roadway laneage, median conditions, bus stops, transit connectivity, sidewalks, bicycle facilities, and drainage swales.

Wellington Mall Bus Terminal

Bus bay located at the Wellington Mall Bus Terminal, which is in the back of the Mall property opposite from SR-7 along the ring road.

The bus stop includes a sidewalk and a seating wall; however, the sidewalk is 6 feet wide and does not meet the ADA requirement for an 8 feet wide landing pad perpendicular to the curb.

The distance between the Wellington Mall Bus Terminal and Wellington Mall is approximately 580 feet, which causes bus passengers a long walk across the parking lot to get to and from the Mall.

Transit amenities include a large shelter, benches, and bus route maps.

Five (5) Palm Tran routes serve the Wellington Mall Bus Terminal, including Route 43, which is the Okeechobee Blvd trunk route.

SR-7 from Wellington Mall to Belvedere Rd (8-lane section)

Bicyclist heading eastbound along Forest Hill Blvd at the SR-7 intersection in a “keyhole” lane, which is the portion of a bicycle lane between a through lane and the adjacent right-turn lane at an intersection.

View of the SR-7 travel lanes from the Pioneer Road intersection looking south.

A typical Palm Tran bus stop along SR-7 in this area includes seating area with shelter and a 5 feet wide sidewalk connecting to the road. A pipe culvert exists to carry the drainage swale under the sidewalk.

West side of SR-7 looking north with existing 5 feet wide sidewalk and drainage swale separating pedestrians and motorists.

Bicyclist traveling southbound along SR-7 in the conventional bicycle lane.

Palm Tran bus traveling southbound on SR-7.

Four (4) northbound through lanes along SR-7 looking north.

Traffic in four (4) southbound through lanes on SR-7 looking north.

Wide median along SR-7 looking north.

Four (4) southbound through lanes along SR-7 looking north.

The wide offset between the west sidewalk and the roadway creates midblock crosswalks at driveways.

View of a driveway pedestrian crosswalk from the perspective of a pedestrian looking north on the west side of SR-7.

Short section of missing sidewalk in the Buckingham Square shopping center driveway on the east side of SR-7 south of Pioneer Road.

Northeast corner of SR-7 and Pioneer Road at Bus Stop # 3793 looking south.

Southwest corner of SR-7 and Victoria Groves Blvd at Bus Stop # 3746 looking south.

The sidewalk on the east side of SR-7 south of Weisman Way looking south, which exists between a canal to the left and a drainage swale to the right.

SR-7 from Belvedere Rd to Okeechobee Blvd/SR-704 (6-lane section)

SR-7 between Belvedere Rd and Okeechobee Blvd has three (3) through lanes in each direction as shown here in the southbound lanes looking south.

SR-7 looking north near the signalized intersection at Regal Cinemas 18.

Northbound through lanes and a left-turn lane south of the Regal Cinemas 18 intersection looking south.

There is no sidewalk on the east side of SR-7 and the bicycle lane is encroached by grass.

Crosswalk on the south side of the Regal 18 Cinemas signalized intersection does not lead to a sidewalk on the east side, looking west.

Bus stops exist on the east side of SR-7 in this section but with no sidewalks, such as at Bus Stop # 3472.

Northbound three (3) through lanes looking south.

Southbound three (3) through lanes looking south.

Okeechobee Blvd/SR-704 from SR-7 to Florida's Turnpike

Pedestrian with baby stroller on the south side sidewalk of Okeechobee Blvd west of Benoist Farms Road looking west.

School crosswalk on the west leg of the Benoist Farms Road signalized intersection looking east.

Westbound four (4) through lanes of Okeechobee Blvd looking west near Renaissance Charter School.

Eastbound four (4) through lanes of Okeechobee Blvd looking east near Turning Points Academy School.

The north side sidewalk is separated from the roadway by a drainage swale looking west.

The Oakton Commons park-and-ride lot is located on the north side of Okeechobee Blvd.

Okeechobee Blvd/SR-704 from Florida's Turnpike to I-95

The sidewalk along Okeechobee Blvd east of Florida's Turnpike is directly adjacent to the curb as shown here on the south side looking east.

Palm Tran bus shelter located at Bus Stop # 3288 in the eastbound direction looking east. The shelter is located in an easement to not block the sidewalk.

Eastbound four (4) through lanes of Okeechobee Blvd looking west near Military Trail.

Westbound four (4) through lanes of Okeechobee Blvd looking east near Military Trail.

Scooter traveling westbound on the north side sidewalk. Note the 3-foot undesignated urban shoulder in the roadway is not a true bicycle facility.

Sidewalk on the south side of Okeechobee Blvd looking west near the recently redeveloped Palm Beach Marketplace shopping center.

Bus Stop # 3848 with seating on the south side of Okeechobee Blvd looking east near Starbucks.

Eastbound four (4) through lanes of Okeechobee Blvd looking west near Church Street.

Traffic separator median on Okeechobee Blvd looking east at the westbound left-turn lane to the Palm Beach Marketplace shopping center.

Traffic separator median on Okeechobee Blvd looking west at the westbound left-turn lane to the Palm Beach Marketplace shopping center.

Westbound four (4) through lanes of Okeechobee Blvd west of I-95 looking east.

Eastbound four (4) through lanes of Okeechobee Blvd west of I-95 looking west.

Okeechobee Blvd/SR-704 from I-95 to US-1

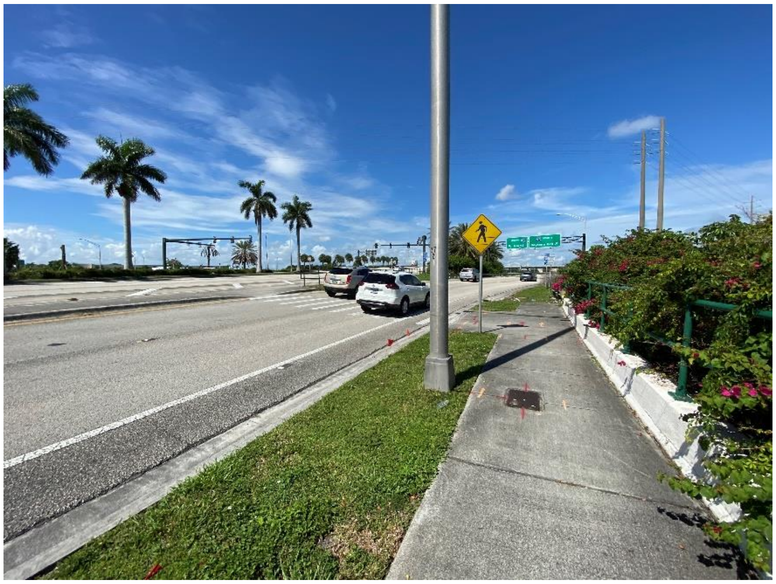
Okeechobee Blvd looking west under the I-95 southbound flyover ramp.

Okeechobee Blvd median looking east on the approach to the I-95 overpass.

The westbound lanes of Okeechobee Blvd include a designated bicycle lane with outdated pavement markings and signage.

The eastbound lanes of Okeechobee Blvd include a designated bicycle lane marked with green bicycle lane pavement in the I-95 northbound on-ramp drop lane.

Bicyclist in the crosswalk across the two-lane I-95 on-ramp from westbound Okeechobee Blvd looking east. Bicyclists choosing to ride on the sidewalk must navigate several 90 degree turns in this area.



The two-lane I-95 on-ramp from westbound Okeechobee Blvd looking west.

The sidewalk on the north side of Okeechobee Blvd east of I-95 includes numerous tree grates that have shifted in place to cause ADA hazards due to lateral gaps and height differences. The sidewalk width is reduced to 2 feet at the minimum pinch point.

The sidewalk on the south side of Okeechobee Blvd east of I-95 includes numerous tree grates with similar ADA concerns as shown in the previous photo, some of which no longer have their trees.

Eastbound bicyclist hugging close to the wall to avoid tree grate gaps on the sidewalk on the north side looking east.

Eastbound runner on the north side looking east. This section of Okeechobee Blvd offers views of Clear Lake with no driveways and cross-streets, which may attract recreational trips.

The eastbound bicycle lane is not buffered and includes a crossing of high-speed traffic from northbound I-95 to eastbound Okeechobee Blvd.

The eastbound bicycle lane approaching the ramp from Australian Avenue to eastbound Okeechobee Blvd includes flexible traffic delineator posts.

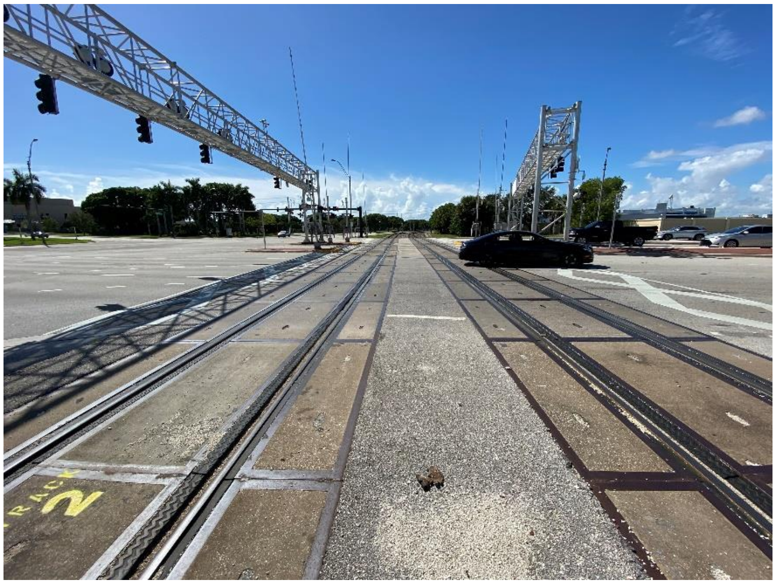
The crosswalk on the north side of Okeechobee Blvd across the Australian Avenue southbound on-ramp looking west. The Australian Avenue interchange is a partial cloverleaf, which presents challenges for pedestrians and bicyclists.

The westbound direction of Okeechobee Blvd includes an unbuffered bicycle lane transition due to the cloverleaf on-ramp to southbound Australian Avenue.

The crosswalk on the north side of Okeechobee Blvd across the Australian Avenue northbound on-ramp looking west.

Gateway Park on the north side of Okeechobee Blvd just east of Australian Avenue, which includes the Okeechobee Sacrifice Memorial to honor those who have lost their life on Okeechobee Blvd.

The South Florida Rail Corridor (SFRC) crossing looking north.



The South Florida Rail Corridor (SFRC) crossing looking south across ten (10) lanes of traffic on Okeechobee Blvd.

Pedestrian walking eastbound on the north side of Okeechobee Blvd looking east.

Southbound bicyclist crossing Okeechobee Blvd.

Westbound raised separated bicycle lane adjacent to sidewalk on the north side of Okeechobee Blvd east of Tamarind Avenue looking west.

The north end of Howard Park is adjacent to Okeechobee Blvd on the south side east of Tamarind Avenue.

Asphalt-surfaced connection from the Okeechobee Blvd sidewalk on the south side to Howard Park.

A maintenance crane blocking the sidewalk outside of the Convention Center on the south side of Okeechobee Blvd.

The westbound raised separated bicycle lane adjacent to the sidewalk in front of the Kravis Center looking west.

Crosswalk across Sapodilla Avenue on the north side of Okeechobee Blvd looking west.

Henry Rolfs Statue in Ramblas Okeechobee, which is in the median of Okeechobee Blvd between Tamarind Avenue and Rosemary Avenue.

Crosswalk across Rosemary Avenue on the north side of Okeechobee Blvd looking west.

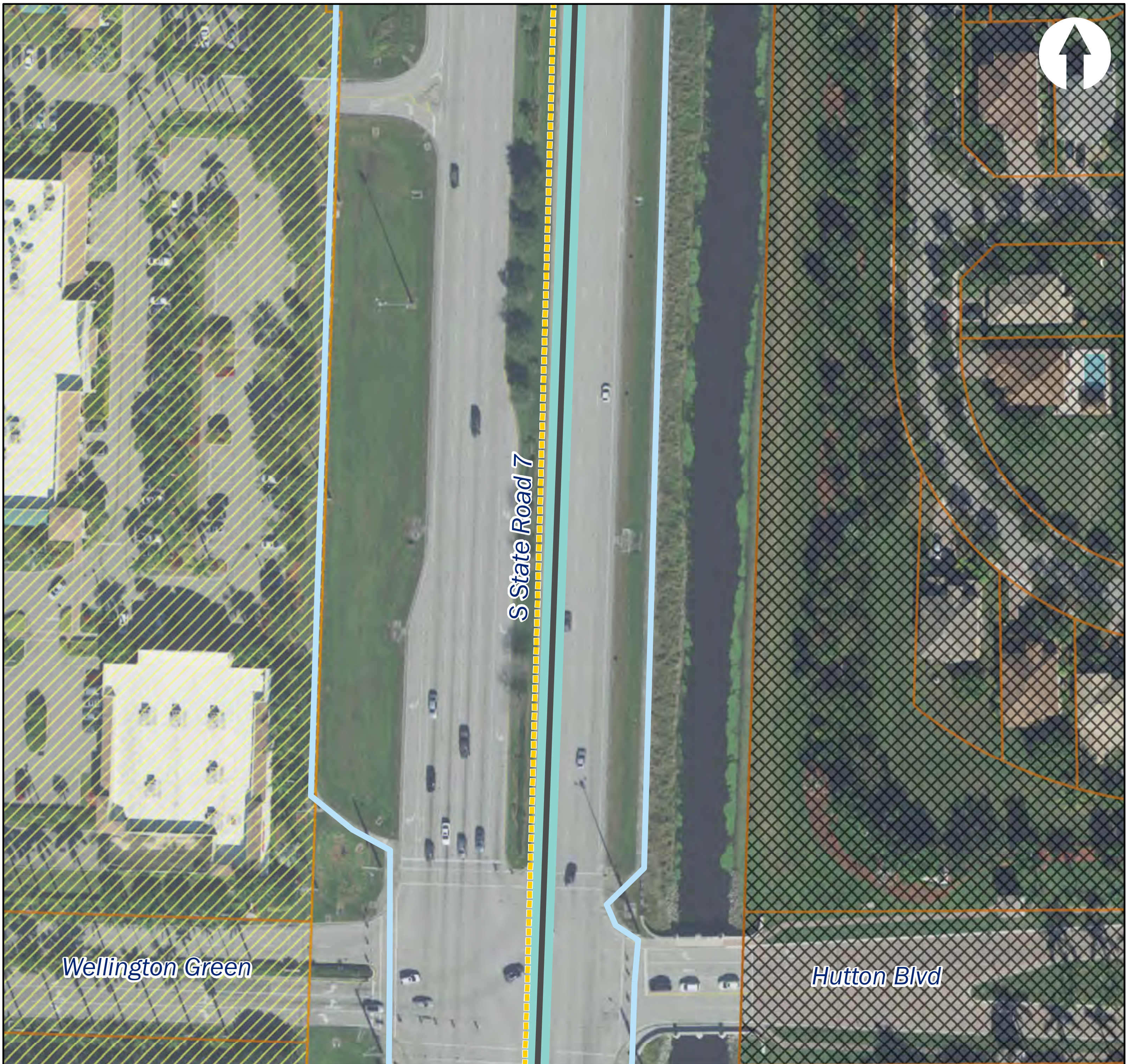
Bicyclists on the sidewalk on the north side of Okeechobee Blvd waiting to cross Rosemary Avenue.

SR-704 is a one-way pair between Rosemary Avenue and US-1, with four (4) westbound lanes carried by Lakeview Avenue looking west.

The Ramblas Okeechobee as seen from the RH rooftop restaurant looking west along Okeechobee Blvd, which includes four (4) through lanes in each direction plus turn lanes. Henry Rolfs Statue is visible in the midground of this photo at Sapodilla Avenue.

Appendix B

8.5”x11” Corridor Maps



Legend

Future Land Use
- Conservation
- Commercial
- Industrial
- Institutional
- Mixed-Use
- Recreation
- Residential

Parcels
- Parcels

Palm Tran
- Palm Tran

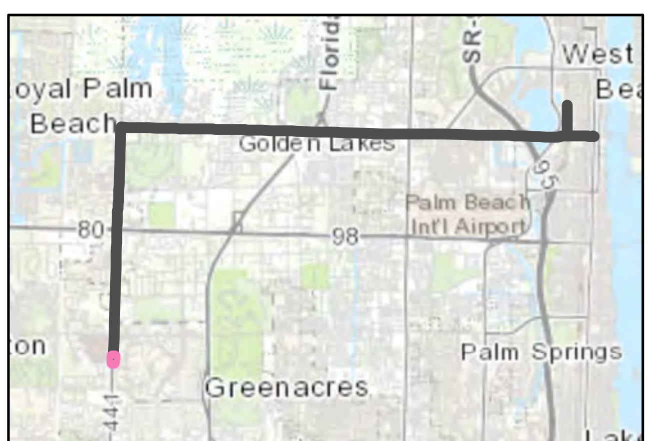
Number of Lanes
- 4 Lanes
- 6 Lanes
- 8 Lanes

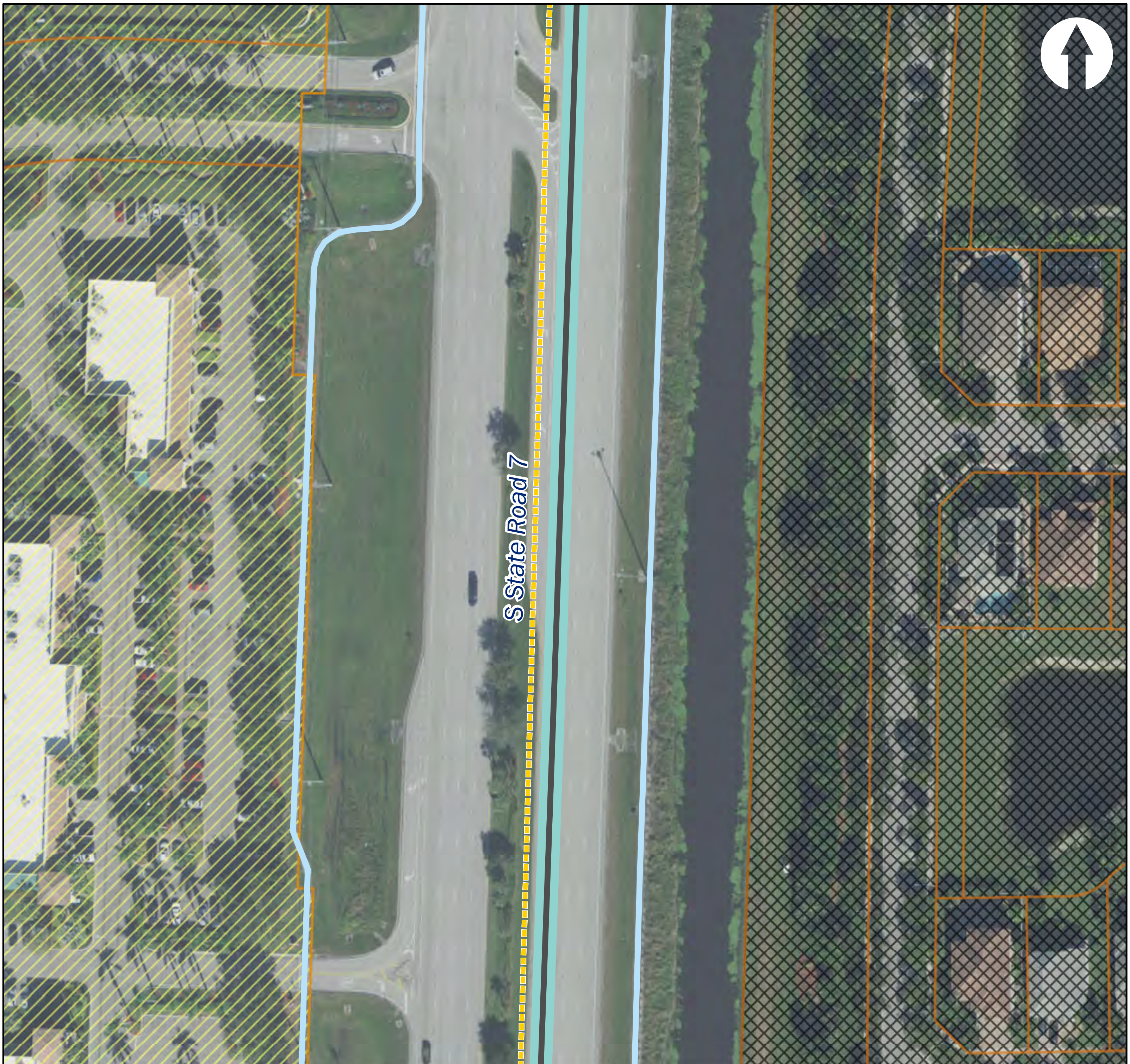
TIP FY 2021-2025
- TIP FY 2021-2025
- TIP FY 2021-2025

Sidewalk Facilities
- Pathway
- Shared Use Path
- Sidewalk

Bicycle Facilities
- Designated Bike Lane
- Sharrow

0 100 200 Feet





Legend

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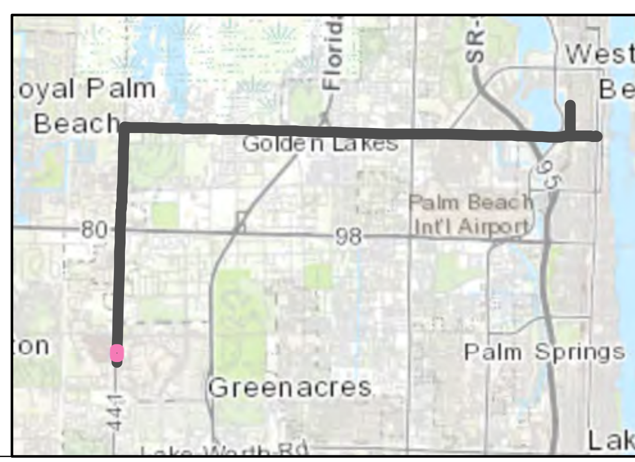
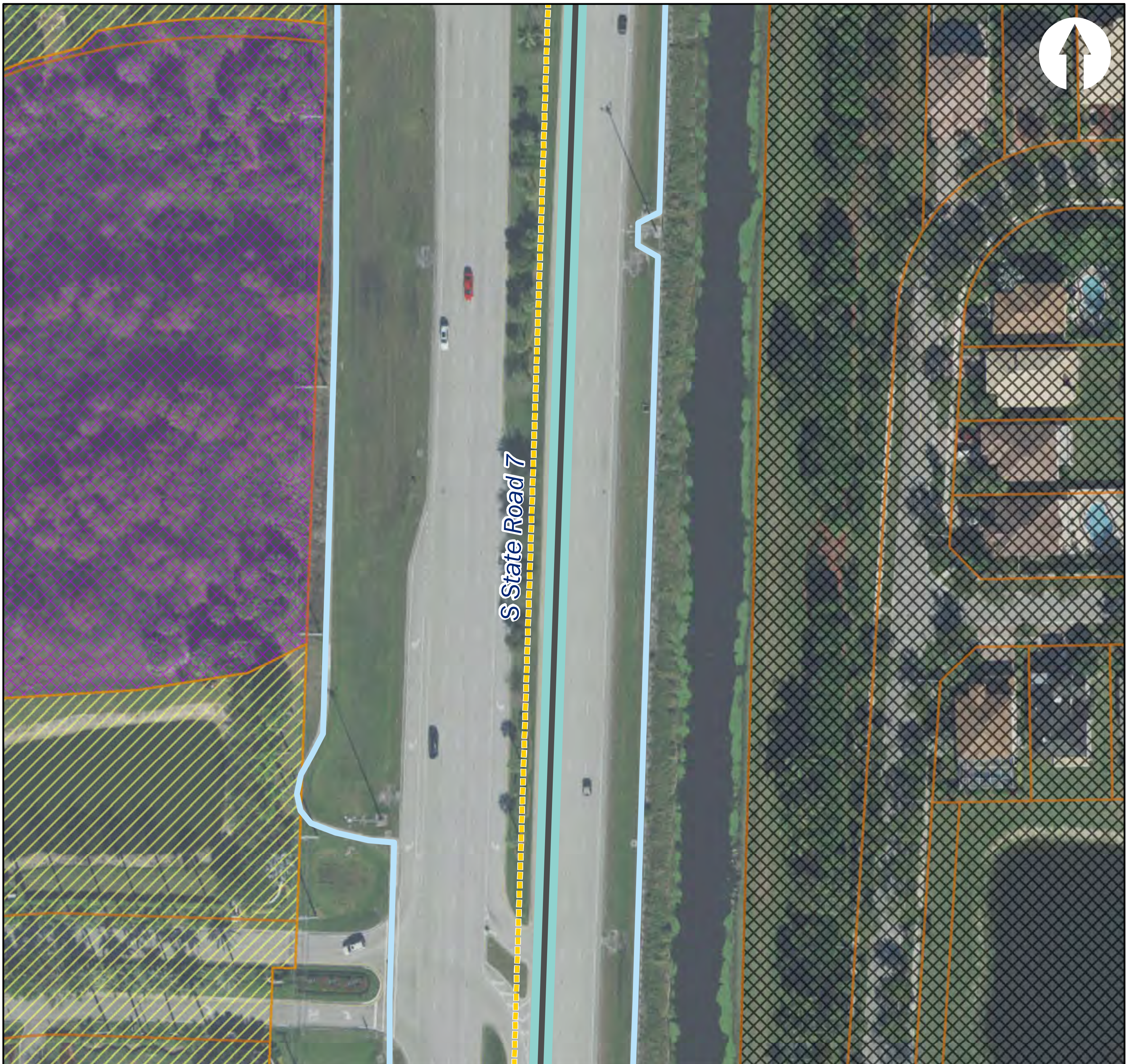
- Sharrow

0 100 200 Feet





Legend

Future Land Use
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- Commercial
- Industrial
- Institutional
- Mixed-Use
- Recreation
- Residential

Parcels
- Parcels

Palm Tran
- Palm Tran

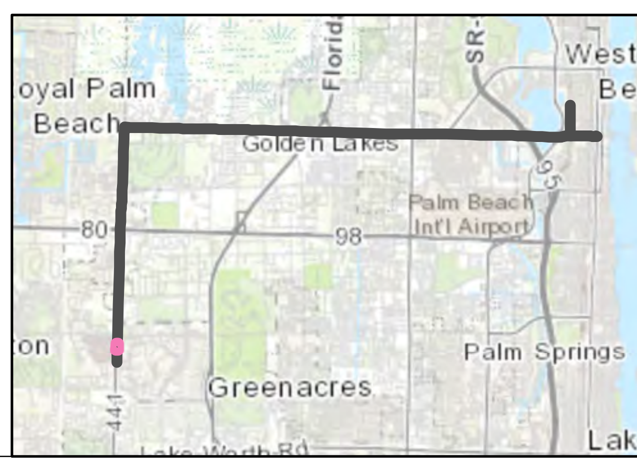
Number of Lanes
- 4 Lanes
- 6 Lanes
- 8 Lanes

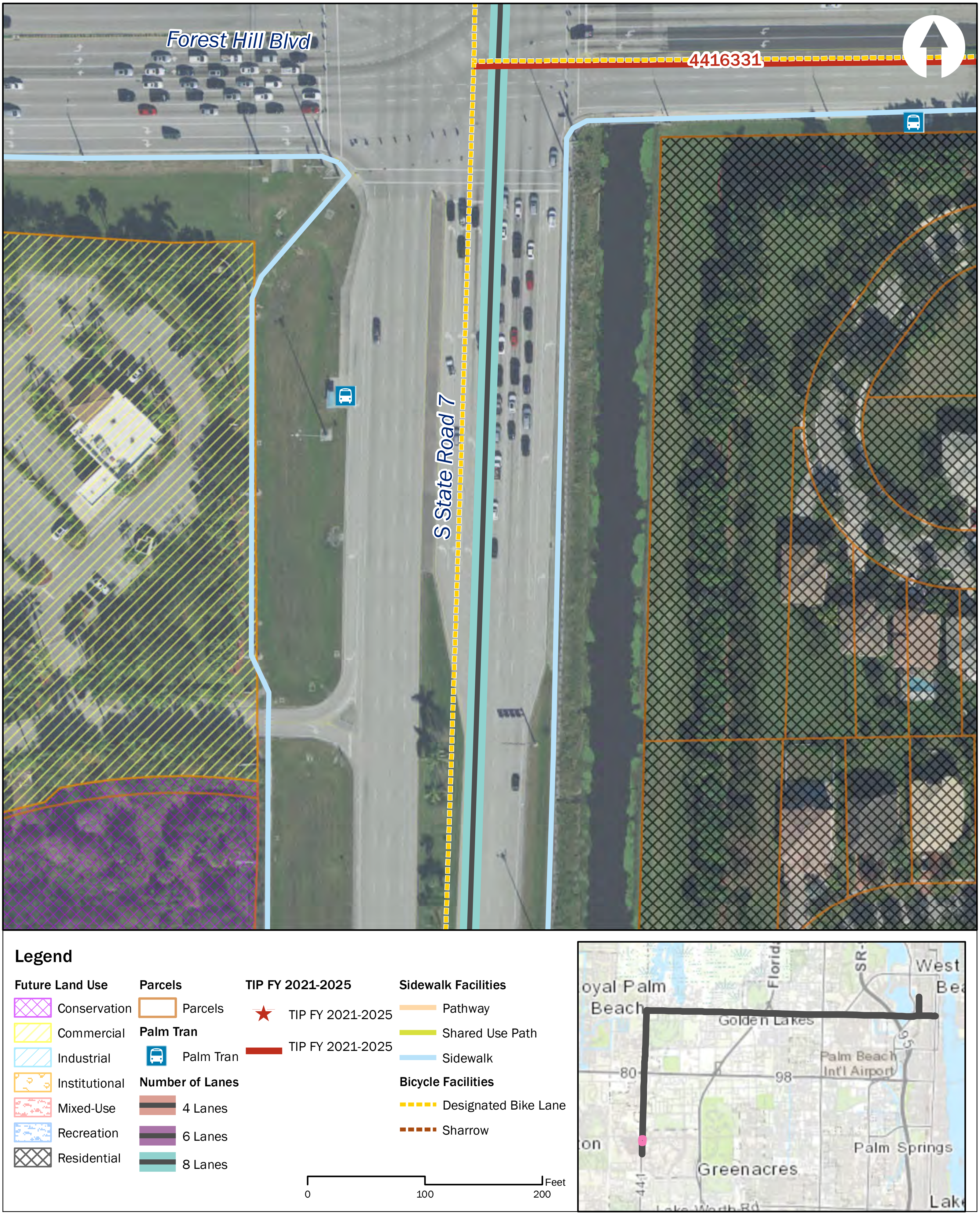
TIP FY 2021-2025
- TIP FY 2021-2025
- TIP FY 2021-2025

Sidewalk Facilities
- Pathway
- Shared Use Path
- Sidewalk

Bicycle Facilities
- Designated Bike Lane
- Sharrow

0 100 200 Feet




Forest Hill Blvd
4416331
S State Road 7
Legend
Future Land Use
Conservation
Commercial
Industrial
Institutional
Mixed-Use
Recreation
Residential
Parcels
Parcels
Palm Tran
Palm Tran
Number of Lanes
4 Lanes
6 Lanes
8 Lanes
TIP FY 2021-2025
TIP FY 2021-2025
TIP FY 2021-2025
Sidewalk Facilities
Pathway
Shared Use Path
Sidewalk
Bicycle Facilities
Designated Bike Lane
Sharrow
0
100
200
Feet
Royal Palm Beach
Golden Lakes
West Palm Beach
Palm Beach Int'l Airport
Palm Springs
Greenacres
80
98
441
95

Legend

Future Land Use
- Conservation
- Commercial
- Industrial
- Institutional
- Mixed-Use
- Recreation
- Residential

Parcels
- Parcels

Palm Tran
- Palm Tran

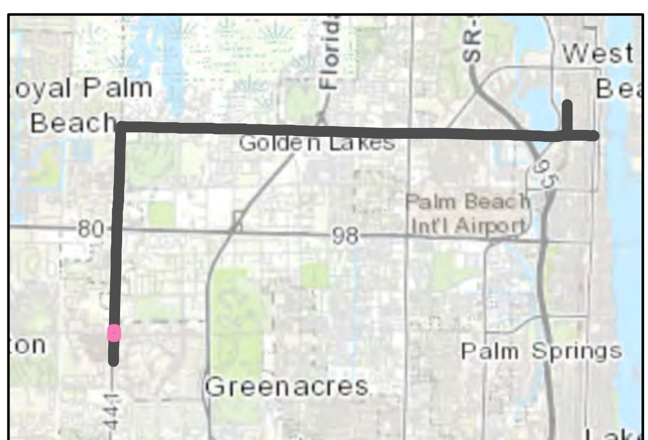
Number of Lanes
- 4 Lanes
- 6 Lanes
- 8 Lanes

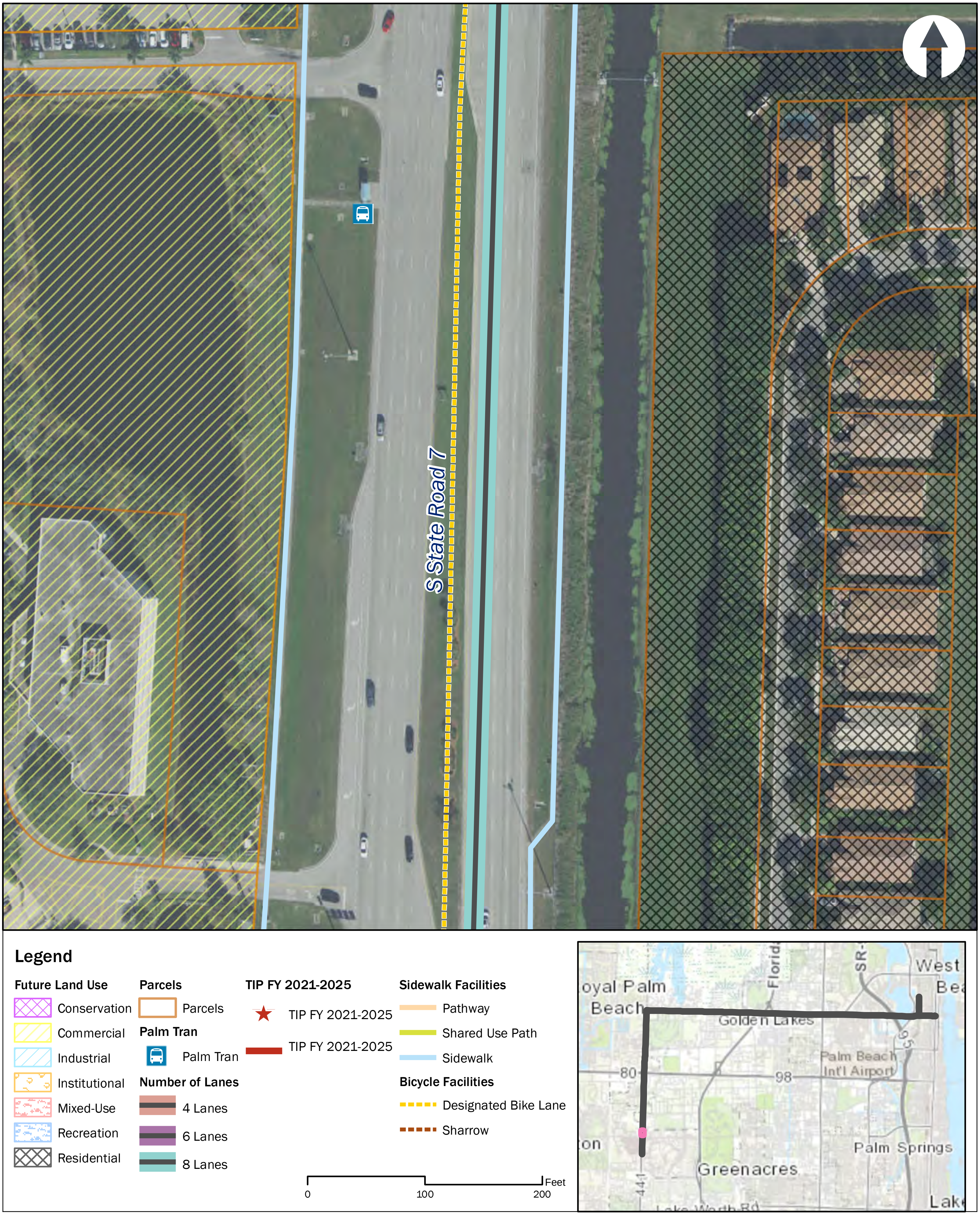
TIP FY 2021-2025
- TIP FY 2021-2025
- TIP FY 2021-2025

Sidewalk Facilities
- Pathway
- Shared Use Path
- Sidewalk

Bicycle Facilities
- Designated Bike Lane
- Sharrow

0 100 200 Feet




S State Road 7
Legend
Future Land Use
Conservation
Commercial
Industrial
Institutional
Mixed-Use
Recreation
Residential
Parcels
Parcels
Palm Tran
Palm Tran
Number of Lanes
4 Lanes
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TIP FY 2021-2025
TIP FY 2021-2025
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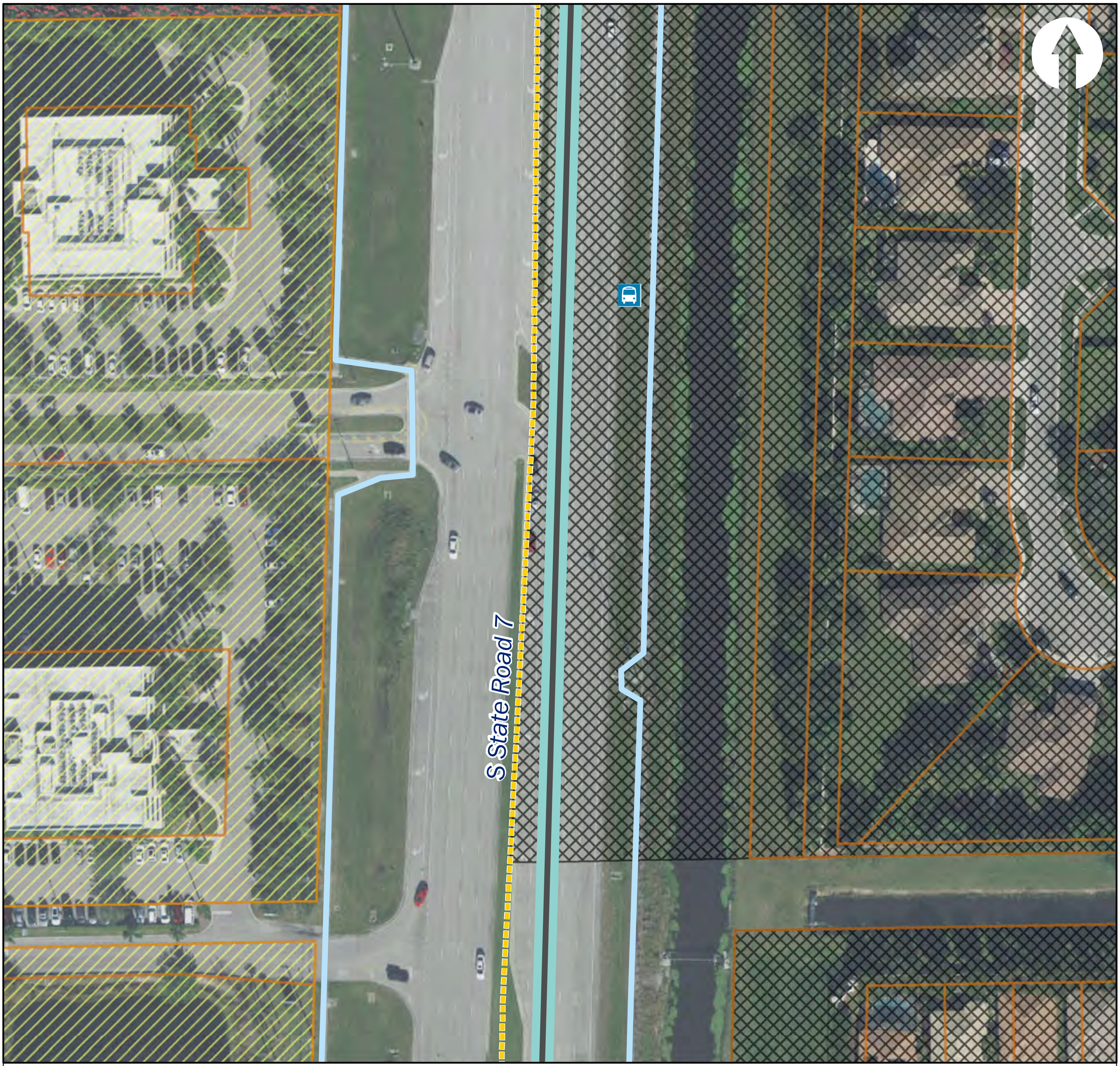
100
200
Feet
Golden Lakes
Palm Beach Int'l Airport
Palm Springs
Greenacres



Legend

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Sidewalk Facilities
- Pathway
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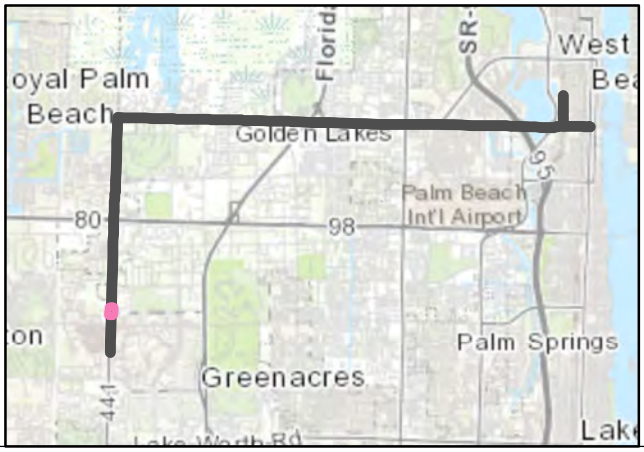
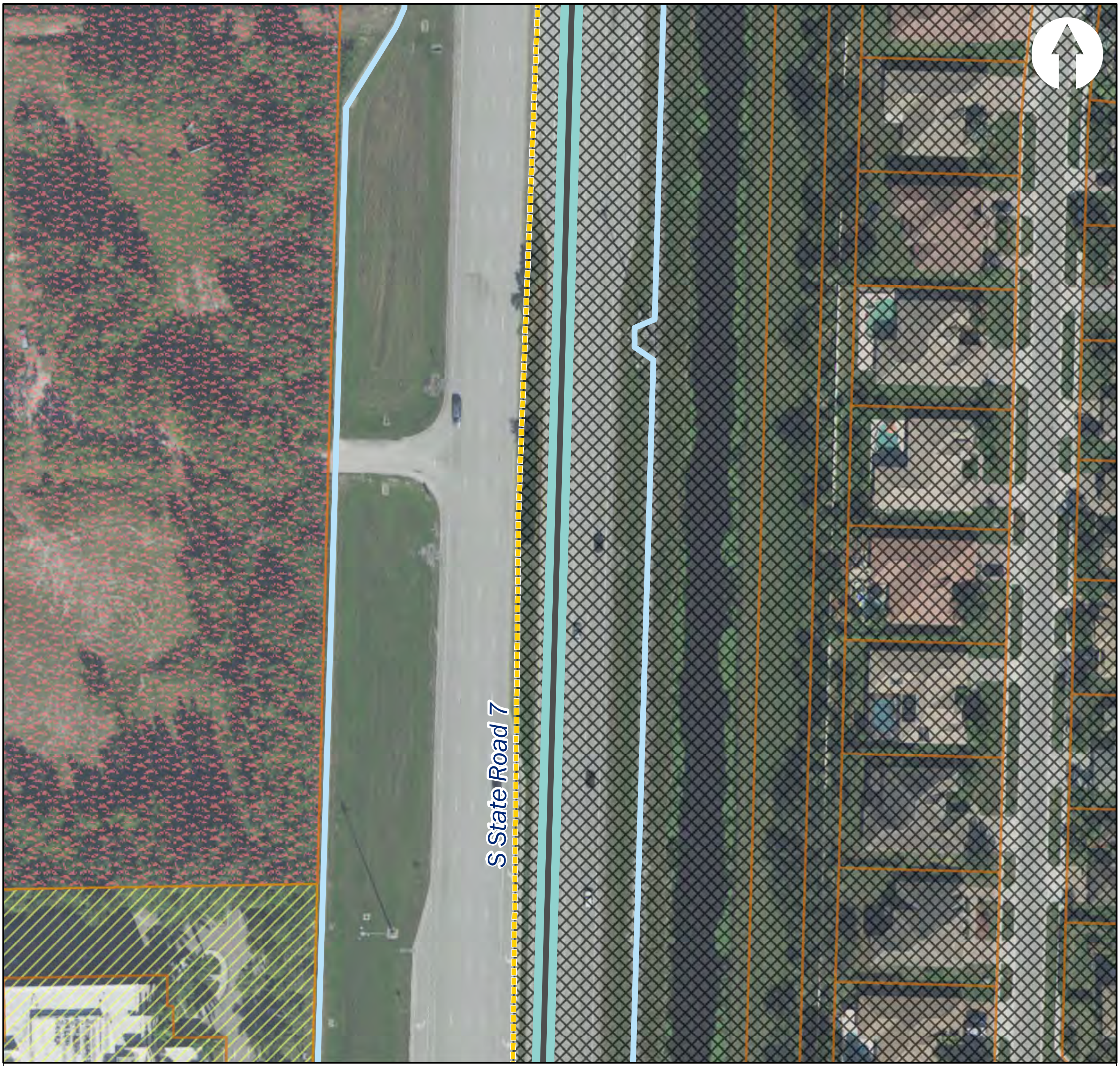
- Designated Bike Lane
- Sharrow

0 100 200 Feet




S State Road 7

Legend

Future Land Use
Conservation
Commercial
Industrial
Institutional
Mixed-Use
Recreation
Residential
Parcels
Parcels
Palm Tran
Palm Tran
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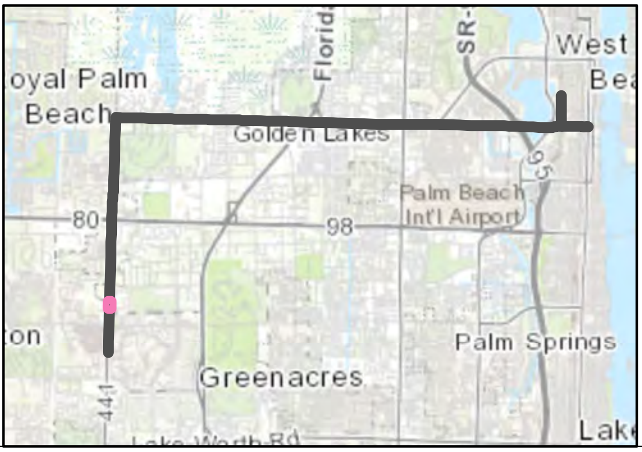
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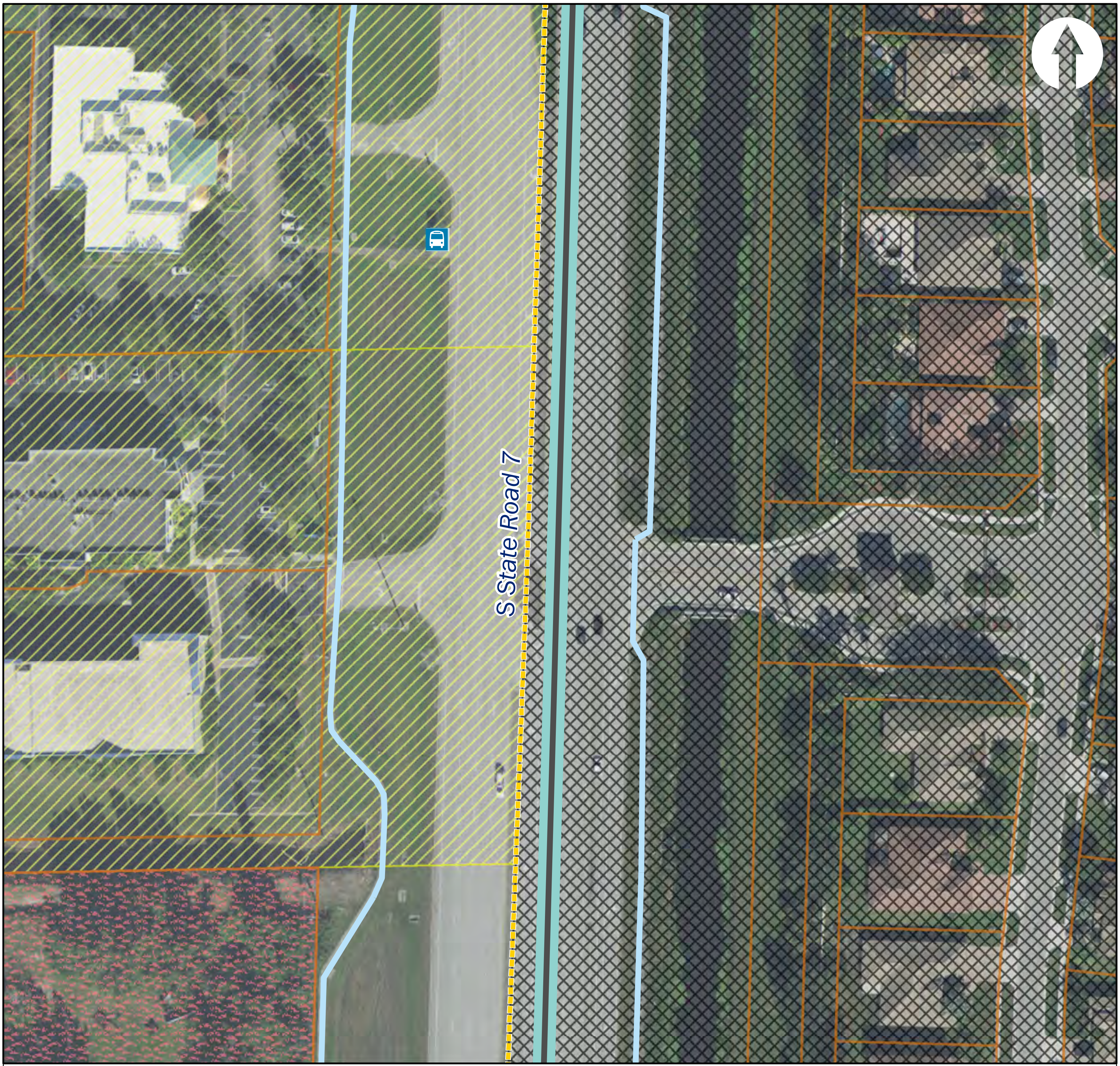
West Palm Beach
Golden Lakes
Palm Beach Int'l Airport
80
98
Palm Springs
Greenacres
441
95
Lake Worth Rd



Legend

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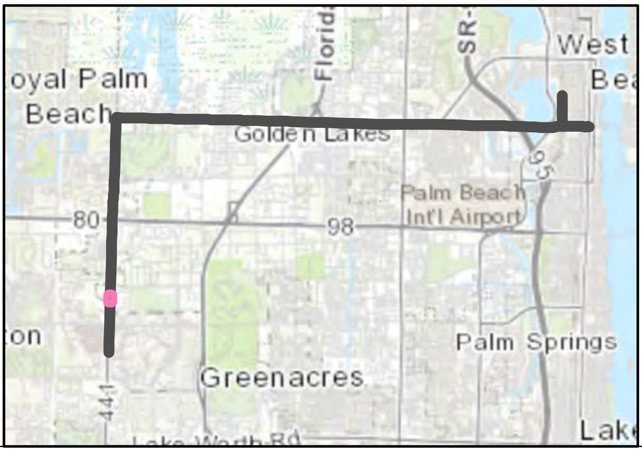

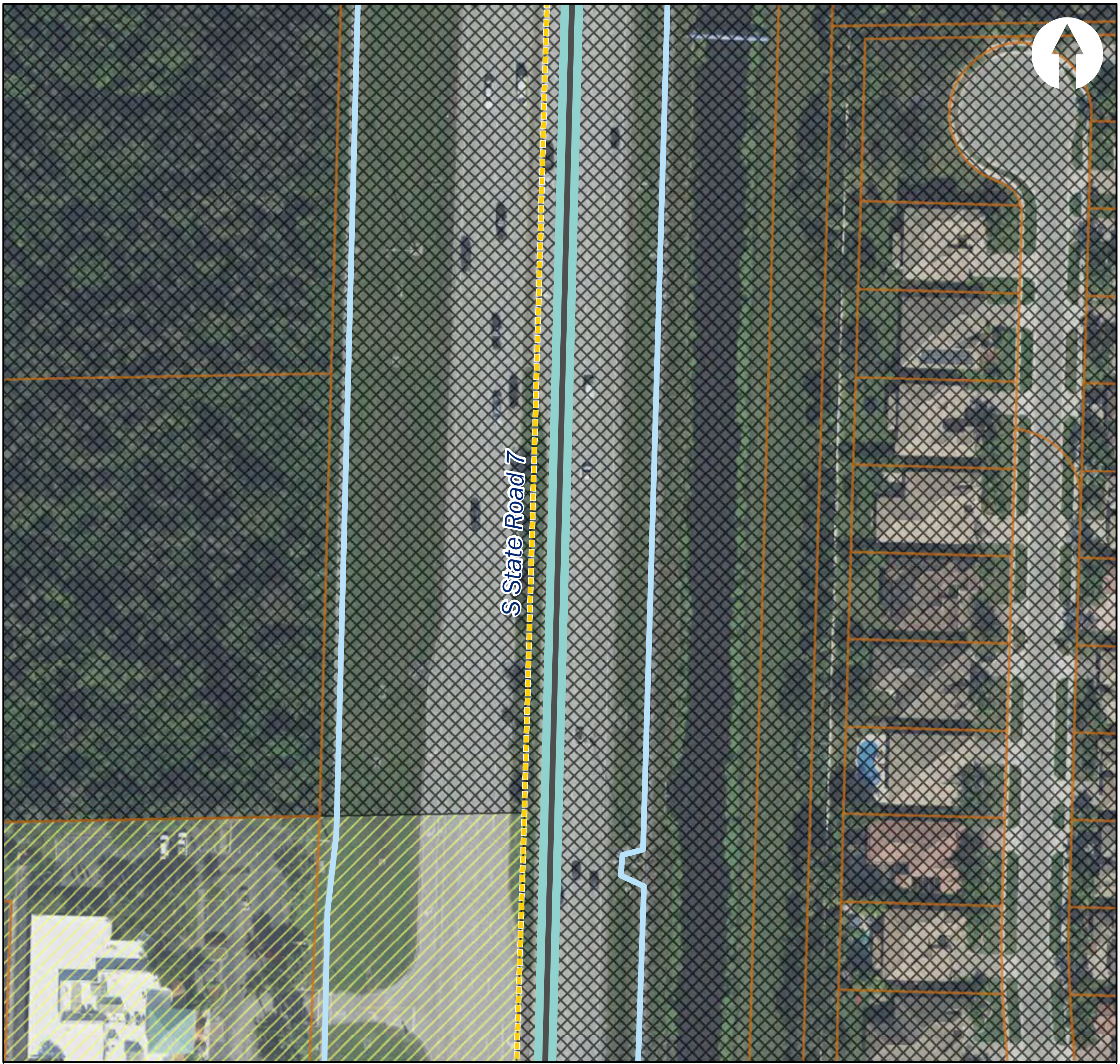

Legend

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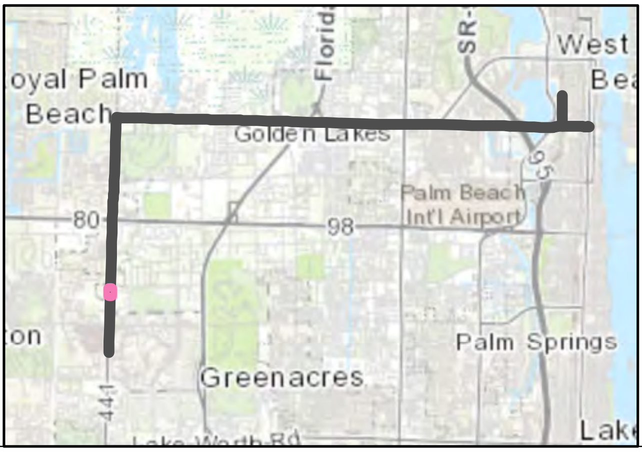

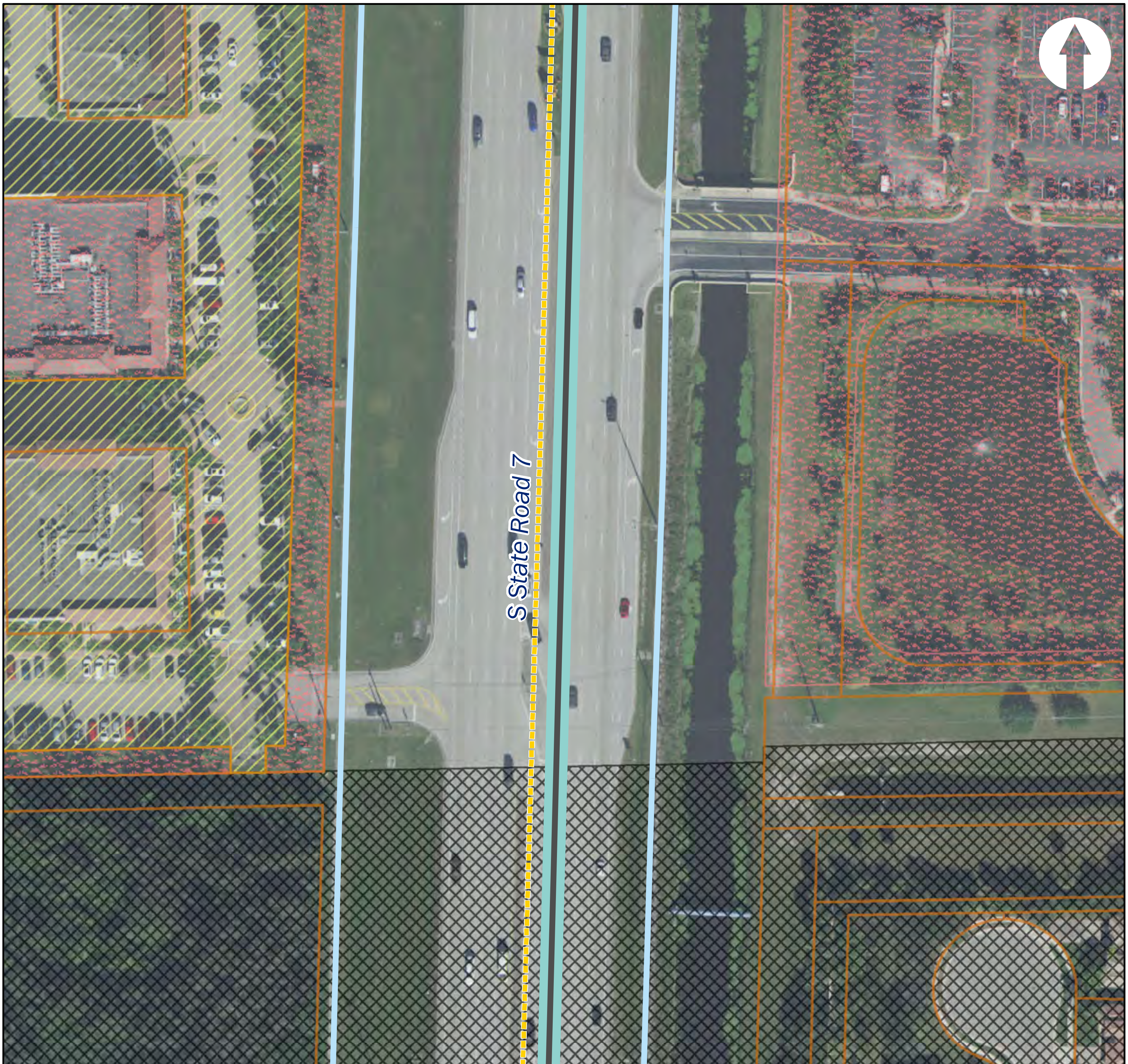

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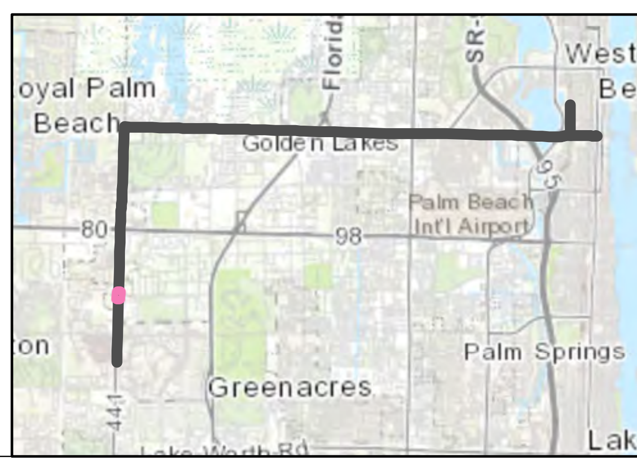

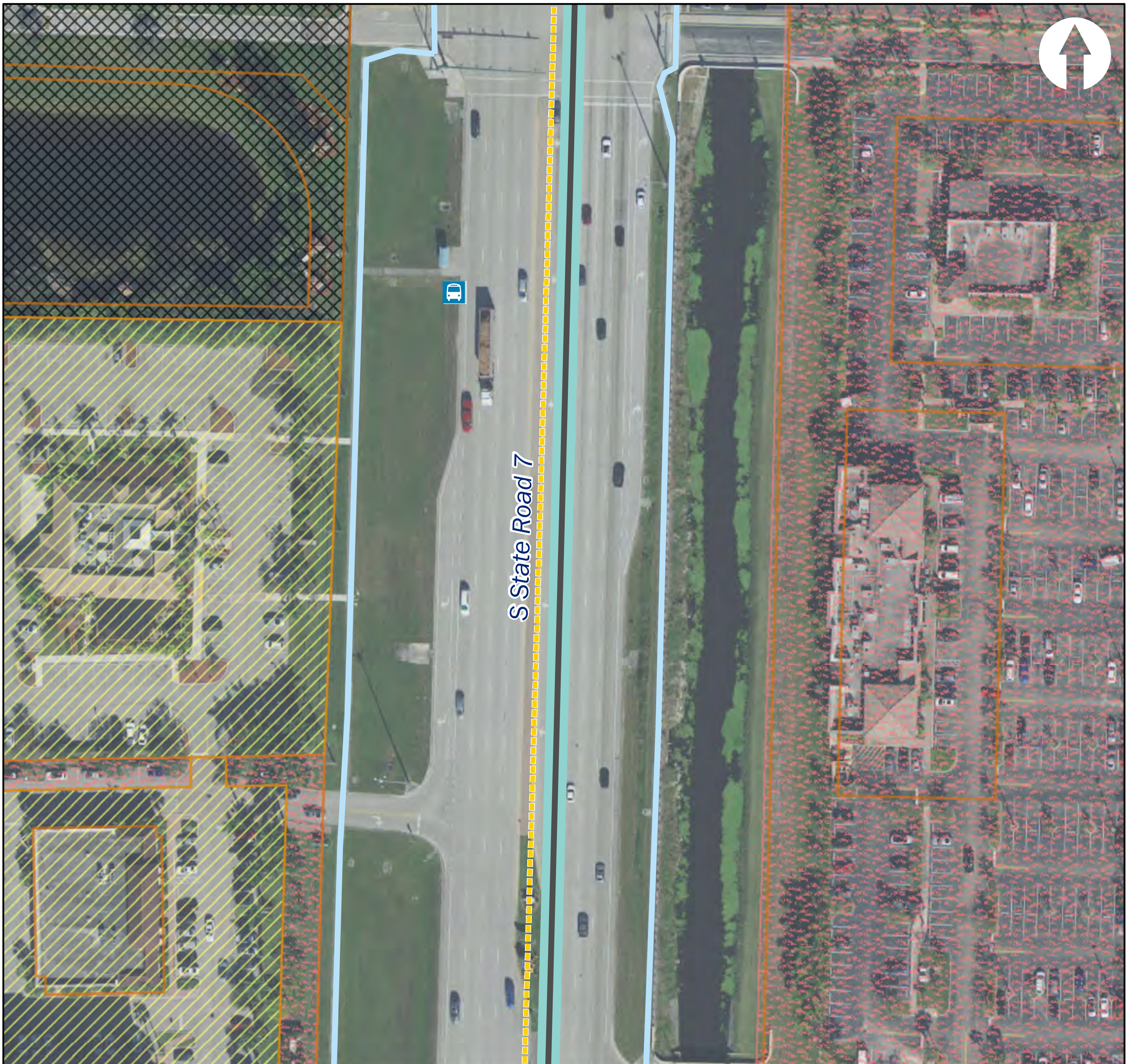

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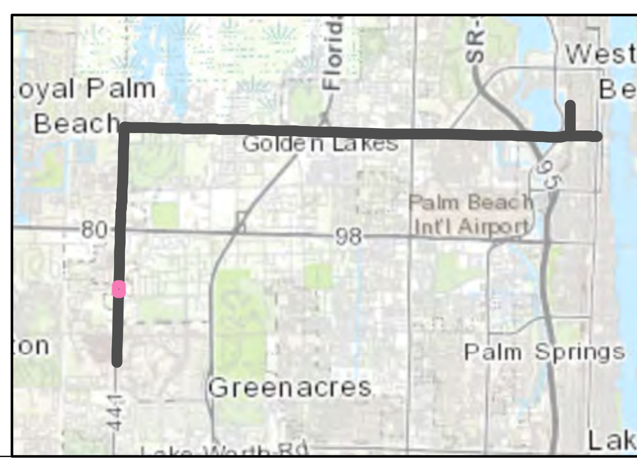

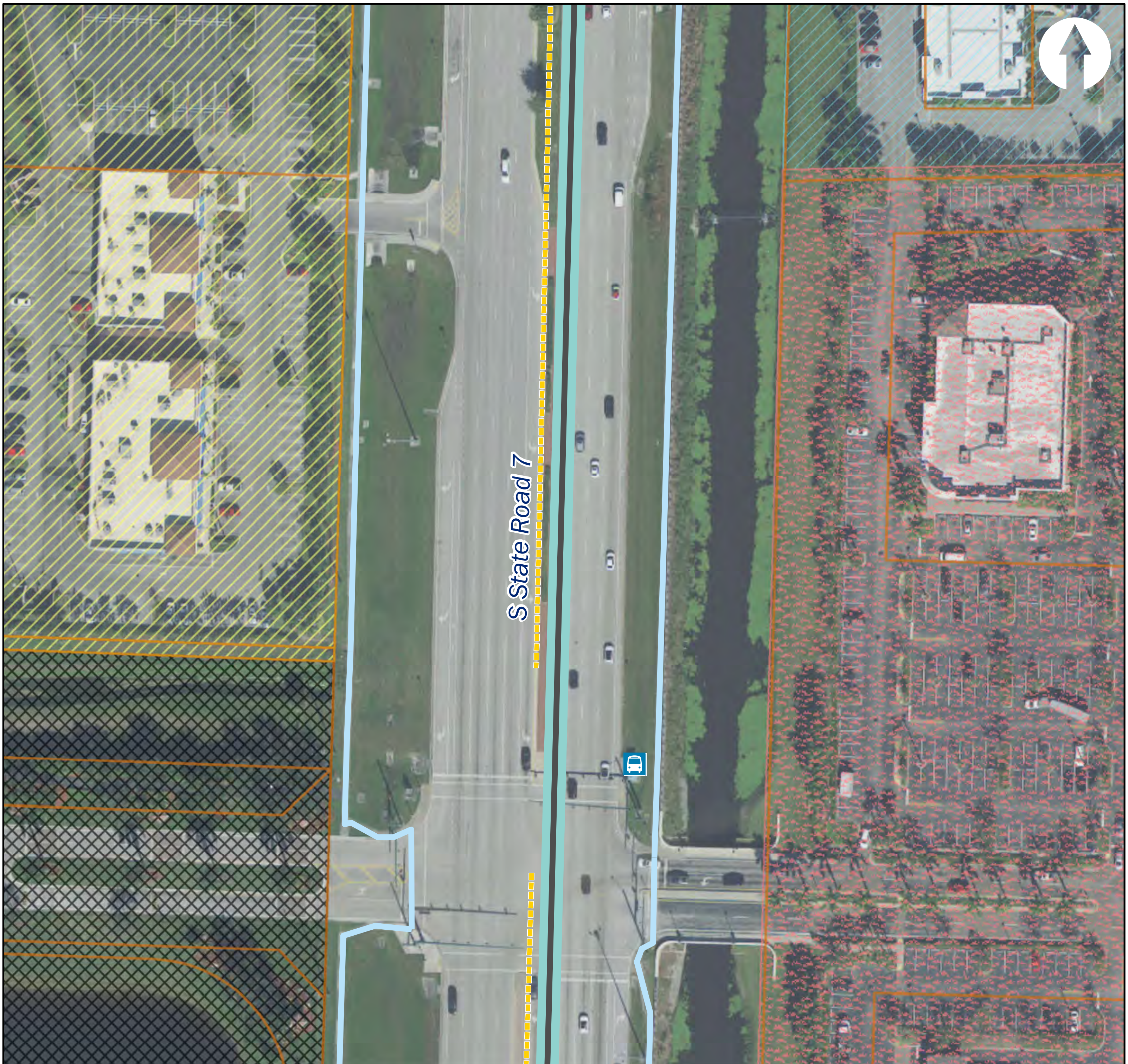

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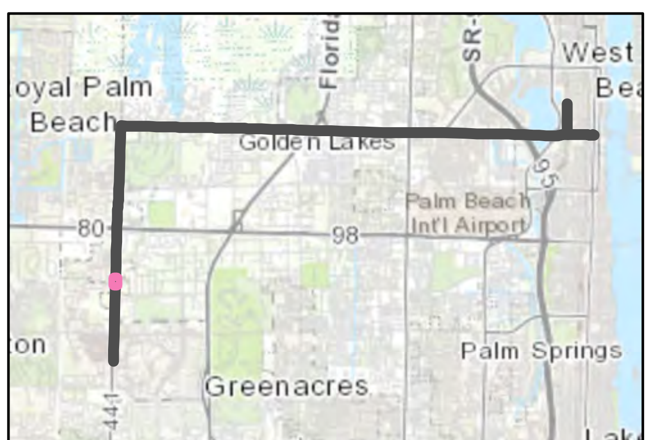

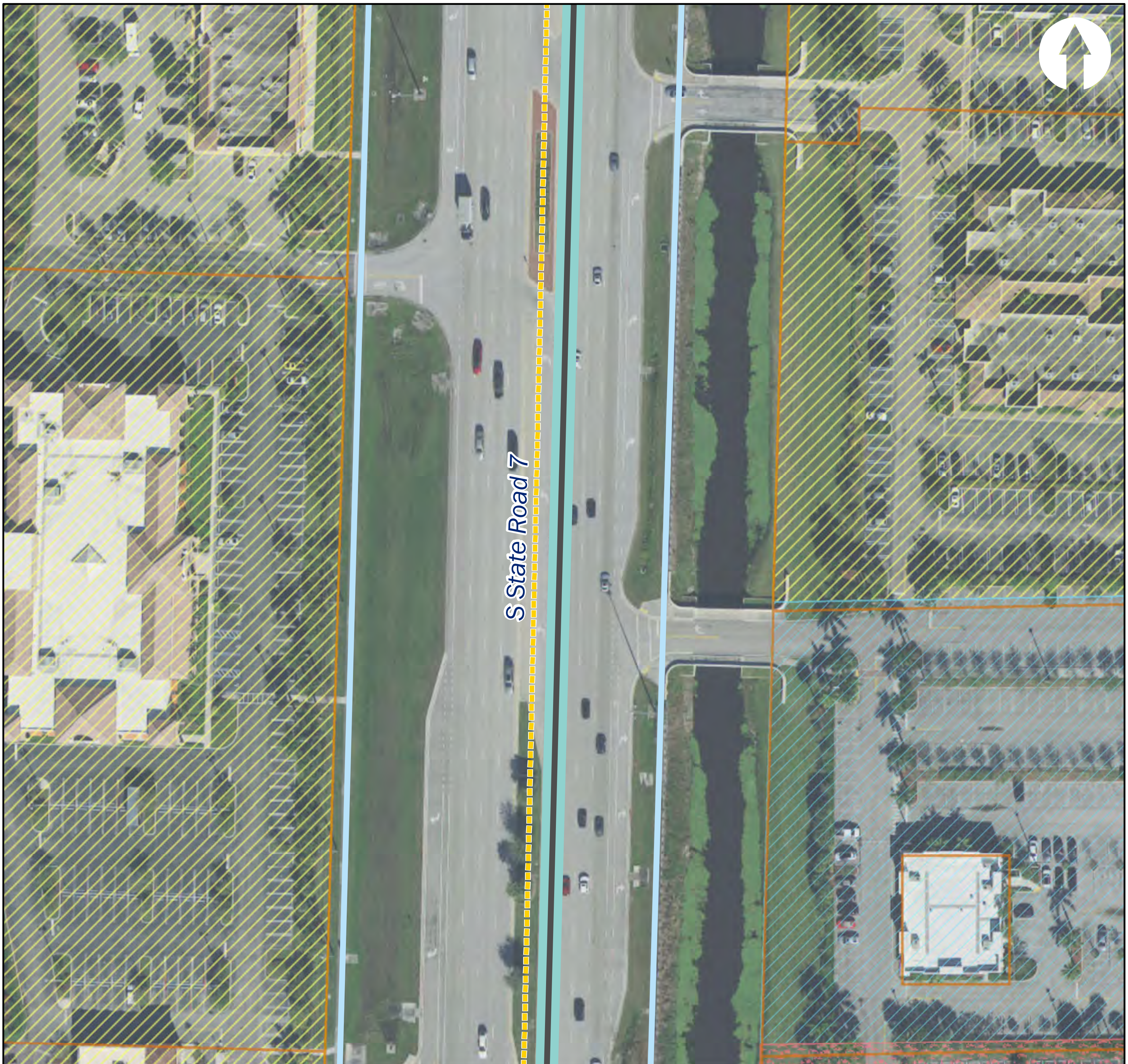

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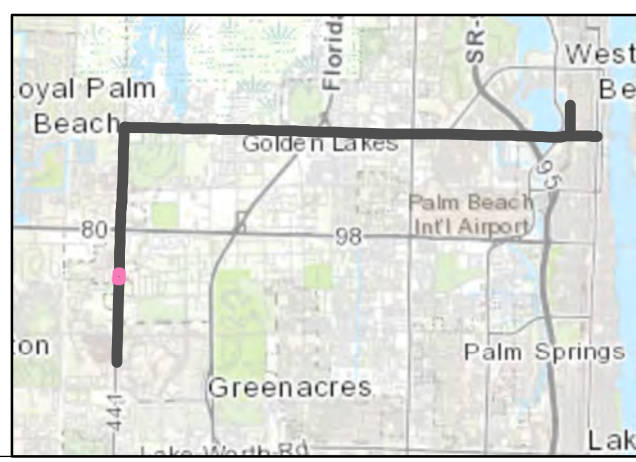

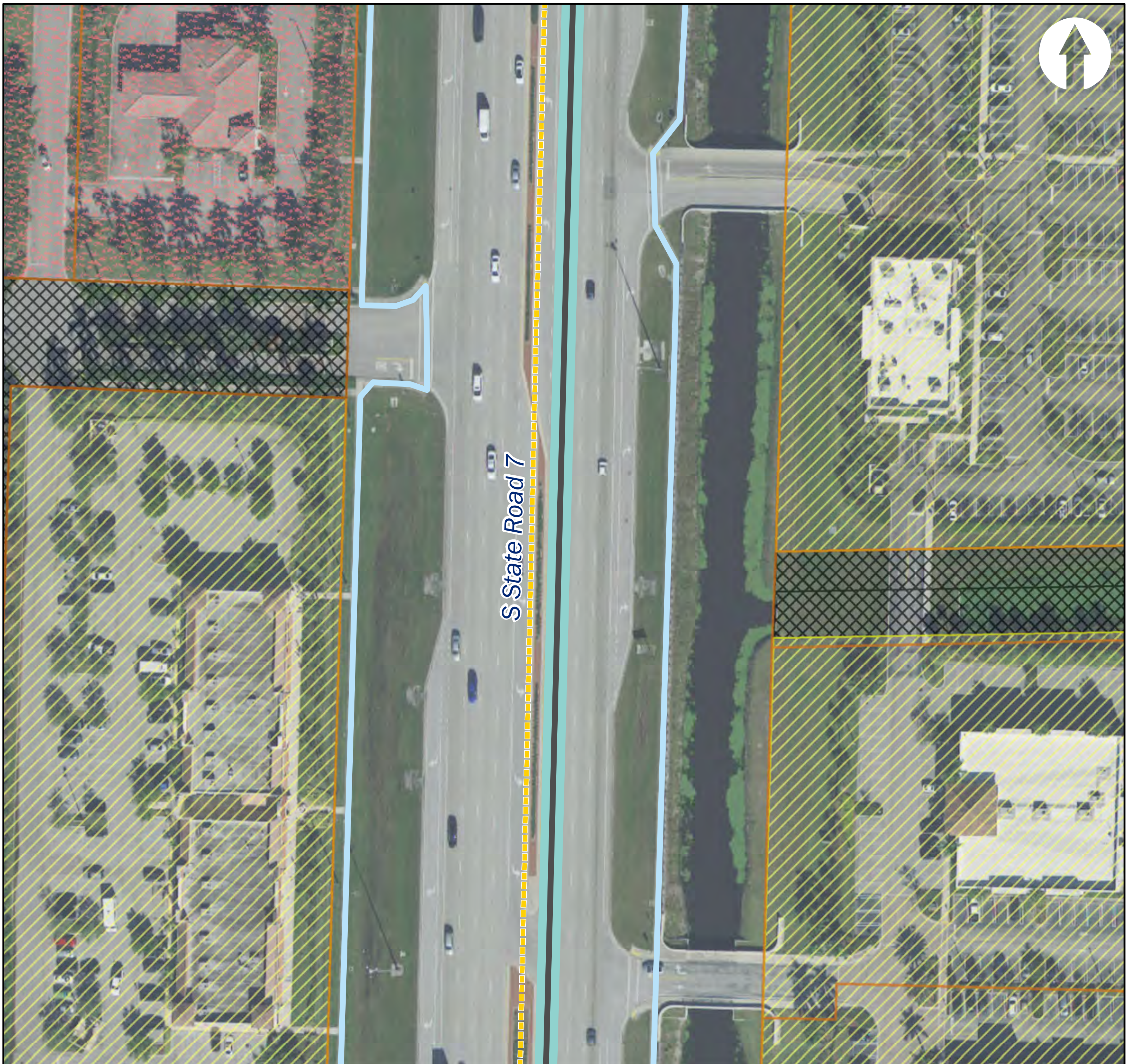

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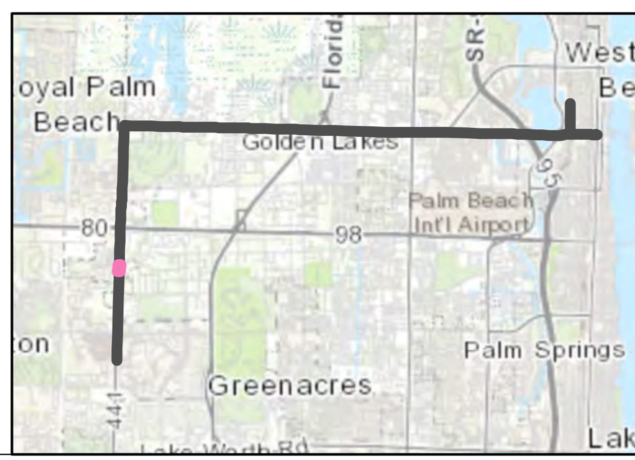

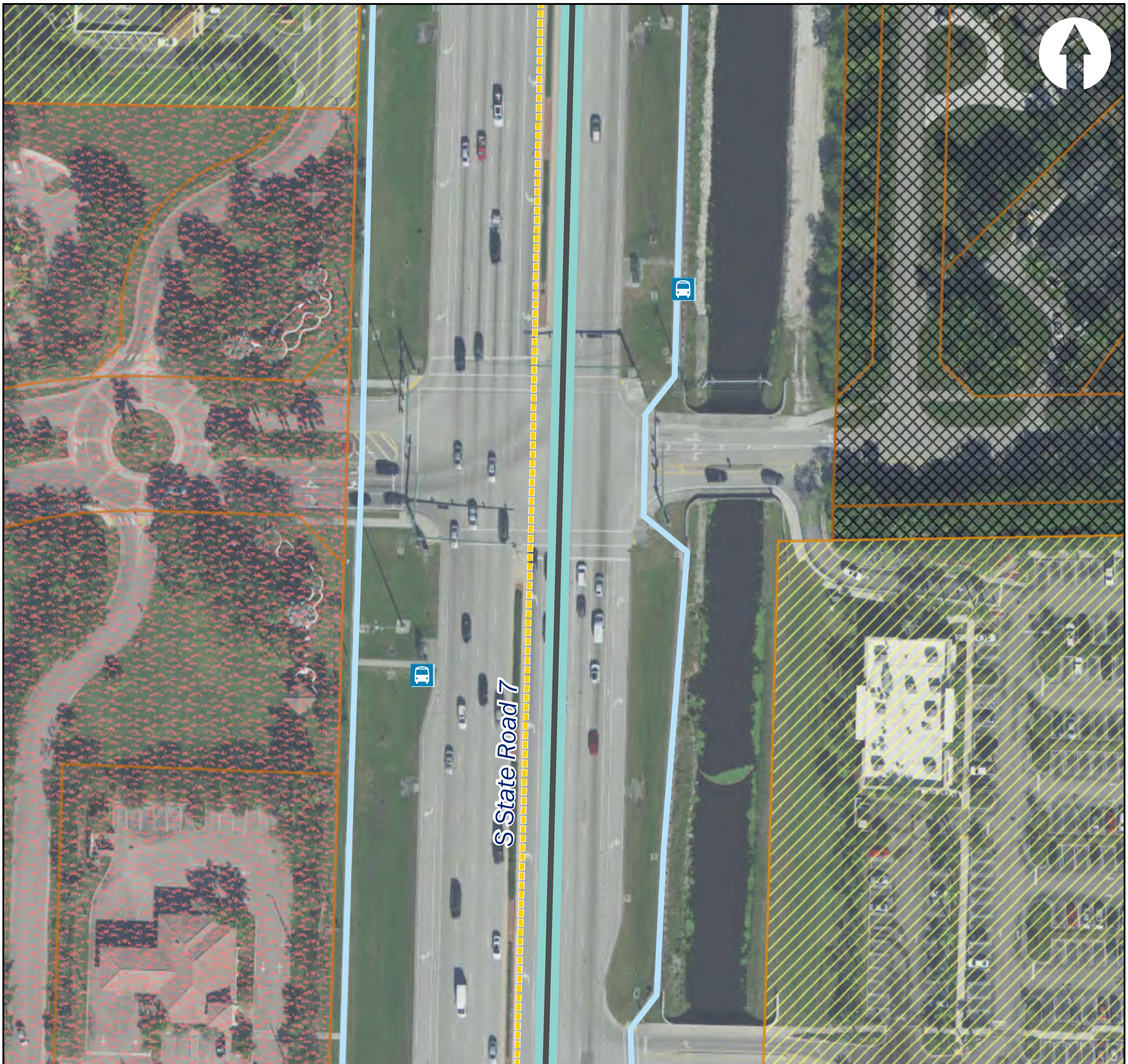

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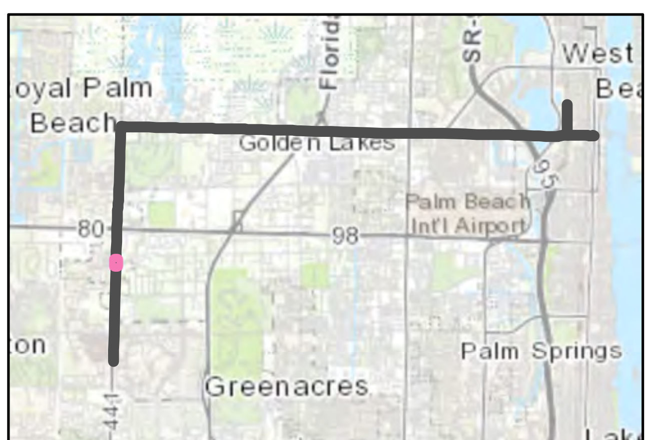

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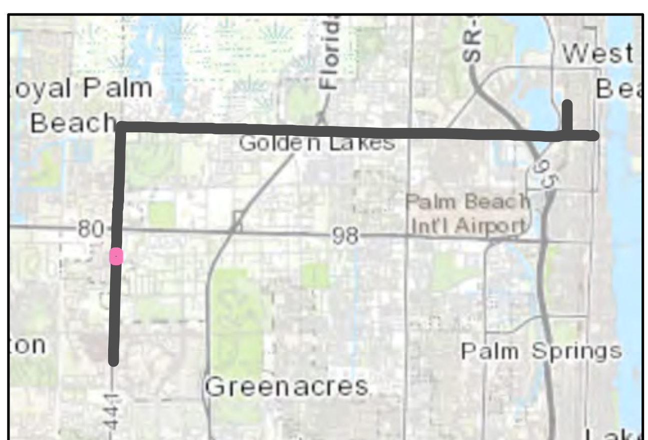

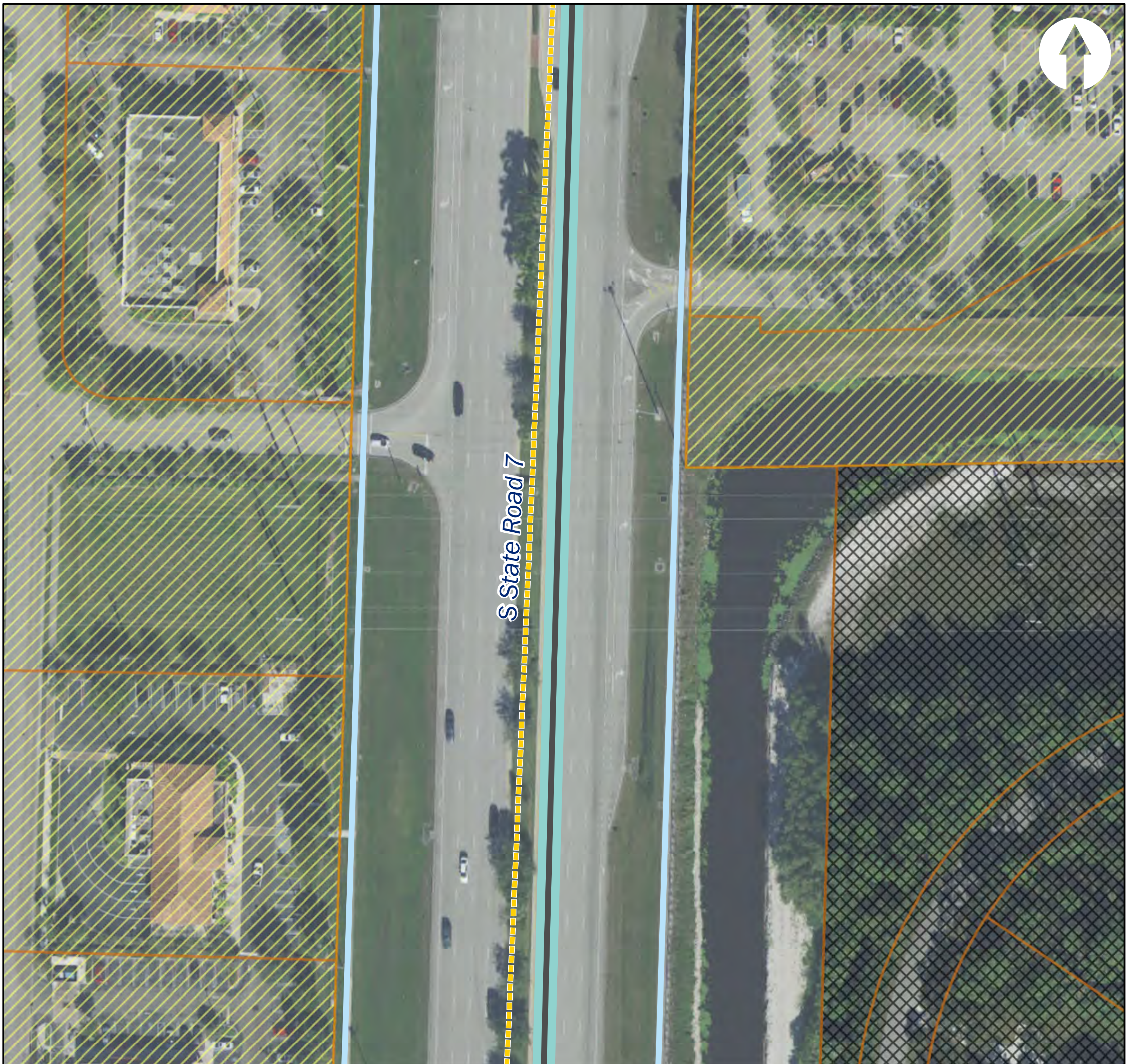

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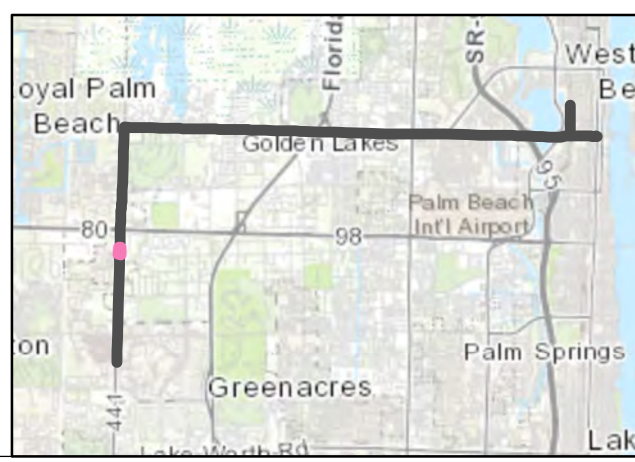

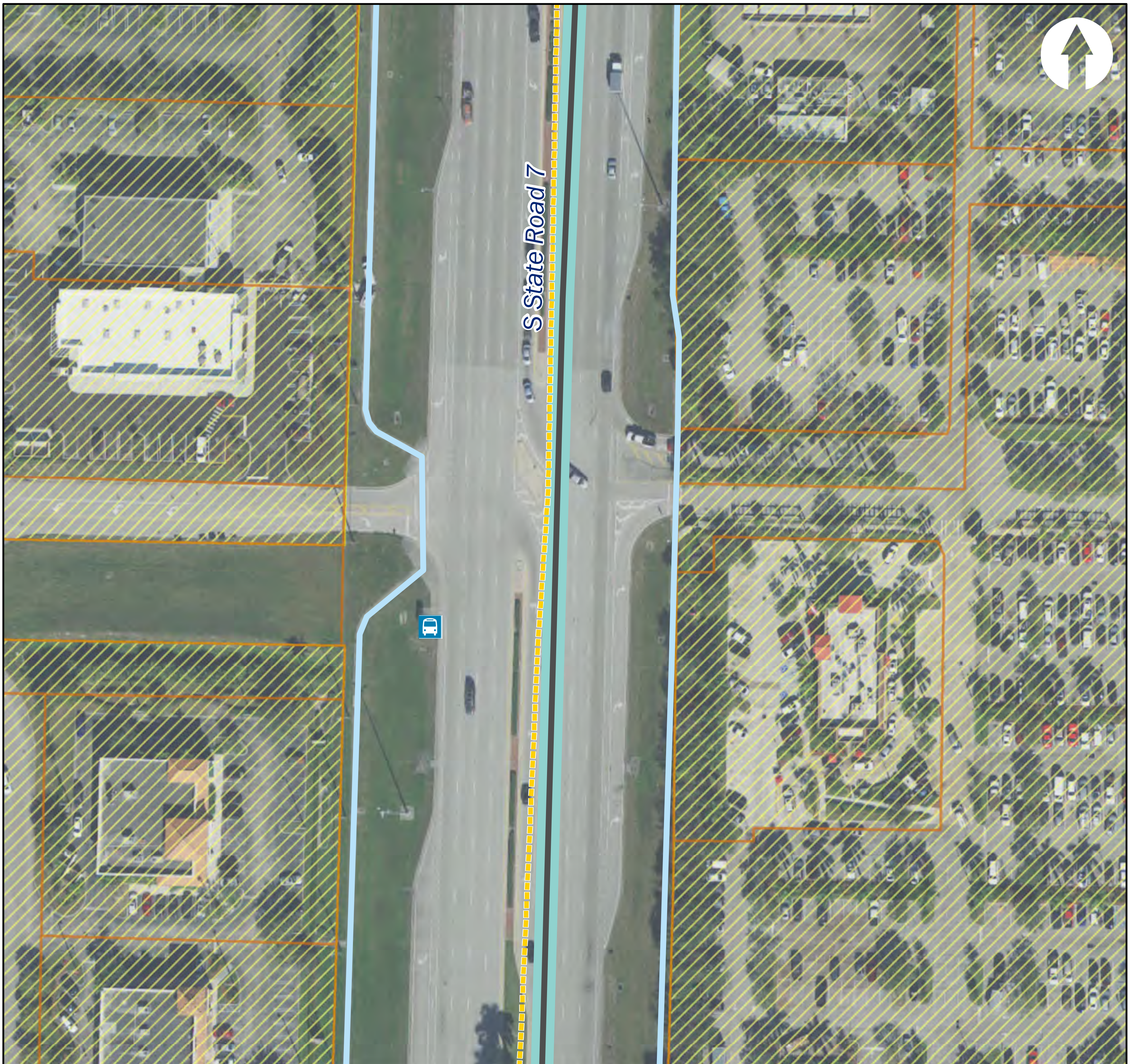

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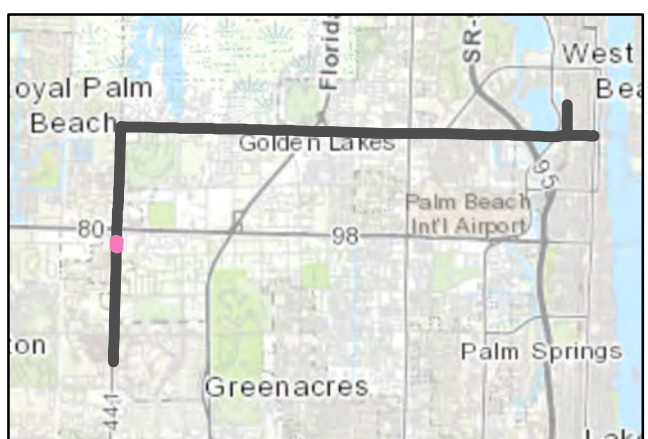

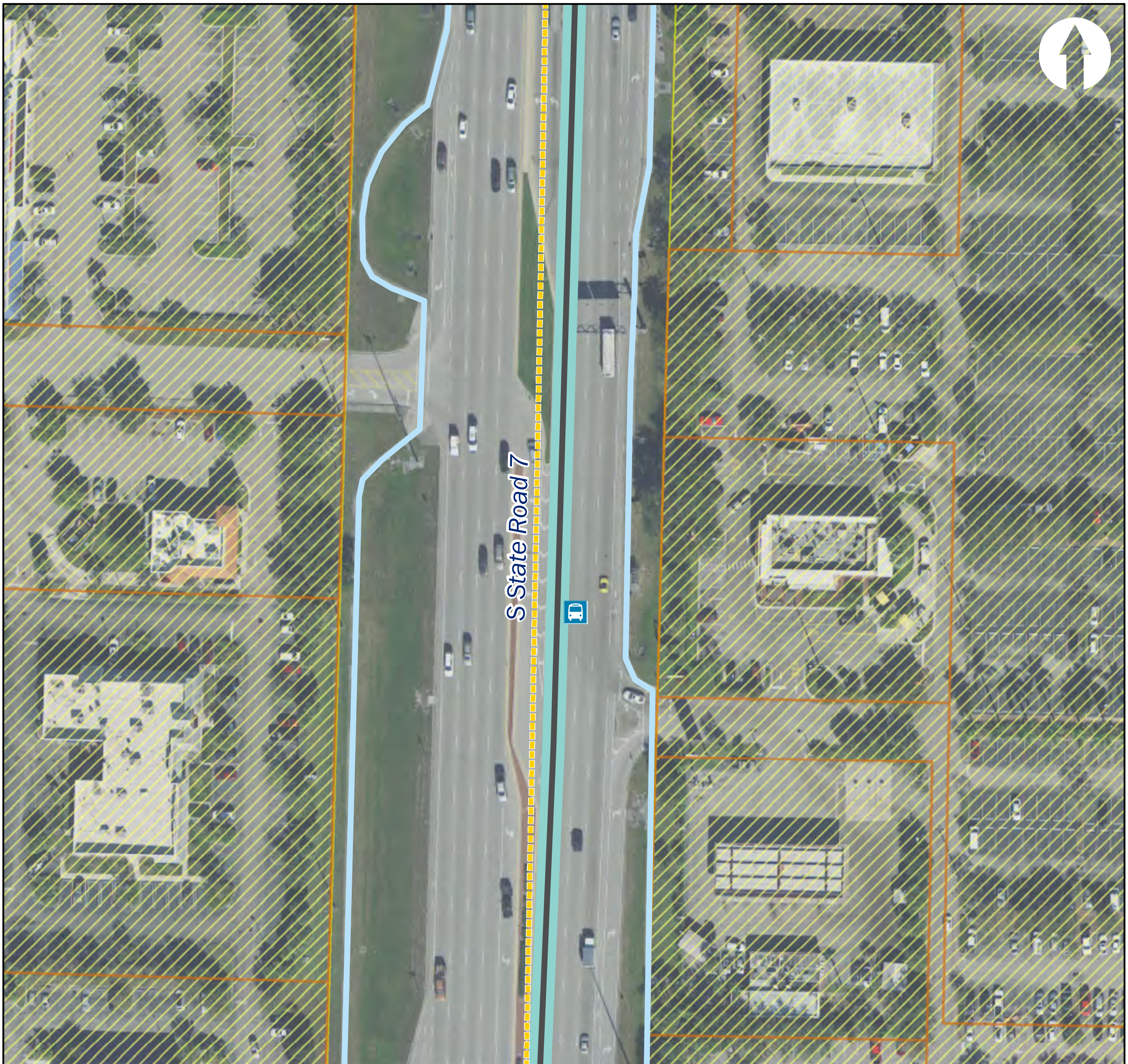

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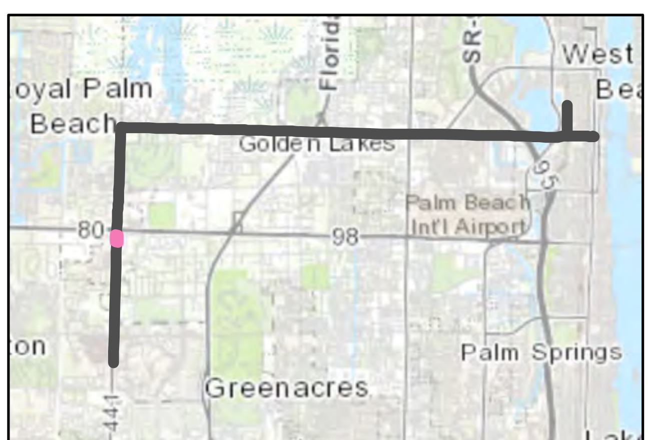

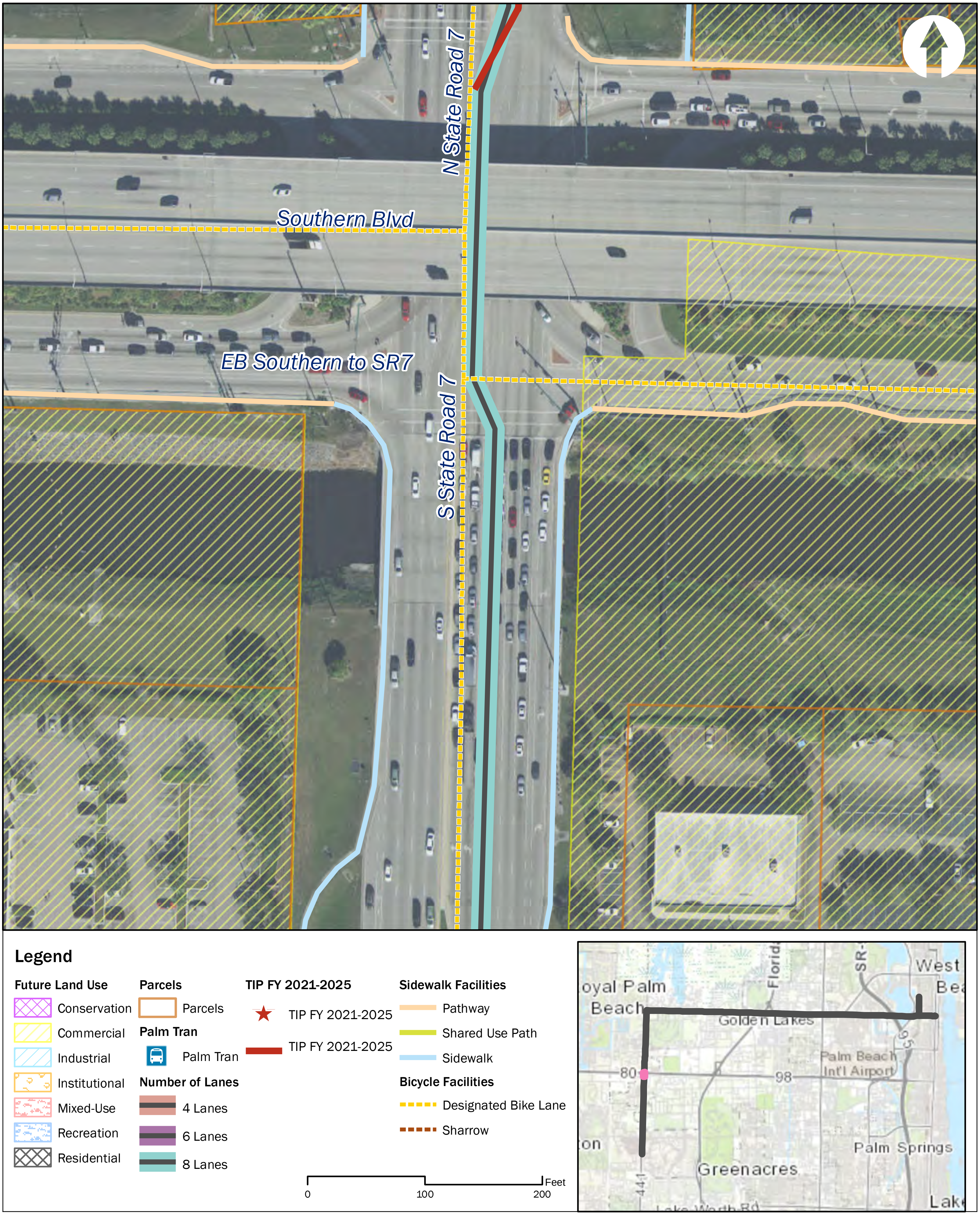
N State Road 7
Southern Blvd
EB Southern to SR7
S State Road 7
Legend
Future Land Use
Conservation
Commercial
Industrial
Institutional
Mixed-Use
Recreation
Residential
Parcels
Parcels
Palm Tran
Palm Tran
Number of Lanes
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TIP FY 2021-2025
TIP FY 2021-2025
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Sidewalk Facilities
Pathway
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Sidewalk
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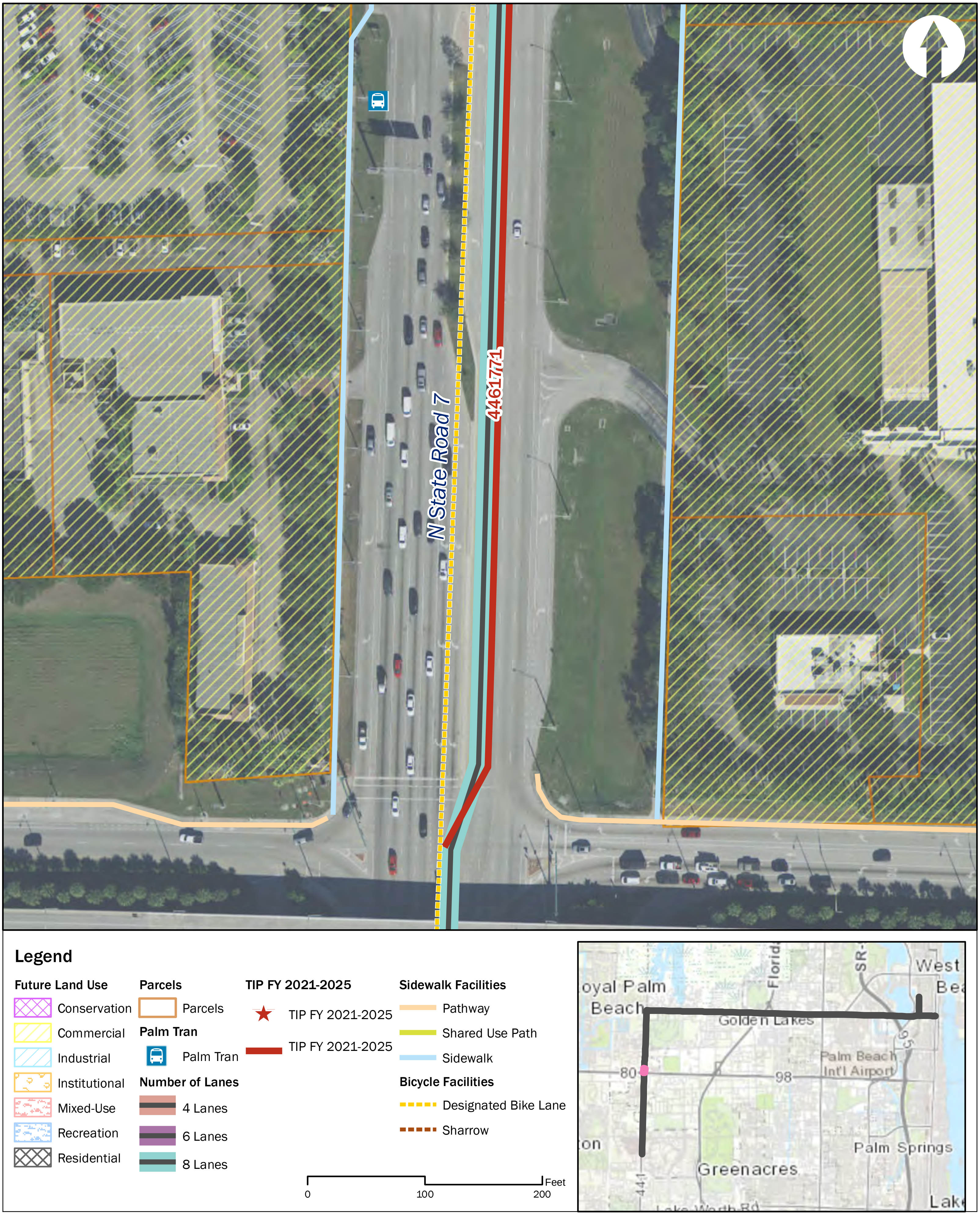
Designated Bike Lane
Sharrow
0
100
200
Feet
Royal Palm Beach
Golden Lakes
West Palm Beach
Palm Beach Int'l Airport
80
98
441
95
Palm Springs
Greenacres


N State Road 7
4461771
Legend
Future Land Use
Conservation
Commercial
Industrial
Institutional
Mixed-Use
Recreation
Residential
Parcels
Parcels
Palm Tran
Palm Tran
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TIP FY 2021-2025
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100
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Feet
Royal Palm Beach
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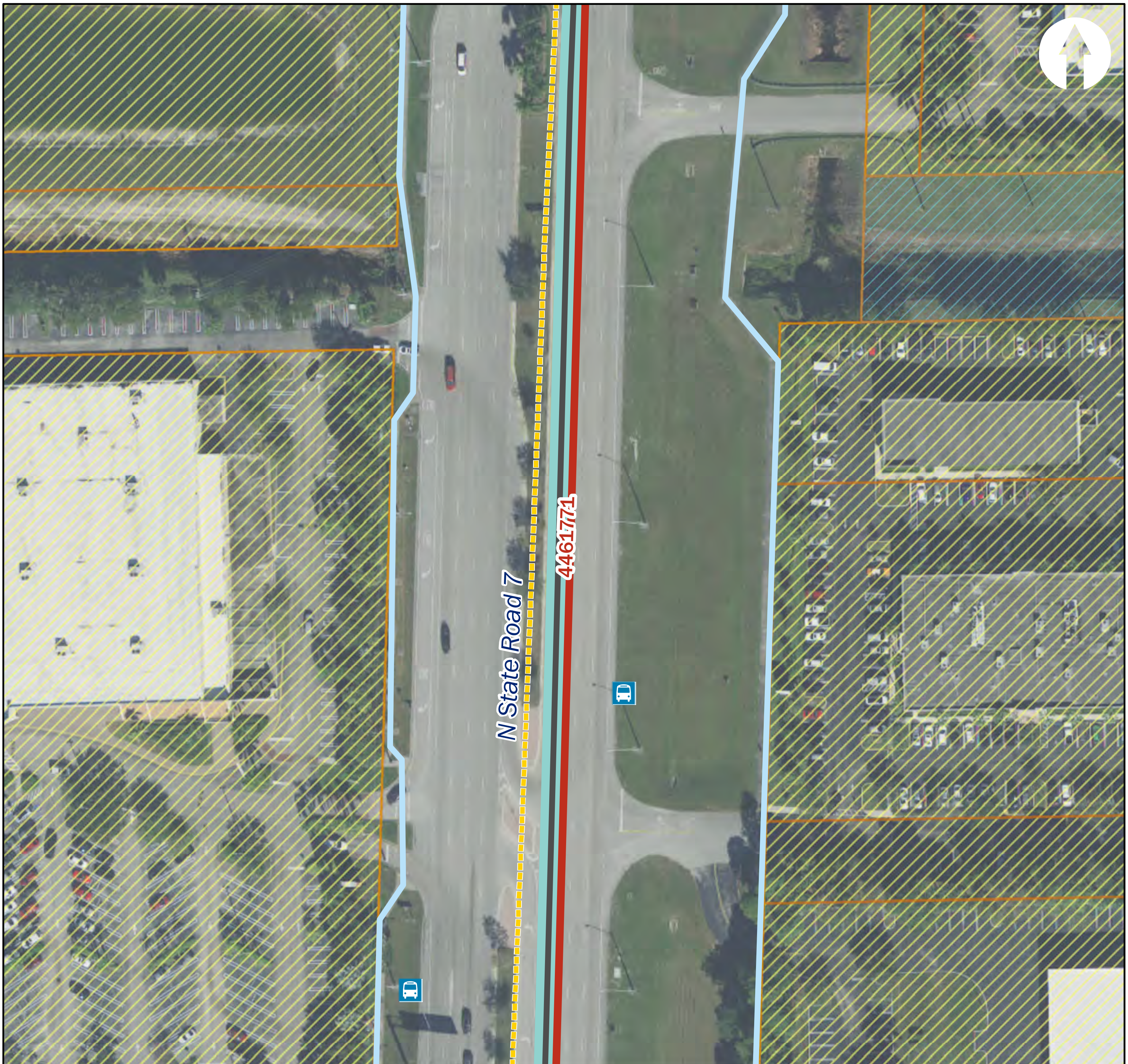

Legend

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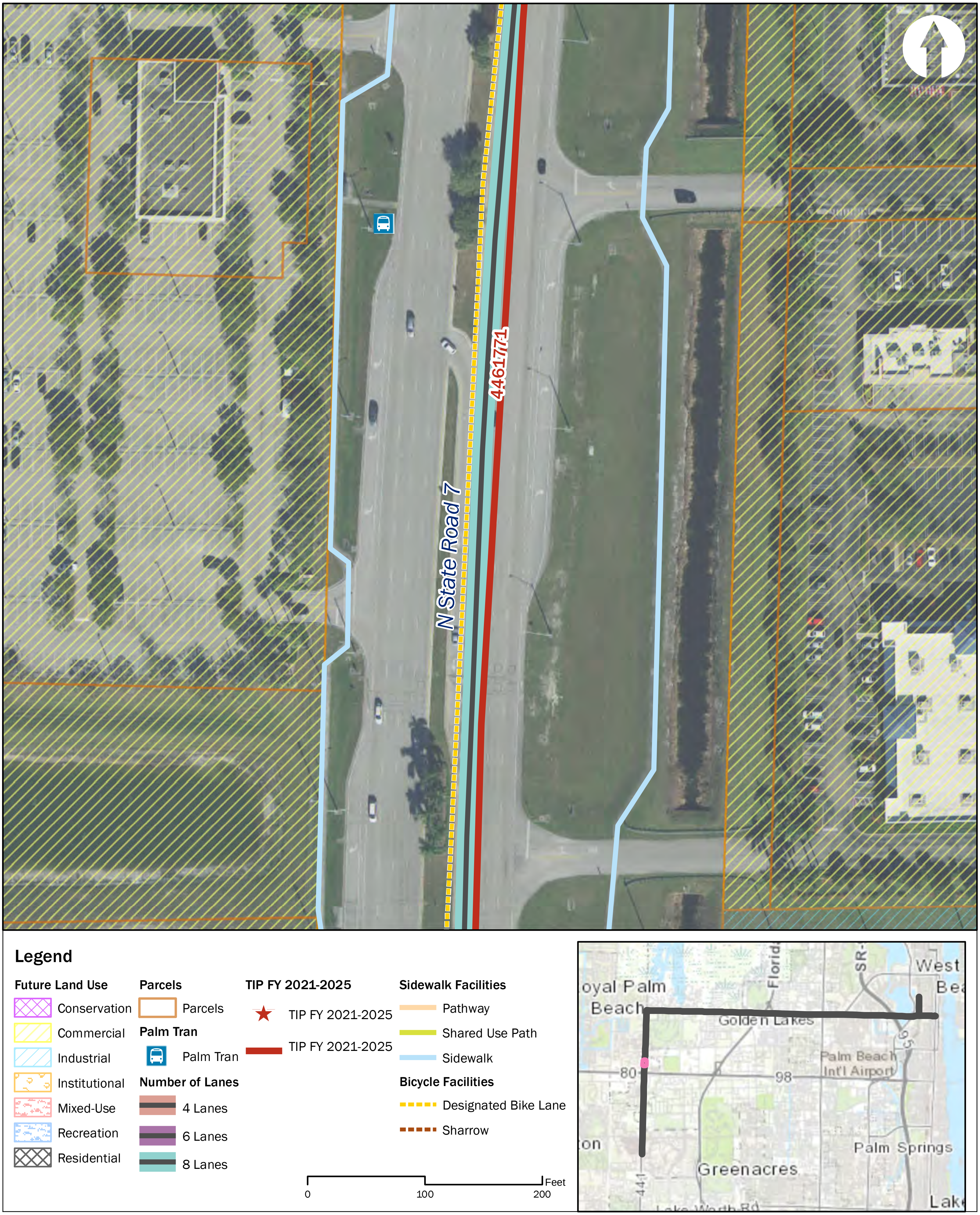
0 100 200 Feet


N State Road 7
4461771
Legend
Future Land Use
Conservation
Commercial
Industrial
Institutional
Mixed-Use
Recreation
Residential
Parcels
Parcels
Palm Tran
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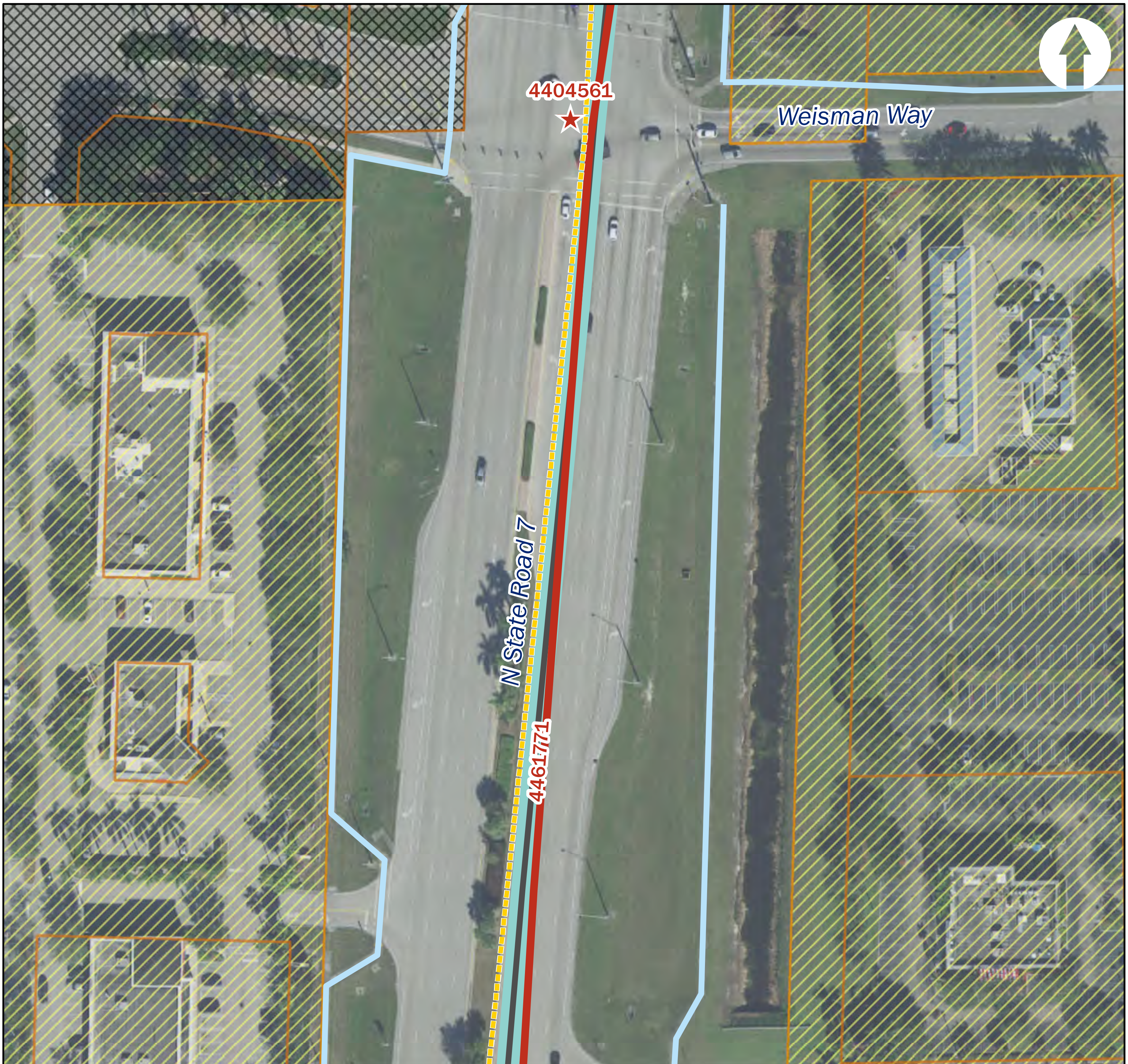

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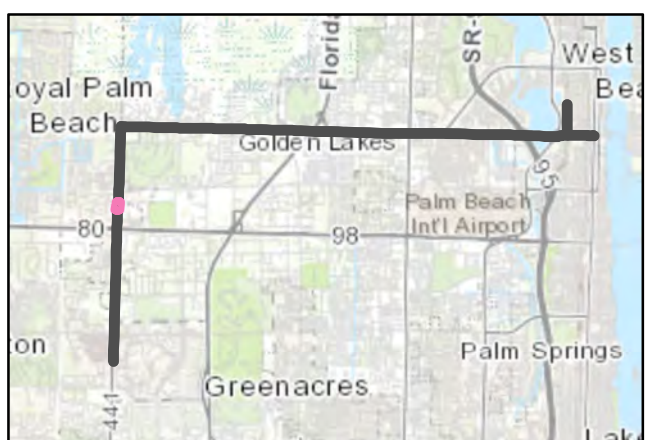

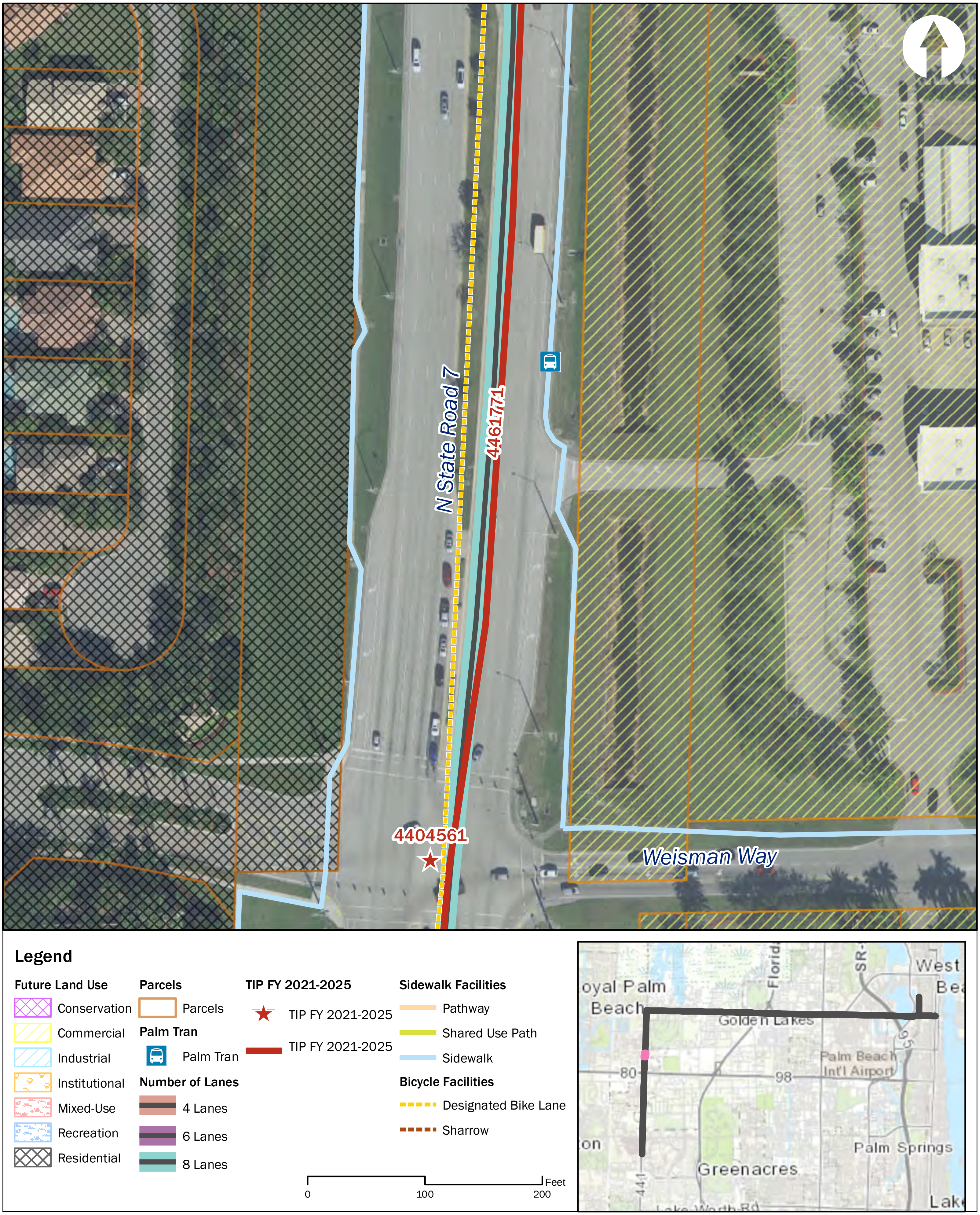
N State Road 7
4461771
4404561
Weisman Way
Legend
Future Land Use
Conservation
Commercial
Industrial
Institutional
Mixed-Use
Recreation
Residential
Parcels
Parcels
Palm Tran
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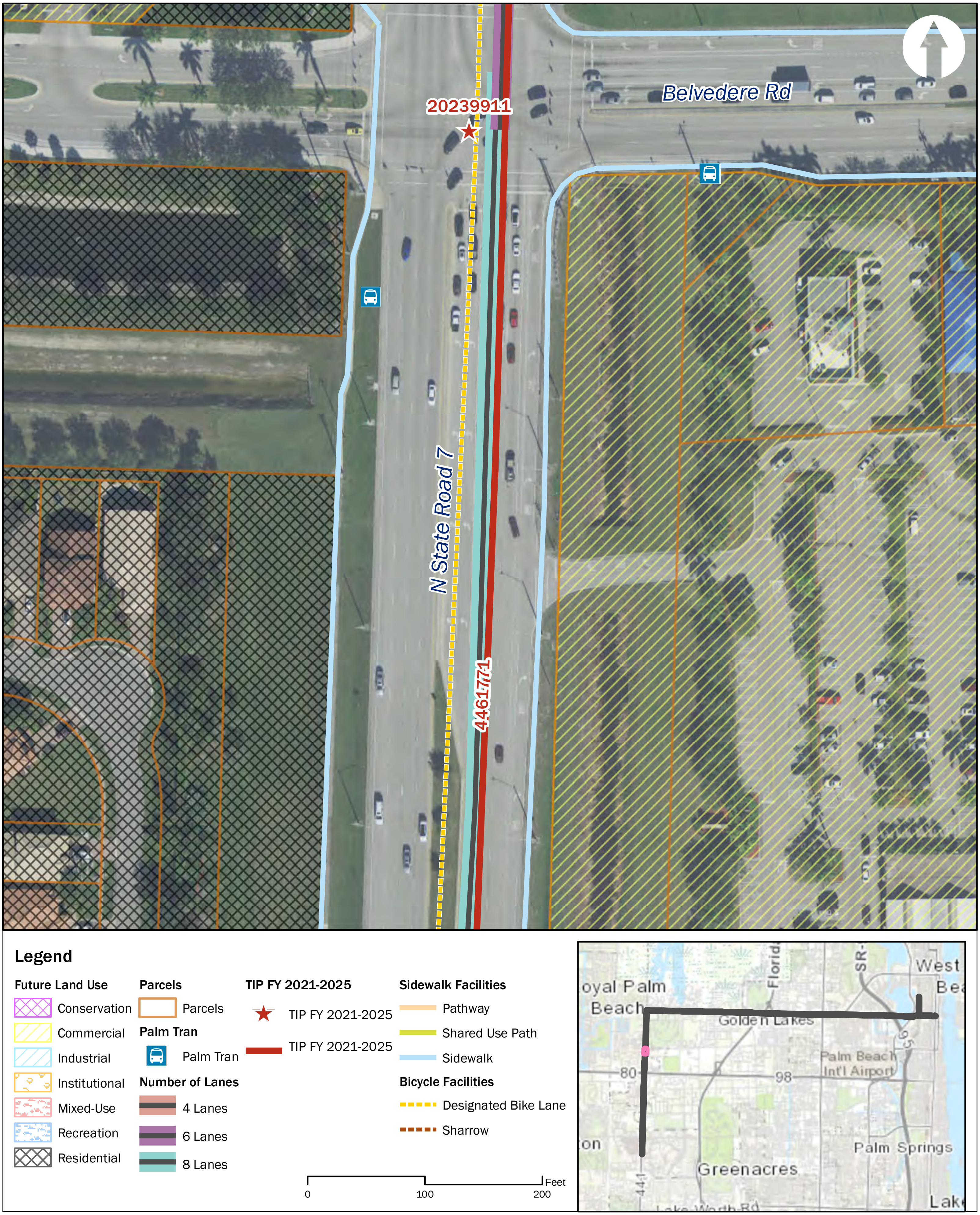
Belvedere Rd
20239911
N State Road 7
4461771
Legend
Future Land Use
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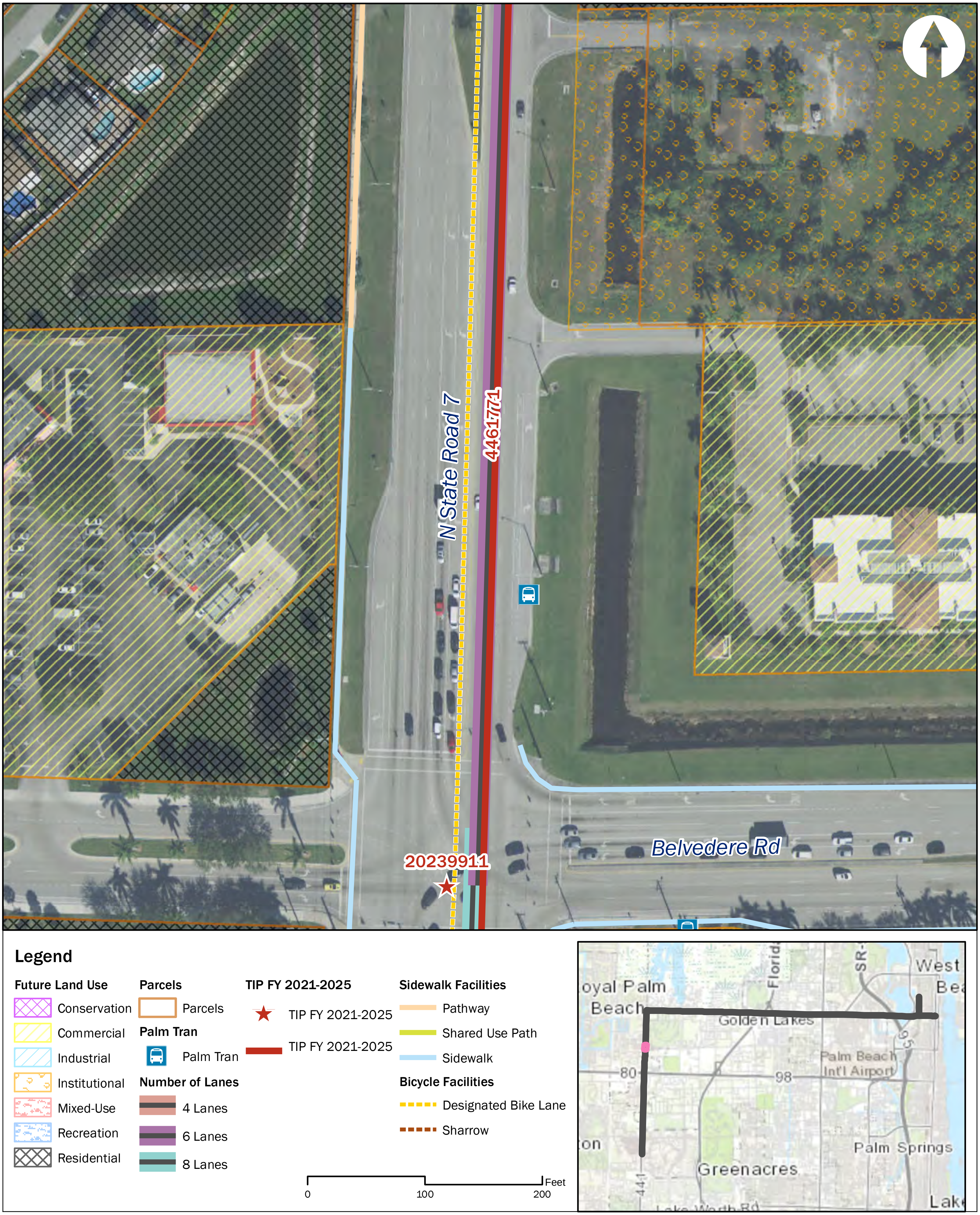
N State Road 7
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Legend
Future Land Use
Conservation
Commercial
Industrial
Institutional
Mixed-Use
Recreation
Residential
Parcels
Parcels
Palm Tran
Palm Tran
Number of Lanes
4 Lanes
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8 Lanes
TIP FY 2021-2025
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TIP FY 2021-2025
Sidewalk Facilities
Pathway
Shared Use Path
Sidewalk
Bicycle Facilities
Designated Bike Lane
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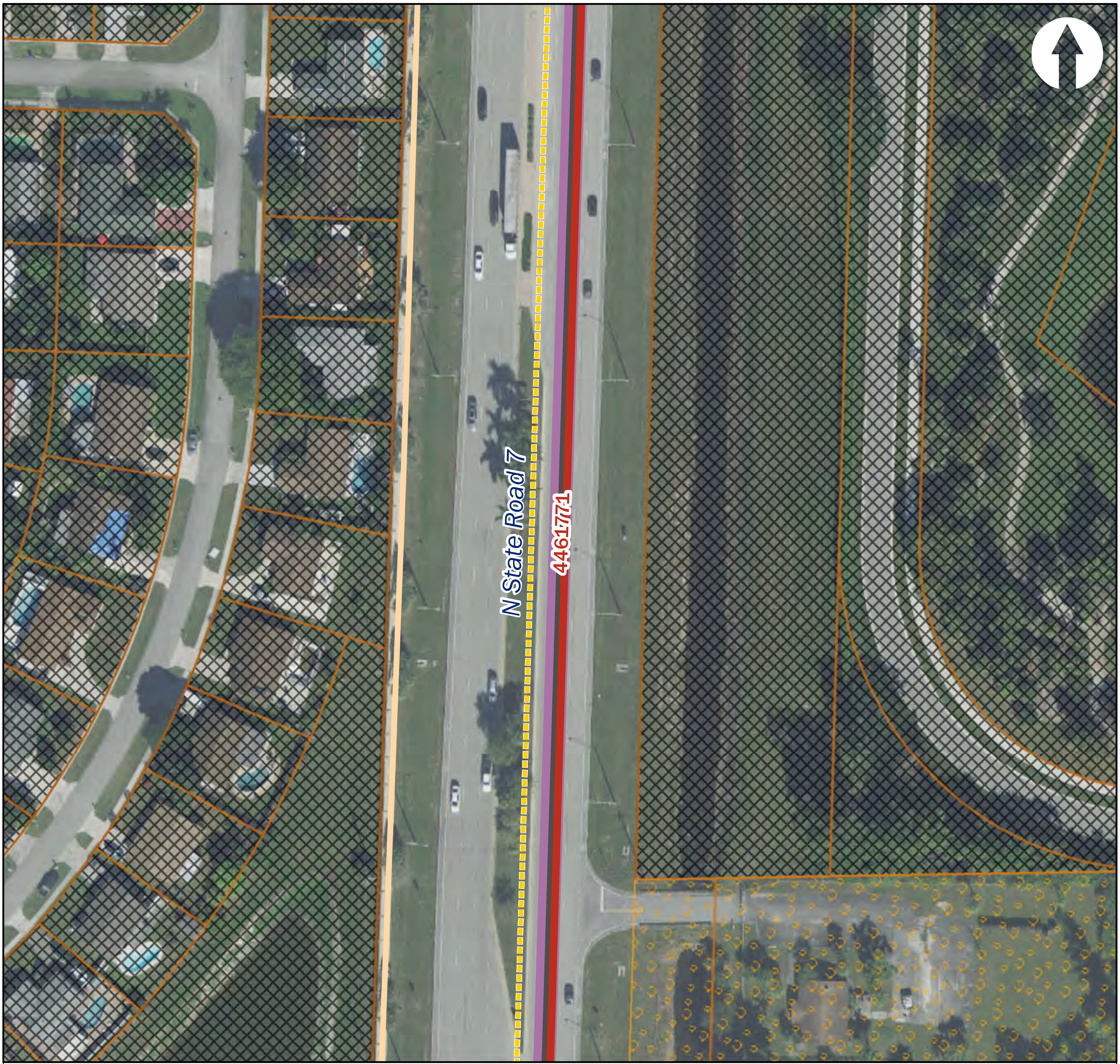

Legend

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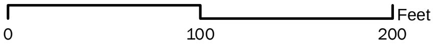

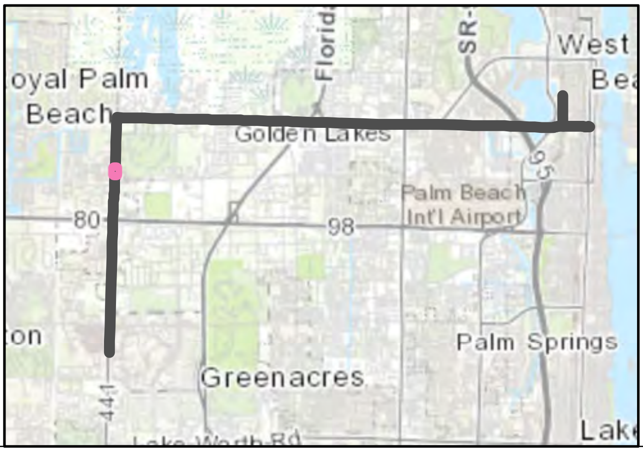

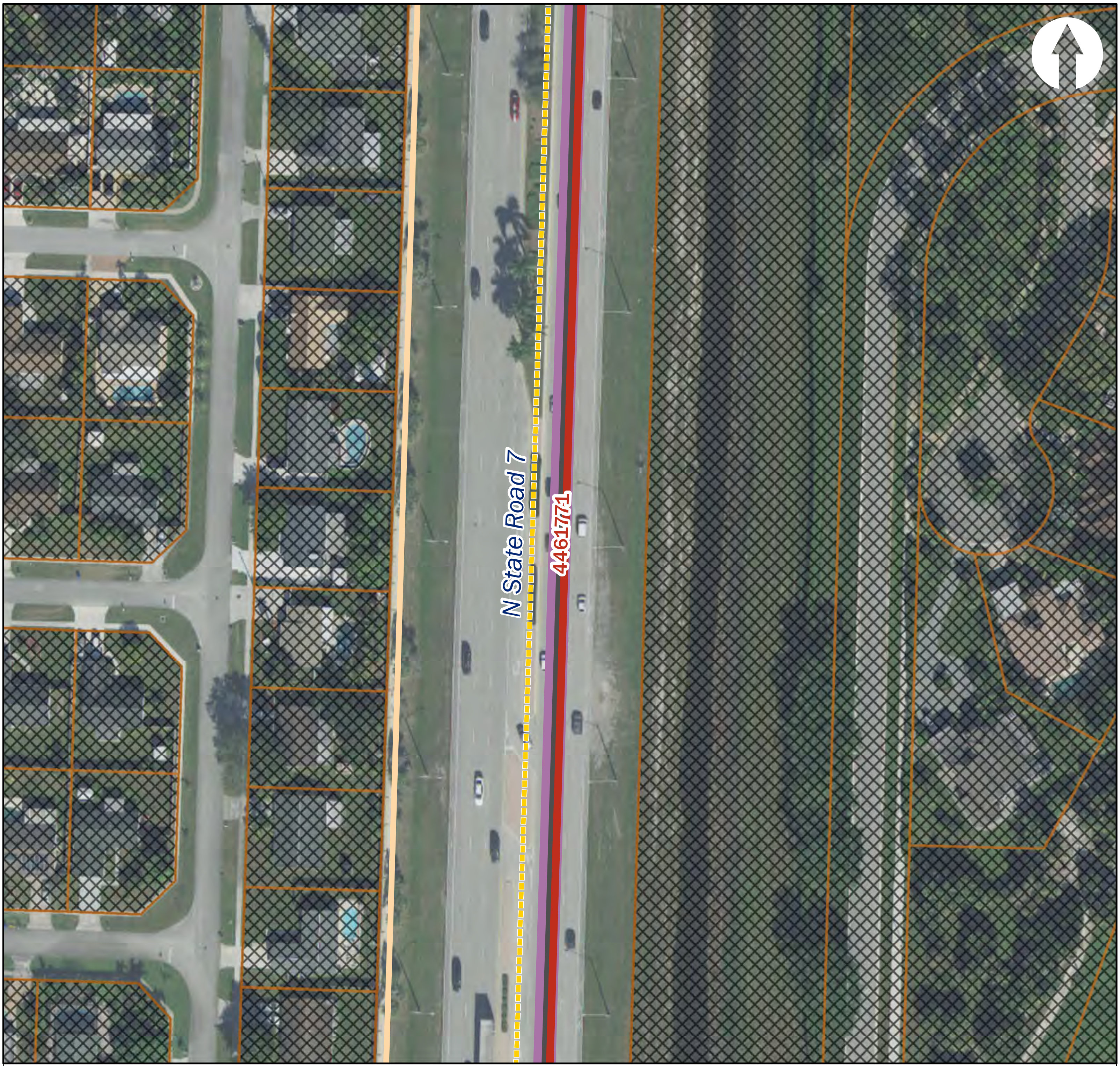

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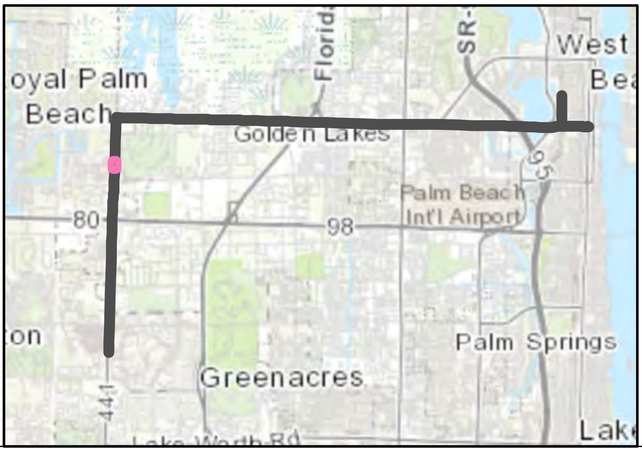

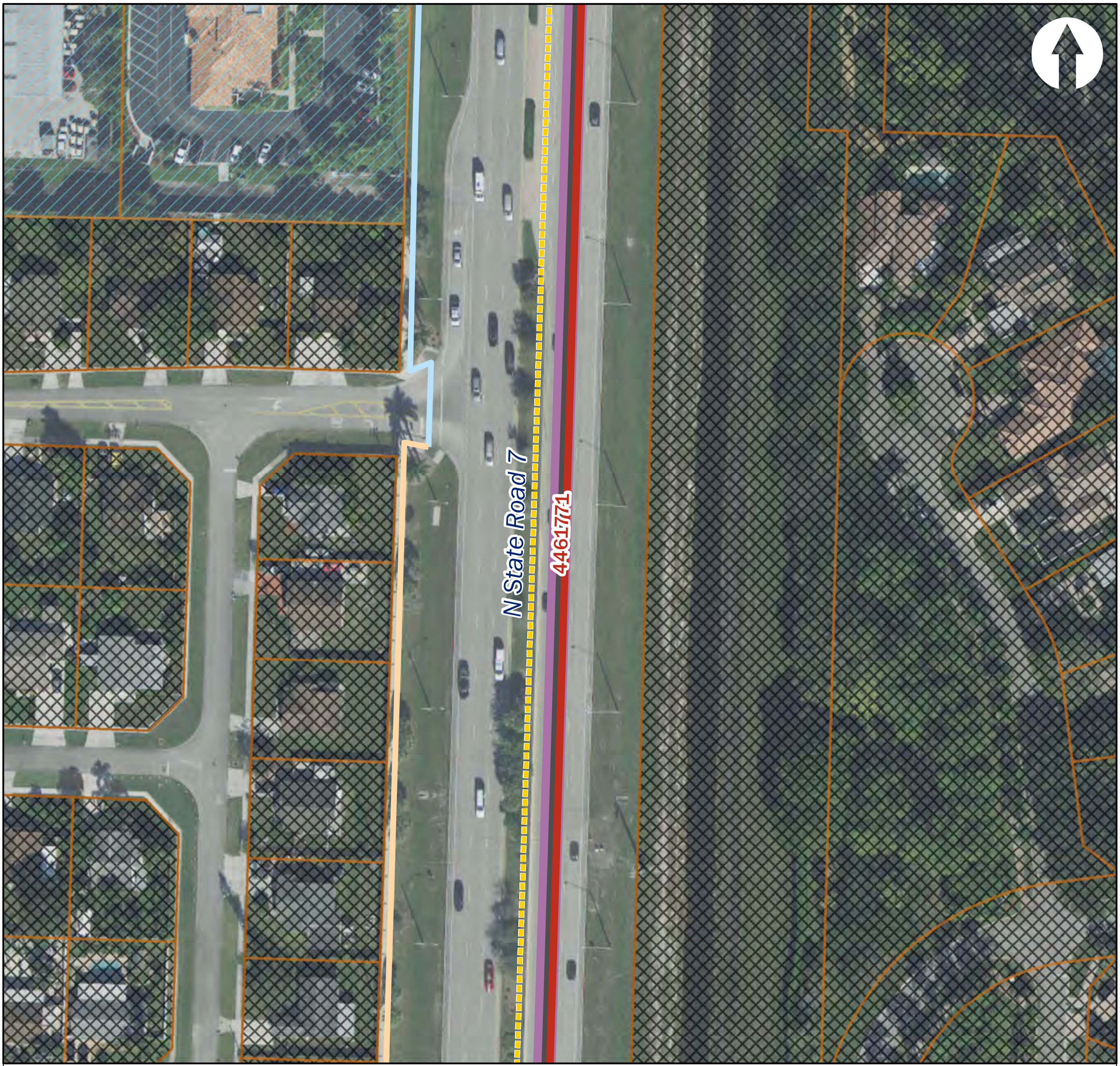

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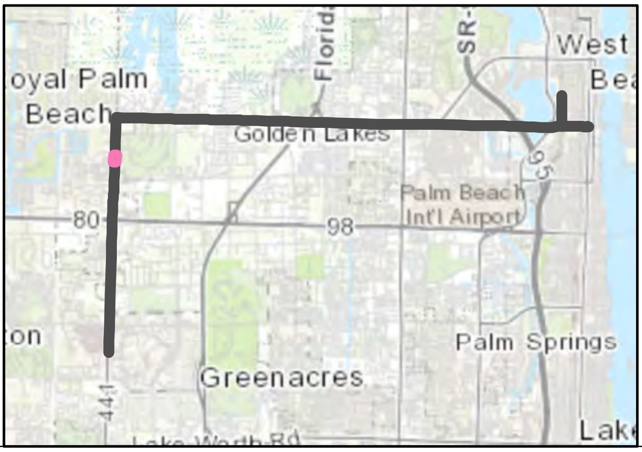

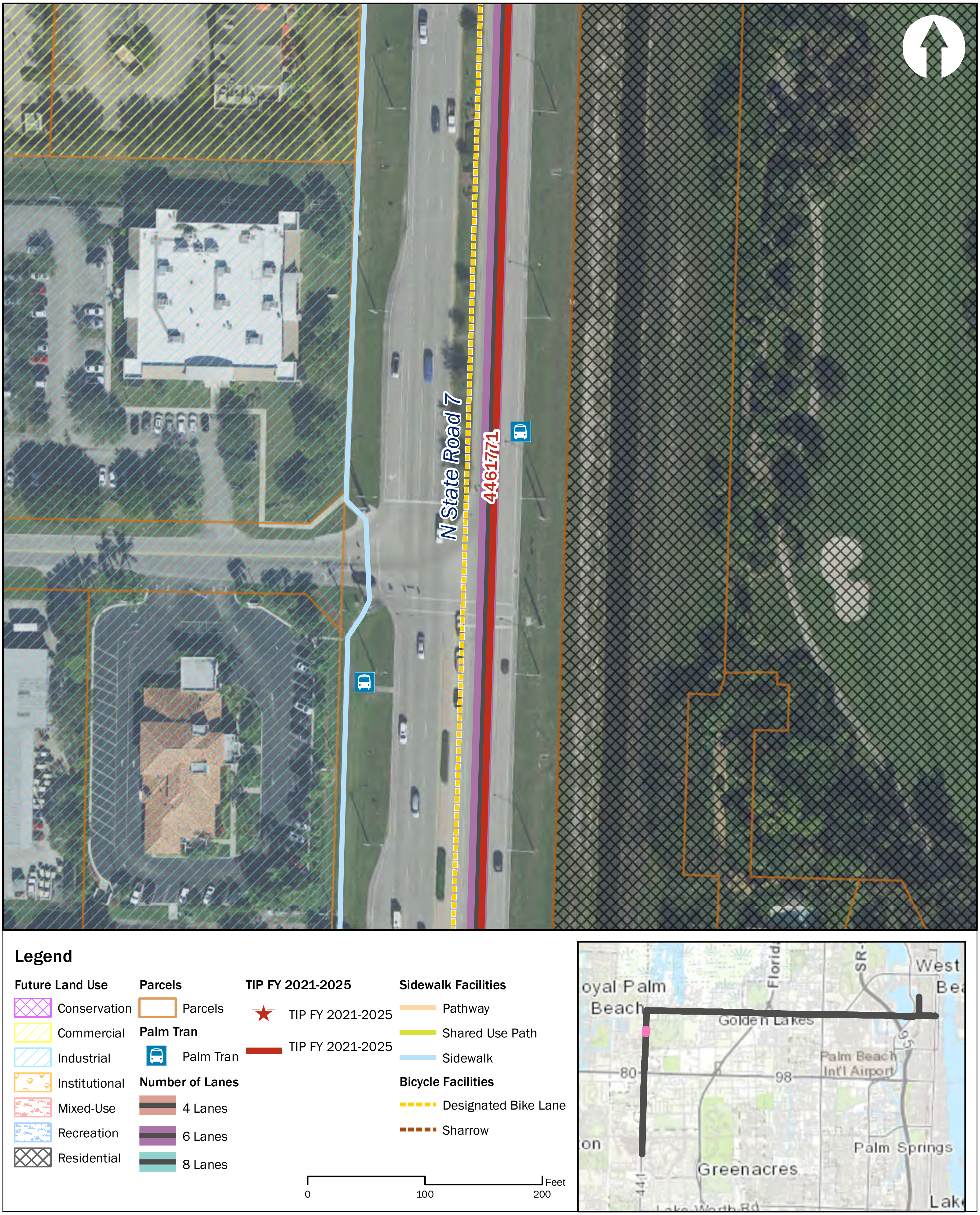
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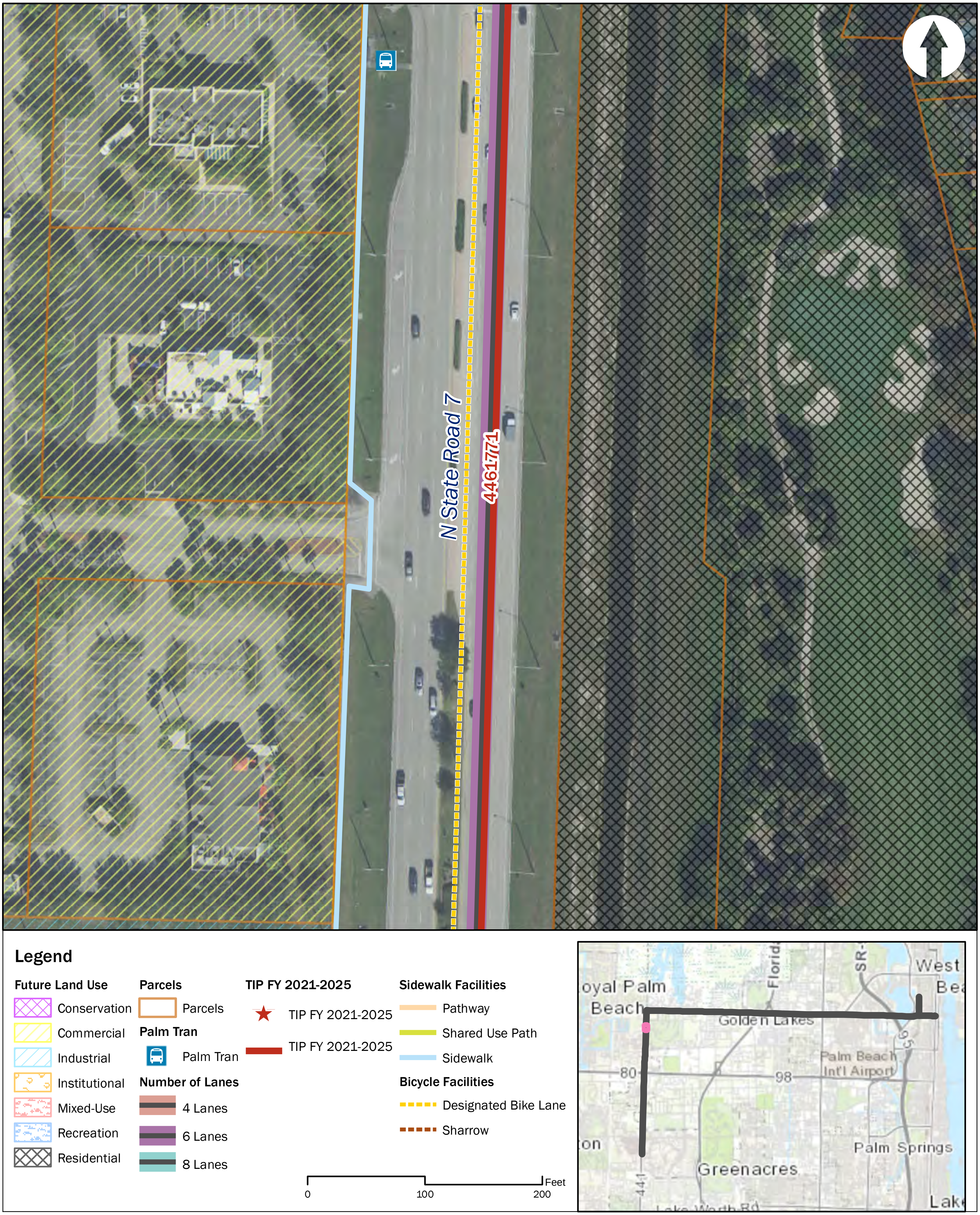
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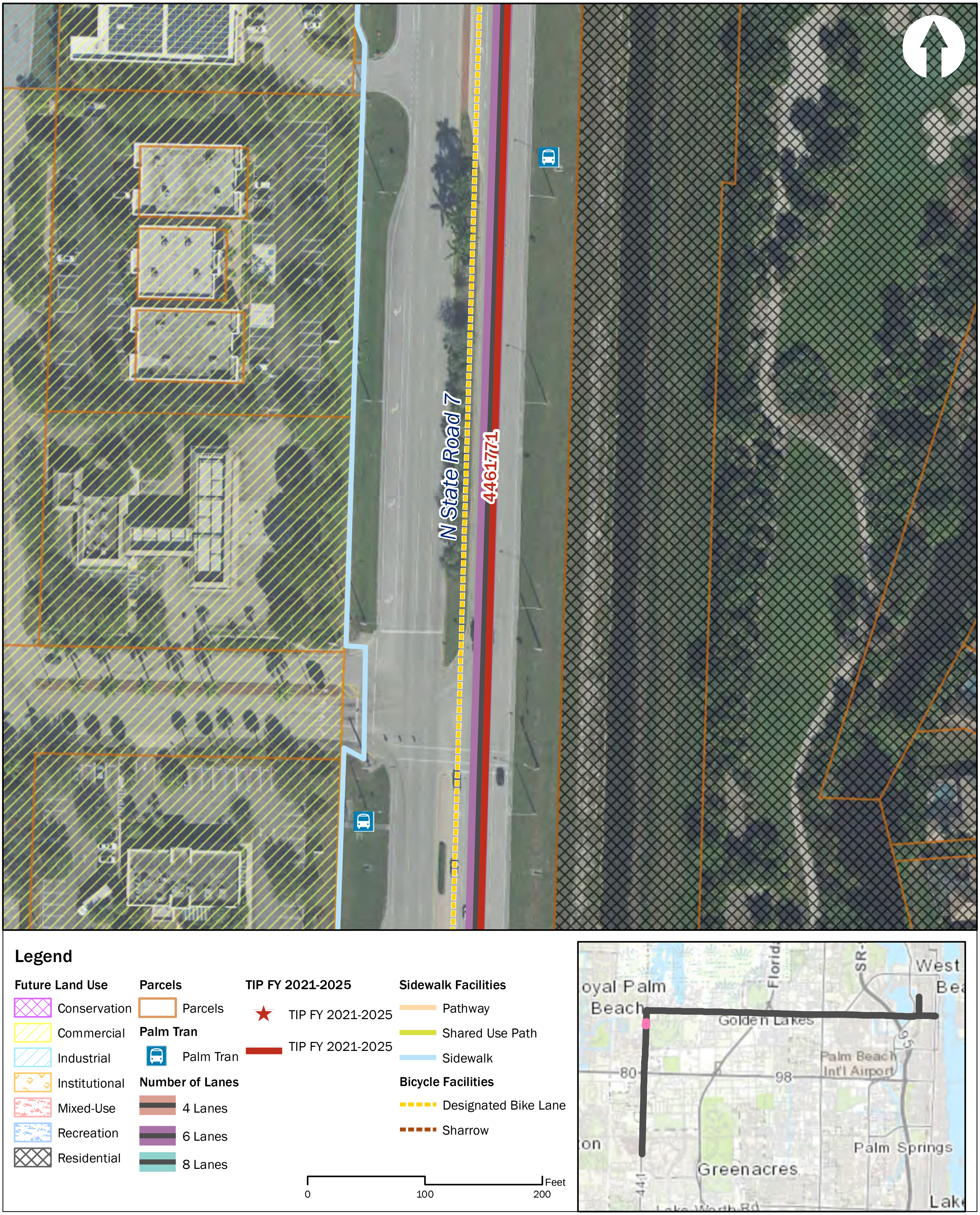
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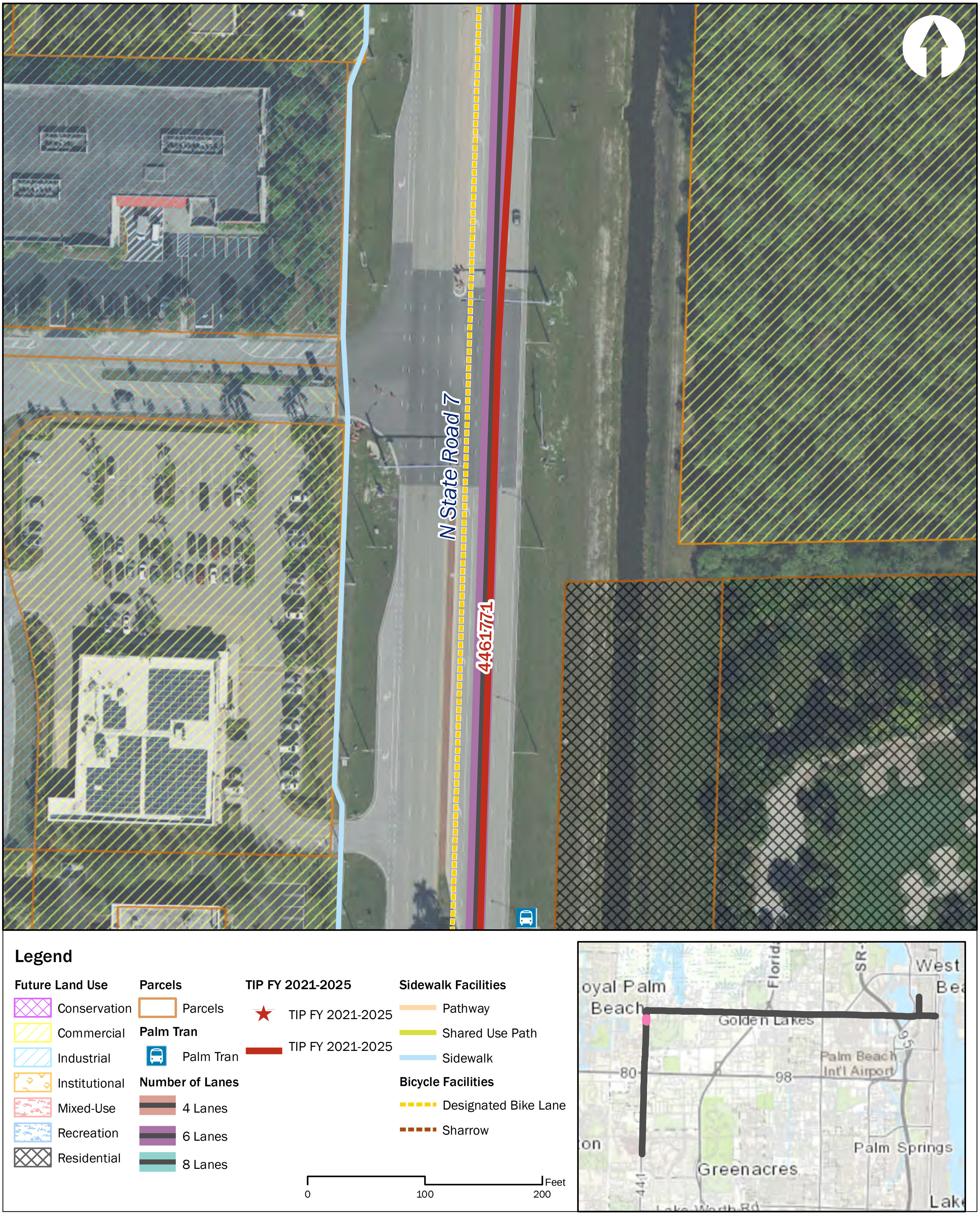
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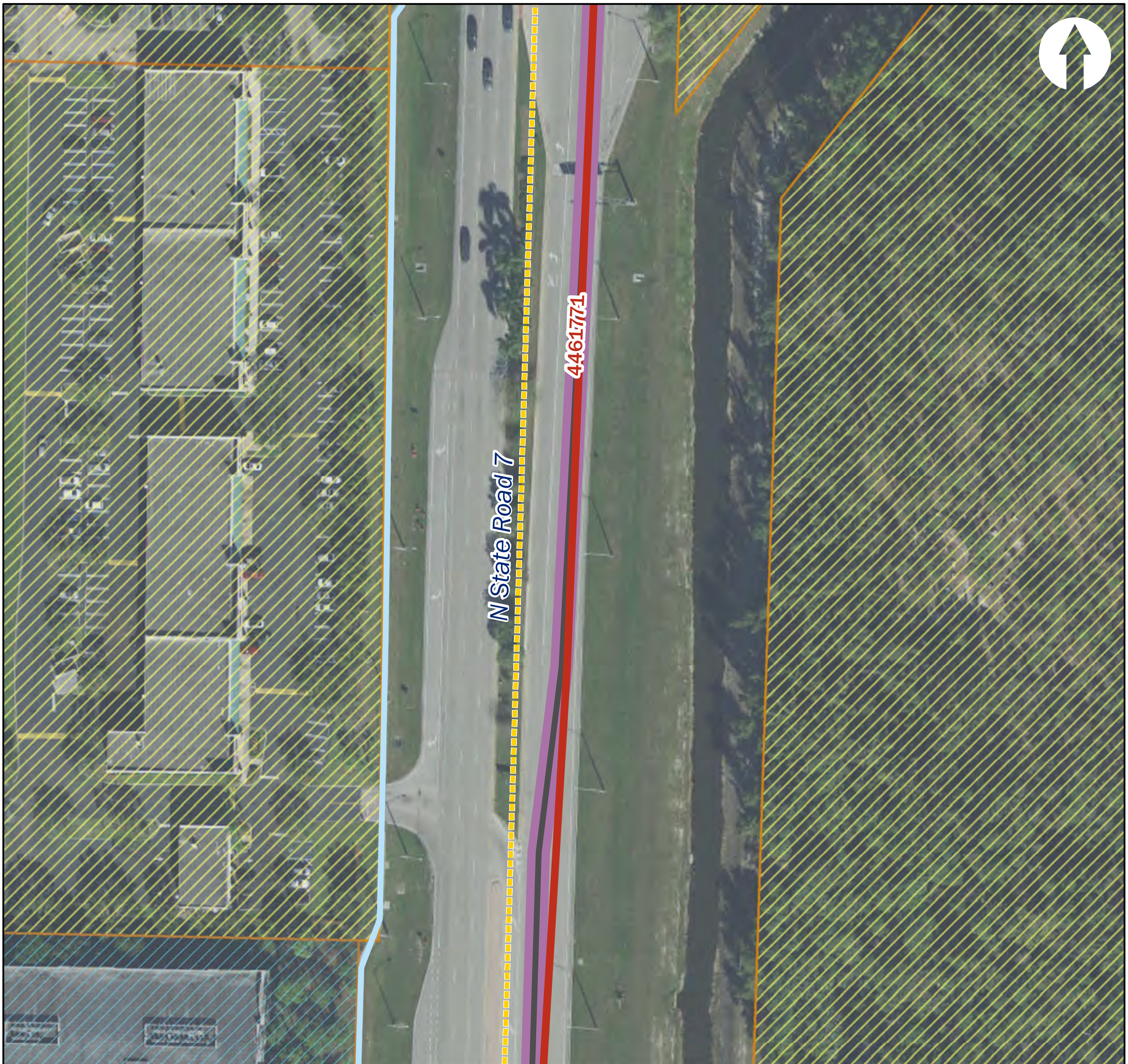

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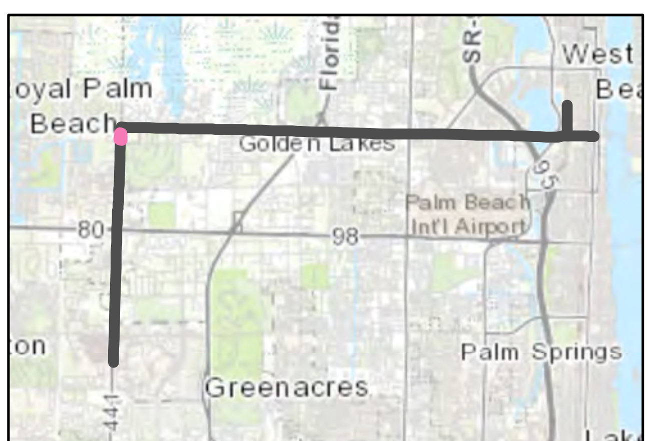

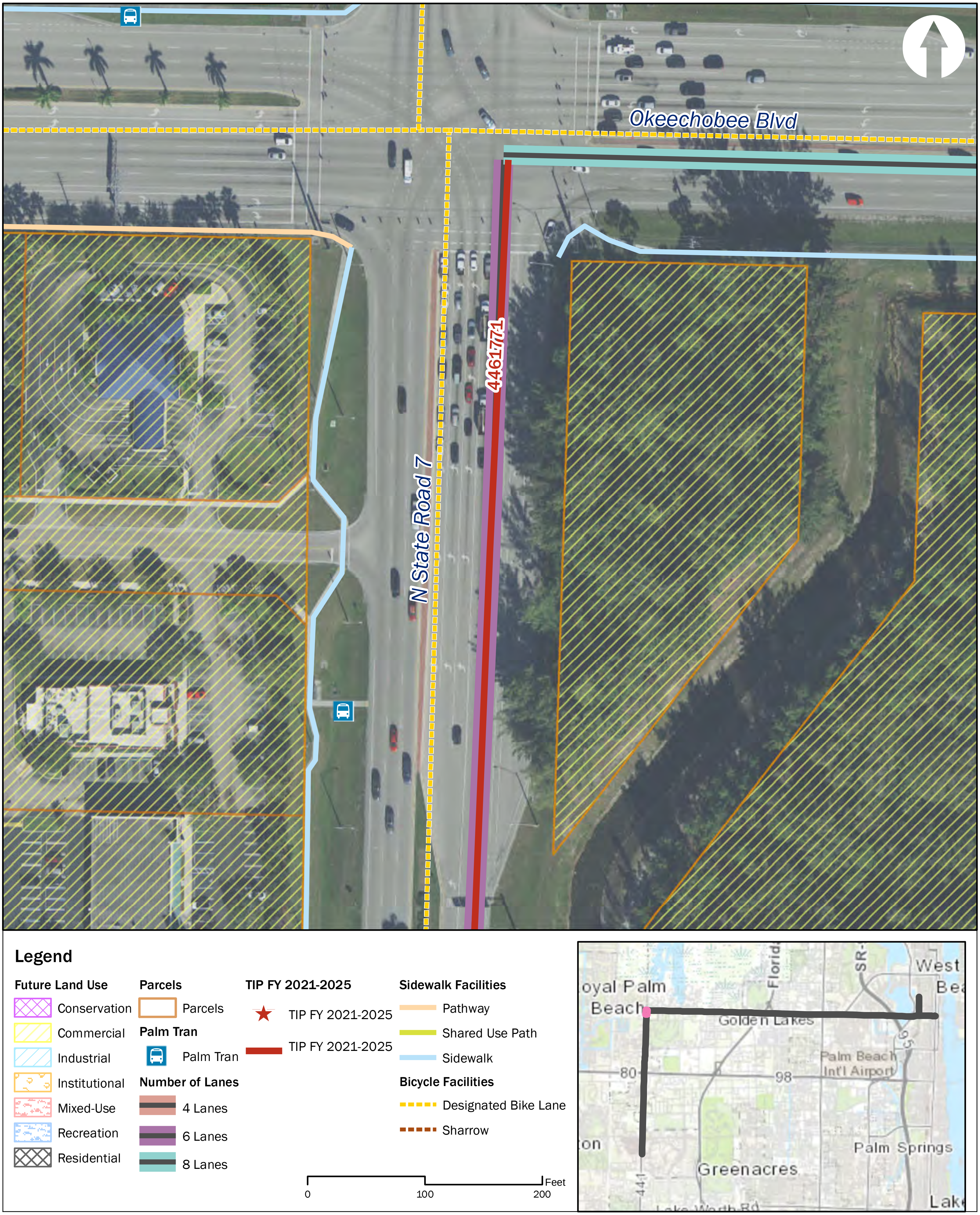
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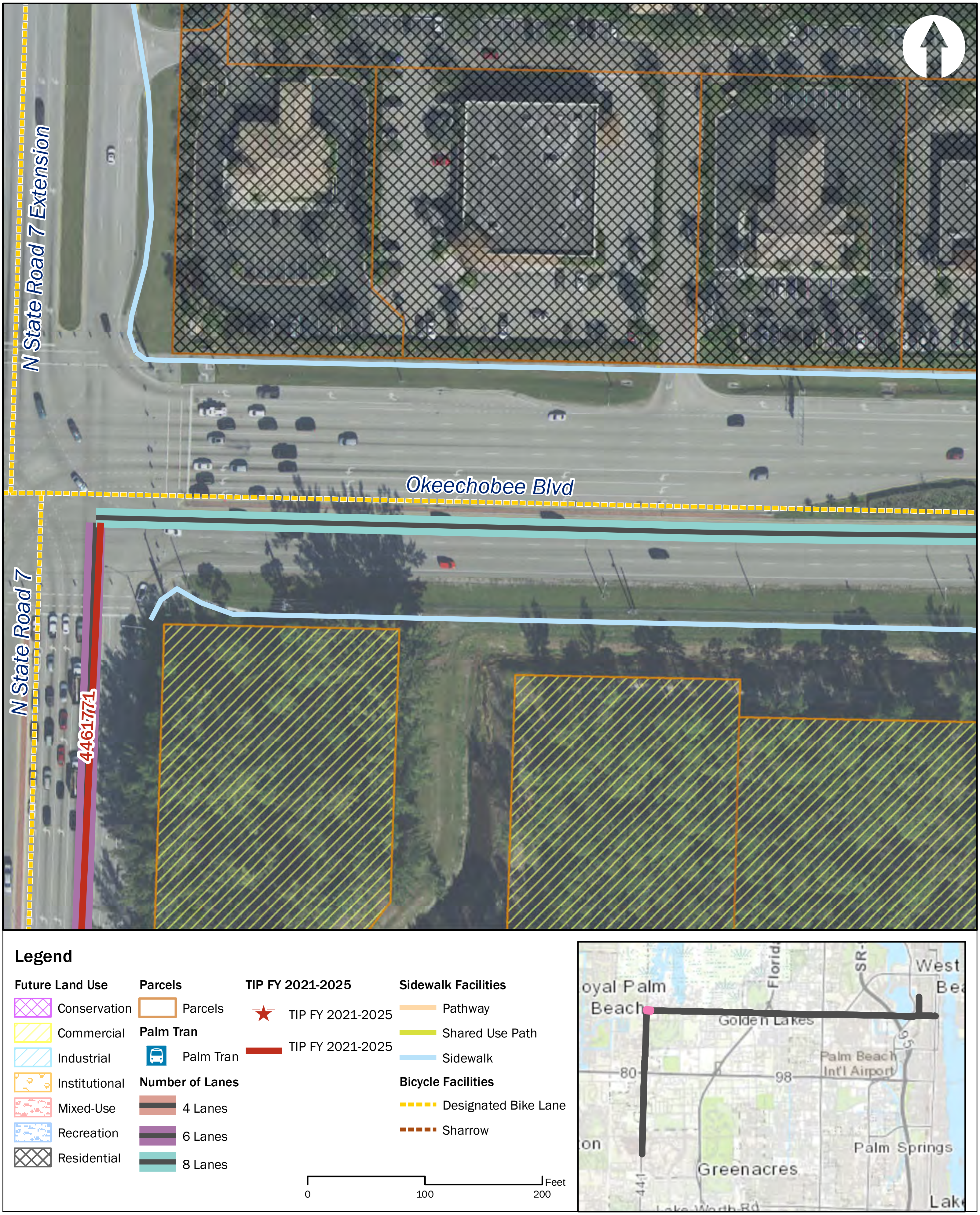
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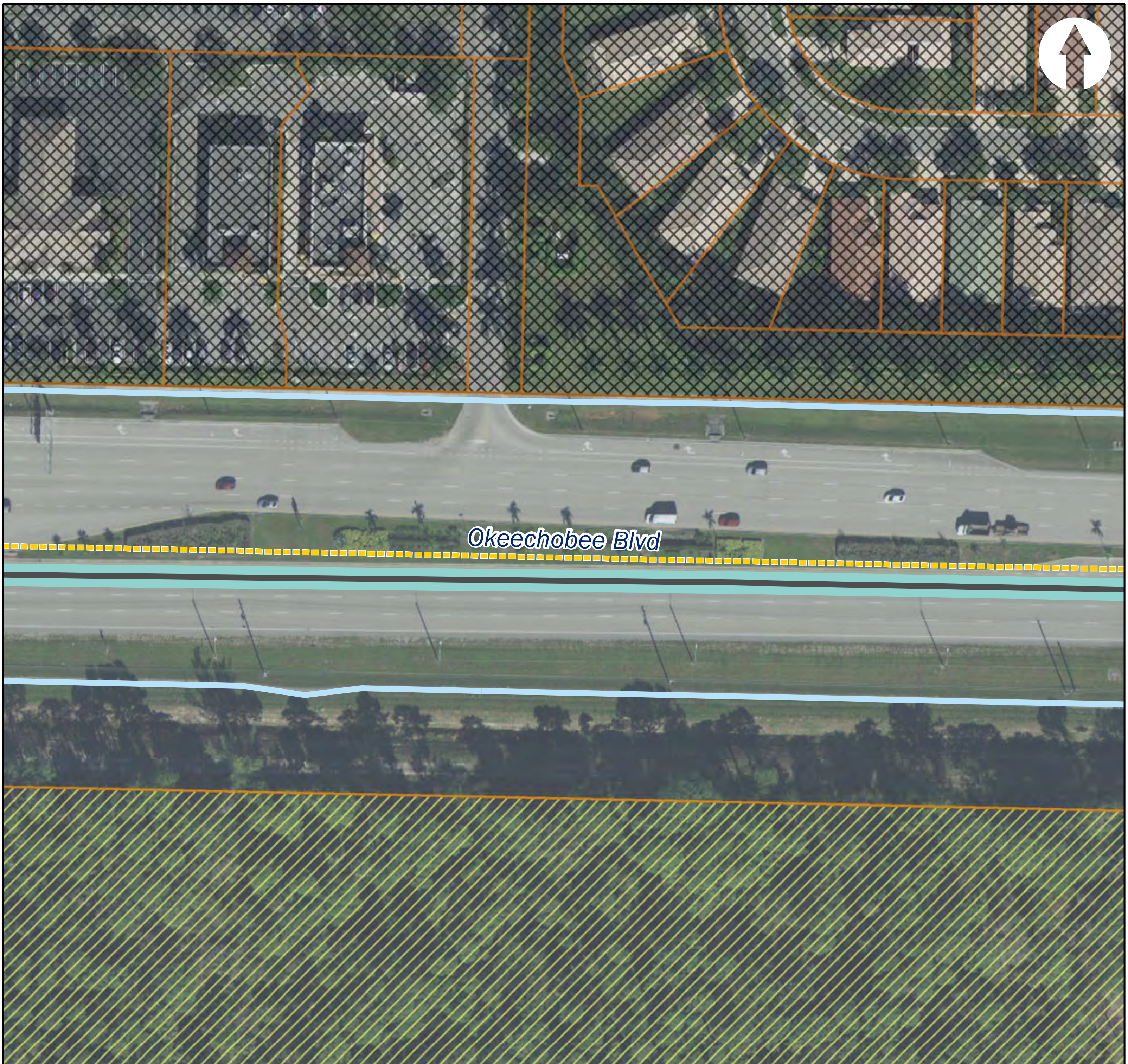

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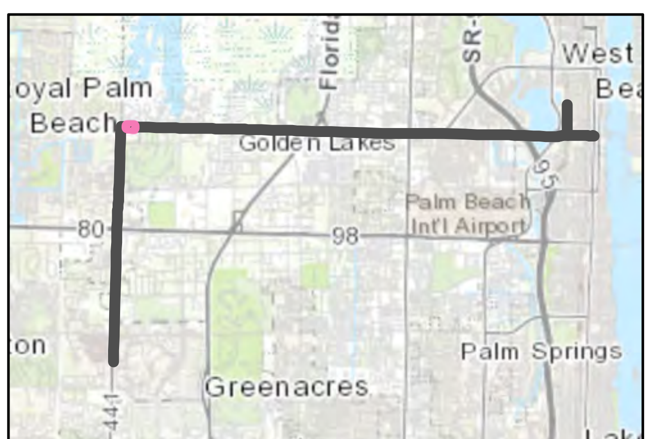

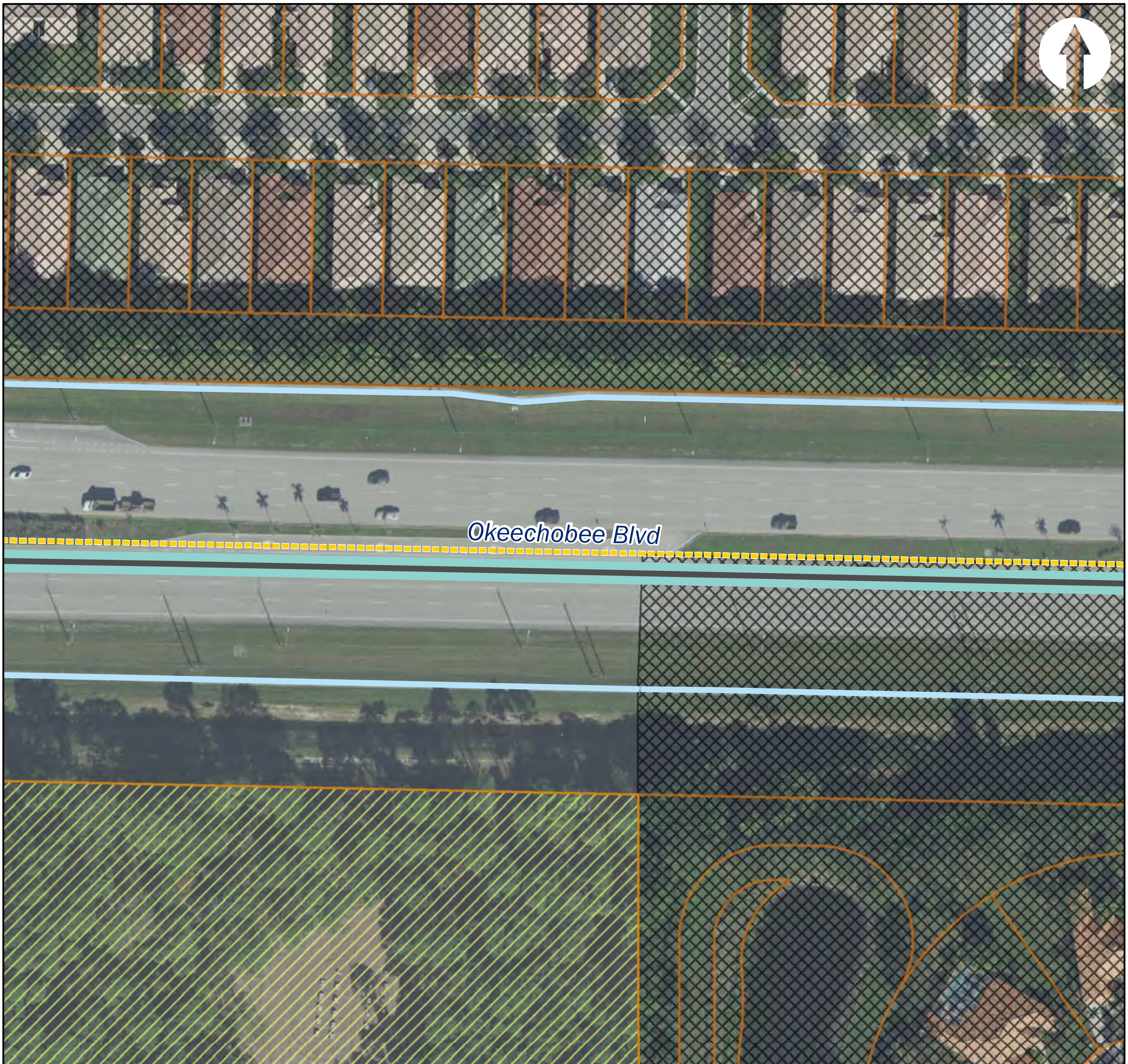

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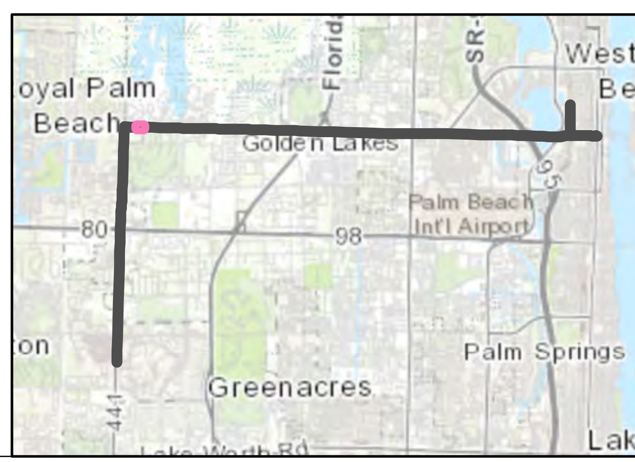

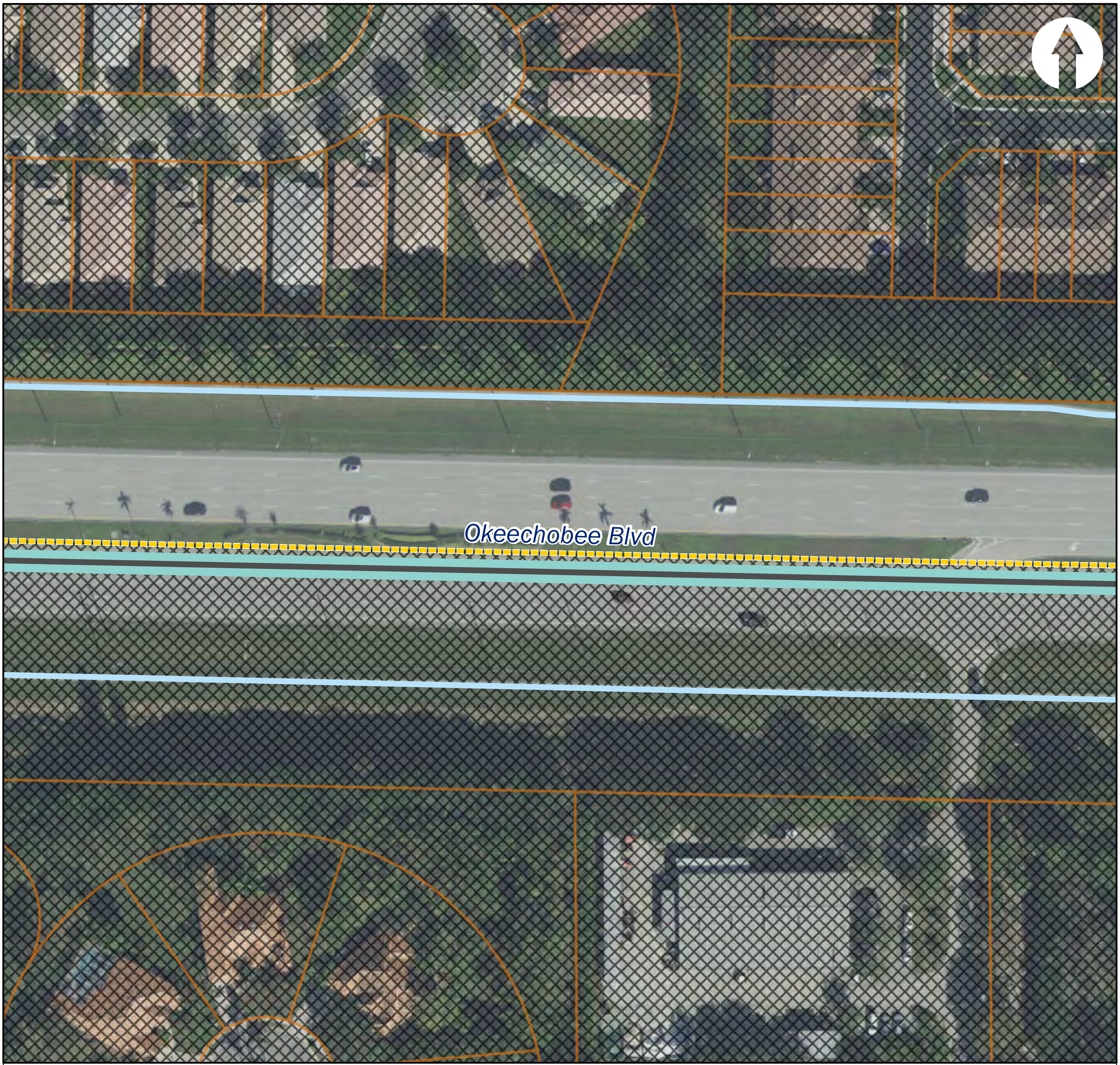

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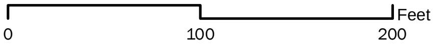

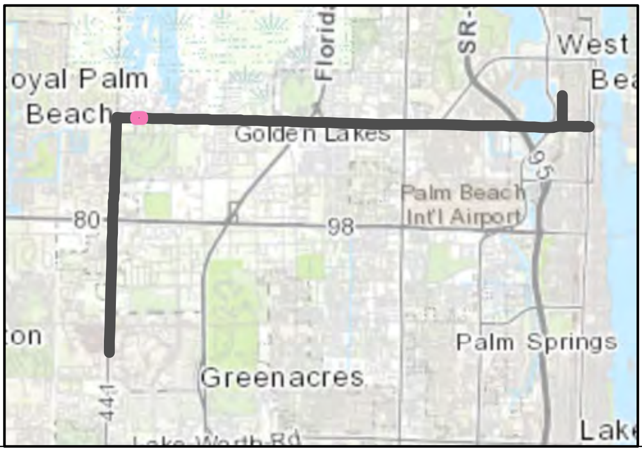

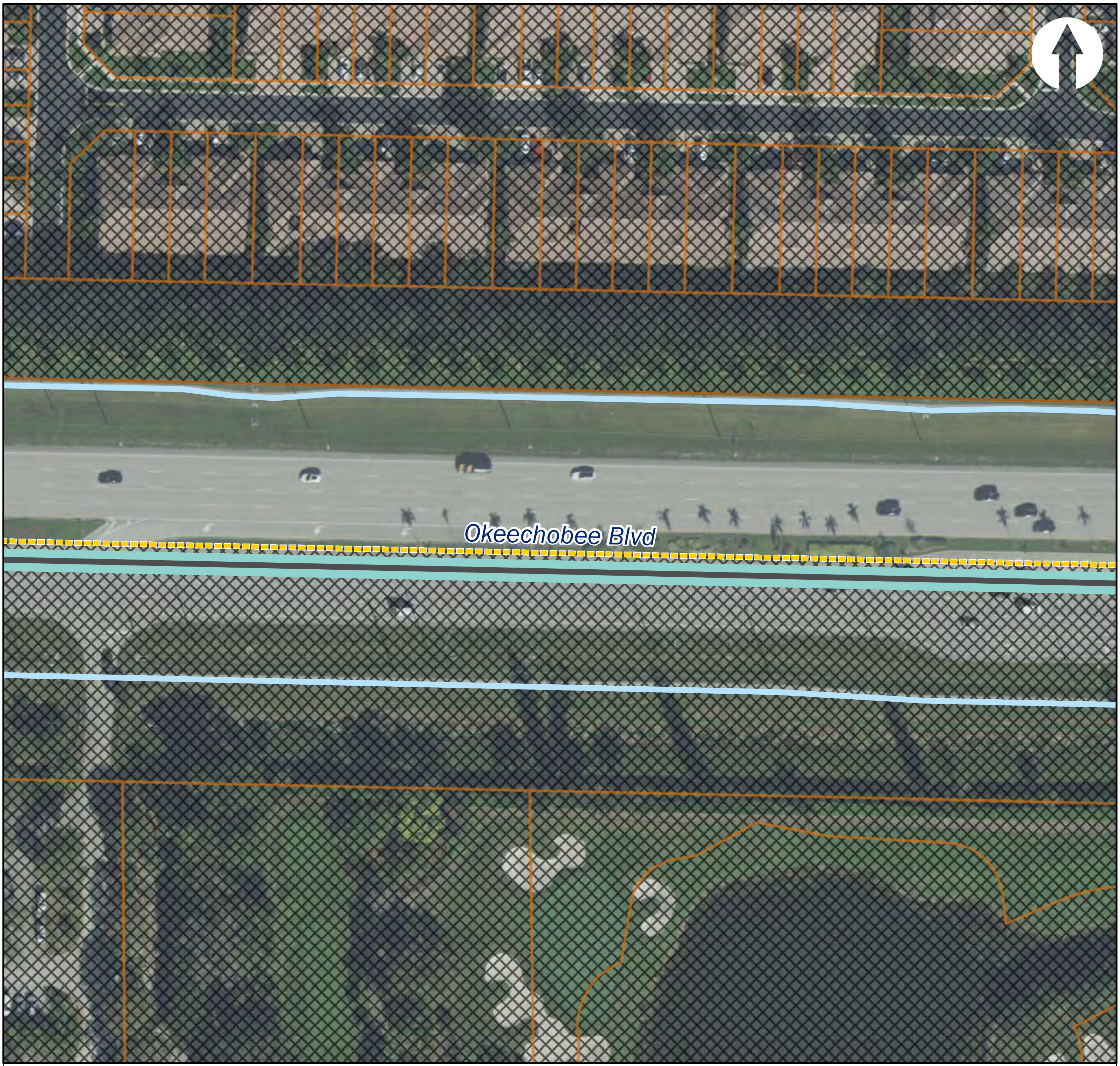

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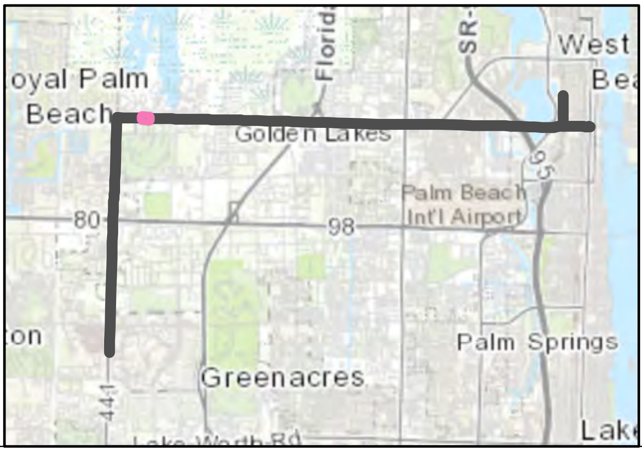

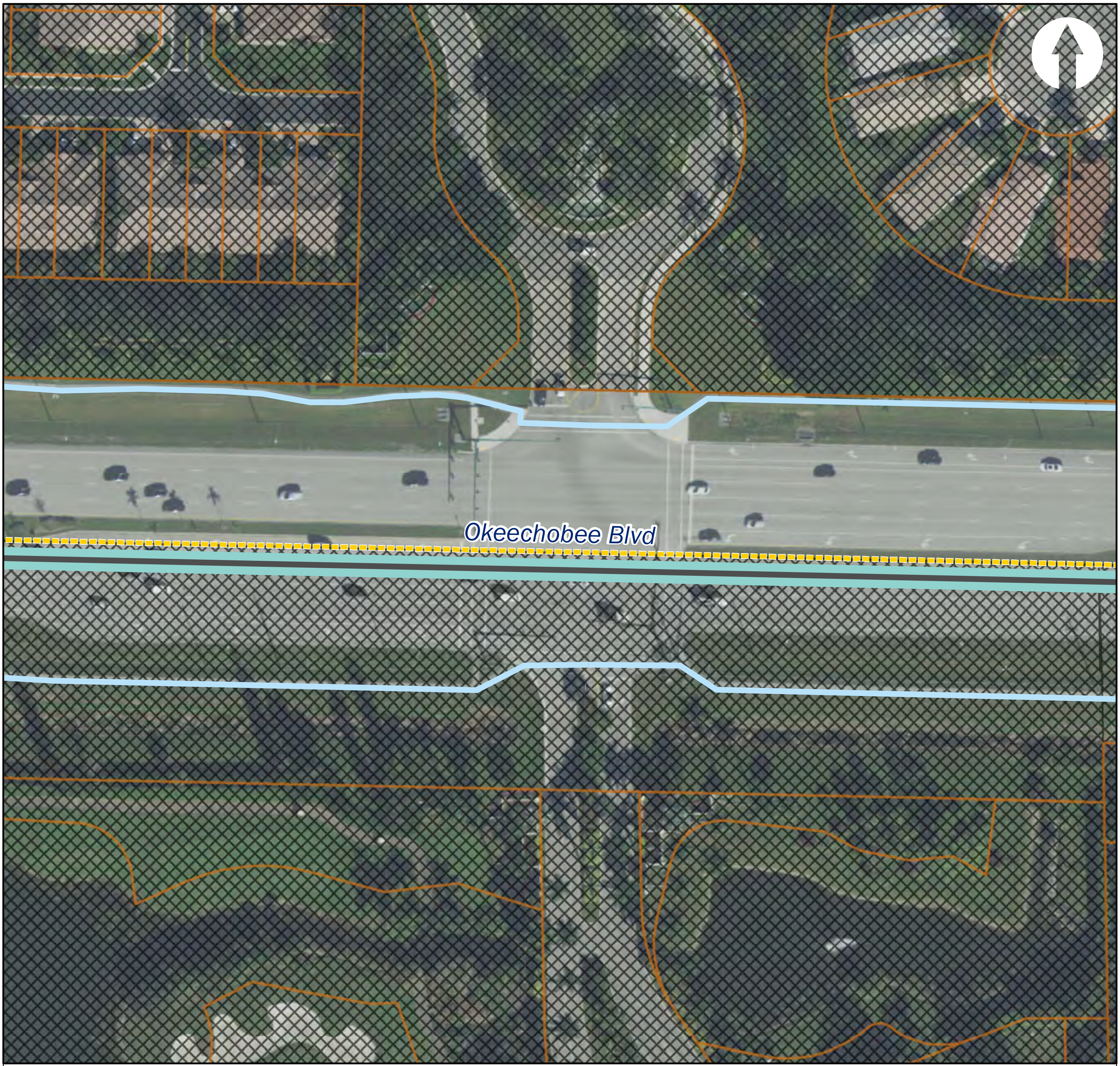

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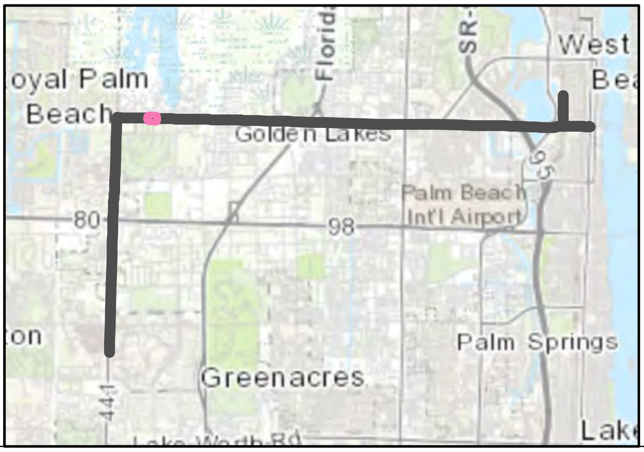

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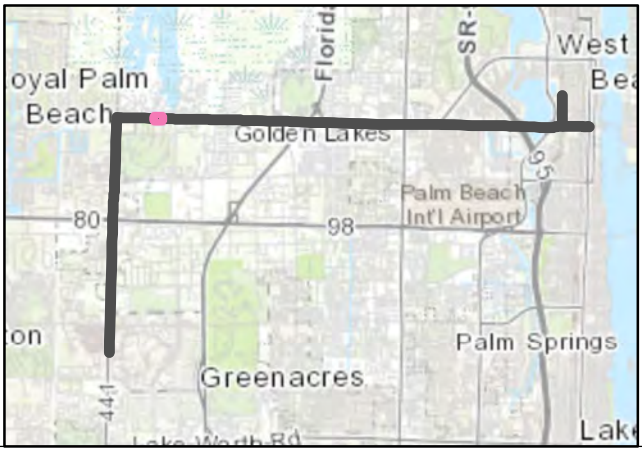

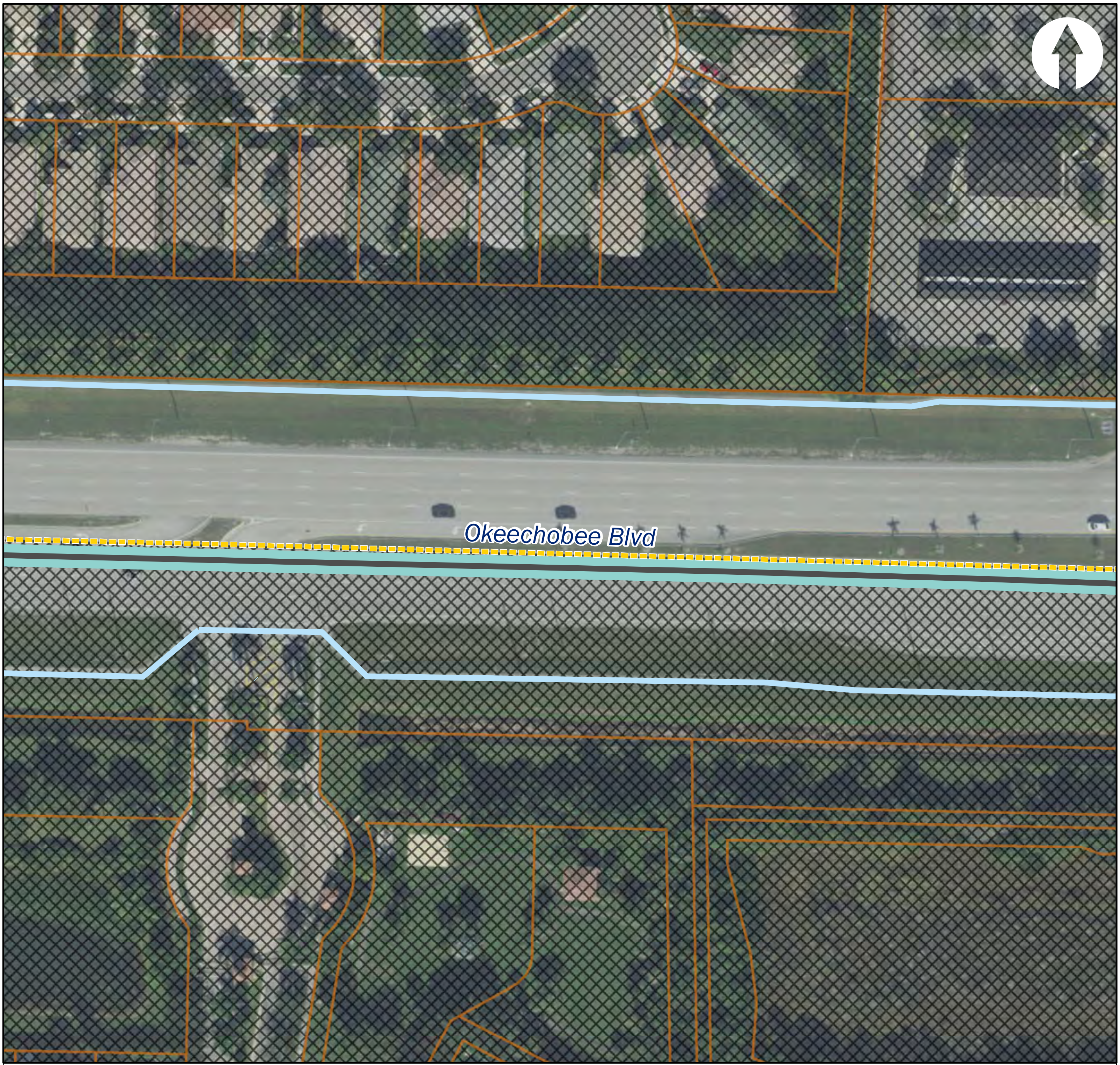

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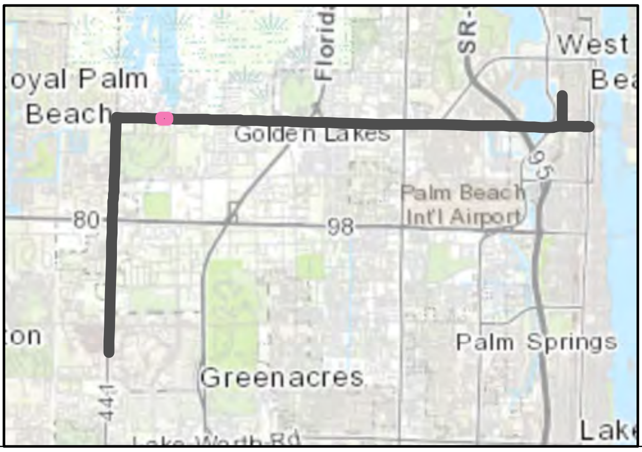

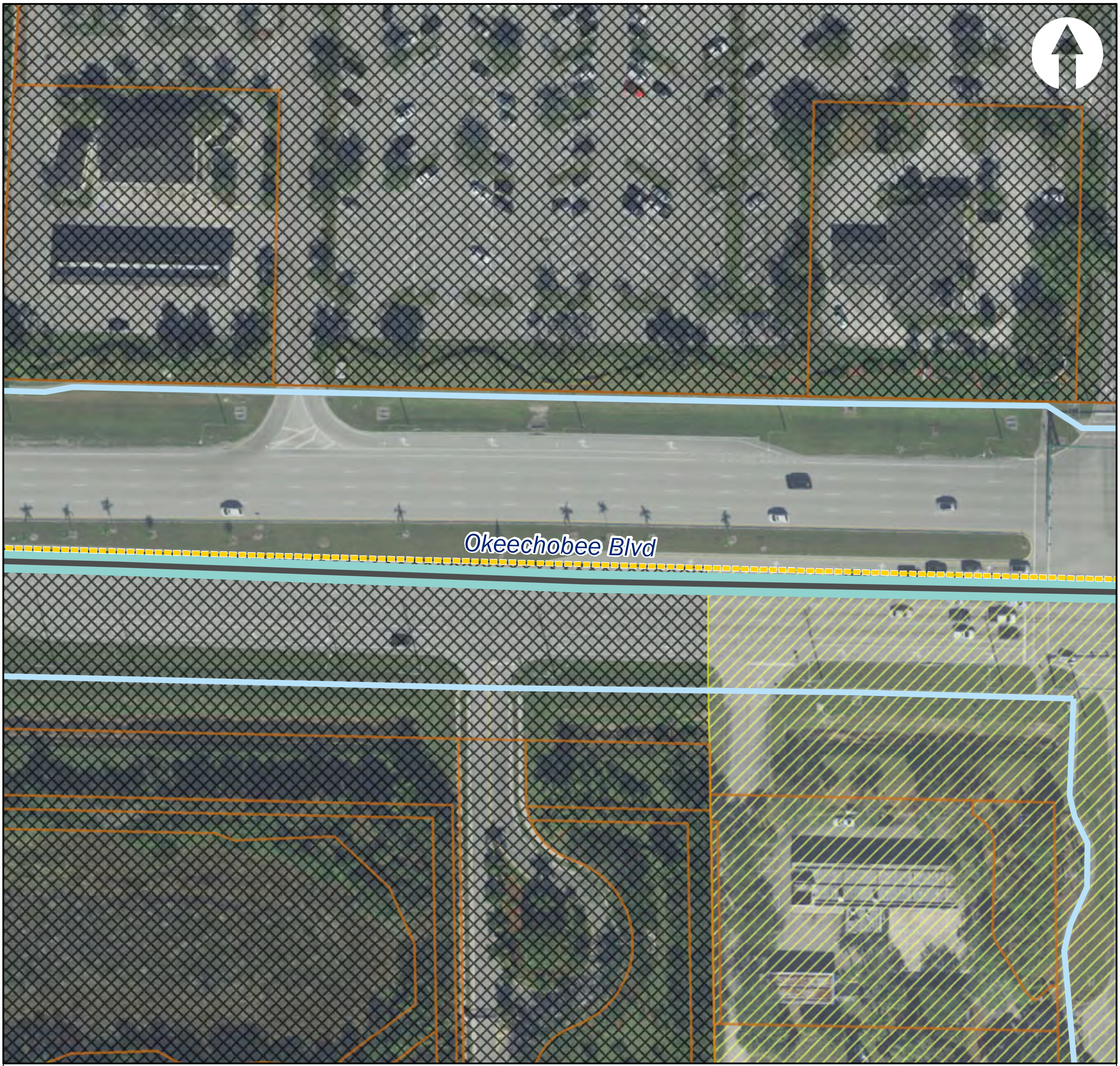

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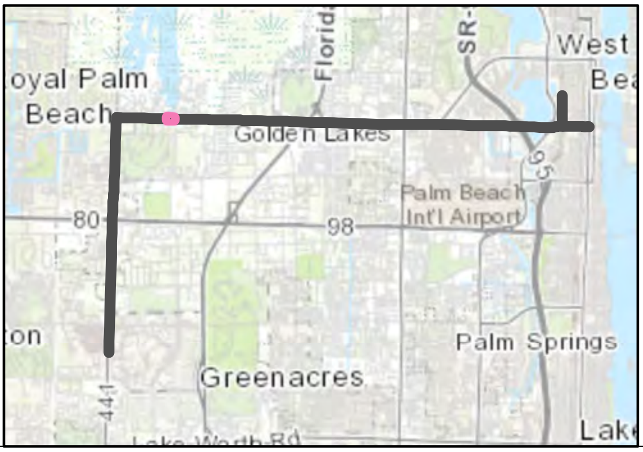

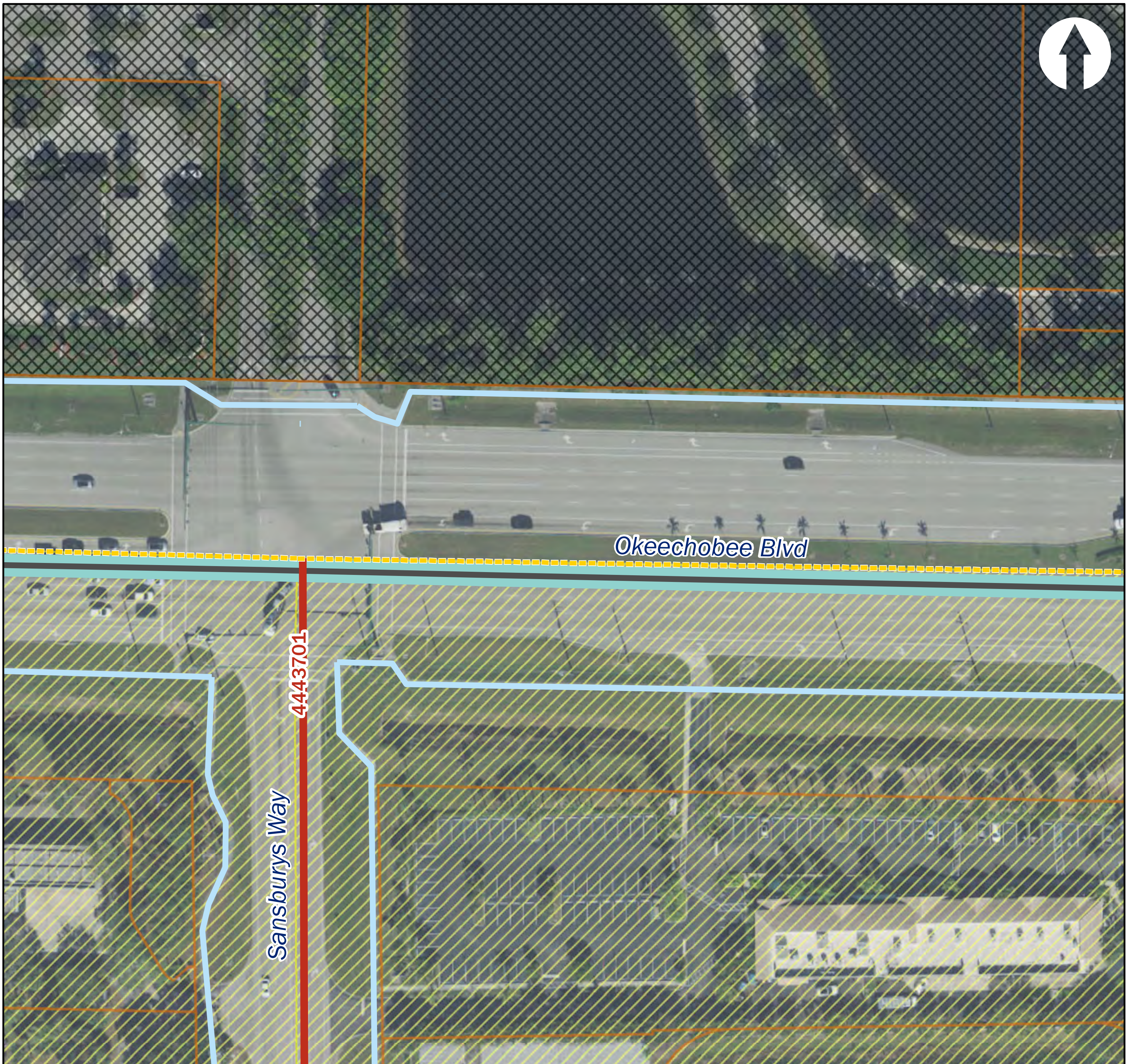

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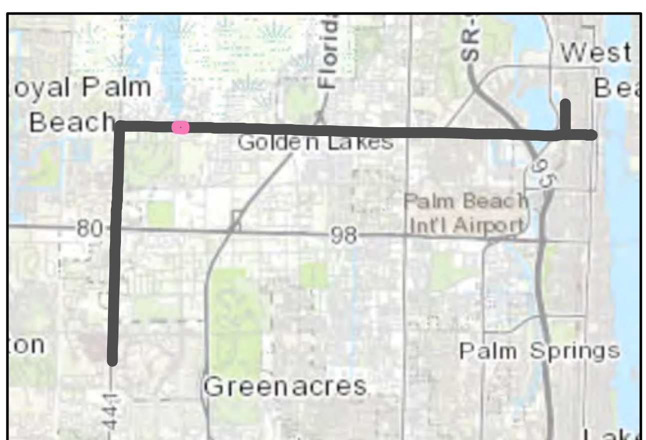

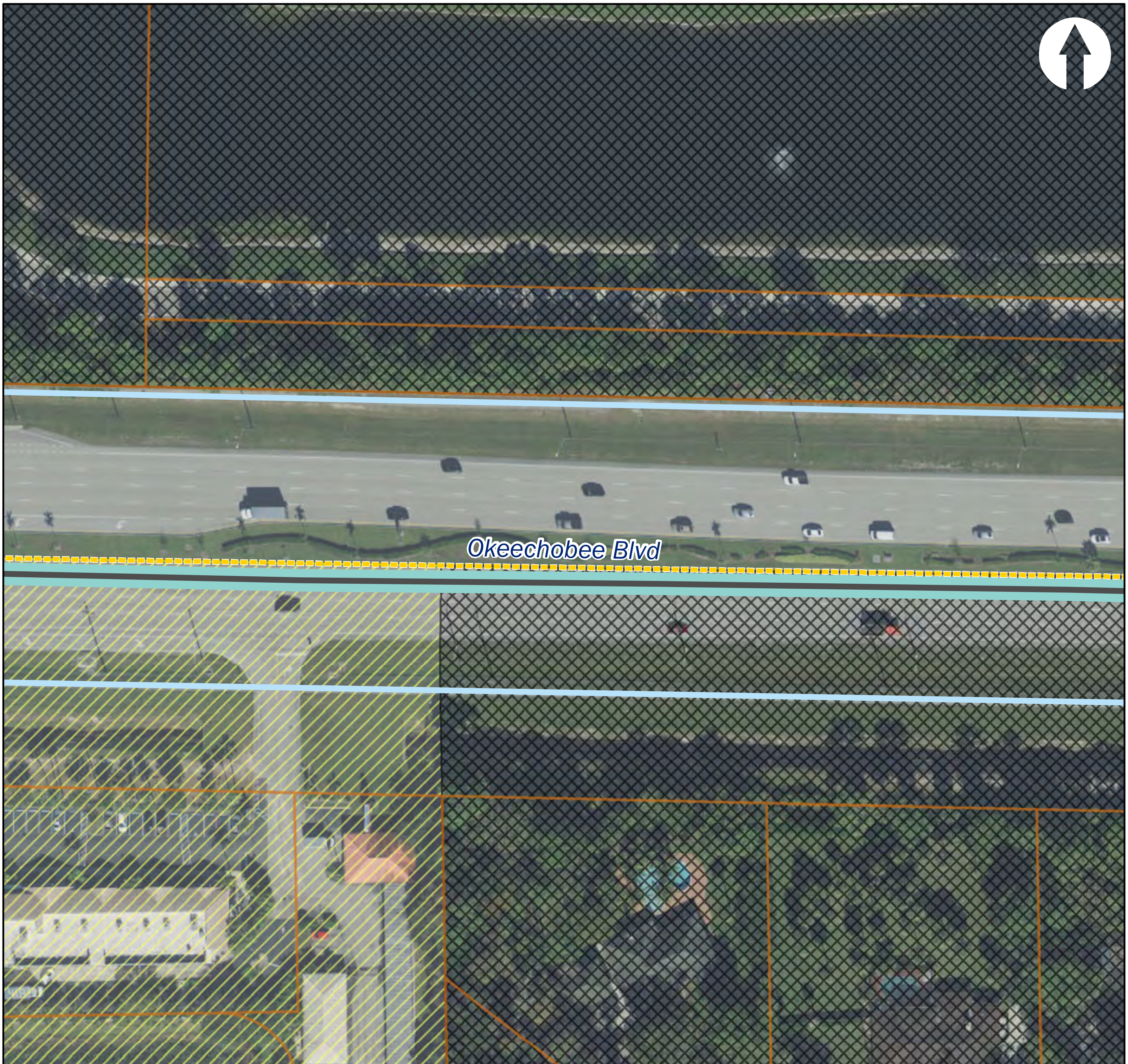

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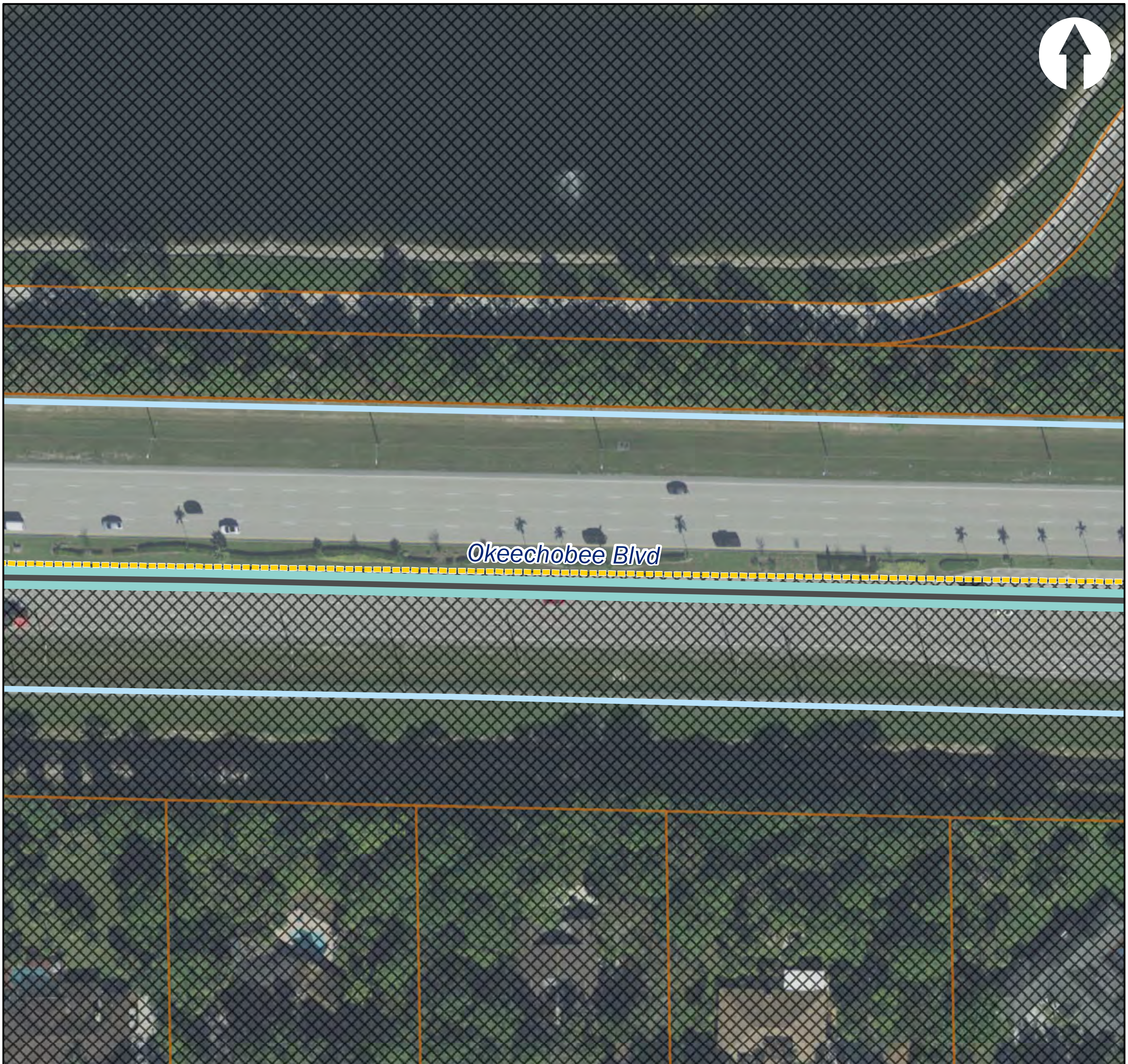

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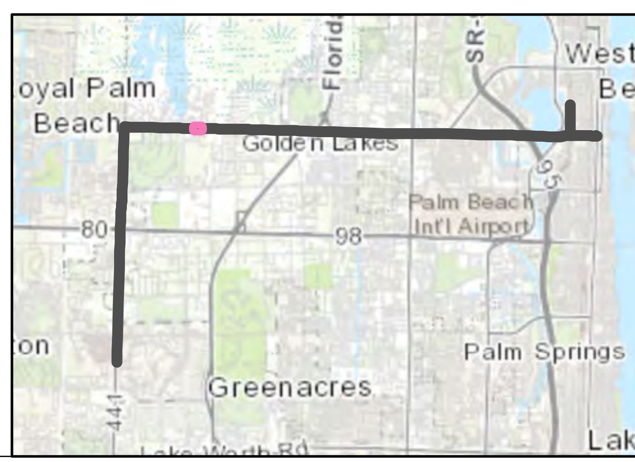

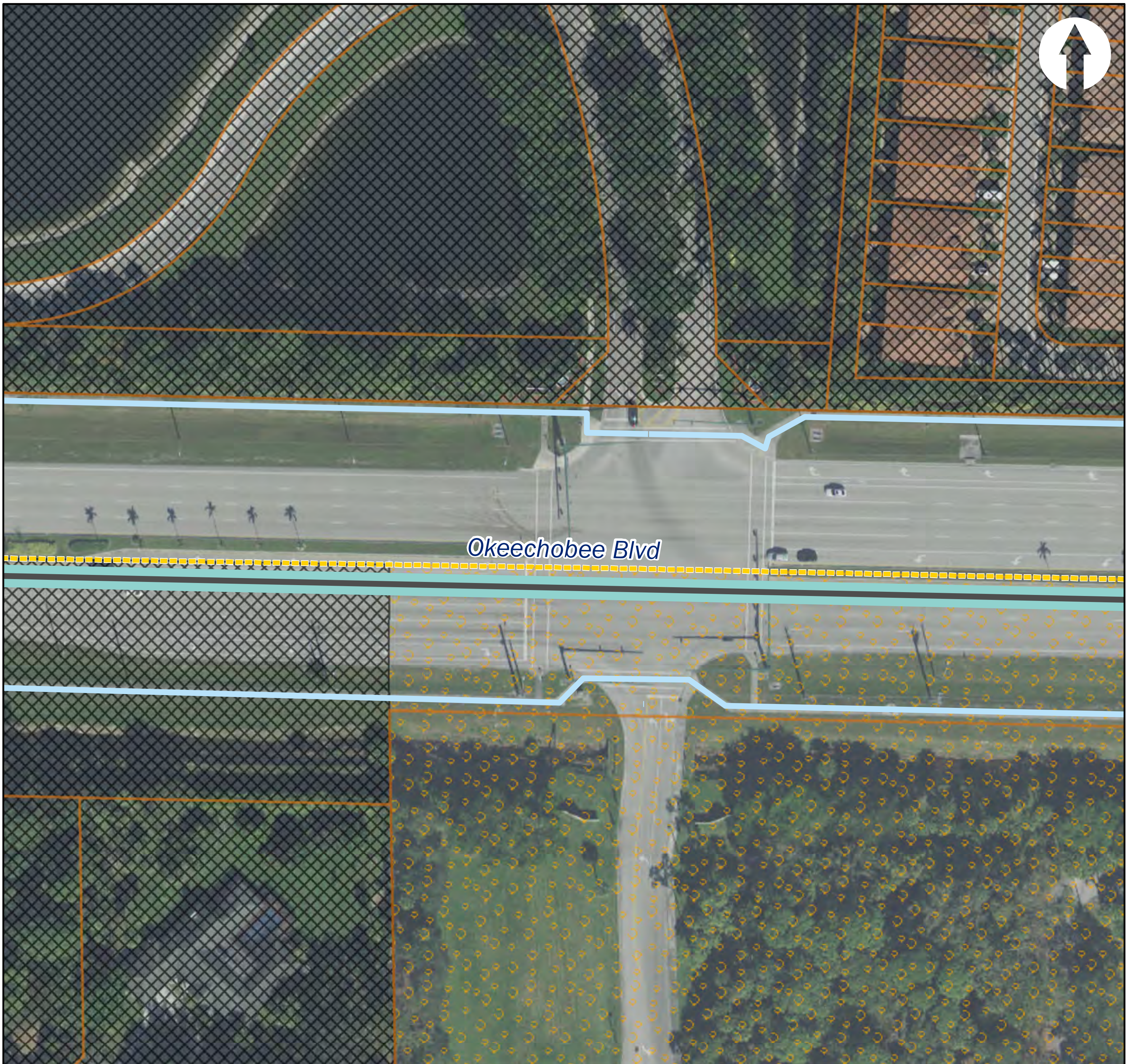

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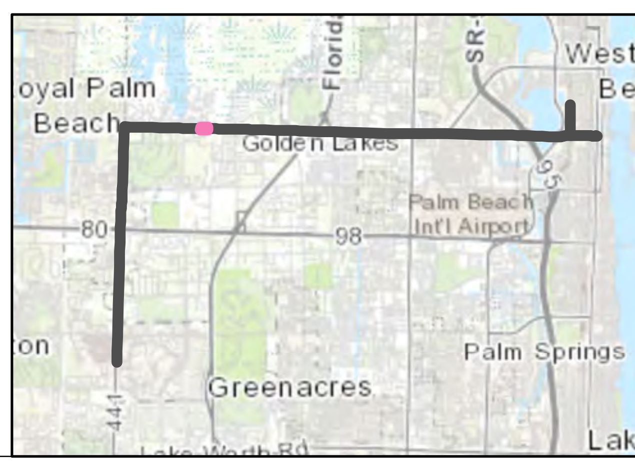
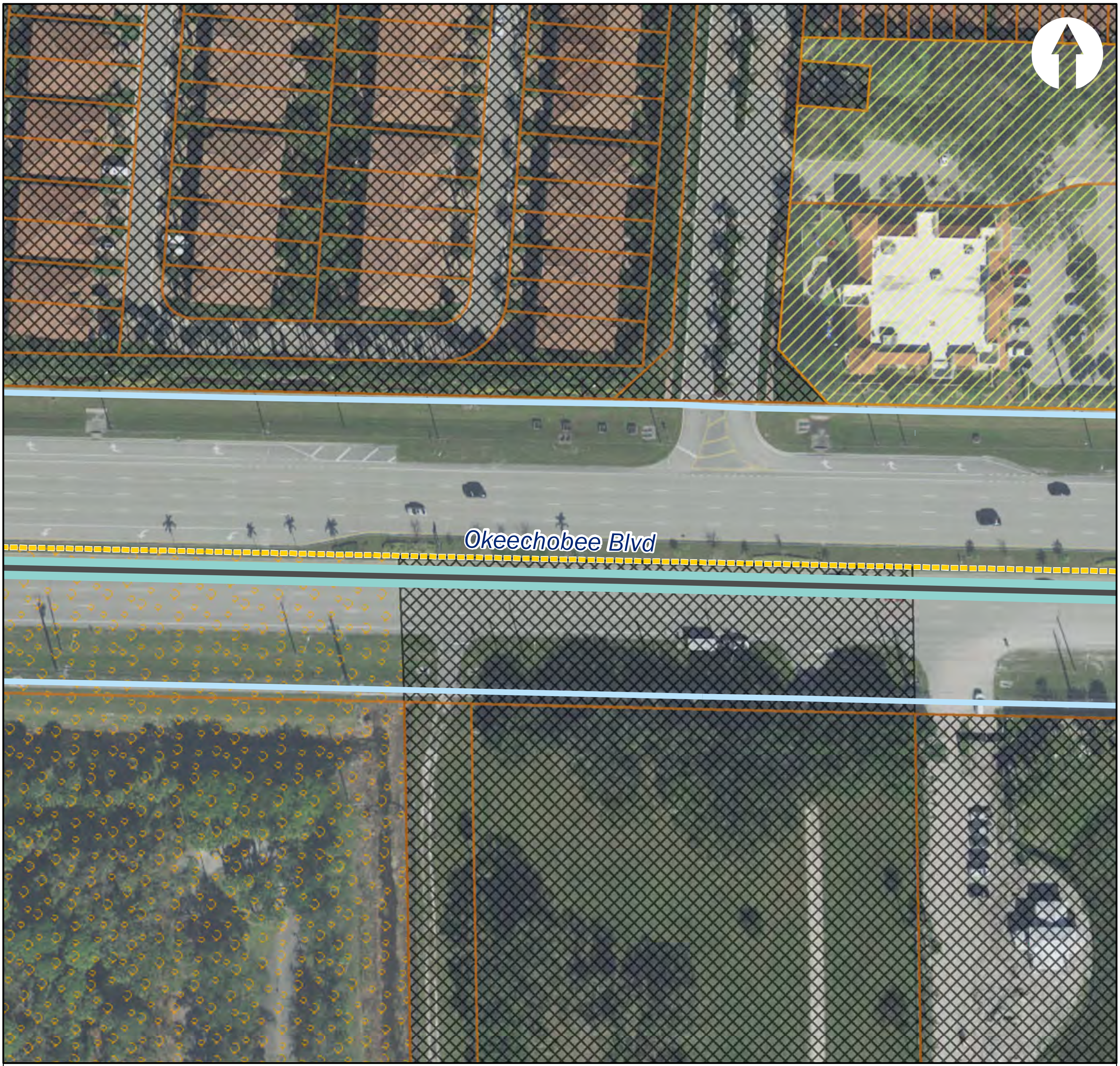




Legend

Future Land Use
- Conservation
- Commercial
- Industrial
- Institutional
- Mixed-Use
- Recreation
- Residential

Parcels
- Parcels

Palm Tran
- Palm Tran

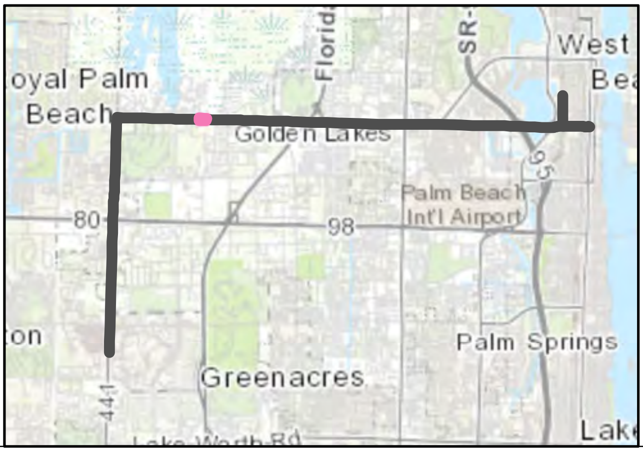
Number of Lanes
- 4 Lanes
- 6 Lanes
- 8 Lanes

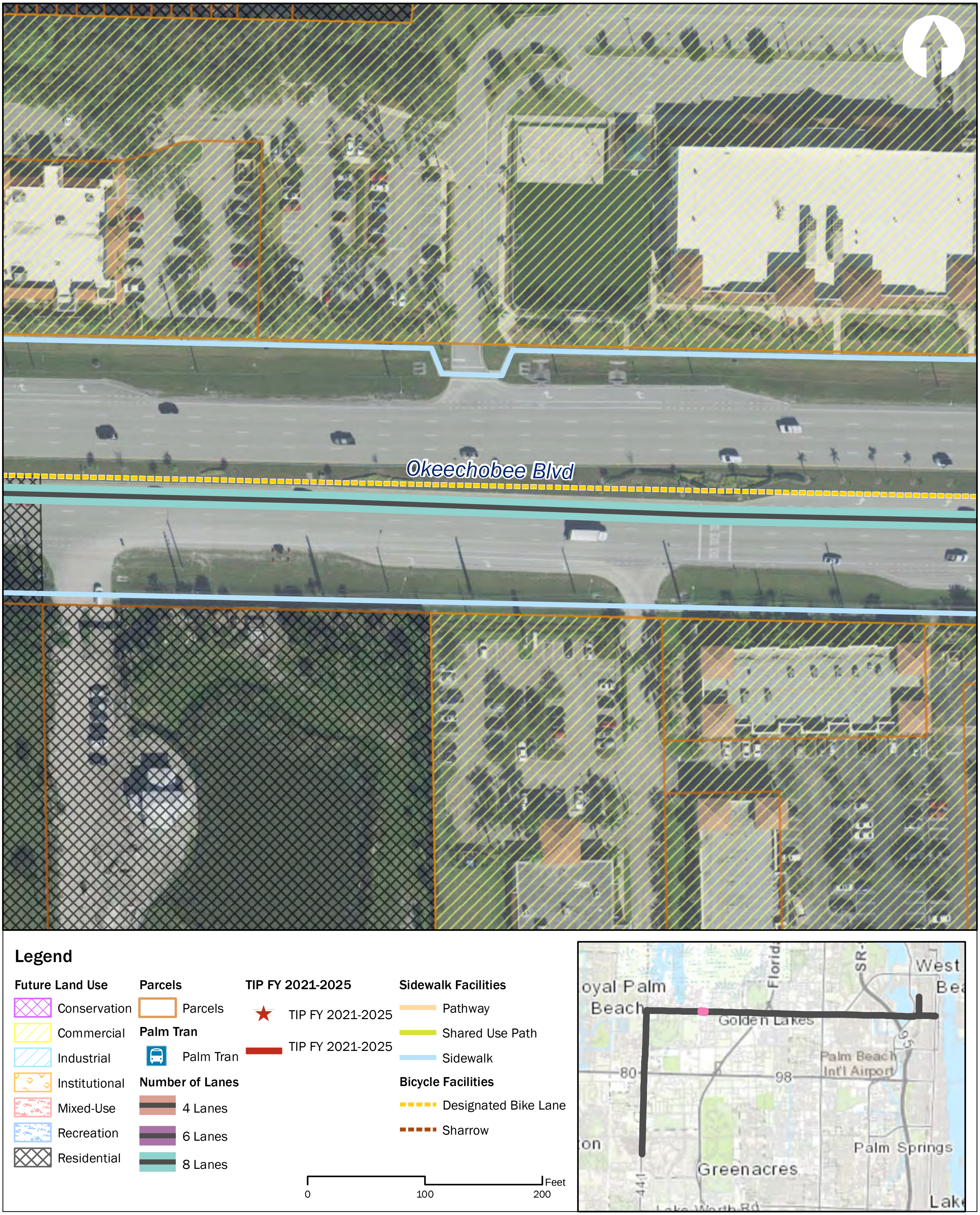
TIP FY 2021-2025
- TIP FY 2021-2025
- TIP FY 2021-2025

Sidewalk Facilities
- Pathway
- Shared Use Path
- Sidewalk

Bicycle Facilities
- Designated Bike Lane
- Sharrow

0 100 200 Feet

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Future Land Use
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Sidewalk Facilities
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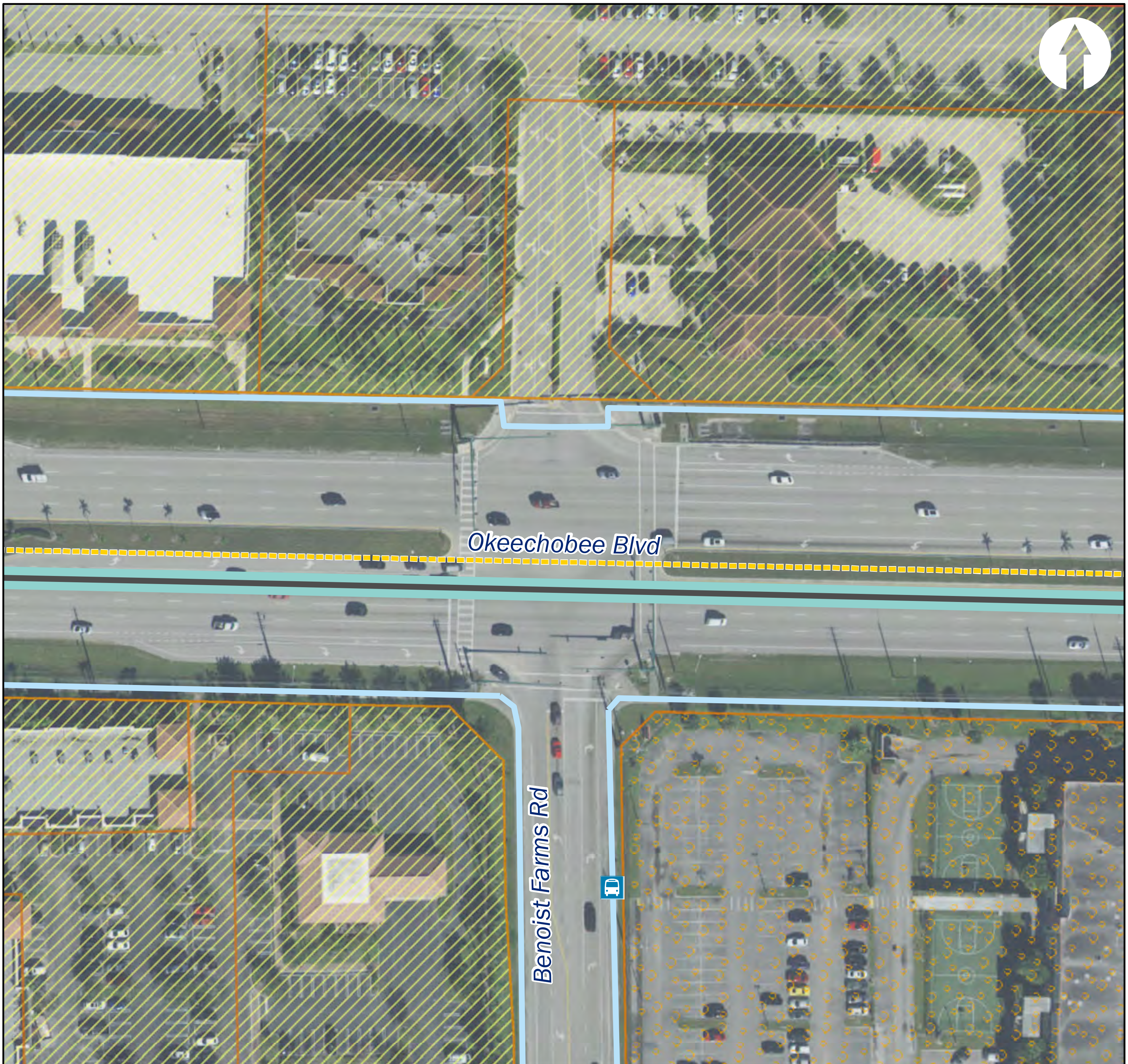

Legend

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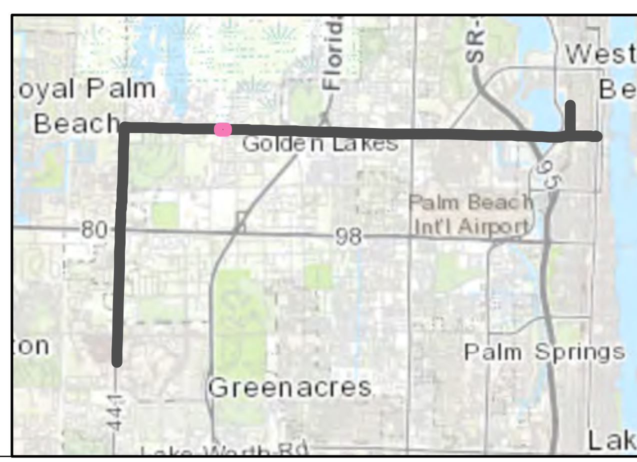

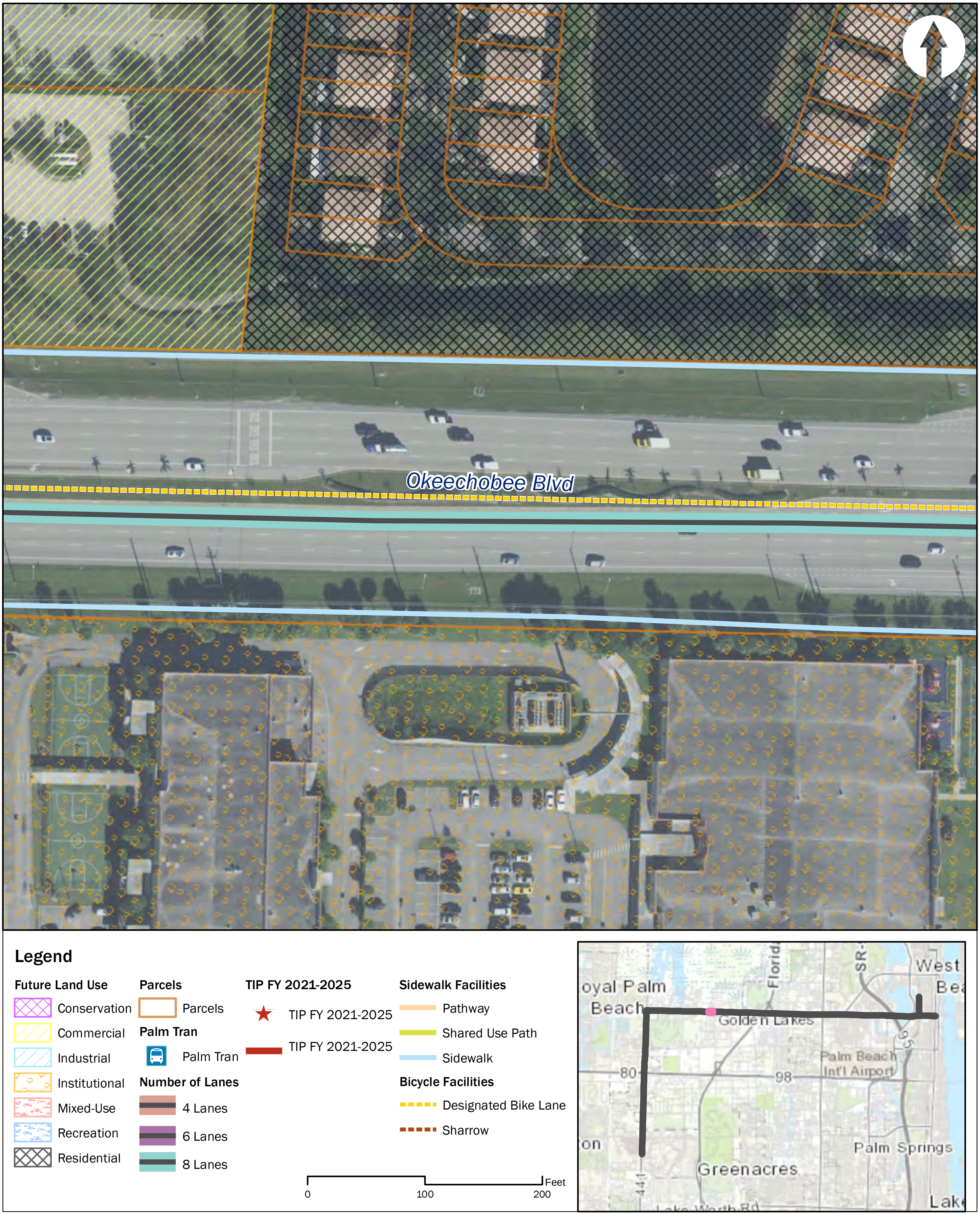
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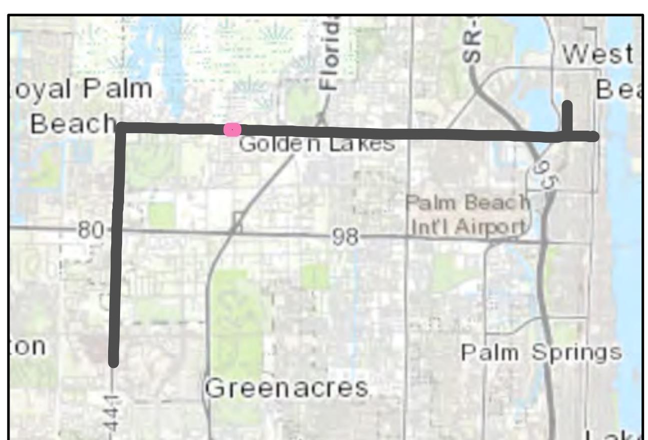

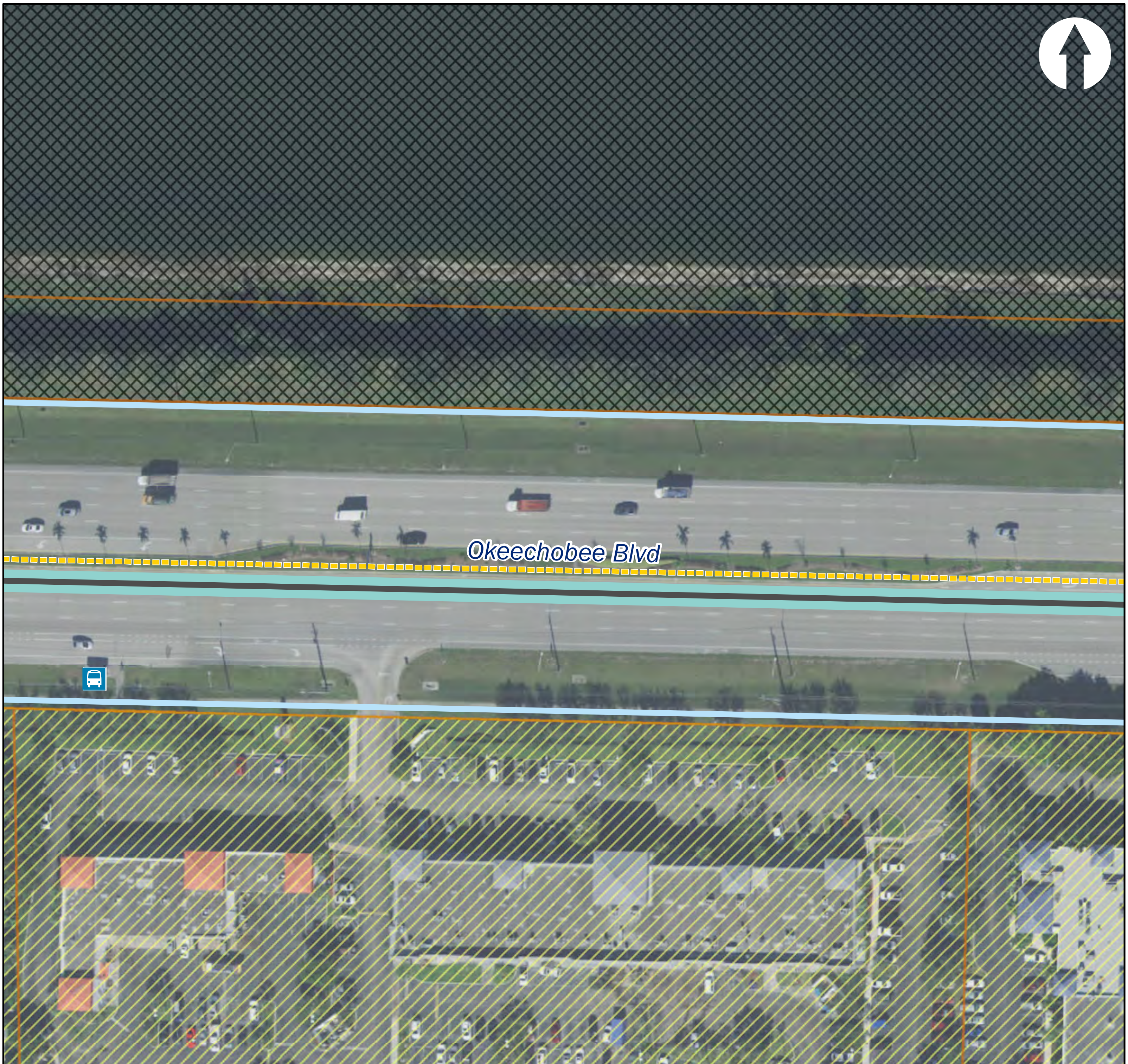

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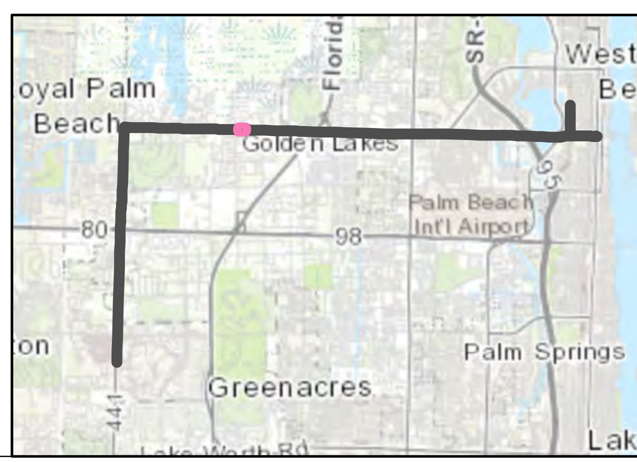

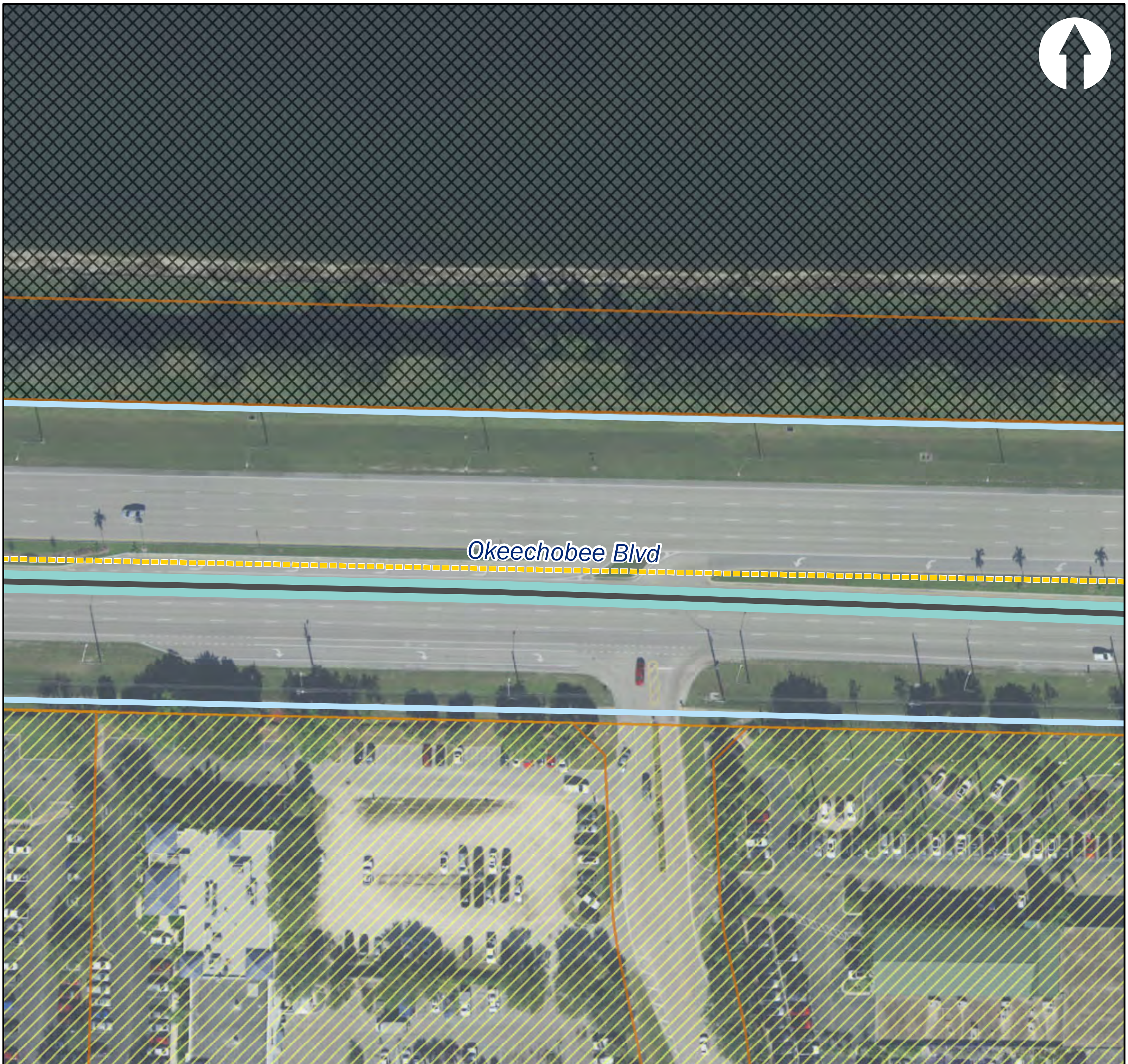

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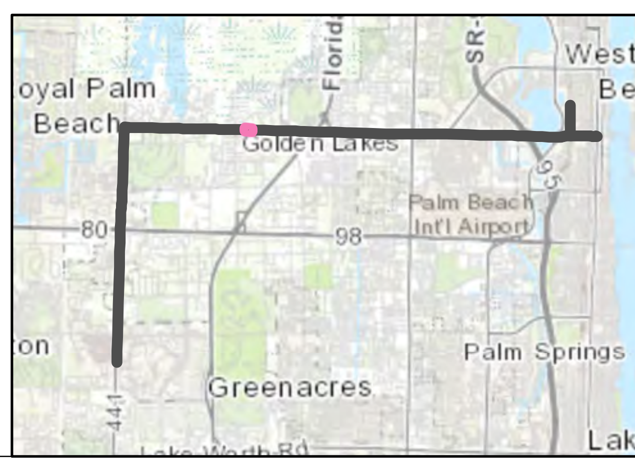

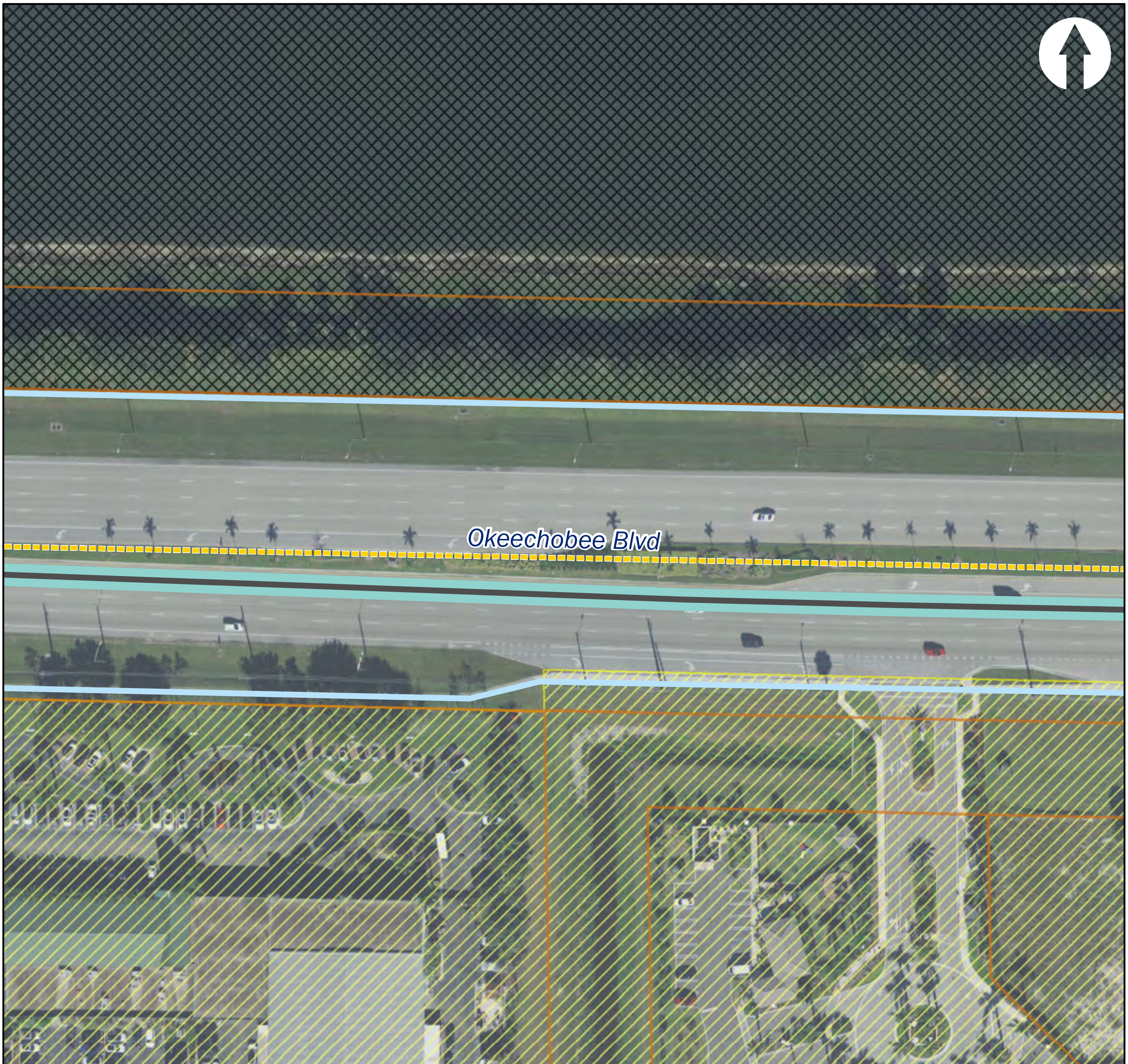

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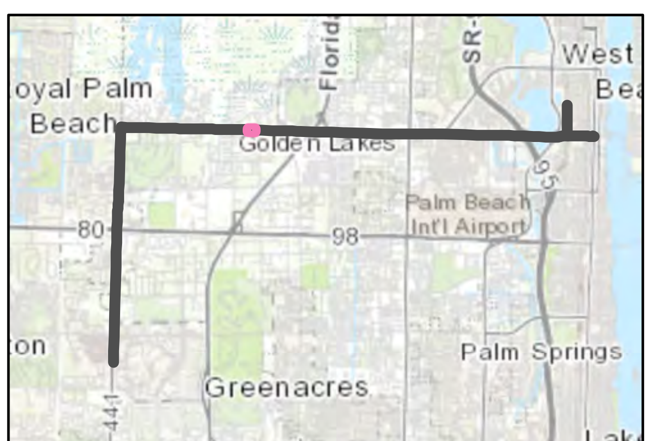

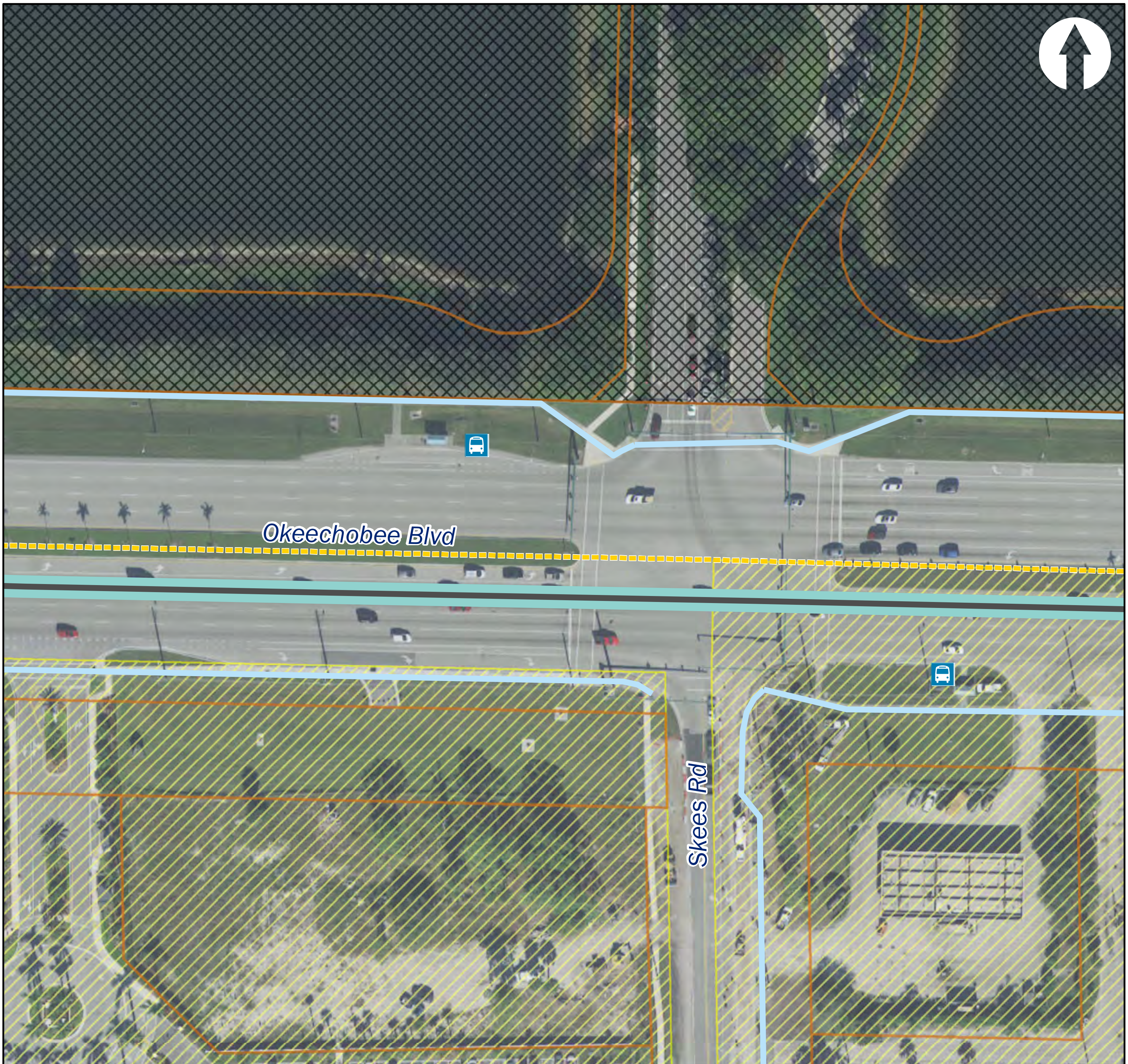

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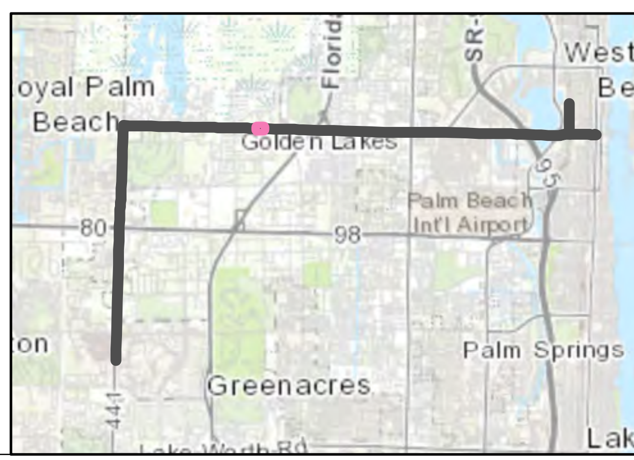


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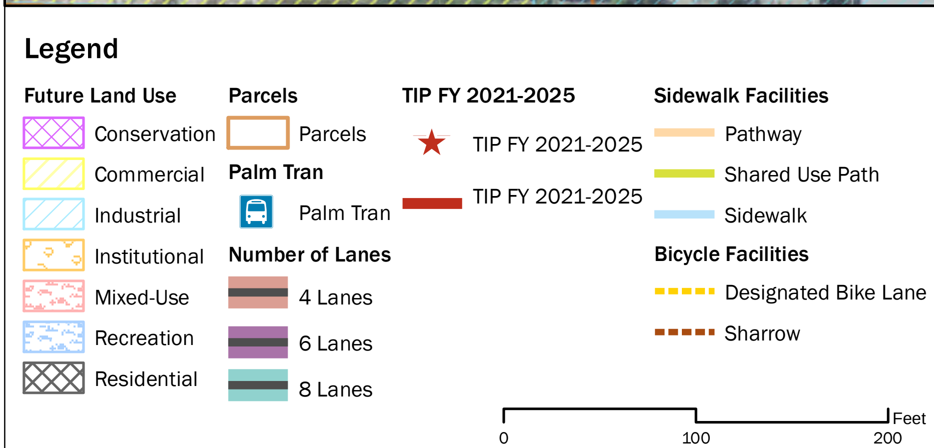
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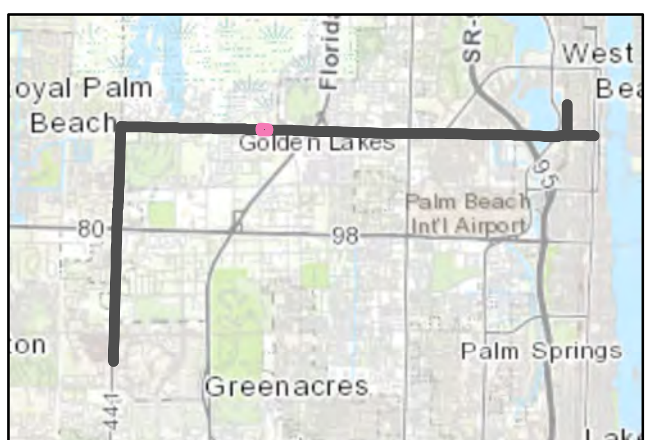
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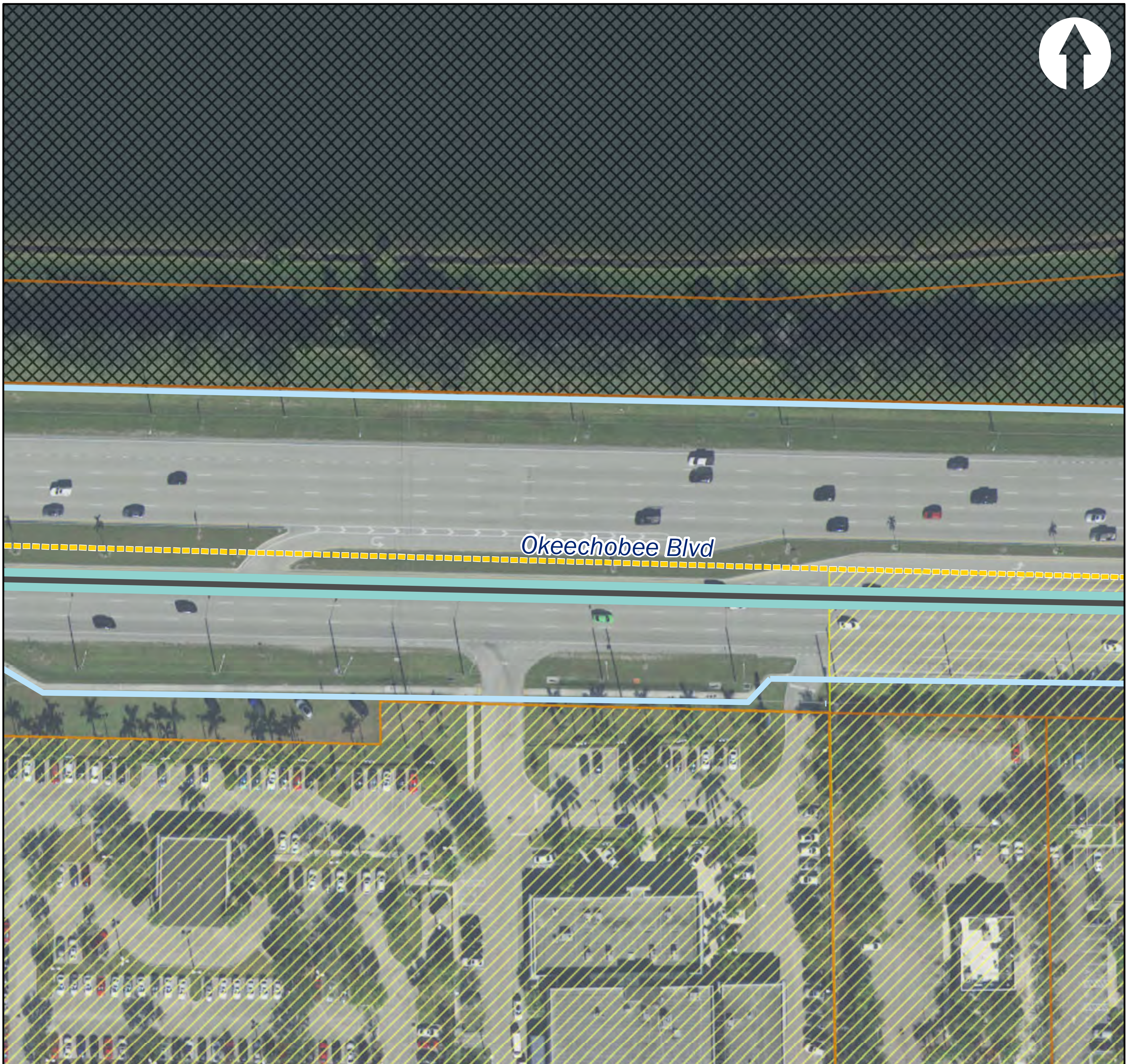

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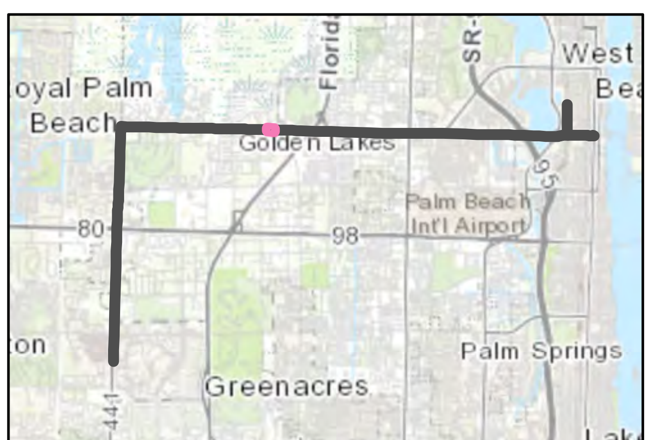

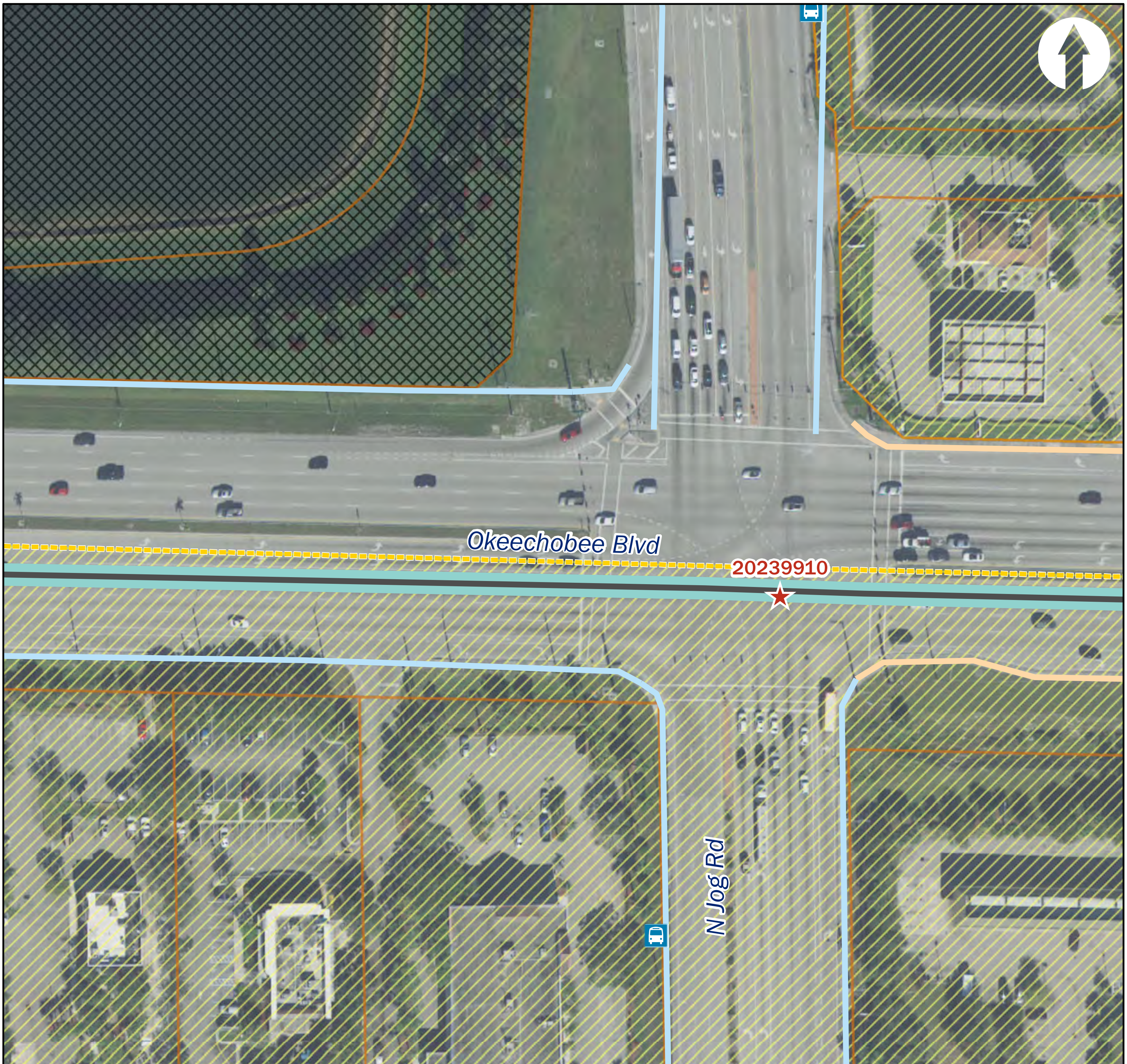

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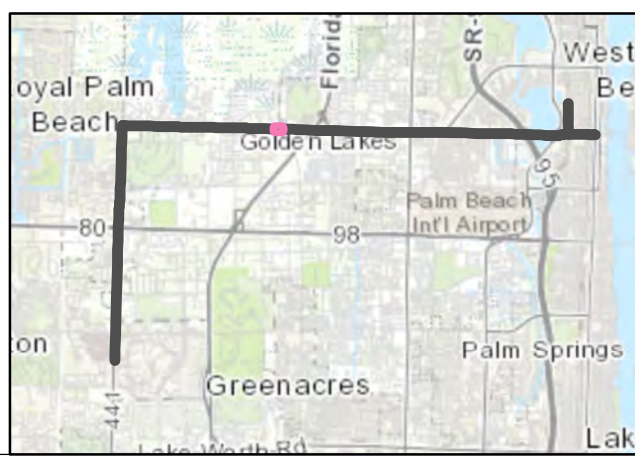

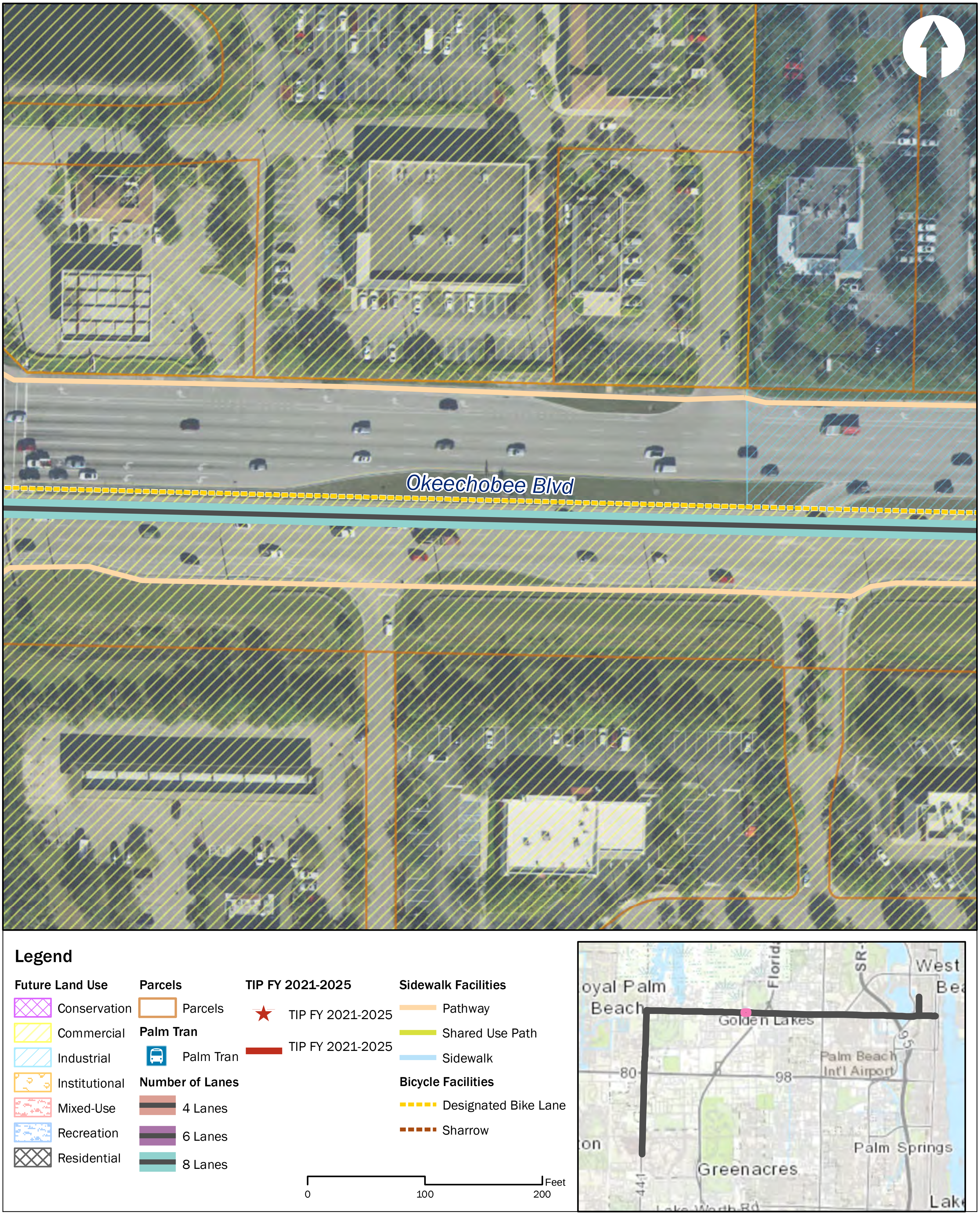
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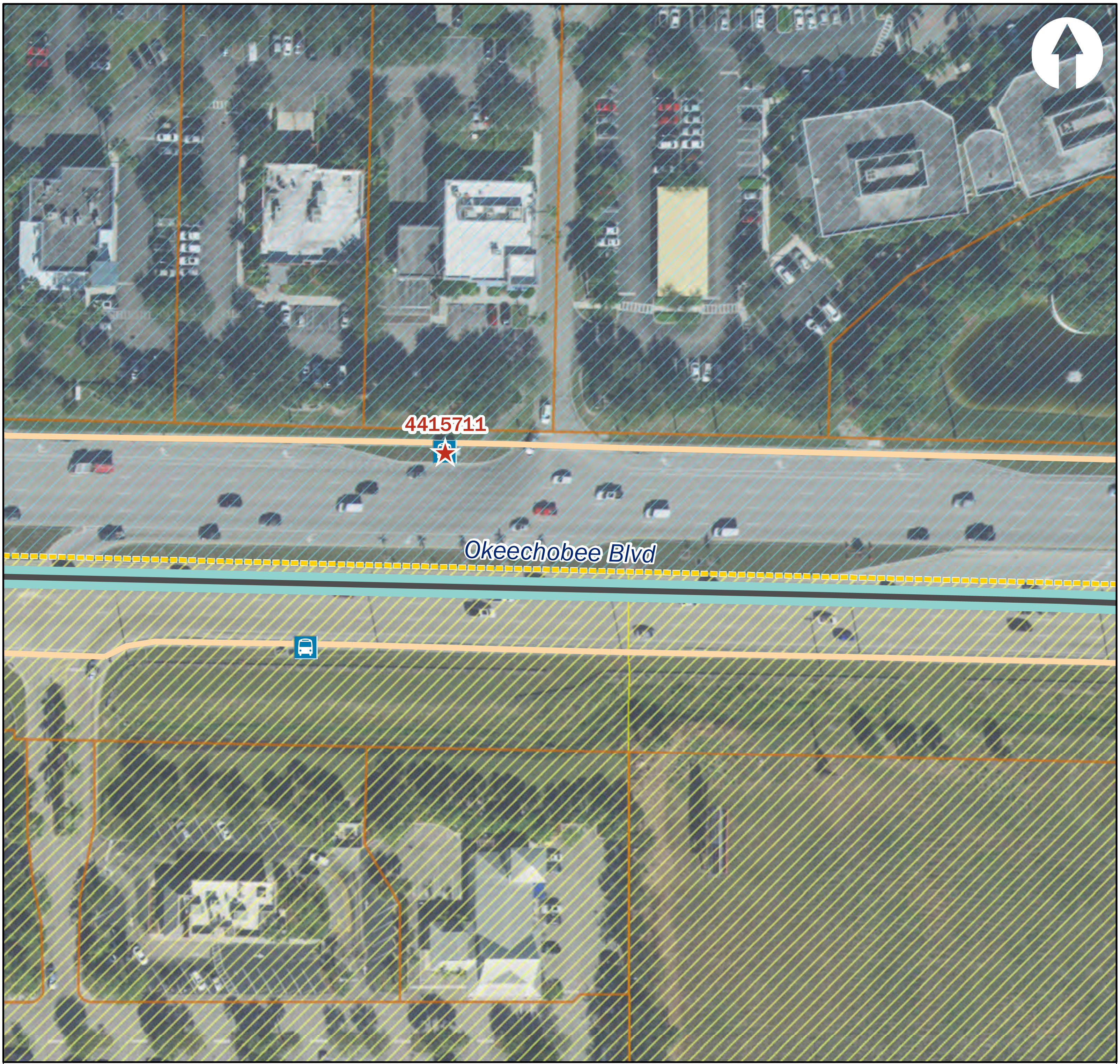

Legend

Future Land Use
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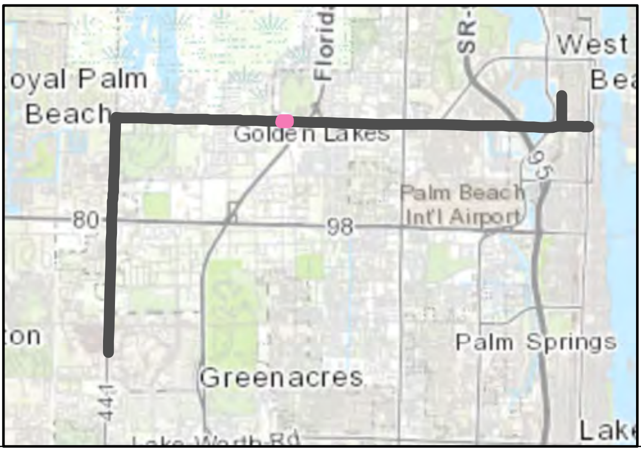

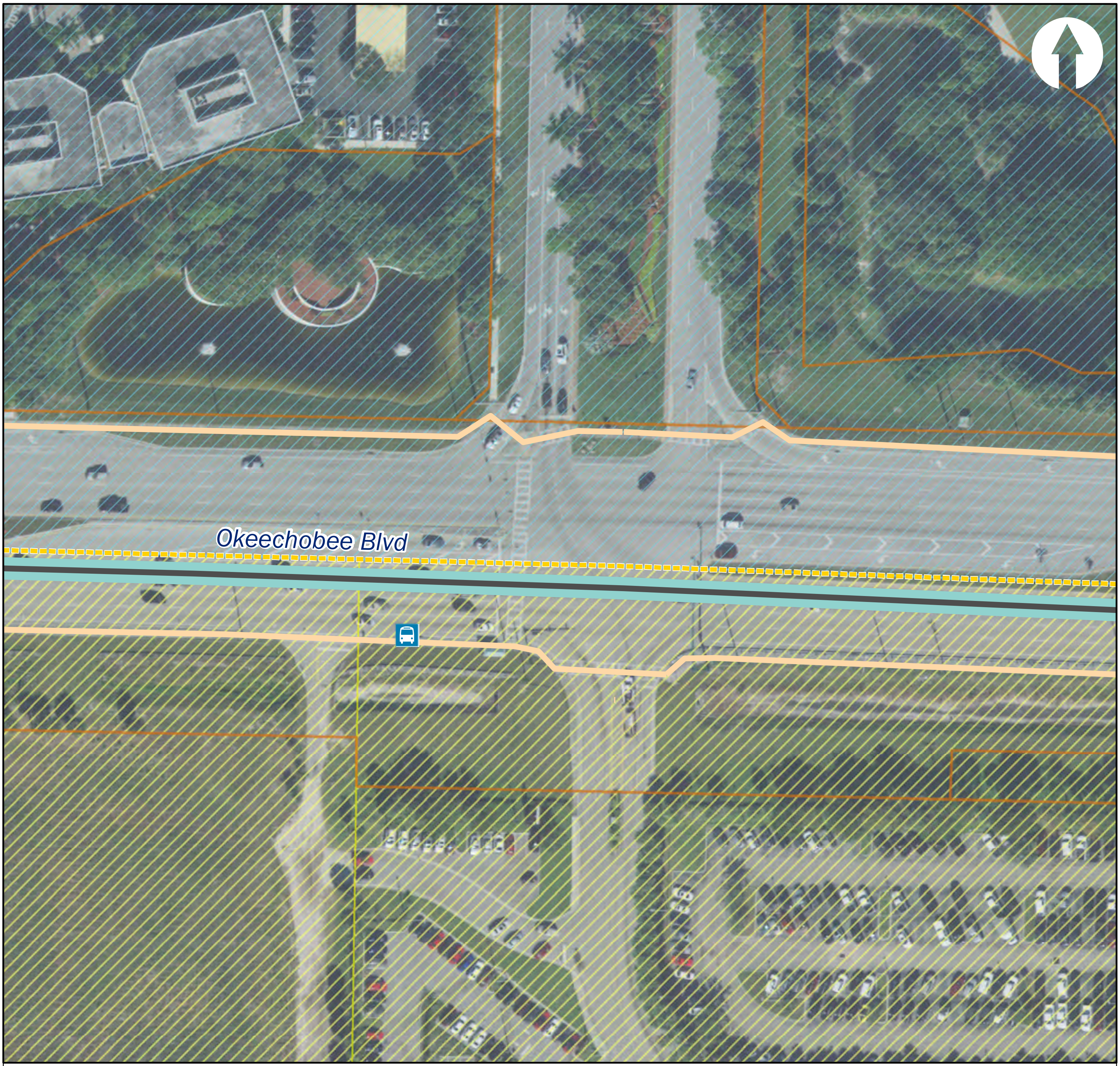

Legend

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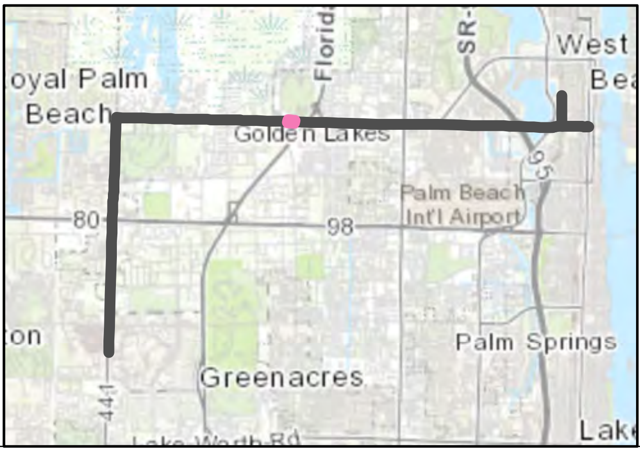

Legend

Future Land Use	Parcels	TIP FY 2021-2025	Sidewalk Facilities
Conservation	Parcels	TIP FY 2021-2025	Pathway
Commercial	**Palm Tran**	TIP FY 2021-2025	Shared Use Path
Industrial	Palm Tran		Sidewalk
Institutional	**Number of Lanes**		**Bicycle Facilities**
Mixed-Use	4 Lanes		Designated Bike Lane
Recreation	6 Lanes		Sharrow
Residential	8 Lanes		

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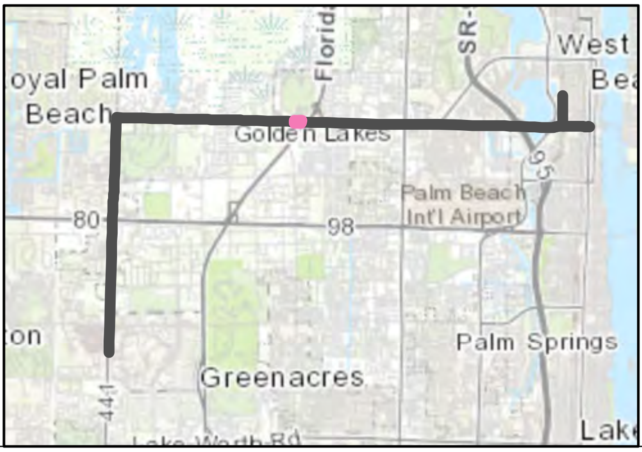

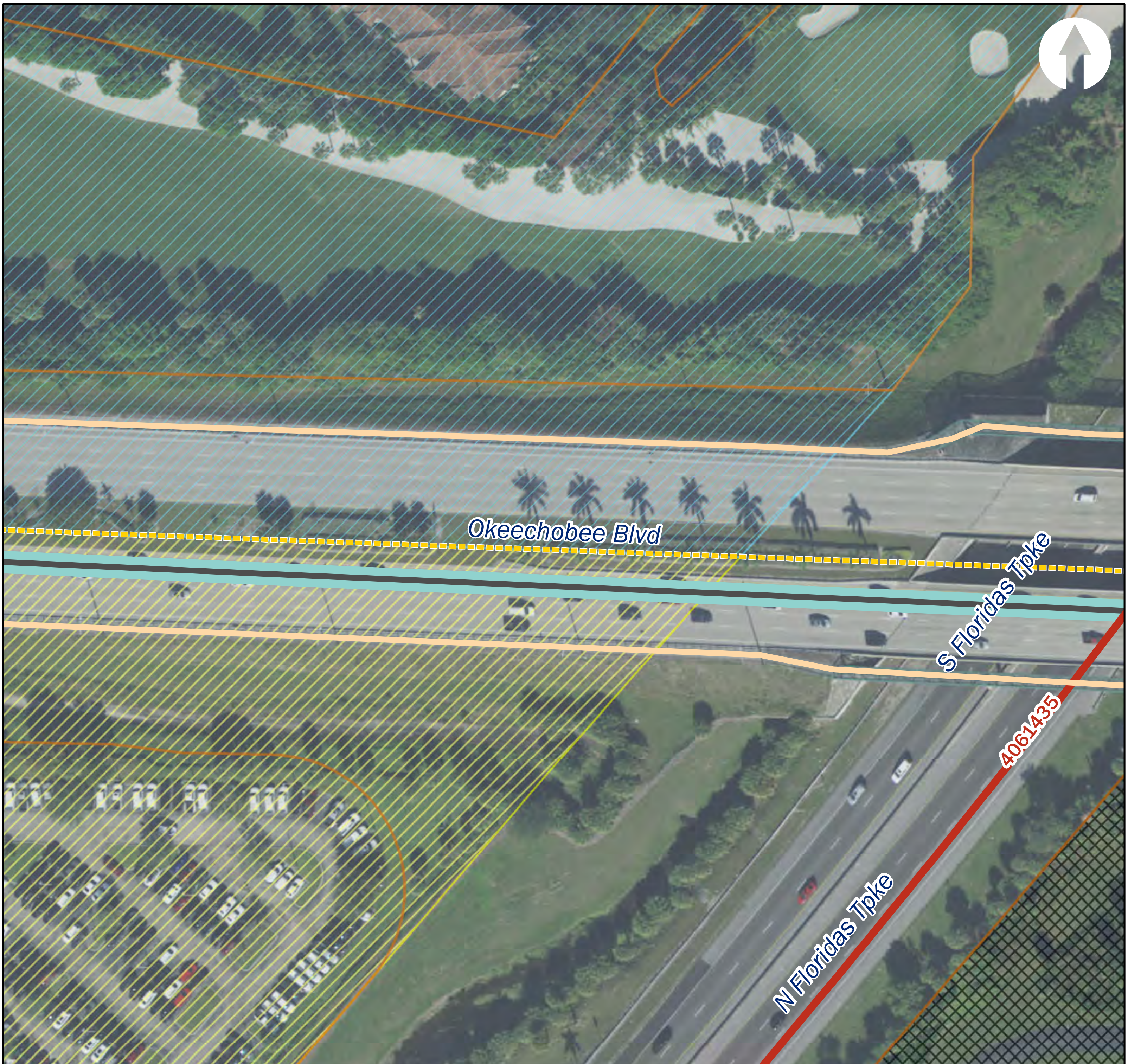

Legend

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Palm Tran

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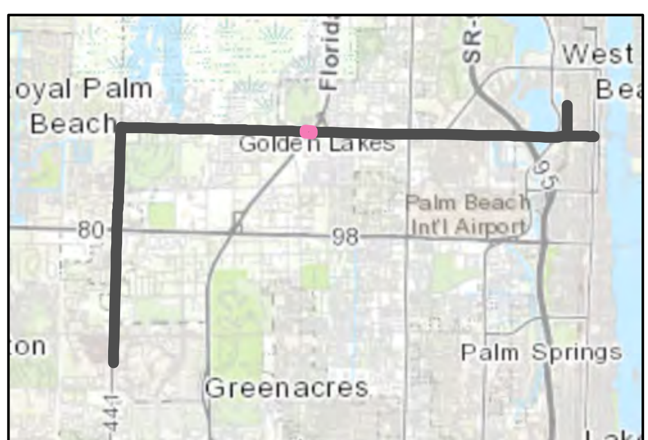

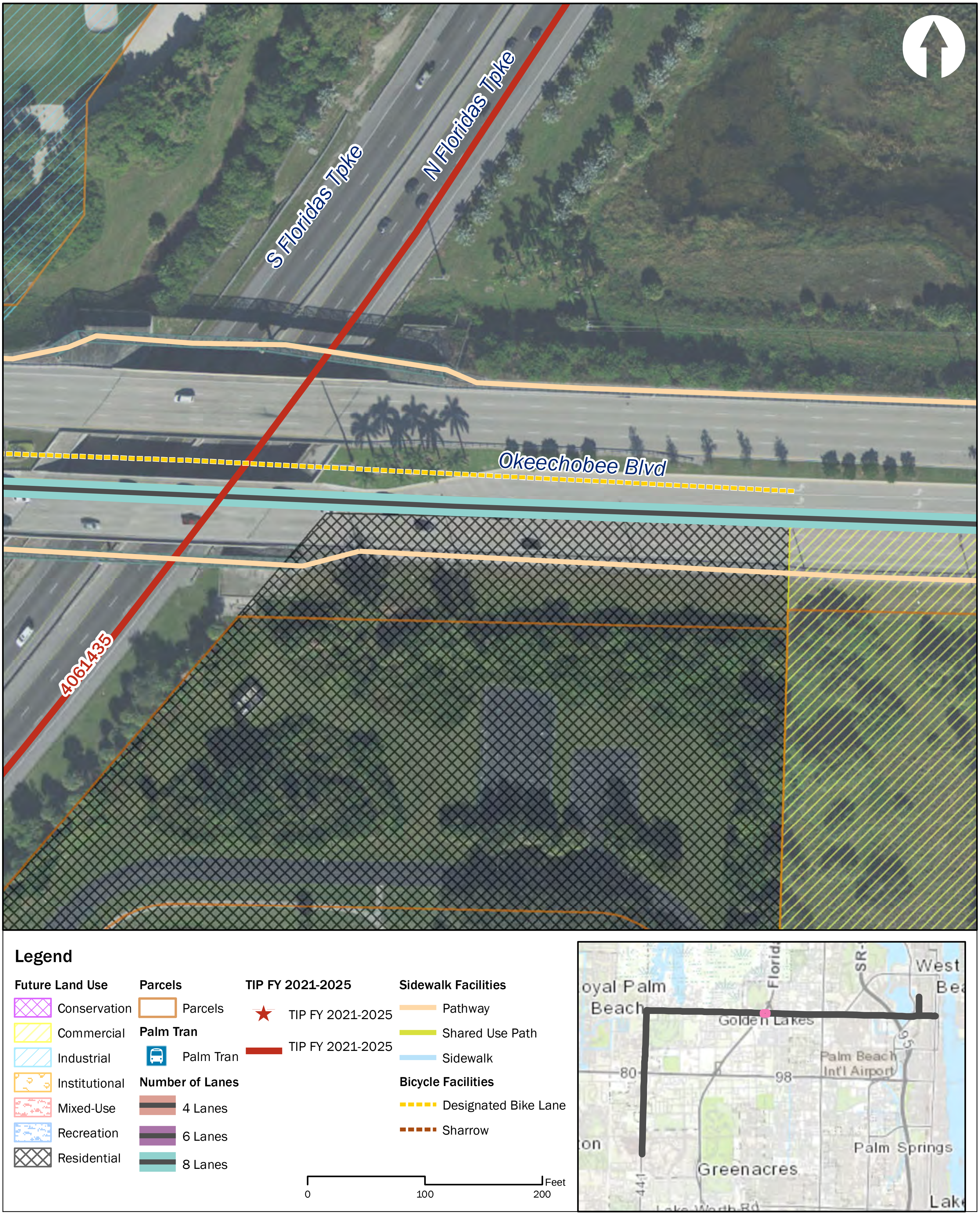
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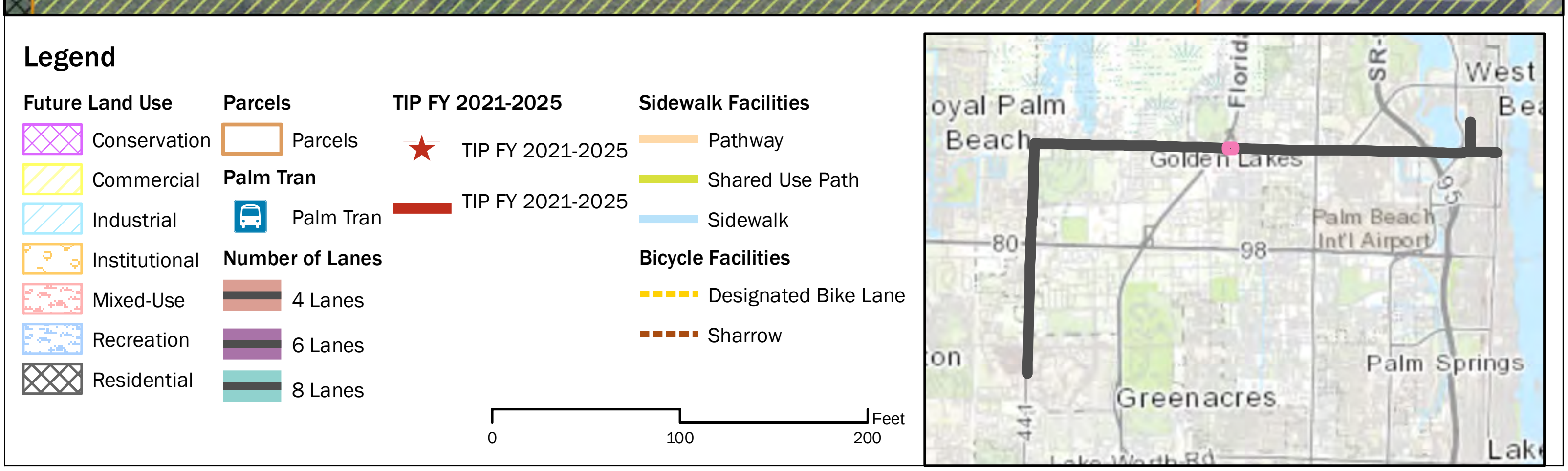
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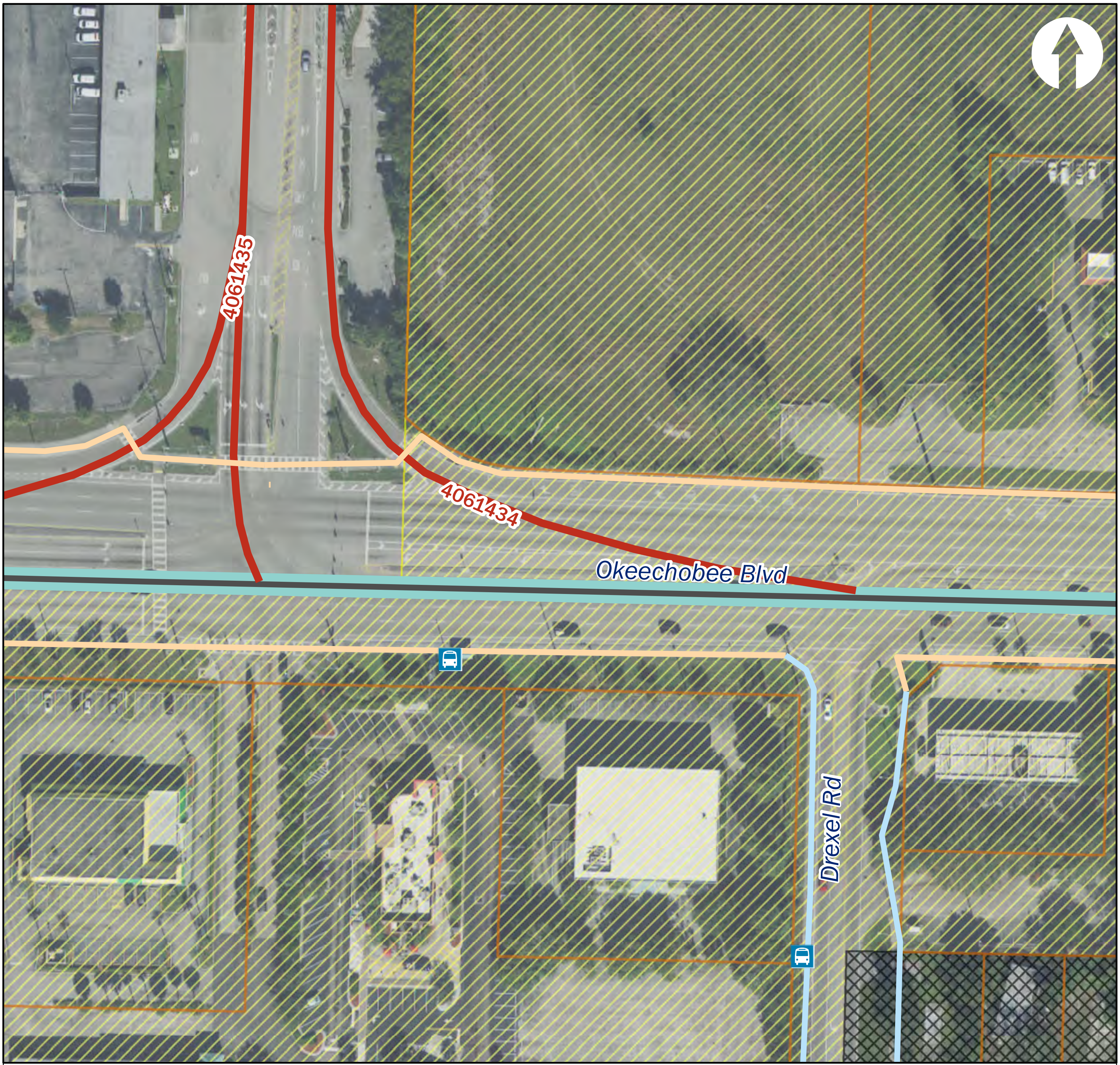

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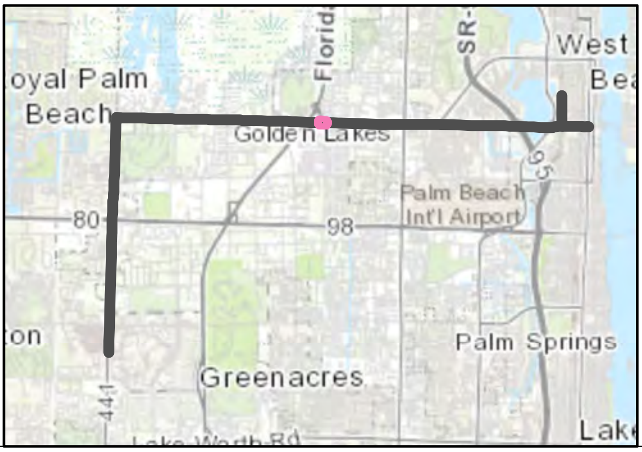

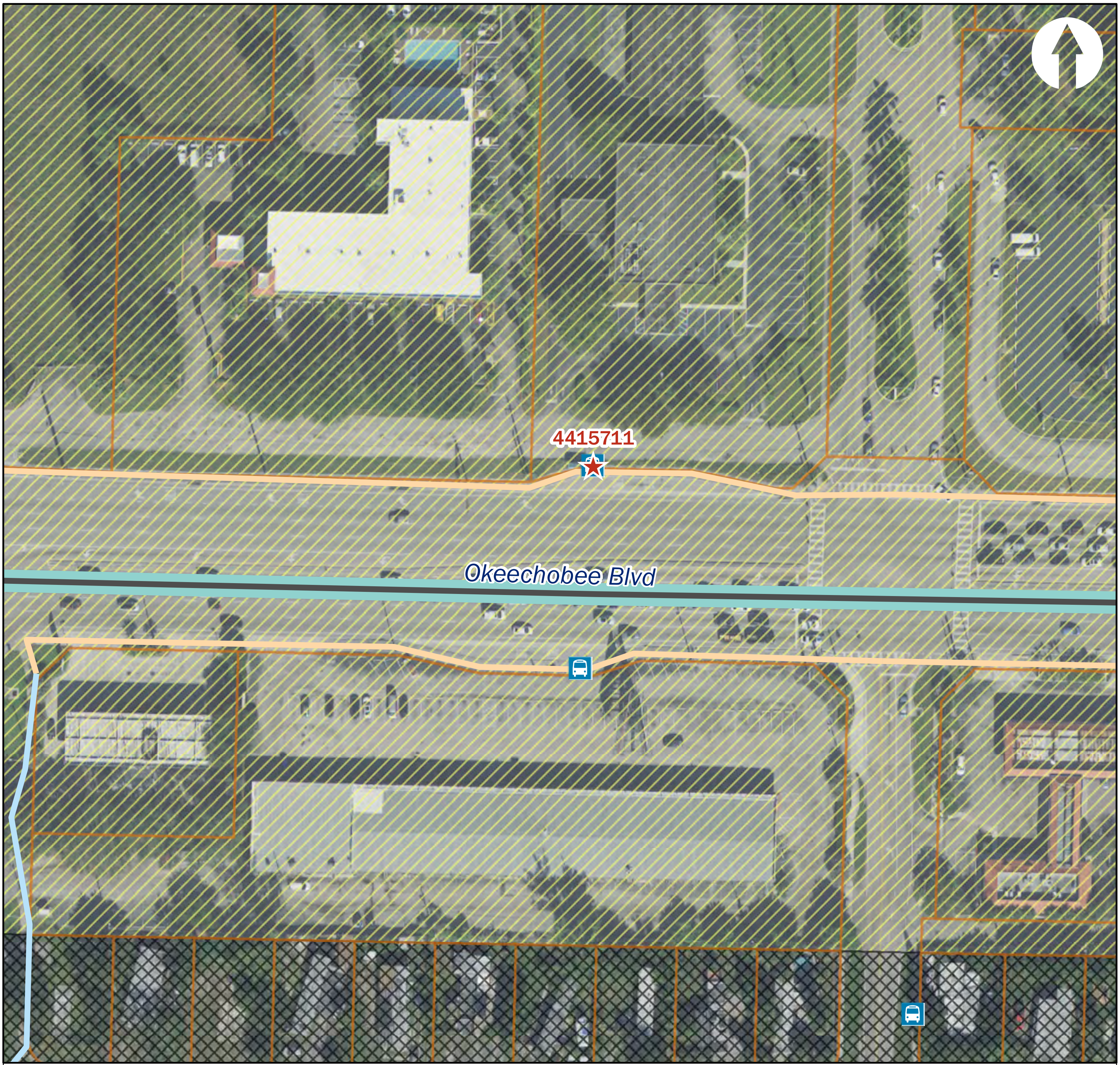

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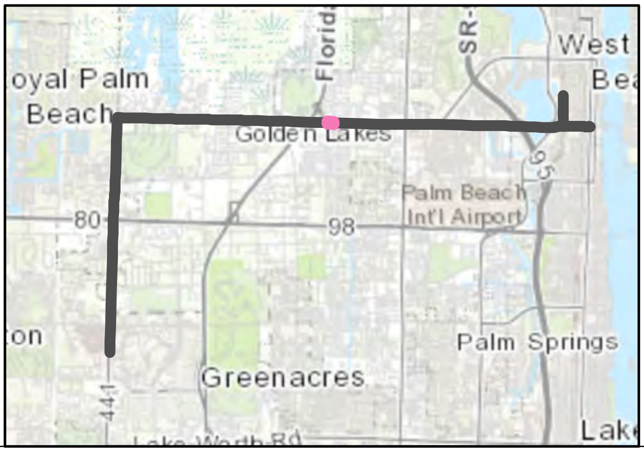

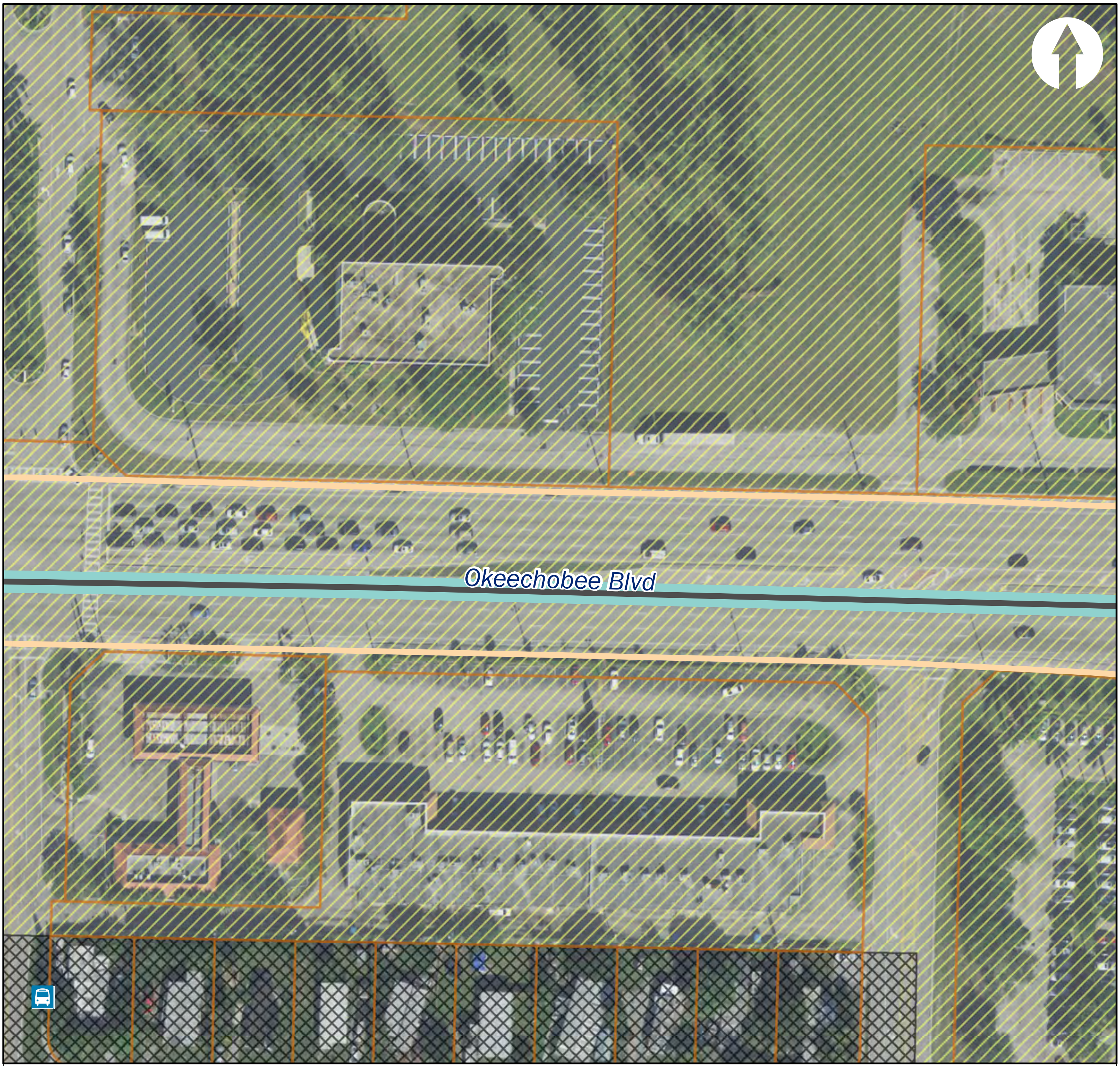

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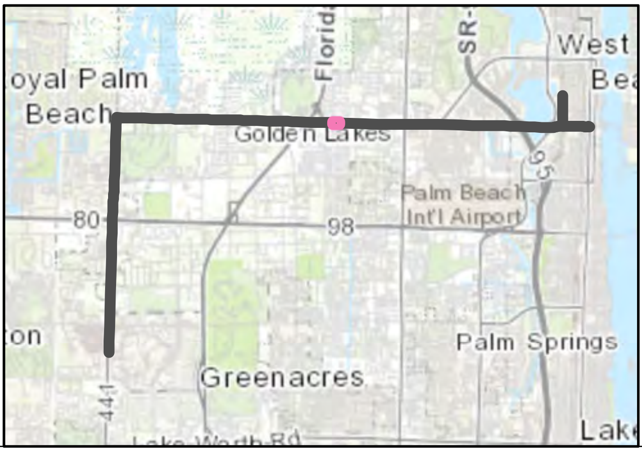

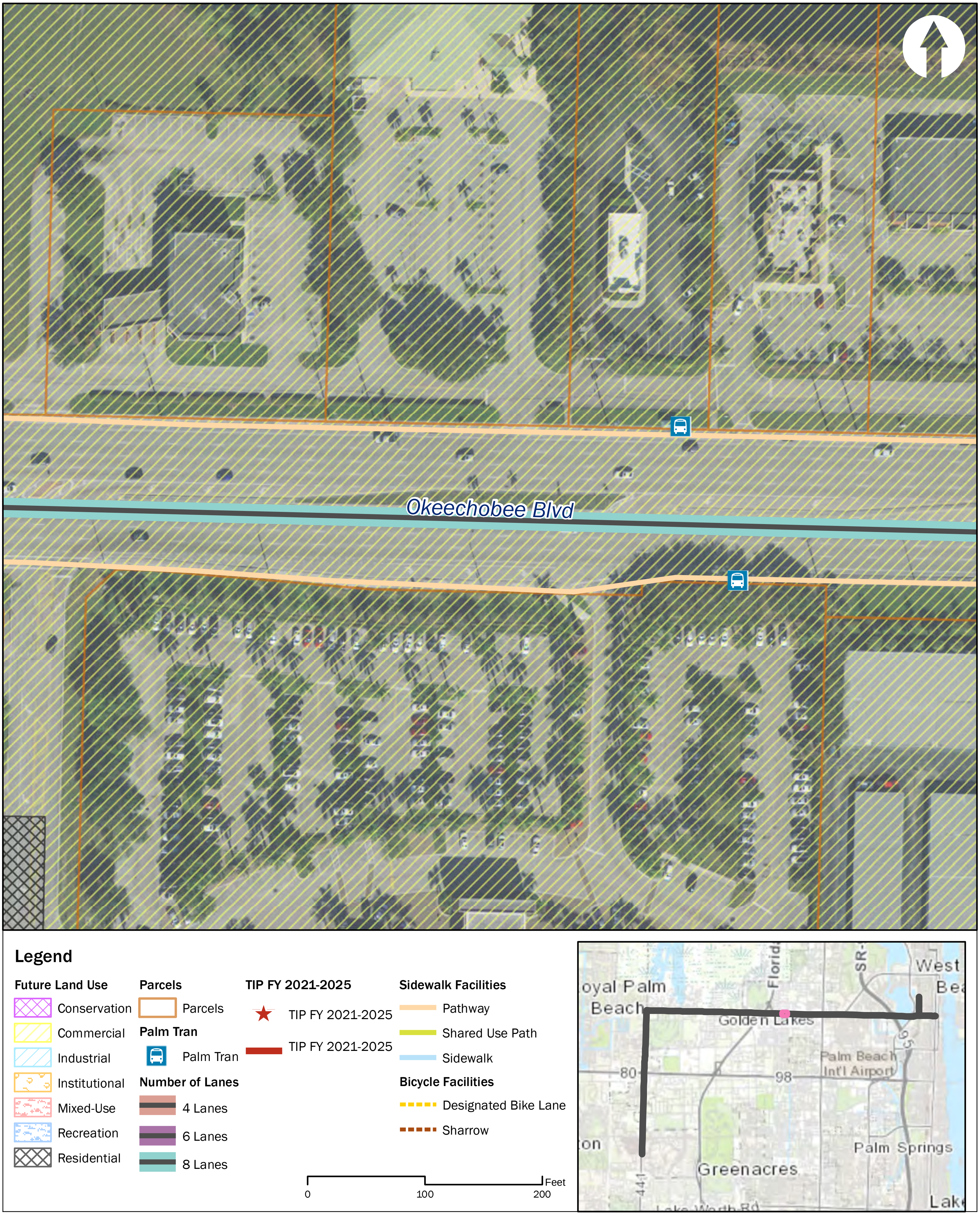
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Greenacres
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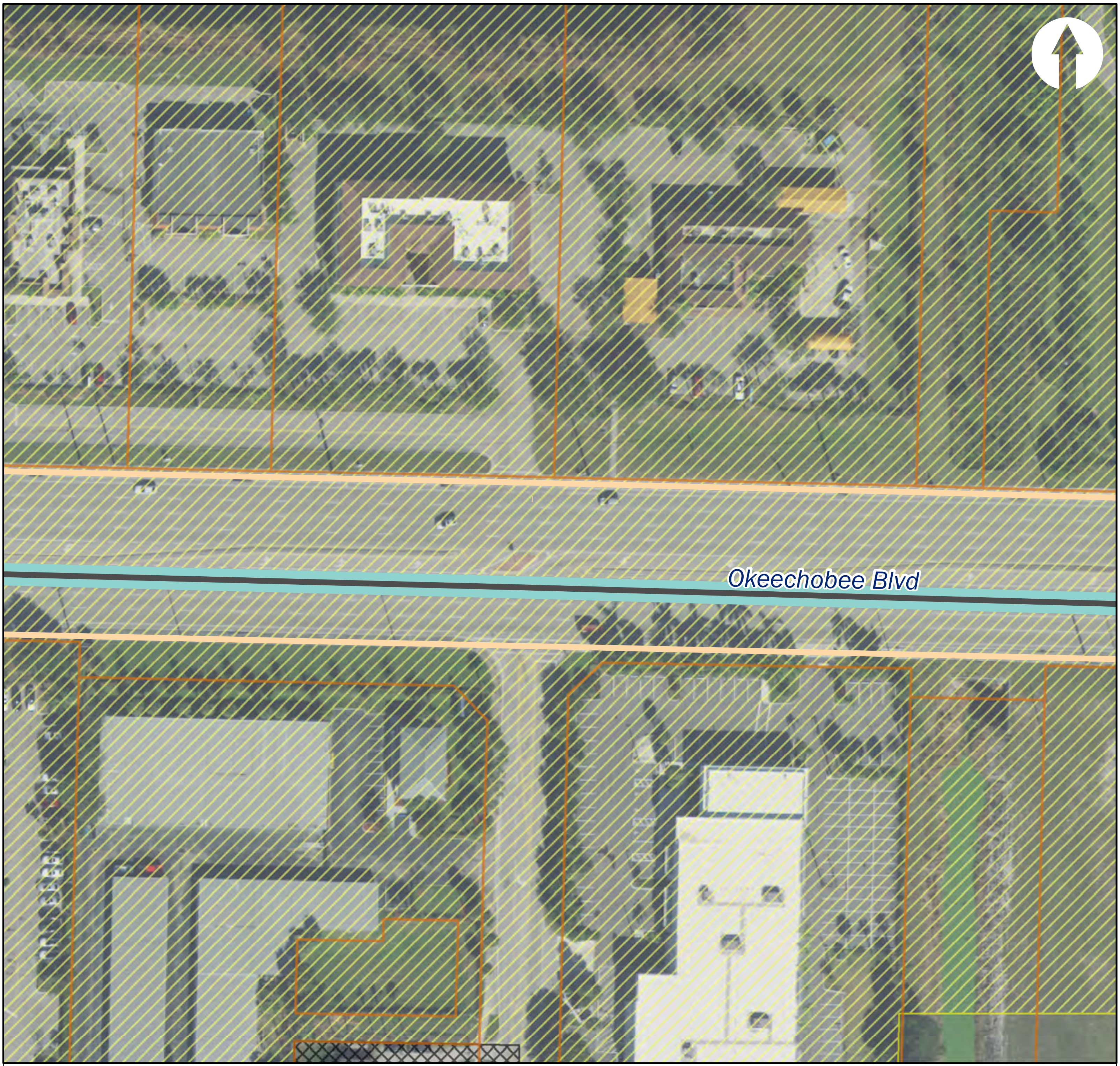
98
95
441
Florida
SR-
Lake Worth Rd



Legend

Future Land Use
- Conservation
- Commercial
- Industrial
- Institutional
- Mixed-Use
- Recreation
- Residential

Parcels
- Parcels

Palm Tran
- Palm Tran

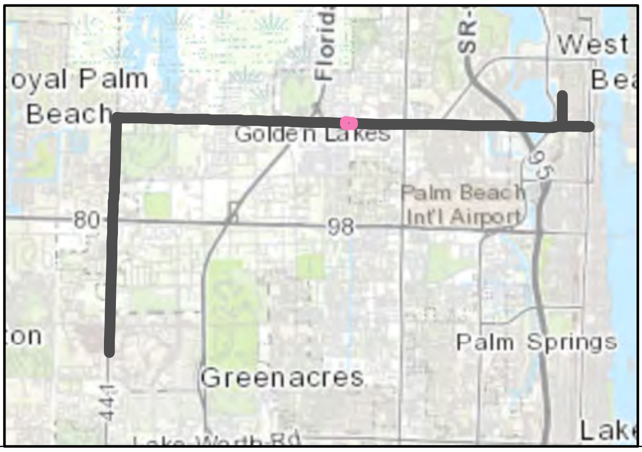
Number of Lanes
- 4 Lanes
- 6 Lanes
- 8 Lanes

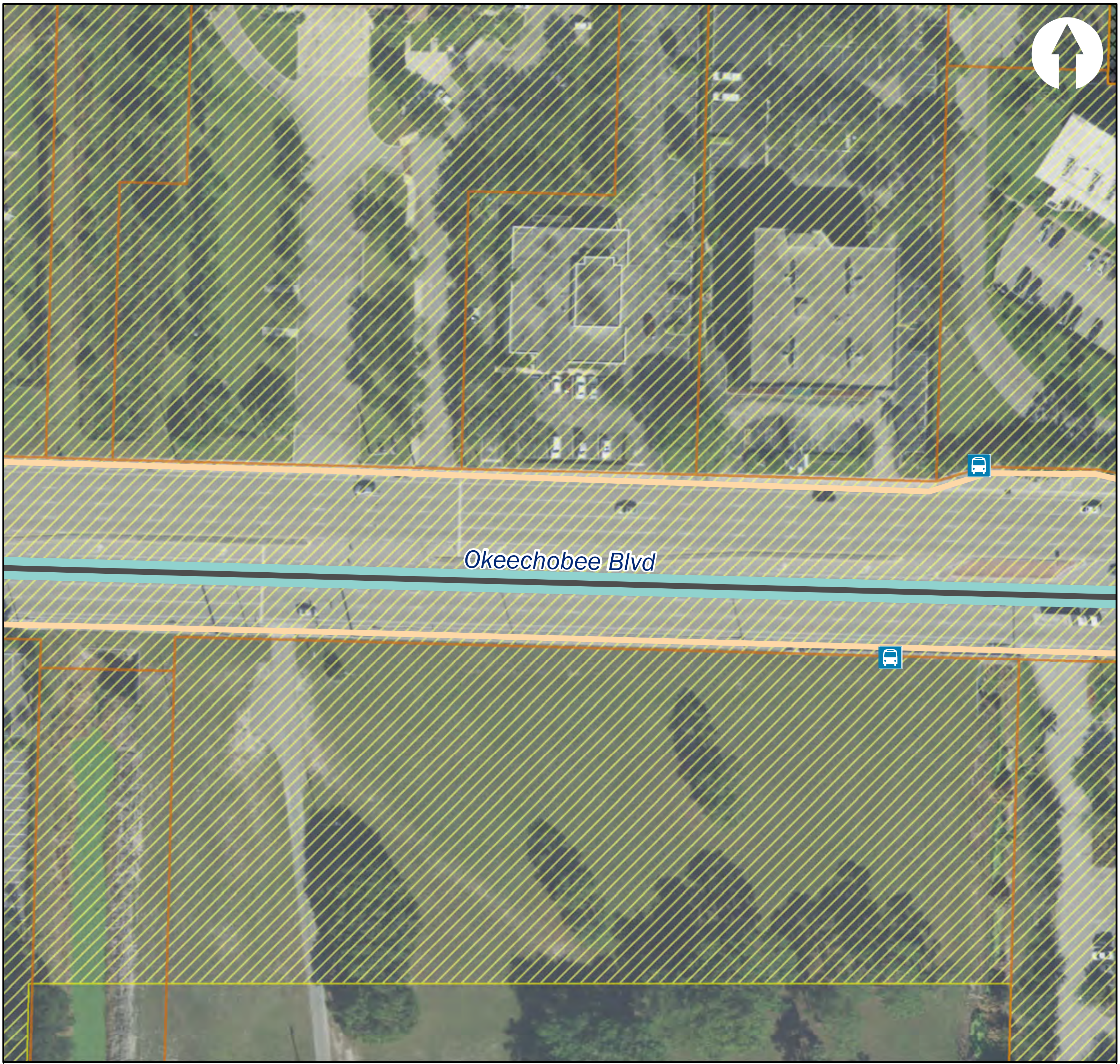
TIP FY 2021-2025
- TIP FY 2021-2025
- TIP FY 2021-2025

Sidewalk Facilities
- Pathway
- Shared Use Path
- Sidewalk

Bicycle Facilities
- Designated Bike Lane
- Sharrow

0 100 200 Feet

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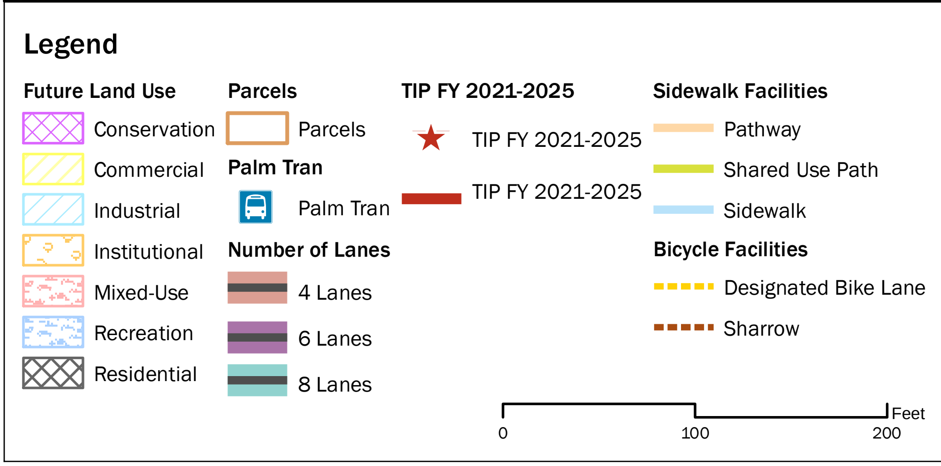
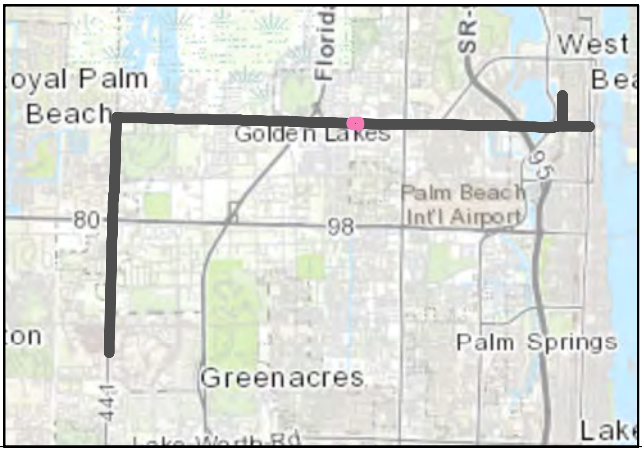
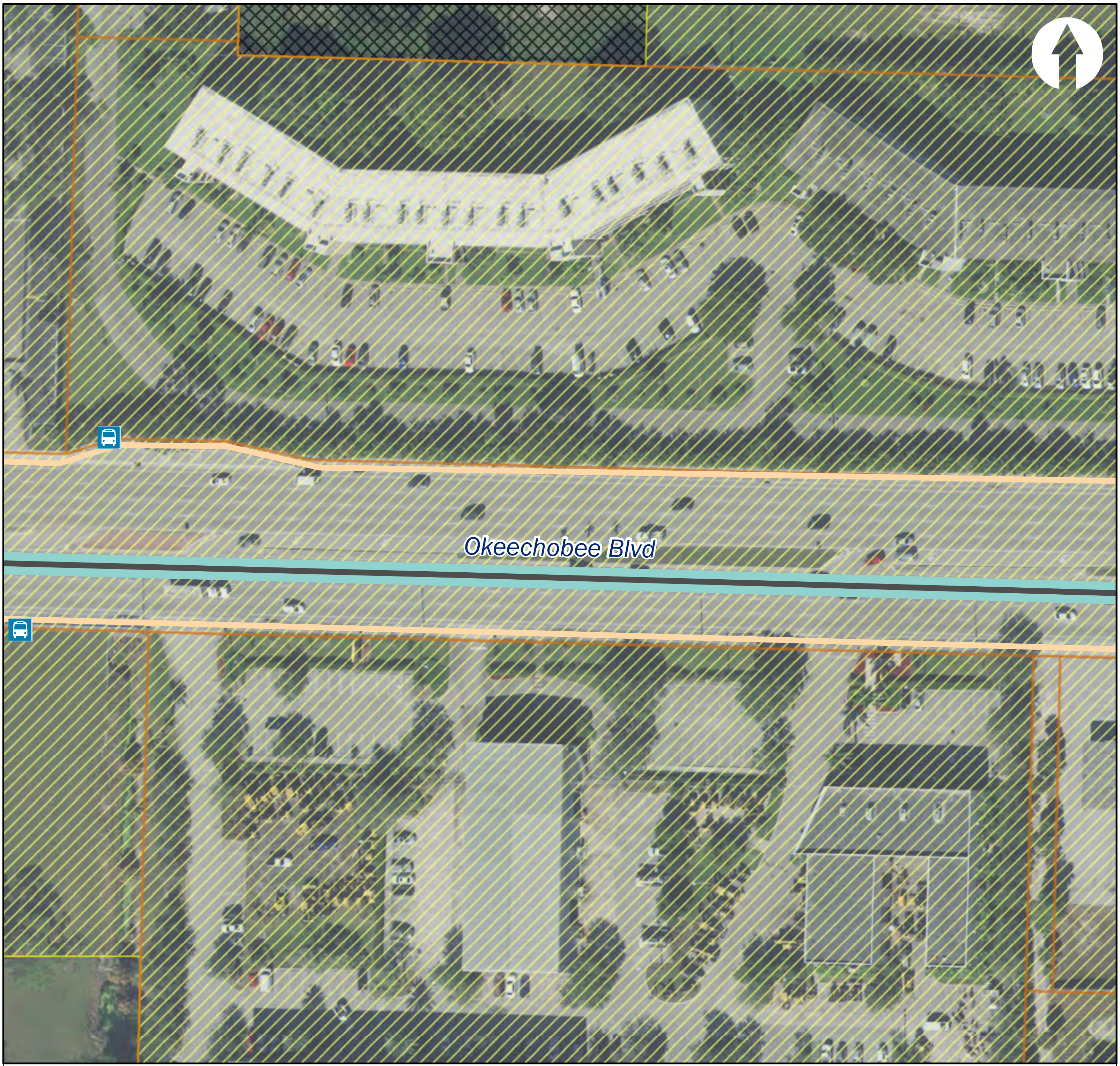

Legend
Future Land Use
Conservation
Commercial
Industrial
Institutional
Mixed-Use
Recreation
Residential
Parcels
Parcels
Palm Tran
Palm Tran
Number of Lanes
4 Lanes
6 Lanes
8 Lanes
TIP FY 2021-2025
TIP FY 2021-2025
TIP FY 2021-2025
Sidewalk Facilities
Pathway
Shared Use Path
Sidewalk
Bicycle Facilities
Designated Bike Lane
Sharrow
0
100
200
Feet


oyal Palm
Beach
Golden Lakes
West
Bea
Palm Beach
Int'l Airport
80
98
95
Palm Springs
Greenacres
441
Lake Worth Rd
Lake



Legend

Future Land Use
- Conservation
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Parcels
- Parcels

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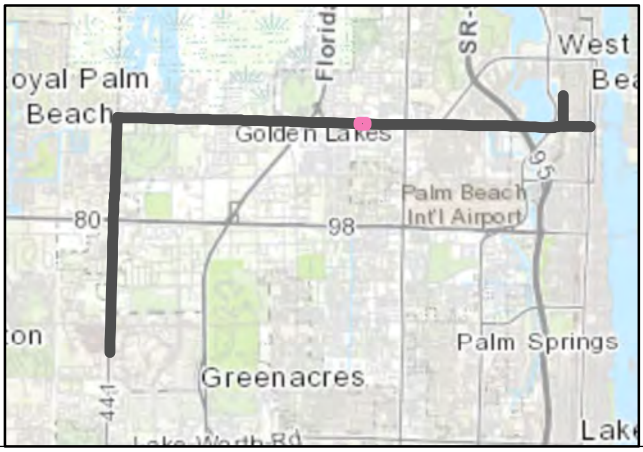
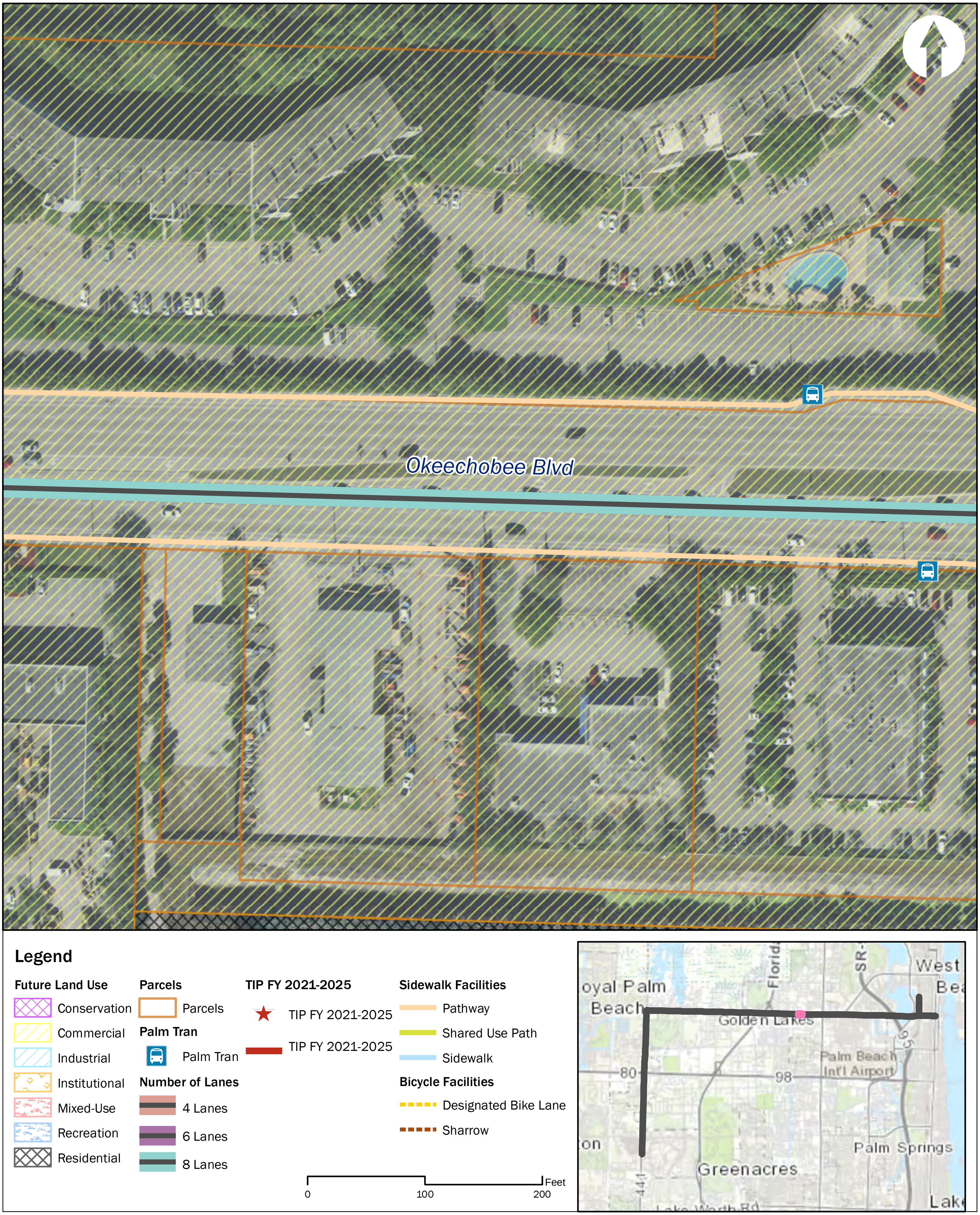
0 100 200 Feet




Okeechobee Blvd
Legend
Future Land Use
Conservation
Commercial
Industrial
Institutional
Mixed-Use
Recreation
Residential
Parcels
Parcels
Palm Tran
Palm Tran
Number of Lanes
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TIP FY 2021-2025
TIP FY 2021-2025
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Sidewalk Facilities
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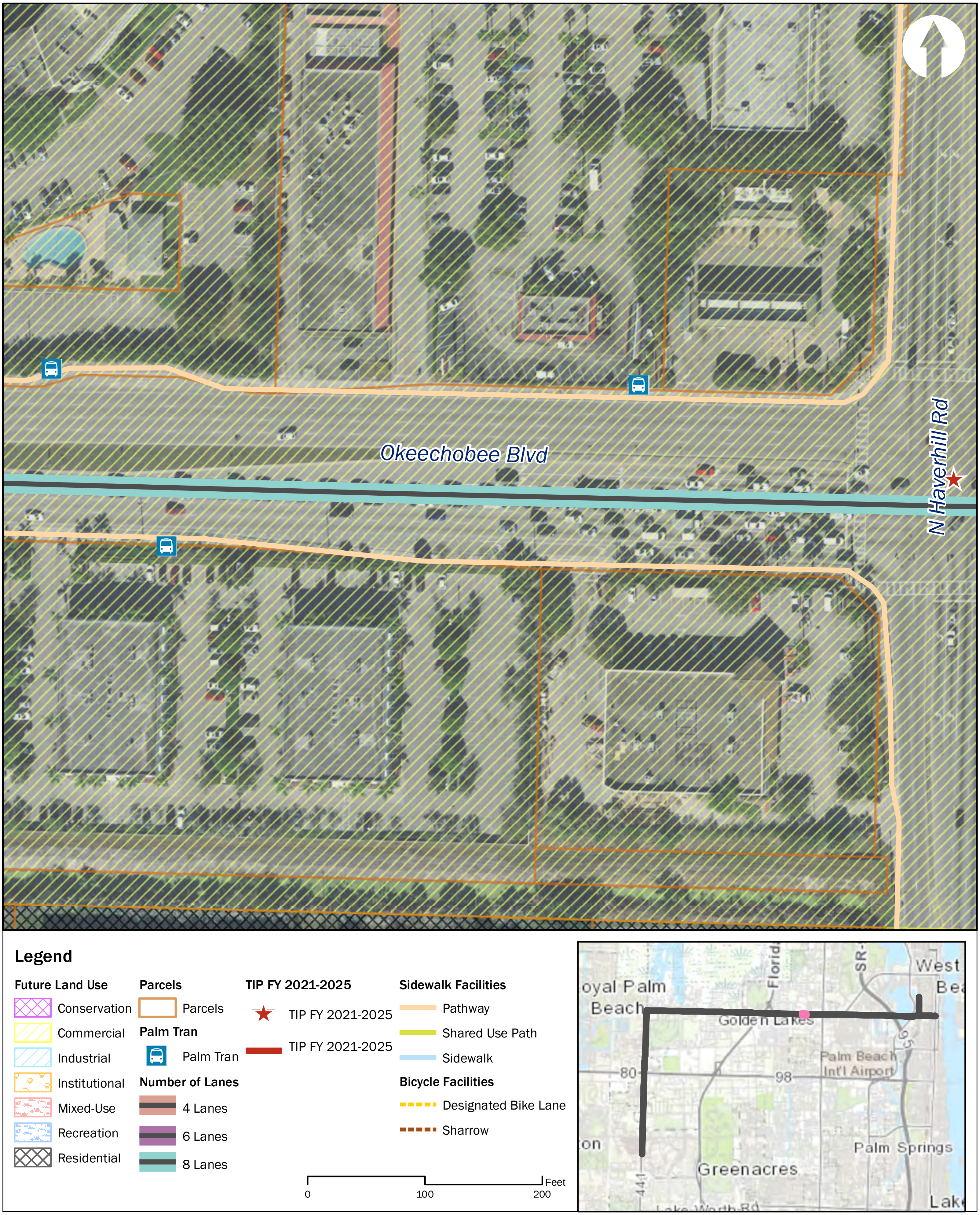
Greenacres
Lake


Okeechobee Blvd
N Haverhill Rd
Legend
Future Land Use
Conservation
Commercial
Industrial
Institutional
Mixed-Use
Recreation
Residential
Parcels
Parcels
Palm Tran
Palm Tran
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Feet
Golden Lakes
Palm Beach Int'l Airport
Palm Springs
Greenacres
98
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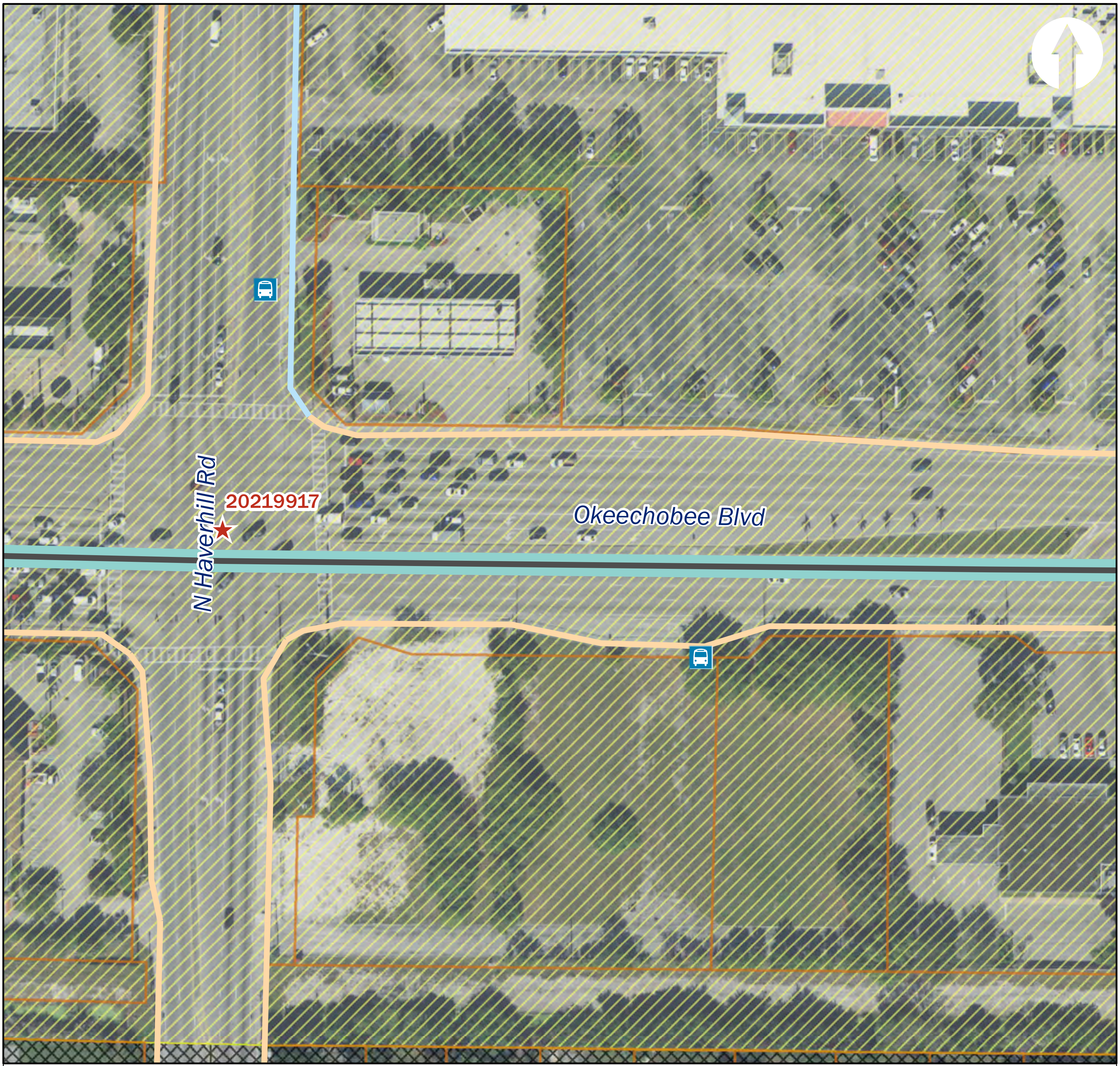
441



Legend

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- Conservation
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Parcels
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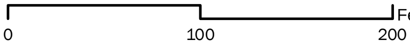

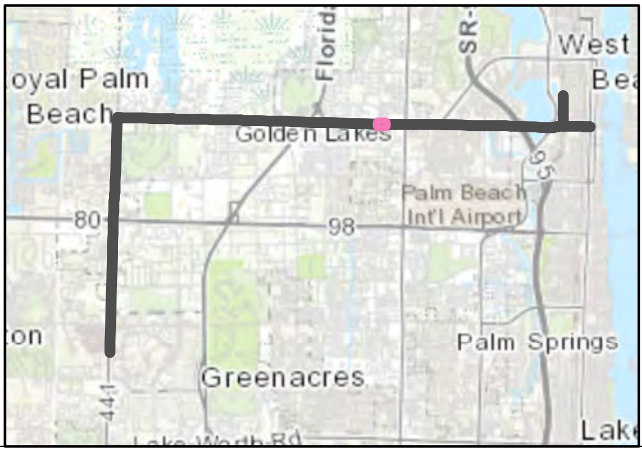

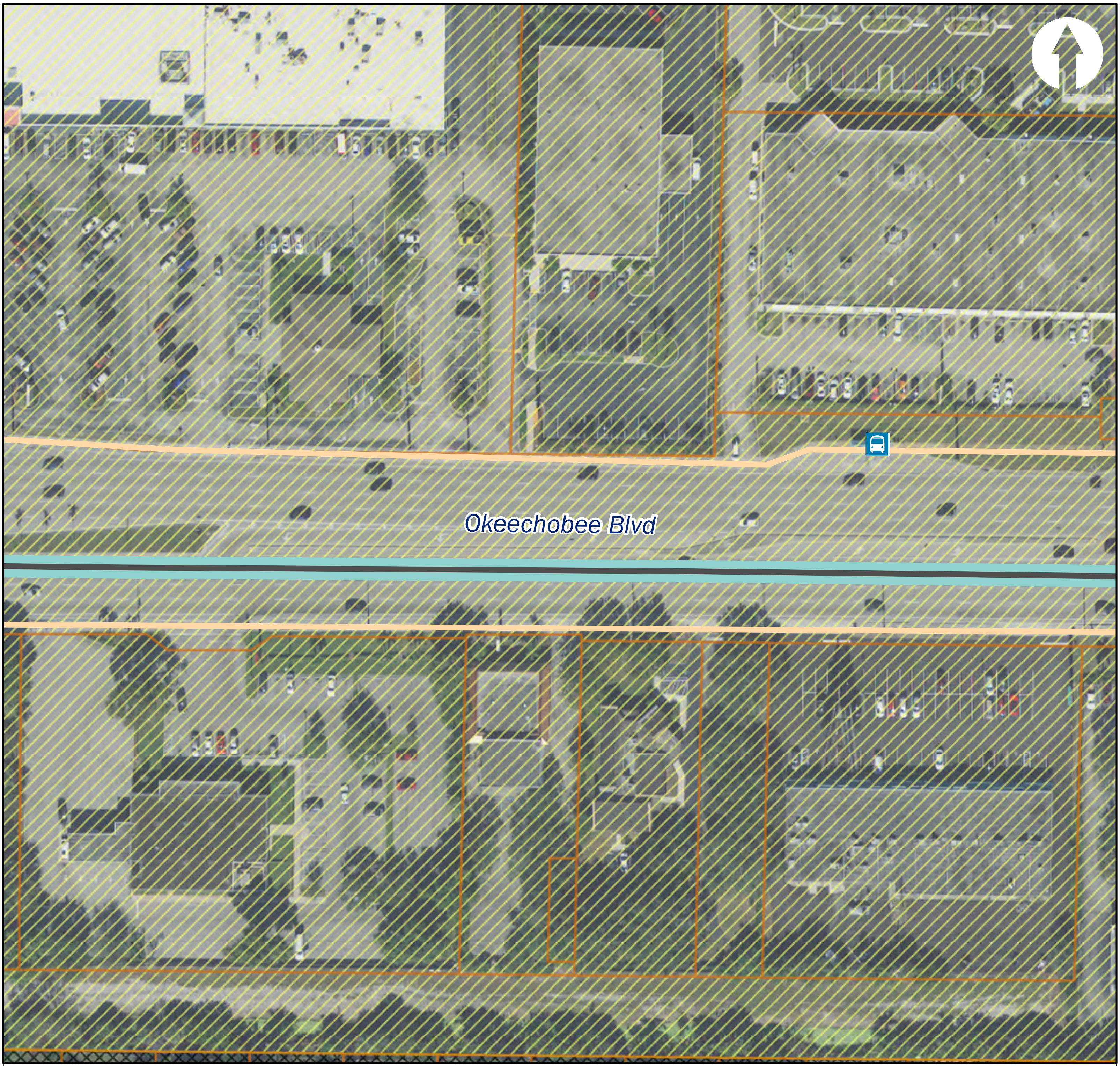

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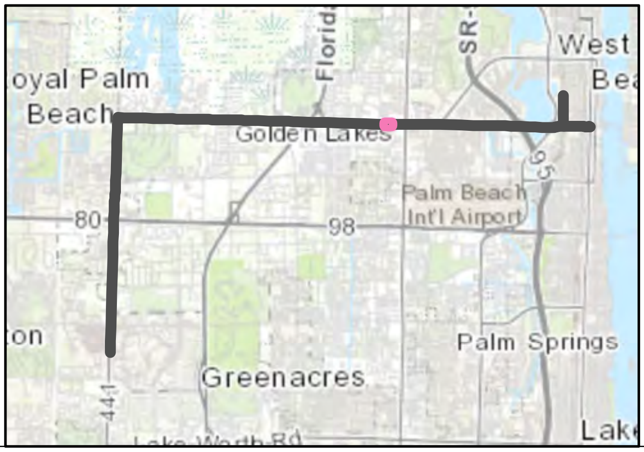

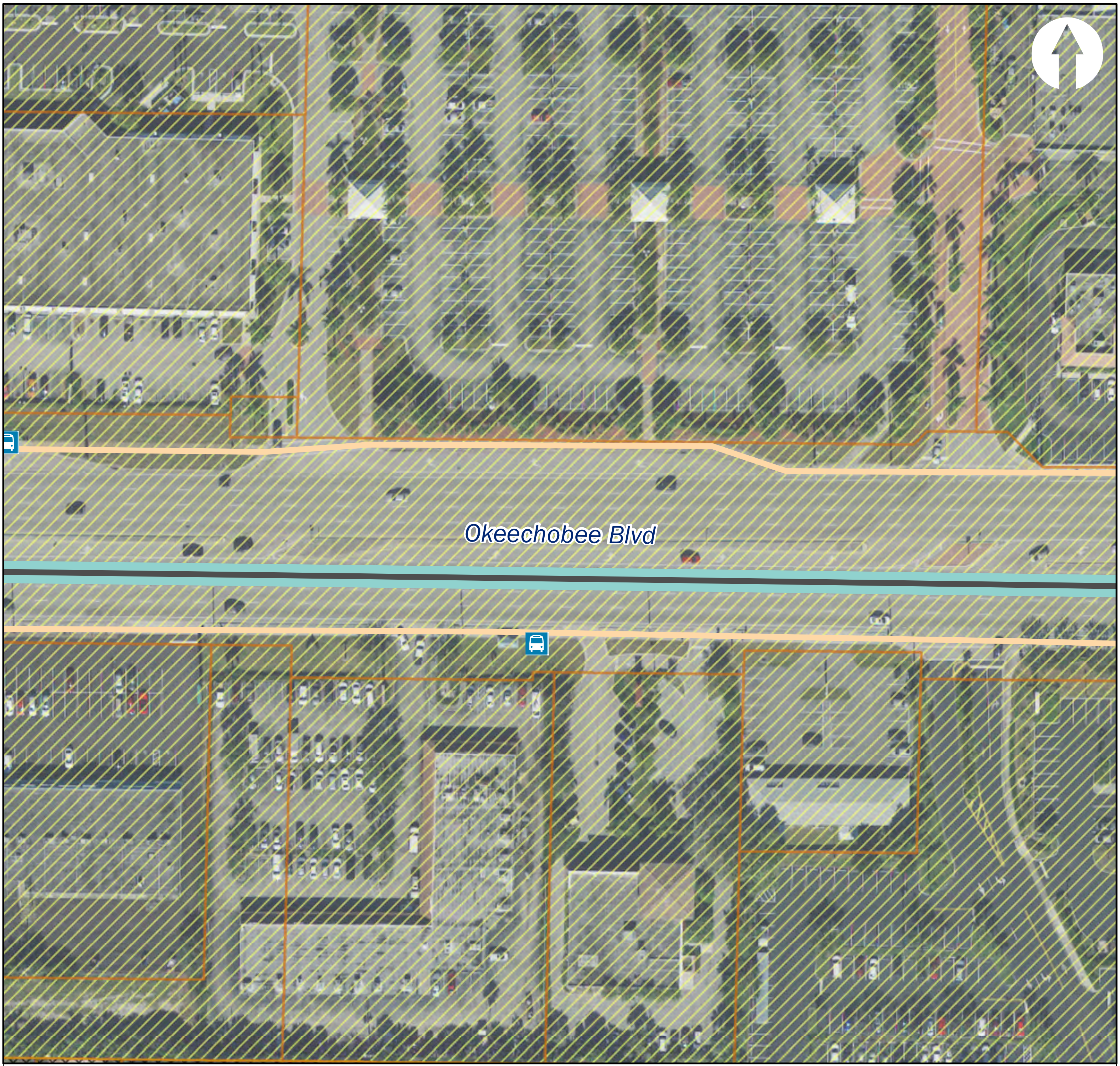

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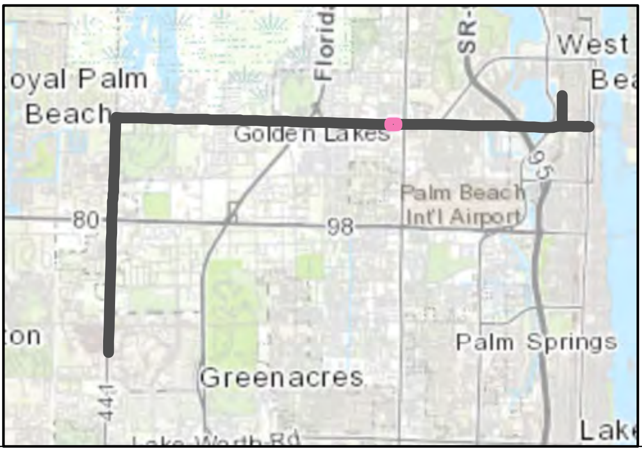

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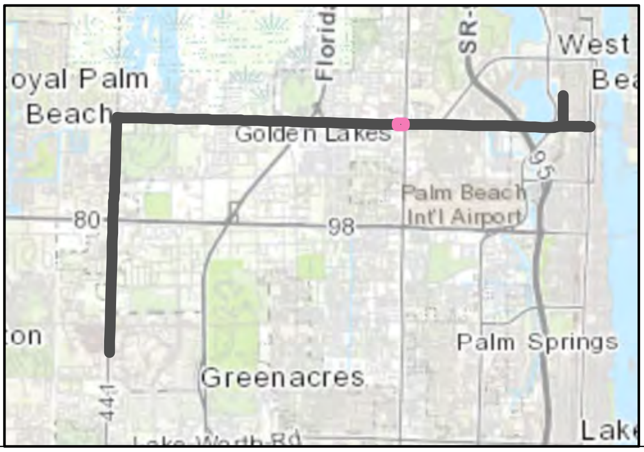

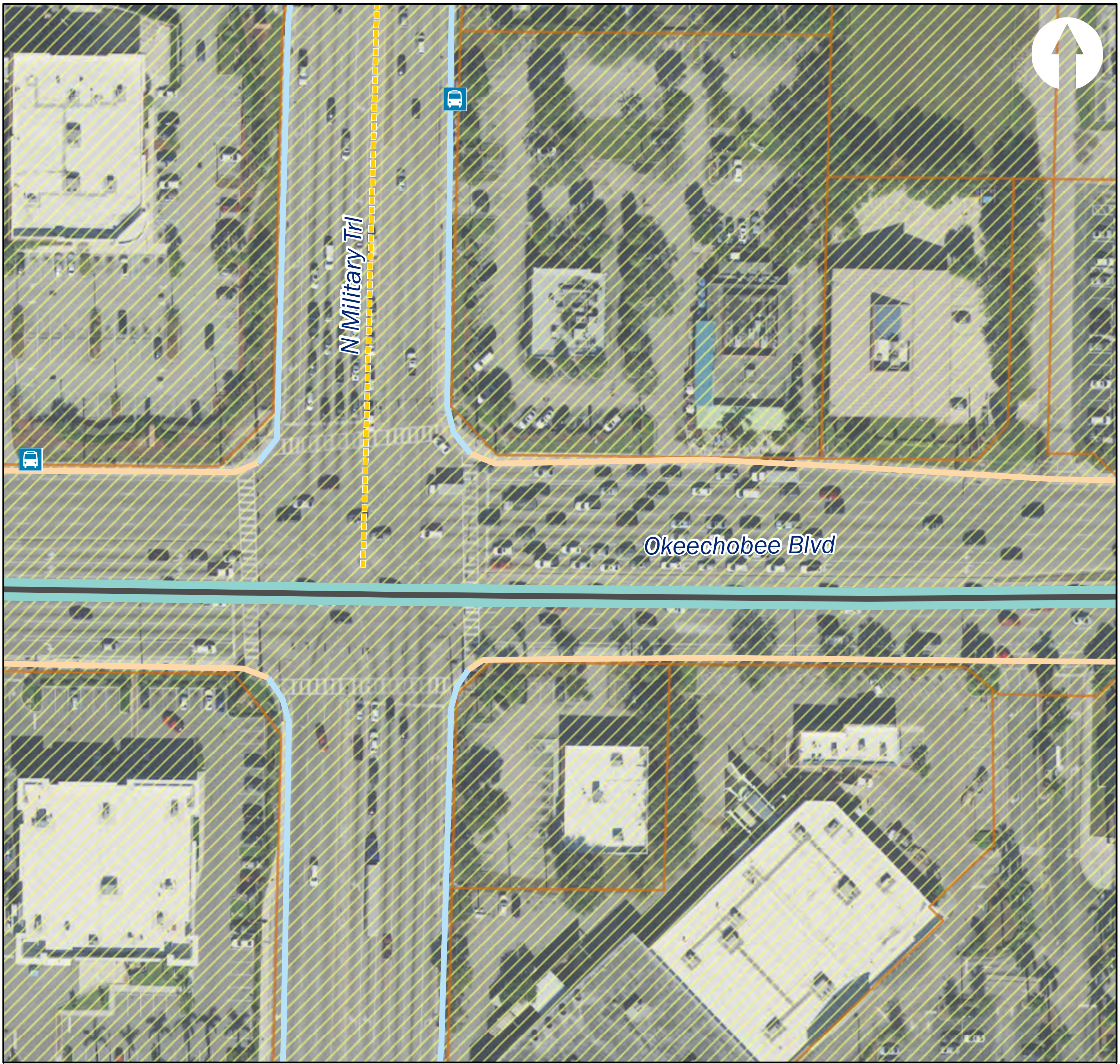

Legend

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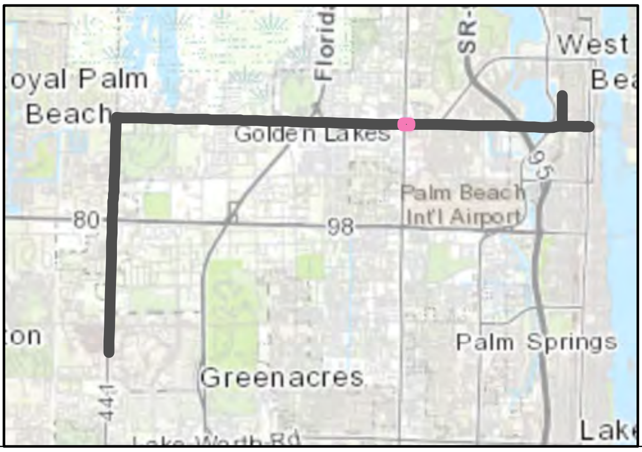

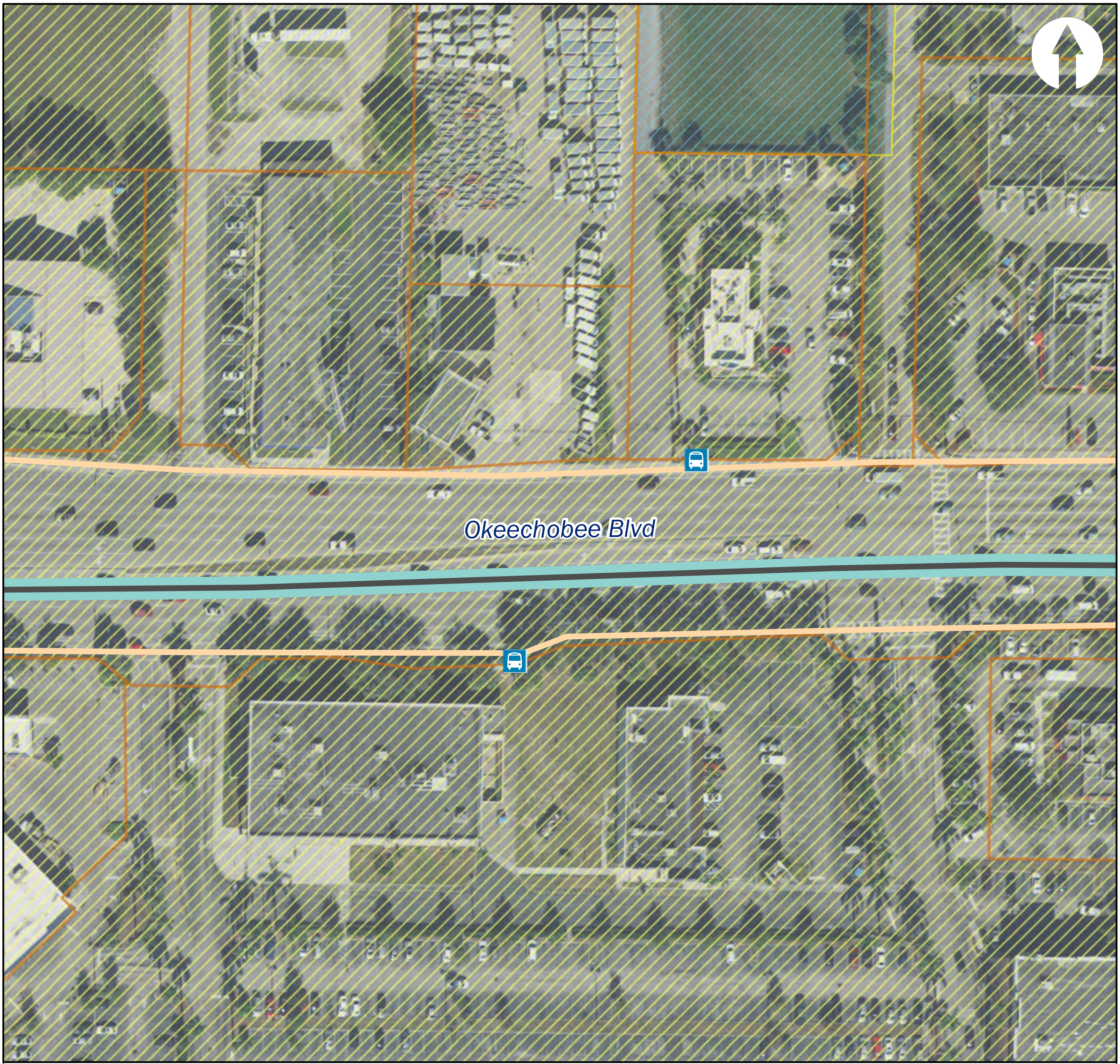

Legend

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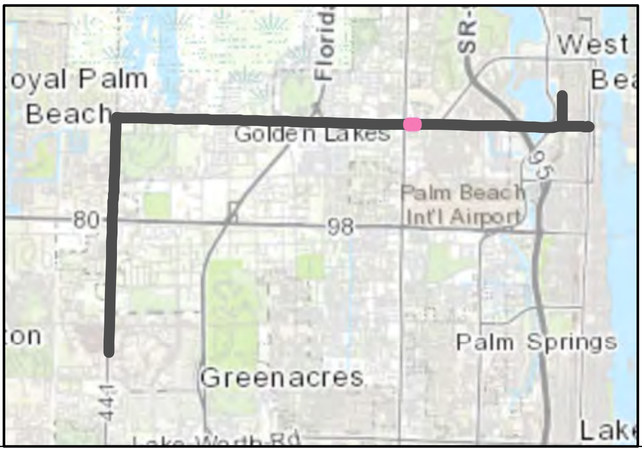

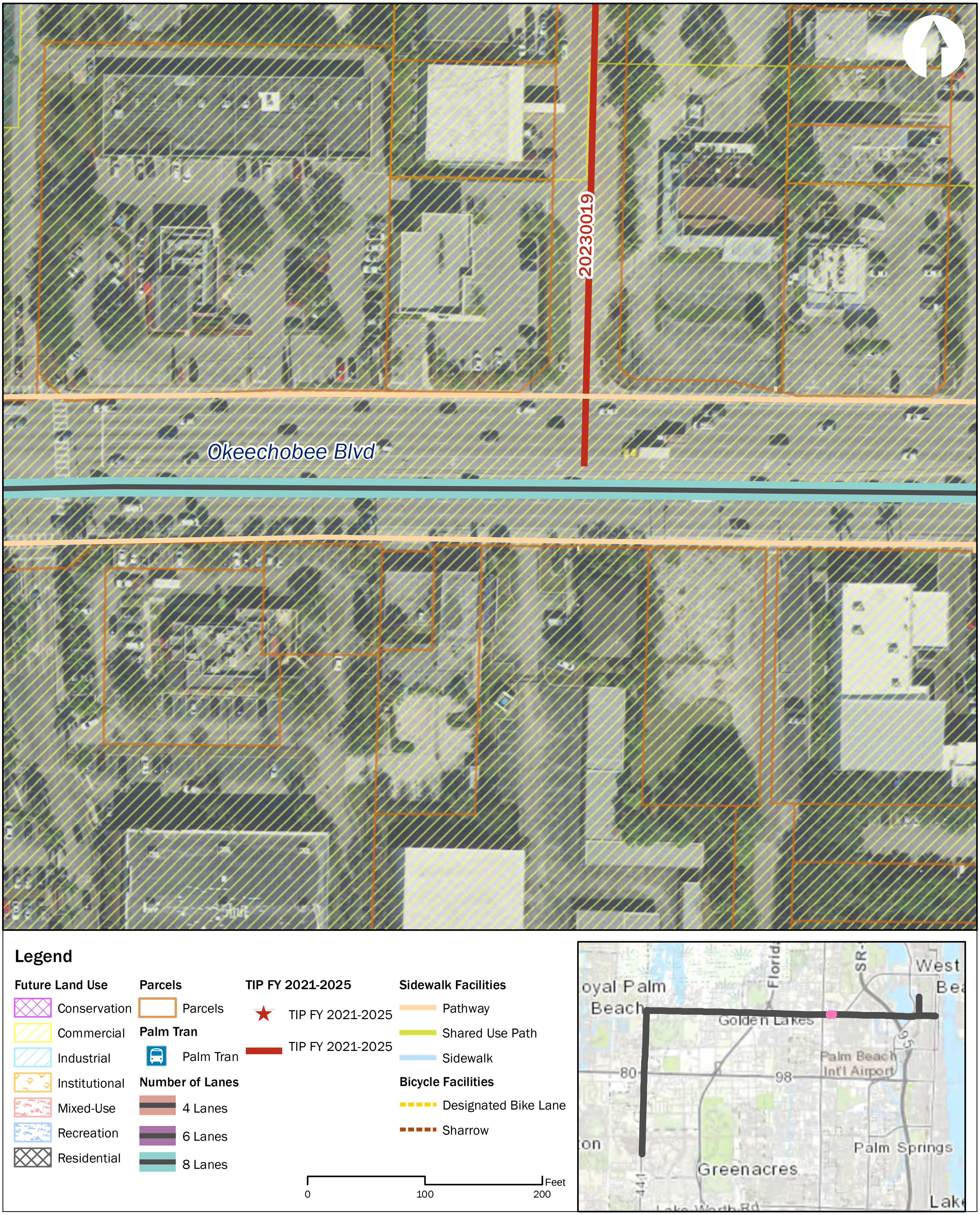
20230019
Okeechobee Blvd
Legend
Future Land Use
Conservation
Commercial
Industrial
Institutional
Mixed-Use
Recreation
Residential
Parcels
Parcels
Palm Tran
Palm Tran
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TIP FY 2021-2025
TIP FY 2021-2025
TIP FY 2021-2025
Sidewalk Facilities
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Shared Use Path
Sidewalk
Bicycle Facilities
Designated Bike Lane
Sharrow
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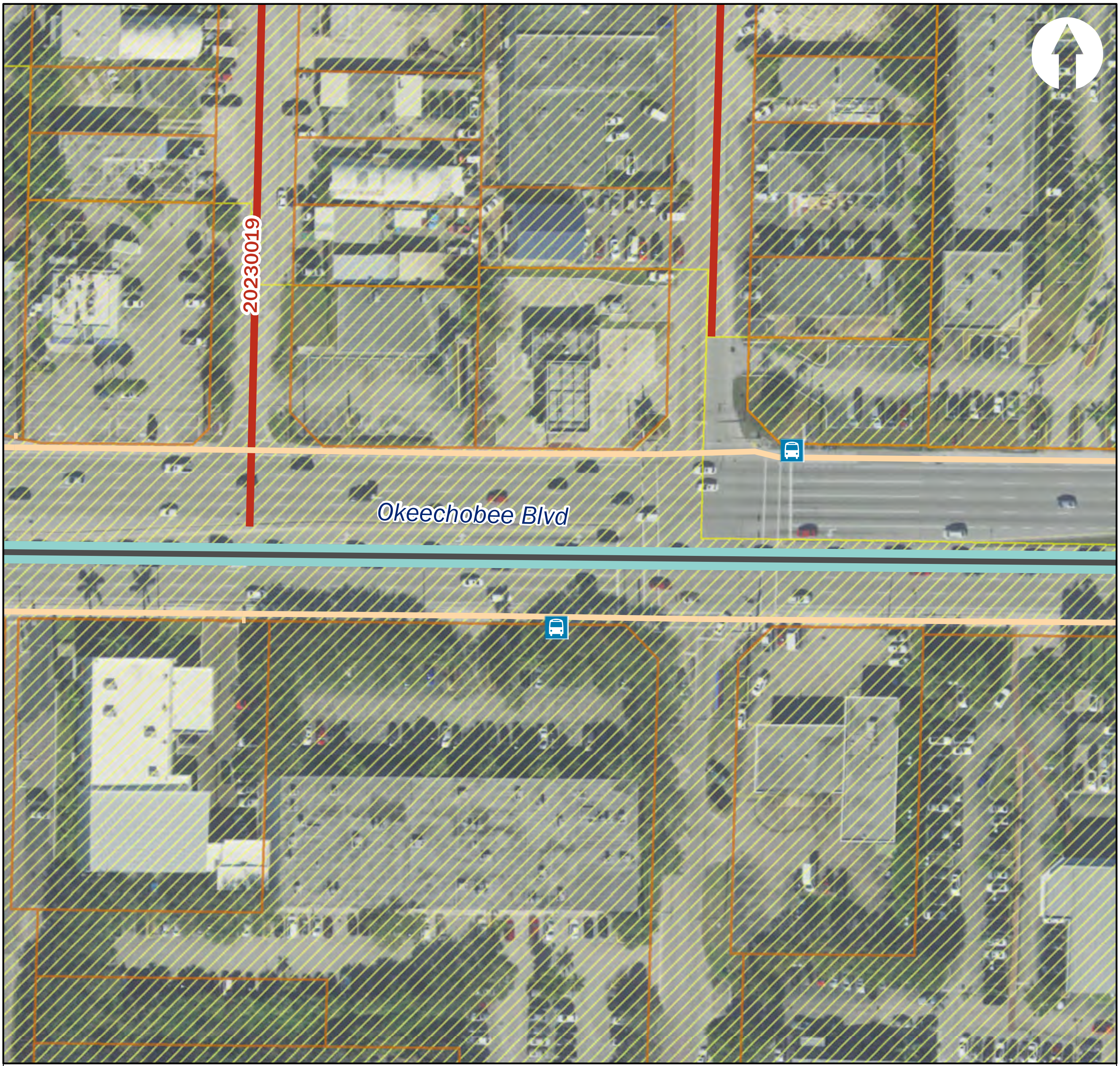
200
Feet
Royal Palm Beach
Golden Lakes
West Palm Beach
Palm Beach Int'l Airport
80
98
95
Palm Springs
Greenacres
441
Lake Worth Rd



Legend

Future Land Use
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Parcels
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TIP FY 2021-2025
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- TIP FY 2021-2025

Sidewalk Facilities
- Pathway
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Bicycle Facilities
- Designated Bike Lane
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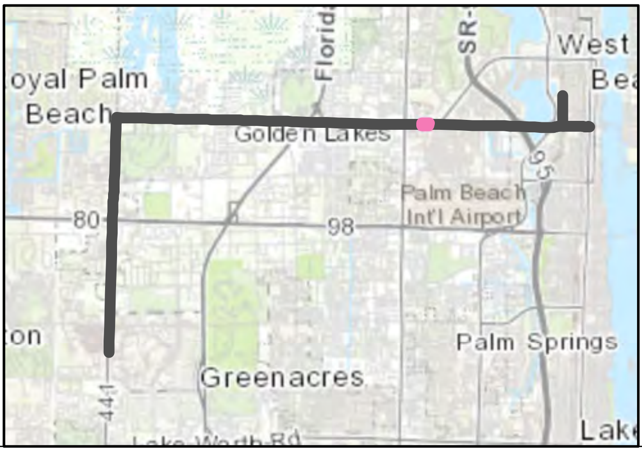
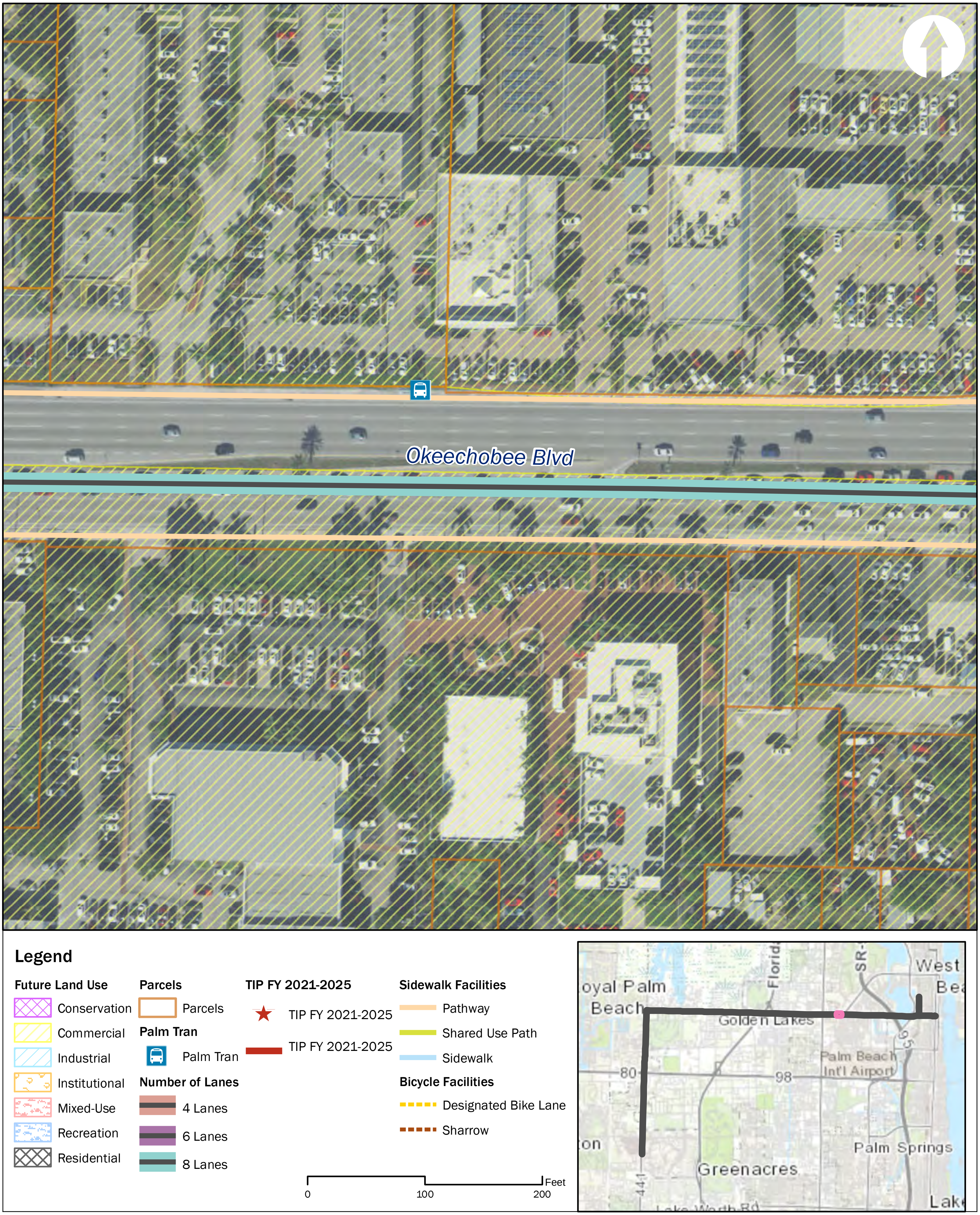
0 100 200 Feet




Okeechobee Blvd
Legend
Future Land Use
Conservation
Commercial
Industrial
Institutional
Mixed-Use
Recreation
Residential
Parcels
Parcels
Palm Tran
Palm Tran
Number of Lanes
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TIP FY 2021-2025
TIP FY 2021-2025
TIP FY 2021-2025
Sidewalk Facilities
Pathway
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Sharrow
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Feet
Golden Lakes
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Palm Springs
Greenacres
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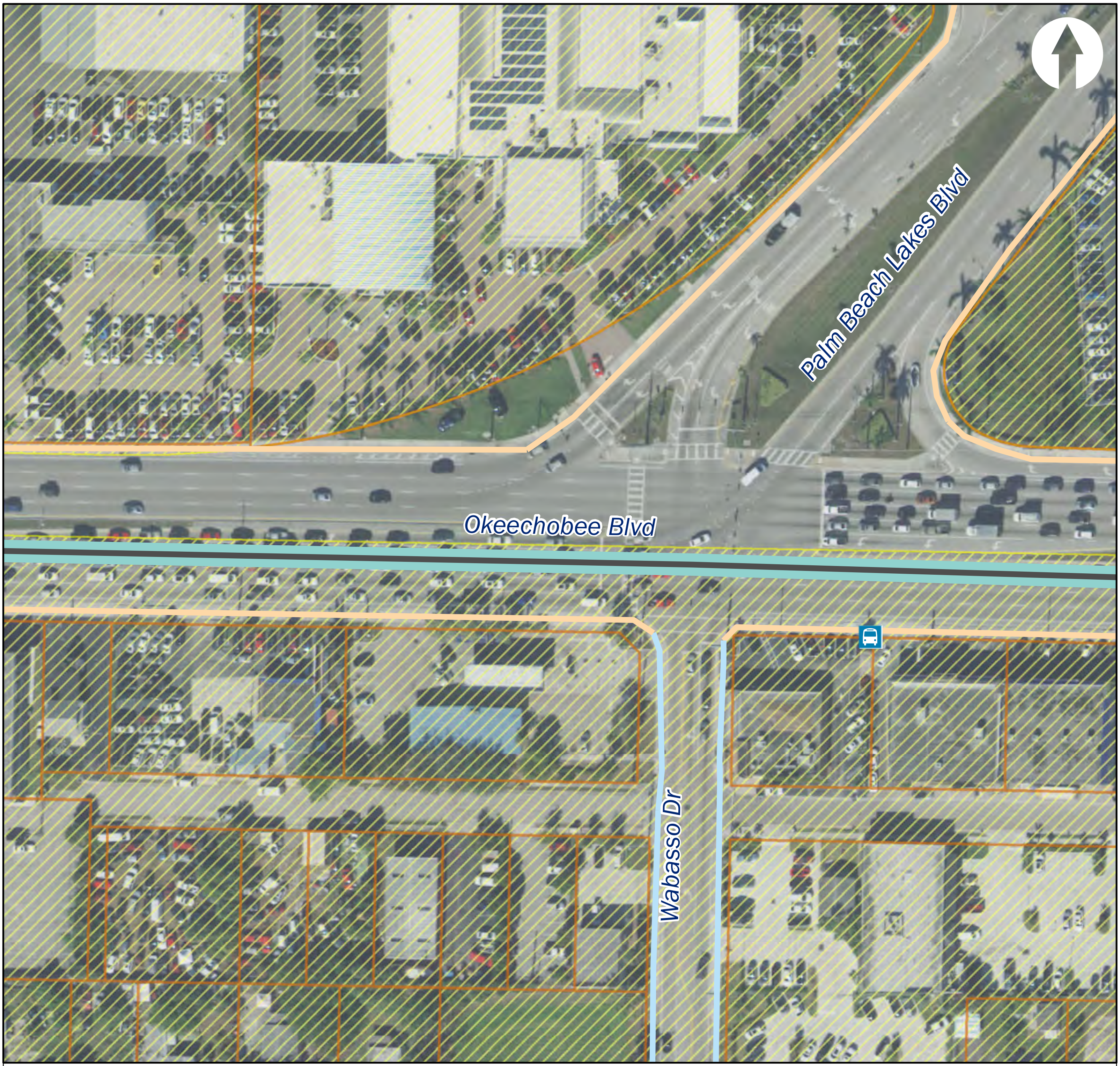
80



Legend

Future Land Use
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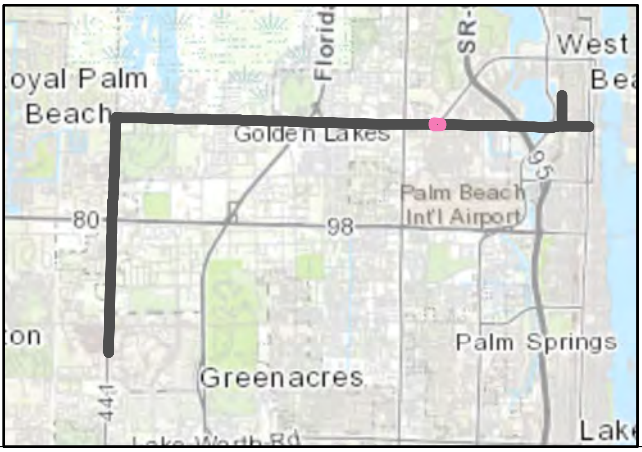

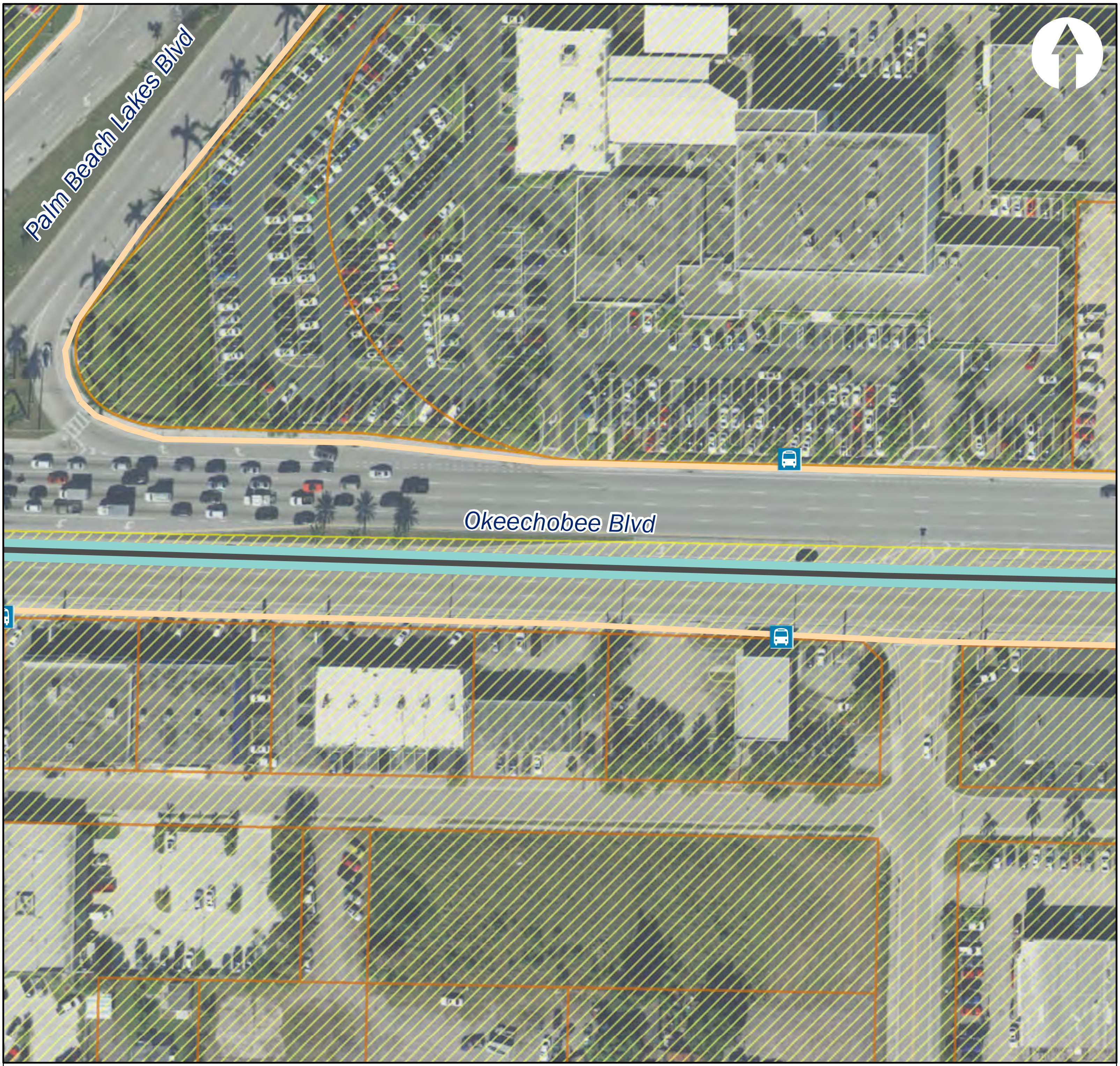

Legend

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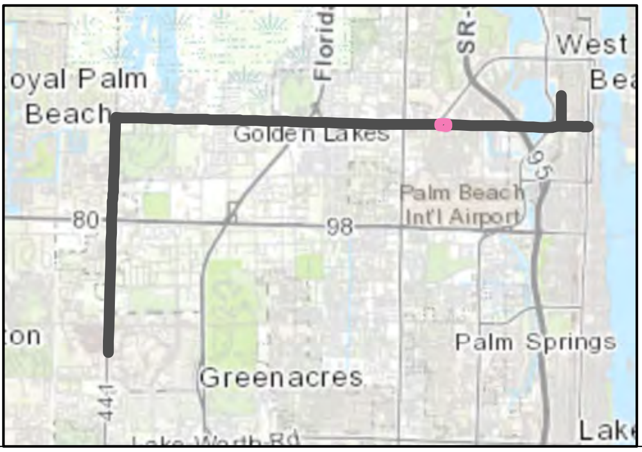

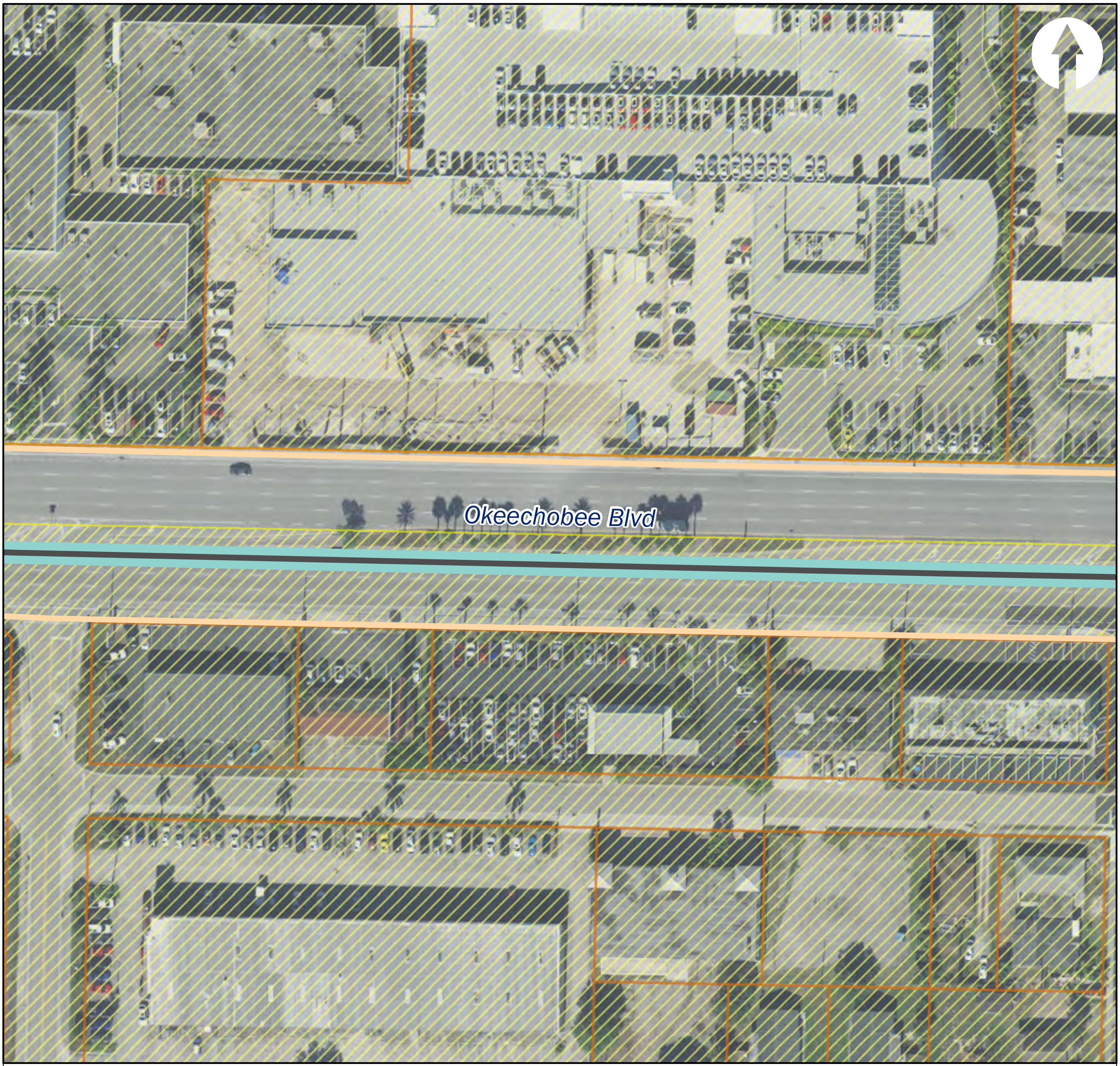

Legend

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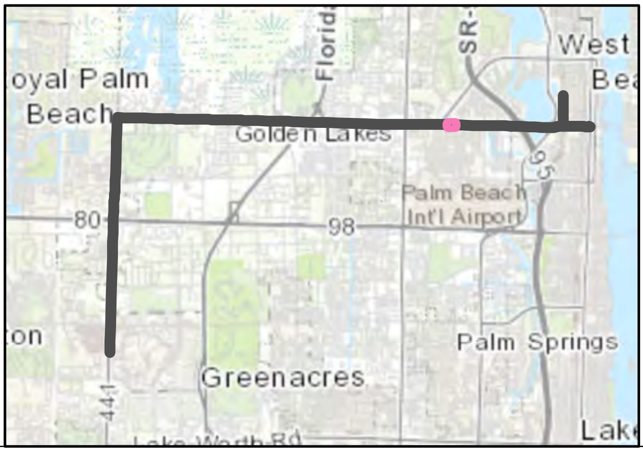

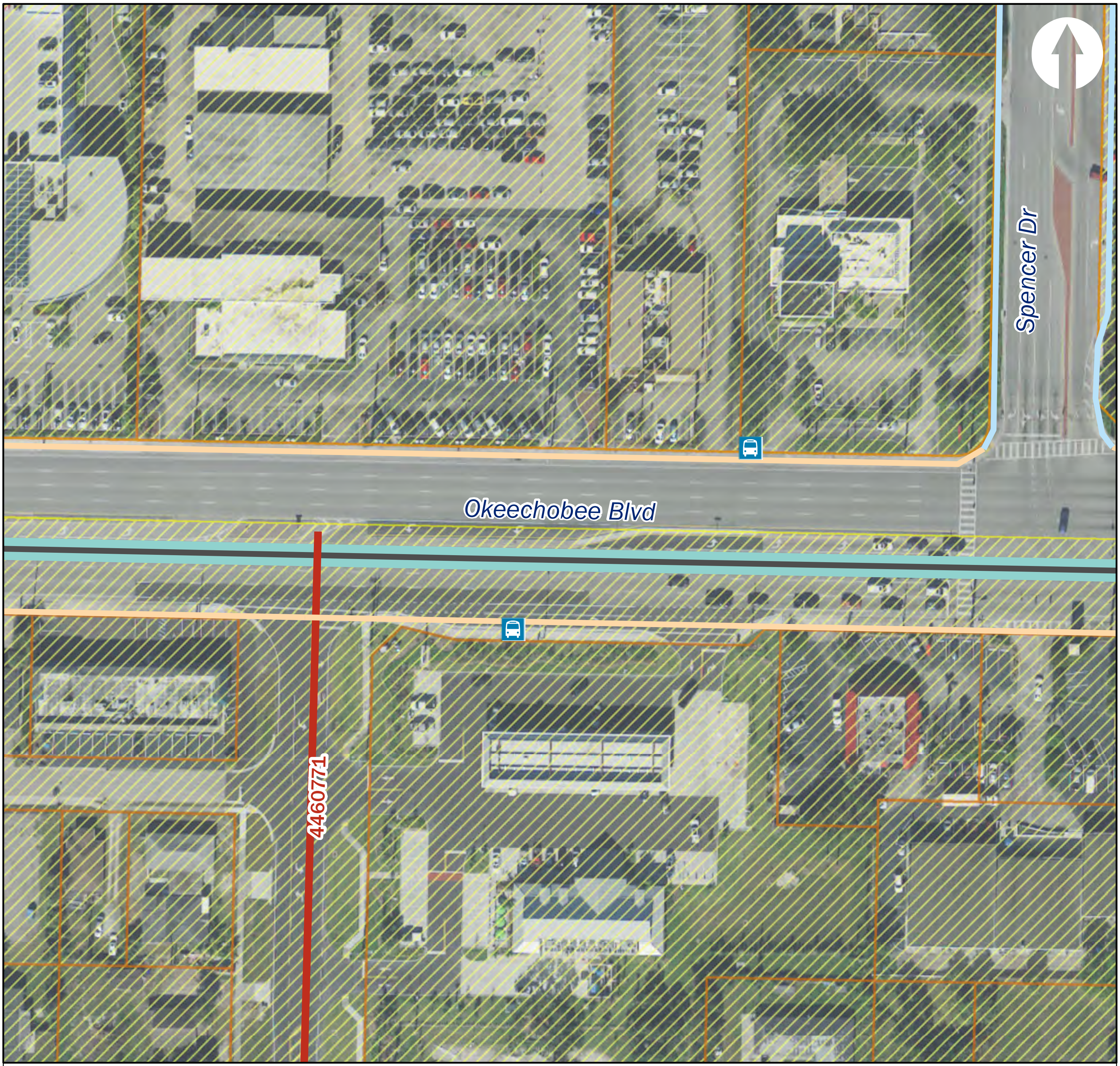

Legend

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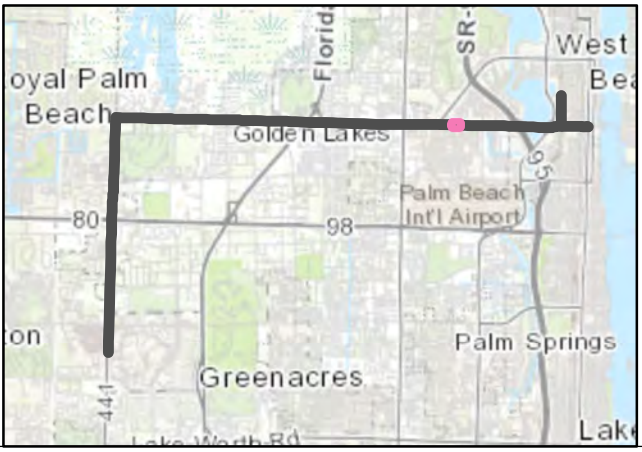

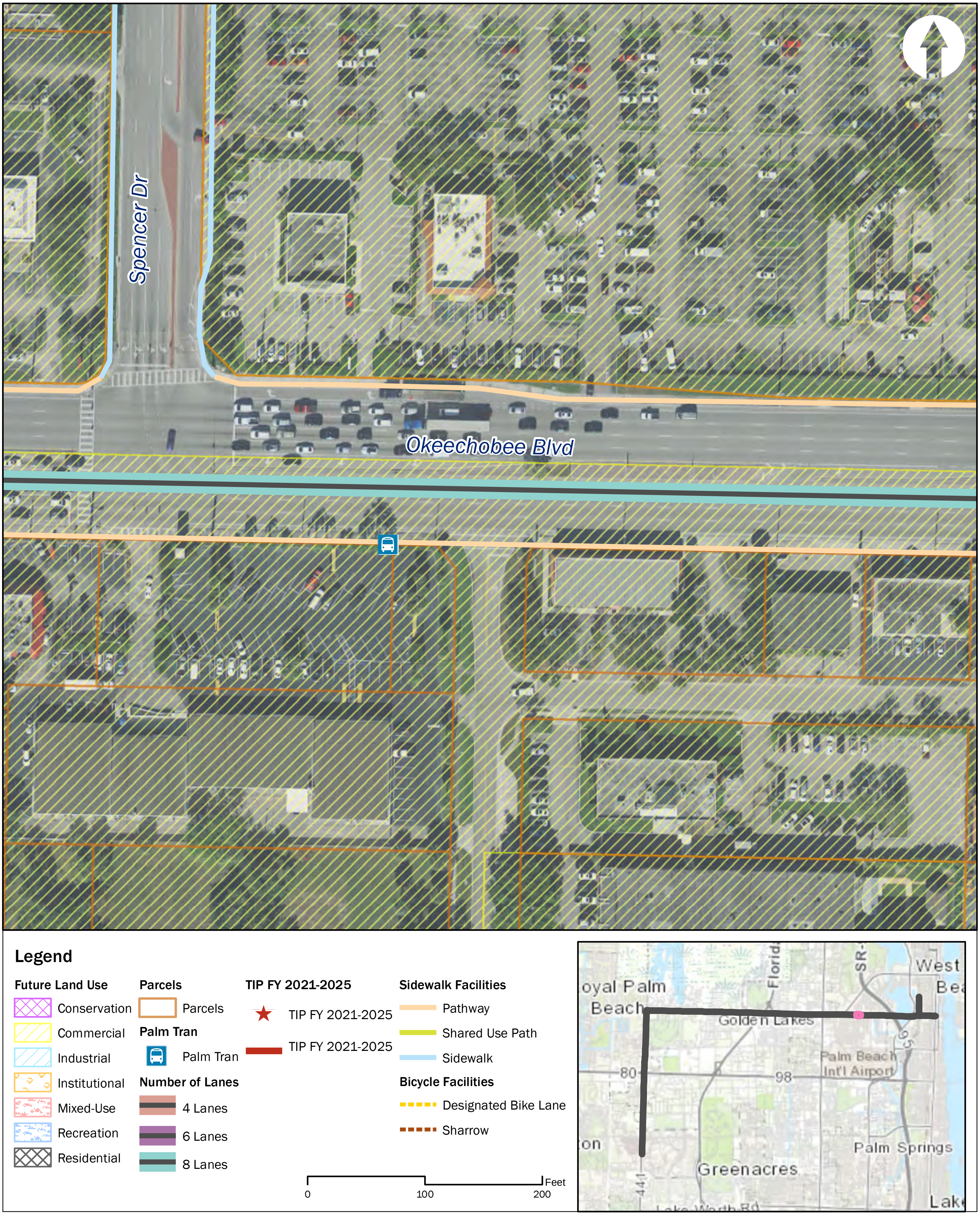
Spencer Dr
Okeechobee Blvd
Legend
Future Land Use
Conservation
Commercial
Industrial
Institutional
Mixed-Use
Recreation
Residential
Parcels
Parcels
Palm Tran
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Royal Palm Beach
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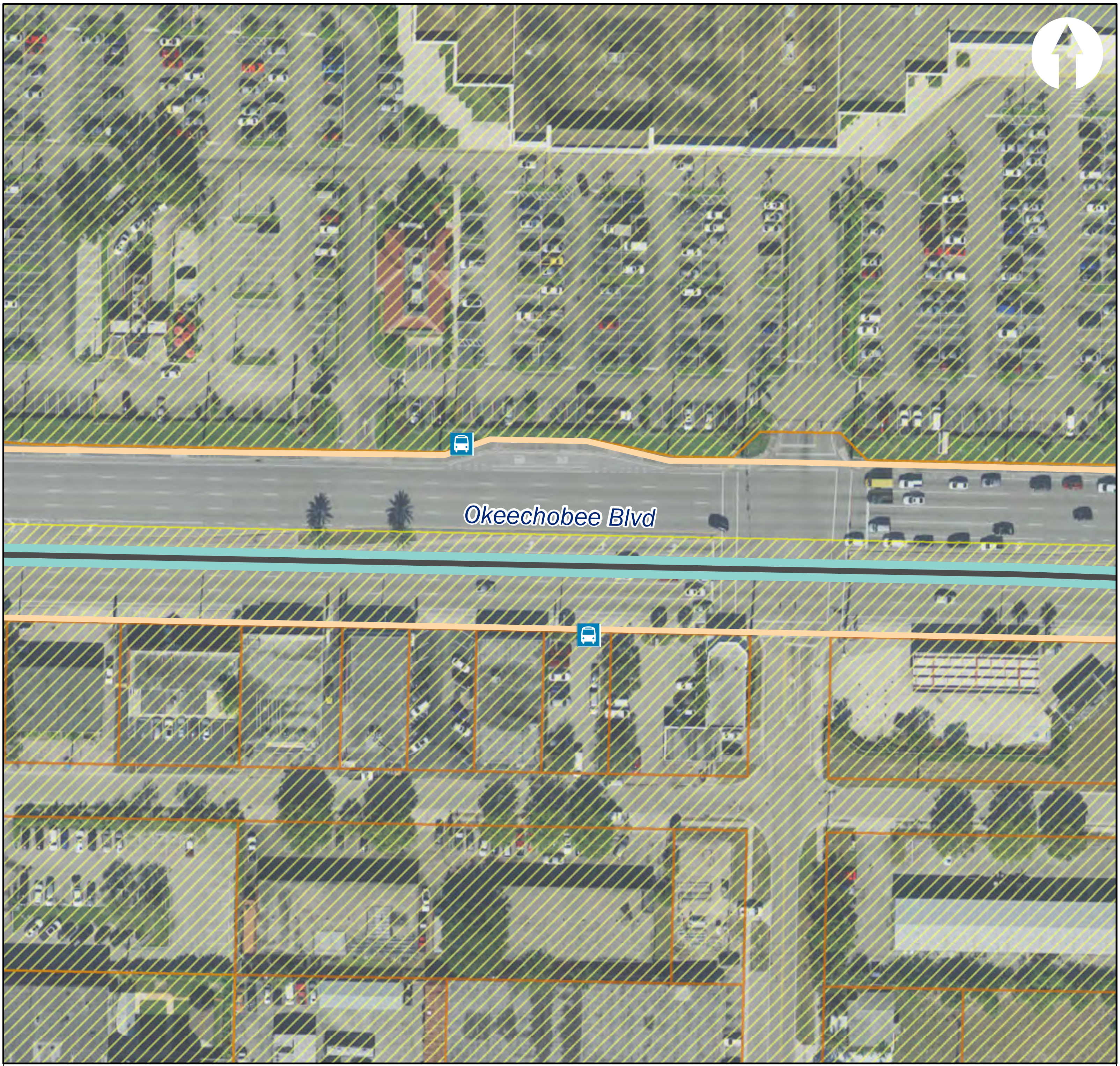

Legend

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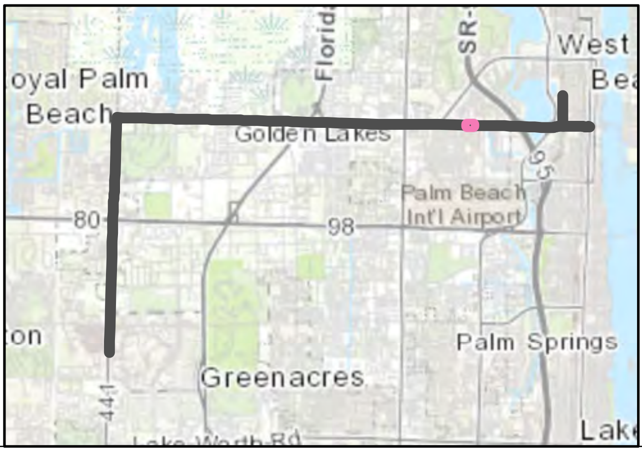

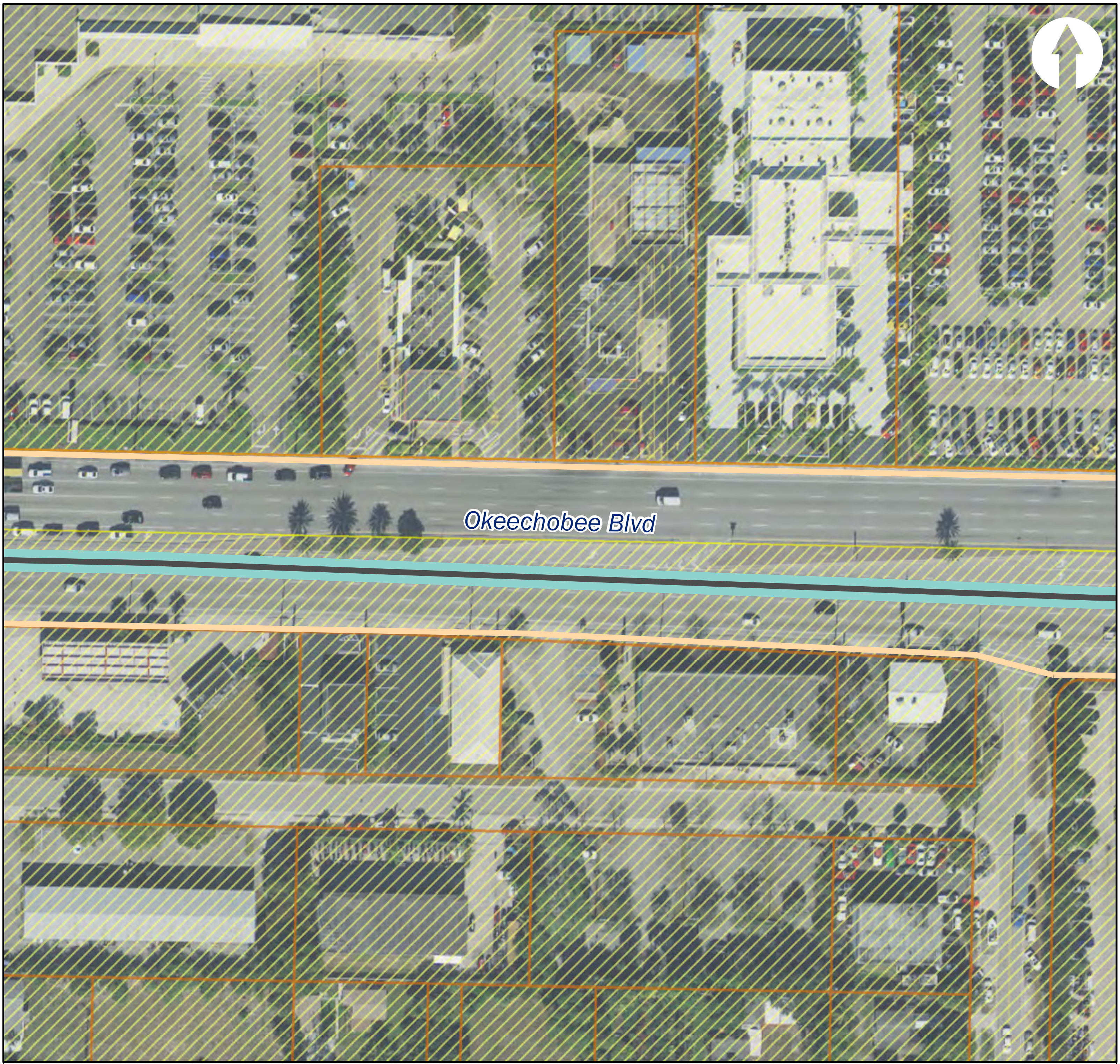

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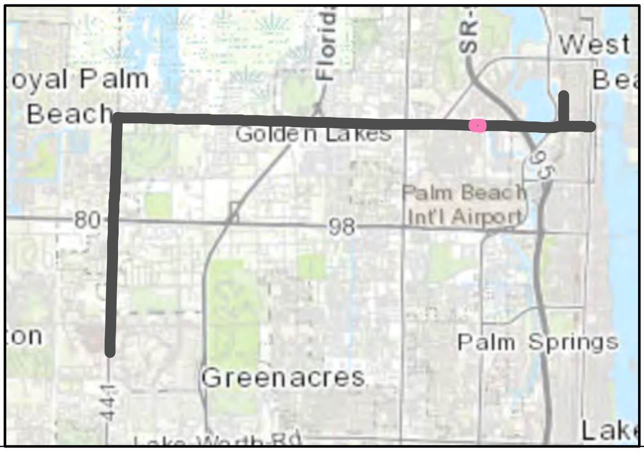

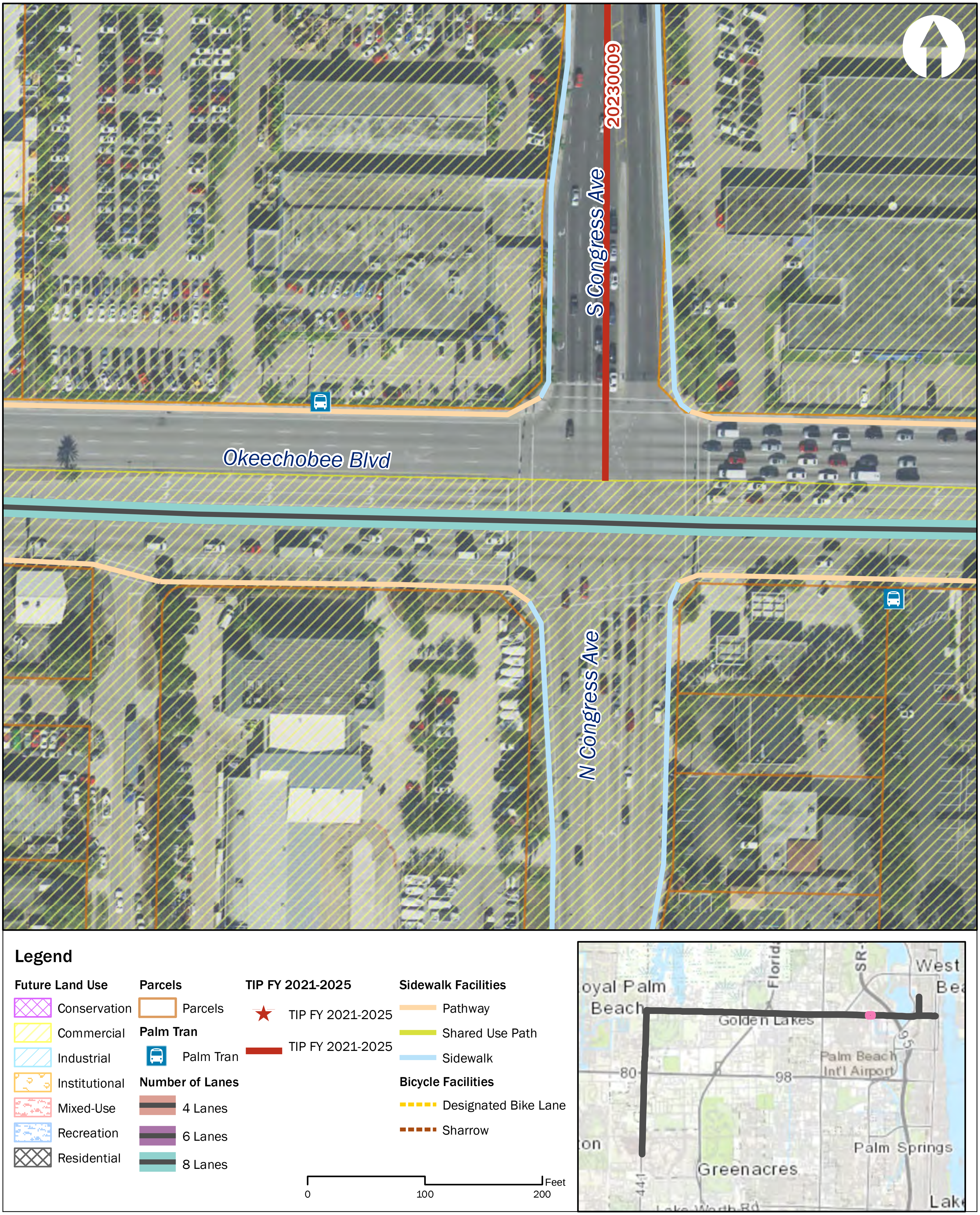
20230009
S Congress Ave
Okeechobee Blvd
N Congress Ave
Legend
Future Land Use
Conservation
Commercial
Industrial
Institutional
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441
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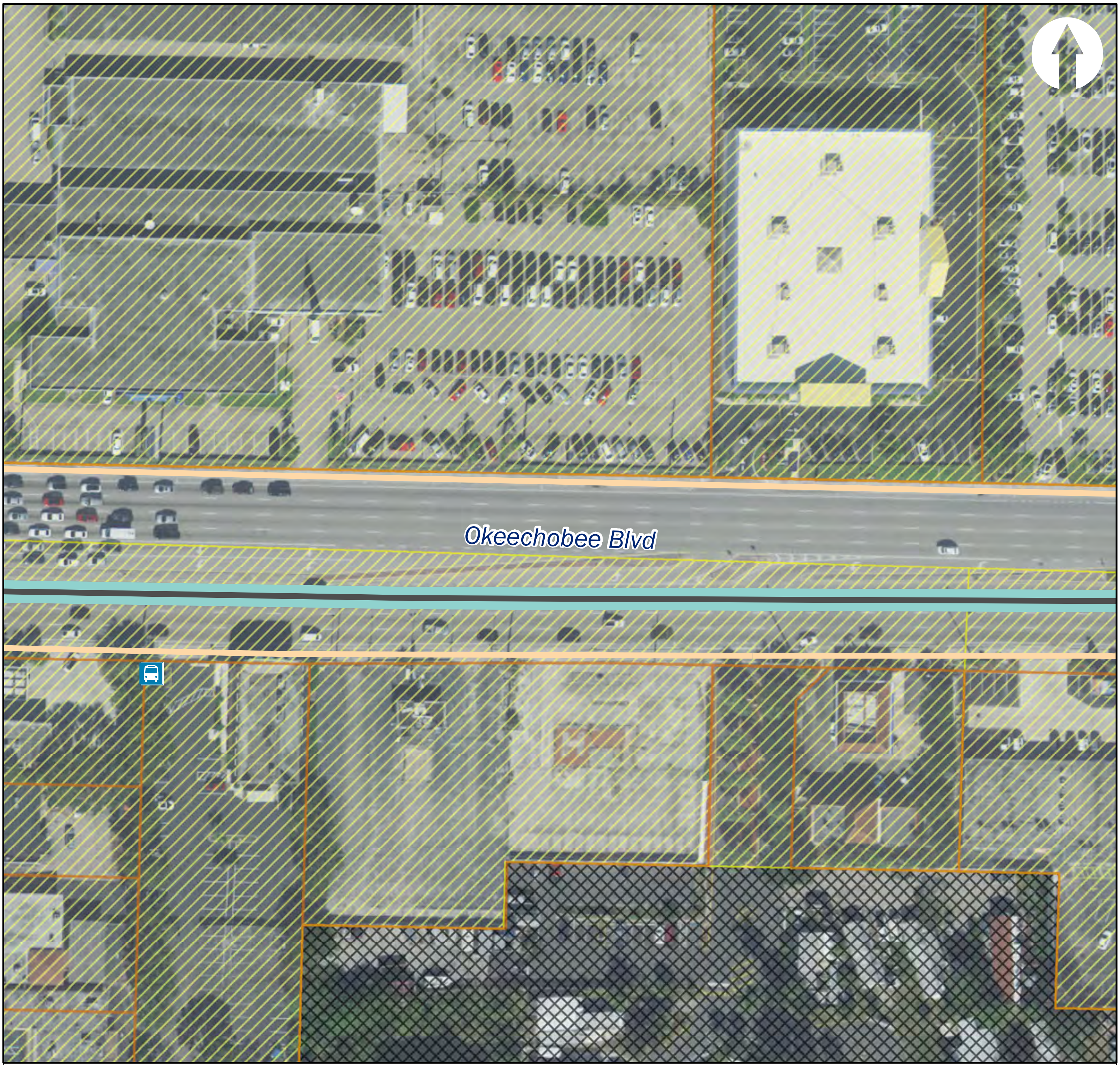

Legend

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- Conservation
- Commercial
- Industrial
- Institutional
- Mixed-Use
- Recreation
- Residential

Parcels
- Parcels

Palm Tran
- Palm Tran

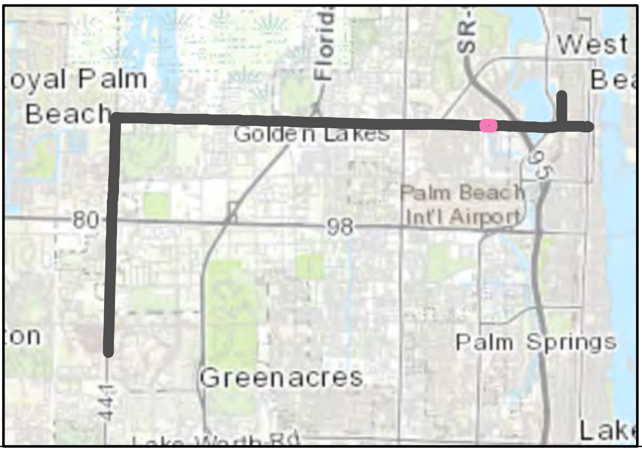
Number of Lanes
- 4 Lanes
- 6 Lanes
- 8 Lanes

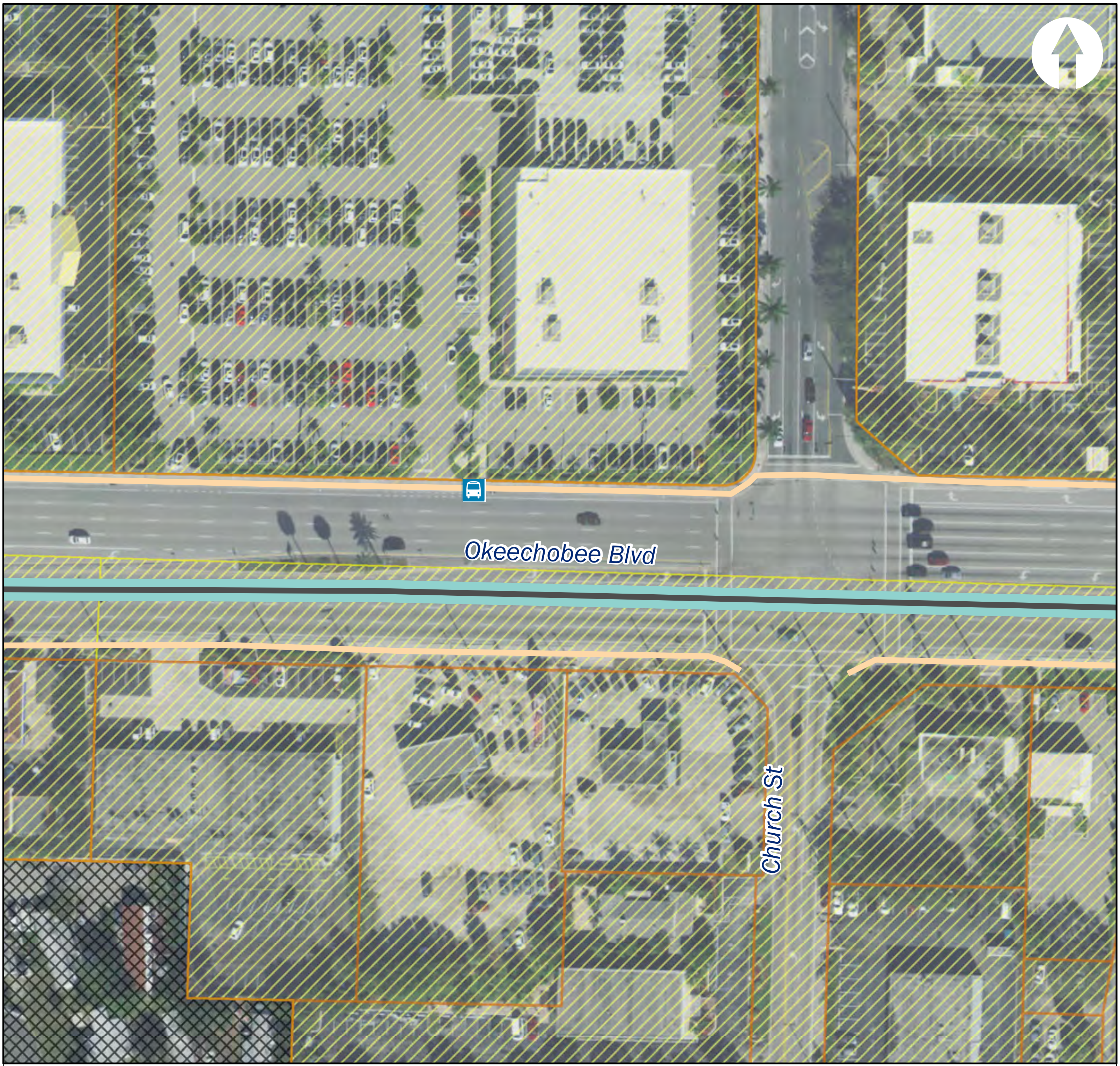
TIP FY 2021-2025
- TIP FY 2021-2025
- TIP FY 2021-2025

Sidewalk Facilities
- Pathway
- Shared Use Path
- Sidewalk

Bicycle Facilities
- Designated Bike Lane
- Sharrow

0 100 200 Feet





Legend

Future Land Use
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- Recreation
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Palm Tran
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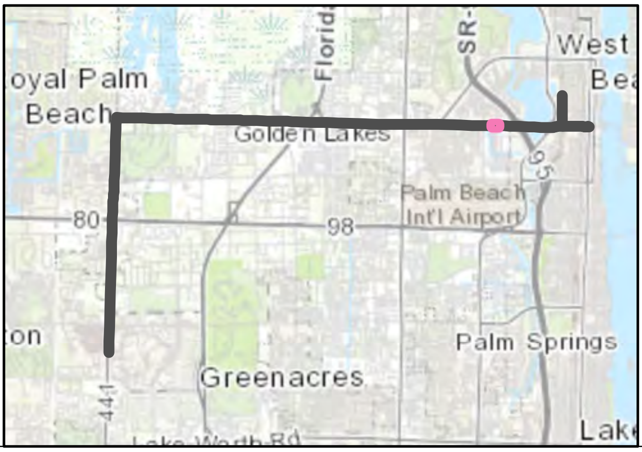


Okeechobee Blvd
Legend
Future Land Use
Conservation
Commercial
Industrial
Institutional
Mixed-Use
Recreation
Residential
Parcels
Parcels
Palm Tran
Palm Tran
Number of Lanes
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TIP FY 2021-2025
TIP FY 2021-2025
TIP FY 2021-2025
Sidewalk Facilities
Pathway
Shared Use Path
Sidewalk
Bicycle Facilities
Designated Bike Lane
Sharrow
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Feet
oyal Palm
Beach
Golden Lakes
Florida
SR-
West
Bea
Palm Beach
Int'l Airport
95
80
98
Greenacres
Palm Springs
441
Lake

Legend

Future Land Use
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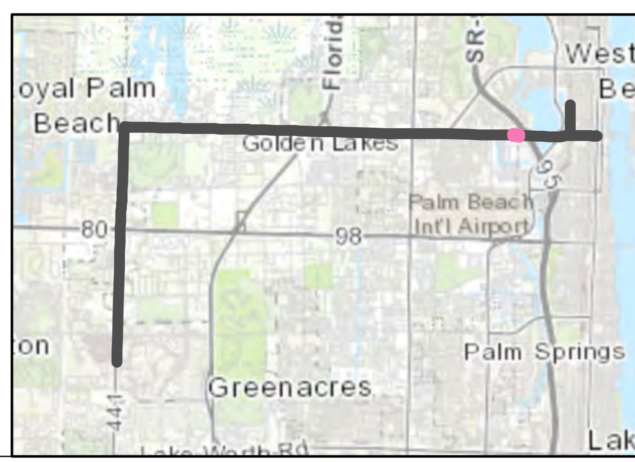


S Interstate 95
N Interstate 95
Okeechobee Blvd
4397551
Legend
Future Land Use
Conservation
Commercial
Industrial
Institutional
Mixed-Use
Recreation
Residential
Parcels
Parcels
Palm Tran
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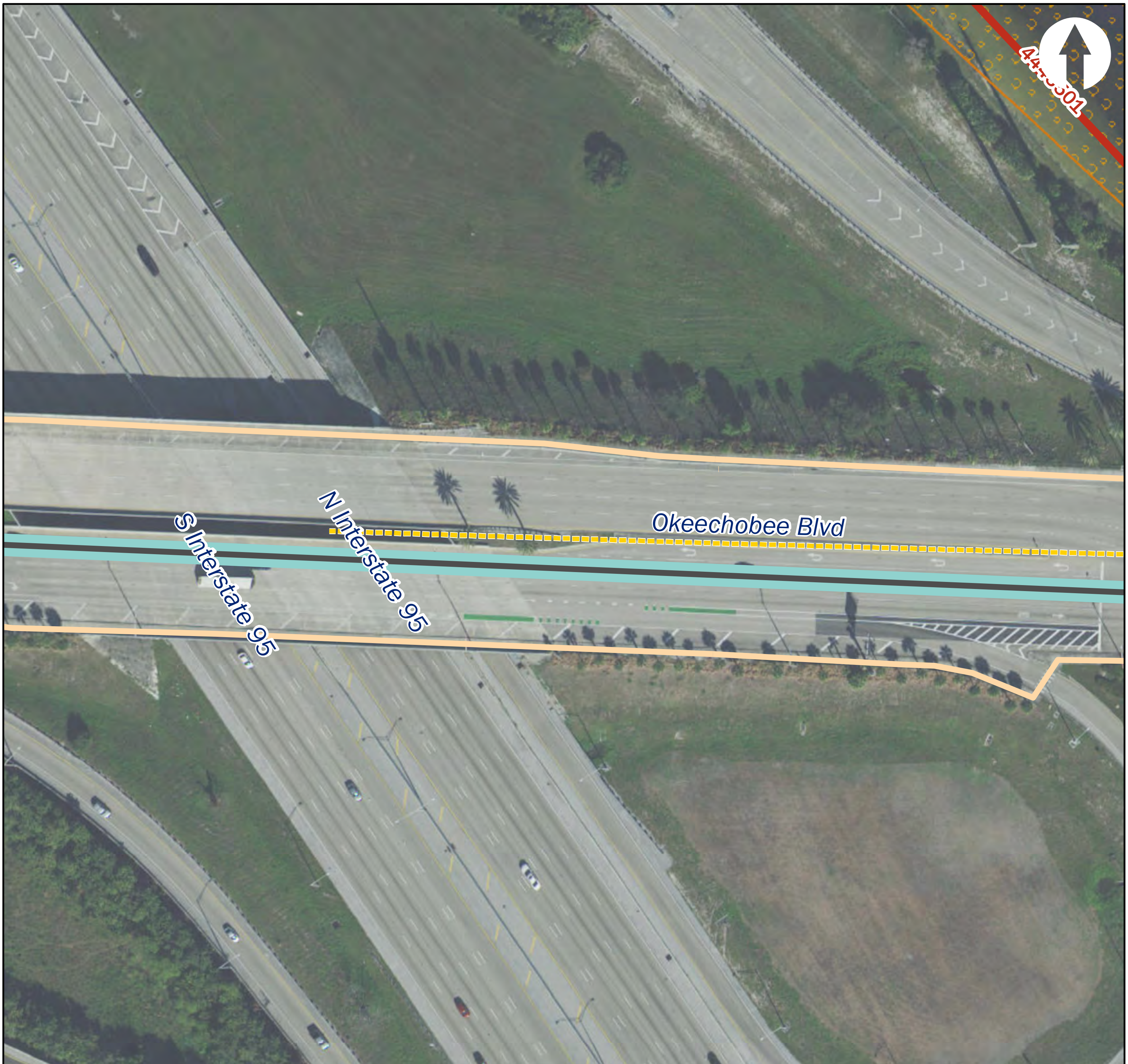
Sharrow
0
100
200
Feet
Golden Lakes
Palm Beach Int'l Airport
Palm Springs
Greenacres
West
98
80
95
441



Legend

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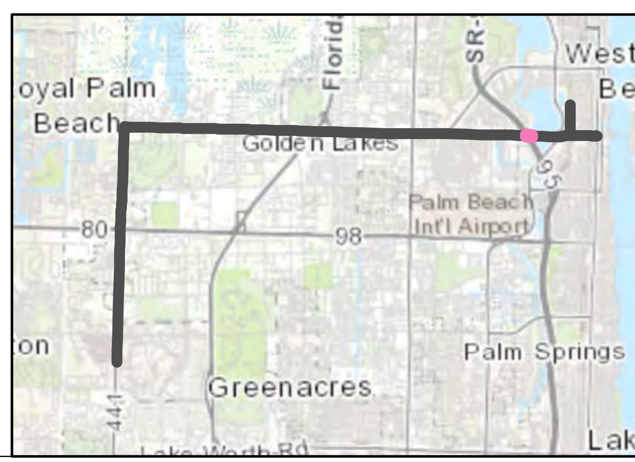

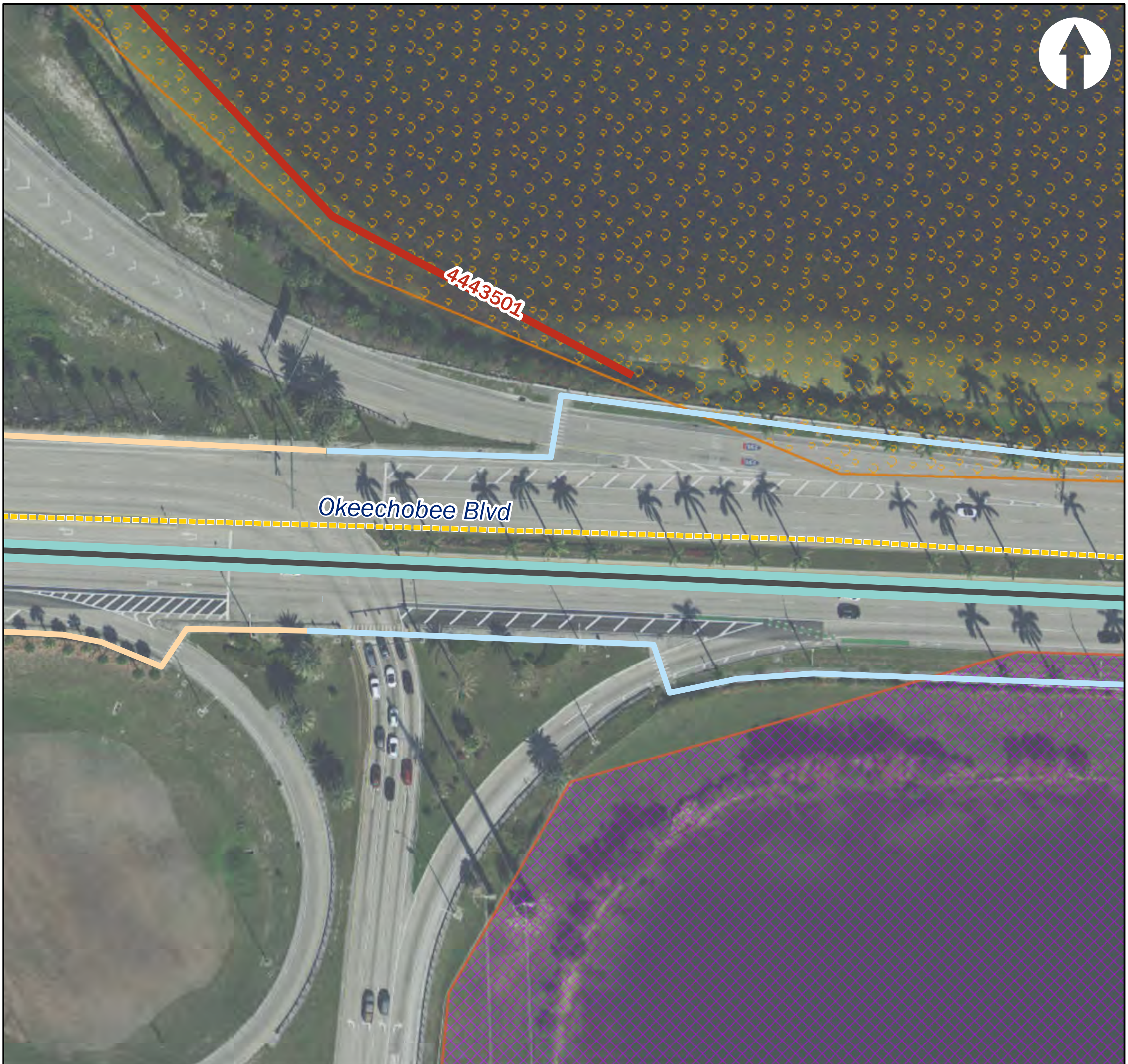

Legend

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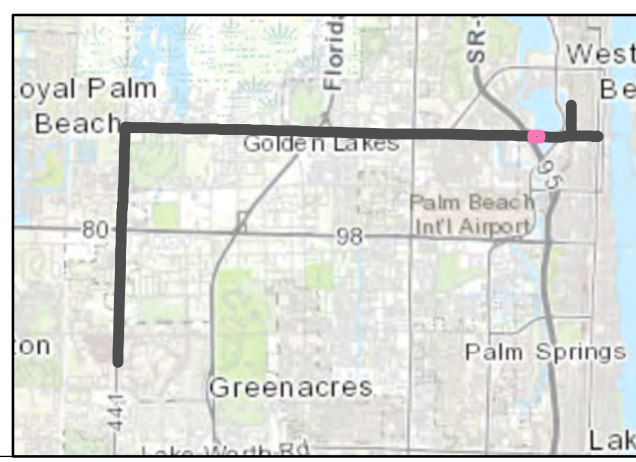

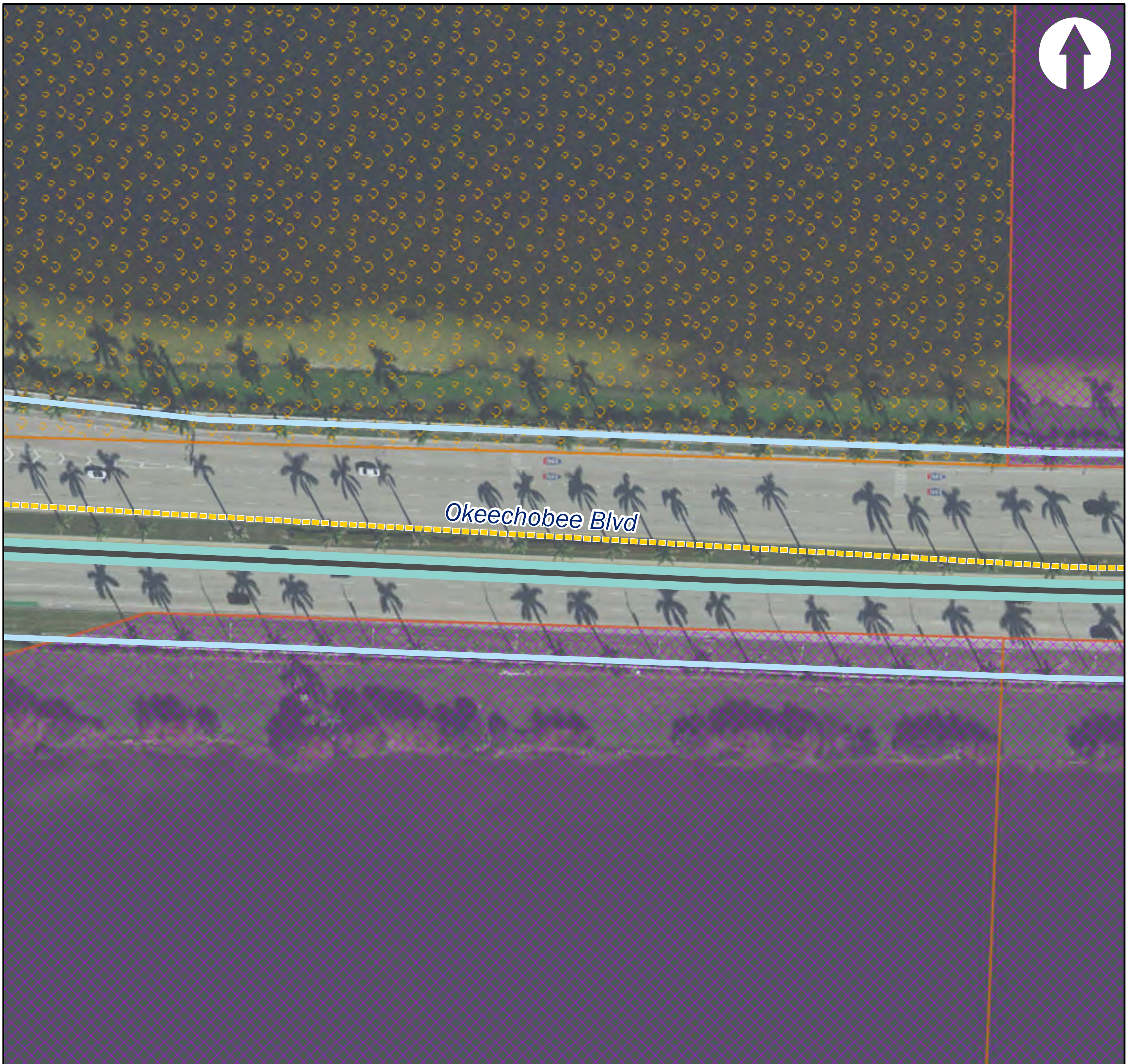

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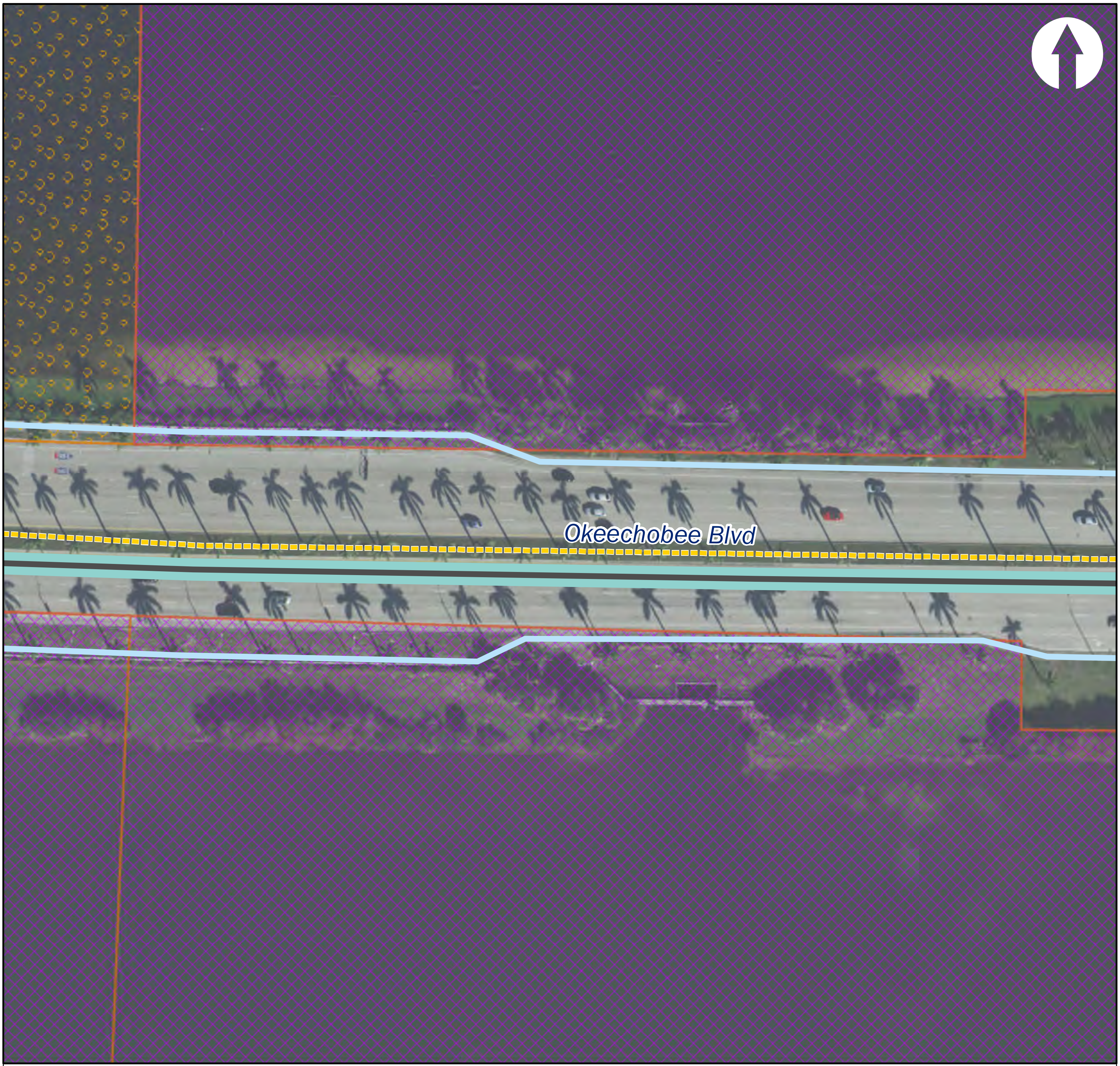

Legend

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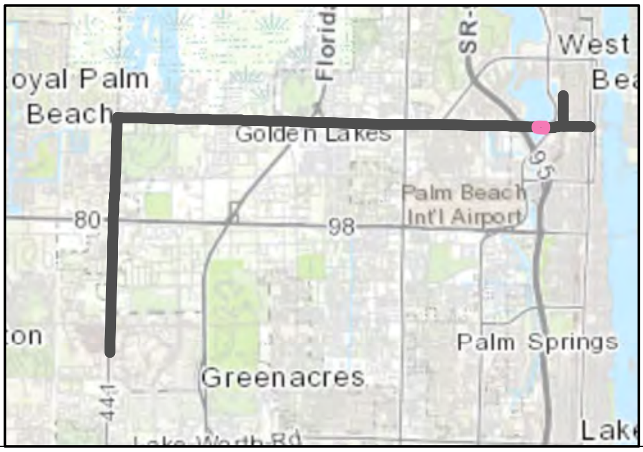

Legend

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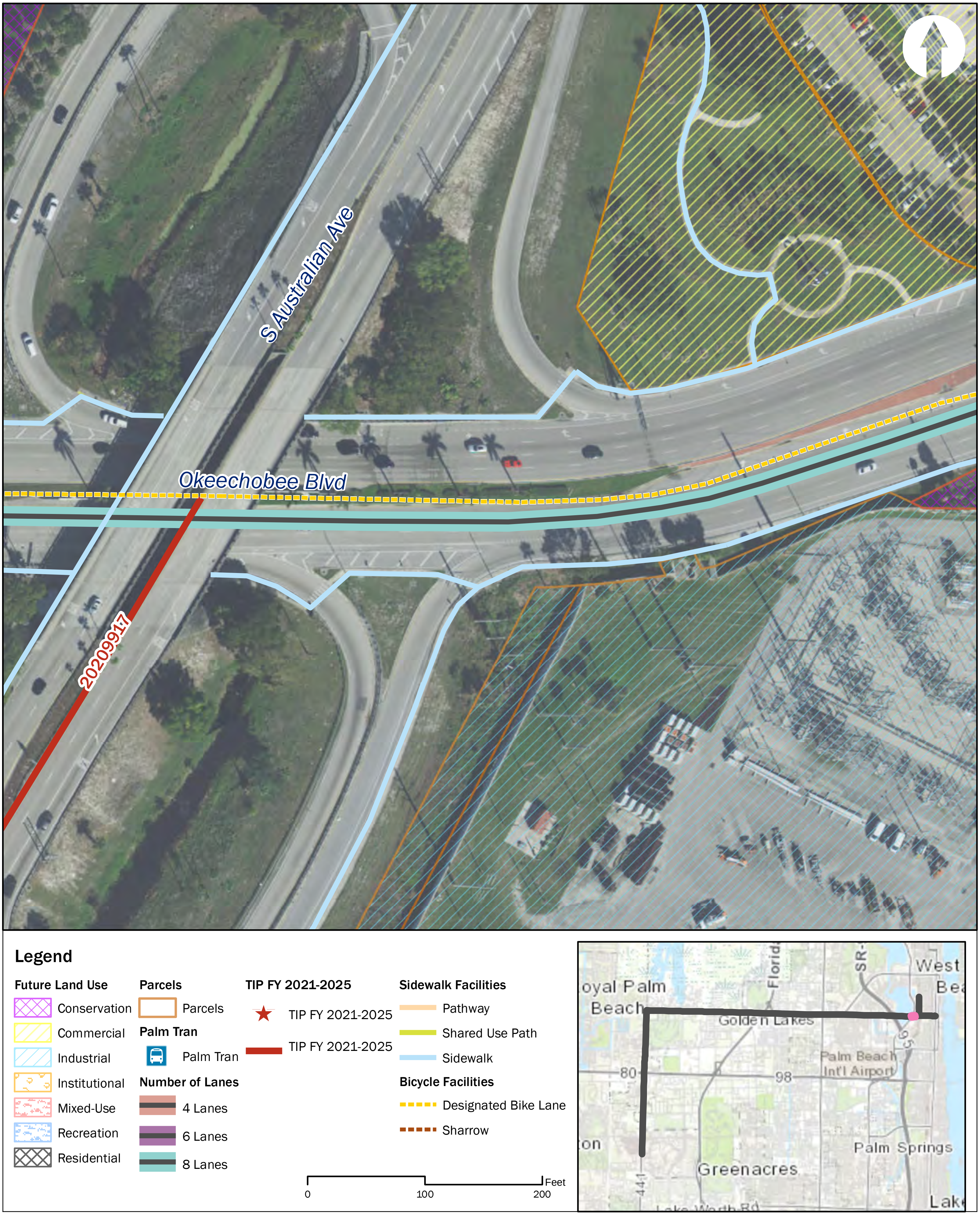
S Australian Ave
Okeechobee Blvd
20209917
Legend
Future Land Use
Conservation
Commercial
Industrial
Institutional
Mixed-Use
Recreation
Residential
Parcels
Parcels
Palm Tran
Palm Tran
Number of Lanes
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TIP FY 2021-2025
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TIP FY 2021-2025
Sidewalk Facilities
Pathway
Shared Use Path
Sidewalk
Bicycle Facilities
Designated Bike Lane
Sharrow
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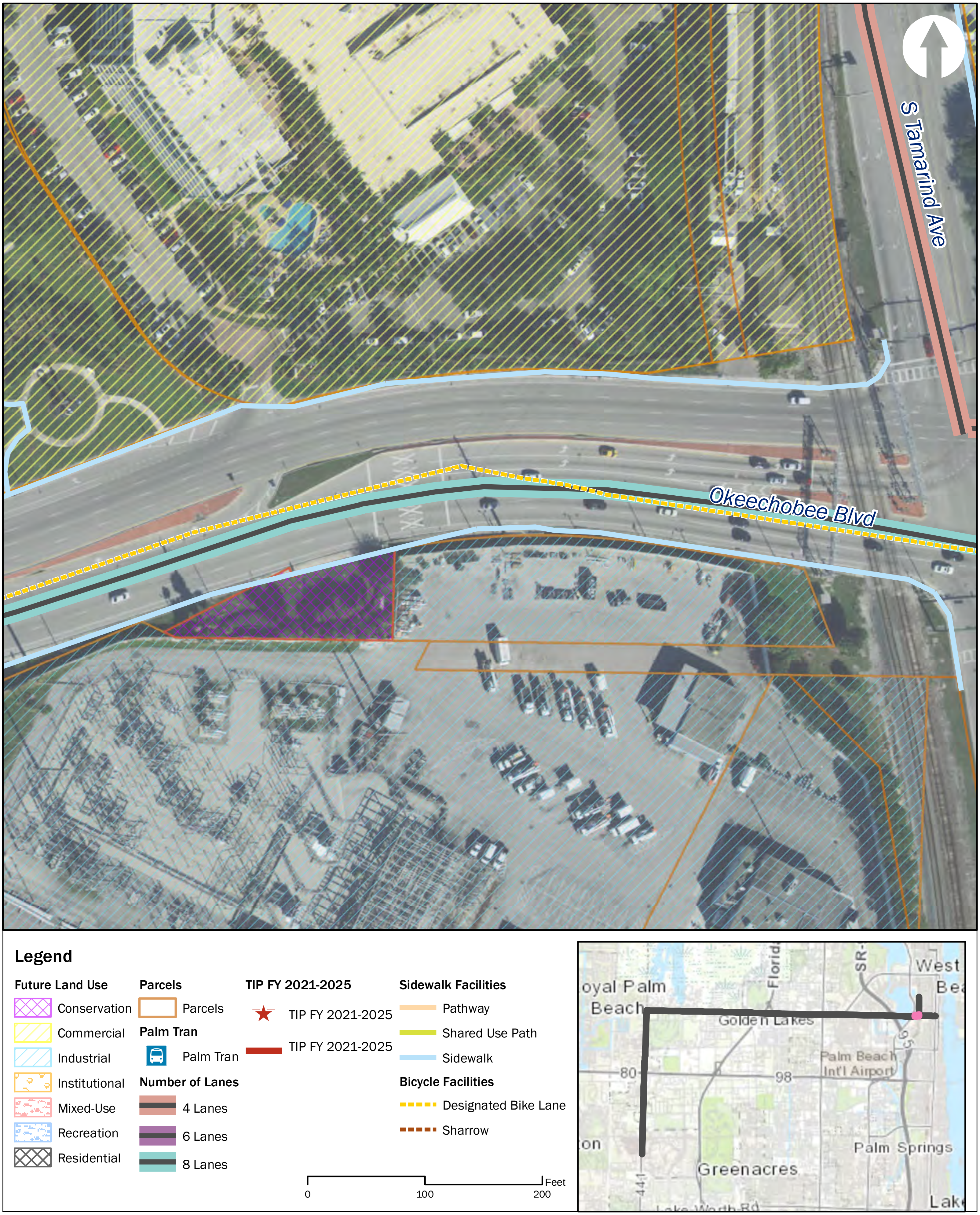
200
Feet
West
Golden Lakes
Palm Beach Int'l Airport
Palm Springs
Greenacres
80
98
441


S Tamarind Ave
Okeechobee Blvd
Legend
Future Land Use
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Commercial
Industrial
Institutional
Mixed-Use
Recreation
Residential
Parcels
Parcels
Palm Tran
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Designated Bike Lane
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200
Feet
Golden Lakes
Palm Beach Int'l Airport
Palm Springs
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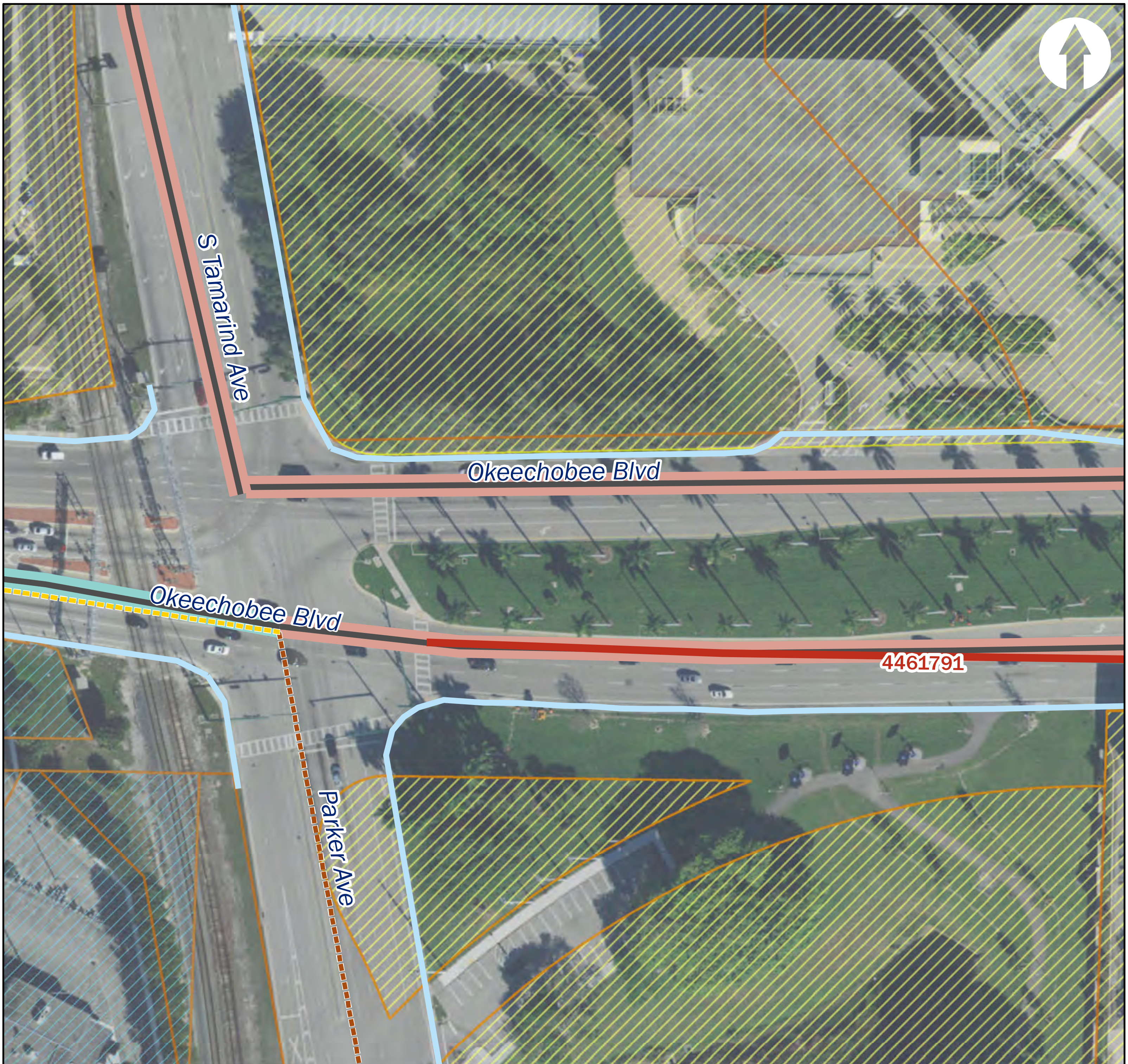

Legend

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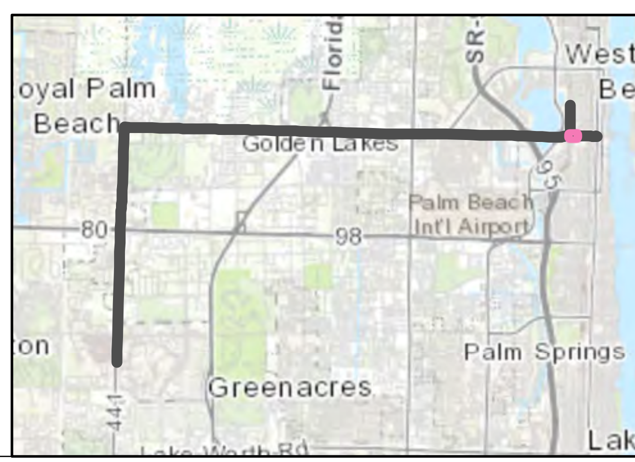

Legend

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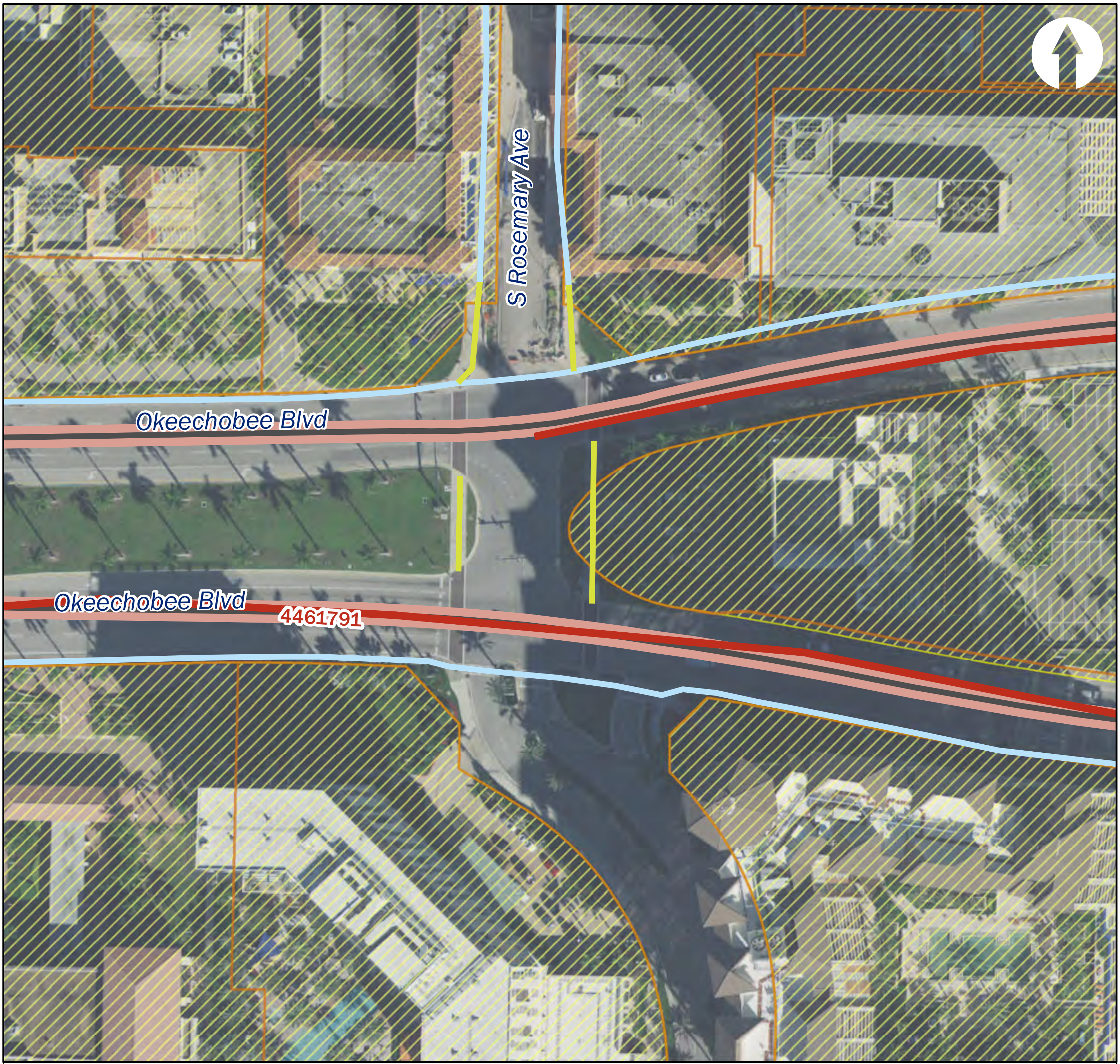
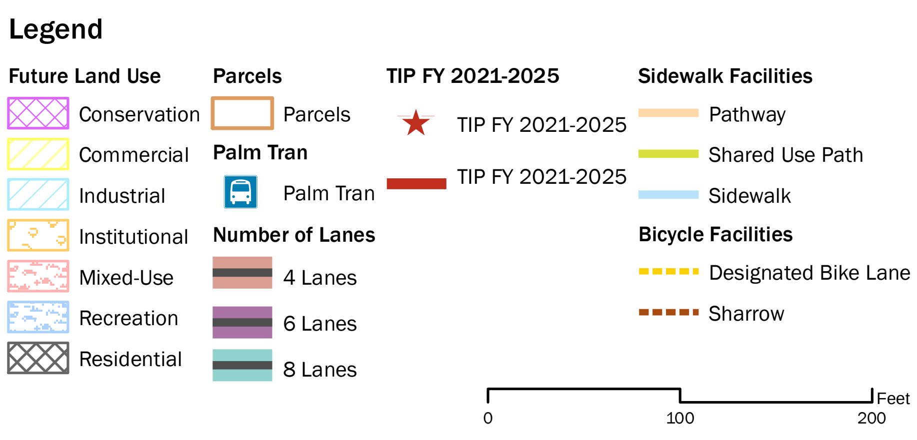

S Rosemary Ave
Okeechobee Blvd
Okeechobee Blvd
4461791


Legend
Future Land Use
Conservation
Commercial
Industrial
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Residential
Parcels
Parcels
Palm Tran
Palm Tran
Number of Lanes
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TIP FY 2021-2025
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Sidewalk Facilities
Pathway
Shared Use Path
Sidewalk
Bicycle Facilities
Designated Bike Lane
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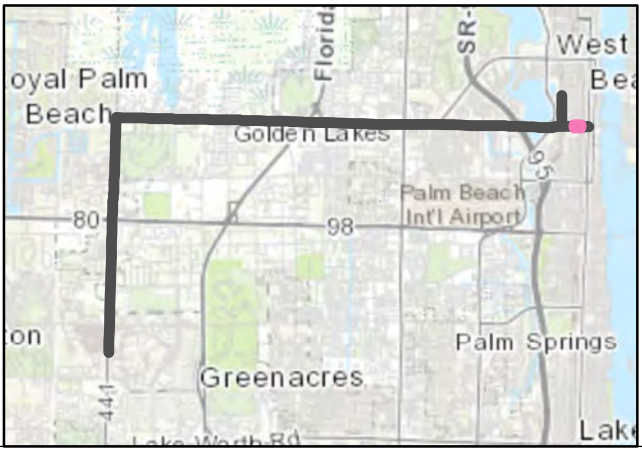
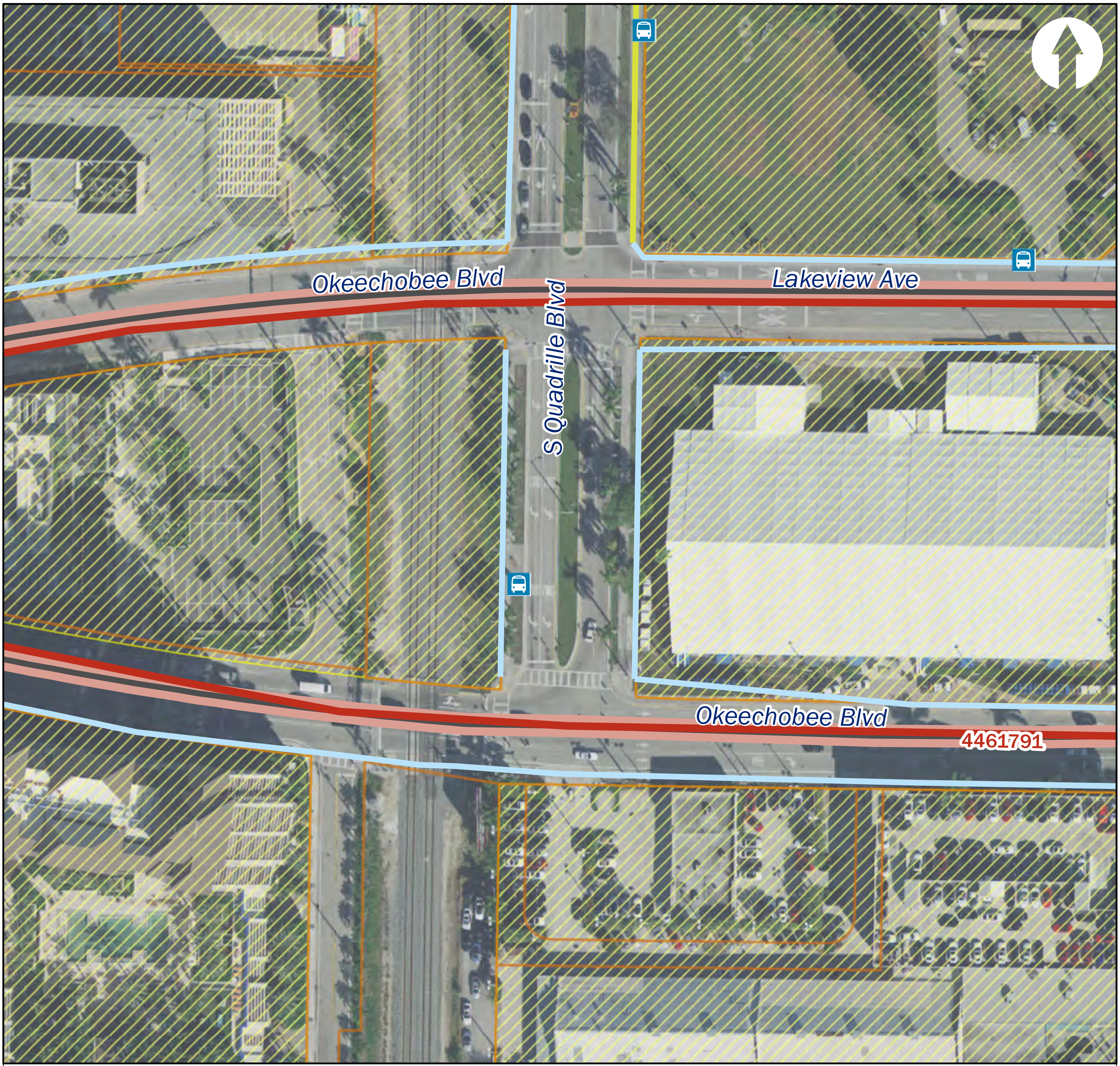
Feet


Royal Palm Beach
Golden Lakes
West Bea
Palm Beach Int'l Airport
80
98
95
441
Palm Springs
Greenacres
Lake Worth Rd



Legend

Future Land Use
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Mixed-Use
Recreation
Residential

Parcels
Parcels

Palm Tran
Palm Tran

Number of Lanes
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Sidewalk Facilities
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Shared Use Path
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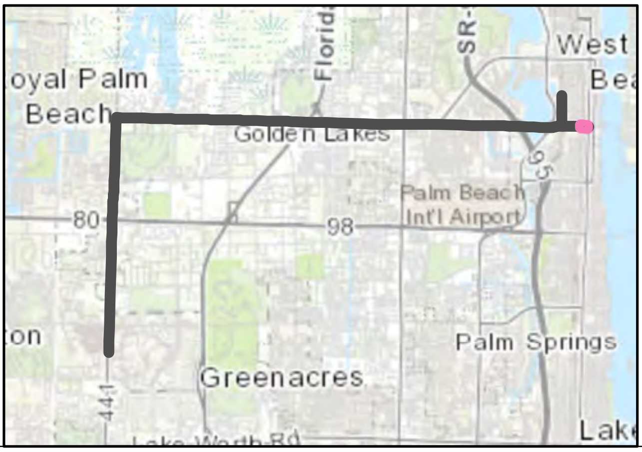
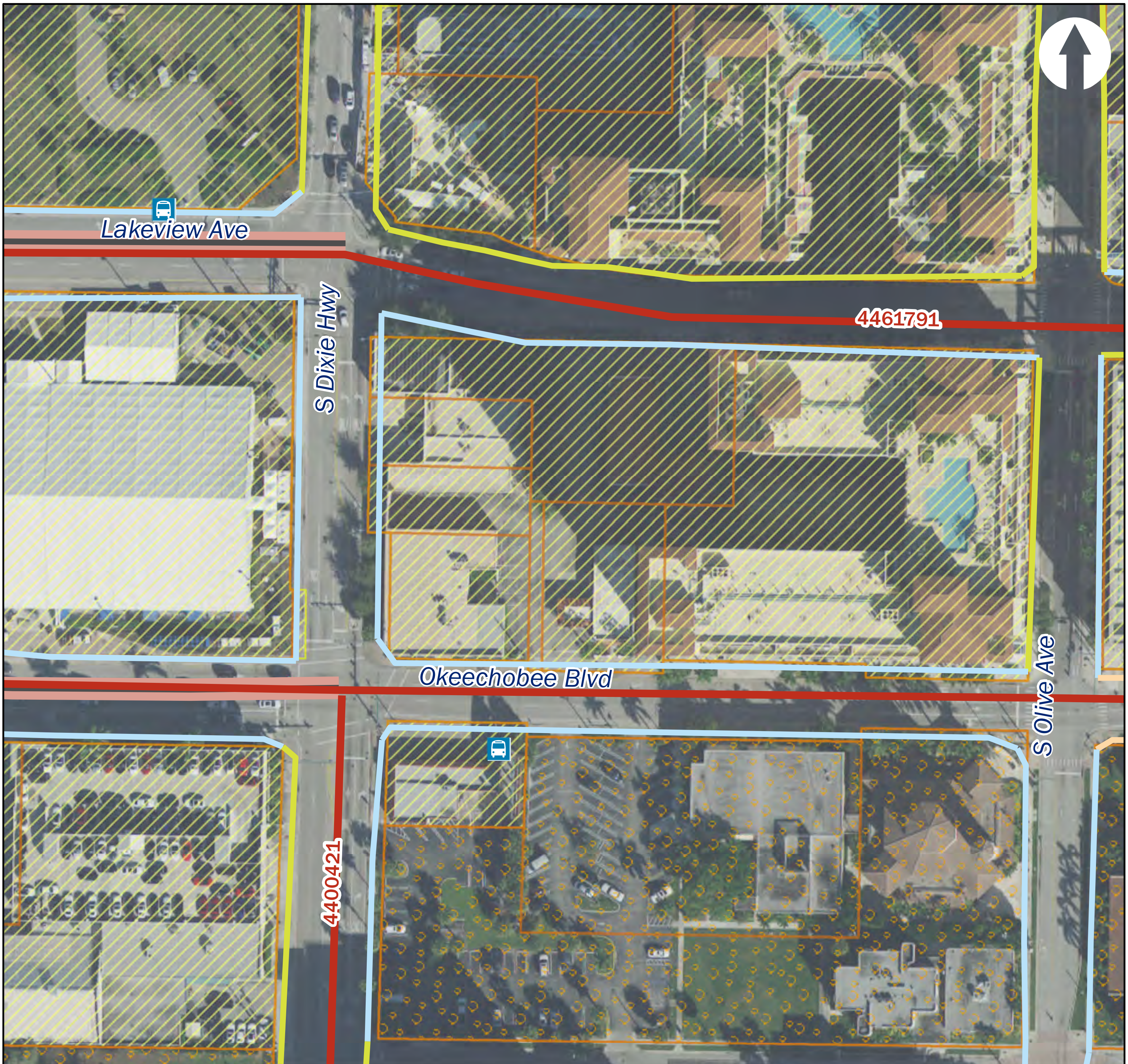
Sharrow

0 100 200 Feet





Legend

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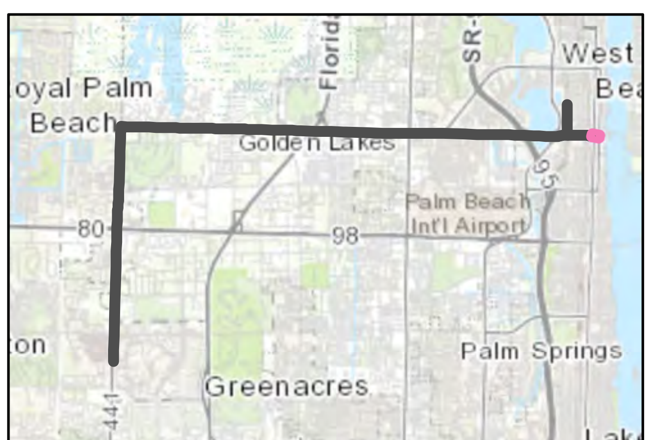

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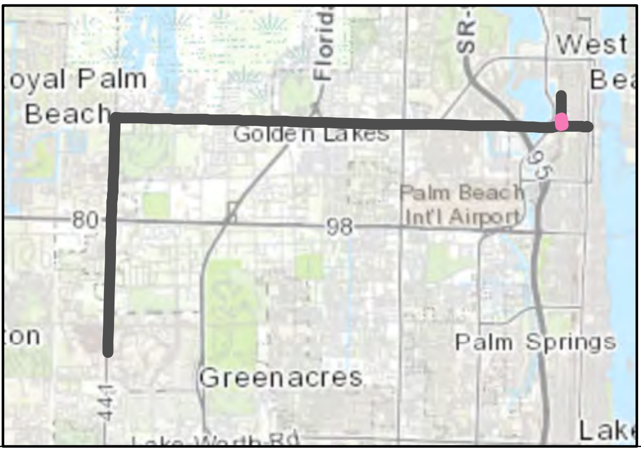

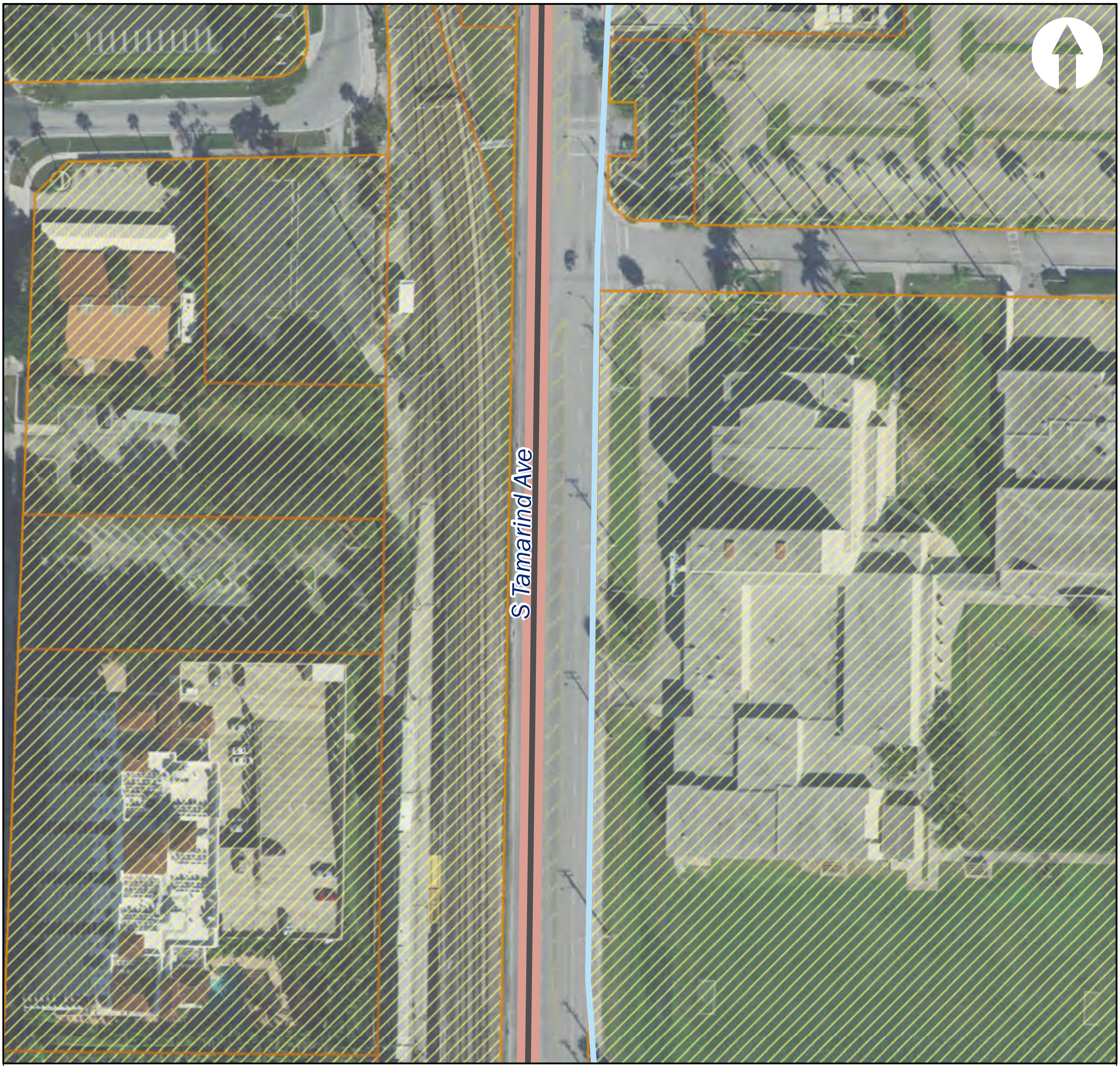

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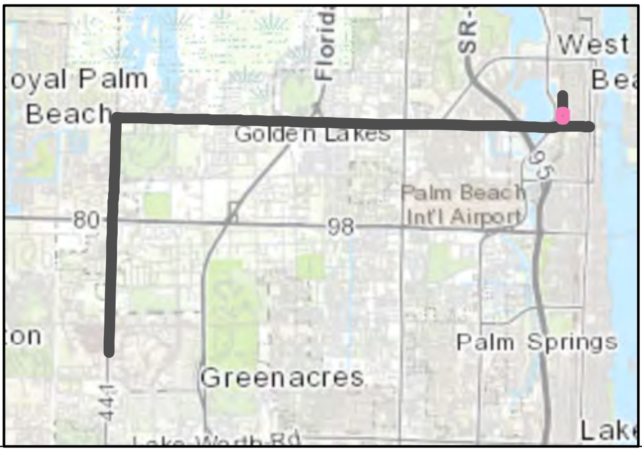

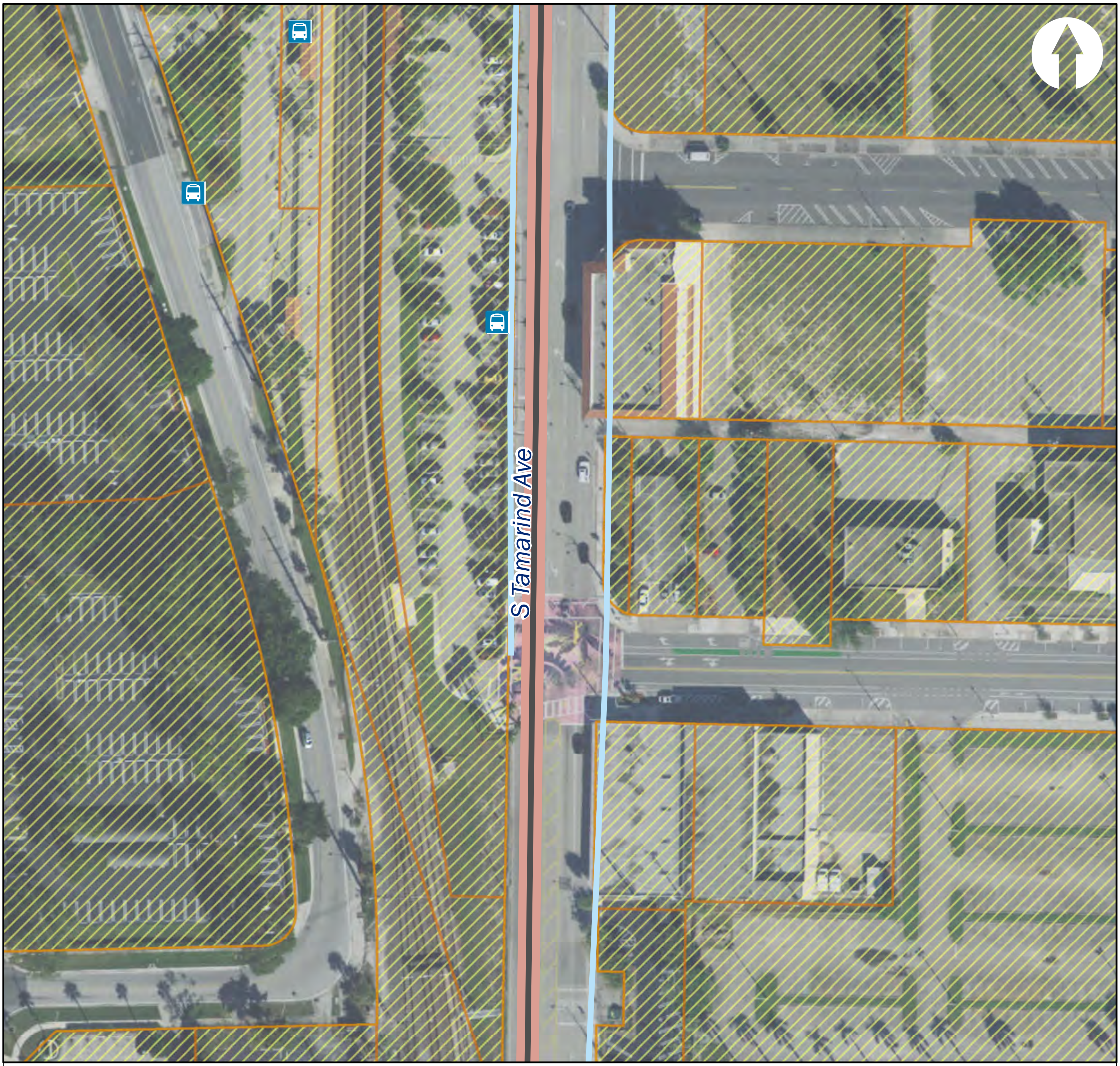

Legend

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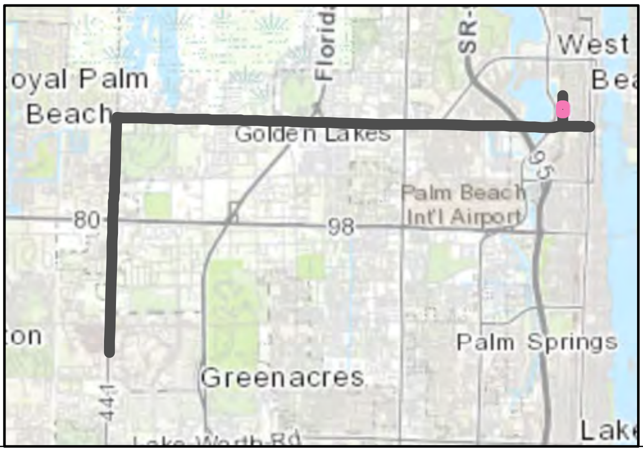

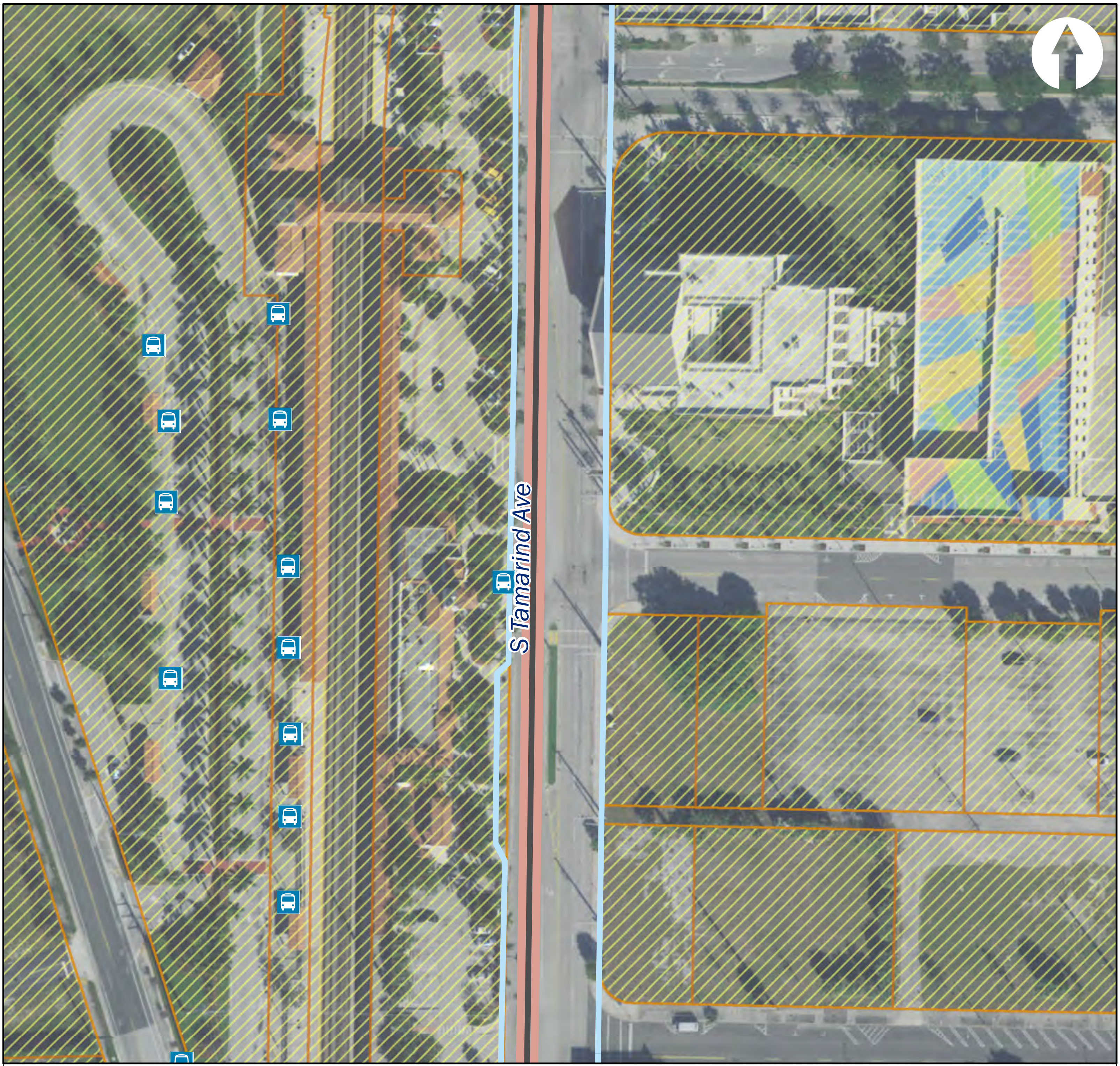

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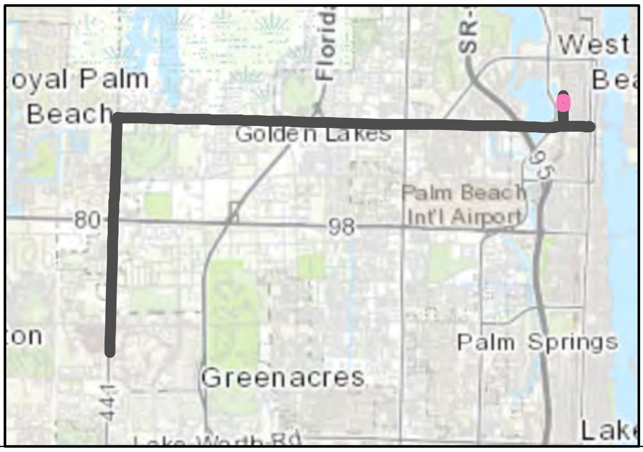
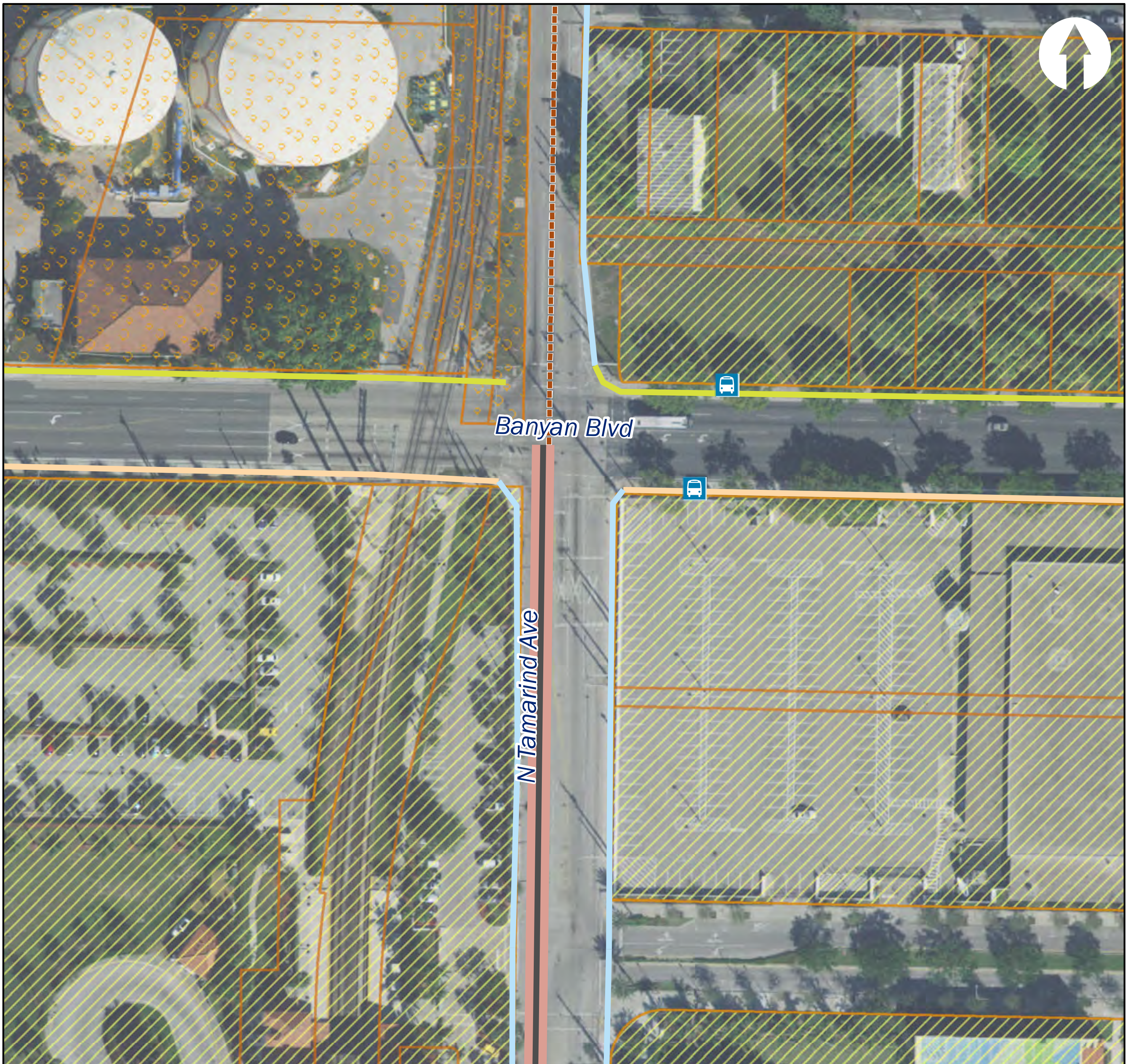
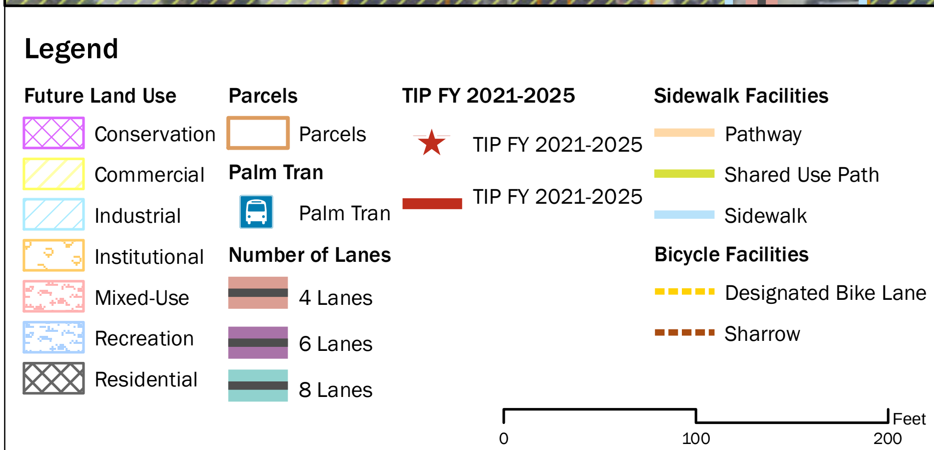



Banyan Blvd
N Tamarind Ave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Designated Bike Lane
Sharrow
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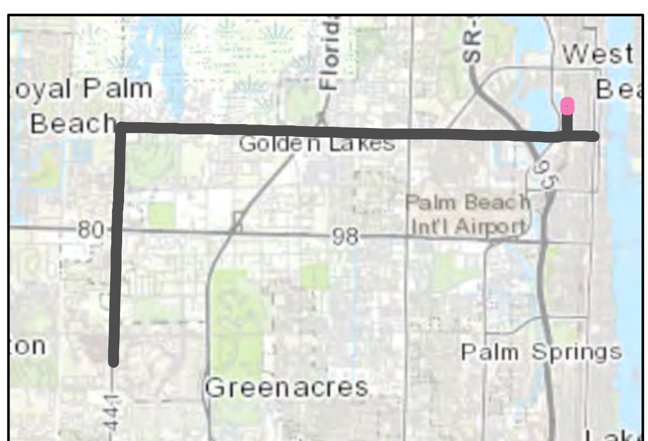
Feet


West
Golden Lakes
Palm Beach Int'l Airport
98
80
95
Palm Springs
Greenacres
441

Appendix C

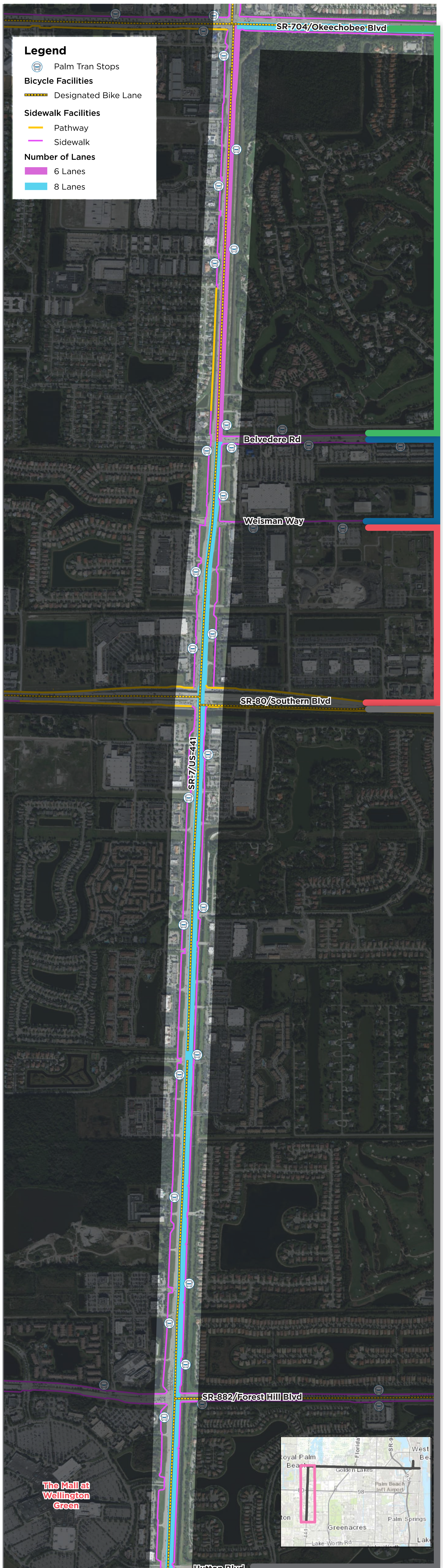
30”x40” E-Size Graphics Board

PALM BEACH Transportation Planning Agency

Okeechobee Boulevard Multimodal Corridor Study (MCS)

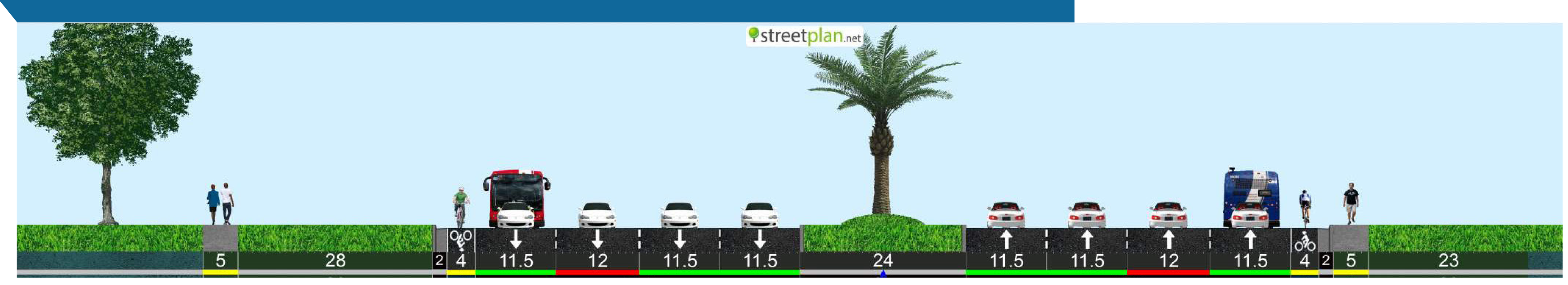
SR-7 from Wellington Mall to SR-704 (Okeechobee Boulevard)

Existing Conditions

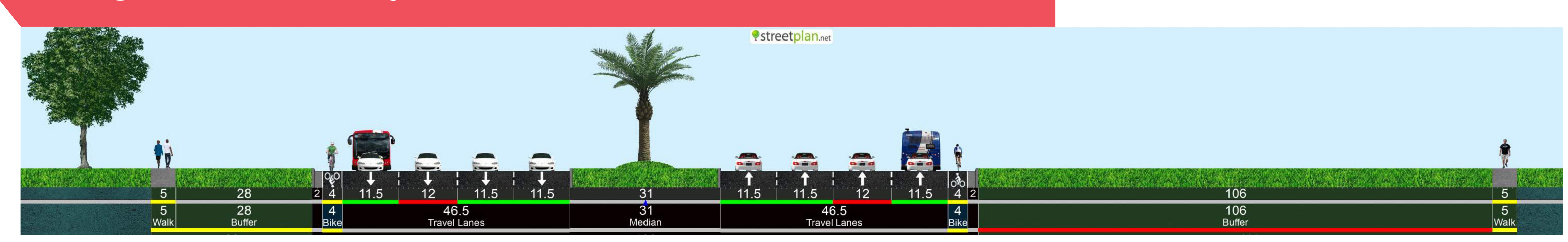


Belvedere Rd to Okeechobee Blvd
Right-of-Way: 190 feet

Weisman Way to Belvedere Rd
Right-of-Way: 190 feet

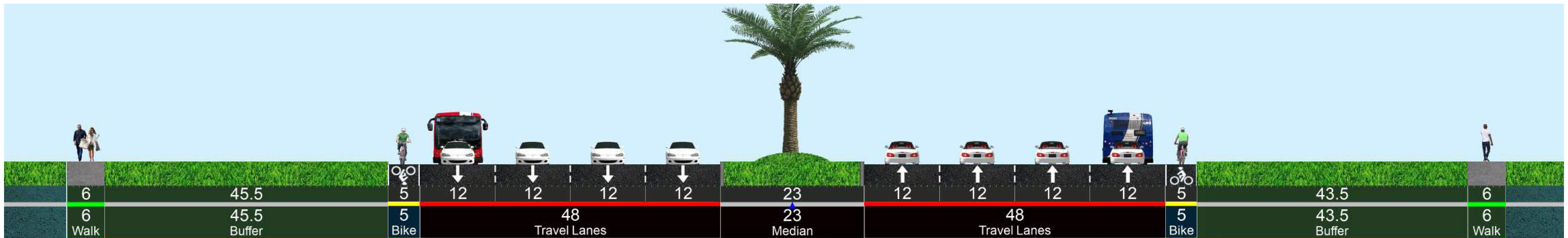


Southern Blvd to Weisman Way
Right-of-Way: 280 feet

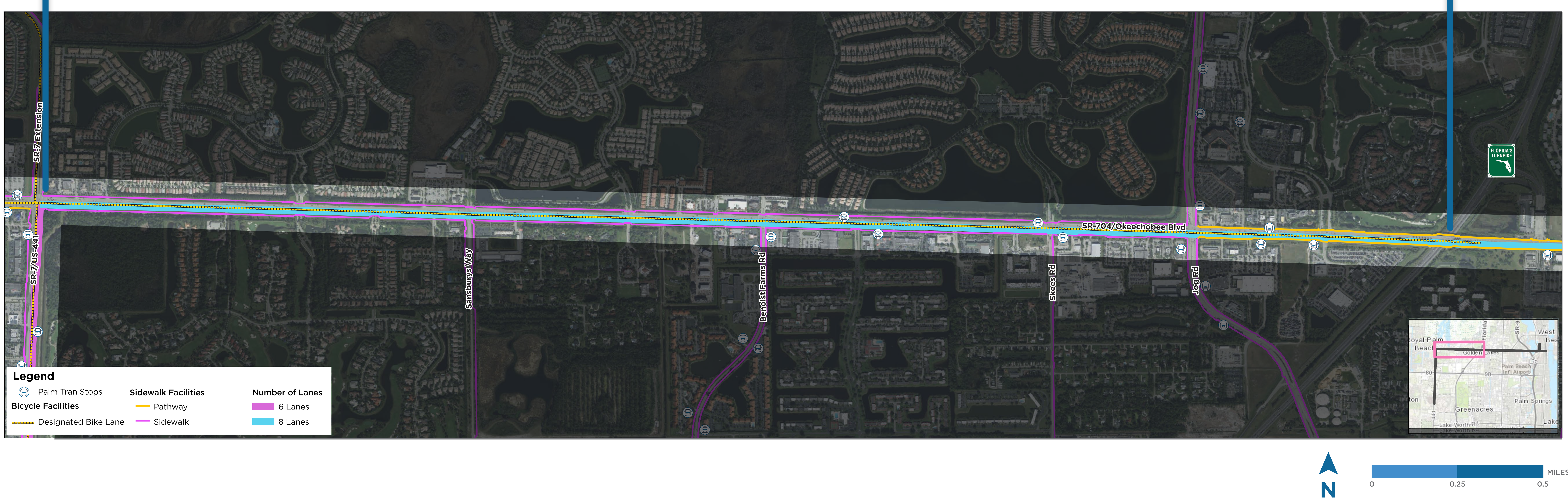


Wellington Mall to Southern Blvd
Right-of-Way: 240 feet

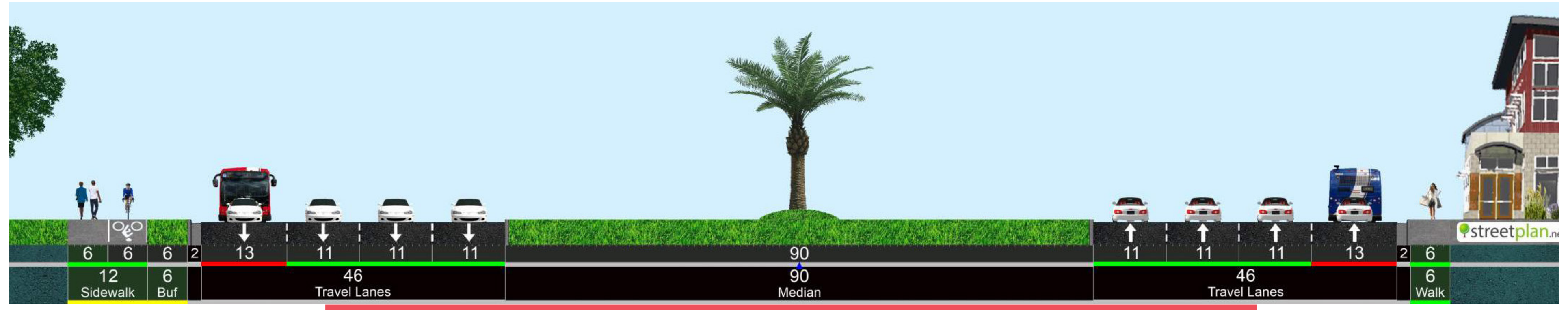
Okeechobee Boulevard Multimodal Corridor Study (MCS)
SR-704 (Okeechobee Boulevard) from SR-7 to Florida's Turnpike
Existing Conditions



SR-7 to Florida's Turnpike
Right-of-Way: 230 feet

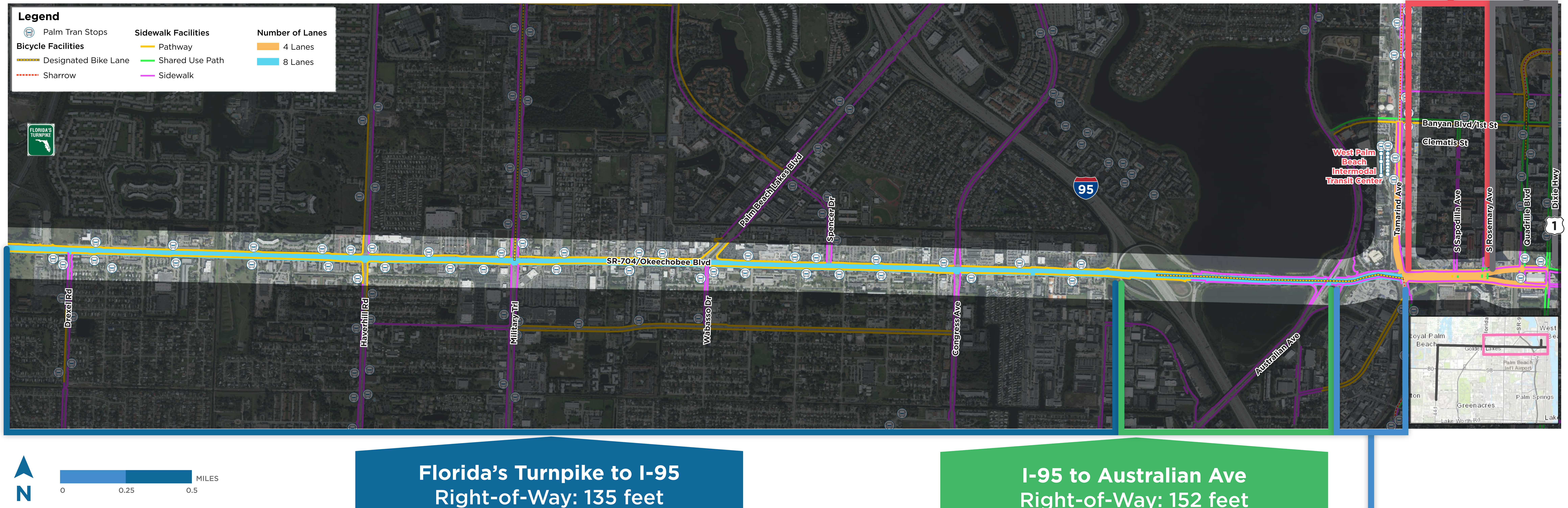


Okeechobee Boulevard Multimodal Corridor Study (MCS)
SR-704 (Okeechobee Boulevard) from Florida's Turnpike to US-1/Intermodal Center
Existing Conditions

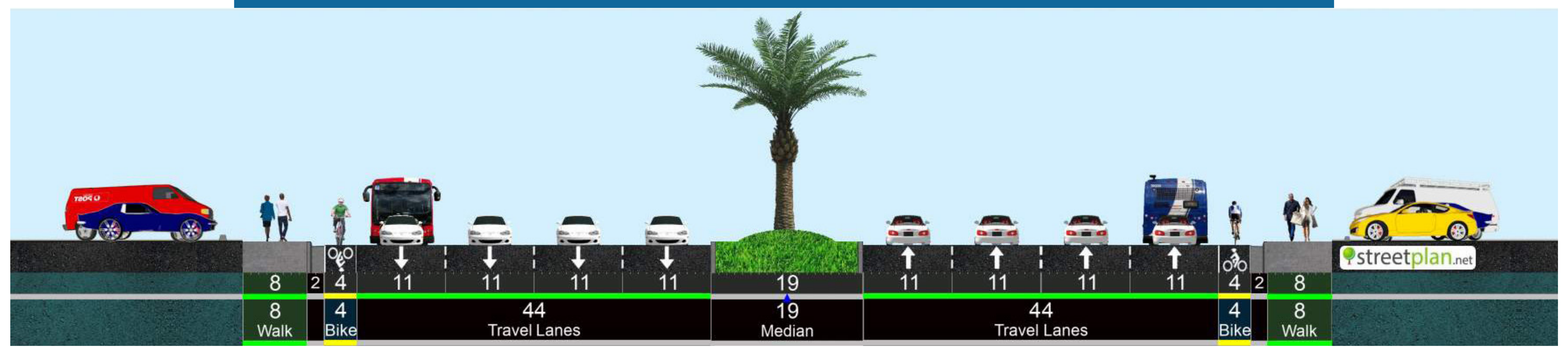


Tamarind Ave to Rosemary Ave
Right-of-Way: 200 feet

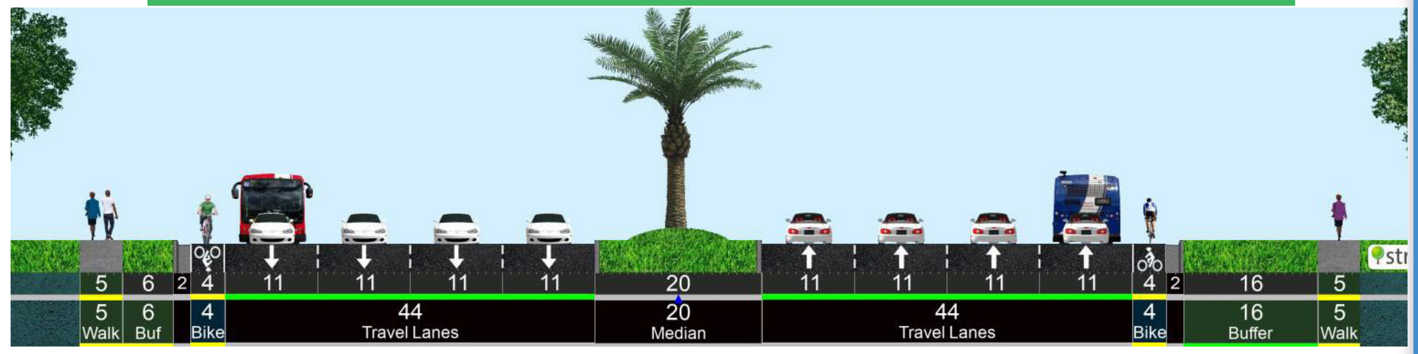
Okeechobee Blvd/Lakeview Ave pair
Right-of-Way: 62 feet



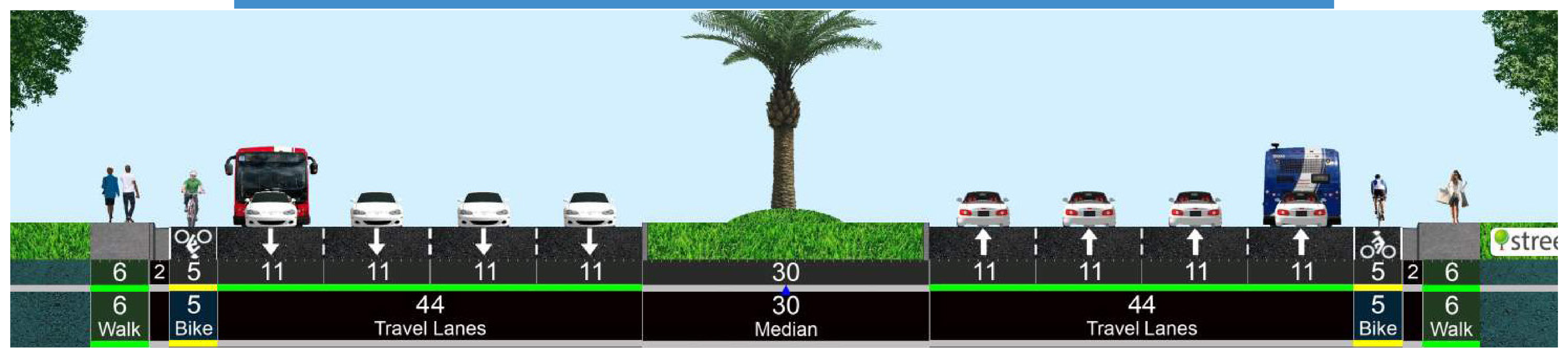
Florida's Turnpike to I-95
Right-of-Way: 135 feet



I-95 to Australian Ave
Right-of-Way: 152 feet



Australian Ave to Tamarind Ave
Right-of-Way: 144 feet



Appendix D

Baseline Traffic Evaluation

Street Name	From	To	SERPM 2015	SERPM 2045	Posted Speed (MPH)	Number of Lanes (bi-directional)	One-Way (Y/N)	SERPM Annual Growth Rate	FDOT Count Station Number	FDOT Count Station Location	AADT Year	2019 AADT	Peak Hour Direction	Peak Hour AADT	Calculated AADT 2045	Calculated Peak Hour AADT 2045	Class	2019 (Base Year) LOS	2045 (LRTP Horizon Year) LOS	2019 (Base Year) Peak Hour LOS	2045 (LRTP Horizon Year) Peak Hour LOS
SR-7/US 441	Stribling Way	Forest Hill Blvd	61,497	79,926	45	8	N	0.88%	930721	S of Forest Hill Blvd	2019	61,000	N	2,546	76,600	3,200	Class I	C	C	C	C
SR-7/US 441[A]	Forest Hill Blvd	Southern Blvd	56,786	78,982	45	8	N	0.88%	930037	S of SR 80/Southern Blvd C-13	2019	65,500	S	2,798	82,300	3,510	Class I	C	C	C	C
SR-7/US 441[A]	Southern Blvd	Belvedere Rd	48,365	70,008	45	8	N	0.88%	930514	N of SR 80/Southern Blvd	2019	56,000	S	2,576	70,300	3,240	Class I	C	C	C	C
SR-7/US 441[A]	Belvedere Rd	Okeechobee Blvd	28,010	48,645	45	6	N	0.88%	930034	S of Okeechobee Blvd/SR 704	2019	42,000	N	1,996	52,700	2,510	Class I	C	C	C	C
Okeechobee Blvd[B]	Wildcat Way	SR-7/US 441	45,520	53,109	50	8	N	0.52%	937064	On Okeechobee Blvd from Wildcat Way	2019	44,500	E	2,203	50,900	2,520	Class I	C	C	C	C
Okeechobee Blvd	SR-7/US 441	Sansburys Way	49,348	68,546	50	8	N	1.10%	930754	E of SR 7/441 E	2019	52,500	E	3,342	69,800	4,440	Class I	C	C	C	F
Okeechobee Blvd	Sansburys Way	N Jog Rd	72,753	88,495	50	8	N	0.66%	937261	Benoist Farms Rd to Skees Rd	2019	62,000	E	4,028	73,600	4,780	Class I	C	C	C	F
Okeechobee Blvd	N Jog Rd	Okeechobee Toll Plaza	66,400	70,213	45	8	N	0.19%	930696	W of Florida's Turnpike Entrance	2019	68,000	E	4,144	71,400	4,350	Class I	C	C	C	F
Okeechobee Blvd	Okeechobee Toll Plaza	Military Trl	80,148	90,295	45	8	N	0.40%	930745	E of Florida's Turnpike Entrance	2019	66,500	E	3,860	73,800	4,280	Class I	C	C	C	F
Okeechobee Blvd	Military Trl	Palm Beach Lakes Blvd/Wabasso Dr	74,389	83,691	45	8	N	0.39%	930456	E of SR 809/Military Trl	2019	65,500	W	3,329	72,500	3,680	Class I	C	C	C	C
Okeechobee Blvd	Palm Beach Lakes Blvd/Wabasso Dr	Congress Ave	42,053	48,468	45	8	N	0.47%	935277	E of Tallahassee Dr	2019	53,000	E	2,777	59,900	3,140	Class I	C	C	C	C
Okeechobee Blvd	Congress Ave	I-95	60,346	68,387	45	8	N	0.42%	935410	W of I-95	2019	57,000	W	2,626	63,600	2,930	Class I	C	C	C	C
Okeechobee Blvd	I-95	S Australian Ave	70,028	77,087	45	8	N	0.32%	935412	E of I-95	2019	77,500	W	3,957	84,200	4,300	Class I	C	F	C	F
Okeechobee Blvd	S Australian Ave	Tamarind Ave	72,118	81,755	45	8	N	0.42%	935117	E of Australian Ave	2019	70,000	W	3,206	78,100	3,580	Class I	C	C	C	C
Okeechobee Blvd[C]	Tamarind Ave	S Rosemary Ave	74,439	81,072	45	8	N	0.28%	935120		2015	48,783	W	2,415	53,100	2,630	Class I	C	C	C	C
Okeechobee Blvd (WB)	S Dixie Hwy	S Rosemary Ave	28,462	32,052	40	4	Y	0.40%	935322	.150 mile W of S Dixie Hwy	2019	23,500	W	2,238	26,100	2,480	Class I	C	F	C	C
Okeechobee Blvd (EB)	S Rosemary Ave	S Dixie Hwy	28,425	31,243	40	4	Y	0.32%	935122	.150 mile W of S Dixie Hwy	2019	22,000	E	2,144	23,900	2,330	Class I	C	D	C	C
Tamarind Ave	Okeechobee Blvd	Banyan Blvd	21,283	24,741	30	4	N	0.50%	933503	N of Okeechobee Blvd	2019	19,200	N	1,389	21,900	1,580	Class II	D	D	D	D

[A] A standard growth rate of 0.88% was used for the SERPM Annual Growth Rate of SR-7 between Forest Hill Blvd and Okeechobee Blvd due to the large difference between the SERPM 2015 base model volume and 2019 AADT volumes.

[B] Peak hour is estimated using K-Factor (K) of 0.09 and D-Factor (D) of 0.55 due to lack of directional traffic count.

[C] Palm Beach TPA Adjusted 2045 Two-Way Daily Traffic Volumes and utilized 2015 counts, which are the latest available traffic count numbers. Peak hour is estimated using K-Factor (K) of 0.09 and D-Factor (D) of 0.55 due to lack of directional traffic count.

Appendix E

Alternatives Definition Typical Sections

PALM BEACH Transportation Planning Agency

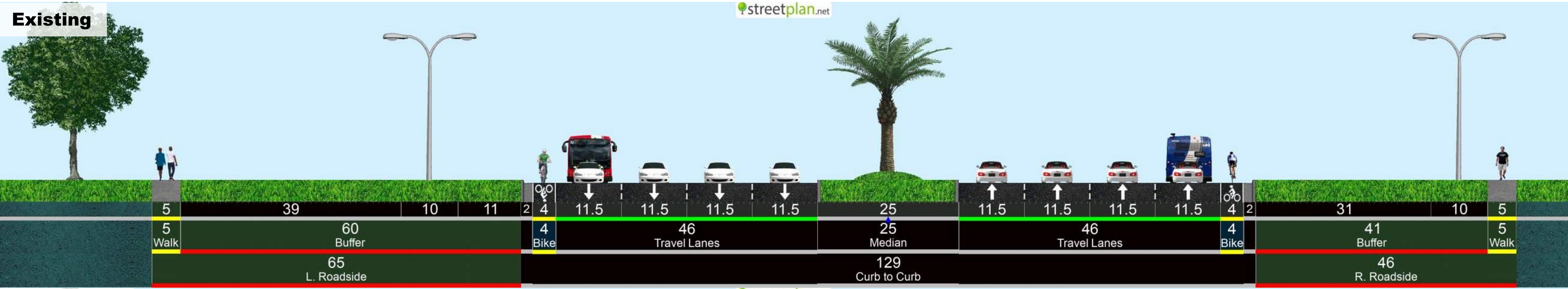
Okeechobee Boulevard Multimodal Corridor Study (MCS)

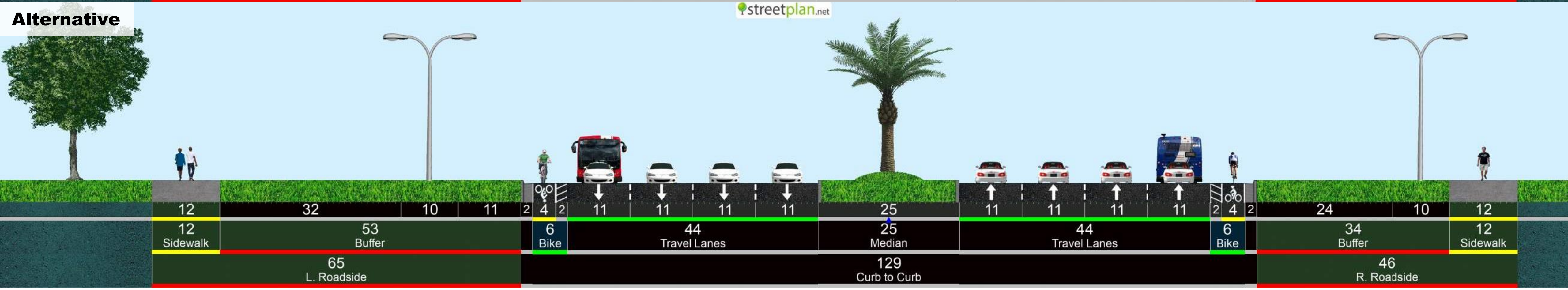
Task 2.7 Alternatives Definition

October 2020

Mixed Traffic Bus

SR-7 from Wellington Mall to Southern Blvd





240 feet of right-of-way

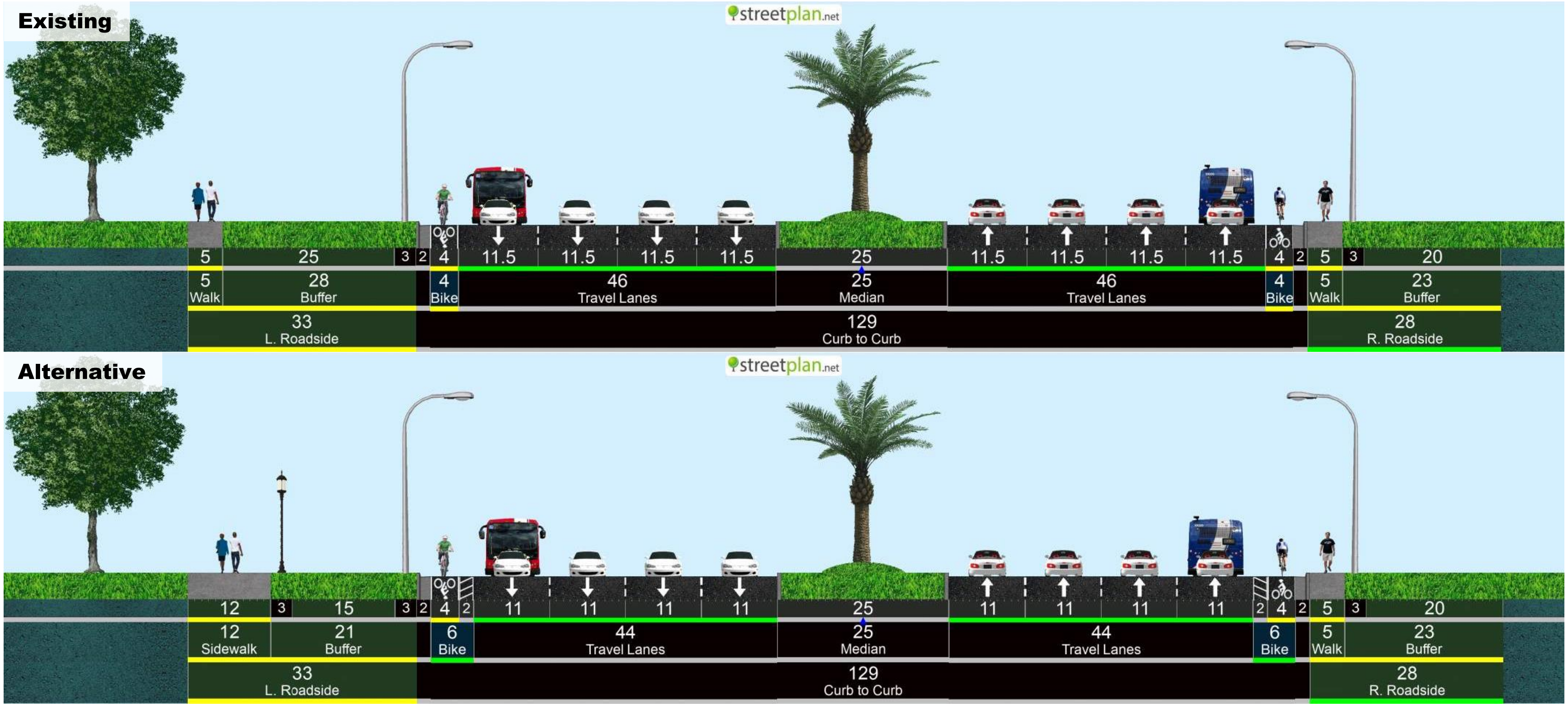
Mixed Traffic Bus

SR-7 from Southern Blvd to Weisman Way

280 feet of right-of-way

Mixed Traffic Bus

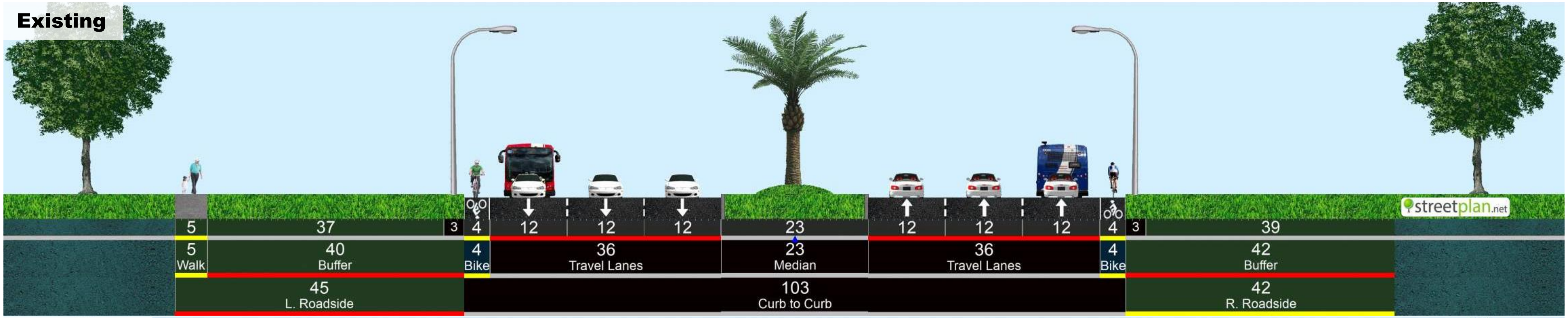
SR-7 from Weisman Way to Belvedere Rd

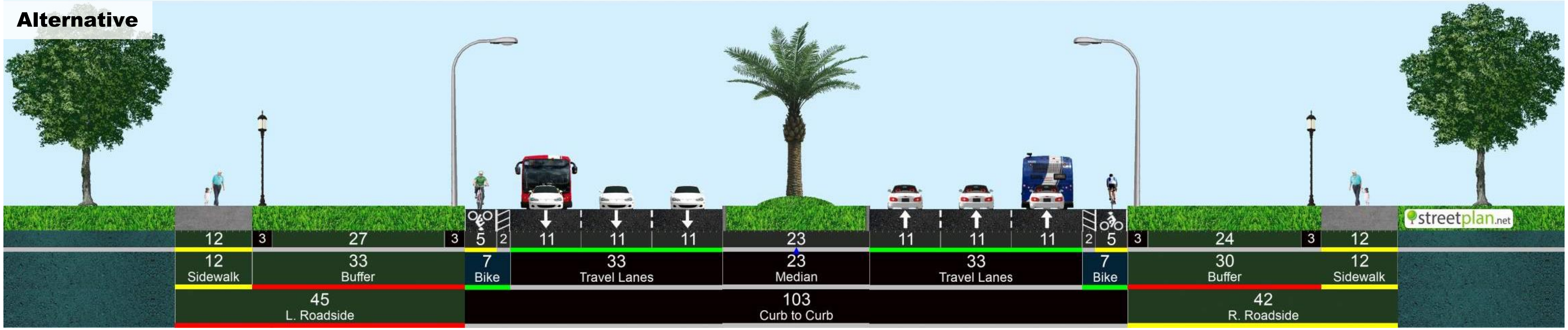


190 feet of right-of-way

Mixed Traffic Bus

SR-7 from Belvedere Rd to Okeechobee Blvd

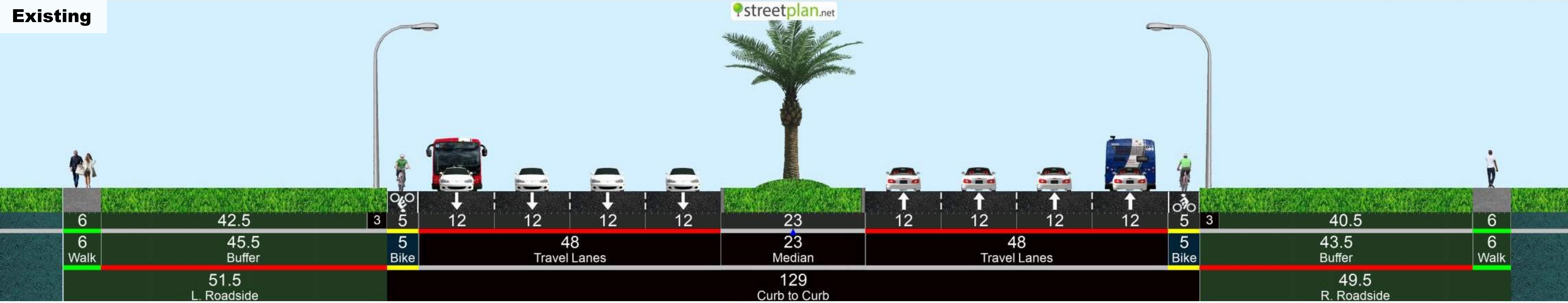




190 feet of right-of-way

Okeechobee Blvd from SR-7 to Florida's Turnpike

Existing

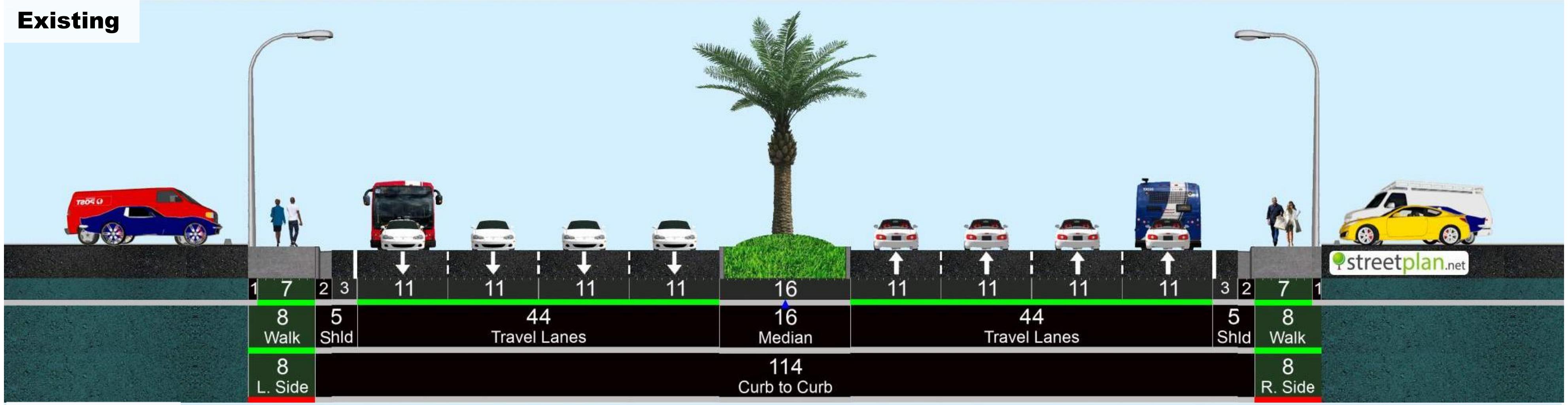


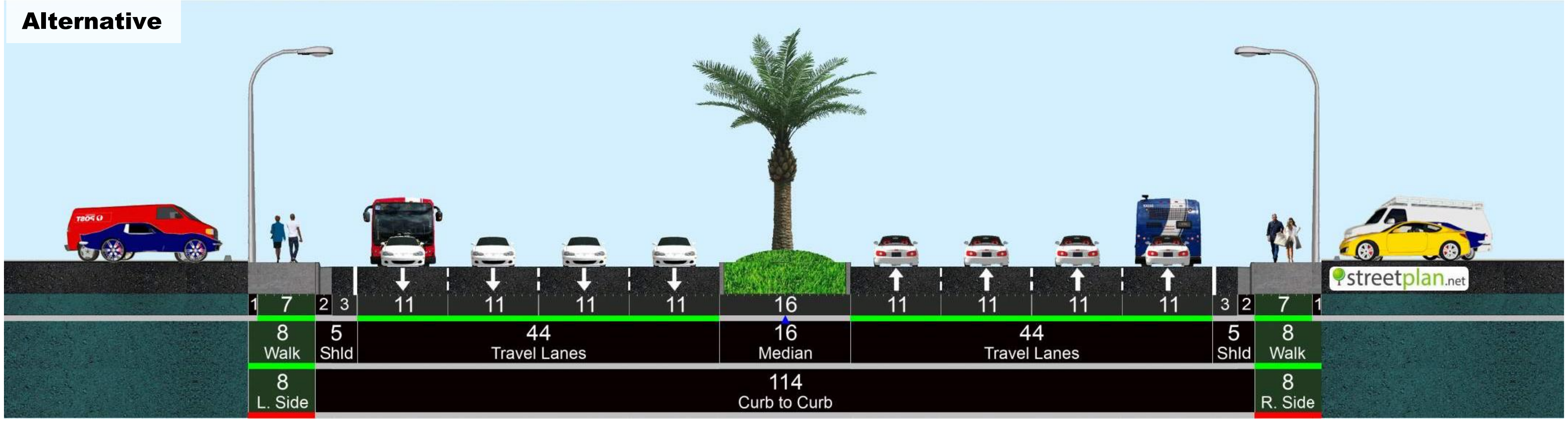
Alternative

Mixed Traffic Bus

230 feet of right-of-way

Okeechobee Blvd from Florida’s Turnpike to I-95

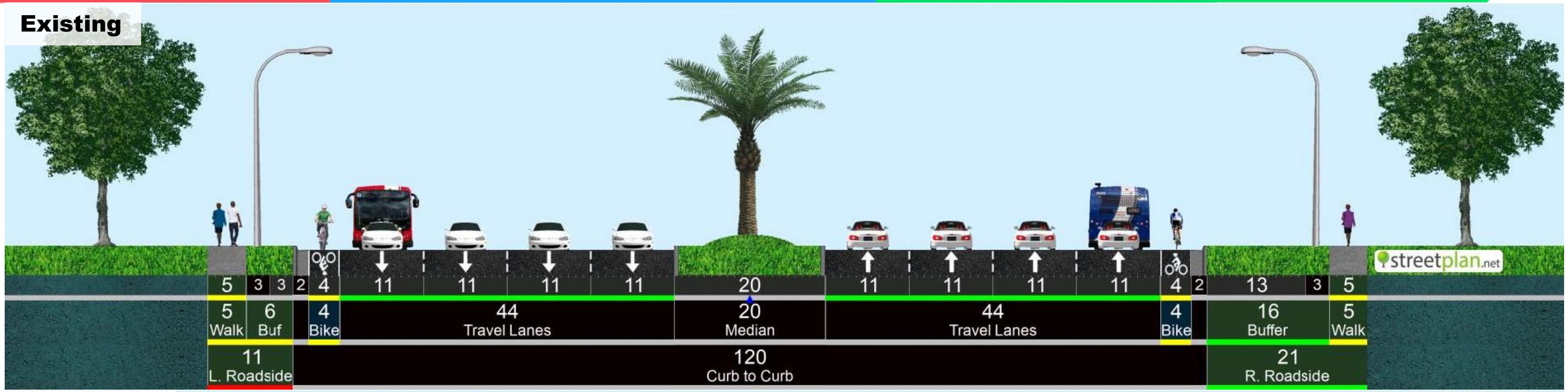


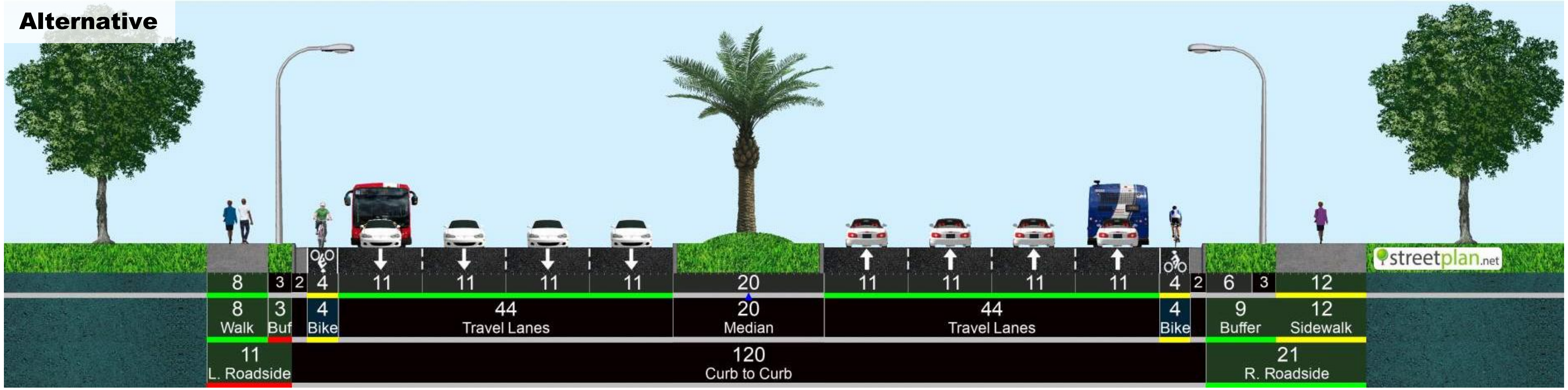


130 feet of right-of-way

Mixed Traffic Bus

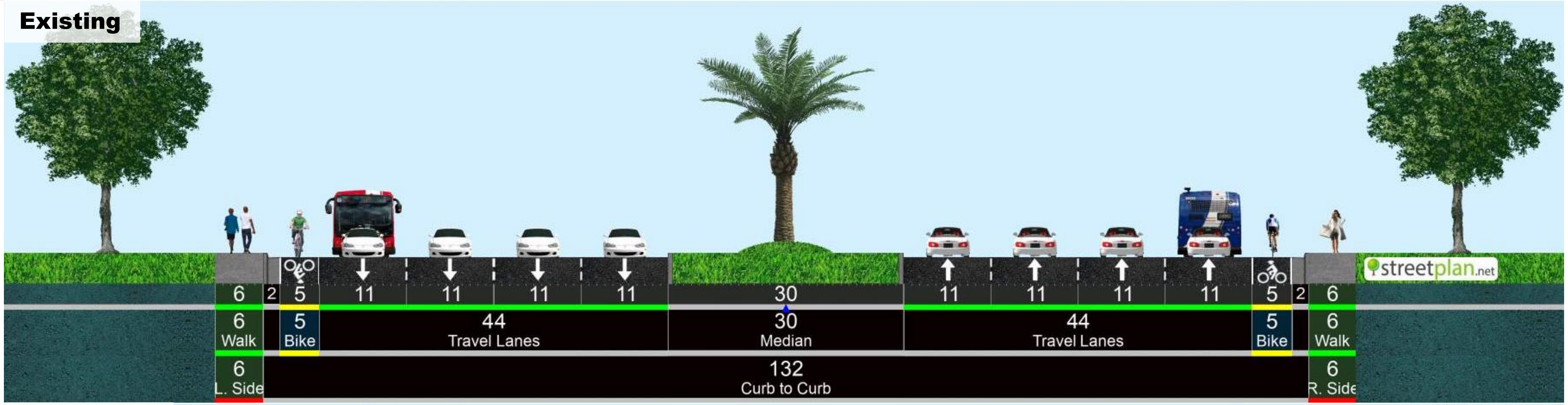
Okeechobee Blvd from I-95 to Australian Ave

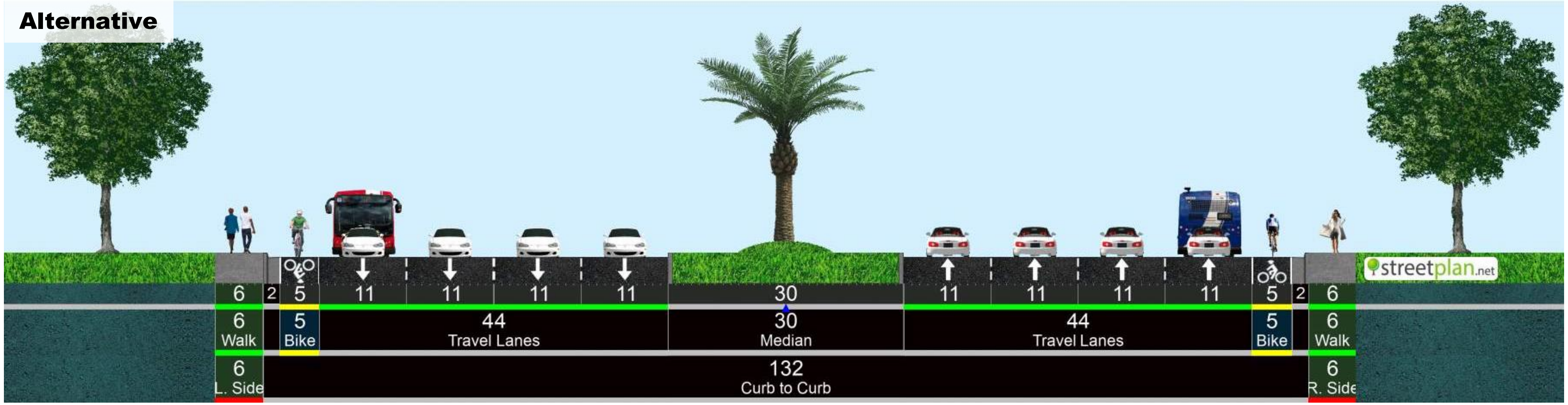




152 feet of right-of-way

Okeechobee Blvd from Australian Ave to Tamarind Ave

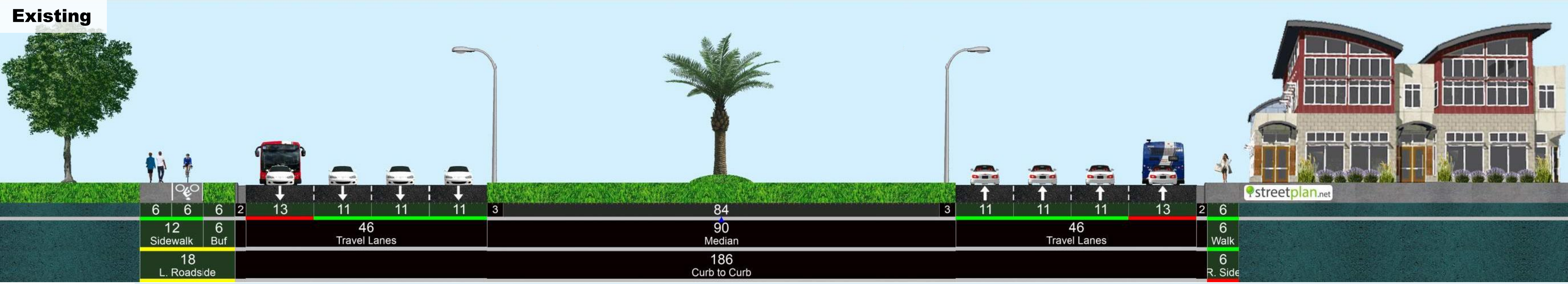




144 feet of right-of-way

Okeechobee Blvd from Tamarind Ave to Rosemary Ave

Existing



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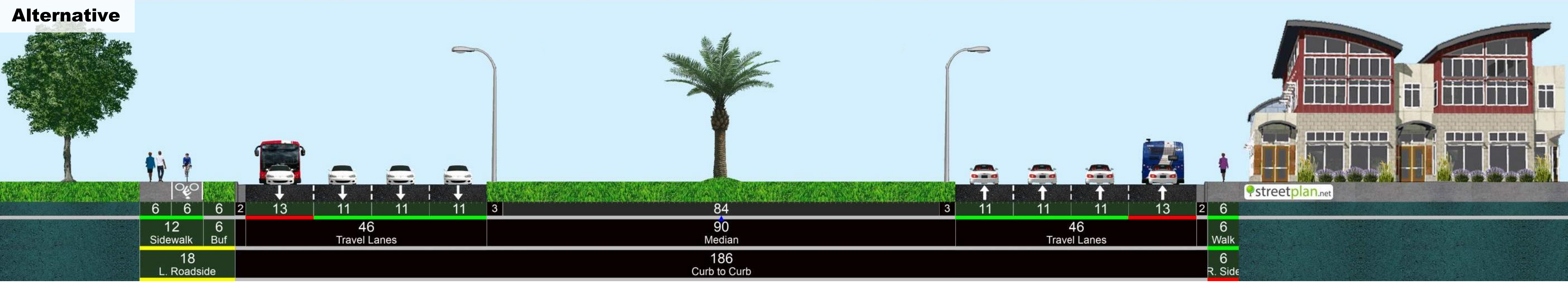
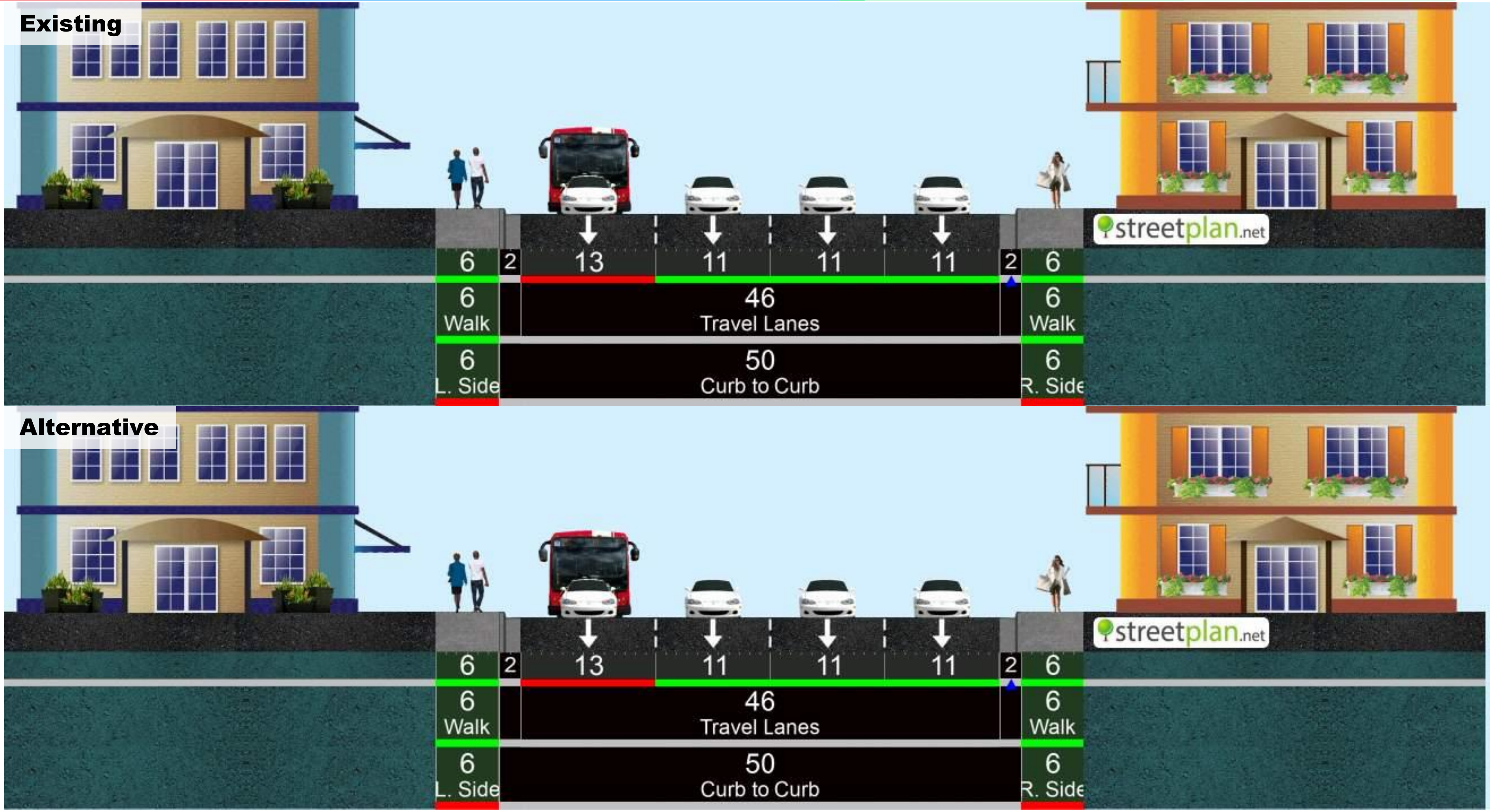


210 feet of right-of-way

Okeechobee Blvd from Rosemary Ave to US-1 (Pair)

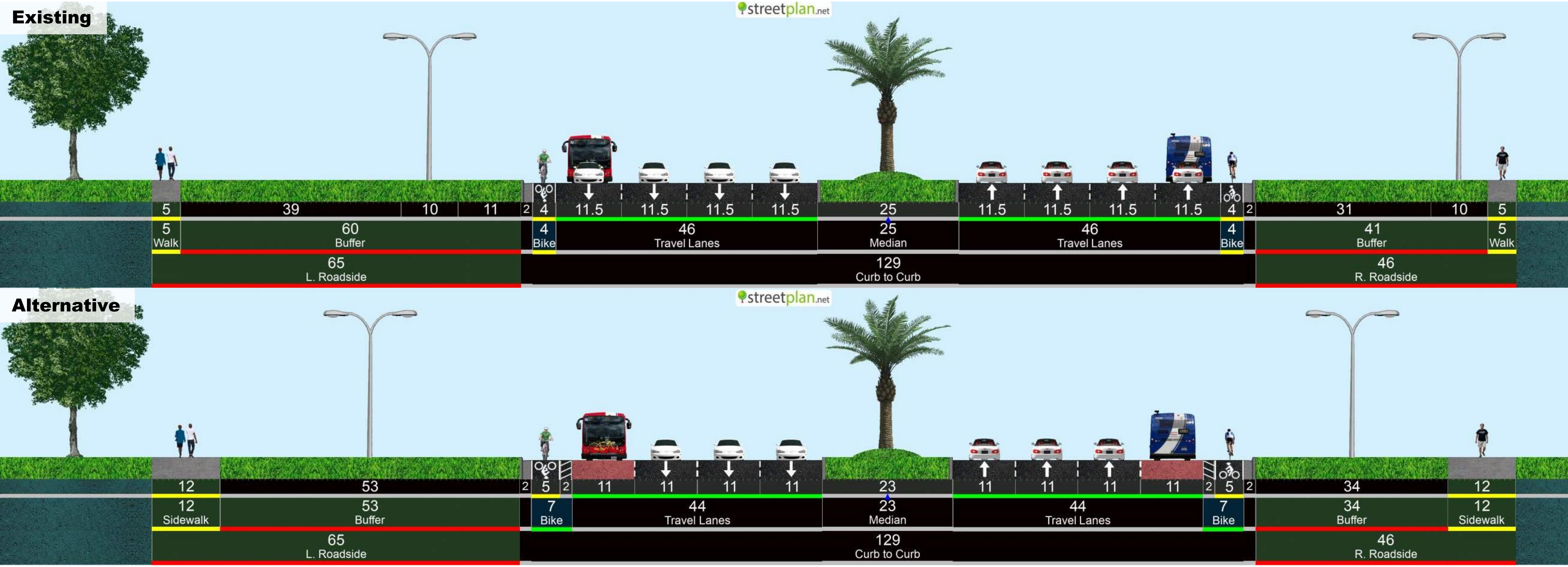


62 feet of right-of-way

Mixed Traffic Bus

Business Access Transit (BAT) Lanes

SR-7 from Wellington Mall to Southern Blvd



240 feet of right-of-way

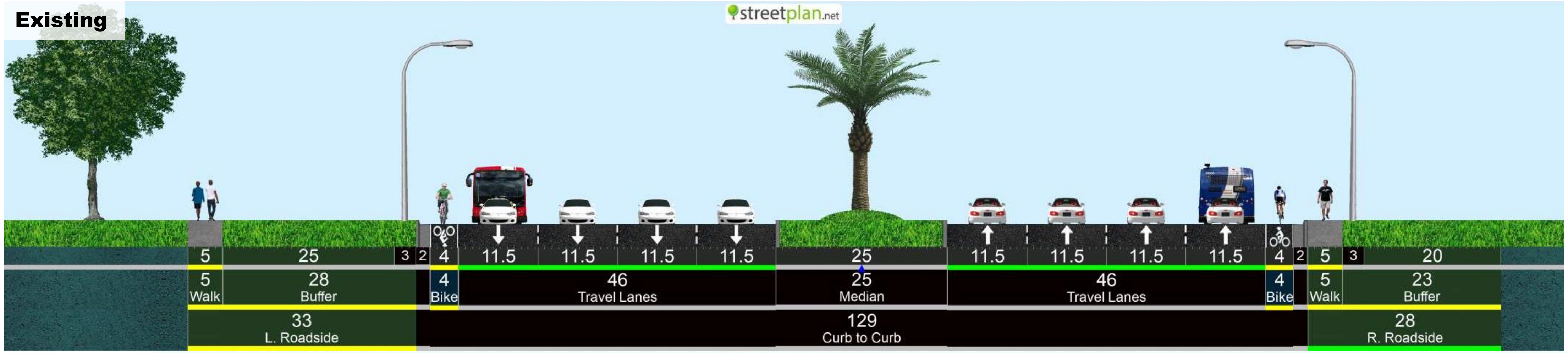
SR-7 from Southern Blvd to Weisman Way

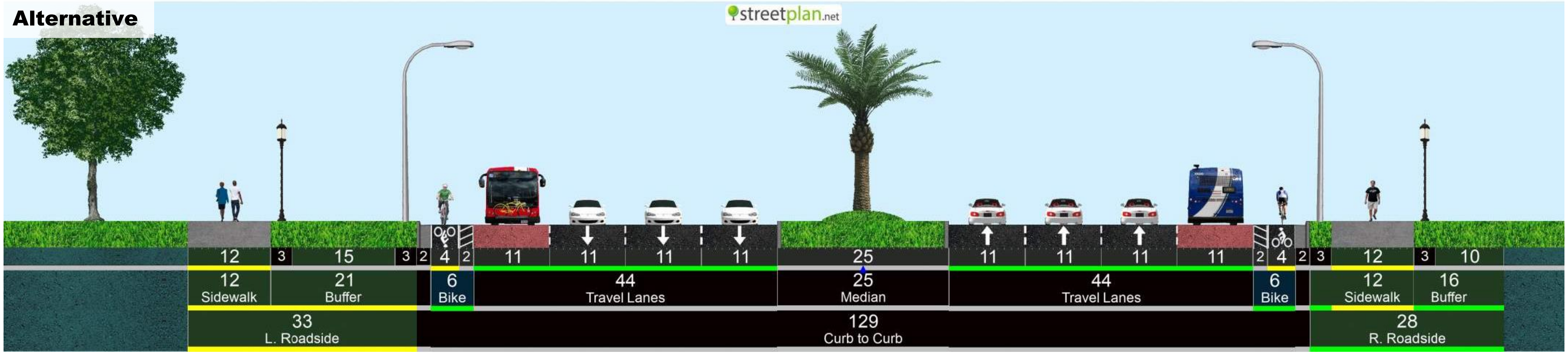
Existing

Alternative

280 feet of right-of-way

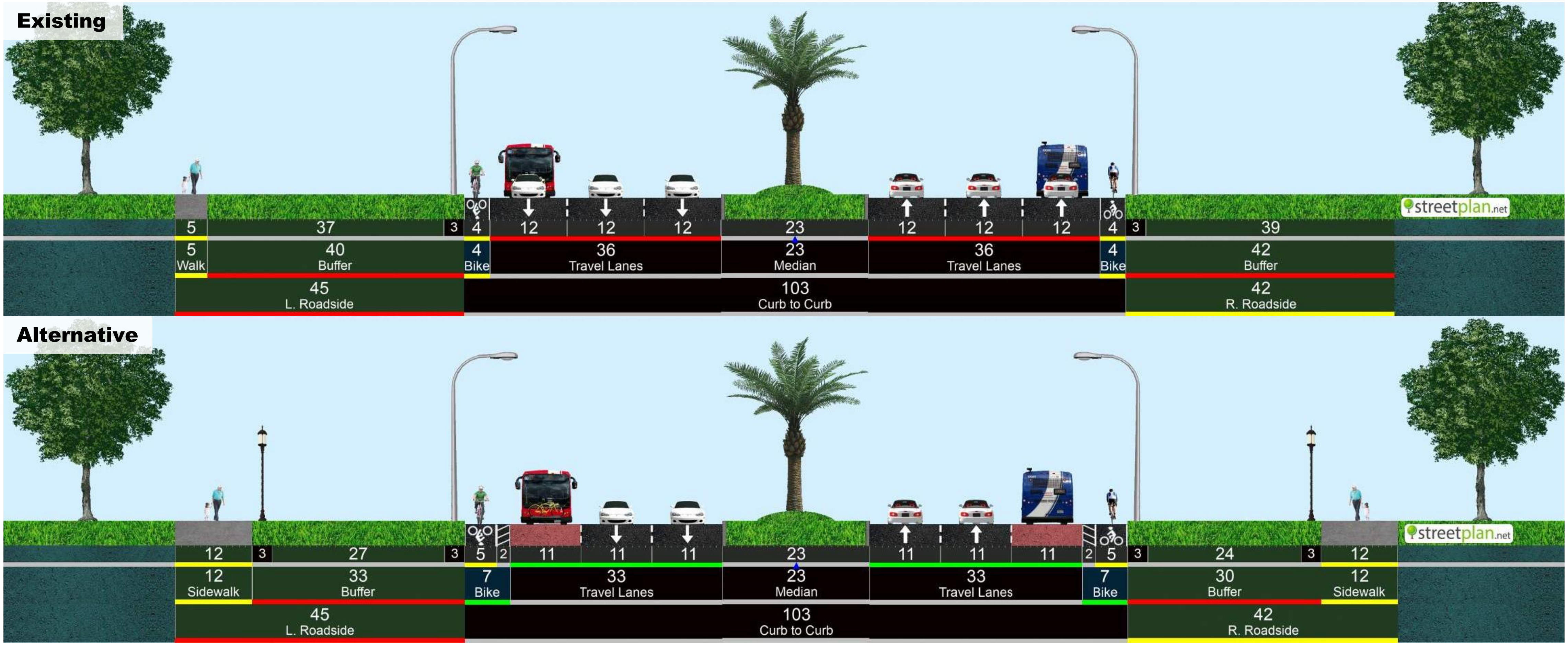
SR-7 from Weisman Way to Belvedere Rd





190 feet of right-of-way

SR-7 from Belvedere Rd to Okeechobee Blvd

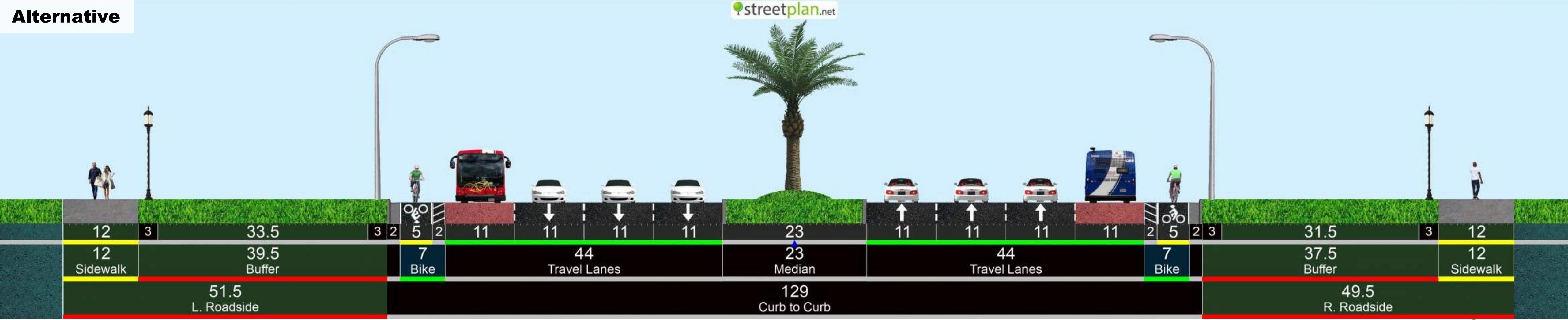


190 feet of right-of-way

Okeechobee Blvd from SR-7 to Florida’s Turnpike

Existing

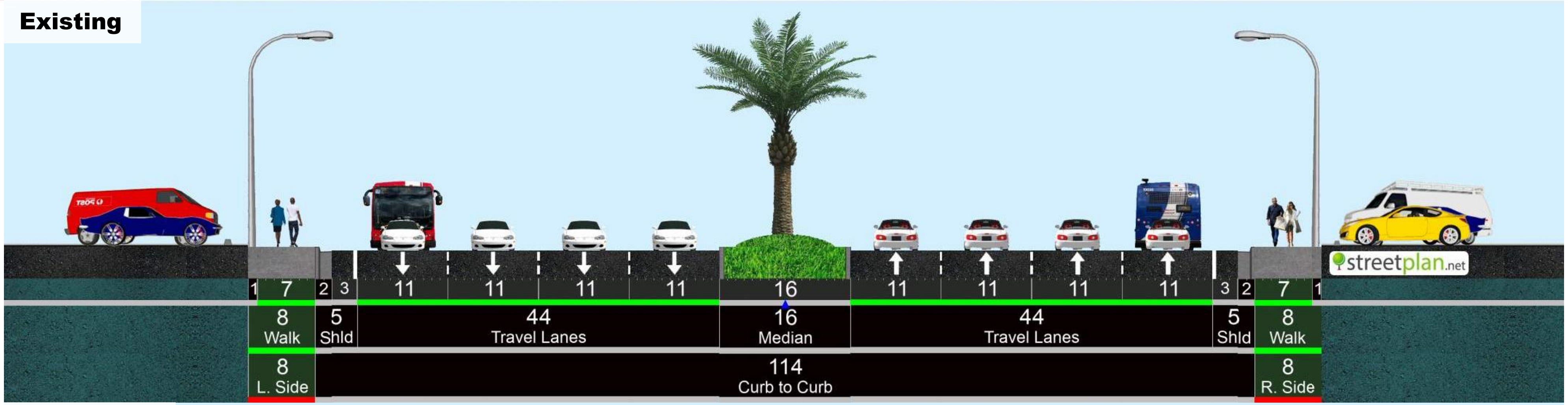
Alternative



230 feet of right-of-way

Okeechobee Blvd from Florida’s Turnpike to I-95

Existing



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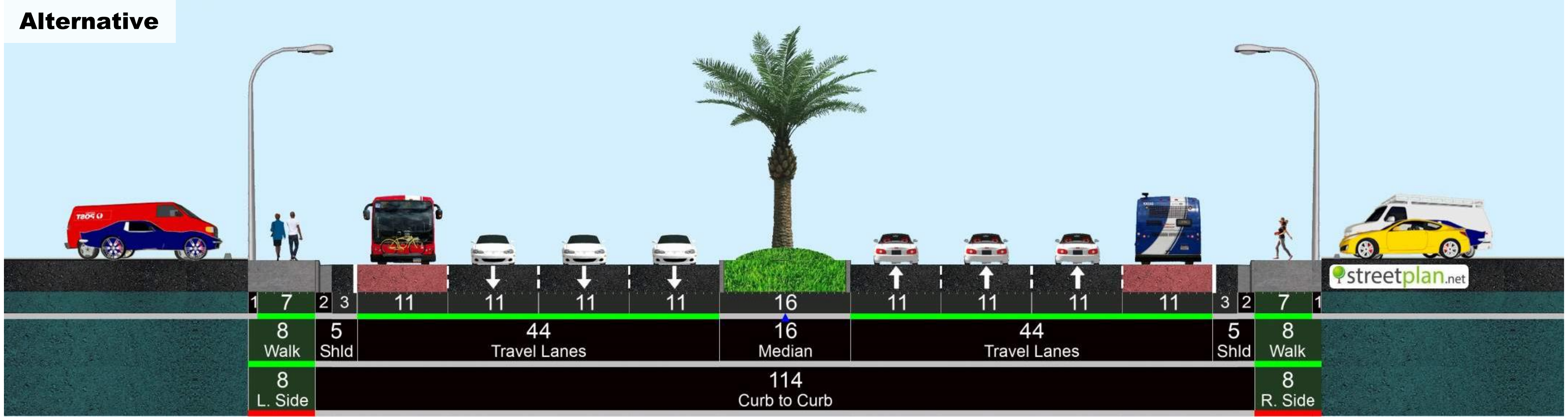
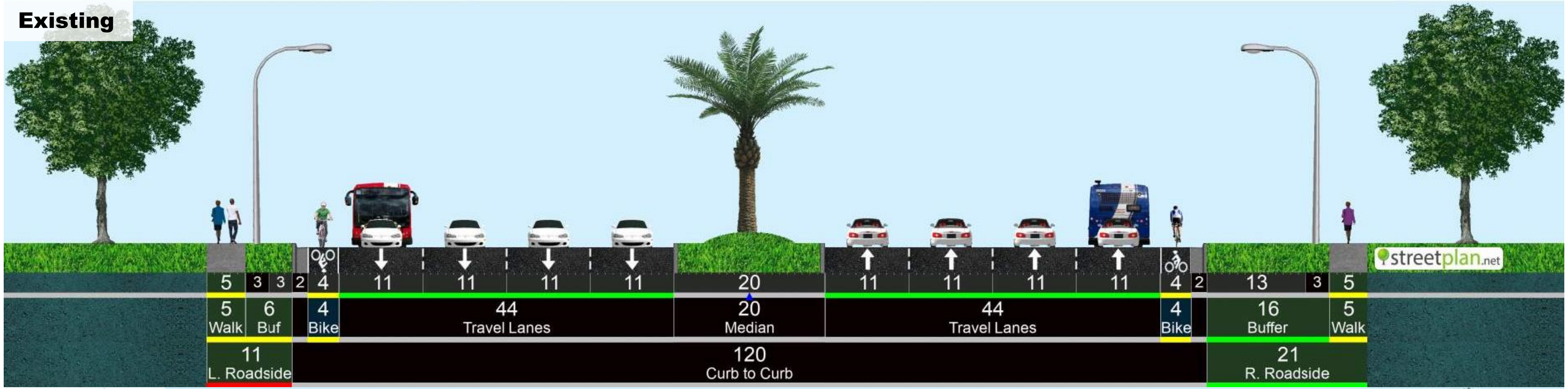
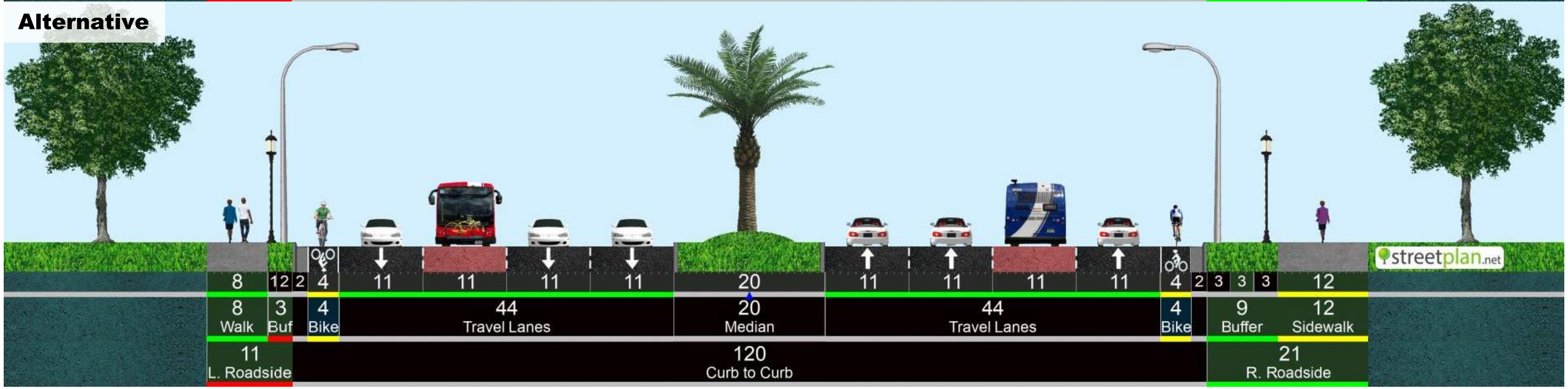


130 feet of right-of-way

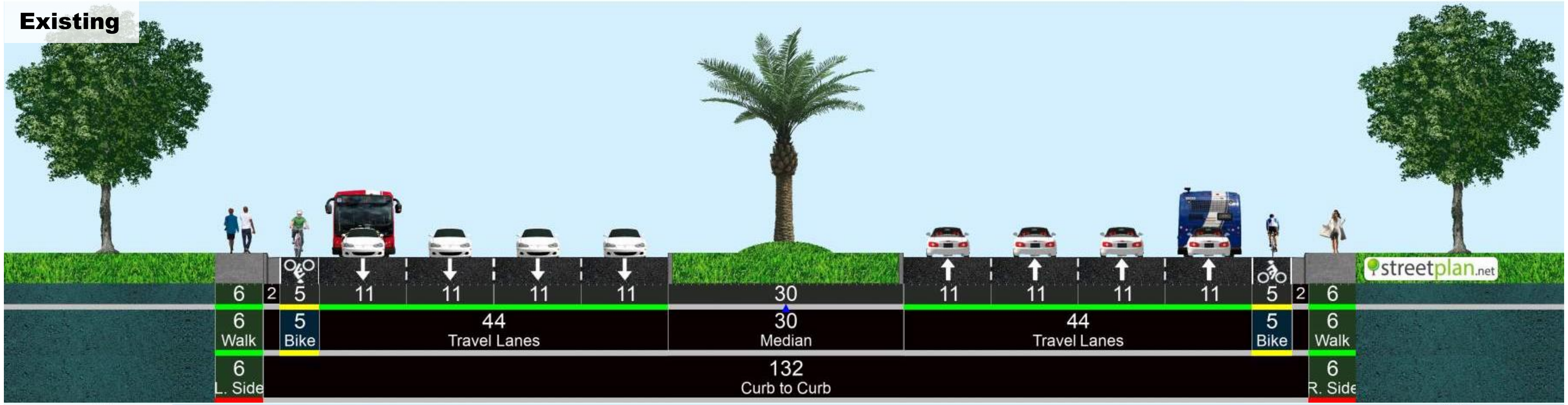
Okeechobee Blvd from I-95 to Australian Ave

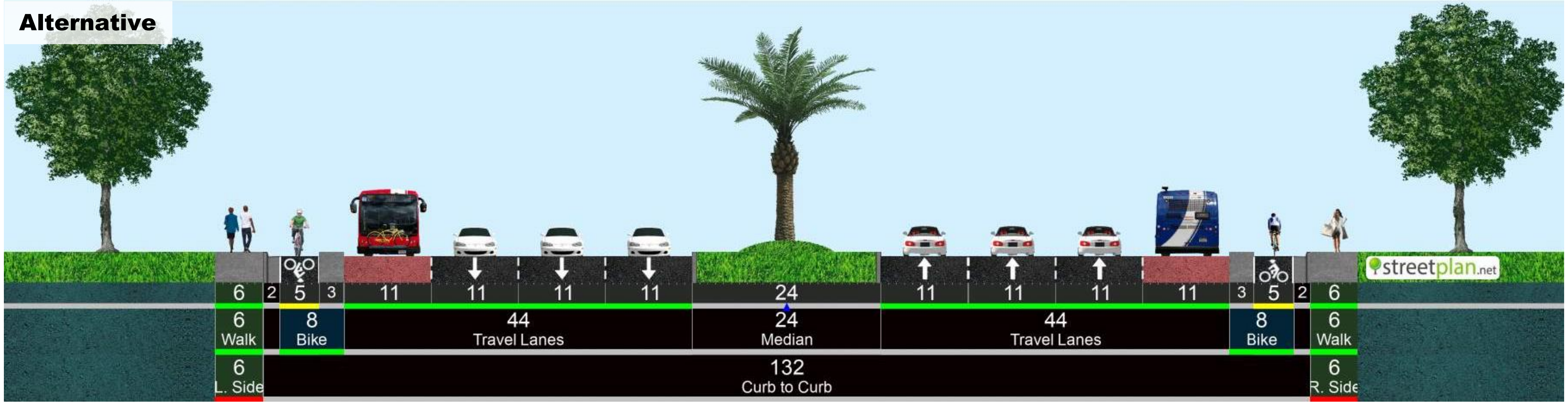




152 feet of right-of-way

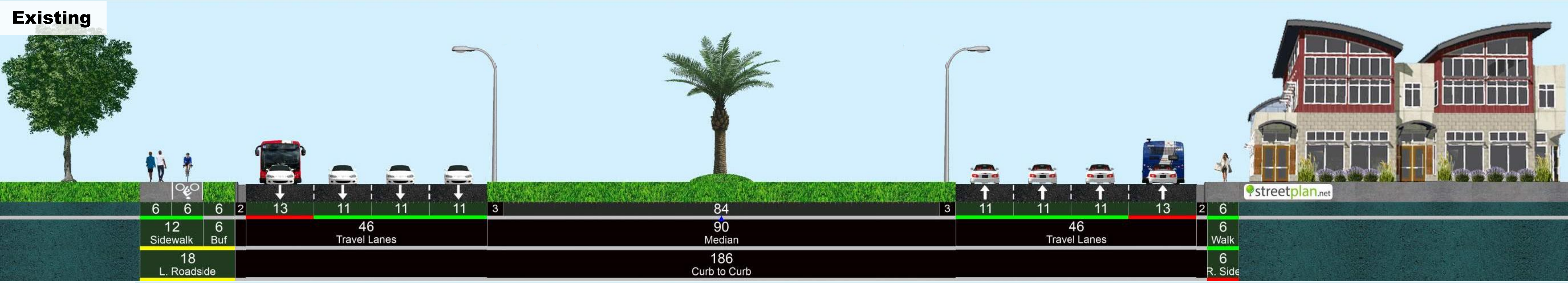
Okeechobee Blvd from Australian Ave to Tamarind Ave





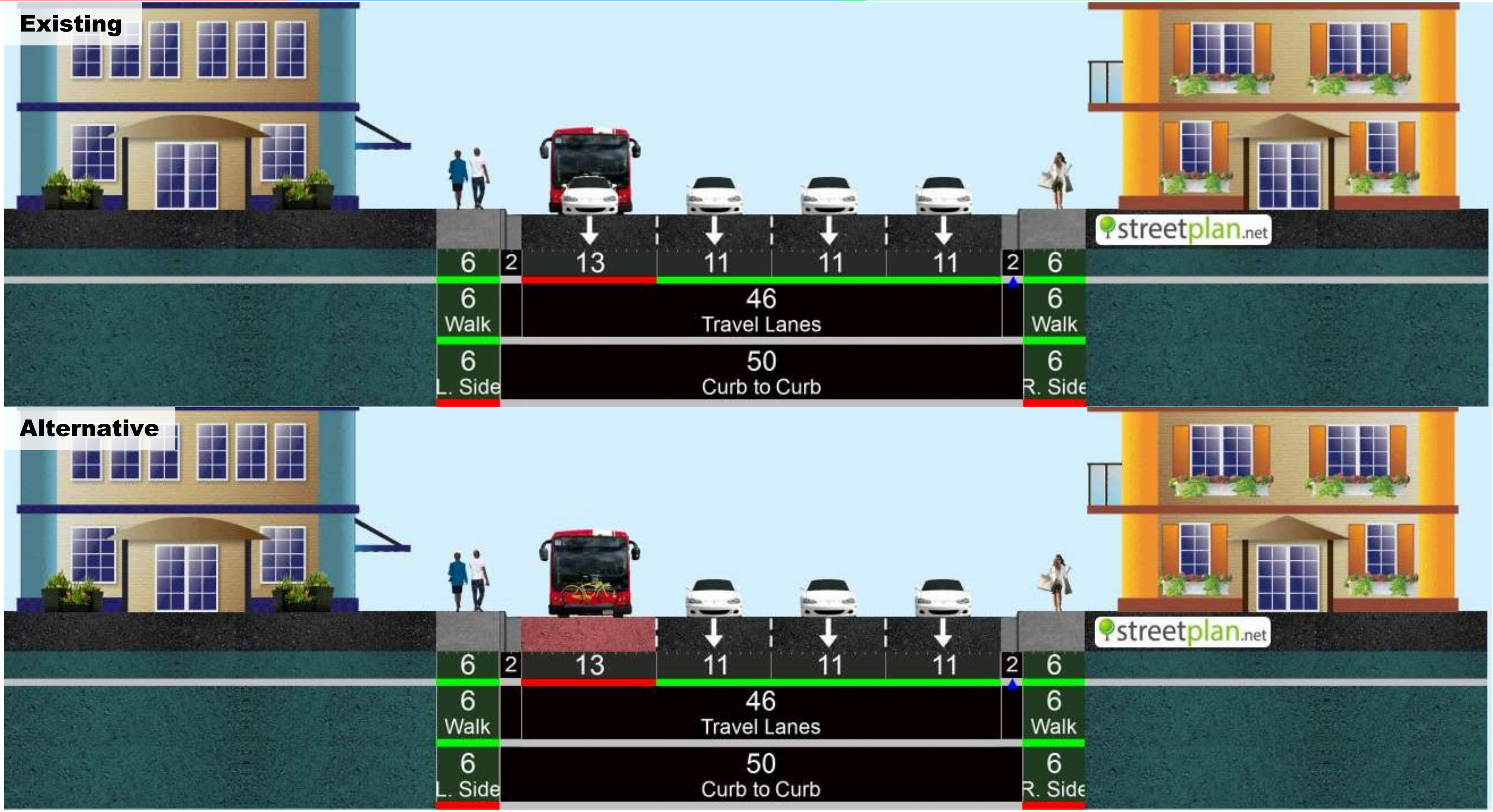
144 feet of right-of-way

Okeechobee Blvd from Tamarind Ave to Rosemary Ave



210 feet of right-of-way

Okeechobee Blvd from Rosemary Ave to US-1 (Pair)

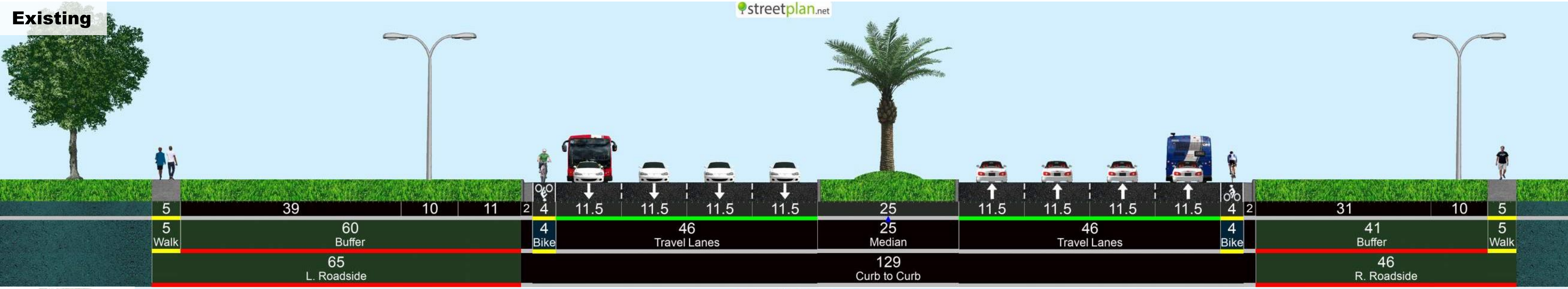


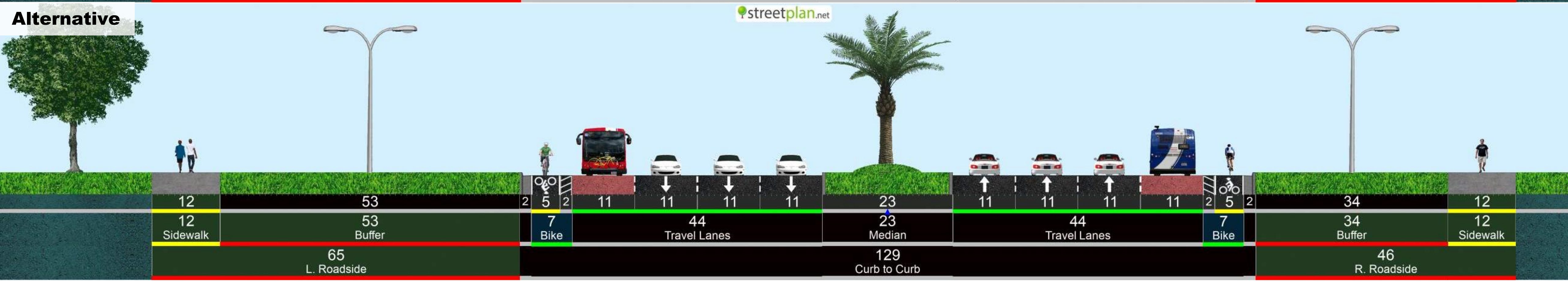
62 feet of right-of-way

Reversible Lanes

with BAT Lanes

SR-7 from Wellington Mall to Southern Blvd





240 feet of right-of-way

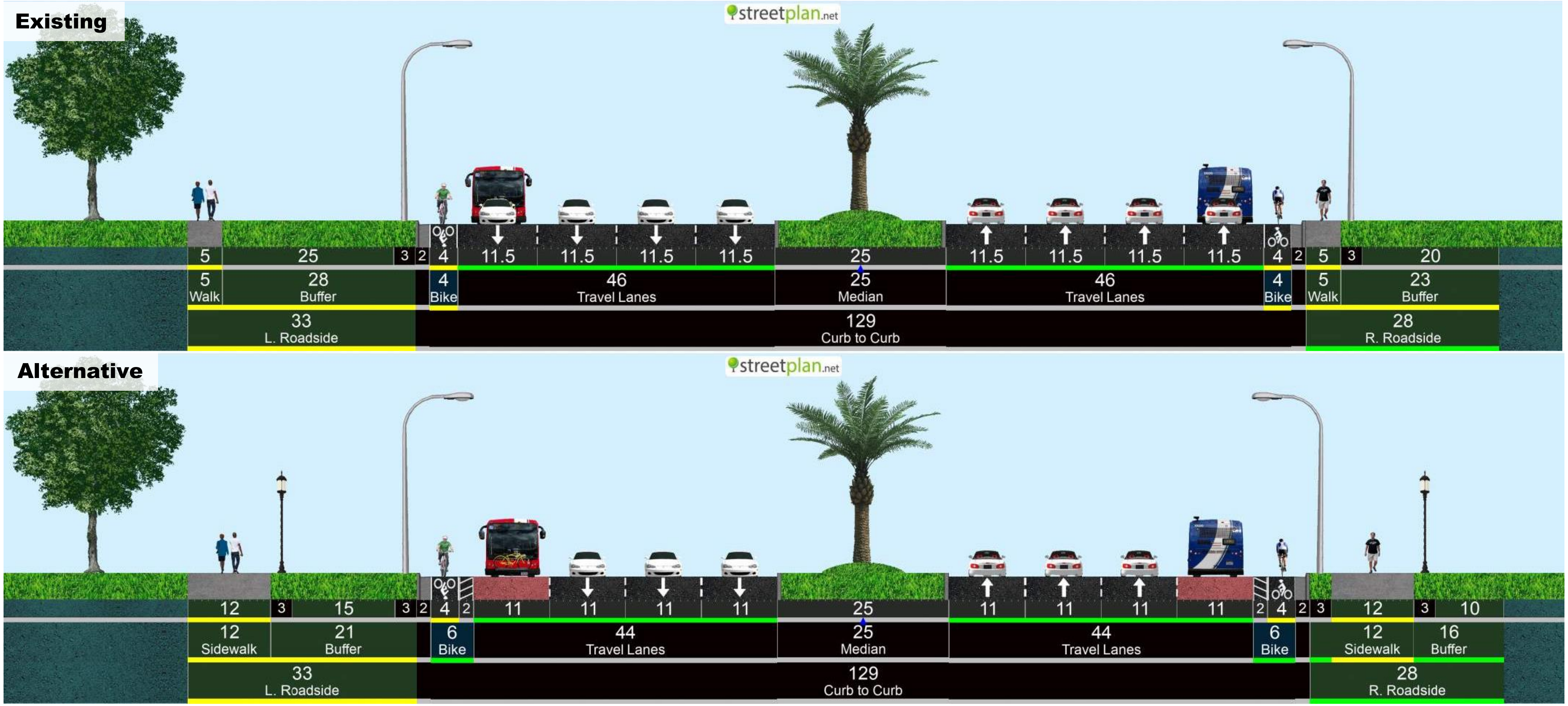
SR-7 from Southern Blvd to Weisman Way

Existing

Alternative

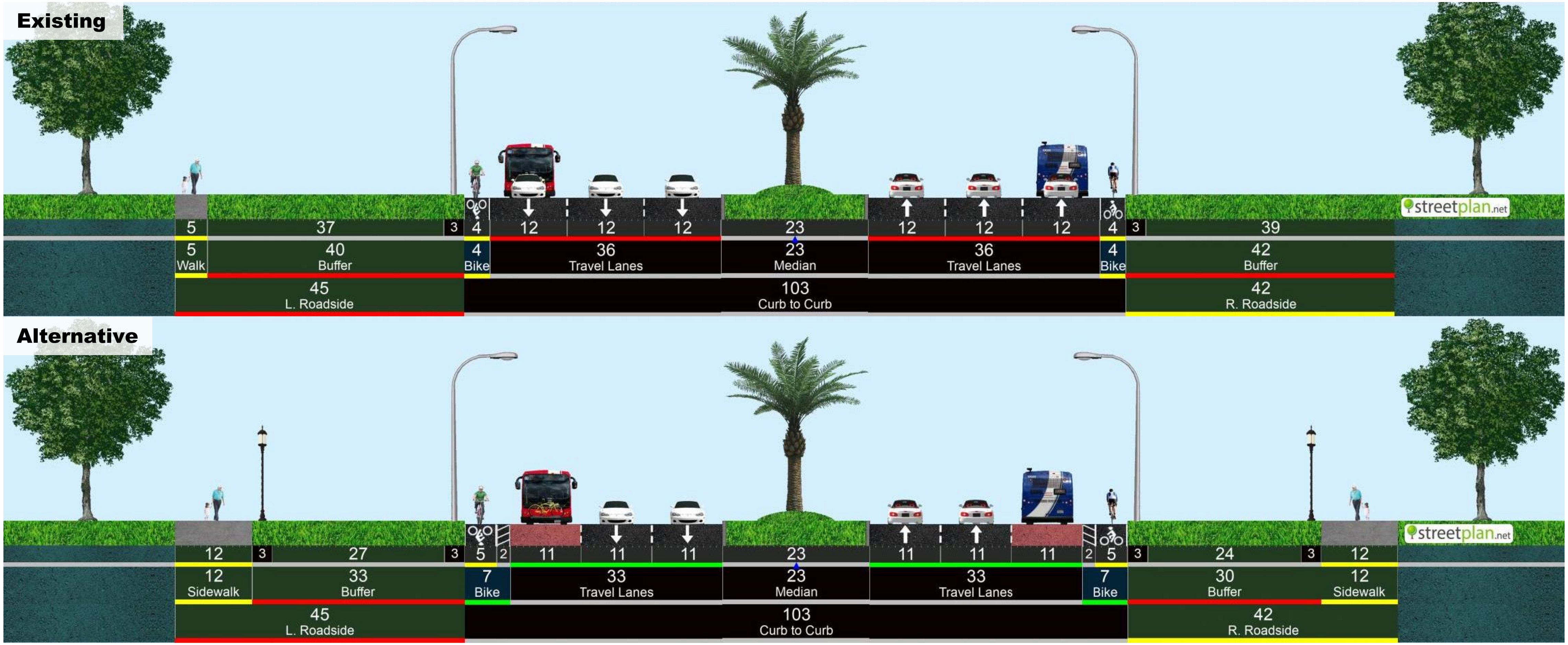
280 feet of right-of-way

SR-7 from Weisman Way to Belvedere Rd



190 feet of right-of-way

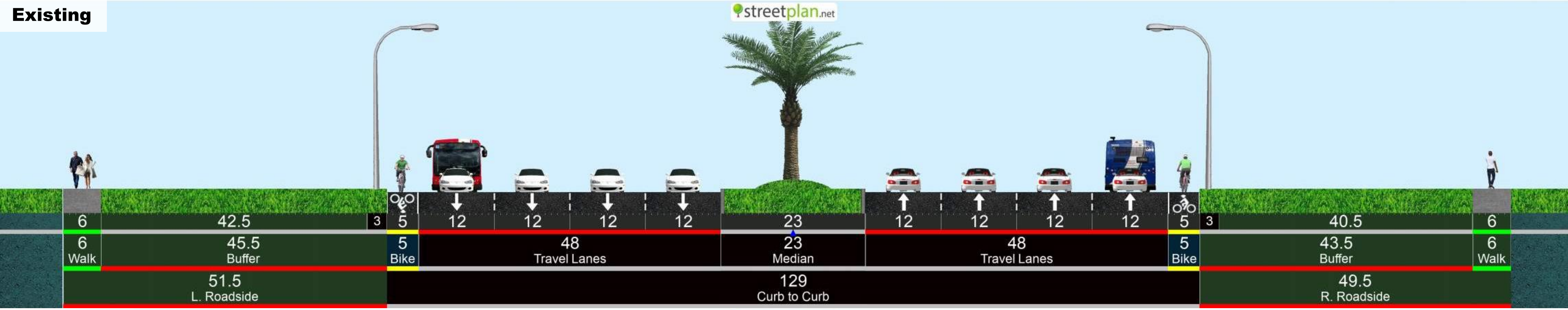
SR-7 from Belvedere Rd to Okeechobee Blvd



190 feet of right-of-way

Okeechobee Blvd from SR-7 to Florida's Turnpike

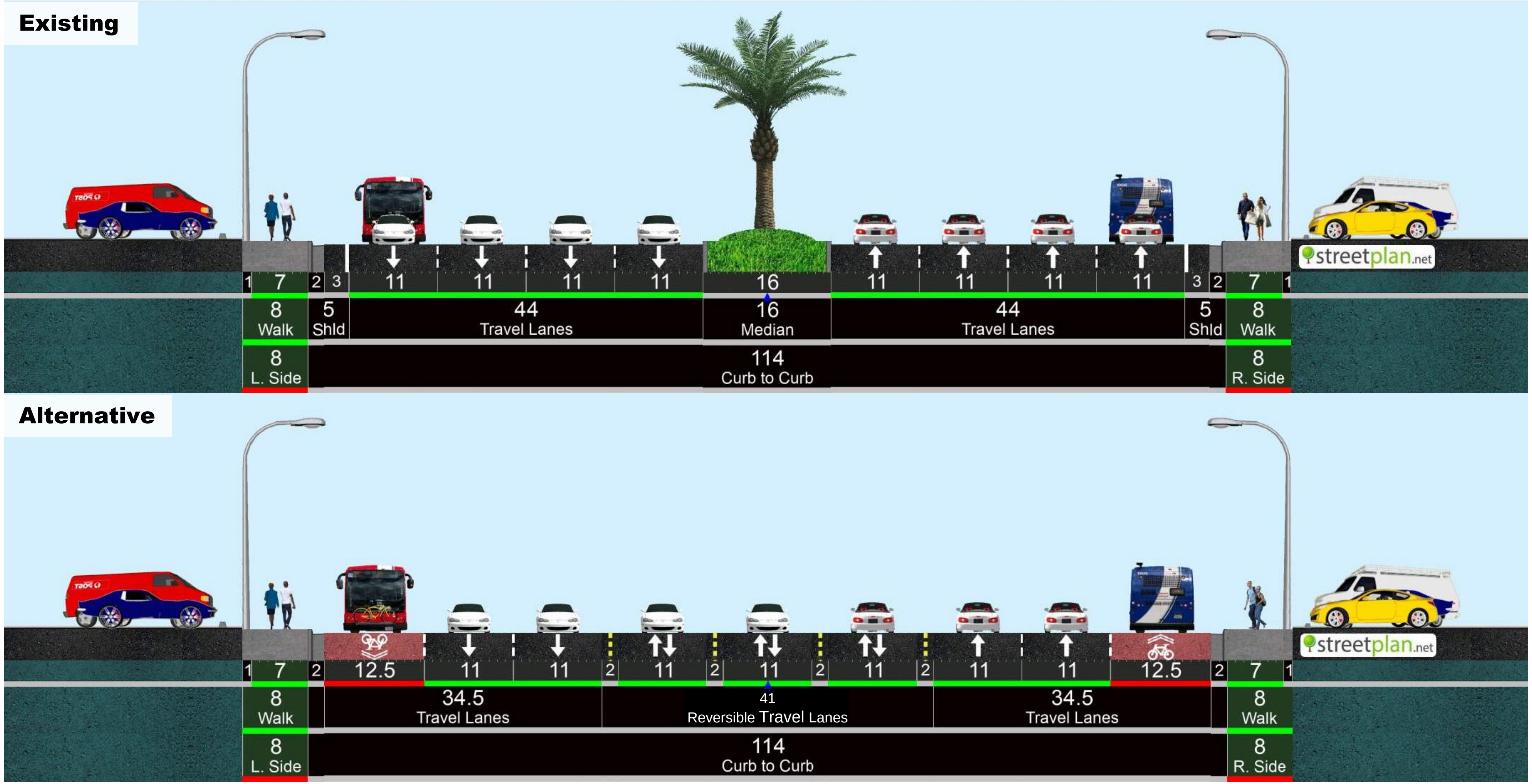
Existing



Alternative

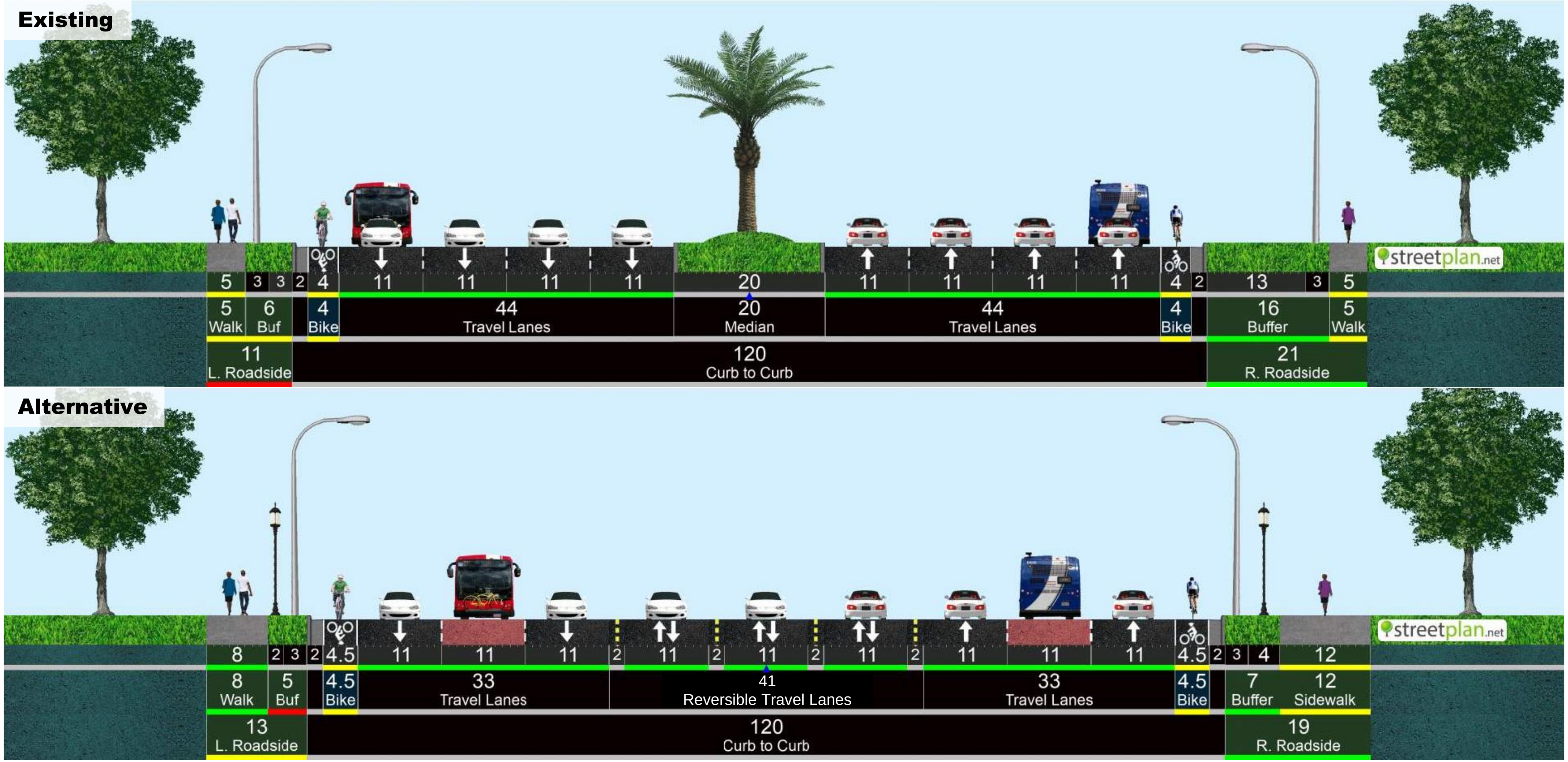
230 feet of right-of-way

Okeechobee Blvd from Florida's Turnpike to I-95



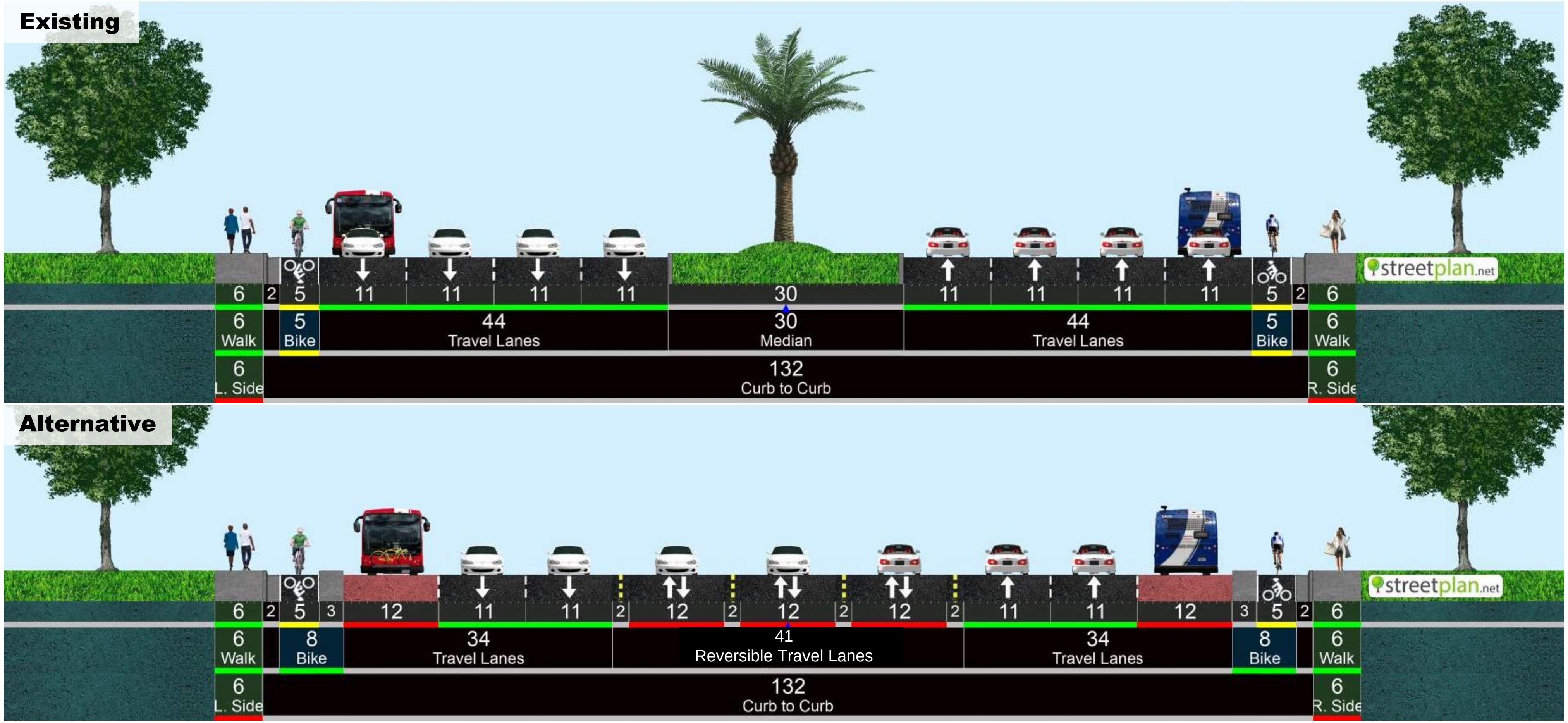
130 feet of right-of-way

Okeechobee Blvd from I-95 to Australian Ave



152 feet of right-of-way

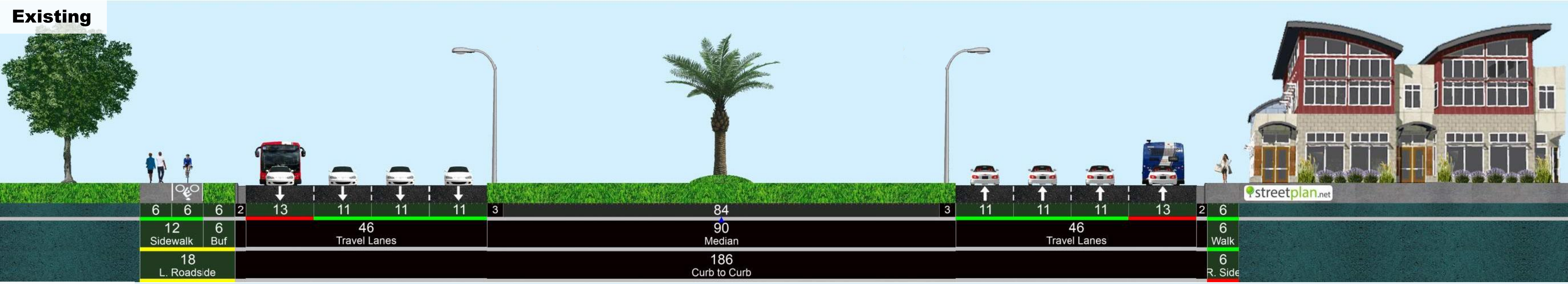
Okeechobee Blvd from Australian Ave to Tamarind Ave



144 feet of right-of-way

Okeechobee Blvd from Tamarind Ave to Rosemary Ave

Existing



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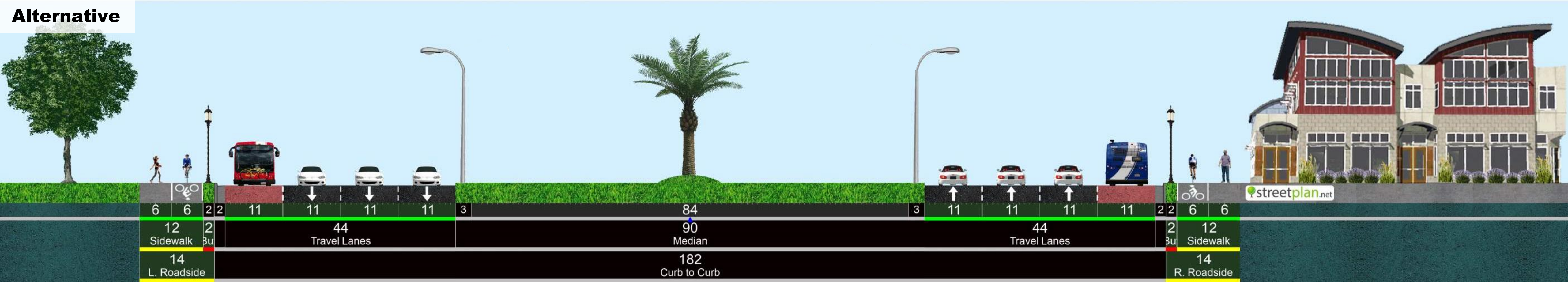


210 feet of right-of-way

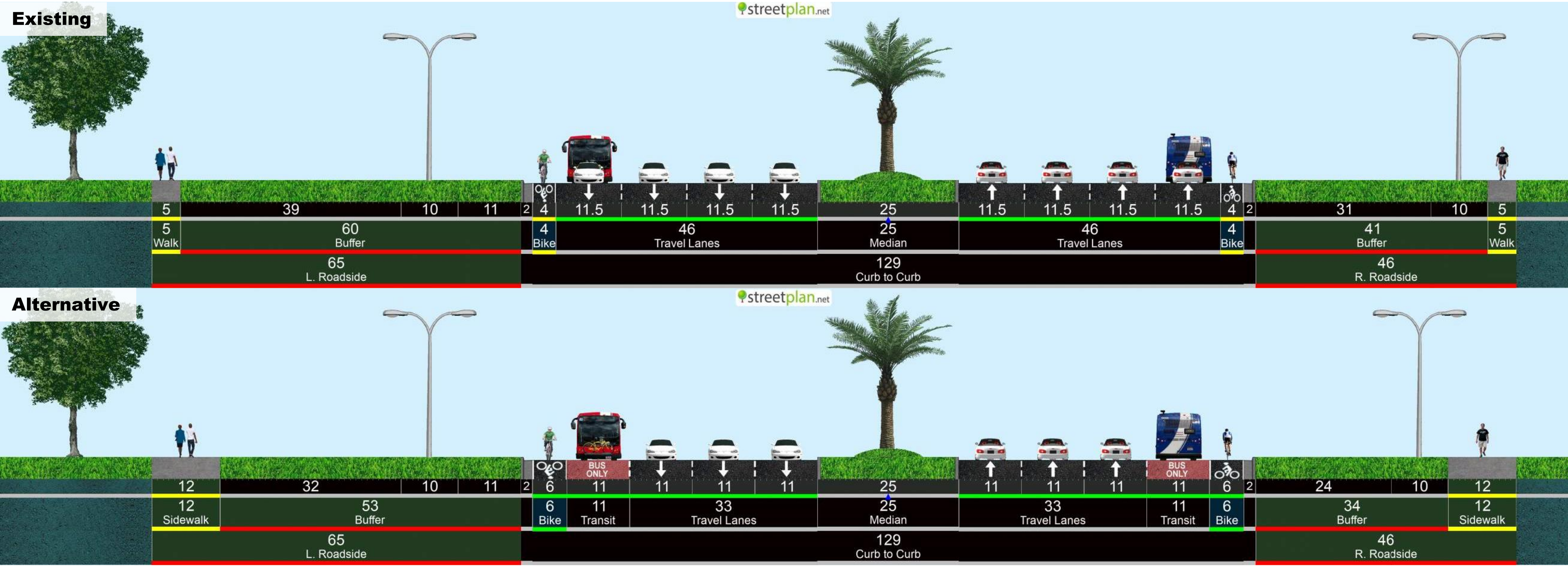
Reversible Lanes

Okeechobee Blvd from Rosemary Ave to US-1 (Pair)

62 feet of right-of-way

Dedicated Lane Bus Rapid Transit (BRT)

SR-7 from Wellington Mall to Southern Blvd

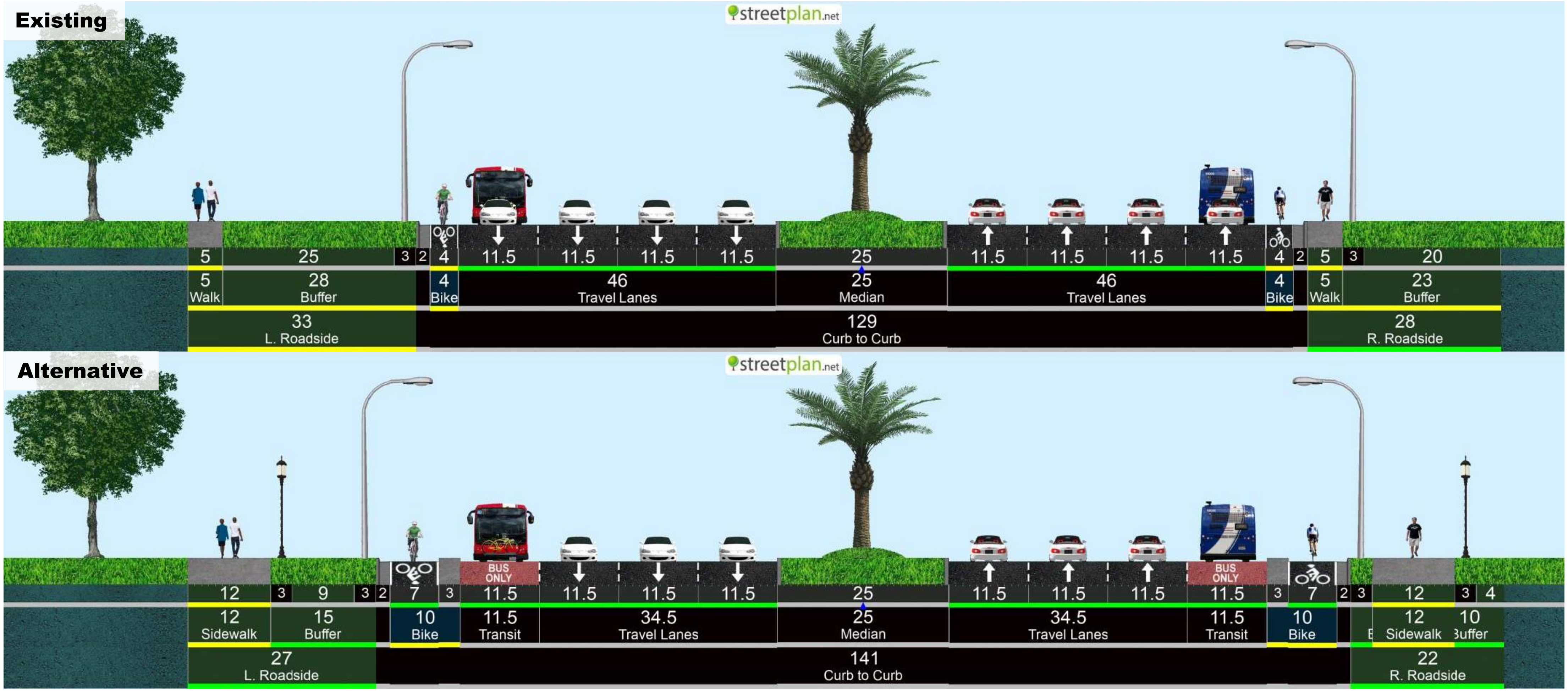


240 feet of right-of-way

SR-7 from Southern Blvd to Weisman Way

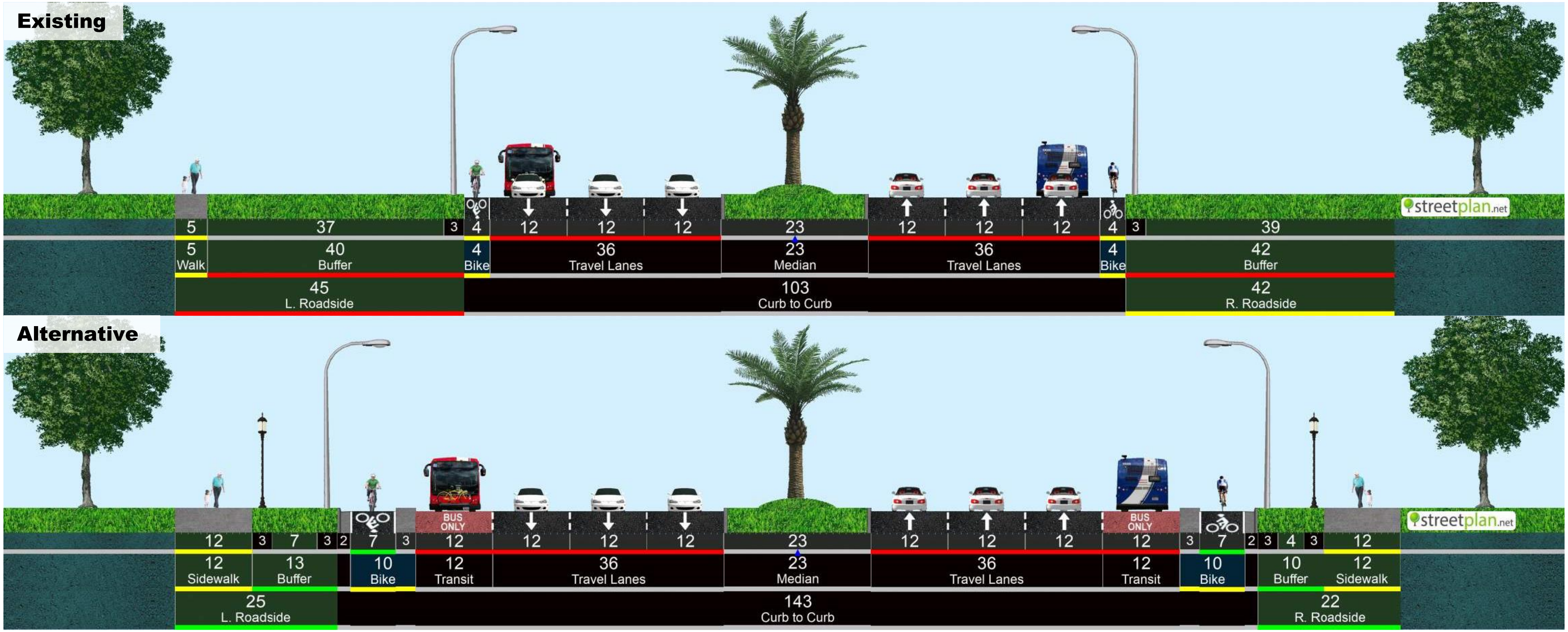
280 feet of right-of-way

SR-7 from Weisman Way to Belvedere Rd



190 feet of right-of-way

SR-7 from Belvedere Rd to Okeechobee Blvd



190 feet of right-of-way

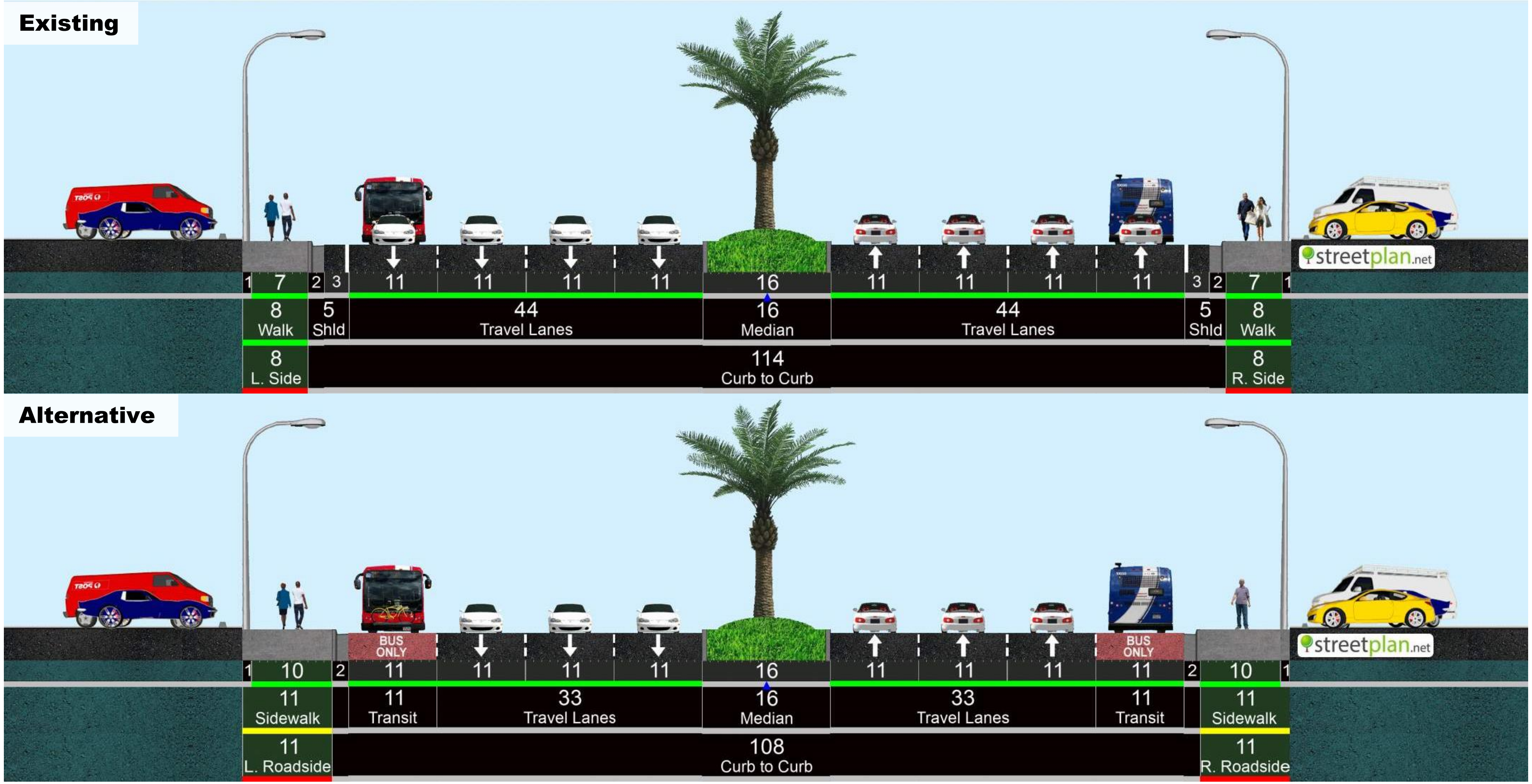
Okeechobee Blvd from SR-7 to Florida's Turnpike

Existing

Alternative

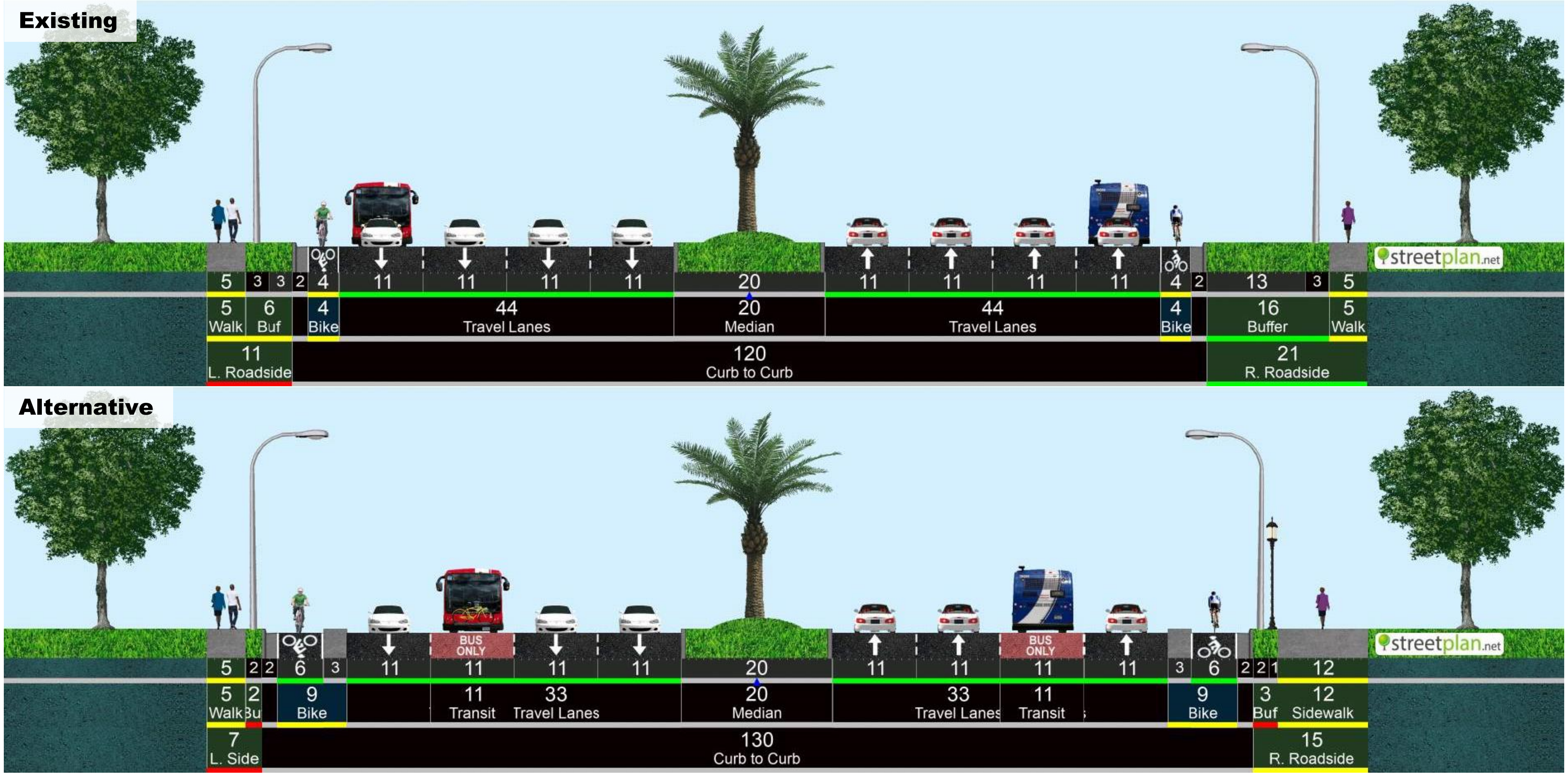
230 feet of right-of-way

Okeechobee Blvd from Florida’s Turnpike to I-95



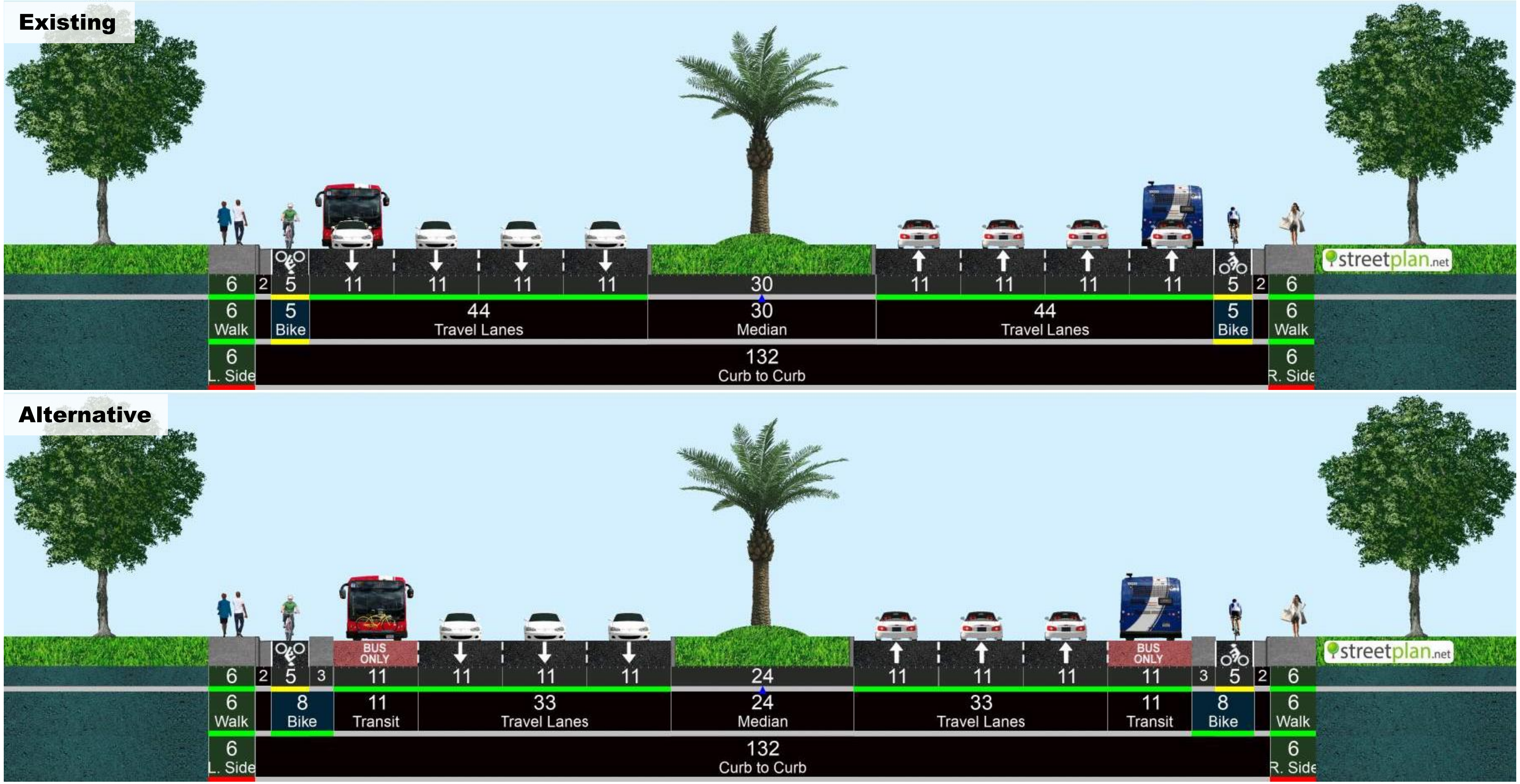
130 feet of right-of-way

Okeechobee Blvd from I-95 to Australian Ave



152 feet of right-of-way

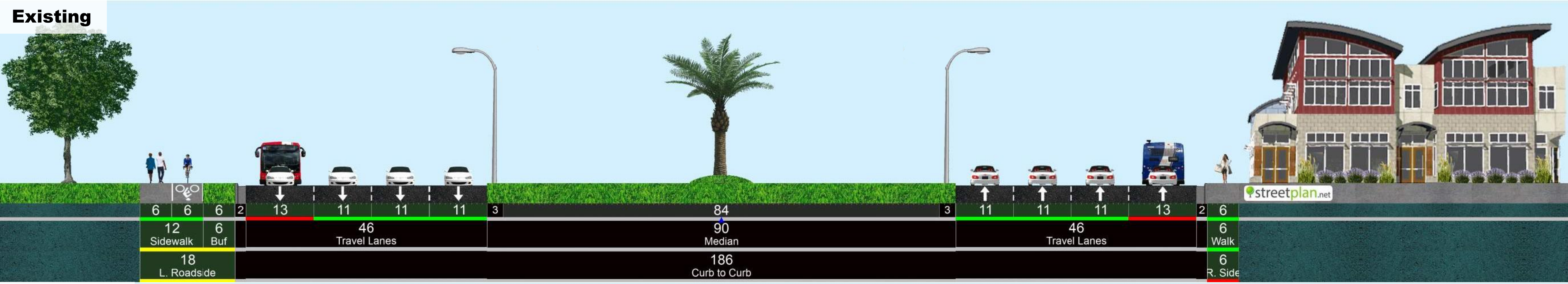
Okeechobee Blvd from Australian Ave to Tamarind Ave



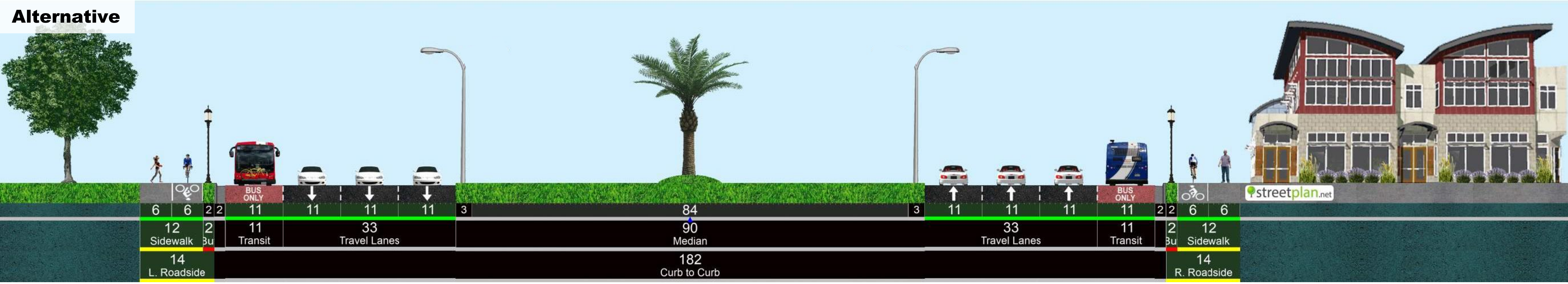
144 feet of right-of-way

Okeechobee Blvd from Tamarind Ave to Rosemary Ave

Existing

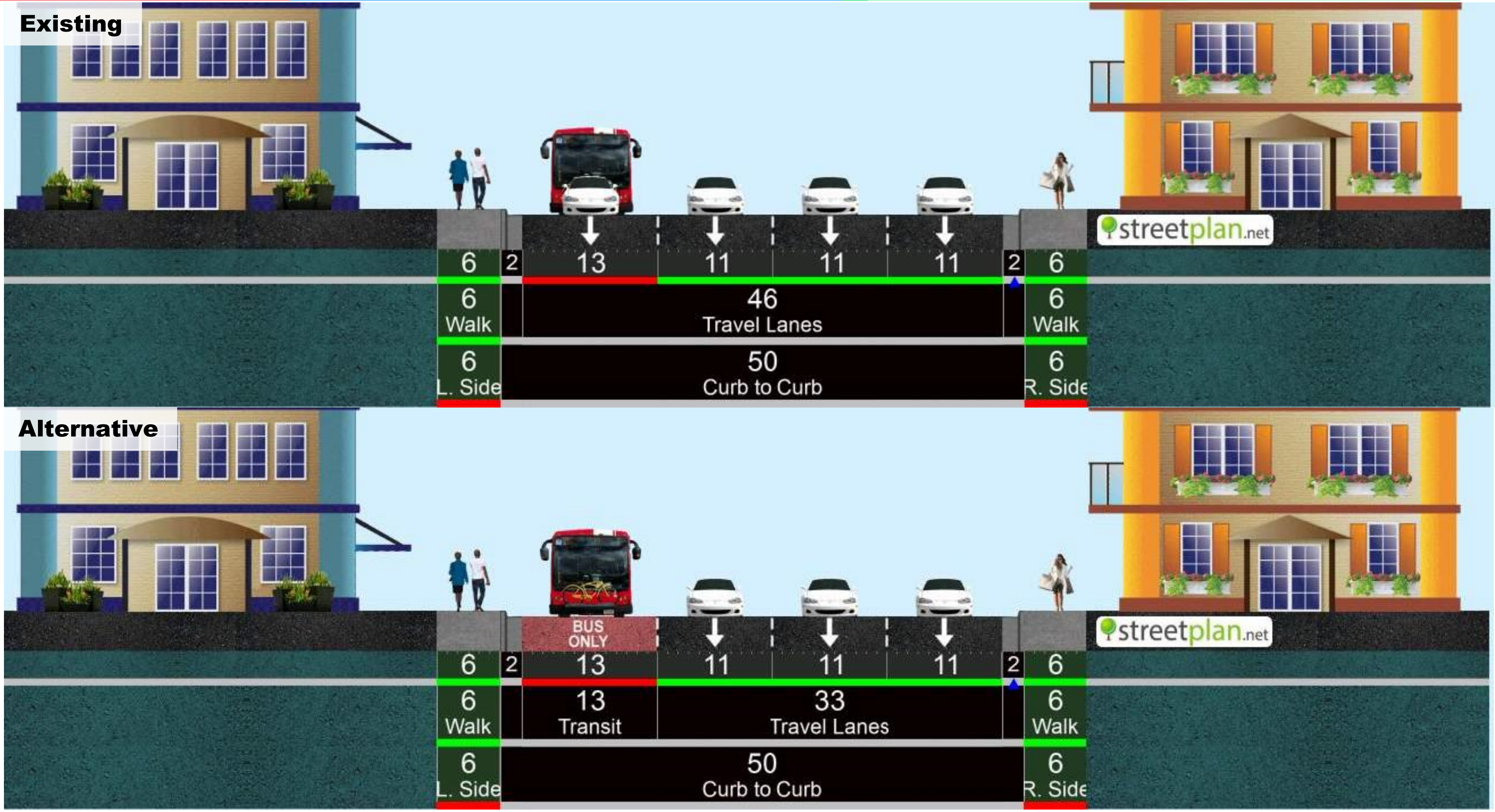


Alternative



210 feet of right-of-way

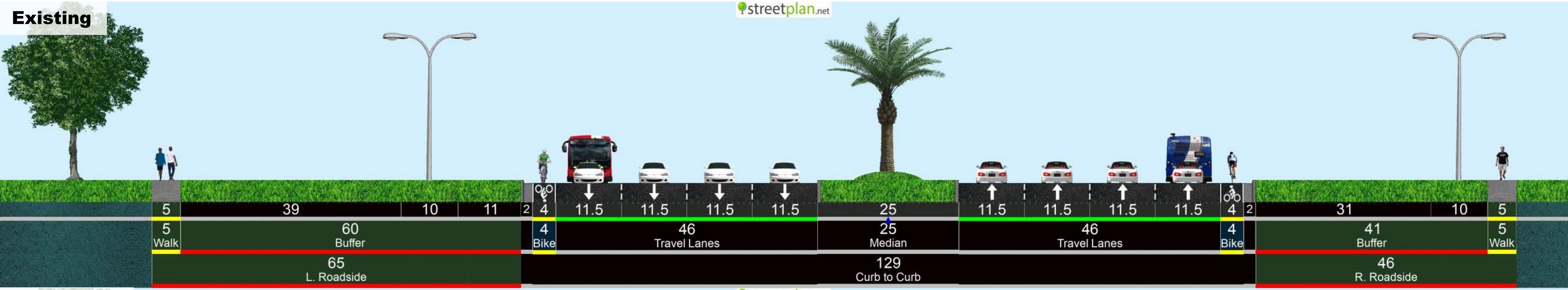
Okeechobee Blvd from Rosemary Ave to US-1 (Pair)

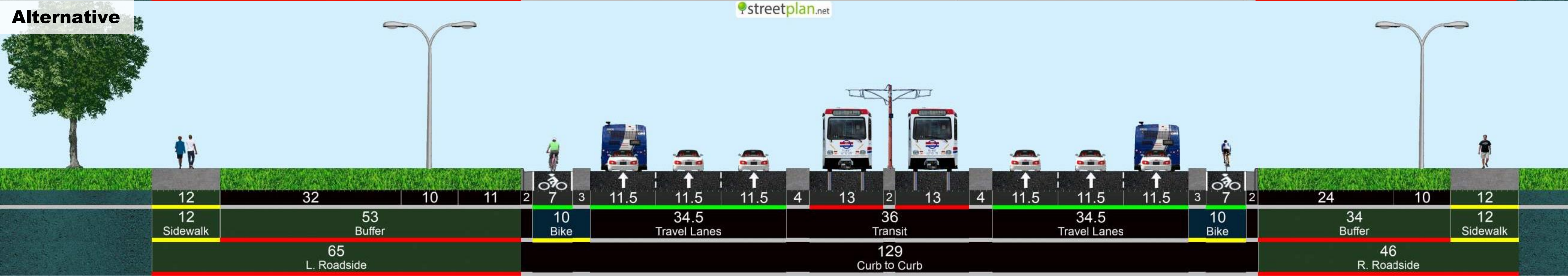


62 feet of right-of-way

Dedicated Lane Light Rail Transit (LRT)

SR-7 from Wellington Mall to Southern Blvd

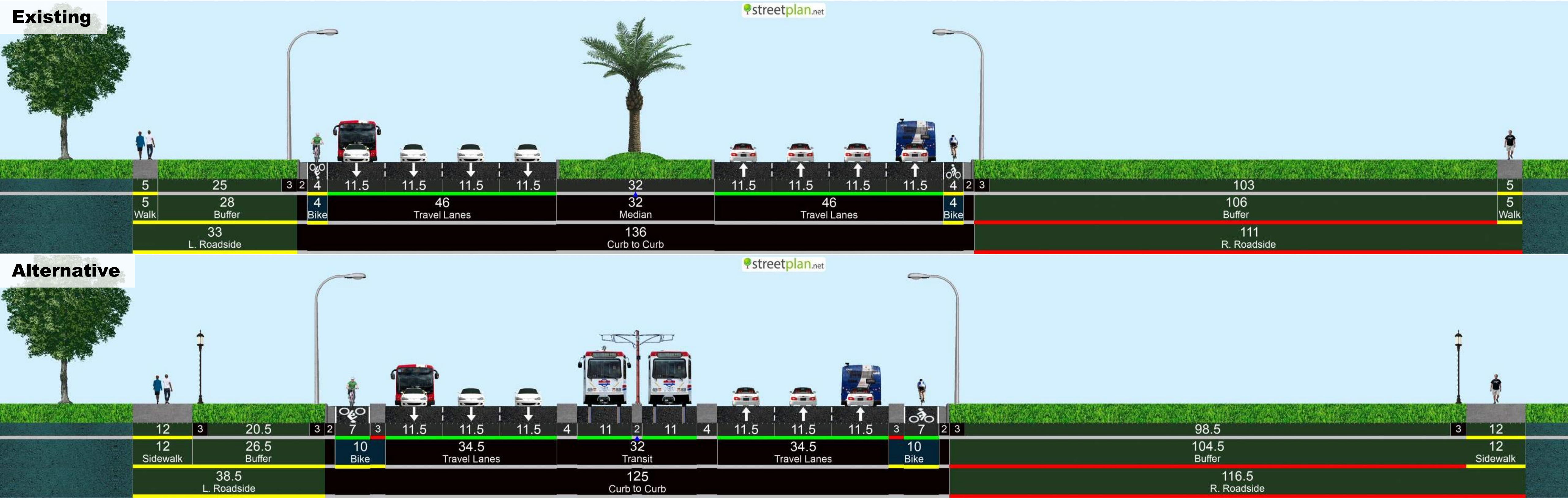




240 feet of right-of-way

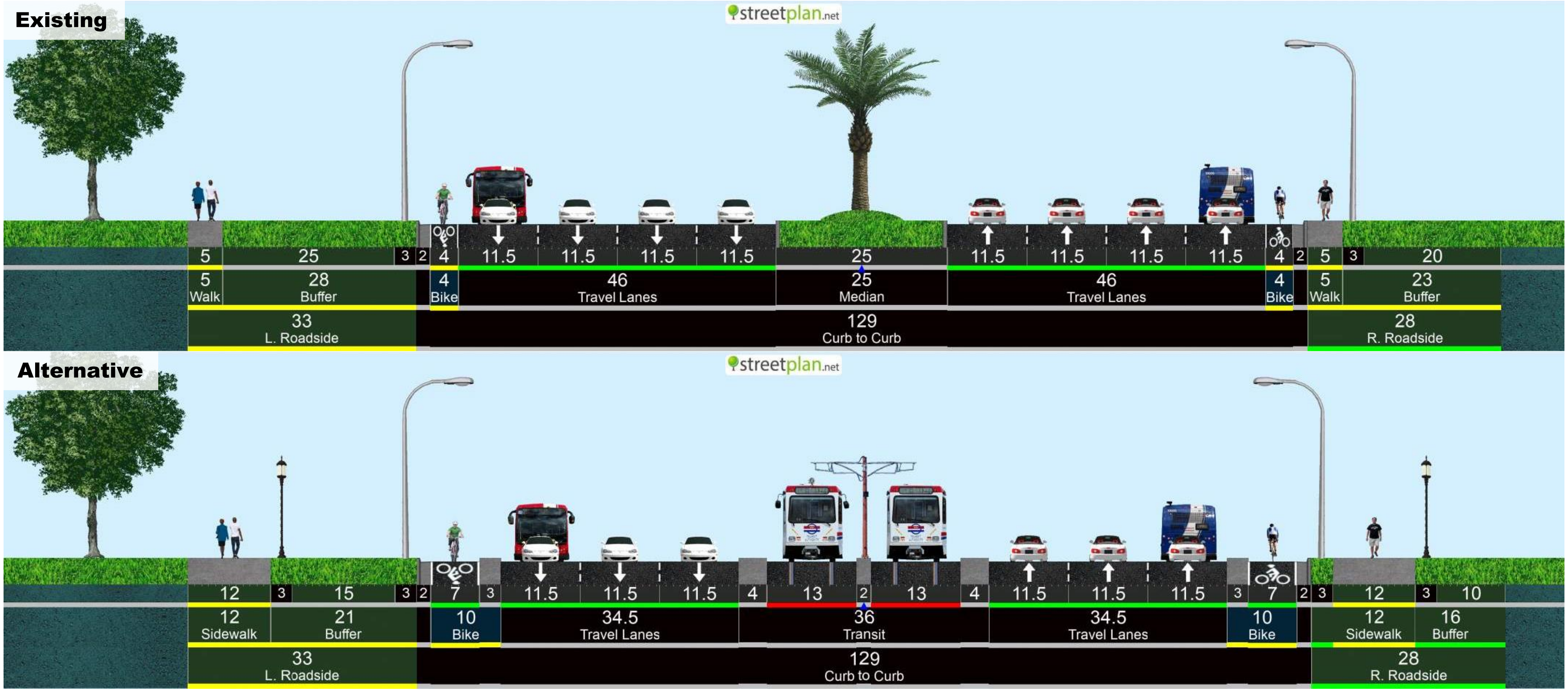
Dedicated Lane LRT

SR-7 from Southern Blvd to Weisman Way



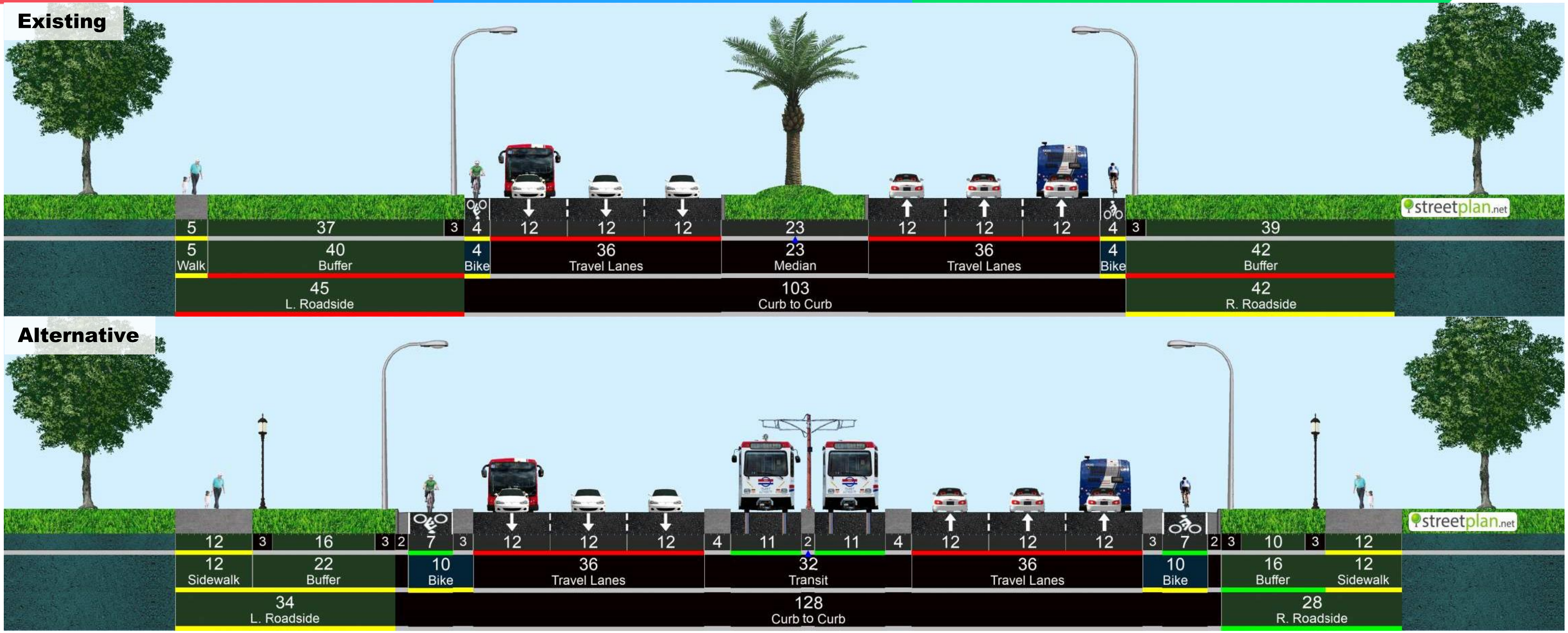
280 feet of right-of-way

SR-7 from Weisman Way to Belvedere Rd



190 feet of right-of-way

SR-7 from Belvedere Rd to Okeechobee Blvd

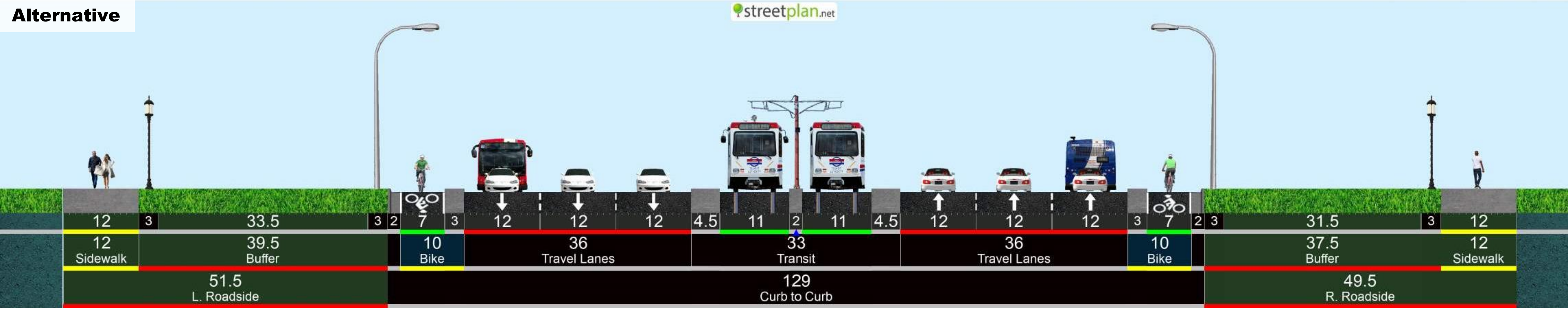


190 feet of right-of-way

Okeechobee Blvd from SR-7 to Florida's Turnpike

Existing

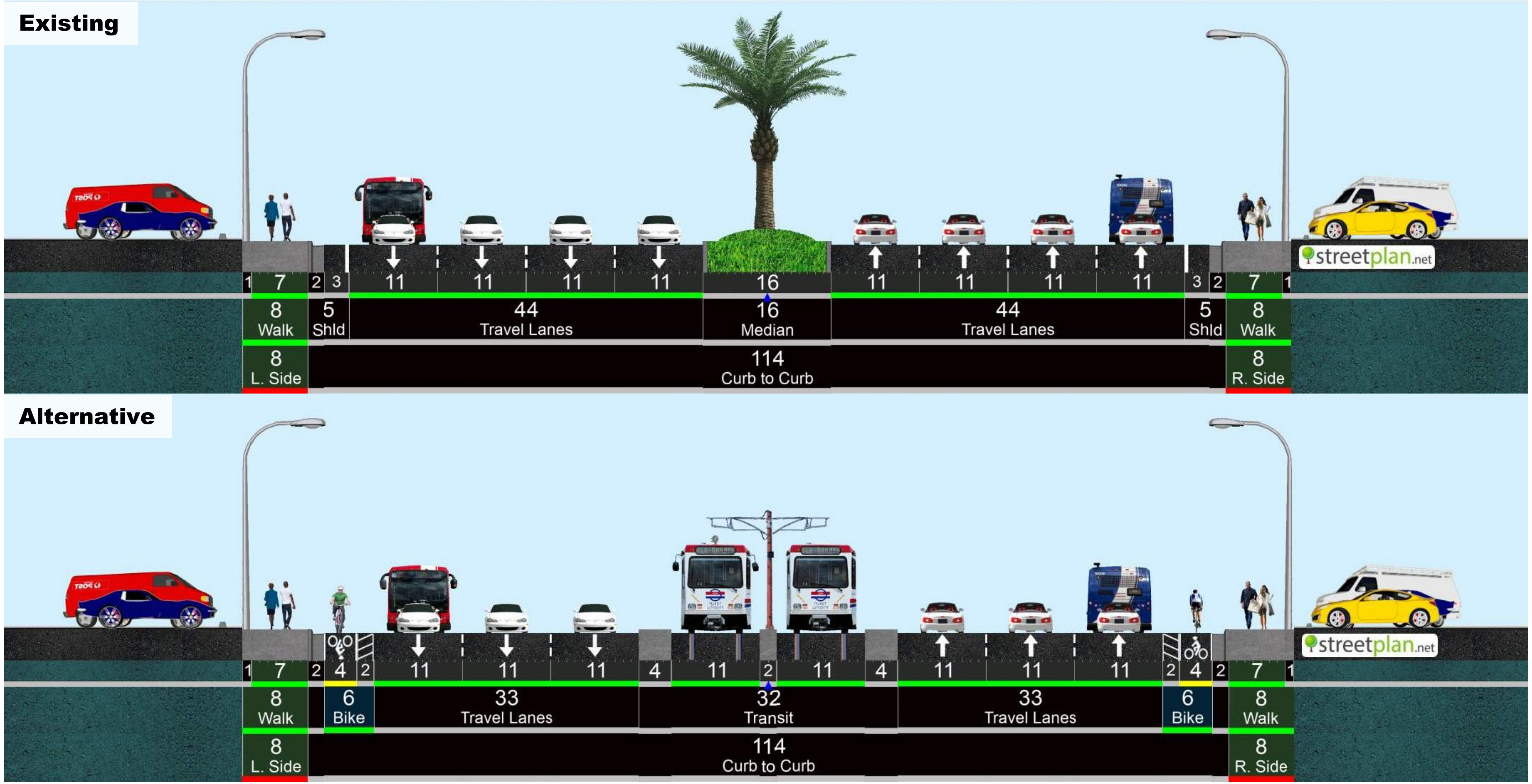
Alternative



230 feet of right-of-way

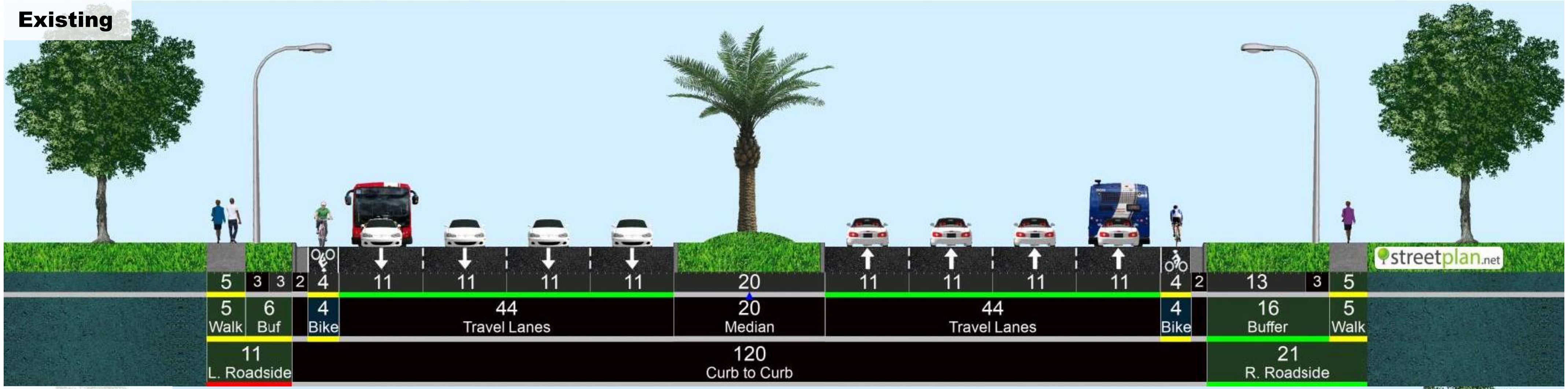
Dedicated Lane LRT

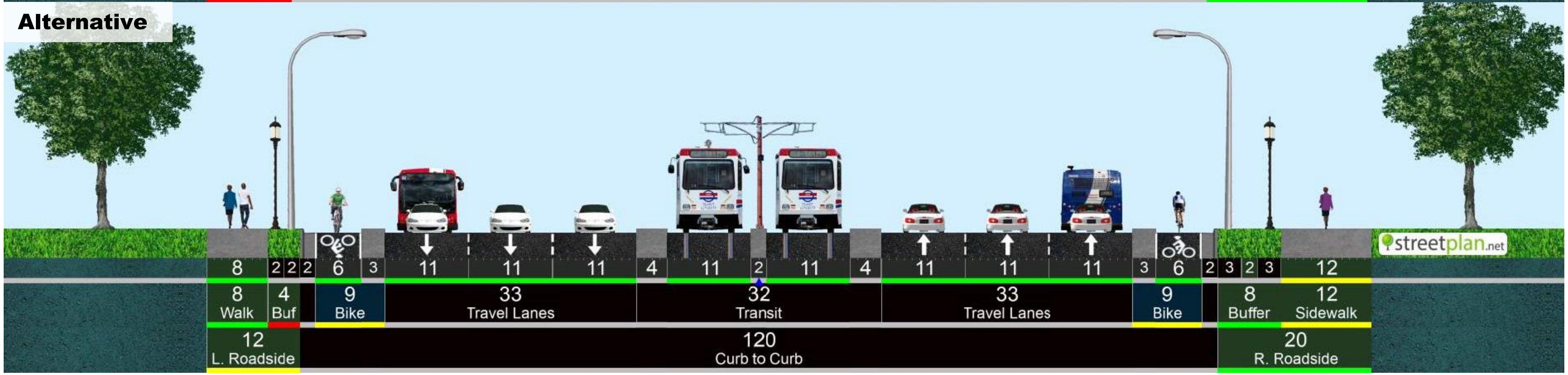
Okeechobee Blvd from Florida’s Turnpike to I-95



130 feet of right-of-way

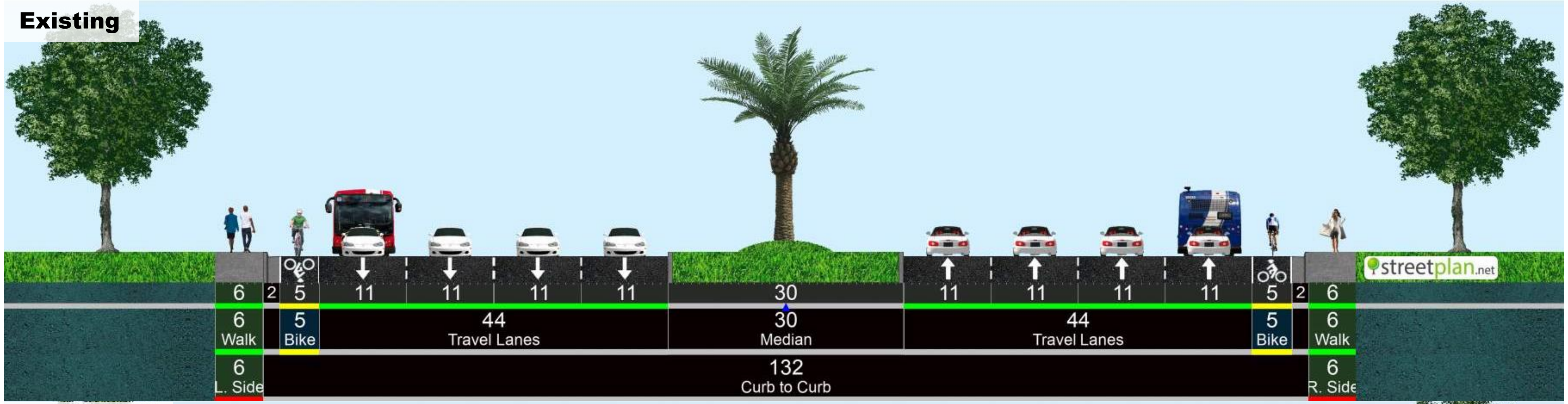
Okeechobee Blvd from I-95 to Australian Ave

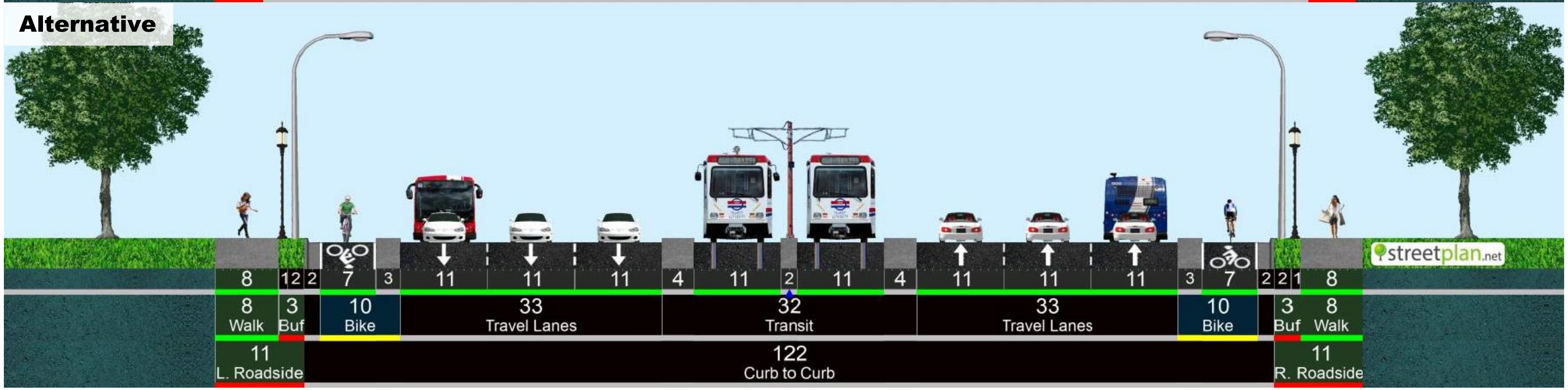




152 feet of right-of-way

Okeechobee Blvd from Australian Ave to Tamarind Ave

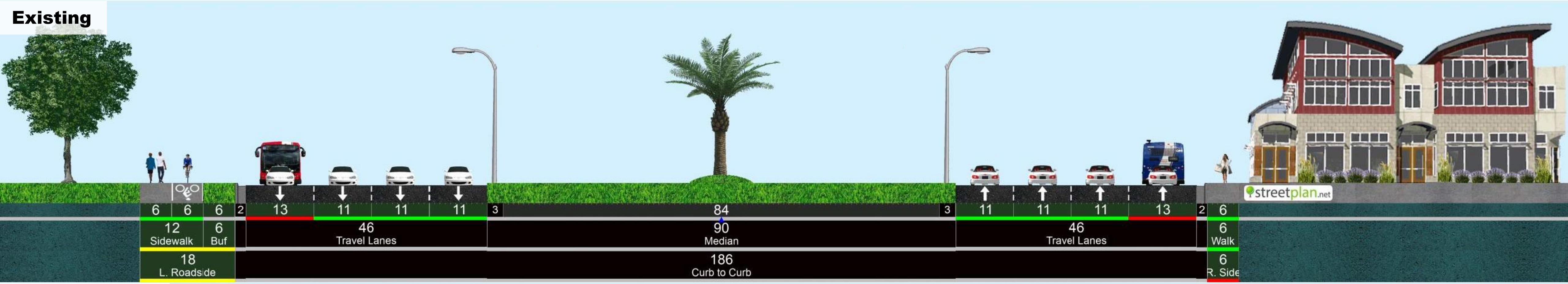




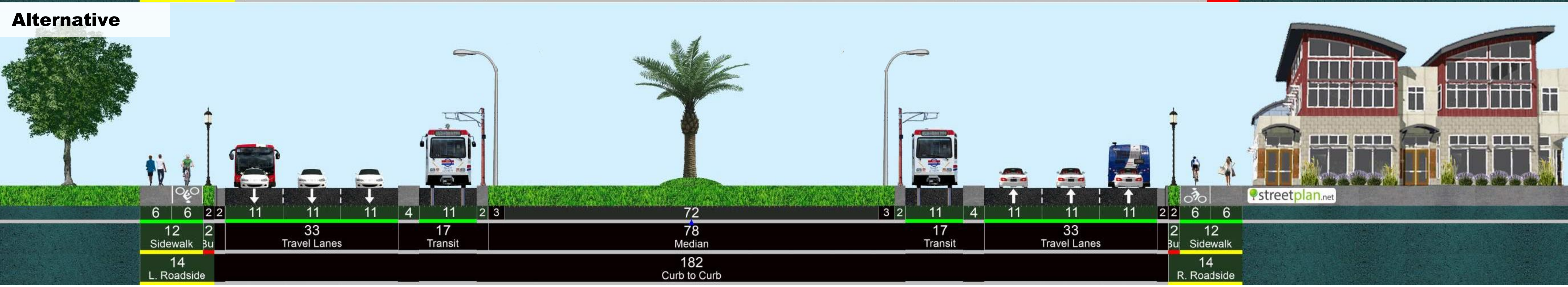
144 feet of right-of-way

Okeechobee Blvd from Tamarind Ave to Rosemary Ave

Existing

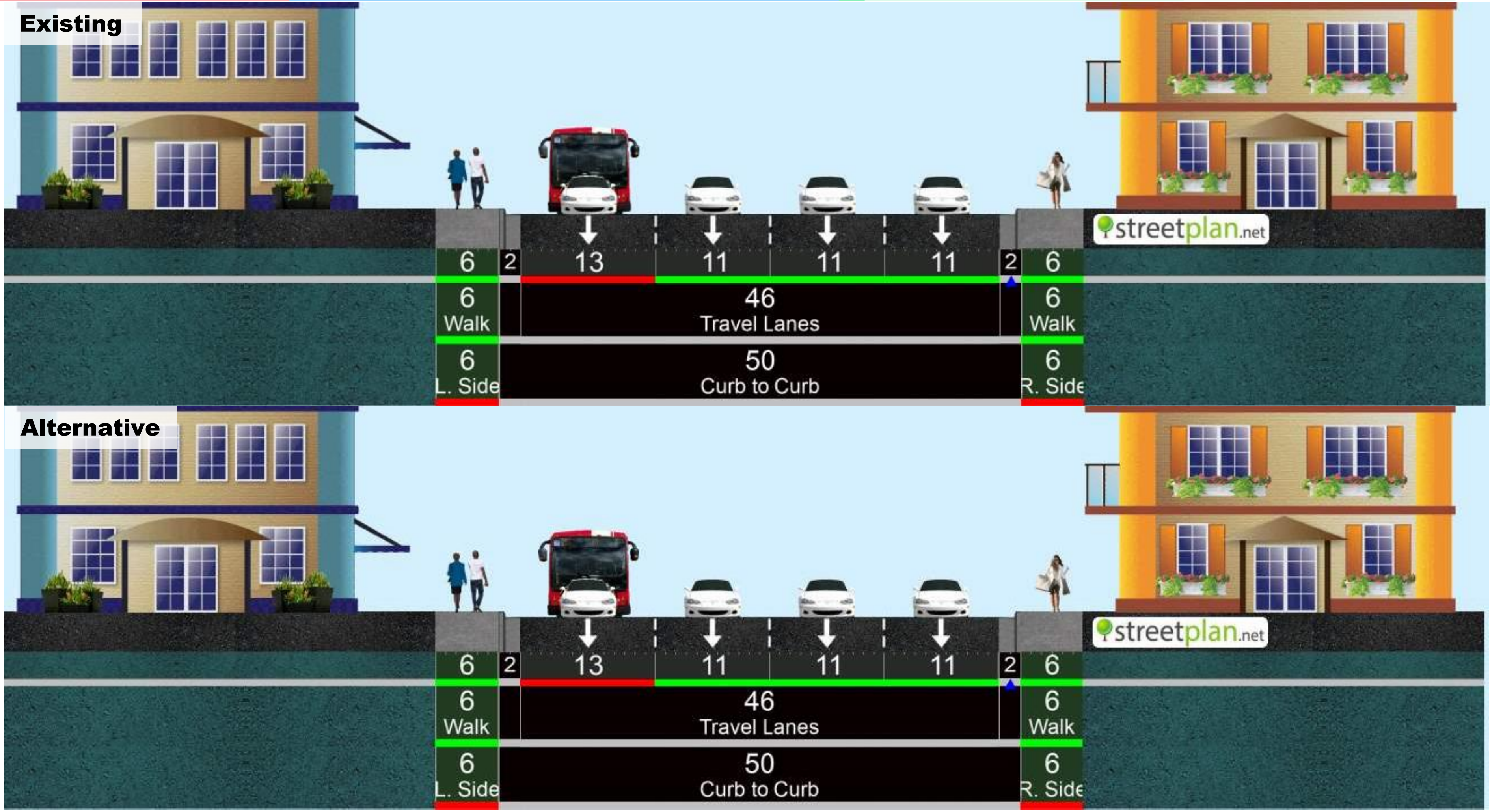


Alternative



210 feet of right-of-way

Okeechobee Blvd from Rosemary Ave to US-1 (Pair)

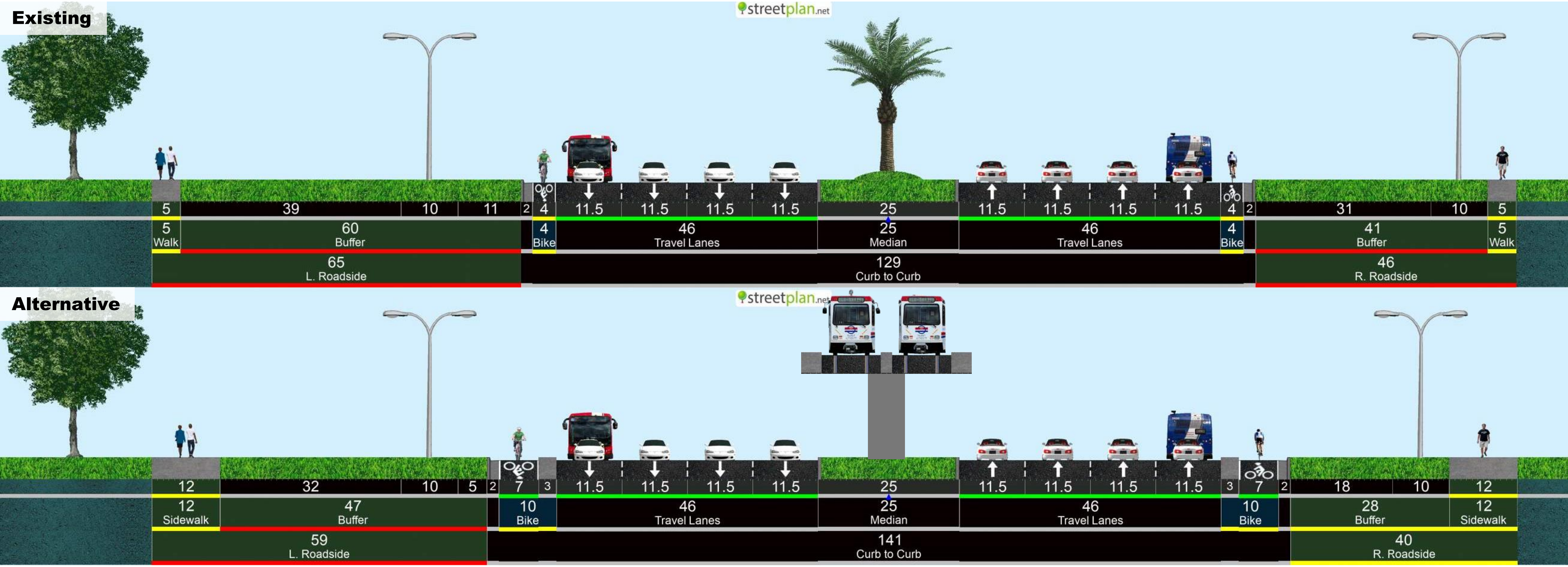


62 feet of right-of-way

Elevated LRT

Minimum vertical clearance for Elevated LRT is 16.5 feet per Florida Department of Transportation (FDOT) Design Manual (FDM) Table 260.6.1. The reference of the vertical clearance is not just for an elevated LRT but for any structure over a roadway.

SR-7 from Wellington Mall to Southern Blvd



240 feet of right-of-way

Elevated LRT

SR-7 from Southern Blvd to Weisman Way

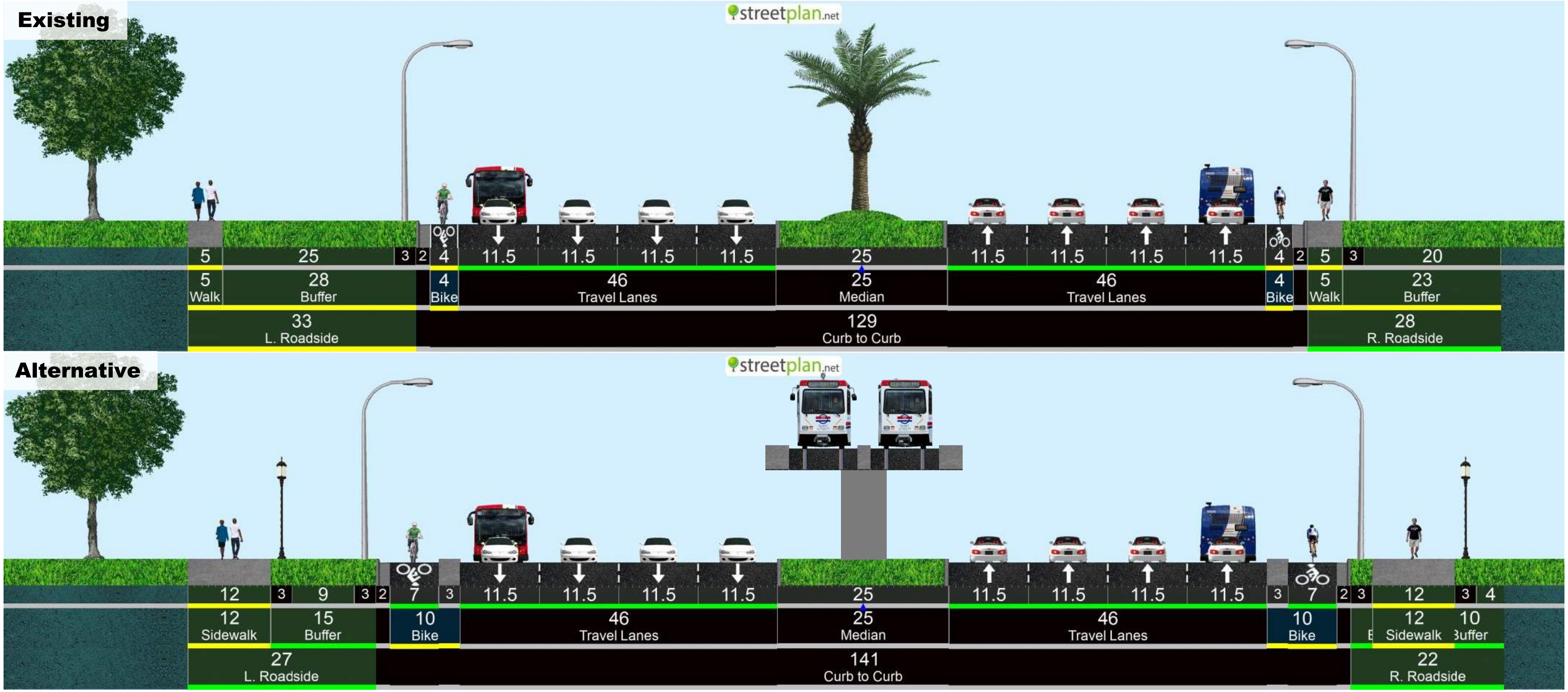
Existing

Alternative

280 feet of right-of-way

Elevated LRT

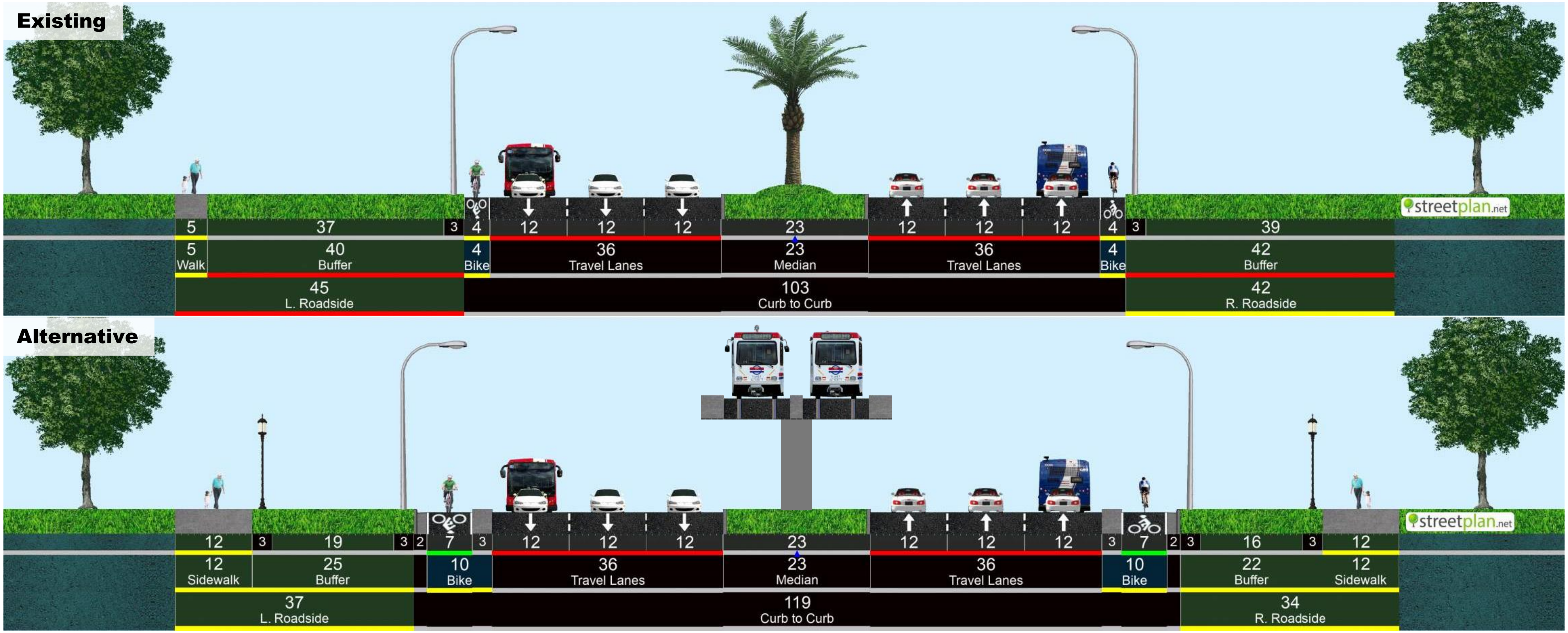
SR-7 from Weisman Way to Belvedere Rd



190 feet of right-of-way

Elevated LRT

SR-7 from Belvedere Rd to Okeechobee Blvd



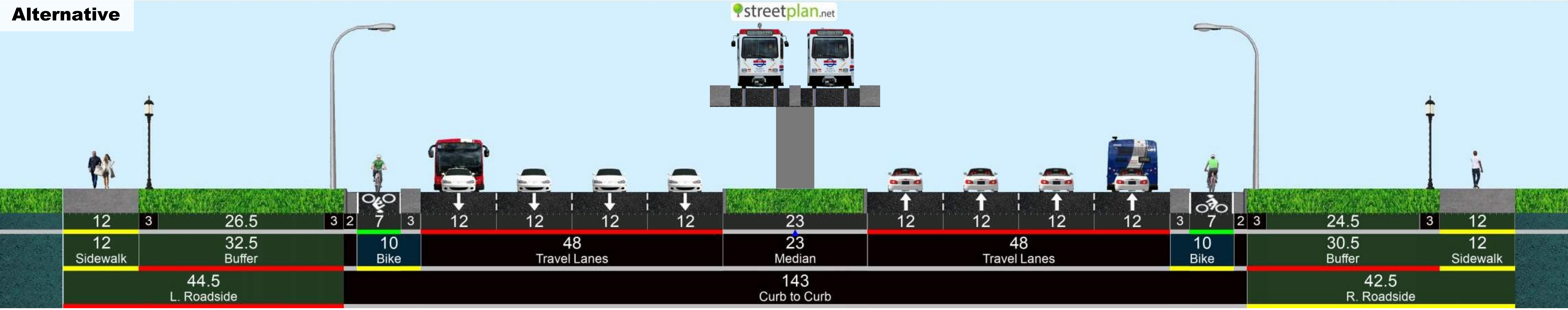
190 feet of right-of-way

Elevated LRT

Okeechobee Blvd from SR-7 to Florida’s Turnpike

Existing

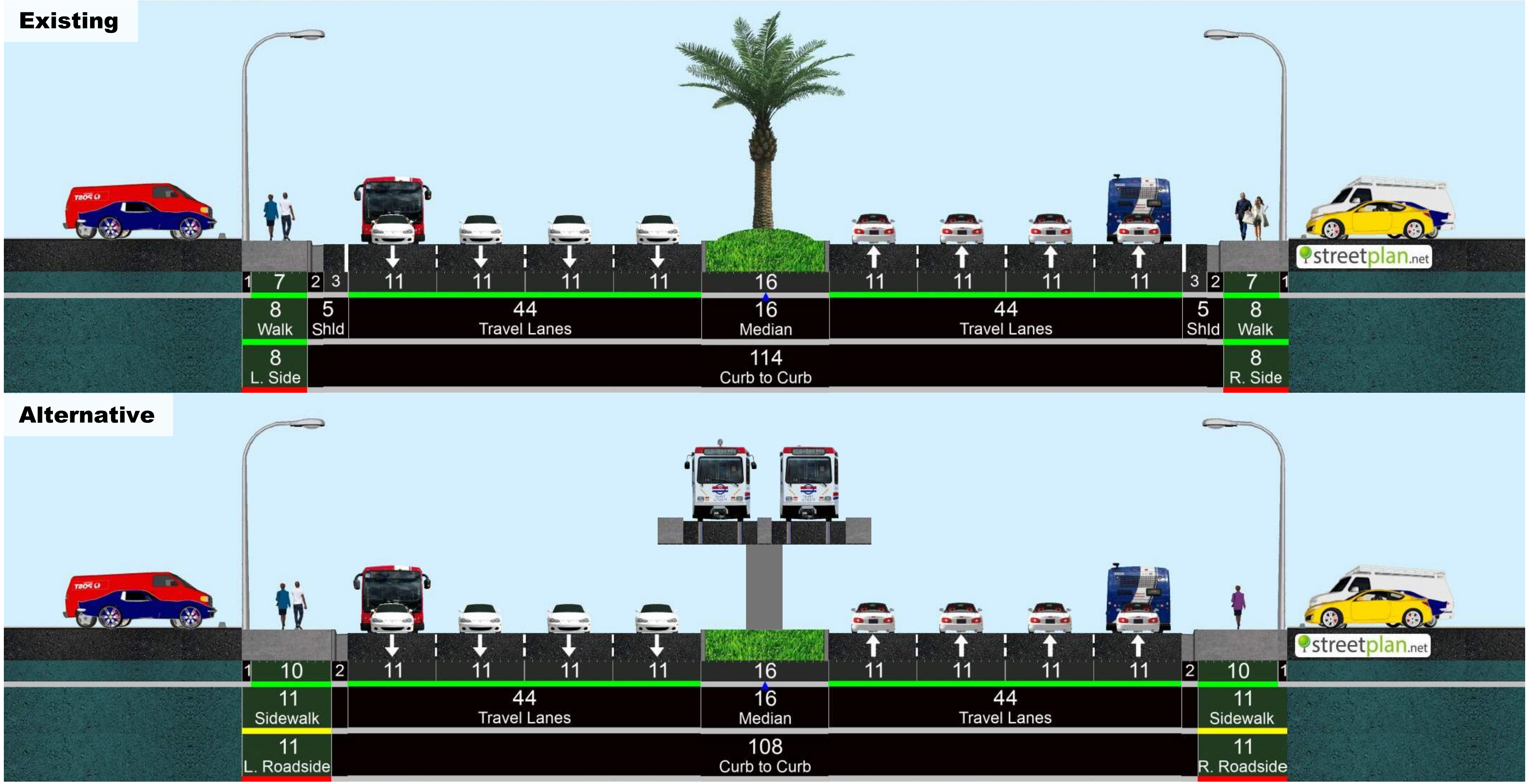
Alternative



230 feet of right-of-way

Elevated LRT

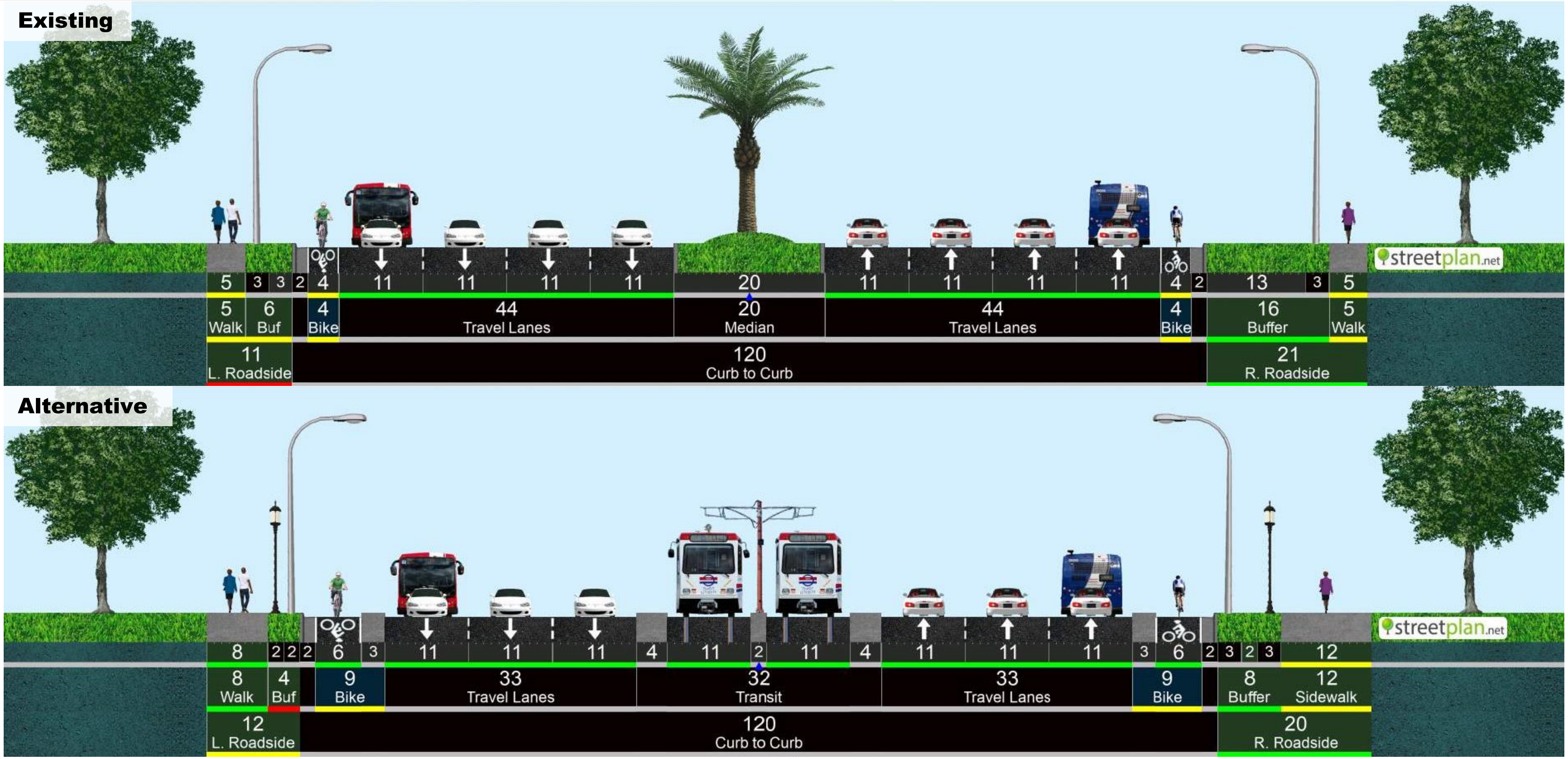
Okeechobee Blvd from Florida’s Turnpike to I-95



130 feet of right-of-way

Elevated LRT

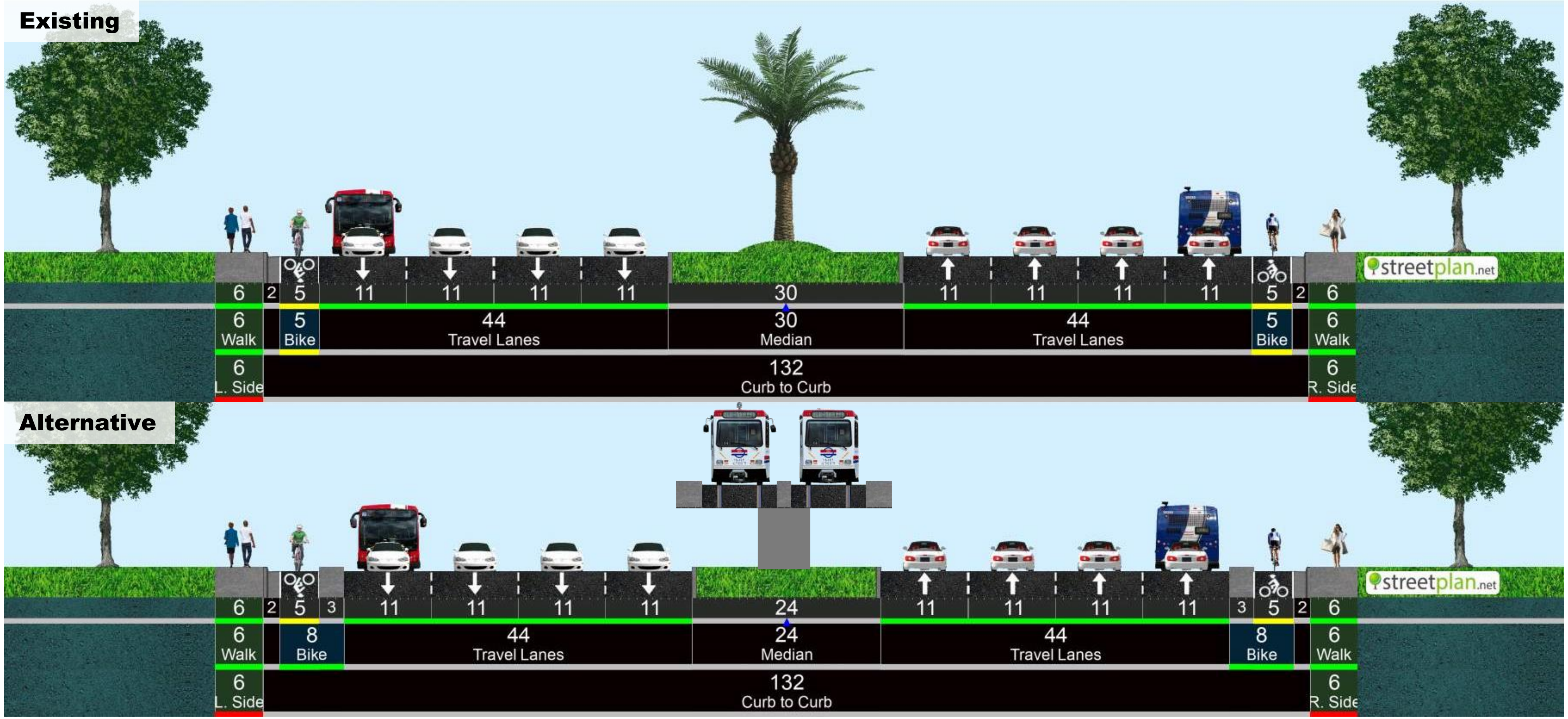
Okeechobee Blvd from I-95 to Australian Ave



152 feet of right-of-way

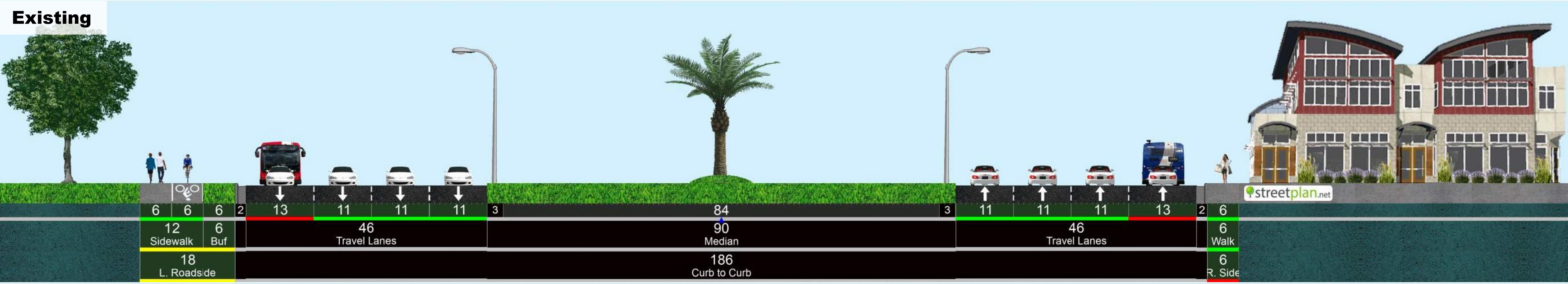
Elevated LRT

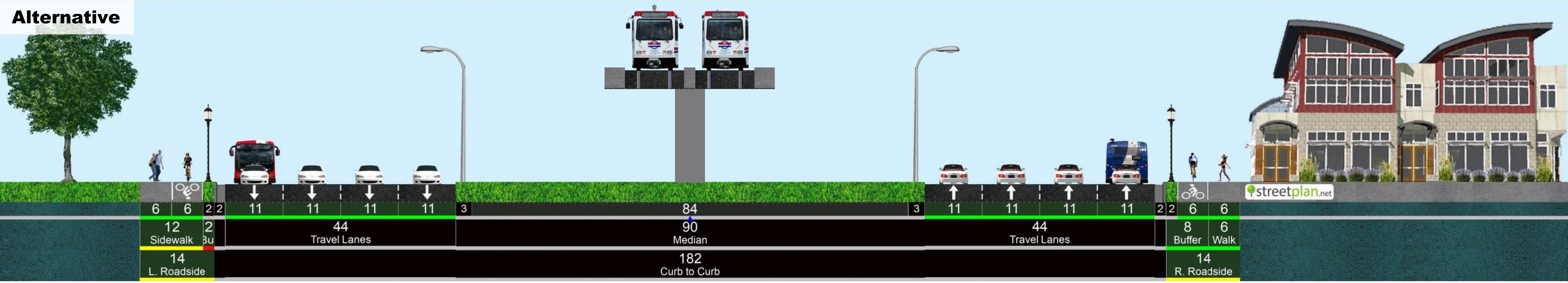
Okeechobee Blvd from Australian Ave to Tamarind Ave



144 feet of right-of-way

Okeechobee Blvd from Tamarind Ave to Rosemary Ave

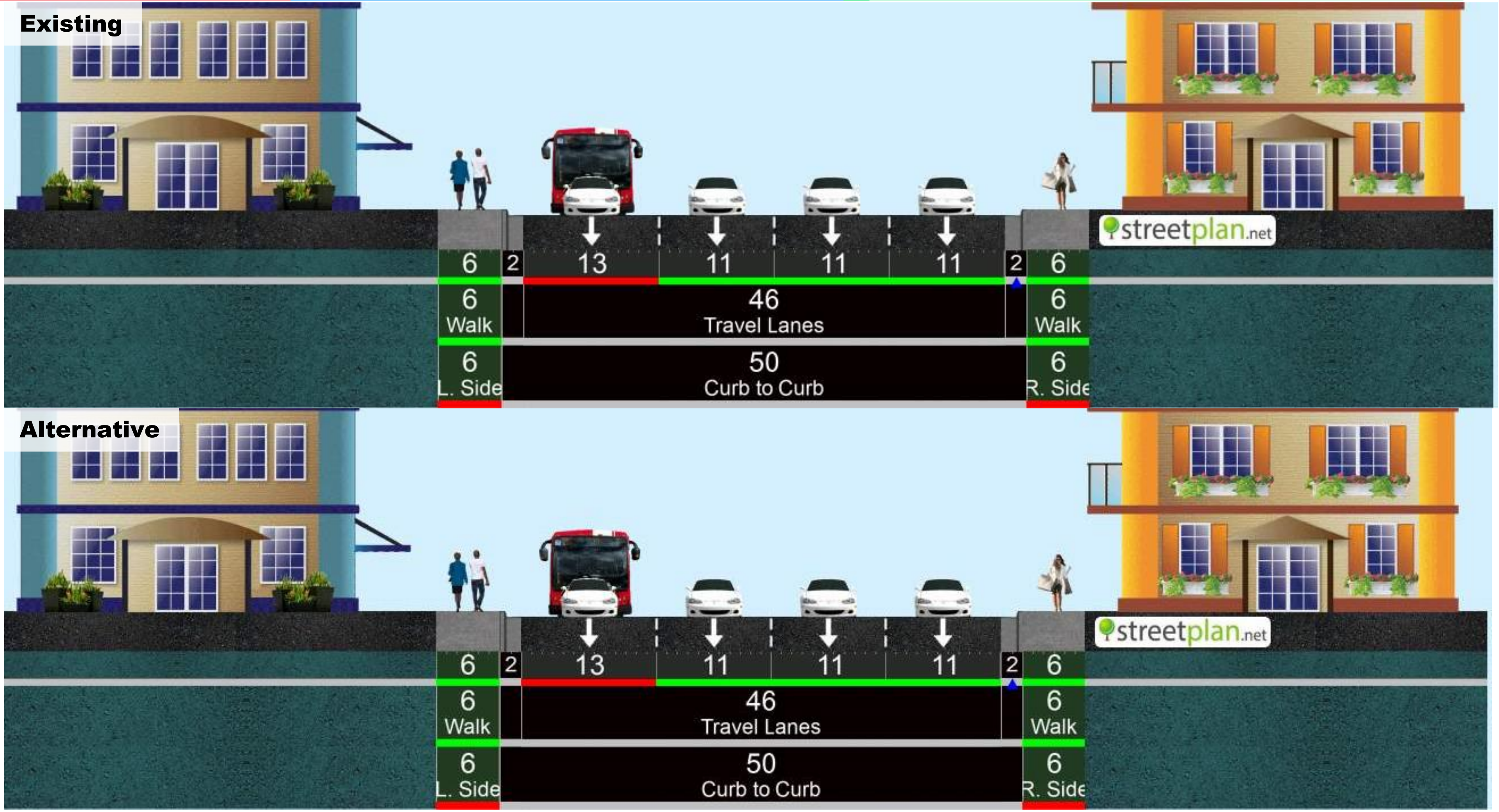




210 feet of right-of-way

Elevated LRT

Okeechobee Blvd from Rosemary Ave to US-1 (Pair)

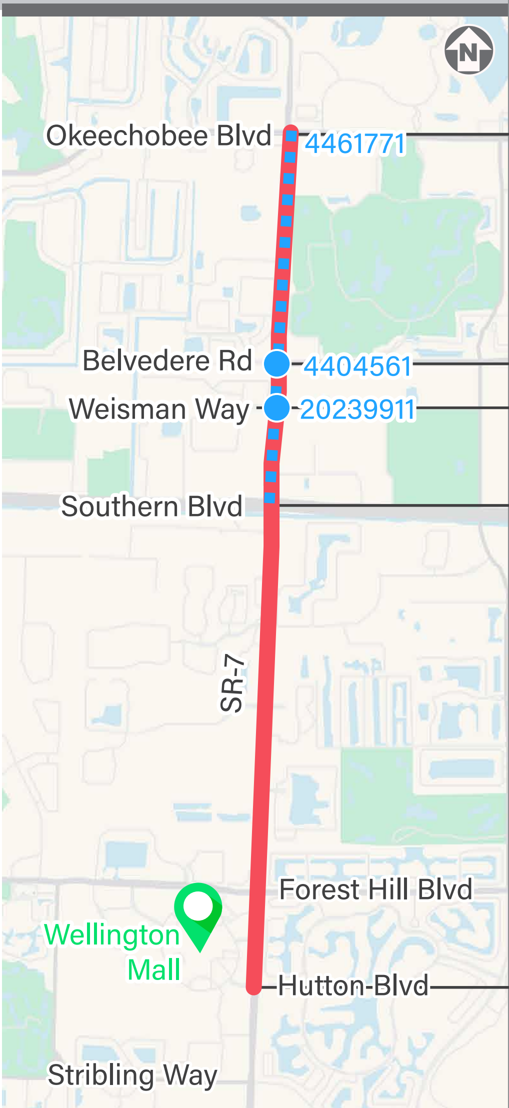


62 feet of right-of-way

Appendix F

Prioritization of Proposed Multimodal Improvements

0 0.5 1 MILES

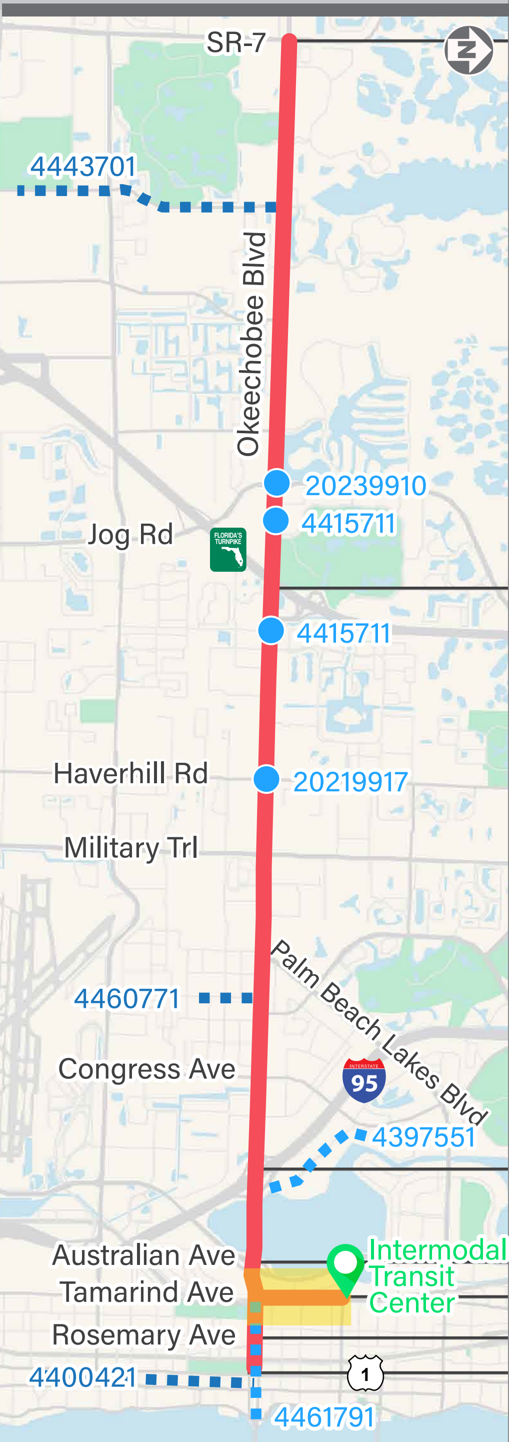


Section Termini	Project Termini	Study Corridor / TIP Projects	Description	Feasibility	Cost	Benefit	Phase
Okeechobee Blvd – Belvedere Rd	Okeechobee Blvd – Belvedere Rd	4461771 Resurfacing (CST FY 23)	Add shared use path and pedestrian lighting	🟢	🟢	🟡	2
Belvedere Rd – Southern Blvd	Belvedere Rd – Southern Blvd	4404561 Turn Lanes (CST FY 21); 20239911 Turn Lanes (CST FY 21)	Resurfacing to convert outside lane into BAT lane, add buffered bicycle lane				1
Southern Blvd – Hutton Blvd	Southern Blvd – Hutton Blvd		Partial reconstruction to convert outside lane to BAT lane, add buffered bicycle lane and shared use path	🟢	🟡	🟡	2

LEGEND

	Complexity	Cost	Benefit
🟢	Turn lane modifications and/or restriping	Resurfacing	Significant increase in person movement
🟡	Lane repurposing	Partial reconstruction	Add new modal facilities and adding physical separation
🔴	Significant additional planning process may be required (public-private partnerships/ environmental impacts)	Full reconstruction	Enhancement of existing facilities with no physical separation

0 1 2 MILES



Study Corridor / TIP Projects / Nearby TIP Projects	Description	Feasibility	Cost	Benefit	Phase
4443701 Bike Lane/Sidewalk (CST FY 22)	Add shared use path and pedestrian lighting	🔴	🔴	🟢	2
20239910 Turn Lanes (CST FY 23); 4415711 Bus Shelters (CST FY 22)	Full reconstruction to convert median to LRT facility, add curb and gutter and separated bicycle lane				3
4415711 Bus Shelters (CST FY 22); 20219917 Turn Lanes (CST FY 23); 4460771 Sidewalk (CST FY 23); 4397551 Add Right Turn Lanes (CST FY 21)	Partial reconstruction to convert median to LRT facility, add buffered bicycle lane	🔴	🟡	🟢	3
	Add shared use path and pedestrian lighting	🔴	🟡	🟢	2
	Partial reconstruction to convert median into LRT facility, add separated bicycle lane				3
	Full reconstruction to convert median into LRT facility, add separated bicycle lane, shared use path, street and pedestrian lighting	🔴	🔴	🟢	3
4400421 L to 3L (CST FY 21)	Reconstruction to convert outside of median into LRT facility, raised separated bicycle lane, pedestrian lighting	🔴	🔴	🟢	3
	– – –	– – –	– – –	– – –	– – –
4461791 Resurfacing (CST FY 24)	Resurfacing to convert outside lane into BAT lane	🟢	🟢	🔴	1

Appendix G

Design Option Typical Sections

PALM BEACH
Transportation
Planning Agency

Okeechobee Boulevard Multimodal Corridor Study (MCS)

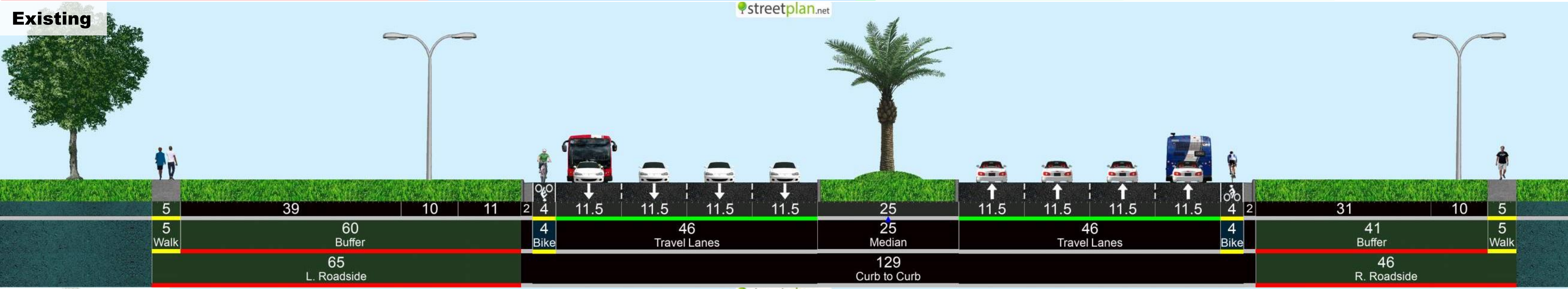
Task 3.7 Design Option

December 2020

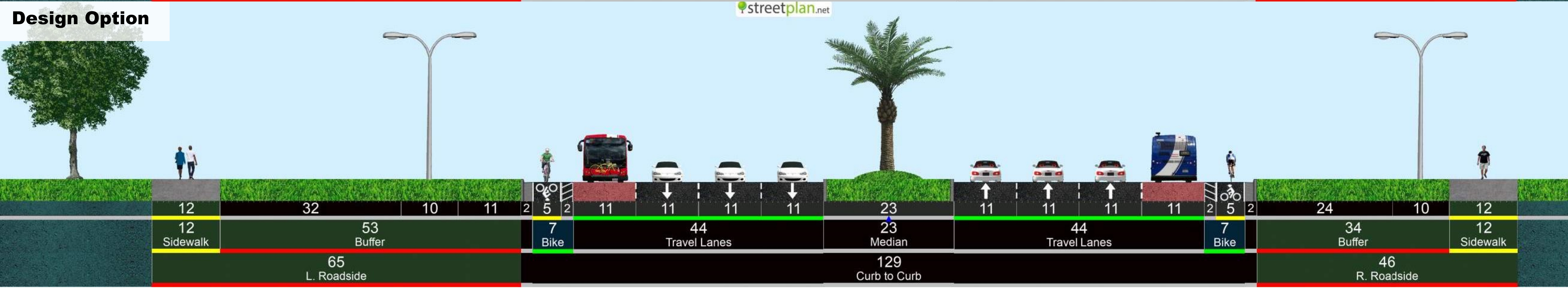
State Road 7
Business Access Transit (BAT) Lanes

SR-7 from Wellington Mall to Southern Blvd

Existing



Design Option



240 feet of right-of-way

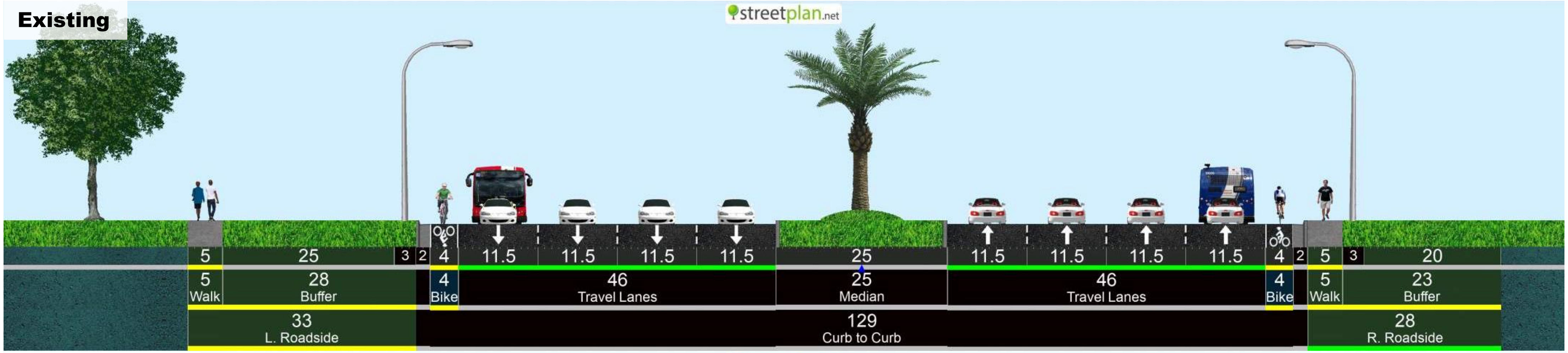
SR-7 from Southern Blvd to Weisman Way

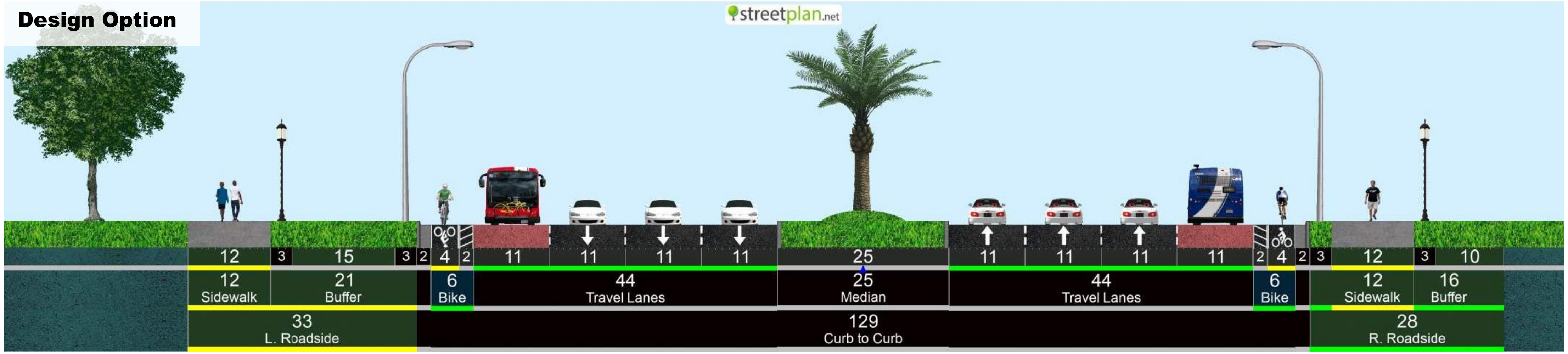
Existing

Design Option

280 feet of right-of-way

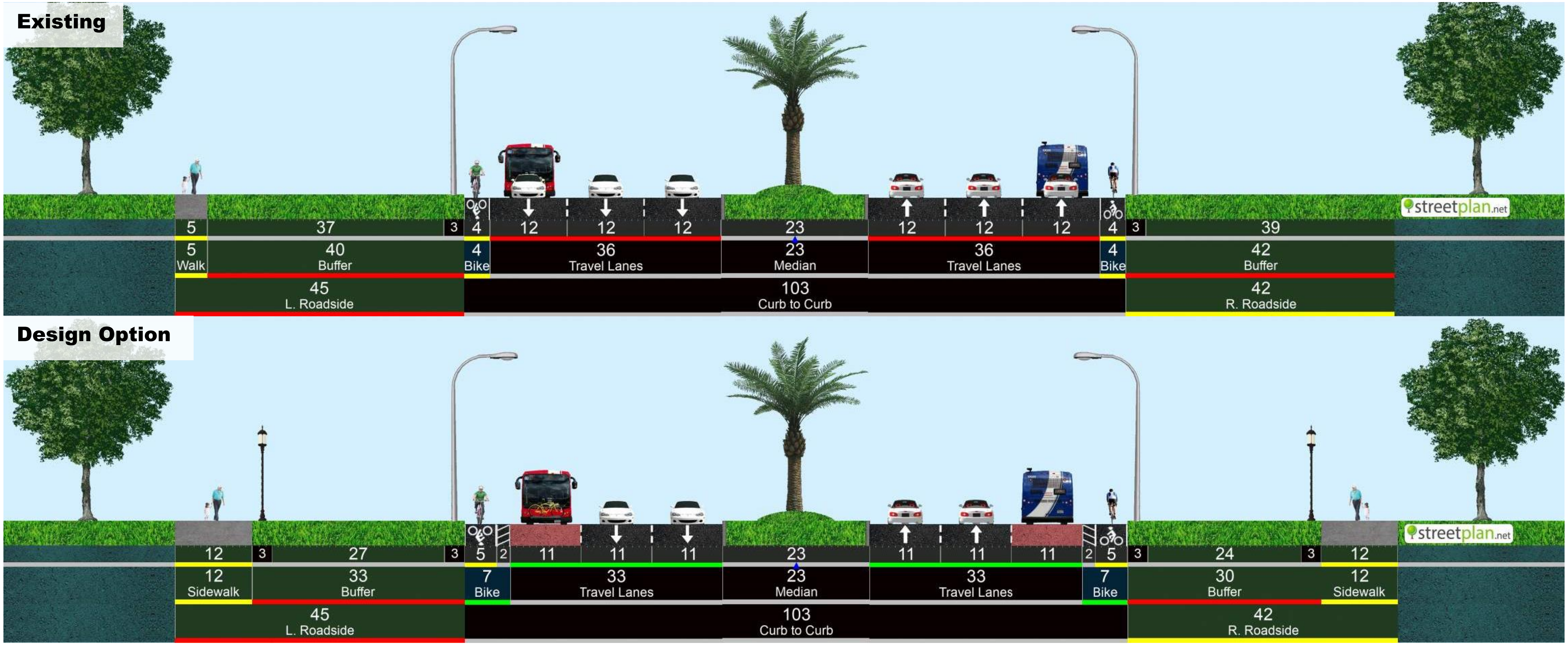
SR-7 from Weisman Way to Belvedere Rd





190 feet of right-of-way

SR-7 from Belvedere Rd to Okeechobee Blvd



190 feet of right-of-way

Okeechobee Blvd

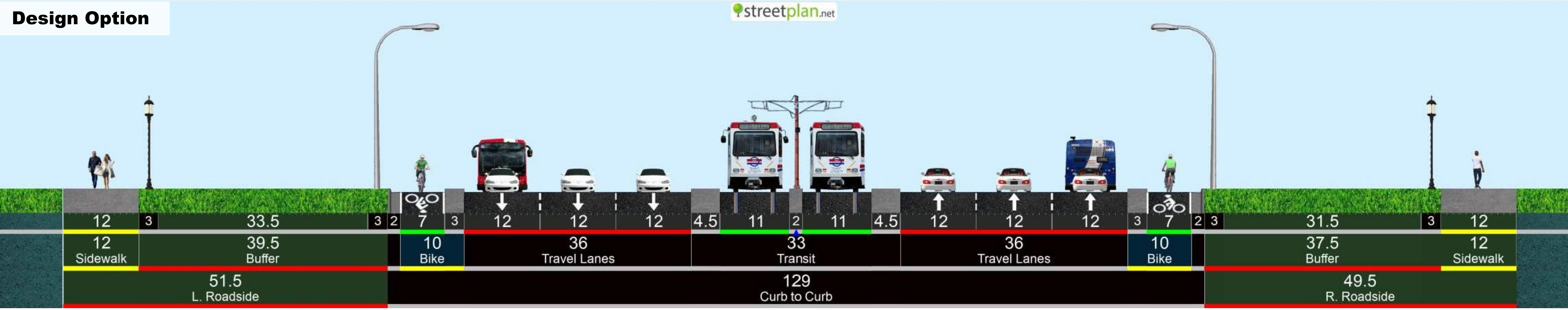
Dedicated Lane

Light Rail Transit (LRT)

Okeechobee Blvd from SR-7 to Florida's Turnpike

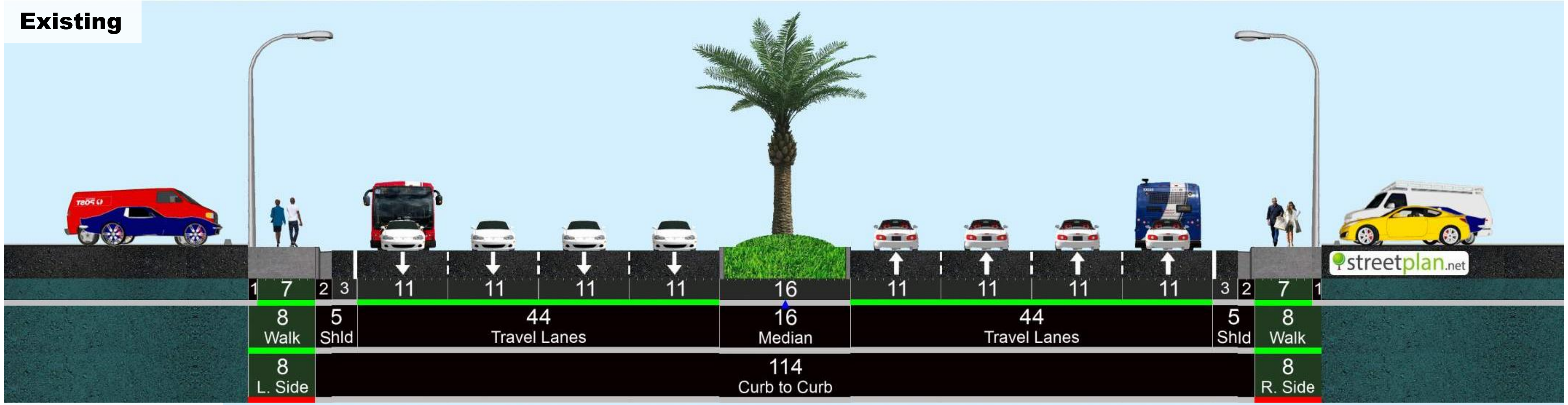
Existing

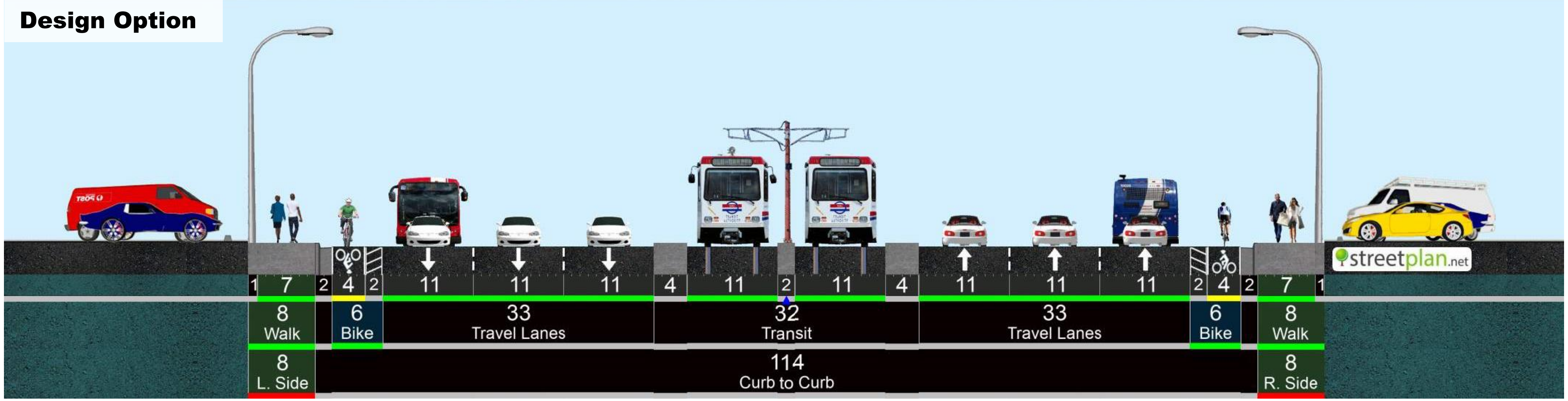
Design Option



230 feet of right-of-way

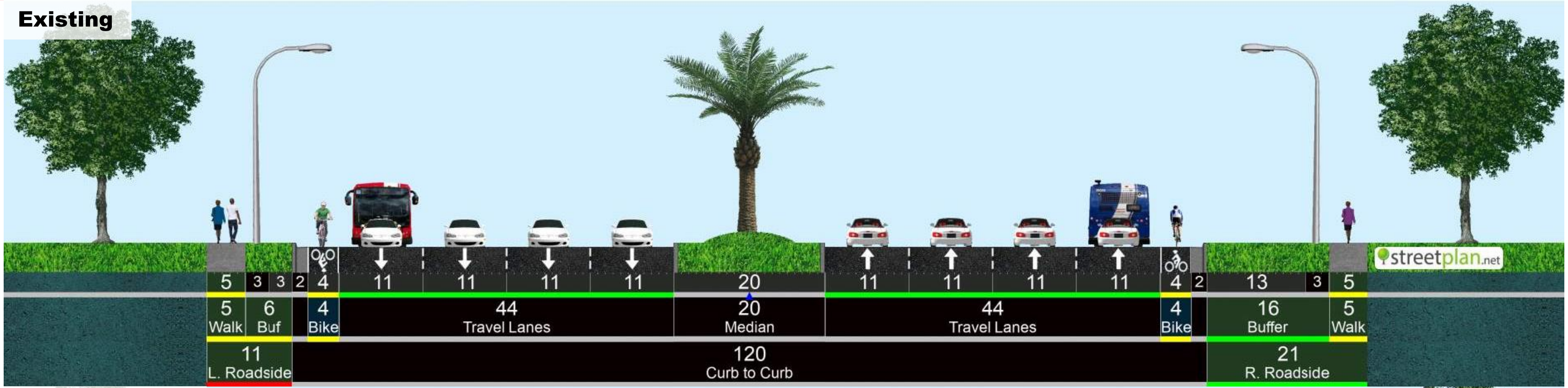
Okeechobee Blvd from Florida's Turnpike to I-95

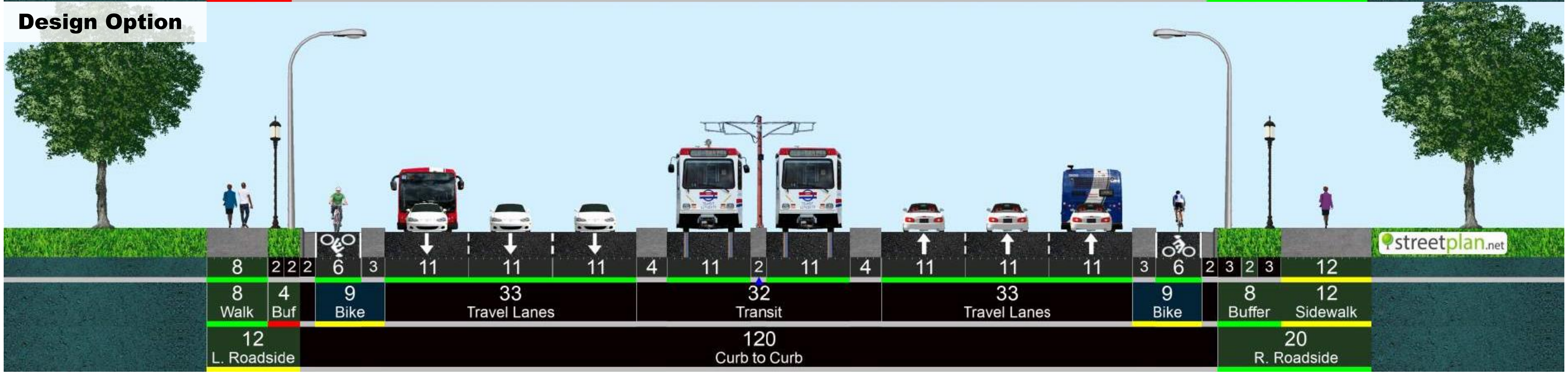




130 feet of right-of-way

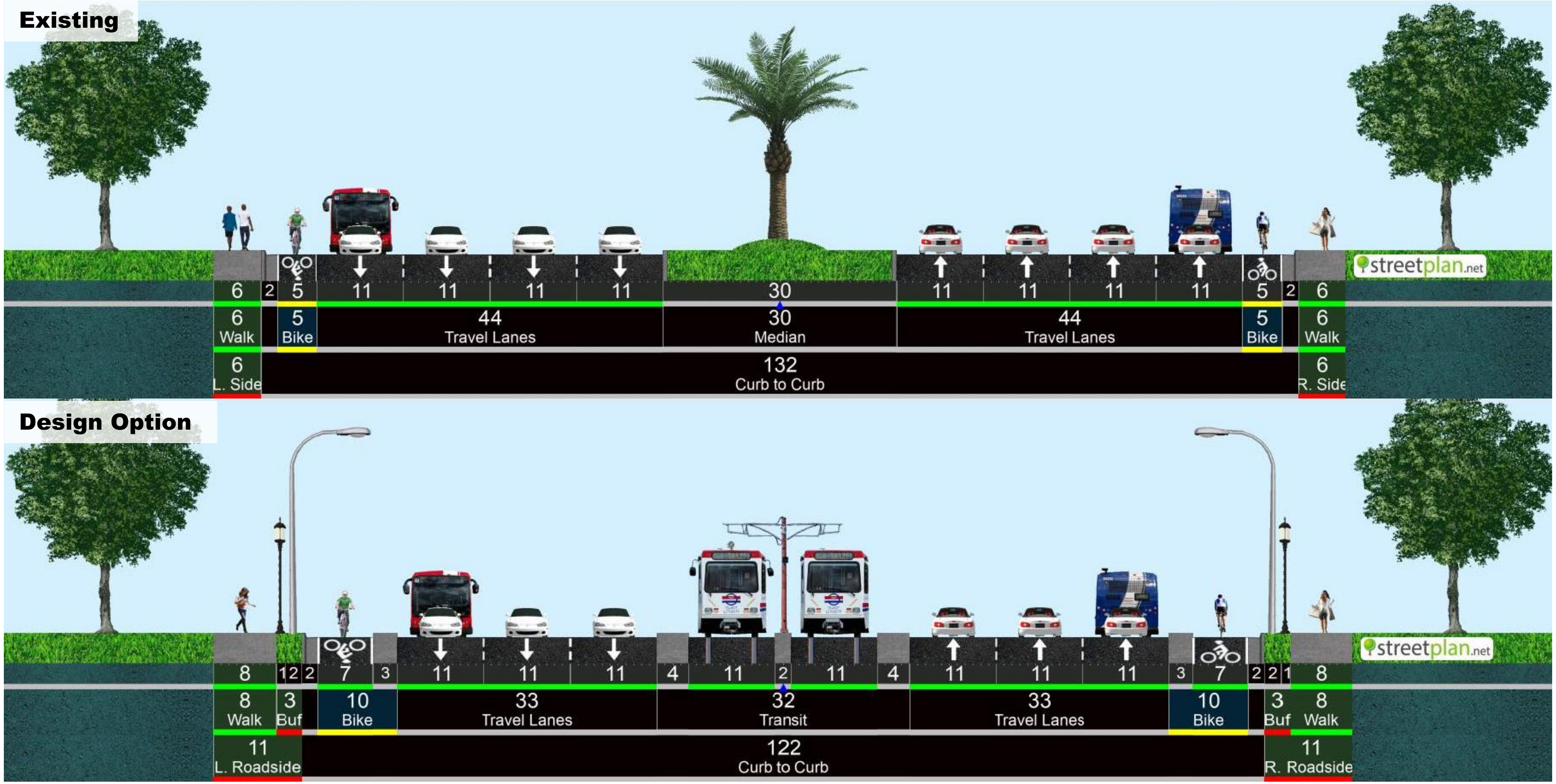
Okeechobee Blvd from I-95 to Australian Ave





152 feet of right-of-way

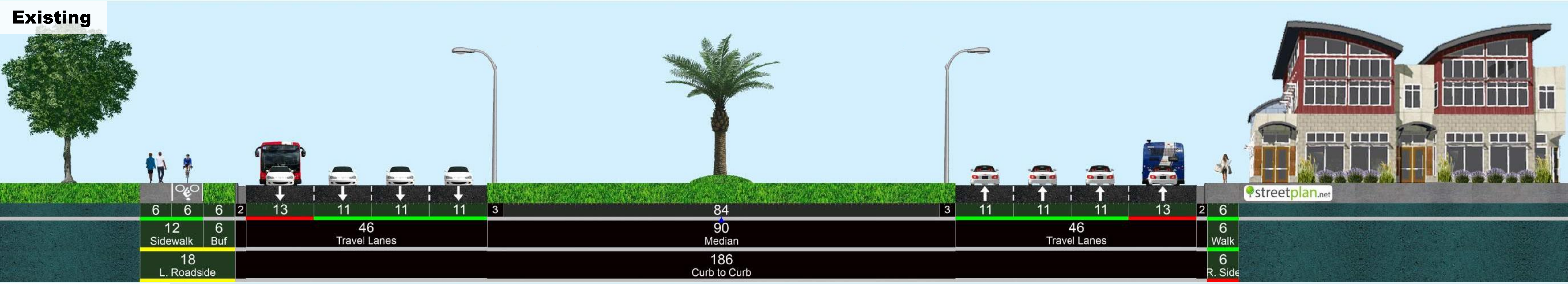
Okeechobee Blvd from Australian Ave to Tamarind Ave



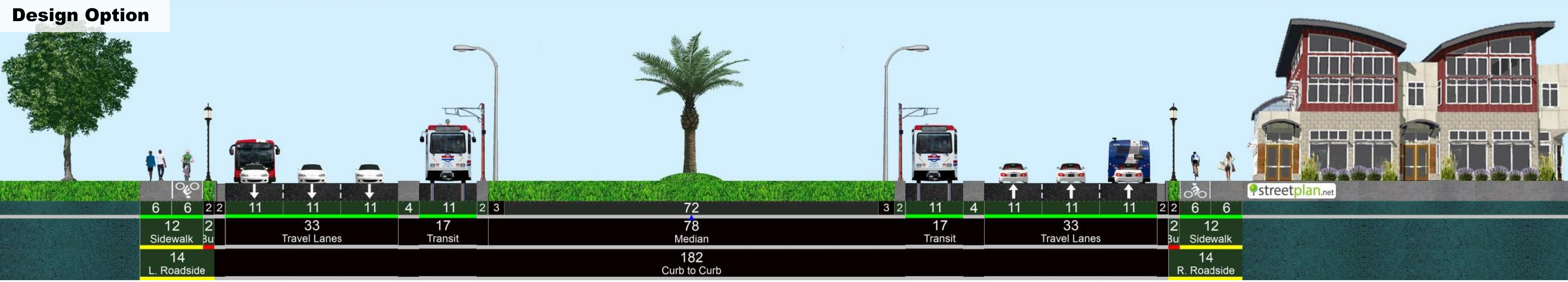
144 feet of right-of-way

Okeechobee Blvd from Tamarind Ave to Rosemary Ave

Existing

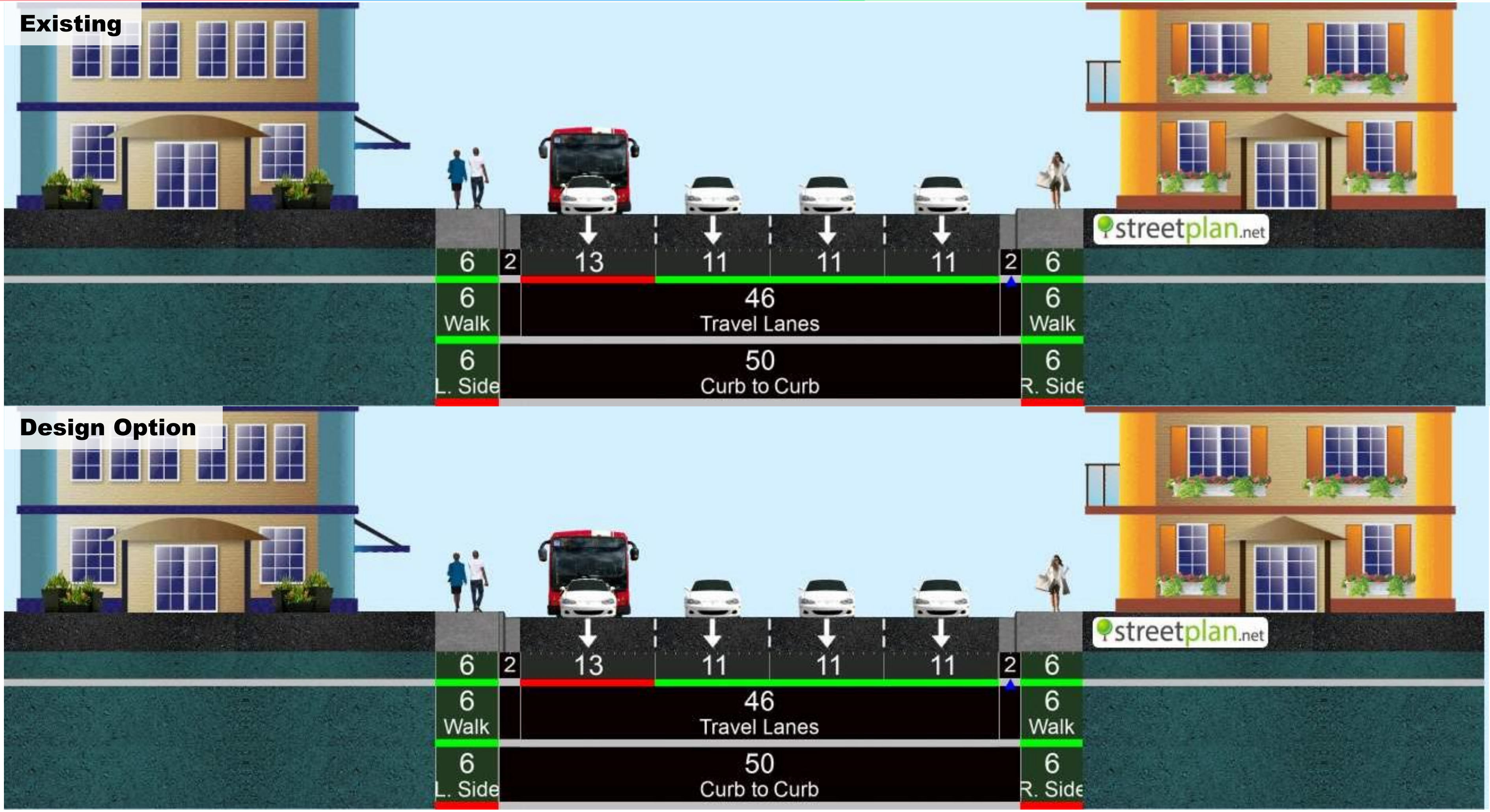


Design Option



210 feet of right-of-way

Okeechobee Blvd from Rosemary Ave to US-1 (Pair)



62 feet of right-of-way

Appendix H

Crash Modification Factor (CMF) Summary Table

Street Names	Design Option	Applicable Crash Modification Factors		
		CMF ID	Description	Value and Rating
SR-7 from Wellington Mall to Southern Blvd/SR-80	- Widen sidewalks - Buffered bicycle lanes - Lane repurposing and BAT lanes - Reduce lane width	9120	Median treatments for ped/bike safety	0.86 14% crash reduction 4 stars[1]
		8699	Increase bike lane width	0.99 1% crash reduction 3 stars[1]
		7274	Implement transit lane priority (at transit-serviced locations)	0.806 19.4% crash reduction 4 stars[1]
SR-7 from Southern Blvd/SR-80 to Weisman Way	- Widen sidewalks - Pedestrian lighting - Buffered bicycle lanes - Lane repurposing and BAT lanes - Reduce lane width	9120	Median treatment for ped/bike safety	0.86 14% crash reduction 4 stars[1]
		8699	Increase bike lane width	0.99 1% crash reduction 3 stars[1]
SR-7 from Weisman Way to Belvedere Rd	- Widen sidewalks - Pedestrian lighting - Add buffer/green space between roadway and sidewalk - Buffered bicycle lanes - Lane repurposing and BAT lanes - Reduce lane width	9120	Median treatment for ped/bike safety	0.86 14% crash reduction 4 stars[1]
		8699	Increase bike lane width	0.99 1% crash reduction 3 stars[1]
SR-7 from Belvedere Rd to Okeechobee Blvd/SR-704	- Widen sidewalk on west side - Add sidewalk on east side - Pedestrian lighting - Buffered bicycle lanes - Lane repurposing and BAT lanes - Reduce lane width	9120	Median treatment for ped/bike safety	0.86 14% crash reduction 4 stars[1]
		8699	Increase bike lane width	0.99 1% crash reduction 3 stars[1]
Okeechobee Blvd/SR-704 from SR-7 to Florida's Turnpike	- Widen sidewalk - Pedestrian lighting - Cycle track - Lane repurposing and LRT	2128	Install bicycle tracks	0.90 10% crash reduction 3 stars[1]
Okeechobee Blvd/SR-704 from Florida's Turnpike to I-95	- Buffered bicycle lanes - Lane repurposing and LRT	8699	Increase bike lane width	0.99 1% crash reduction 3 stars[1]
Okeechobee Blvd/SR-704 from I-95 to Australian Ave	- Widen sidewalk - Cycle track - Lane repurposing and LRT	2128	Install bicycle tracks	0.90 10% crash reduction 3 stars[1]
Okeechobee Blvd/SR-704 from Australian Ave to Tamarind Ave	- Widen sidewalk - Add buffer/green space - Cycle track - Lane repurposing and LRT	2128	Install bicycle tracks	0.90 10% crash reduction 3 stars[1]
Okeechobee Blvd/SR-704 from Tamarind Ave to Rosemary Ave	- Add buffer/green space - Add shared use path on north side - Lane repurposing and LRT			
Okeechobee Blvd/SR-704 from Rosemary Ave to US-1	No change			

Notes: [1] Star ratings are provided by CMF Clearinghouse to indicate the quality or confidence in the results of the studies used to produce a CMF. Additional details are provided at http://www.cmfclearinghouse.org/sqr.cfm

CMF / CRF Details

CMF ID: 2128

Install bicycle tracks

Description: Bicycle tracks are about 2-2.5 meters wide.

Prior Condition: No bike facilities

Category: Bicyclists

Study: *Bicycle Tracks and Lanes: a Before-After Study*, Jensen, 2008

Star Quality Rating:	[View score details]

Crash Modification Factor (CMF)	
Value:	0.9
Adjusted Standard Error:	
Unadjusted Standard Error:	0.092

Crash Reduction Factor (CRF)	
Value:	10 *(This value indicates a **decrease** in crashes)*
Adjusted Standard Error:	
Unadjusted Standard Error:	4.18

Applicability	
Crash Type:	All
Crash Severity:	All
Roadway Types:	Not Specified
Number of Lanes:	
Road Division Type:	
Speed Limit:	
Area Type:	
Traffic Volume:	5000 to 28000
Time of Day:	All
If countermeasure is intersection-based	
Intersection Type:	
Intersection Geometry:	
Traffic Control:	
Major Road Traffic Volume:	
Minor Road Traffic Volume:	

Development Details	
Date Range of Data Used:	1976 to 2004
Municipality:	Copenhagen, Denmark
State:	
Country:	

Type of Methodology Used:	Simple before/after
Sample Size Used:	Mile-years
Before Sample Size Used:	77 Mile-years
After Sample Size Used:	77 Mile-years

Other Details

Included in Highway Safety Manual?	No
Date Added to Clearinghouse:	Dec-01-2009
Comments:	

This site is funded by the U.S. Department of Transportation Federal Highway Administration and maintained by the University of North Carolina Highway Safety Research Center

CMF / CRF Details

CMF ID: 2159

Install bicycle lanes

Description:

Prior Condition: No bike facilities

Category: Bicyclists

Study: *Bicycle Tracks and Lanes: a Before-After Study*, Jensen, 2008

Star Quality Rating:	★★★☆☆ [View score details]

Crash Modification Factor (CMF)	
Value:	1.05
Adjusted Standard Error:	
Unadjusted Standard Error:	0.084

Crash Reduction Factor (CRF)	
Value:	-5 *(This value indicates an **increase** in crashes)*
Adjusted Standard Error:	
Unadjusted Standard Error:	7.44

Applicability	
Crash Type:	All
Crash Severity:	All
Roadway Types:	Not Specified
Number of Lanes:	
Road Division Type:	
Speed Limit:	
Area Type:	Urban
Traffic Volume:	5000 to 28000
Time of Day:	All
If countermeasure is intersection-based	
Intersection Type:	
Intersection Geometry:	
Traffic Control:	
Major Road Traffic Volume:	
Minor Road Traffic Volume:	

Development Details	
Date Range of Data Used:	1976 to 2004
Municipality:	Copenhagen, Denmark
State:	
Country:	

Type of Methodology Used:	Simple before/after
Sample Size Used:	Mile-years
Before Sample Size Used:	21 Mile-years
After Sample Size Used:	21 Mile-years

Other Details

Included in Highway Safety Manual?	No
Date Added to Clearinghouse:	Dec-01-2009
Comments:	

This site is funded by the U.S. Department of Transportation Federal Highway Administration and maintained by the University of North Carolina Highway Safety Research Center

CMF / CRF Details

CMF ID: 7274

Implement transit lane priority (at transit-serviced locations)

Description: Implement lane priority measures for trams at transit locations

Prior Condition: Without lane priority

Category: Transit

Study: *Road Safety Impacts of Tram/Streetcar Priority Measures - A Before-After Study Using Empirical Bayes Method*, Naznin et al., 2015

Star Quality Rating:	★★★★☆ [View score details]

Crash Modification Factor (CMF)	
Value:	0.806
Adjusted Standard Error:	
Unadjusted Standard Error:	0.091

Crash Reduction Factor (CRF)	
Value:	19.4 *(This value indicates a **decrease** in crashes)*
Adjusted Standard Error:	

Unadjusted Standard Error:	9.1

Applicability

Crash Type:	All
Crash Severity:	All
Roadway Types:	Not specified
Number of Lanes:	
Road Division Type:	
Speed Limit:	
Area Type:	
Traffic Volume:	4600 to 30000 *Annual Average Daily Traffic (AADT)*
Time of Day:	Not specified
If countermeasure is intersection-based	
Intersection Type:	
Intersection Geometry:	
Traffic Control:	
Major Road Traffic Volume:	
Minor Road Traffic Volume:	

Development Details

Date Range of Data Used:	2000 to 2013
Municipality:	
State:	

Country:	Australia
Type of Methodology Used:	Before/after using empirical Bayes or full Bayes
Sample Size Used:	

Other Details

Included in Highway Safety Manual?	No
Date Added to Clearinghouse:	Nov-01-2015
Comments:	

This site is funded by the U.S. Department of Transportation Federal Highway Administration and maintained by the University of North Carolina Highway Safety Research Center

CRASH MODIFICATION FACTORS CLEARINGHOUSE

CMF / CRF Details

CMF ID: 8699

Increase bike lane width

Description:

Prior Condition: Roadway with narrower bike lane width

Category: Bicyclists

Study: ***Evaluation of Safety Effectiveness of Multiple Cross Sectional Features on Urban Arterials, Park and Abdel-Aty, 2016***

Star Quality Rating:	★★★☆☆ [View score details]

Crash Modification Factor (CMF)	
Value:	CMFunction: $$CMF = \exp\{0.0395 \times (U_{BLW} - Base_{U_{BLW}})\}$$ Where: $U_{BLW} = \ln\{47.24 + 11.859\,(PropBikeLaneWidth - 7) + 3.7\,(PropBikeLaneWidth - 7)^2\}$ $Base_{U_{BLW}} = \ln\{47.24 + 11.859\,(ExistBikeLaneWidth - 7) + 3.7\,(ExistBikeLaneWidth - 7)^2\}$ Where: $PropBikeLaneWidth$ = Proposed bicycle lane width in feet $ExistBikeLaneWidth$ = Base, or existing, bicycle lane width in feet
Adjusted Standard Error:	
Unadjusted Standard Error:	

Crash Reduction Factor (CRF)	
Value:	*(This value indicates an **increase** in crashes)*
Adjusted Standard Error:	
Unadjusted Standard Error:	

Applicability	
Crash Type:	All
Crash Severity:	All
Roadway Types:	Principal Arterial Other
Number of Lanes:	2-8
Road Division Type:	All
Speed Limit:	20-65
Area Type:	Urban
Traffic Volume:	1000 to 94500 *Annual Average Daily Traffic (AADT)*
Time of Day:	All
If countermeasure is intersection-based	
Intersection Type:	
Intersection Geometry:	
Traffic Control:	
Major Road Traffic Volume:	
Minor Road Traffic Volume:	

Development Details	
Date Range of Data Used:	2008 to 2012
Municipality:	

State:	FL
Country:	USA
Type of Methodology Used:	Regression cross-section
Sample Size Used:	

Other Details

Included in Highway Safety Manual?	No
Date Added to Clearinghouse:	Nov-06-2017
Comments:	This CMF is for KABCO crashes. CMF applies to urban arterials.

This site is funded by the U.S. Department of Transportation Federal Highway Administration and maintained by the University of North Carolina Highway Safety Research Center

CMF / CRF Details

CMF ID: 9120

Median treatment for ped/bike safety

Description: Install various median treatment: median fencing, sidewalk fencing, median brick planters, pedestrian islands

Prior Condition: ***No Prior Condition(s)***

Category: Roadside

Study: [***Analyzing the Impact of Median Treatments on Pedestrian/Bicyclist Safety, Zhang et al., 2017***]

Star Quality Rating:	★★★★☆ [View score details]

Crash Modification Factor (CMF)	
Value:	0.86
Adjusted Standard Error:	
Unadjusted Standard Error:	0.04

Crash Reduction Factor (CRF)	
Value:	14 *(This value indicates a **decrease** in crashes)*
Adjusted Standard Error:	

Unadjusted Standard Error:	4

Applicability

Crash Type:	All
Crash Severity:	All
Roadway Types:	Not specified
Number of Lanes:	
Road Division Type:	Divided by Median
Speed Limit:	
Area Type:	Urban
Traffic Volume:	
Time of Day:	All
If countermeasure is intersection-based	
Intersection Type:	
Intersection Geometry:	
Traffic Control:	
Major Road Traffic Volume:	
Minor Road Traffic Volume:	

Development Details

Date Range of Data Used:	1998 to 2016
Municipality:	
State:	MD

Country:	USA
Type of Methodology Used:	Before/after using empirical Bayes or full Bayes
Sample Size Used:	

Other Details

Included in Highway Safety Manual?	No
Date Added to Clearinghouse:	Jan-17-2018
Comments:	For all crashes, not just ped/bike related.

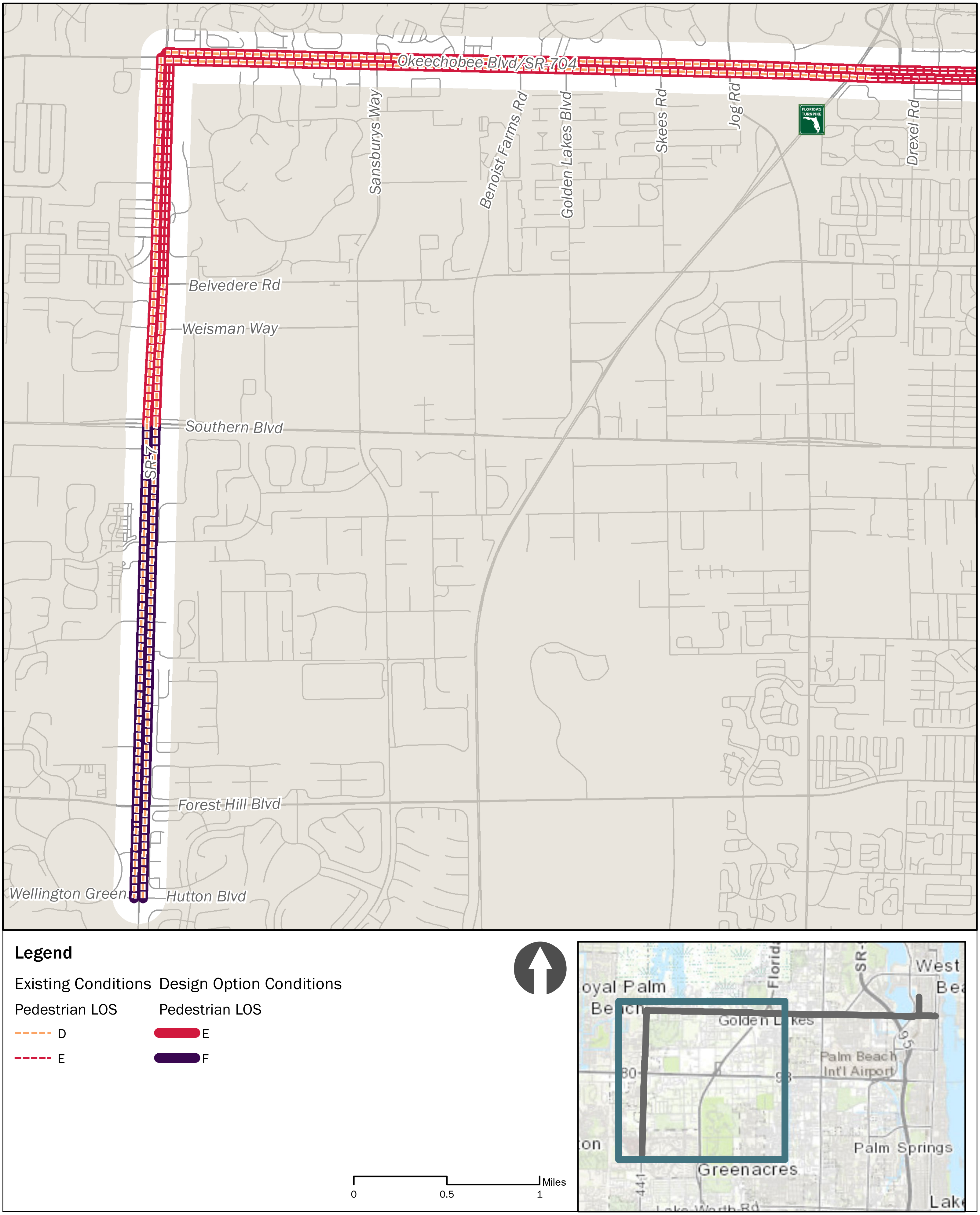
This site is funded by the U.S. Department of Transportation Federal Highway Administration and maintained by the University of North Carolina Highway Safety Research Center

Appendix I

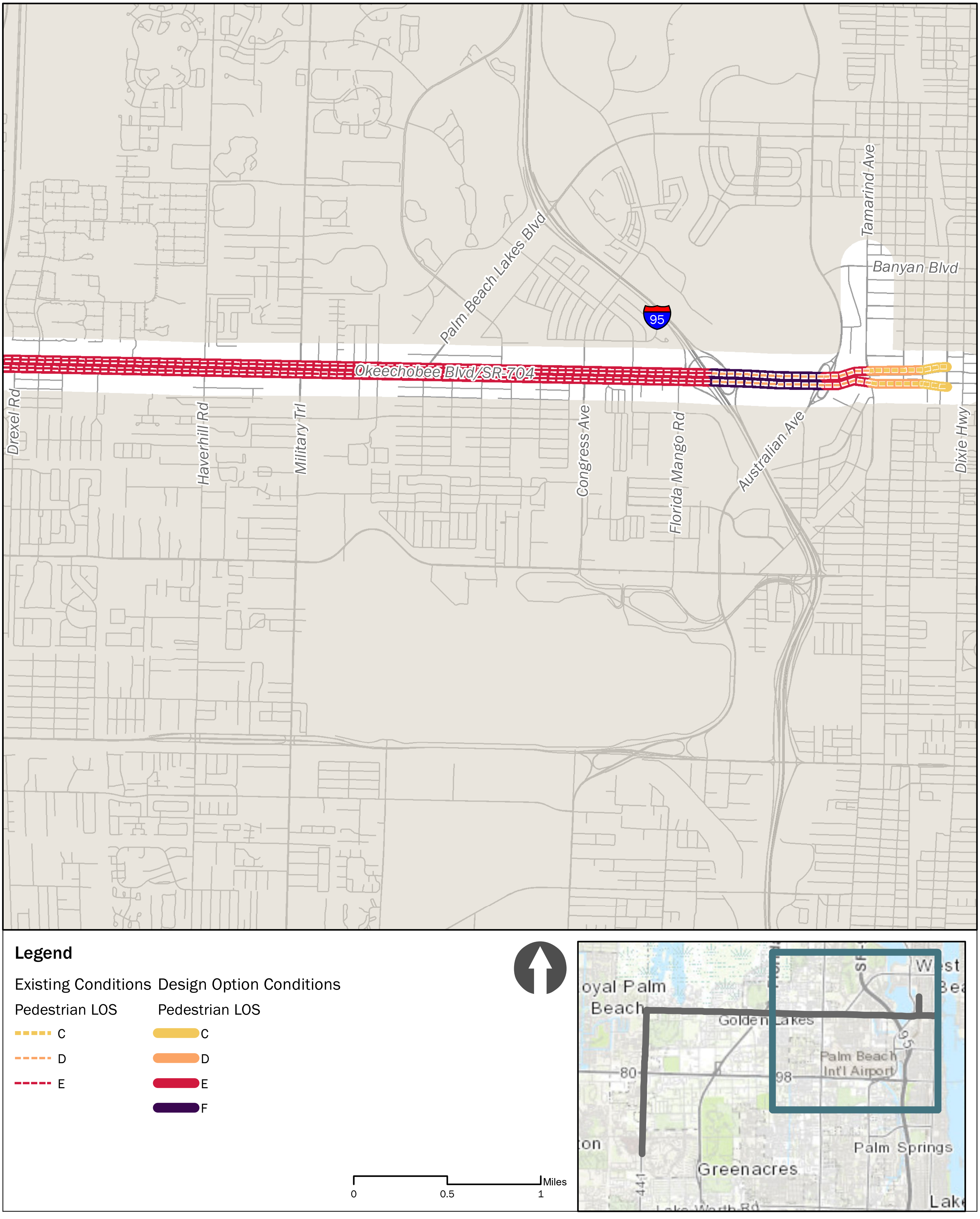
Multimodal Level of Service (MMLOS) Summary Table/Maps

Street Names	Posted Speed Limit / Roadway Class	Area Type	Auto Outside Lane Width	Bike Pavement Condition	Sidewalk Roadway Separation	Bus Frequency (Buses/hour in peak direction)	Amenities	Bus Stop	Bus Routes	Min Headways (Weekday, Minutes)
SR-7 from Wellington Mall to Southern Blvd/SR-80	50 MPH / Class 1	Large Urbanized	Typical	Desirable	Wide	3	Excellent	Typical	40, 43, 46, 52, 62	35, 30, 21, 60, and 20
SR-7 from Southern Blvd/SR-80 to Weisman Way	45 MPH / Class 1	Large Urbanized	Typical	Desirable	Wide	2	Poor	Typical	43 and 52	30 and 60
SR-7 from Weisman Way to Belvedere Rd (NB)	45 MPH / Class 1	Large Urbanized	Typical	Desirable	Adjacent	2	Poor	Typical	43	30
SR-7 from Weisman Way to Belvedere Rd (SB)	45 MPH / Class 1	Large Urbanized	Typical	Desirable	Wide (SB)	2	Poor	Typical	43	30
SR-7 from Belvedere Rd to Okeechobee Blvd/SR-704 (NB)	45 MPH / Class 1	Large Urbanized	Typical	Desirable	No sidewalk (NB)	1	Poor	Typical	52	60
SR-7 from Belvedere Rd to Okeechobee Blvd/SR-704 (SB)	45 MPH / Class 1	Large Urbanized	Typical	Desirable	Wide	1	Poor	Typical	52	60
Okeechobee Blvd/SR-704 from SR-7 to Florida's Turnpike	50 MPH / Class 1	Large Urbanized	Typical	Desirable	Wide	2	Excellent	Typical	43, 44, and 63	30, 60, and 60
Okeechobee Blvd/SR-704 from Florida's Turnpike to I-95	45 MPH / Class 1	Large Urbanized	Typical	Desirable (No Bicycle Lane)	Adjacent	2	Fair	Typical	43	30
Okeechobee Blvd/SR-704 from I-95 to Australian Ave	45 MPH / Class 1	Large Urbanized	Typical	Desirable	Typical	-	-	-	-	-
Okeechobee Blvd/SR-704 from Australian Ave to Tamarind Ave (EB)	35 MPH / Class 2	Large Urbanized	Typical	Desirable	Adjacent	-	-	-	-	-
Okeechobee Blvd/SR-704 from Australian Ave to Tamarind Ave (WB)	45 MPH / Class 1	Large Urbanized	Typical	Desirable	Adjacent	-	-	-	-	-
Okeechobee Blvd/SR-704 from Tamarind Ave to Rosemary Ave	35 MPH / Class 2	Large Urbanized	Typical	Desirable (No Bicycle Lane)	Adjacent	-	-	-	-	-
Okeechobee Blvd/SR-704 from Rosemary Ave to US-1 (EB)	35 MPH / Class 2	Large Urbanized	Typical	Desirable (No Bicycle Lane)	Adjacent	-	-	-	-	-
Okeechobee Blvd/SR-704 from Rosemary Ave to US-1 (WB)	35 MPH / Class 2	Large Urbanized	Typical	Desirable (No Bicycle Lane)	Adjacent	-	-	-	-	-

Street Names	Posted Speed Limit / Roadway Class	Area Type	Auto Outside Lane Width	Bike Pavement Condition	Sidewalk Roadway Separation	Existing Bus Frequency (Buses/hour in peak direction)	Design Option Transit Frequency	Amenities	Bus Stop	Bus Routes	Min Headways (Weekday, Minutes)	Design Option Headway
SR-7 from Wellington Mall to Southern Blvd/SR-80	50 MPH / Class 1	Large Urbanized	Typical	Desirable	Wide	3	4	Excellent	Typical	40, 43, 46, 52, and 62	35, 30, 21, 60, and 20	15
SR-7 from Southern Blvd/SR-80 to Weisman Way	45 MPH / Class 1	Large Urbanized	Typical	Desirable	Wide	2	4	Excellent	Typical	43 and 52	30 and 60	15
SR-7 from Weisman Way to Belvedere Rd	45 MPH / Class 1	Large Urbanized	Typical	Desirable	Wide	2	4	Excellent	Typical	43	30	15
SR-7 from Belvedere Rd to Okeechobee Blvd/SR-704	45 MPH / Class 1	Large Urbanized	Typical	Desirable	Wide	1	4	Excellent	Typical	52	60	15
Okeechobee Blvd/SR-704 from SR-7 to Florida's Turnpike	50 MPH / Class 1	Large Urbanized	Typical	Desirable	Wide	2	6	Excellent	Typical	43, 44, and 63	30, 60, and 60	10
Okeechobee Blvd/SR-704 from Florida's Turnpike to I-95	45 MPH / Class 1	Large Urbanized	Typical	Desirable	Adjacent	2	6	Excellent	Typical	43	30	10
Okeechobee Blvd/SR-704 from I-95 to Australian Ave (EB)	45 MPH / Class 1	Large Urbanized	Typical	Desirable	Typical	-	6	Excellent	Typical	-	-	10
Okeechobee Blvd/SR-704 from I-95 to Australian Ave (WB)	45 MPH / Class 1	Large Urbanized	Typical	Desirable	Typical	-	6	Excellent	Typical	-	-	10
Okeechobee Blvd/SR-704 from Australian Ave to Tamarind Ave (EB)	35 MPH / Class 2 (EB)	Large Urbanized	Typical	Desirable	Typical	-	6	Excellent	Typical	-	-	10
Okeechobee Blvd/SR-704 from Australian Ave to Tamarind Ave (WB)	45 MPH / Class 1 (WB)	Large Urbanized	Typical	Desirable	Typical	-	6	Excellent	Typical	-	-	10
Okeechobee Blvd/SR-704 from Tamarind Ave to Rosemary Ave	35 MPH / Class 2	Large Urbanized	Typical	Desirable	Adjacent	-	6	Excellent	Typical	-	-	10
Okeechobee Blvd/SR-704 from Rosemary Ave to US-1 (EB)	35 MPH / Class 2	Large Urbanized	Typical	Desirable	Adjacent	-	-	-	-	-	-	-
Okeechobee Blvd/SR-704 from Rosemary Ave to US-1 (WB)	35 MPH / Class 2	Large Urbanized	Typical	Desirable	Adjacent	-	-	-	-	-	-	-

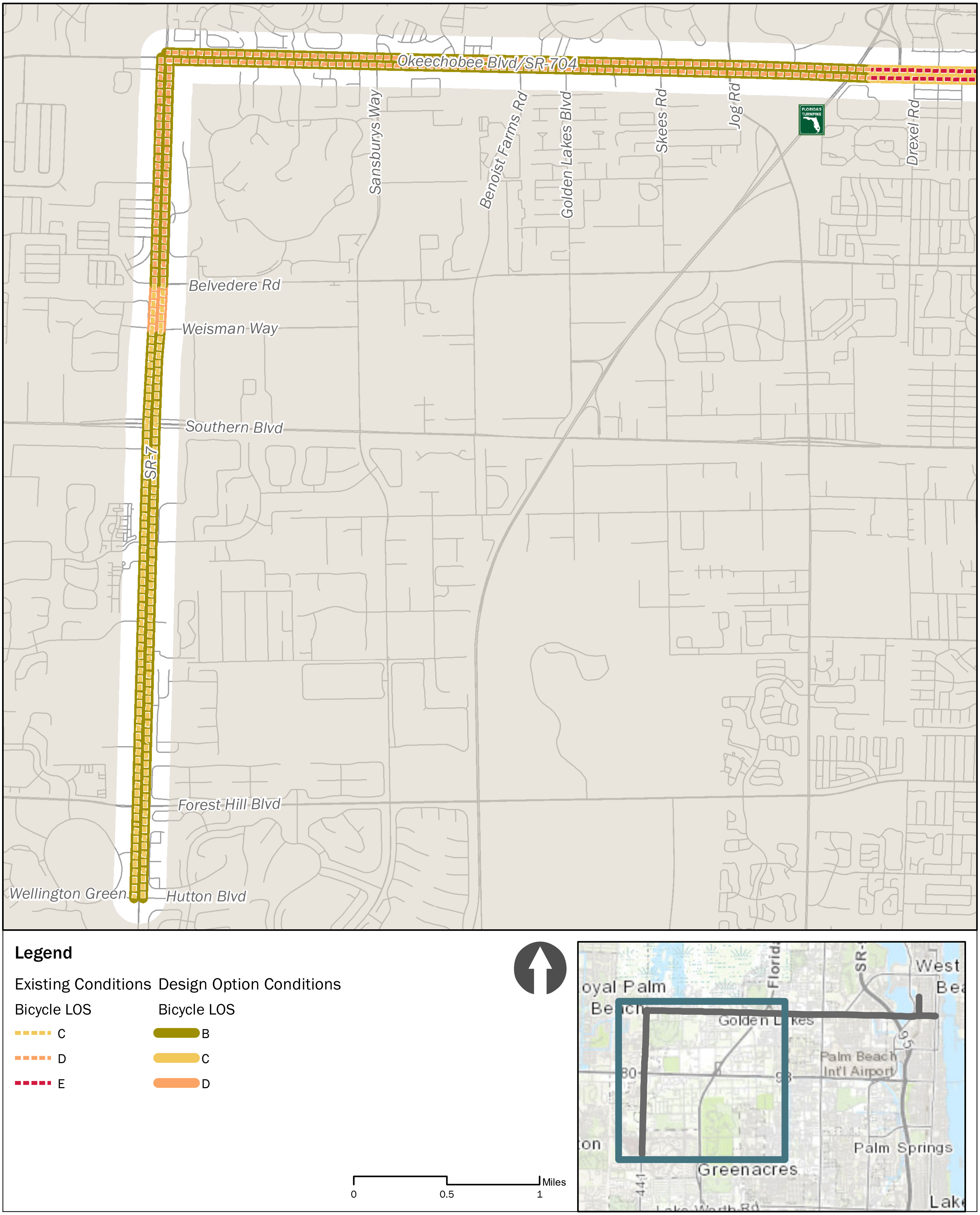

Okeechobee Blvd/SR-704
Sansburys Way
Benoist Farms Rd
Golden Lakes Blvd
Skees Rd
Jog Rd
Drexel Rd
Belvedere Rd
Weisman Way
Southern Blvd
SR-7
Forest Hill Blvd
Wellington Green
Hutton Blvd
Legend
Existing Conditions
Pedestrian LOS
D
E
Design Option Conditions
Pedestrian LOS
E
F
0
0.5
1
Miles
oyal Palm
Beach
Golden Lakes
West
Palm Beach
Int'l Airport
Palm Springs
Greenacres
Lake Worth Rd

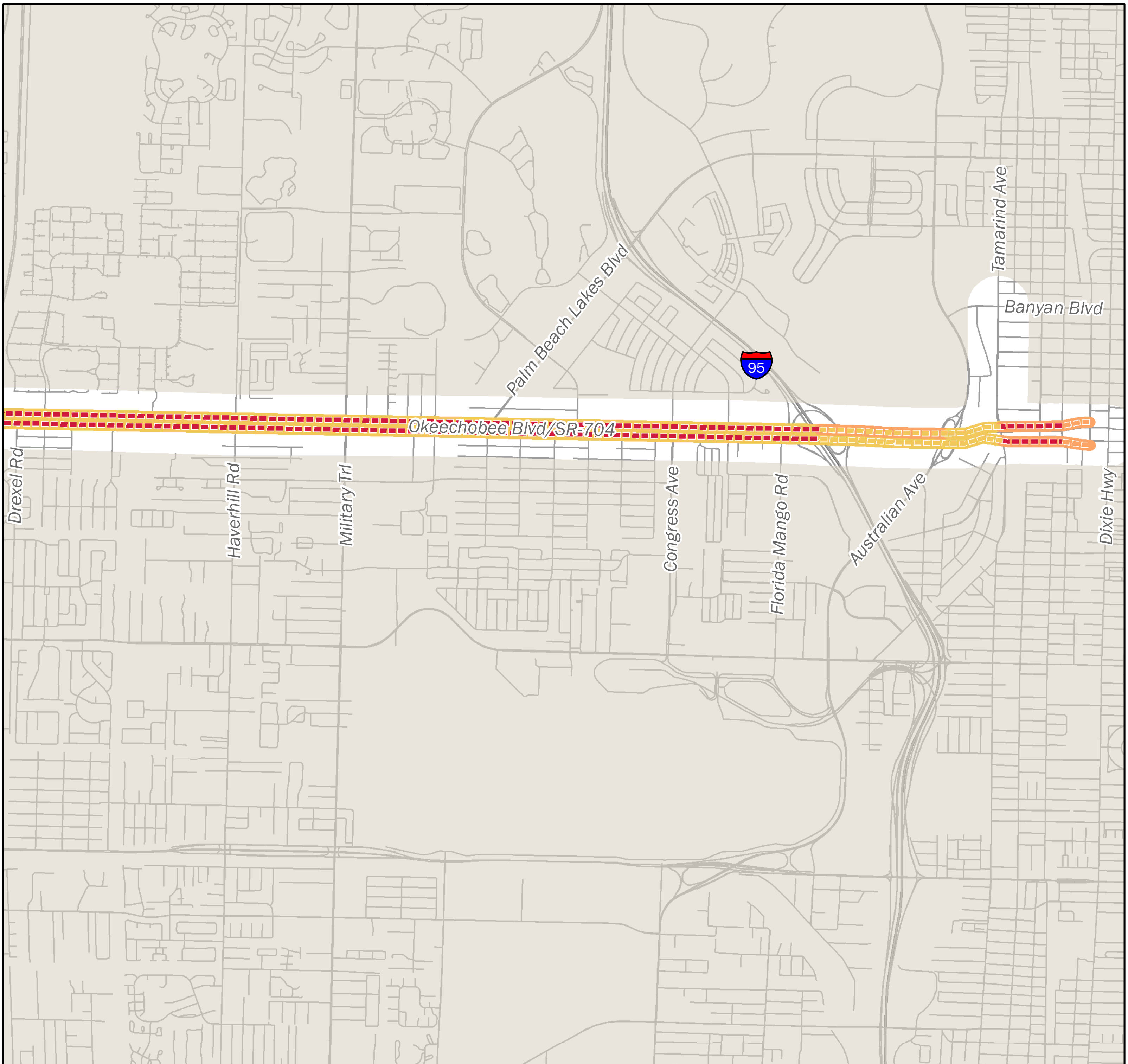
Okeechobee Boulevard Multimodal Corridor Study (MCS)
Task 3.4



Okeechobee Boulevard Multimodal Corridor Study (MCS)

Task 3.4





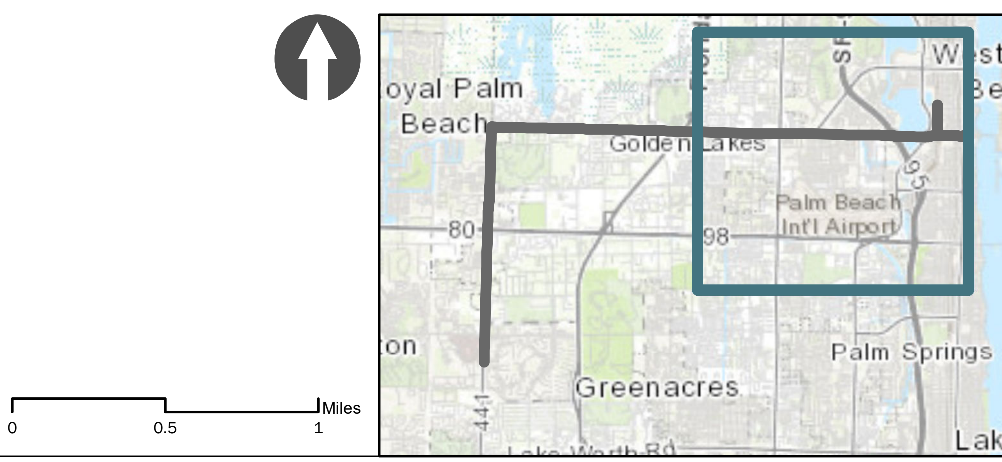
Legend

Existing Conditions Bicycle LOS

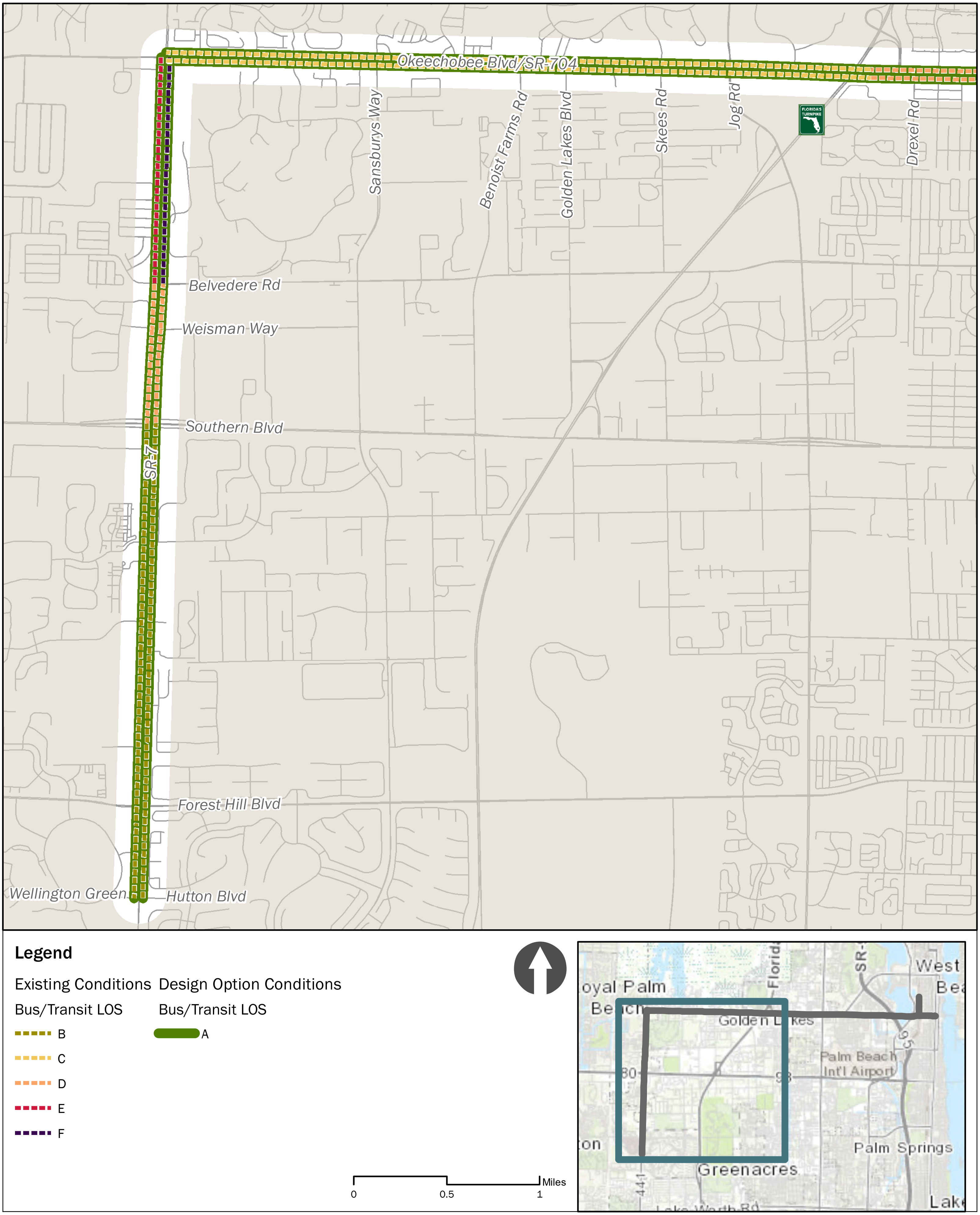
- C
- D
- E

Design Option Conditions Bicycle LOS

- C
- D

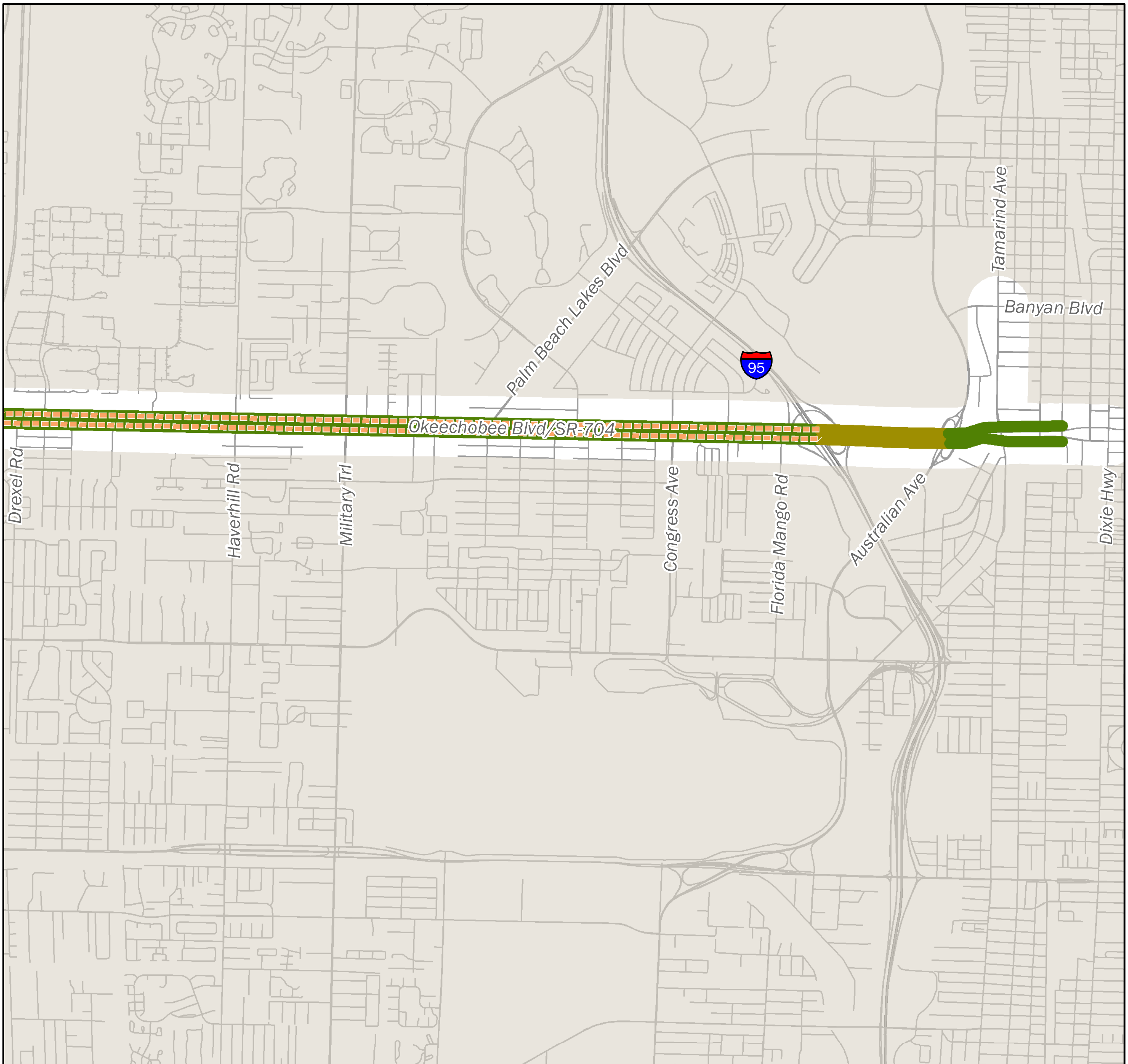


Okeechobee Boulevard Multimodal Corridor Study (MCS)
Task 3.4



Okeechobee Boulevard Multimodal Corridor Study (MCS)

Task 3.4



Legend

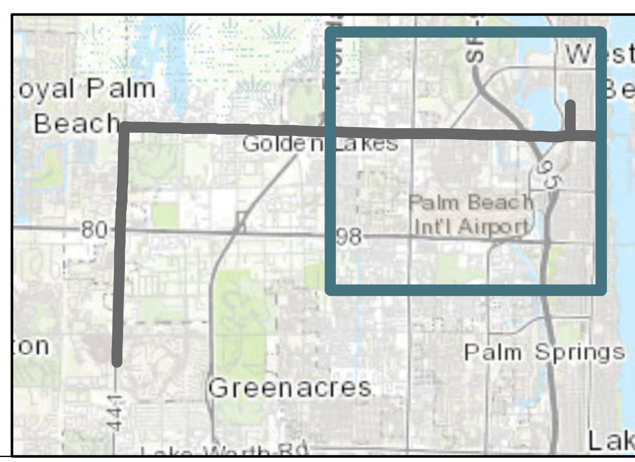
Existing Conditions Bus/Transit LOS

- D

Design Option Conditions Bus/Transit LOS

- A
- B

0 0.5 1 Miles



ARTPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst		Arterial Name	SR-7 from Wellington Mall to Southern B	Study Period	Standard K
Date Prepared	12/17/2020 13:54:49	From		Modal Analysis	Multimodal
Agency		To		Program	ARTPLAN 2012
Area Type	Large Urbanized	Peak Direction	Northbound	Version Date	12/12/2012
Arterial Class	1				

File Name	K:\FTL_TPTO\040416019 PB TPA WO #18 Okeechobee Blvd MCS\Task 3 Recommended Alternative\3.4 Benefits of Alternative\ARTPLAN\OBMCS_Existing 1.xap
User Notes	

Arterial Data

K	0.09	PHF	1	Control Type	FullyActuated
D	0.549	% Heavy Vehicles	3.5	Base Sat. Flow Rate	1950

Automobile Intersection Data

Cross Street	Cycle Length	Thru g/C	Arr. Type	INT # Dir.Lanes	% Left Turns	% Right Turns	Left Turn Lanes	Left Turn Phasing	# Left Turn Lanes	LT Storage Length	Left g/C	Right Turn Lanes
	150	0.45	3	2	12	12	Yes	Protected	1	235	0.15	No

Automobile Segment Data

Segment #	Length	AADT	Hourly Vol.	SEG # Dir.Lanes	Posted Speed	Free Flow Speed	Median Type	On-Street Parking	Parking Activity
1 (to)	13500	65500	3236	4	50	55	Restrictive	No	N/A

Automobile LOS

Segment #	Thru Mvmt Flow Rate	Adj. Sat. Flow Rate	v/c	Control Delay	Int. Approach LOS	Queue Ratio	Speed (mph)	Segment LOS
1 (to)	2848	3793	1.669	392.15	F	#	16.23	E

Arterial Length	2.5682	Weighted g/C	0.45	FFS Delay	402.39	Threshold Delay	56.11	Auto Speed	###	Auto LOS	###

Automobile Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1000 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1					
2					
3					
4					
*					
Lanes	Hourly Volume In Both Directions				
2					
4					
6					
8					
*					
Lanes	Annual Average Daily Traffic				
2					
4					
6					
8					
*					

Multimodal Segment Data

Segment #	Outside Lane Width	Pave Cond	Pave Shldr /Bike Lane	Side Path	Side Path Separation	Side walk	Sidewalk Roadway Separation	Sidewalk Roadway Protective Barrier	Bus Freq	Passenger Load Factor	Amenities	Bus Stop Type
1 (to)	Typical	Desirable	Yes	No	N/A	Yes	Wide	No	3	0.8	Excellent	Typical

Pedestrian SubSegment Data

	% of Segment			Sidewalk			Separation			Barrier		
Segment #	1	2	3	1	2	3	1	2	3	1	2	3
1 (to)	100			Yes			Wide			No		

Multimodal LOS

	Bicycle Street		Bicycle Sidepath		Pedestrian					Bus	
Link #	Score	LOS	Score	LOS	1	2	3	Score	LOS	Adj. Buses	LOS
1 (to)	3.12	C	N/A	N/A				4.13	D	4.94	B

Bicycle LOS	3.12	C	Pedestrian LOS	4.13	D	Bus LOS	4.94	B

MultiModal Service Volume Tables

Bicycle

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	0	0	0	0	0
2	0	0	0	0	0
3	0	0	0	0	0
4	0	0	0	0	0
*	0	0	0	0	0
Lanes	Hourly Volume In Both Directions				
2	0	0	0	0	0
4	0	0	0	0	0
6	0	0	0	0	0
8	0	0	0	0	0
*	0	0	0	0	0
Lanes	Annual Average Daily Traffic				
2	0	0	0	0	0
4	0	0	0	0	0
6	0	0	0	0	0
8	0	0	0	0	0
*	0	0	0	0	0

Pedestrian

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	0	0	0	0	0
2	0	0	0	0	0
3	0	0	0	0	0
4	0	0	0	0	0
*	0	0	0	0	0
Lanes	Hourly Volume In Both Directions				
2	0	0	0	0	0
4	0	0	0	0	0
6	0	0	0	0	0
8	0	0	0	0	0
*	0	0	0	0	0
Lanes	Annual Average Daily Traffic				
2	0	0	0	0	0
4	0	0	0	0	0
6	0	0	0	0	0
8	0	0	0	0	0
*	0	0	0	0	0

Bus

A	B	C	D	E
Buses Per Hour In Peak Direction				
Buses in Study Hour in Peak Direction (Daily)				

* Service Volumes for the specific facility being analyzed, based on # of lanes from the intersection and segment data screens.
** Cannot be achieved based on input data provided.
*** Not applicable for that level of service letter grade. See generalized tables notes for more details.
# Under the given conditions, left turn lane storage is highly likely to overflow. The number of directional thru lanes should be reduced accordingly.
Facility weighted g/C exceeds normally acceptable upper range (0.5); verify that g/C inputs are correct.
Intersection capacity (ies) are exceeded for the full hour; an operational level analysis tool is more appropriate for this situation.

ARTPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst		Arterial Name	SR-7 from Southern Blvd to Weisman Way	Study Period	Standard K
Date Prepared	12/18/2020 15:38:05	From		Modal Analysis	Multimodal
Agency		To		Program	ARTPLAN 2012
Area Type	Large Urbanized	Peak Direction	Northbound	Version Date	12/12/2012
Arterial Class	1				

File Name	K:\FTL_TPTO\040416019 PB TPA WO #18 Okeechobee Blvd MCS\Task 3 Recommended Alternative\3.4 Benefits of Alternative\ARTPLAN\OBMCS_Existing 2.xap
User Notes	

Arterial Data

K	0.09	PHF	1	Control Type	FullyActuated
D	0.549	% Heavy Vehicles	5.2	Base Sat. Flow Rate	1950

Automobile Intersection Data

Cross Street	Cycle Length	Thru g/C	Arr. Type	INT # Dir.Lanes	% Left Turns	% Right Turns	Left Turn Lanes	Left Turn Phasing	# Left Turn Lanes	LT Storage Length	Left g/C	Right Turn Lanes
	150	0.45	3	2	12	12	Yes	Protected	1	235	0.15	No

Automobile Segment Data

Segment #	Length	AADT	Hourly Vol.	SEG # Dir.Lanes	Posted Speed	Free Flow Speed	Median Type	On-Street Parking	Parking Activity
1 (to)	2600	56000	2767	4	45	50	Restrictive	No	N/A

Automobile LOS

Segment #	Thru Mvmt Flow Rate	Adj. Sat. Flow Rate	v/c	Control Delay	Int. Approach LOS	Queue Ratio	Speed (mph)	Segment LOS
1 (to)	2435	3595	1.505	297.83	F	#	5.39	F

Arterial Length	0.5038	Weighted g/C	0.45	FFS Delay	301.00	Threshold Delay	235.69	Auto Speed	###	Auto LOS	###

Automobile Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1000 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1					
2					
3					
4					
*					
Lanes	Hourly Volume In Both Directions				
2					
4					
6					
8					
*					
Lanes	Annual Average Daily Traffic				
2					
4					
6					
8					
*					

Multimodal Segment Data

Segment #	Outside Lane Width	Pave Cond	Pave Shldr /Bike Lane	Side Path	Side Path Separation	Side walk	Sidewalk Roadway Separation	Sidewalk Roadway Protective Barrier	Bus Freq	Passenger Load Factor	Amenities	Bus Stop Type
1 (to)	Typical	Desirable	Yes	No	N/A	Yes	Wide	No	2	0.8	Poor	Typical

Pedestrian SubSegment Data

	% of Segment			Sidewalk			Separation			Barrier		
Segment #	1	2	3	1	2	3	1	2	3	1	2	3
1 (to)	100			Yes			Wide			No		

Multimodal LOS

	Bicycle Street		Bicycle Sidepath		Pedestrian					Bus	
Link #	Score	LOS	Score	LOS	1	2	3	Score	LOS	Adj. Buses	LOS
1 (to)	3.42	C	N/A	N/A				3.66	D	2.15	D

Bicycle LOS	3.42	C	Pedestrian LOS	3.66	D	Bus LOS	2.15	D

MultiModal Service Volume Tables

Bicycle

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	0	0	0	0	0
2	0	0	0	0	0
3	0	0	0	0	0
4	0	0	0	0	0
*	0	0	0	0	0
Lanes	Hourly Volume In Both Directions				
2	0	0	0	0	0
4	0	0	0	0	0
6	0	0	0	0	0
8	0	0	0	0	0
*	0	0	0	0	0
Lanes	Annual Average Daily Traffic				
2	0	0	0	0	0
4	0	0	0	0	0
6	0	0	0	0	0
8	0	0	0	0	0
*	0	0	0	0	0

Pedestrian

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	0	0	0	0	0
2	0	0	0	0	0
3	0	0	0	0	0
4	0	0	0	0	0
*	0	0	0	0	0
Lanes	Hourly Volume In Both Directions				
2	0	0	0	0	0
4	0	0	0	0	0
6	0	0	0	0	0
8	0	0	0	0	0
*	0	0	0	0	0
Lanes	Annual Average Daily Traffic				
2	0	0	0	0	0
4	0	0	0	0	0
6	0	0	0	0	0
8	0	0	0	0	0
*	0	0	0	0	0

Bus

A	B	C	D	E
Buses Per Hour In Peak Direction				
Buses in Study Hour in Peak Direction (Daily)				

* Service Volumes for the specific facility being analyzed, based on # of lanes from the intersection and segment data screens.
** Cannot be achieved based on input data provided.
*** Not applicable for that level of service letter grade. See generalized tables notes for more details.
# Under the given conditions, left turn lane storage is highly likely to overflow. The number of directional thru lanes should be reduced accordingly.
Facility weighted g/C exceeds normally acceptable upper range (0.5); verify that g/C inputs are correct.
Intersection capacity (ies) are exceeded for the full hour; an operational level analysis tool is more appropriate for this situation.

ARTPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst		Arterial Name	SR-7 from Weisman Way to Belvedere Rd	Study Period	Standard K
Date Prepared	12/18/2020 15:53:30	From		Modal Analysis	Multimodal
Agency		To		Program	ARTPLAN 2012
Area Type	Large Urbanized	Peak Direction	Northbound	Version Date	12/12/2012
Arterial Class	1				

File Name	K:\FTL_TPTO\040416019 PB TPA WO #18 Okeechobee Blvd MCS\Task 3 Recommended Alternative\3.4 Benefits of Alternative\ARTPLAN\OBMCS_Existing 3.xap
User Notes	

Arterial Data

K	0.09	PHF	1	Control Type	FullyActuated
D	0.549	% Heavy Vehicles	5.2	Base Sat. Flow Rate	1950

Automobile Intersection Data

Cross Street	Cycle Length	Thru g/C	Arr. Type	INT # Dir.Lanes	% Left Turns	% Right Turns	Left Turn Lanes	Left Turn Phasing	# Left Turn Lanes	LT Storage Length	Left g/C	Right Turn Lanes
	150	0.45	3	2	12	12	Yes	Protected	1	235	0.15	No

Automobile Segment Data

Segment #	Length	AADT	Hourly Vol.	SEG # Dir.Lanes	Posted Speed	Free Flow Speed	Median Type	On-Street Parking	Parking Activity
1 (to)	1300	56000	2767	4	45	50	Restrictive	No	N/A

Automobile LOS

Segment #	Thru Mvmt Flow Rate	Adj. Sat. Flow Rate	v/c	Control Delay	Int. Approach LOS	Queue Ratio	Speed (mph)	Segment LOS
1 (to)	2435	3595	1.505	297.83	F	#	2.91	F

Arterial Length	0.2576	Weighted g/C	0.45	FFS Delay	300.71	Threshold Delay	266.92	Auto Speed	###
Auto LOS	###								

Automobile Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1000 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1					
2					
3					
4					
*					
Lanes	Hourly Volume In Both Directions				
2					
4					
6					
8					
*					
Lanes	Annual Average Daily Traffic				
2					
4					
6					
8					
*					

Multimodal Segment Data

Segment #	Outside Lane Width	Pave Cond	Pave Shldr /Bike Lane	Side Path	Side Path Separation	Side walk	Sidewalk Roadway Separation	Sidewalk Roadway Protective Barrier	Bus Freq	Passenger Load Factor	Amenities	Bus Stop Type
1 (to)	Typical	Desirable	Yes	No	N/A	Yes	Adjacent	No	2	0.8	Poor	Typical

Pedestrian SubSegment Data

	% of Segment			Sidewalk			Separation			Barrier		
Segment #	1	2	3	1	2	3	1	2	3	1	2	3
1 (to)	100			Yes			Adjacent			No		

Multimodal LOS

	Bicycle Street		Bicycle Sidepath		Pedestrian					Bus	
Link #	Score	LOS	Score	LOS	1	2	3	Score	LOS	Adj. Buses	LOS
1 (to)	3.38	C	N/A	N/A				3.71	D	2.15	D

Bicycle LOS	3.38	C	Pedestrian LOS	3.71	D	Bus LOS	2.15	D

MultiModal Service Volume Tables

Bicycle

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	0	0	0	0	0
2	0	0	0	0	0
3	0	0	0	0	0
4	0	0	0	0	0
*	0	0	0	0	0
Lanes	Hourly Volume In Both Directions				
2	0	0	0	0	0
4	0	0	0	0	0
6	0	0	0	0	0
8	0	0	0	0	0
*	0	0	0	0	0
Lanes	Annual Average Daily Traffic				
2	0	0	0	0	0
4	0	0	0	0	0
6	0	0	0	0	0
8	0	0	0	0	0
*	0	0	0	0	0

Pedestrian

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	0	0	0	0	0
2	0	0	0	0	0
3	0	0	0	0	0
4	0	0	0	0	0
*	0	0	0	0	0
Lanes	Hourly Volume In Both Directions				
2	0	0	0	0	0
4	0	0	0	0	0
6	0	0	0	0	0
8	0	0	0	0	0
*	0	0	0	0	0
Lanes	Annual Average Daily Traffic				
2	0	0	0	0	0
4	0	0	0	0	0
6	0	0	0	0	0
8	0	0	0	0	0
*	0	0	0	0	0

Bus

A	B	C	D	E
Buses Per Hour In Peak Direction				
Buses in Study Hour in Peak Direction (Daily)				

* Service Volumes for the specific facility being analyzed, based on # of lanes from the intersection and segment data screens.
** Cannot be achieved based on input data provided.
*** Not applicable for that level of service letter grade. See generalized tables notes for more details.
# Under the given conditions, left turn lane storage is highly likely to overflow. The number of directional thru lanes should be reduced accordingly.
Facility weighted g/C exceeds normally acceptable upper range (0.5); verify that g/C inputs are correct.
Intersection capacity (ies) are exceeded for the full hour; an operational level analysis tool is more appropriate for this situation.

ARTPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst		Arterial Name	SR-7 from Weisman Way to Belvedere Rd	Study Period	Standard K
Date Prepared	12/18/2020 15:53:30	From		Modal Analysis	Multimodal
Agency		To		Program	ARTPLAN 2012
Area Type	Large Urbanized	Peak Direction	Northbound	Version Date	12/12/2012
Arterial Class	1				

File Name	K:\FTL_TPTO\040416019 PB TPA WO #18 Okeechobee Blvd MCS\Task 3 Recommended Alternative\3.4 Benefits of Alternative\ARTPLAN\OBMCS_Existing 3B.xap
User Notes	

Arterial Data

K	0.09	PHF	1	Control Type	FullyActuated
D	0.549	% Heavy Vehicles	5.2	Base Sat. Flow Rate	1950

Automobile Intersection Data

Cross Street	Cycle Length	Thru g/C	Arr. Type	INT # Dir.Lanes	% Left Turns	% Right Turns	Left Turn Lanes	Left Turn Phasing	# Left Turn Lanes	LT Storage Length	Left g/C	Right Turn Lanes
	150	0.45	3	2	12	12	Yes	Protected	1	235	0.15	No

Automobile Segment Data

Segment #	Length	AADT	Hourly Vol.	SEG # Dir.Lanes	Posted Speed	Free Flow Speed	Median Type	On-Street Parking	Parking Activity
1 (to)	1300	56000	2767	4	45	50	Restrictive	No	N/A

Automobile LOS

Segment #	Thru Mvmt Flow Rate	Adj. Sat. Flow Rate	v/c	Control Delay	Int. Approach LOS	Queue Ratio	Speed (mph)	Segment LOS
1 (to)	2435	3595	1.505	297.83	F	#	2.91	F

Arterial Length	0.2576	Weighted g/C	0.45	FFS Delay	300.71	Threshold Delay	266.92	Auto Speed	###	Auto LOS	###

Automobile Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1000 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1					
2					
3					
4					
*					
Lanes	Hourly Volume In Both Directions				
2					
4					
6					
8					
*					
Lanes	Annual Average Daily Traffic				
2					
4					
6					
8					
*					

Multimodal Segment Data

Segment #	Outside Lane Width	Pave Cond	Pave Shldr /Bike Lane	Side Path	Side Path Separation	Side walk	Sidewalk Roadway Separation	Sidewalk Roadway Protective Barrier	Bus Freq	Passenger Load Factor	Amenities	Bus Stop Type
1 (to)	Typical	Desirable	Yes	No	N/A	Yes	Wide	No	2	0.8	Poor	Typical

Pedestrian SubSegment Data

	% of Segment			Sidewalk			Separation			Barrier		
Segment #	1	2	3	1	2	3	1	2	3	1	2	3
1 (to)	100			Yes			Wide			No		

Multimodal LOS

	Bicycle Street		Bicycle Sidepath		Pedestrian					Bus	
Link #	Score	LOS	Score	LOS	1	2	3	Score	LOS	Adj. Buses	LOS
1 (to)	3.38	C	N/A	N/A				3.59	D	2.15	D

Bicycle LOS	3.38	C	Pedestrian LOS	3.59	D	Bus LOS	2.15	D

MultiModal Service Volume Tables

Bicycle

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	0	0	0	0	0
2	0	0	0	0	0
3	0	0	0	0	0
4	0	0	0	0	0
*	0	0	0	0	0
Lanes	Hourly Volume In Both Directions				
2	0	0	0	0	0
4	0	0	0	0	0
6	0	0	0	0	0
8	0	0	0	0	0
*	0	0	0	0	0
Lanes	Annual Average Daily Traffic				
2	0	0	0	0	0
4	0	0	0	0	0
6	0	0	0	0	0
8	0	0	0	0	0
*	0	0	0	0	0

Pedestrian

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	0	0	0	0	0
2	0	0	0	0	0
3	0	0	0	0	0
4	0	0	0	0	0
*	0	0	0	0	0
Lanes	Hourly Volume In Both Directions				
2	0	0	0	0	0
4	0	0	0	0	0
6	0	0	0	0	0
8	0	0	0	0	0
*	0	0	0	0	0
Lanes	Annual Average Daily Traffic				
2	0	0	0	0	0
4	0	0	0	0	0
6	0	0	0	0	0
8	0	0	0	0	0
*	0	0	0	0	0

Bus

A	B	C	D	E
Buses Per Hour In Peak Direction				
Buses in Study Hour in Peak Direction (Daily)				

* Service Volumes for the specific facility being analyzed, based on # of lanes from the intersection and segment data screens.
** Cannot be achieved based on input data provided.
*** Not applicable for that level of service letter grade. See generalized tables notes for more details.
# Under the given conditions, left turn lane storage is highly likely to overflow. The number of directional thru lanes should be reduced accordingly.
Facility weighted g/C exceeds normally acceptable upper range (0.5); verify that g/C inputs are correct.
Intersection capacity (ies) are exceeded for the full hour; an operational level analysis tool is more appropriate for this situation.

ARTPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst		Arterial Name	SR-7 from Belvedere Rd to Okeechobee Blv	Study Period	Standard K
Date Prepared	12/18/2020 16:00:48	From		Modal Analysis	Multimodal
Agency		To		Program	ARTPLAN 2012
Area Type	Large Urbanized	Peak Direction	Northbound	Version Date	12/12/2012
Arterial Class	1				

File Name	K:\FTL_TPTO\040416019 PB TPA WO #18 Okeechobee Blvd MCS\Task 3 Recommended Alternative\3.4 Benefits of Alternative\ARTPLAN\OBMCS_Existing 4B.xap
User Notes	

Arterial Data

K	0.09	PHF	1	Control Type	FullyActuated
D	0.549	% Heavy Vehicles	7.2	Base Sat. Flow Rate	1950

Automobile Intersection Data

Cross Street	Cycle Length	Thru g/C	Arr. Type	INT # Dir.Lanes	% Left Turns	% Right Turns	Left Turn Lanes	Left Turn Phasing	# Left Turn Lanes	LT Storage Length	Left g/C	Right Turn Lanes
	150	0.45	3	2	12	12	Yes	Protected	1	235	0.15	No

Automobile Segment Data

Segment #	Length	AADT	Hourly Vol.	SEG # Dir.Lanes	Posted Speed	Free Flow Speed	Median Type	On-Street Parking	Parking Activity
1 (to)	6300	42000	2075	3	45	50	Restrictive	No	N/A

Automobile LOS

Segment #	Thru Mvmt Flow Rate	Adj. Sat. Flow Rate	v/c	Control Delay	Int. Approach LOS	Queue Ratio	Speed (mph)	Segment LOS
1 (to)	1826	3510	1.156	118.28	F	#	20.70	D

Arterial Length	1.2045	Weighted g/C	0.45	FFS Delay	123.55	Threshold Delay	0.00	Auto Speed	###	Auto LOS	###

Automobile Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1000 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1					
2					
3					
4					
*					
Lanes	Hourly Volume In Both Directions				
2					
4					
6					
8					
*					
Lanes	Annual Average Daily Traffic				
2					
4					
6					
8					
*					

Multimodal Segment Data

Segment #	Outside Lane Width	Pave Cond	Pave Shldr /Bike Lane	Side Path	Side Path Separation	Side walk	Sidewalk Roadway Separation	Sidewalk Roadway Protective Barrier	Bus Freq	Passenger Load Factor	Amenities	Bus Stop Type
1 (to)	Typical	Desirable	Yes	No	N/A	No	N/A	No	1	0.8	Poor	Typical

Pedestrian SubSegment Data

	% of Segment			Sidewalk			Separation			Barrier		
Segment #	1	2	3	1	2	3	1	2	3	1	2	3
1 (to)	100			No			N/A			No		

Multimodal LOS

	Bicycle Street		Bicycle Sidepath		Pedestrian					Bus	
Link #	Score	LOS	Score	LOS	1	2	3	Score	LOS	Adj. Buses	LOS
1 (to)	4.05	D	N/A	N/A				4.88	E	0.92	F

Bicycle LOS	4.05	D	Pedestrian LOS	4.88	E	Bus LOS	0.92	F

MultiModal Service Volume Tables

Bicycle

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	0	0	0	0	0
2	0	0	0	0	0
3	0	0	0	0	0
4	0	0	0	0	0
*	0	0	0	0	0
Lanes	Hourly Volume In Both Directions				
2	0	0	0	0	0
4	0	0	0	0	0
6	0	0	0	0	0
8	0	0	0	0	0
*	0	0	0	0	0
Lanes	Annual Average Daily Traffic				
2	0	0	0	0	0
4	0	0	0	0	0
6	0	0	0	0	0
8	0	0	0	0	0
*	0	0	0	0	0

Pedestrian

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	0	0	0	0	0
2	0	0	0	0	0
3	0	0	0	0	0
4	0	0	0	0	0
*	0	0	0	0	0
Lanes	Hourly Volume In Both Directions				
2	0	0	0	0	0
4	0	0	0	0	0
6	0	0	0	0	0
8	0	0	0	0	0
*	0	0	0	0	0
Lanes	Annual Average Daily Traffic				
2	0	0	0	0	0
4	0	0	0	0	0
6	0	0	0	0	0
8	0	0	0	0	0
*	0	0	0	0	0

Bus

A	B	C	D	E
Buses Per Hour In Peak Direction				
Buses in Study Hour in Peak Direction (Daily)				

* Service Volumes for the specific facility being analyzed, based on # of lanes from the intersection and segment data screens.
** Cannot be achieved based on input data provided.
*** Not applicable for that level of service letter grade. See generalized tables notes for more details.
# Under the given conditions, left turn lane storage is highly likely to overflow. The number of directional thru lanes should be reduced accordingly.
Facility weighted g/C exceeds normally acceptable upper range (0.5); verify that g/C inputs are correct.
Intersection capacity (ies) are exceeded for the full hour; an operational level analysis tool is more appropriate for this situation.

ARTPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst		Arterial Name	SR-7 from Belvedere Rd to Okeechobee Blv	Study Period	Standard K
Date Prepared	12/18/2020 16:00:48	From		Modal Analysis	Multimodal
Agency		To		Program	ARTPLAN 2012
Area Type	Large Urbanized	Peak Direction	Southbound	Version Date	12/12/2012
Arterial Class	1				

File Name	K:\FTL_TPTO\040416019 PB TPA WO #18 Okeechobee Blvd MCS\Task 3 Recommended Alternative\3.4 Benefits of Alternative\ARTPLAN\OBMCS_Existing 4.xap
User Notes	

Arterial Data

K	0.09	PHF	1	Control Type	FullyActuated
D	0.549	% Heavy Vehicles	7.2	Base Sat. Flow Rate	1950

Automobile Intersection Data

Cross Street	Cycle Length	Thru g/C	Arr. Type	INT # Dir.Lanes	% Left Turns	% Right Turns	Left Turn Lanes	Left Turn Phasing	# Left Turn Lanes	LT Storage Length	Left g/C	Right Turn Lanes
	150	0.45	3	2	12	12	Yes	Protected	1	235	0.15	No

Automobile Segment Data

Segment #	Length	AADT	Hourly Vol.	SEG # Dir.Lanes	Posted Speed	Free Flow Speed	Median Type	On-Street Parking	Parking Activity
1 (to)	6300	42000	2075	3	45	50	Restrictive	No	N/A

Automobile LOS

Segment #	Thru Mvmt Flow Rate	Adj. Sat. Flow Rate	v/c	Control Delay	Int. Approach LOS	Queue Ratio	Speed (mph)	Segment LOS
1 (to)	1826	3510	1.156	118.28	F	#	20.70	D

Arterial Length	1.2045	Weighted g/C	0.45	FFS Delay	123.55	Threshold Delay	0.00	Auto Speed	###	Auto LOS	###

Automobile Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1000 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1					
2					
3					
4					
*					
Lanes	Hourly Volume In Both Directions				
2					
4					
6					
8					
*					
Lanes	Annual Average Daily Traffic				
2					
4					
6					
8					
*					

Multimodal Segment Data

Segment #	Outside Lane Width	Pave Cond	Pave Shldr /Bike Lane	Side Path	Side Path Separation	Side walk	Sidewalk Roadway Separation	Sidewalk Roadway Protective Barrier	Bus Freq	Passenger Load Factor	Amenities	Bus Stop Type
1 (to)	Typical	Desirable	Yes	No	N/A	Yes	Wide	No	1	0.8	Poor	Typical

Pedestrian SubSegment Data

	% of Segment			Sidewalk			Separation			Barrier		
Segment #	1	2	3	1	2	3	1	2	3	1	2	3
1 (to)	100			Yes			Wide			No		

Multimodal LOS

	Bicycle Street		Bicycle Sidepath		Pedestrian					Bus	
Link #	Score	LOS	Score	LOS	1	2	3	Score	LOS	Adj. Buses	LOS
1 (to)	4.05	D	N/A	N/A				3.69	D	1.08	E

Bicycle LOS	4.05	D	Pedestrian LOS	3.69	D	Bus LOS	1.08	E

MultiModal Service Volume Tables

Bicycle

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	0	0	0	0	0
2	0	0	0	0	0
3	0	0	0	0	0
4	0	0	0	0	0
*	0	0	0	0	0
Lanes	Hourly Volume In Both Directions				
2	0	0	0	0	0
4	0	0	0	0	0
6	0	0	0	0	0
8	0	0	0	0	0
*	0	0	0	0	0
Lanes	Annual Average Daily Traffic				
2	0	0	0	0	0
4	0	0	0	0	0
6	0	0	0	0	0
8	0	0	0	0	0
*	0	0	0	0	0

Pedestrian

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	0	0	0	0	0
2	0	0	0	0	0
3	0	0	0	0	0
4	0	0	0	0	0
*	0	0	0	0	0
Lanes	Hourly Volume In Both Directions				
2	0	0	0	0	0
4	0	0	0	0	0
6	0	0	0	0	0
8	0	0	0	0	0
*	0	0	0	0	0
Lanes	Annual Average Daily Traffic				
2	0	0	0	0	0
4	0	0	0	0	0
6	0	0	0	0	0
8	0	0	0	0	0
*	0	0	0	0	0

Bus

A	B	C	D	E
Buses Per Hour In Peak Direction				
Buses in Study Hour in Peak Direction (Daily)				

* Service Volumes for the specific facility being analyzed, based on # of lanes from the intersection and segment data screens.
** Cannot be achieved based on input data provided.
*** Not applicable for that level of service letter grade. See generalized tables notes for more details.
# Under the given conditions, left turn lane storage is highly likely to overflow. The number of directional thru lanes should be reduced accordingly.
Facility weighted g/C exceeds normally acceptable upper range (0.5); verify that g/C inputs are correct.
Intersection capacity (ies) are exceeded for the full hour; an operational level analysis tool is more appropriate for this situation.

ARTPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst		Arterial Name	Okeechobee Blvd from SR-7 to FL Turnpike	Study Period	Standard K
Date Prepared	12/18/2020 16:09:30	From		Modal Analysis	Multimodal
Agency		To		Program	ARTPLAN 2012
Area Type	Large Urbanized	Peak Direction	Eastbound	Version Date	12/12/2012
Arterial Class	1				

File Name	K:\FTL_TPTO\040416019 PB TPA WO #18 Okeechobee Blvd MCS\Task 3 Recommended Alternative\3.4 Benefits of Alternative\ARTPLAN\OBMCS_Existing 5.xap
User Notes	

Arterial Data

K	0.09	PHF	1	Control Type	FullyActuated
D	0.549	% Heavy Vehicles	5	Base Sat. Flow Rate	1950

Automobile Intersection Data

Cross Street	Cycle Length	Thru g/C	Arr. Type	INT # Dir.Lanes	% Left Turns	% Right Turns	Left Turn Lanes	Left Turn Phasing	# Left Turn Lanes	LT Storage Length	Left g/C	Right Turn Lanes
	150	0.45	3	2	12	12	Yes	Protected	1	235	0.15	No

Automobile Segment Data

Segment #	Length	AADT	Hourly Vol.	SEG # Dir.Lanes	Posted Speed	Free Flow Speed	Median Type	On-Street Parking	Parking Activity
1 (to)	15000	68000	3360	4	50	55	Restrictive	No	N/A

Automobile LOS

Segment #	Thru Mvmt Flow Rate	Adj. Sat. Flow Rate	v/c	Control Delay	Int. Approach LOS	Queue Ratio	Speed (mph)	Segment LOS
1 (to)	2957	3723	1.765	454.61	F	#	15.74	E

Arterial Length	2.8523	Weighted g/C	0.45	FFS Delay	466.32	Threshold Delay	81.82	Auto Speed	###	Auto LOS	###

Automobile Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1000 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1					
2					
3					
4					
*					
Lanes	Hourly Volume In Both Directions				
2					
4					
6					
8					
*					
Lanes	Annual Average Daily Traffic				
2					
4					
6					
8					
*					

Multimodal Segment Data

Segment #	Outside Lane Width	Pave Cond	Pave Shldr /Bike Lane	Side Path	Side Path Separation	Side walk	Sidewalk Roadway Separation	Sidewalk Roadway Protective Barrier	Bus Freq	Passenger Load Factor	Amenities	Bus Stop Type
1 (to)	Typical	Desirable	Yes	No	N/A	Yes	Wide	No	2	0.8	Excellent	Typical

Pedestrian SubSegment Data

	% of Segment			Sidewalk			Separation			Barrier		
Segment #	1	2	3	1	2	3	1	2	3	1	2	3
1 (to)	100			Yes			Wide			No		

Multimodal LOS

	Bicycle Street		Bicycle Sidepath		Pedestrian					Bus	
Link #	Score	LOS	Score	LOS	1	2	3	Score	LOS	Adj. Buses	LOS
1 (to)	3.55	D	N/A	N/A				4.20	D	3.29	C

Bicycle LOS	3.55	D	Pedestrian LOS	4.20	D	Bus LOS	3.29	C

MultiModal Service Volume Tables

Bicycle

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	0	0	0	0	0
2	0	0	0	0	0
3	0	0	0	0	0
4	0	0	0	0	0
*	0	0	0	0	0
Lanes	Hourly Volume In Both Directions				
2	0	0	0	0	0
4	0	0	0	0	0
6	0	0	0	0	0
8	0	0	0	0	0
*	0	0	0	0	0
Lanes	Annual Average Daily Traffic				
2	0	0	0	0	0
4	0	0	0	0	0
6	0	0	0	0	0
8	0	0	0	0	0
*	0	0	0	0	0

Pedestrian

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	0	0	0	0	0
2	0	0	0	0	0
3	0	0	0	0	0
4	0	0	0	0	0
*	0	0	0	0	0
Lanes	Hourly Volume In Both Directions				
2	0	0	0	0	0
4	0	0	0	0	0
6	0	0	0	0	0
8	0	0	0	0	0
*	0	0	0	0	0
Lanes	Annual Average Daily Traffic				
2	0	0	0	0	0
4	0	0	0	0	0
6	0	0	0	0	0
8	0	0	0	0	0
*	0	0	0	0	0

Bus

A	B	C	D	E
Buses Per Hour In Peak Direction				
Buses in Study Hour in Peak Direction (Daily)				

* Service Volumes for the specific facility being analyzed, based on # of lanes from the intersection and segment data screens.
** Cannot be achieved based on input data provided.
*** Not applicable for that level of service letter grade. See generalized tables notes for more details.
# Under the given conditions, left turn lane storage is highly likely to overflow. The number of directional thru lanes should be reduced accordingly.
Facility weighted g/C exceeds normally acceptable upper range (0.5); verify that g/C inputs are correct.
Intersection capacity (ies) are exceeded for the full hour; an operational level analysis tool is more appropriate for this situation.

ARTPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst		Arterial Name	Okeechobee Blvd from FL Turnpike to I-95	Study Period	Standard K
Date Prepared	12/18/2020 16:15:13	From		Modal Analysis	Multimodal
Agency		To		Program	ARTPLAN 2012
Area Type	Large Urbanized	Peak Direction	Eastbound	Version Date	12/12/2012
Arterial Class	1				

File Name	K:\FTL_TPTO\040416019 PB TPA WO #18 Okeechobee Blvd MCS\Task 3 Recommended Alternative\3.4 Benefits of Alternative\ARTPLAN\OBMCS_Existing 6.xap
User Notes	

Arterial Data

K	0.09	PHF	1	Control Type	FullyActuated
D	0.549	% Heavy Vehicles	2.9	Base Sat. Flow Rate	1950

Automobile Intersection Data

Cross Street	Cycle Length	Thru g/C	Arr. Type	INT # Dir.Lanes	% Left Turns	% Right Turns	Left Turn Lanes	Left Turn Phasing	# Left Turn Lanes	LT Storage Length	Left g/C	Right Turn Lanes
	150	0.45	3	2	12	12	Yes	Protected	1	235	0.15	No

Automobile Segment Data

Segment #	Length	AADT	Hourly Vol.	SEG # Dir.Lanes	Posted Speed	Free Flow Speed	Median Type	On-Street Parking	Parking Activity
1 (to)	15000	65500	3236	4	45	50	Restrictive	No	N/A

Automobile LOS

Segment #	Thru Mvmt Flow Rate	Adj. Sat. Flow Rate	v/c	Control Delay	Int. Approach LOS	Queue Ratio	Speed (mph)	Segment LOS
1 (to)	2848	3699	1.711	418.65	F	#	16.14	E

Arterial Length	2.8523	Weighted g/C	0.45	FFS Delay	431.48	Threshold Delay	65.57	Auto Speed	###	Auto LOS	###

Automobile Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1000 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1					
2					
3					
4					
*					
Lanes	Hourly Volume In Both Directions				
2					
4					
6					
8					
*					
Lanes	Annual Average Daily Traffic				
2					
4					
6					
8					
*					

Multimodal Segment Data

Segment #	Outside Lane Width	Pave Cond	Pave Shldr /Bike Lane	Side Path	Side Path Separation	Side walk	Sidewalk Roadway Separation	Sidewalk Roadway Protective Barrier	Bus Freq	Passenger Load Factor	Amenities	Bus Stop Type
1 (to)	Typical	Desirable	No	No	N/A	Yes	Adjacent	No	2	0.8	Fair	Typical

Pedestrian SubSegment Data

	% of Segment			Sidewalk			Separation			Barrier		
Segment #	1	2	3	1	2	3	1	2	3	1	2	3
1 (to)	100			Yes			Adjacent			No		

Multimodal LOS

	Bicycle Street		Bicycle Sidepath		Pedestrian					Bus	
Link #	Score	LOS	Score	LOS	1	2	3	Score	LOS	Adj. Buses	LOS
1 (to)	4.60	E	N/A	N/A				4.28	E	2.54	D

Bicycle LOS			Pedestrian LOS			Bus LOS		
	4.60	E		4.28	E		2.54	D

MultiModal Service Volume Tables

Bicycle

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	0	0	0	0	0
2	0	0	0	0	0
3	0	0	0	0	0
4	0	0	0	0	0
*	0	0	0	0	0
Lanes	Hourly Volume In Both Directions				
2	0	0	0	0	0
4	0	0	0	0	0
6	0	0	0	0	0
8	0	0	0	0	0
*	0	0	0	0	0
Lanes	Annual Average Daily Traffic				
2	0	0	0	0	0
4	0	0	0	0	0
6	0	0	0	0	0
8	0	0	0	0	0
*	0	0	0	0	0

Pedestrian

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	0	0	0	0	0
2	0	0	0	0	0
3	0	0	0	0	0
4	0	0	0	0	0
*	0	0	0	0	0
Lanes	Hourly Volume In Both Directions				
2	0	0	0	0	0
4	0	0	0	0	0
6	0	0	0	0	0
8	0	0	0	0	0
*	0	0	0	0	0
Lanes	Annual Average Daily Traffic				
2	0	0	0	0	0
4	0	0	0	0	0
6	0	0	0	0	0
8	0	0	0	0	0
*	0	0	0	0	0

Bus

A	B	C	D	E
Buses Per Hour In Peak Direction				
Buses in Study Hour in Peak Direction (Daily)				

* Service Volumes for the specific facility being analyzed, based on # of lanes from the intersection and segment data screens.
** Cannot be achieved based on input data provided.
*** Not applicable for that level of service letter grade. See generalized tables notes for more details.
# Under the given conditions, left turn lane storage is highly likely to overflow. The number of directional thru lanes should be reduced accordingly.
Facility weighted g/C exceeds normally acceptable upper range (0.5); verify that g/C inputs are correct.
Intersection capacity (ies) are exceeded for the full hour; an operational level analysis tool is more appropriate for this situation.

ARTPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst		Arterial Name	Okeechobee Blvd from I-95 to Australian	Study Period	Standard K
Date Prepared	12/18/2020 16:20:44	From		Modal Analysis	Multimodal
Agency		To		Program	ARTPLAN 2012
Area Type	Large Urbanized	Peak Direction	Eastbound	Version Date	12/12/2012
Arterial Class	1				

File Name	K:\FTL_TPTO\040416019 PB TPA WO #18 Okeechobee Blvd MCS\Task 3 Recommended Alternative\3.4 Benefits of Alternative\ARTPLAN\OBMCS_Existing 7.xap
User Notes	

Arterial Data

K	0.09	PHF	1	Control Type	FullyActuated
D	0.549	% Heavy Vehicles	4.9	Base Sat. Flow Rate	1950

Automobile Intersection Data

Cross Street	Cycle Length	Thru g/C	Arr. Type	INT # Dir.Lanes	% Left Turns	% Right Turns	Left Turn Lanes	Left Turn Phasing	# Left Turn Lanes	LT Storage Length	Left g/C	Right Turn Lanes
	150	0.45	3	2	12	12	Yes	Protected	1	235	0.15	No

Automobile Segment Data

Segment #	Length	AADT	Hourly Vol.	SEG # Dir.Lanes	Posted Speed	Free Flow Speed	Median Type	On-Street Parking	Parking Activity
1 (to)	3000	77500	3829	4	45	50	Restrictive	No	N/A

Automobile LOS

Segment #	Thru Mvmt Flow Rate	Adj. Sat. Flow Rate	v/c	Control Delay	Int. Approach LOS	Queue Ratio	Speed (mph)	Segment LOS
1 (to)	3370	3609	2.075	826.35	F	#	2.39	F

Arterial Length	0.5795	Weighted g/C	0.45	FFS Delay	830.62	Threshold Delay	755.62	Auto Speed	###	Auto LOS	###

Automobile Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1000 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1					
2					
3					
4					
*					
Lanes	Hourly Volume In Both Directions				
2					
4					
6					
8					
*					
Lanes	Annual Average Daily Traffic				
2					
4					
6					
8					
*					

Multimodal Segment Data

Segment #	Outside Lane Width	Pave Cond	Pave Shldr /Bike Lane	Side Path	Side Path Separation	Side walk	Sidewalk Roadway Separation	Sidewalk Roadway Protective Barrier	Bus Freq	Passenger Load Factor	Amenities	Bus Stop Type
1 (to)	Typical	Desirable	Yes	No	N/A	Yes	Typical	No	0	0	Excellent	None

Pedestrian SubSegment Data

	% of Segment			Sidewalk			Separation			Barrier		
Segment #	1	2	3	1	2	3	1	2	3	1	2	3
1 (to)	100			Yes			Typical			No		

Multimodal LOS

	Bicycle Street		Bicycle Sidepath		Pedestrian					Bus	
Link #	Score	LOS	Score	LOS	1	2	3	Score	LOS	Adj. Buses	LOS
1 (to)	3.49	C	N/A	N/A				4.24	D	0.00	F

Bicycle LOS	3.49	C	Pedestrian LOS	4.24	D	Bus LOS	0.00	F

MultiModal Service Volume Tables

Bicycle

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	0	0	0	0	0
2	0	0	0	0	0
3	0	0	0	0	0
4	0	0	0	0	0
*	0	0	0	0	0
Lanes	Hourly Volume In Both Directions				
2	0	0	0	0	0
4	0	0	0	0	0
6	0	0	0	0	0
8	0	0	0	0	0
*	0	0	0	0	0
Lanes	Annual Average Daily Traffic				
2	0	0	0	0	0
4	0	0	0	0	0
6	0	0	0	0	0
8	0	0	0	0	0
*	0	0	0	0	0

Pedestrian

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	0	0	0	0	0
2	0	0	0	0	0
3	0	0	0	0	0
4	0	0	0	0	0
*	0	0	0	0	0
Lanes	Hourly Volume In Both Directions				
2	0	0	0	0	0
4	0	0	0	0	0
6	0	0	0	0	0
8	0	0	0	0	0
*	0	0	0	0	0
Lanes	Annual Average Daily Traffic				
2	0	0	0	0	0
4	0	0	0	0	0
6	0	0	0	0	0
8	0	0	0	0	0
*	0	0	0	0	0

Bus

A	B	C	D	E
Buses Per Hour In Peak Direction				
Buses in Study Hour in Peak Direction (Daily)				

* Service Volumes for the specific facility being analyzed, based on # of lanes from the intersection and segment data screens.
** Cannot be achieved based on input data provided.
*** Not applicable for that level of service letter grade. See generalized tables notes for more details.
# Under the given conditions, left turn lane storage is highly likely to overflow. The number of directional thru lanes should be reduced accordingly.
Facility weighted g/C exceeds normally acceptable upper range (0.5); verify that g/C inputs are correct.
Intersection capacity (ies) are exceeded for the full hour; an operational level analysis tool is more appropriate for this situation.

ARTPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst		Arterial Name	Okeechobee Blvd from Australian to Tamar	Study Period	Standard K
Date Prepared	12/18/2020 16:27:27	From		Modal Analysis	Multimodal
Agency		To		Program	ARTPLAN 2012
Area Type	Large Urbanized	Peak Direction	Eastbound	Version Date	12/12/2012
Arterial Class	2				

File Name	K:\FTL_TPTO\040416019 PB TPA WO #18 Okeechobee Blvd MCS\Task 3 Recommended Alternative\3.4 Benefits of Alternative\ARTPLAN\OBMCS_Existing 8A.xap
User Notes	

Arterial Data

K	0.09	PHF	1	Control Type	CoordinatedActuated
D	0.549	% Heavy Vehicles	3.9	Base Sat. Flow Rate	1950

Automobile Intersection Data

Cross Street	Cycle Length	Thru g/C	Arr. Type	INT # Dir.Lanes	% Left Turns	% Right Turns	Left Turn Lanes	Left Turn Phasing	# Left Turn Lanes	LT Storage Length	Left g/C	Right Turn Lanes
	120	0.44	4	2	12	12	Yes	Protected	1	235	0.15	No

Automobile Segment Data

Segment #	Length	AADT	Hourly Vol.	SEG # Dir.Lanes	Posted Speed	Free Flow Speed	Median Type	On-Street Parking	Parking Activity
1 (to)	1400	70000	3459	4	35	40	Restrictive	No	N/A

Automobile LOS

Segment #	Thru Mvmt Flow Rate	Adj. Sat. Flow Rate	v/c	Control Delay	Int. Approach LOS	Queue Ratio	Speed (mph)	Segment LOS
1 (to)	3044	3434	1.911	352.50	F	#	2.62	F

Arterial Length	0.2765	Weighted g/C	0.44	FFS Delay	356.39	Threshold Delay	303.68	Auto Speed	###	Auto LOS	###

Automobile Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1000 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1					
2					
3					
4					
*					
Lanes	Hourly Volume In Both Directions				
2					
4					
6					
8					
*					
Lanes	Annual Average Daily Traffic				
2					
4					
6					
8					
*					

Multimodal Segment Data

Segment #	Outside Lane Width	Pave Cond	Pave Shldr /Bike Lane	Side Path	Side Path Separation	Side walk	Sidewalk Roadway Separation	Sidewalk Roadway Protective Barrier	Bus Freq	Passenger Load Factor	Amenities	Bus Stop Type
1 (to)	Typical	Desirable	Yes	No	N/A	Yes	Adjacent	No	0	0	Excellent	None

Pedestrian SubSegment Data

	% of Segment			Sidewalk			Separation			Barrier		
Segment #	1	2	3	1	2	3	1	2	3	1	2	3
1 (to)	100			Yes			Adjacent			No		

Multimodal LOS

	Bicycle Street		Bicycle Sidepath		Pedestrian					Bus	
Link #	Score	LOS	Score	LOS	1	2	3	Score	LOS	Adj. Buses	LOS
1 (to)	2.95	C	N/A	N/A				3.81	D	0.00	F

Bicycle LOS			Pedestrian LOS			Bus LOS		
Bicycle LOS	2.95	C	Pedestrian LOS	3.81	D	Bus LOS	0.00	F

MultiModal Service Volume Tables

Bicycle

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	0	0	0	0	0
2	0	0	0	0	0
3	0	0	0	0	0
4	0	0	0	0	0
*	0	0	0	0	0
Lanes	Hourly Volume In Both Directions				
2	0	0	0	0	0
4	0	0	0	0	0
6	0	0	0	0	0
8	0	0	0	0	0
*	0	0	0	0	0
Lanes	Annual Average Daily Traffic				
2	0	0	0	0	0
4	0	0	0	0	0
6	0	0	0	0	0
8	0	0	0	0	0
*	0	0	0	0	0

Pedestrian

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	0	0	0	0	0
2	0	0	0	0	0
3	0	0	0	0	0
4	0	0	0	0	0
*	0	0	0	0	0
Lanes	Hourly Volume In Both Directions				
2	0	0	0	0	0
4	0	0	0	0	0
6	0	0	0	0	0
8	0	0	0	0	0
*	0	0	0	0	0
Lanes	Annual Average Daily Traffic				
2	0	0	0	0	0
4	0	0	0	0	0
6	0	0	0	0	0
8	0	0	0	0	0
*	0	0	0	0	0

Bus

A	B	C	D	E
Buses Per Hour In Peak Direction				
Buses in Study Hour in Peak Direction (Daily)				

* Service Volumes for the specific facility being analyzed, based on # of lanes from the intersection and segment data screens.
** Cannot be achieved based on input data provided.
*** Not applicable for that level of service letter grade. See generalized tables notes for more details.
# Under the given conditions, left turn lane storage is highly likely to overflow. The number of directional thru lanes should be reduced accordingly.
Facility weighted g/C exceeds normally acceptable upper range (0.5); verify that g/C inputs are correct.
Intersection capacity (ies) are exceeded for the full hour; an operational level analysis tool is more appropriate for this situation.

ARTPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst		Arterial Name	Okeechobee Blvd from Australian to Tamar	Study Period	Standard K
Date Prepared	12/18/2020 16:27:27	From		Modal Analysis	Multimodal
Agency		To		Program	ARTPLAN 2012
Area Type	Large Urbanized	Peak Direction	Westbound	Version Date	12/12/2012
Arterial Class	1				

File Name	K:\FTL_TPTO\040416019 PB TPA WO #18 Okeechobee Blvd MCS\Task 3 Recommended Alternative\3.4 Benefits of Alternative\ARTPLAN\OBMCS_Existing 8B.xap
User Notes	

Arterial Data

K	0.09	PHF	1	Control Type	FullyActuated
D	0.549	% Heavy Vehicles	3.9	Base Sat. Flow Rate	1950

Automobile Intersection Data

Cross Street	Cycle Length	Thru g/C	Arr. Type	INT # Dir.Lanes	% Left Turns	% Right Turns	Left Turn Lanes	Left Turn Phasing	# Left Turn Lanes	LT Storage Length	Left g/C	Right Turn Lanes
	120	0.44	4	2	12	12	Yes	Protected	1	235	0.15	No

Automobile Segment Data

Segment #	Length	AADT	Hourly Vol.	SEG # Dir.Lanes	Posted Speed	Free Flow Speed	Median Type	On-Street Parking	Parking Activity
1 (to)	1400	70000	3459	4	45	50	Restrictive	No	N/A

Automobile LOS

Segment #	Thru Mvmt Flow Rate	Adj. Sat. Flow Rate	v/c	Control Delay	Int. Approach LOS	Queue Ratio	Speed (mph)	Segment LOS
1 (to)	3044	3653	1.796	220.48	F	#	4.10	F

Arterial Length	0.2765	Weighted g/C	0.44	FFS Delay	223.62	Threshold Delay	187.41	Auto Speed	###	Auto LOS	###

Automobile Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1000 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1					
2					
3					
4					
*					
Lanes	Hourly Volume In Both Directions				
2					
4					
6					
8					
*					
Lanes	Annual Average Daily Traffic				
2					
4					
6					
8					
*					

Multimodal Segment Data

Segment #	Outside Lane Width	Pave Cond	Pave Shldr /Bike Lane	Side Path	Side Path Separation	Side walk	Sidewalk Roadway Separation	Sidewalk Roadway Protective Barrier	Bus Freq	Passenger Load Factor	Amenities	Bus Stop Type
1 (to)	Typical	Desirable	Yes	No	N/A	Yes	Adjacent	No	0	0	Excellent	None

Pedestrian SubSegment Data

	% of Segment			Sidewalk			Separation			Barrier		
Segment #	1	2	3	1	2	3	1	2	3	1	2	3
1 (to)	100			Yes			Adjacent			No		

Multimodal LOS

	Bicycle Street		Bicycle Sidepath		Pedestrian					Bus	
Link #	Score	LOS	Score	LOS	1	2	3	Score	LOS	Adj. Buses	LOS
1 (to)	3.14	C	N/A	N/A				4.10	D	0.00	F

Bicycle LOS			Pedestrian LOS			Bus LOS		
	3.14	C		4.10	D		0.00	F

MultiModal Service Volume Tables

Bicycle

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	0	0	0	0	0
2	0	0	0	0	0
3	0	0	0	0	0
4	0	0	0	0	0
*	0	0	0	0	0
Lanes	Hourly Volume In Both Directions				
2	0	0	0	0	0
4	0	0	0	0	0
6	0	0	0	0	0
8	0	0	0	0	0
*	0	0	0	0	0
Lanes	Annual Average Daily Traffic				
2	0	0	0	0	0
4	0	0	0	0	0
6	0	0	0	0	0
8	0	0	0	0	0
*	0	0	0	0	0

Pedestrian

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	0	0	0	0	0
2	0	0	0	0	0
3	0	0	0	0	0
4	0	0	0	0	0
*	0	0	0	0	0
Lanes	Hourly Volume In Both Directions				
2	0	0	0	0	0
4	0	0	0	0	0
6	0	0	0	0	0
8	0	0	0	0	0
*	0	0	0	0	0
Lanes	Annual Average Daily Traffic				
2	0	0	0	0	0
4	0	0	0	0	0
6	0	0	0	0	0
8	0	0	0	0	0
*	0	0	0	0	0

Bus

A	B	C	D	E
Buses Per Hour In Peak Direction				
Buses in Study Hour in Peak Direction (Daily)				

* Service Volumes for the specific facility being analyzed, based on # of lanes from the intersection and segment data screens.
** Cannot be achieved based on input data provided.
*** Not applicable for that level of service letter grade. See generalized tables notes for more details.
# Under the given conditions, left turn lane storage is highly likely to overflow. The number of directional thru lanes should be reduced accordingly.
Facility weighted g/C exceeds normally acceptable upper range (0.5); verify that g/C inputs are correct.
Intersection capacity (ies) are exceeded for the full hour; an operational level analysis tool is more appropriate for this situation.

ARTPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst		Arterial Name	Okeechobee Blvd from Tamarind to Rosemar	Study Period	Standard K
Date Prepared	12/18/2020 16:34:52	From		Modal Analysis	Multimodal
Agency		To		Program	ARTPLAN 2012
Area Type	Large Urbanized	Peak Direction	Eastbound	Version Date	12/12/2012
Arterial Class	2				

File Name	K:\FTL_TPTO\040416019 PB TPA WO #18 Okeechobee Blvd MCS\Task 3 Recommended Alternative\3.4 Benefits of Alternative\ARTPLAN\OBMCS_Existing 9.xap
User Notes	

Arterial Data

K	0.09	PHF	1	Control Type	CoordinatedActuated
D	0.549	% Heavy Vehicles	3.9	Base Sat. Flow Rate	1950

Automobile Intersection Data

Cross Street	Cycle Length	Thru g/C	Arr. Type	INT # Dir.Lanes	% Left Turns	% Right Turns	Left Turn Lanes	Left Turn Phasing	# Left Turn Lanes	LT Storage Length	Left g/C	Right Turn Lanes
	120	0.44	4	2	12	12	Yes	Protected	1	235	0.15	No

Automobile Segment Data

Segment #	Length	AADT	Hourly Vol.	SEG # Dir.Lanes	Posted Speed	Free Flow Speed	Median Type	On-Street Parking	Parking Activity
1 (to)	1400	48783	2410	4	35	40	Restrictive	No	N/A

Automobile LOS

Segment #	Thru Mvmt Flow Rate	Adj. Sat. Flow Rate	v/c	Control Delay	Int. Approach LOS	Queue Ratio	Speed (mph)	Segment LOS
1 (to)	2121	3434	1.371	212.70	F	#	4.15	F

Arterial Length	0.2765	Weighted g/C	0.44	FFS Delay	215.97	Threshold Delay	163.26	Auto Speed	###	Auto LOS	###

Automobile Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1000 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1					
2					
3					
4					
*					
Lanes	Hourly Volume In Both Directions				
2					
4					
6					
8					
*					
Lanes	Annual Average Daily Traffic				
2					
4					
6					
8					
*					

Multimodal Segment Data

Segment #	Outside Lane Width	Pave Cond	Pave Shldr /Bike Lane	Side Path	Side Path Separation	Side walk	Sidewalk Roadway Separation	Sidewalk Roadway Protective Barrier	Bus Freq	Passenger Load Factor	Amenities	Bus Stop Type
1 (to)	Typical	Desirable	No	No	N/A	Yes	Adjacent	No	0	0	Excellent	None

Pedestrian SubSegment Data

	% of Segment			Sidewalk			Separation			Barrier		
Segment #	1	2	3	1	2	3	1	2	3	1	2	3
1 (to)	100			Yes			Adjacent			No		

Multimodal LOS

	Bicycle Street		Bicycle Sidepath		Pedestrian					Bus	
Link #	Score	LOS	Score	LOS	1	2	3	Score	LOS	Adj. Buses	LOS
1 (to)	4.49	E	N/A	N/A				3.45	C	0.00	F

Bicycle LOS	4.49	E	Pedestrian LOS	3.45	C	Bus LOS	0.00	F

MultiModal Service Volume Tables

Bicycle

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	0	0	0	0	0
2	0	0	0	0	0
3	0	0	0	0	0
4	0	0	0	0	0
*	0	0	0	0	0
Lanes	Hourly Volume In Both Directions				
2	0	0	0	0	0
4	0	0	0	0	0
6	0	0	0	0	0
8	0	0	0	0	0
*	0	0	0	0	0
Lanes	Annual Average Daily Traffic				
2	0	0	0	0	0
4	0	0	0	0	0
6	0	0	0	0	0
8	0	0	0	0	0
*	0	0	0	0	0

Pedestrian

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	0	0	0	0	0
2	0	0	0	0	0
3	0	0	0	0	0
4	0	0	0	0	0
*	0	0	0	0	0
Lanes	Hourly Volume In Both Directions				
2	0	0	0	0	0
4	0	0	0	0	0
6	0	0	0	0	0
8	0	0	0	0	0
*	0	0	0	0	0
Lanes	Annual Average Daily Traffic				
2	0	0	0	0	0
4	0	0	0	0	0
6	0	0	0	0	0
8	0	0	0	0	0
*	0	0	0	0	0

Bus

A	B	C	D	E
Buses Per Hour In Peak Direction				
Buses in Study Hour in Peak Direction (Daily)				

* Service Volumes for the specific facility being analyzed, based on # of lanes from the intersection and segment data screens.
** Cannot be achieved based on input data provided.
*** Not applicable for that level of service letter grade. See generalized tables notes for more details.
# Under the given conditions, left turn lane storage is highly likely to overflow. The number of directional thru lanes should be reduced accordingly.
Facility weighted g/C exceeds normally acceptable upper range (0.5); verify that g/C inputs are correct.
Intersection capacity (ies) are exceeded for the full hour; an operational level analysis tool is more appropriate for this situation.

ARTPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst		Arterial Name	Okeechobee Blvd from Rosemary Ave to US1	Study Period	Standard K
Date Prepared	12/18/2020 16:45:20	From		Modal Analysis	Multimodal
Agency		To		Program	ARTPLAN 2012
Area Type	Large Urbanized	Peak Direction	Eastbound	Version Date	12/12/2012
Arterial Class	2				

File Name	K:\FTL_TPTO\040416019 PB TPA WO #18 Okeechobee Blvd MCS\Task 3 Recommended Alternative\3.4 Benefits of Alternative\ARTPLAN\OBMCS_Existing 10A.xap
User Notes	

Arterial Data

K	0.09	PHF	1	Control Type	CoordinatedActuated
D	0.999	% Heavy Vehicles	2.4	Base Sat. Flow Rate	1950

Automobile Intersection Data

Cross Street	Cycle Length	Thru g/C	Arr. Type	INT # Dir.Lanes	% Left Turns	% Right Turns	Left Turn Lanes	Left Turn Phasing	# Left Turn Lanes	LT Storage Length	Left g/C	Right Turn Lanes
	120	0.44	4	2	12	12	Yes	Protected	1	235	0.15	No

Automobile Segment Data

Segment #	Length	AADT	Hourly Vol.	SEG # Dir.Lanes	Posted Speed	Free Flow Speed	Median Type	On-Street Parking	Parking Activity
1 (to)	600	22000	1978	4	35	40	Restrictive	No	N/A

Automobile LOS

Segment #	Thru Mvmt Flow Rate	Adj. Sat. Flow Rate	v/c	Control Delay	Int. Approach LOS	Queue Ratio	Speed (mph)	Segment LOS
1 (to)	1741	3486	1.131	88.96	F	0.89	4.37	F

Arterial Length	0.1250	Weighted g/C	0.44	FFS Delay	92.72	Threshold Delay	68.33	Auto Speed	###	Auto LOS	###

Automobile Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1000 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1					
2					
3					
4					
*					
Lanes	Hourly Volume In Both Directions				
2					
4					
6					
8					
*					
Lanes	Annual Average Daily Traffic				
2					
4					
6					
8					
*					

Multimodal Segment Data

Segment #	Outside Lane Width	Pave Cond	Pave Shldr /Bike Lane	Side Path	Side Path Separation	Side walk	Sidewalk Roadway Separation	Sidewalk Roadway Protective Barrier	Bus Freq	Passenger Load Factor	Amenities	Bus Stop Type
1 (to)	Typical	Desirable	No	No	N/A	Yes	Adjacent	No	0	0	Excellent	None

Pedestrian SubSegment Data

	% of Segment			Sidewalk			Separation			Barrier		
Segment #	1	2	3	1	2	3	1	2	3	1	2	3
1 (to)	100			Yes			Adjacent			No		

Multimodal LOS

	Bicycle Street		Bicycle Sidepath		Pedestrian					Bus	
Link #	Score	LOS	Score	LOS	1	2	3	Score	LOS	Adj. Buses	LOS
1 (to)	3.95	D	N/A	N/A				3.08	C	0.00	F

Bicycle LOS	3.95	D	Pedestrian LOS	3.08	C	Bus LOS	0.00	F

MultiModal Service Volume Tables

Bicycle

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	0	0	0	0	0
2	0	0	0	0	0
3	0	0	0	0	0
4	0	0	0	0	0
*	0	0	0	0	0
Lanes	Hourly Volume In Both Directions				
2	0	0	0	0	0
4	0	0	0	0	0
6	0	0	0	0	0
8	0	0	0	0	0
*	0	0	0	0	0
Lanes	Annual Average Daily Traffic				
2	0	0	0	0	0
4	0	0	0	0	0
6	0	0	0	0	0
8	0	0	0	0	0
*	0	0	0	0	0

Pedestrian

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	0	0	0	0	0
2	0	0	0	0	0
3	0	0	0	0	0
4	0	0	0	0	0
*	0	0	0	0	0
Lanes	Hourly Volume In Both Directions				
2	0	0	0	0	0
4	0	0	0	0	0
6	0	0	0	0	0
8	0	0	0	0	0
*	0	0	0	0	0
Lanes	Annual Average Daily Traffic				
2	0	0	0	0	0
4	0	0	0	0	0
6	0	0	0	0	0
8	0	0	0	0	0
*	0	0	0	0	0

Bus

A	B	C	D	E
Buses Per Hour In Peak Direction				
Buses in Study Hour in Peak Direction (Daily)				

* Service Volumes for the specific facility being analyzed, based on # of lanes from the intersection and segment data screens.
** Cannot be achieved based on input data provided.
*** Not applicable for that level of service letter grade. See generalized tables notes for more details.
# Under the given conditions, left turn lane storage is highly likely to overflow. The number of directional thru lanes should be reduced accordingly.
Facility weighted g/C exceeds normally acceptable upper range (0.5); verify that g/C inputs are correct.
Intersection capacity (ies) are exceeded for the full hour; an operational level analysis tool is more appropriate for this situation.

ARTPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst		Arterial Name	Okeechobee Blvd from Rosemary Ave to US1	Study Period	Standard K
Date Prepared	12/18/2020 16:45:20	From		Modal Analysis	Multimodal
Agency		To		Program	ARTPLAN 2012
Area Type	Large Urbanized	Peak Direction	Westbound	Version Date	12/12/2012
Arterial Class	2				

File Name	K:\FTL_TPTO\040416019 PB TPA WO #18 Okeechobee Blvd MCS\Task 3 Recommended Alternative\3.4 Benefits of Alternative\ARTPLAN\OBMCS_Existing 10B.xap
User Notes	

Arterial Data

K	0.09	PHF	1	Control Type	Pretimed
D	0.999	% Heavy Vehicles	1.9	Base Sat. Flow Rate	1950

Automobile Intersection Data

Cross Street	Cycle Length	Thru g/C	Arr. Type	INT # Dir.Lanes	% Left Turns	% Right Turns	Left Turn Lanes	Left Turn Phasing	# Left Turn Lanes	LT Storage Length	Left g/C	Right Turn Lanes
	120	0.44	4	2	12	12	Yes	Protected	1	235	0.15	No

Automobile Segment Data

Segment #	Length	AADT	Hourly Vol.	SEG # Dir.Lanes	Posted Speed	Free Flow Speed	Median Type	On-Street Parking	Parking Activity
1 (to)	600	23500	2113	4	35	40	Restrictive	No	N/A

Automobile LOS

Segment #	Thru Mvmt Flow Rate	Adj. Sat. Flow Rate	v/c	Control Delay	Int. Approach LOS	Queue Ratio	Speed (mph)	Segment LOS
1 (to)	1859	3521	1.188	116.71	F	#	3.44	F

Arterial Length	0.1250	Weighted g/C	0.44	FFS Delay	120.50	Threshold Delay	96.11	Auto Speed	###	Auto LOS	###

Automobile Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1000 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1					
2					
3					
4					
*					
Lanes	Hourly Volume In Both Directions				
2					
4					
6					
8					
*					
Lanes	Annual Average Daily Traffic				
2					
4					
6					
8					
*					

Multimodal Segment Data

Segment #	Outside Lane Width	Pave Cond	Pave Shldr /Bike Lane	Side Path	Side Path Separation	Side walk	Sidewalk Roadway Separation	Sidewalk Roadway Protective Barrier	Bus Freq	Passenger Load Factor	Amenities	Bus Stop Type
1 (to)	Typical	Desirable	No	No	N/A	Yes	Adjacent	No	0	0	Excellent	None

Pedestrian SubSegment Data

	% of Segment			Sidewalk			Separation			Barrier		
Segment #	1	2	3	1	2	3	1	2	3	1	2	3
1 (to)	100			Yes			Adjacent			No		

Multimodal LOS

	Bicycle Street		Bicycle Sidepath		Pedestrian					Bus	
Link #	Score	LOS	Score	LOS	1	2	3	Score	LOS	Adj. Buses	LOS
1 (to)	3.84	D	N/A	N/A				3.16	C	0.00	F

Bicycle LOS	3.84	D	Pedestrian LOS	3.16	C	Bus LOS	0.00	F

MultiModal Service Volume Tables

Bicycle

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	0	0	0	0	0
2	0	0	0	0	0
3	0	0	0	0	0
4	0	0	0	0	0
*	0	0	0	0	0
Lanes	Hourly Volume In Both Directions				
2	0	0	0	0	0
4	0	0	0	0	0
6	0	0	0	0	0
8	0	0	0	0	0
*	0	0	0	0	0
Lanes	Annual Average Daily Traffic				
2	0	0	0	0	0
4	0	0	0	0	0
6	0	0	0	0	0
8	0	0	0	0	0
*	0	0	0	0	0

Pedestrian

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	0	0	0	0	0
2	0	0	0	0	0
3	0	0	0	0	0
4	0	0	0	0	0
*	0	0	0	0	0
Lanes	Hourly Volume In Both Directions				
2	0	0	0	0	0
4	0	0	0	0	0
6	0	0	0	0	0
8	0	0	0	0	0
*	0	0	0	0	0
Lanes	Annual Average Daily Traffic				
2	0	0	0	0	0
4	0	0	0	0	0
6	0	0	0	0	0
8	0	0	0	0	0
*	0	0	0	0	0

Bus

A	B	C	D	E
Buses Per Hour In Peak Direction				
Buses in Study Hour in Peak Direction (Daily)				

* Service Volumes for the specific facility being analyzed, based on # of lanes from the intersection and segment data screens.
** Cannot be achieved based on input data provided.
*** Not applicable for that level of service letter grade. See generalized tables notes for more details.
# Under the given conditions, left turn lane storage is highly likely to overflow. The number of directional thru lanes should be reduced accordingly.
Facility weighted g/C exceeds normally acceptable upper range (0.5); verify that g/C inputs are correct.
Intersection capacity (ies) are exceeded for the full hour; an operational level analysis tool is more appropriate for this situation.

ARTPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst		Arterial Name	SR-7 from Wellington Mall to Southern B	Study Period	Standard K
Date Prepared	12/17/2020 13:54:49	From		Modal Analysis	Multimodal
Agency		To		Program	ARTPLAN 2012
Area Type	Large Urbanized	Peak Direction	Northbound	Version Date	12/12/2012
Arterial Class	1				

File Name	K:\FTL_TPTO\040416019 PB TPA WO #18 Okeechobee Blvd MCS\Task 3 Recommended Alternative\3.4 Benefits of Alternative\ARTPLAN\OBMCS_DesignOption 1.xap
User Notes	

Arterial Data

K	0.09	PHF	1	Control Type	FullyActuated
D	0.549	% Heavy Vehicles	3.5	Base Sat. Flow Rate	1950

Automobile Intersection Data

Cross Street	Cycle Length	Thru g/C	Arr. Type	INT # Dir.Lanes	% Left Turns	% Right Turns	Left Turn Lanes	Left Turn Phasing	# Left Turn Lanes	LT Storage Length	Left g/C	Right Turn Lanes
	150	0.45	3	2	12	12	Yes	Protected	1	235	0.15	No

Automobile Segment Data

Segment #	Length	AADT	Hourly Vol.	SEG # Dir.Lanes	Posted Speed	Free Flow Speed	Median Type	On-Street Parking	Parking Activity
1 (to)	13500	82300	4066	3	50	55	Restrictive	No	N/A

Automobile LOS

Segment #	Thru Mvmt Flow Rate	Adj. Sat. Flow Rate	v/c	Control Delay	Int. Approach LOS	Queue Ratio	Speed (mph)	Segment LOS
1 (to)	3578	3793	2.097	894.74	F	#	8.56	F

Arterial Length	2.5682	Weighted g/C	0.45	FFS Delay	912.73	Threshold Delay	566.45	Auto Speed	###	Auto LOS	###

Automobile Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1000 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1					
2					
3					
4					
*					
Lanes	Hourly Volume In Both Directions				
2					
4					
6					
8					
*					
Lanes	Annual Average Daily Traffic				
2					
4					
6					
8					
*					

Multimodal Segment Data

Segment #	Outside Lane Width	Pave Cond	Pave Shldr /Bike Lane	Side Path	Side Path Separation	Side walk	Sidewalk Roadway Separation	Sidewalk Roadway Protective Barrier	Bus Freq	Passenger Load Factor	Amenities	Bus Stop Type
1 (to)	Typical	Desirable	Yes	Yes	34.00	Yes	Wide	No	7	0.8	Excellent	Typical

Pedestrian SubSegment Data

	% of Segment			Sidewalk			Separation			Barrier		
Segment #	1	2	3	1	2	3	1	2	3	1	2	3
1 (to)	100			Yes			Wide			No		

Multimodal LOS

	Bicycle Street		Bicycle Sidepath		Pedestrian					Bus	
Link #	Score	LOS	Score	LOS	1	2	3	Score	LOS	Adj. Buses	LOS
1 (to)	3.35	C	1.86	B				5.29	F	6.34	A

Bicycle LOS			Pedestrian LOS			Bus LOS		
Bicycle LOS	1.86	B	Pedestrian LOS	5.29	F	Bus LOS	6.34	A

MultiModal Service Volume Tables

Bicycle

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	0	0	0	0	0
2	0	0	0	0	0
3	0	0	0	0	0
4	0	0	0	0	0
*	0	0	0	0	0
Lanes	Hourly Volume In Both Directions				
2	0	0	0	0	0
4	0	0	0	0	0
6	0	0	0	0	0
8	0	0	0	0	0
*	0	0	0	0	0
Lanes	Annual Average Daily Traffic				
2	0	0	0	0	0
4	0	0	0	0	0
6	0	0	0	0	0
8	0	0	0	0	0
*	0	0	0	0	0

Pedestrian

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	0	0	0	0	0
2	0	0	0	0	0
3	0	0	0	0	0
4	0	0	0	0	0
*	0	0	0	0	0
Lanes	Hourly Volume In Both Directions				
2	0	0	0	0	0
4	0	0	0	0	0
6	0	0	0	0	0
8	0	0	0	0	0
*	0	0	0	0	0
Lanes	Annual Average Daily Traffic				
2	0	0	0	0	0
4	0	0	0	0	0
6	0	0	0	0	0
8	0	0	0	0	0
*	0	0	0	0	0

Bus

A	B	C	D	E
Buses Per Hour In Peak Direction				
Buses in Study Hour in Peak Direction (Daily)				

* Service Volumes for the specific facility being analyzed, based on # of lanes from the intersection and segment data screens.
** Cannot be achieved based on input data provided.
*** Not applicable for that level of service letter grade. See generalized tables notes for more details.
# Under the given conditions, left turn lane storage is highly likely to overflow. The number of directional thru lanes should be reduced accordingly.
Facility weighted g/C exceeds normally acceptable upper range (0.5); verify that g/C inputs are correct.
Intersection capacity (ies) are exceeded for the full hour; an operational level analysis tool is more appropriate for this situation.

ARTPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst		Arterial Name	SR-7 from Southern Blvd to Weisman Way	Study Period	Standard K
Date Prepared	12/18/2020 15:38:05	From		Modal Analysis	Multimodal
Agency		To		Program	ARTPLAN 2012
Area Type	Large Urbanized	Peak Direction	Northbound	Version Date	12/12/2012
Arterial Class	1				

File Name	K:\FTL_TPTO\040416019 PB TPA WO #18 Okeechobee Blvd MCS\Task 3 Recommended Alternative\3.4 Benefits of Alternative\ARTPLAN\OBMCS_DesignOption 2.xap
User Notes	

Arterial Data

K	0.09	PHF	1	Control Type	FullyActuated
D	0.549	% Heavy Vehicles	5.2	Base Sat. Flow Rate	1950

Automobile Intersection Data

Cross Street	Cycle Length	Thru g/C	Arr. Type	INT # Dir.Lanes	% Left Turns	% Right Turns	Left Turn Lanes	Left Turn Phasing	# Left Turn Lanes	LT Storage Length	Left g/C	Right Turn Lanes
	150	0.45	3	2	12	12	Yes	Protected	1	235	0.15	No

Automobile Segment Data

Segment #	Length	AADT	Hourly Vol.	SEG # Dir.Lanes	Posted Speed	Free Flow Speed	Median Type	On-Street Parking	Parking Activity
1 (to)	2600	70300	3474	3	45	50	Restrictive	No	N/A

Automobile LOS

Segment #	Thru Mvmt Flow Rate	Adj. Sat. Flow Rate	v/c	Control Delay	Int. Approach LOS	Queue Ratio	Speed (mph)	Segment LOS
1 (to)	3057	3595	1.890	552.02	F	#	3.06	F

Arterial Length	0.5038	Weighted g/C	0.45	FFS Delay	556.63	Threshold Delay	491.33	Auto Speed	###	Auto LOS	###

Automobile Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1000 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1					
2					
3					
4					
*					
Lanes	Hourly Volume In Both Directions				
2					
4					
6					
8					
*					
Lanes	Annual Average Daily Traffic				
2					
4					
6					
8					
*					

Multimodal Segment Data

Segment #	Outside Lane Width	Pave Cond	Pave Shldr /Bike Lane	Side Path	Side Path Separation	Side walk	Sidewalk Roadway Separation	Sidewalk Roadway Protective Barrier	Bus Freq	Passenger Load Factor	Amenities	Bus Stop Type
1 (to)	Typical	Desirable	Yes	Yes	21.00	Yes	Wide	No	6	0.8	Excellent	Typical

Pedestrian SubSegment Data

	% of Segment			Sidewalk			Separation			Barrier		
Segment #	1	2	3	1	2	3	1	2	3	1	2	3
1 (to)	100			Yes			Wide			No		

Multimodal LOS

	Bicycle Street		Bicycle Sidepath		Pedestrian					Bus	
Link #	Score	LOS	Score	LOS	1	2	3	Score	LOS	Adj. Buses	LOS
1 (to)	3.65	D	2.08	B				4.66	E	8.39	A

Bicycle LOS			Pedestrian LOS			Bus LOS		
	2.08	B		4.66	E		8.39	A

MultiModal Service Volume Tables

Bicycle

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	0	0	0	0	0
2	0	0	0	0	0
3	0	0	0	0	0
4	0	0	0	0	0
*	0	0	0	0	0
Lanes	Hourly Volume In Both Directions				
2	0	0	0	0	0
4	0	0	0	0	0
6	0	0	0	0	0
8	0	0	0	0	0
*	0	0	0	0	0
Lanes	Annual Average Daily Traffic				
2	0	0	0	0	0
4	0	0	0	0	0
6	0	0	0	0	0
8	0	0	0	0	0
*	0	0	0	0	0

Pedestrian

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	0	0	0	0	0
2	0	0	0	0	0
3	0	0	0	0	0
4	0	0	0	0	0
*	0	0	0	0	0
Lanes	Hourly Volume In Both Directions				
2	0	0	0	0	0
4	0	0	0	0	0
6	0	0	0	0	0
8	0	0	0	0	0
*	0	0	0	0	0
Lanes	Annual Average Daily Traffic				
2	0	0	0	0	0
4	0	0	0	0	0
6	0	0	0	0	0
8	0	0	0	0	0
*	0	0	0	0	0

Bus

A	B	C	D	E
Buses Per Hour In Peak Direction				
Buses in Study Hour in Peak Direction (Daily)				

* Service Volumes for the specific facility being analyzed, based on # of lanes from the intersection and segment data screens.
** Cannot be achieved based on input data provided.
*** Not applicable for that level of service letter grade. See generalized tables notes for more details.
# Under the given conditions, left turn lane storage is highly likely to overflow. The number of directional thru lanes should be reduced accordingly.
Facility weighted g/C exceeds normally acceptable upper range (0.5); verify that g/C inputs are correct.
Intersection capacity (ies) are exceeded for the full hour; an operational level analysis tool is more appropriate for this situation.

ARTPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst		Arterial Name	SR-7 from Weisman Way to Belvedere Rd	Study Period	Standard K
Date Prepared	12/18/2020 15:53:30	From		Modal Analysis	Multimodal
Agency		To		Program	ARTPLAN 2012
Area Type	Large Urbanized	Peak Direction	Northbound	Version Date	12/12/2012
Arterial Class	1				

File Name	K:\FTL_TPTO\040416019 PB TPA WO #18 Okeechobee Blvd MCS\Task 3 Recommended Alternative\3.4 Benefits of Alternative\ARTPLAN\OBMCS_DesignOption 3.xap
User Notes	

Arterial Data

K	0.09	PHF	1	Control Type	FullyActuated
D	0.549	% Heavy Vehicles	5.2	Base Sat. Flow Rate	1950

Automobile Intersection Data

Cross Street	Cycle Length	Thru g/C	Arr. Type	INT # Dir.Lanes	% Left Turns	% Right Turns	Left Turn Lanes	Left Turn Phasing	# Left Turn Lanes	LT Storage Length	Left g/C	Right Turn Lanes
	150	0.45	3	2	12	12	Yes	Protected	1	235	0.15	No

Automobile Segment Data

Segment #	Length	AADT	Hourly Vol.	SEG # Dir.Lanes	Posted Speed	Free Flow Speed	Median Type	On-Street Parking	Parking Activity
1 (to)	1300	70300	3474	3	45	50	Restrictive	No	N/A

Automobile LOS

Segment #	Thru Mvmt Flow Rate	Adj. Sat. Flow Rate	v/c	Control Delay	Int. Approach LOS	Queue Ratio	Speed (mph)	Segment LOS
1 (to)	3057	3595	1.890	552.02	F	#	1.62	F

Arterial Length	0.2576	Weighted g/C	0.45	FFS Delay	555.64	Threshold Delay	521.85	Auto Speed	###	Auto LOS	###

Automobile Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1000 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1					
2					
3					
4					
*					
Lanes	Hourly Volume In Both Directions				
2					
4					
6					
8					
*					
Lanes	Annual Average Daily Traffic				
2					
4					
6					
8					
*					

Multimodal Segment Data

Segment #	Outside Lane Width	Pave Cond	Pave Shldr /Bike Lane	Side Path	Side Path Separation	Side walk	Sidewalk Roadway Separation	Sidewalk Roadway Protective Barrier	Bus Freq	Passenger Load Factor	Amenities	Bus Stop Type
1 (to)	Typical	Desirable	Yes	Yes	3.00	Yes	Typical	No	6	0.8	Excellent	Typical

Pedestrian SubSegment Data

	% of Segment			Sidewalk			Separation			Barrier		
Segment #	1	2	3	1	2	3	1	2	3	1	2	3
1 (to)	100			Yes			Typical			No		

Multimodal LOS

	Bicycle Street		Bicycle Sidepath		Pedestrian					Bus	
Link #	Score	LOS	Score	LOS	1	2	3	Score	LOS	Adj. Buses	LOS
1 (to)	3.61	D	3.79	D				4.60	E	8.39	A

Bicycle LOS	3.61	D	Pedestrian LOS	4.60	E	Bus LOS	8.39	A

MultiModal Service Volume Tables

Bicycle

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	0	0	0	0	0
2	0	0	0	0	0
3	0	0	0	0	0
4	0	0	0	0	0
*	0	0	0	0	0
Lanes	Hourly Volume In Both Directions				
2	0	0	0	0	0
4	0	0	0	0	0
6	0	0	0	0	0
8	0	0	0	0	0
*	0	0	0	0	0
Lanes	Annual Average Daily Traffic				
2	0	0	0	0	0
4	0	0	0	0	0
6	0	0	0	0	0
8	0	0	0	0	0
*	0	0	0	0	0

Pedestrian

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	0	0	0	0	0
2	0	0	0	0	0
3	0	0	0	0	0
4	0	0	0	0	0
*	0	0	0	0	0
Lanes	Hourly Volume In Both Directions				
2	0	0	0	0	0
4	0	0	0	0	0
6	0	0	0	0	0
8	0	0	0	0	0
*	0	0	0	0	0
Lanes	Annual Average Daily Traffic				
2	0	0	0	0	0
4	0	0	0	0	0
6	0	0	0	0	0
8	0	0	0	0	0
*	0	0	0	0	0

Bus

A	B	C	D	E
Buses Per Hour In Peak Direction				
Buses in Study Hour in Peak Direction (Daily)				

* Service Volumes for the specific facility being analyzed, based on # of lanes from the intersection and segment data screens.
** Cannot be achieved based on input data provided.
*** Not applicable for that level of service letter grade. See generalized tables notes for more details.
# Under the given conditions, left turn lane storage is highly likely to overflow. The number of directional thru lanes should be reduced accordingly.
Facility weighted g/C exceeds normally acceptable upper range (0.5); verify that g/C inputs are correct.
Intersection capacity (ies) are exceeded for the full hour; an operational level analysis tool is more appropriate for this situation.

ARTPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst		Arterial Name	SR-7 from Belvedere Rd to Okeechobee Blv	Study Period	Standard K
Date Prepared	12/18/2020 16:00:48	From		Modal Analysis	Multimodal
Agency		To		Program	ARTPLAN 2012
Area Type	Large Urbanized	Peak Direction	Northbound	Version Date	12/12/2012
Arterial Class	1				

File Name	K:\FTL_TPTO\040416019 PB TPA WO #18 Okeechobee Blvd MCS\Task 3 Recommended Alternative\3.4 Benefits of Alternative\ARTPLAN\OBMCS_DesignOption 4.xap
User Notes	

Arterial Data

K	0.09	PHF	1	Control Type	FullyActuated
D	0.549	% Heavy Vehicles	7.2	Base Sat. Flow Rate	1950

Automobile Intersection Data

Cross Street	Cycle Length	Thru g/C	Arr. Type	INT # Dir.Lanes	% Left Turns	% Right Turns	Left Turn Lanes	Left Turn Phasing	# Left Turn Lanes	LT Storage Length	Left g/C	Right Turn Lanes
	150	0.45	3	2	12	12	Yes	Protected	1	235	0.15	No

Automobile Segment Data

Segment #	Length	AADT	Hourly Vol.	SEG # Dir.Lanes	Posted Speed	Free Flow Speed	Median Type	On-Street Parking	Parking Activity
1 (to)	6300	52700	2604	2	45	50	Restrictive	No	N/A

Automobile LOS

Segment #	Thru Mvmt Flow Rate	Adj. Sat. Flow Rate	v/c	Control Delay	Int. Approach LOS	Queue Ratio	Speed (mph)	Segment LOS
1 (to)	2292	3510	1.451	268.55	F	#	11.87	F

Arterial Length	1.2045	Weighted g/C	0.45	FFS Delay	279.36	Threshold Delay	124.36	Auto Speed	###	Auto LOS	###

Automobile Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1000 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1					
2					
3					
4					
*					
Lanes	Hourly Volume In Both Directions				
2					
4					
6					
8					
*					
Lanes	Annual Average Daily Traffic				
2					
4					
6					
8					
*					

Multimodal Segment Data

Segment #	Outside Lane Width	Pave Cond	Pave Shldr /Bike Lane	Side Path	Side Path Separation	Side walk	Sidewalk Roadway Separation	Sidewalk Roadway Protective Barrier	Bus Freq	Passenger Load Factor	Amenities	Bus Stop Type
1 (to)	Typical	Desirable	Yes	Yes	24.00	Yes	Typical	No	5	0.8	Excellent	Typical

Pedestrian SubSegment Data

	% of Segment			Sidewalk			Separation			Barrier		
Segment #	1	2	3	1	2	3	1	2	3	1	2	3
1 (to)	100			Yes			Typical			No		

Multimodal LOS

	Bicycle Street		Bicycle Sidepath		Pedestrian					Bus	
Link #	Score	LOS	Score	LOS	1	2	3	Score	LOS	Adj. Buses	LOS
1 (to)	4.30	E	1.94	B				4.97	E	6.99	A

Bicycle LOS	1.94	B	Pedestrian LOS	4.97	E	Bus LOS	6.99	A

MultiModal Service Volume Tables

Bicycle

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	0	0	0	0	0
2	0	0	0	0	0
3	0	0	0	0	0
4	0	0	0	0	0
*	0	0	0	0	0
Lanes	Hourly Volume In Both Directions				
2	0	0	0	0	0
4	0	0	0	0	0
6	0	0	0	0	0
8	0	0	0	0	0
*	0	0	0	0	0
Lanes	Annual Average Daily Traffic				
2	0	0	0	0	0
4	0	0	0	0	0
6	0	0	0	0	0
8	0	0	0	0	0
*	0	0	0	0	0

Pedestrian

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	0	0	0	0	0
2	0	0	0	0	0
3	0	0	0	0	0
4	0	0	0	0	0
*	0	0	0	0	0
Lanes	Hourly Volume In Both Directions				
2	0	0	0	0	0
4	0	0	0	0	0
6	0	0	0	0	0
8	0	0	0	0	0
*	0	0	0	0	0
Lanes	Annual Average Daily Traffic				
2	0	0	0	0	0
4	0	0	0	0	0
6	0	0	0	0	0
8	0	0	0	0	0
*	0	0	0	0	0

Bus

A	B	C	D	E
Buses Per Hour In Peak Direction				
Buses in Study Hour in Peak Direction (Daily)				

* Service Volumes for the specific facility being analyzed, based on # of lanes from the intersection and segment data screens.
** Cannot be achieved based on input data provided.
*** Not applicable for that level of service letter grade. See generalized tables notes for more details.
# Under the given conditions, left turn lane storage is highly likely to overflow. The number of directional thru lanes should be reduced accordingly.
Facility weighted g/C exceeds normally acceptable upper range (0.5); verify that g/C inputs are correct.
Intersection capacity (ies) are exceeded for the full hour; an operational level analysis tool is more appropriate for this situation.

ARTPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst		Arterial Name	Okeechobee Blvd from SR-7 to FL Turnpike	Study Period	Standard K
Date Prepared	12/18/2020 16:09:30	From		Modal Analysis	Multimodal
Agency		To		Program	ARTPLAN 2012
Area Type	Large Urbanized	Peak Direction	Eastbound	Version Date	12/12/2012
Arterial Class	1				

File Name	K:\FTL_TPTO\040416019 PB TPA WO #18 Okeechobee Blvd MCS\Task 3 Recommended Alternative\3.4 Benefits of Alternative\ARTPLAN\OBMCS_DesignOption 5.xap
User Notes	

Arterial Data

K	0.09	PHF	1	Control Type	FullyActuated
D	0.549	% Heavy Vehicles	5	Base Sat. Flow Rate	1950

Automobile Intersection Data

Cross Street	Cycle Length	Thru g/C	Arr. Type	INT # Dir.Lanes	% Left Turns	% Right Turns	Left Turn Lanes	Left Turn Phasing	# Left Turn Lanes	LT Storage Length	Left g/C	Right Turn Lanes
	150	0.45	3	2	12	12	Yes	Protected	1	235	0.15	No

Automobile Segment Data

Segment #	Length	AADT	Hourly Vol.	SEG # Dir.Lanes	Posted Speed	Free Flow Speed	Median Type	On-Street Parking	Parking Activity
1 (to)	15000	71400	3528	3	50	55	Restrictive	No	N/A

Automobile LOS

Segment #	Thru Mvmt Flow Rate	Adj. Sat. Flow Rate	v/c	Control Delay	Int. Approach LOS	Queue Ratio	Speed (mph)	Segment LOS
1 (to)	3105	3723	1.853	520.65	F	#	14.19	F

Arterial Length	2.8523	Weighted g/C	0.45	FFS Delay	537.50	Threshold Delay	153.00	Auto Speed	###	Auto LOS	###

Automobile Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1000 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1					
2					
3					
4					
*					
Lanes	Hourly Volume In Both Directions				
2					
4					
6					
8					
*					
Lanes	Annual Average Daily Traffic				
2					
4					
6					
8					
*					

Multimodal Segment Data

Segment #	Outside Lane Width	Pave Cond	Pave Shldr /Bike Lane	Side Path	Side Path Separation	Side walk	Sidewalk Roadway Separation	Sidewalk Roadway Protective Barrier	Bus Freq	Passenger Load Factor	Amenities	Bus Stop Type
1 (to)	Typical	Desirable	Yes	Yes	30.00	Yes	Wide	No	8	0.8	Excellent	Typical

Pedestrian SubSegment Data

	% of Segment			Sidewalk			Separation			Barrier		
Segment #	1	2	3	1	2	3	1	2	3	1	2	3
1 (to)	100			Yes			Wide			No		

Multimodal LOS

	Bicycle Street		Bicycle Sidepath		Pedestrian					Bus	
Link #	Score	LOS	Score	LOS	1	2	3	Score	LOS	Adj. Buses	LOS
1 (to)	3.70	D	2.01	B				4.91	E	11.19	A

Bicycle LOS		Pedestrian LOS		Bus LOS	
2.01	B	4.91	E	11.19	A

MultiModal Service Volume Tables

Bicycle

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	0	0	0	0	0
2	0	0	0	0	0
3	0	0	0	0	0
4	0	0	0	0	0
*	0	0	0	0	0
Lanes	Hourly Volume In Both Directions				
2	0	0	0	0	0
4	0	0	0	0	0
6	0	0	0	0	0
8	0	0	0	0	0
*	0	0	0	0	0
Lanes	Annual Average Daily Traffic				
2	0	0	0	0	0
4	0	0	0	0	0
6	0	0	0	0	0
8	0	0	0	0	0
*	0	0	0	0	0

Pedestrian

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	0	0	0	0	0
2	0	0	0	0	0
3	0	0	0	0	0
4	0	0	0	0	0
*	0	0	0	0	0
Lanes	Hourly Volume In Both Directions				
2	0	0	0	0	0
4	0	0	0	0	0
6	0	0	0	0	0
8	0	0	0	0	0
*	0	0	0	0	0
Lanes	Annual Average Daily Traffic				
2	0	0	0	0	0
4	0	0	0	0	0
6	0	0	0	0	0
8	0	0	0	0	0
*	0	0	0	0	0

Bus

A	B	C	D	E
Buses Per Hour In Peak Direction				
Buses in Study Hour in Peak Direction (Daily)				

* Service Volumes for the specific facility being analyzed, based on # of lanes from the intersection and segment data screens.
** Cannot be achieved based on input data provided.
*** Not applicable for that level of service letter grade. See generalized tables notes for more details.
# Under the given conditions, left turn lane storage is highly likely to overflow. The number of directional thru lanes should be reduced accordingly.
Facility weighted g/C exceeds normally acceptable upper range (0.5); verify that g/C inputs are correct.
Intersection capacity (ies) are exceeded for the full hour; an operational level analysis tool is more appropriate for this situation.

ARTPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst		Arterial Name	Okeechobee Blvd from FL Turnpike to I-95	Study Period	Standard K
Date Prepared	12/18/2020 16:15:13	From		Modal Analysis	Multimodal
Agency		To		Program	ARTPLAN 2012
Area Type	Large Urbanized	Peak Direction	Eastbound	Version Date	12/12/2012
Arterial Class	1				

File Name	K:\FTL_TPTO\040416019 PB TPA WO #18 Okeechobee Blvd MCS\Task 3 Recommended Alternative\3.4 Benefits of Alternative\ARTPLAN\OBMCS_DesignOption 6.xap
User Notes	

Arterial Data

K	0.09	PHF	1	Control Type	FullyActuated
D	0.549	% Heavy Vehicles	2.9	Base Sat. Flow Rate	1950

Automobile Intersection Data

Cross Street	Cycle Length	Thru g/C	Arr. Type	INT # Dir.Lanes	% Left Turns	% Right Turns	Left Turn Lanes	Left Turn Phasing	# Left Turn Lanes	LT Storage Length	Left g/C	Right Turn Lanes
	150	0.45	3	2	12	12	Yes	Protected	1	235	0.15	No

Automobile Segment Data

Segment #	Length	AADT	Hourly Vol.	SEG # Dir.Lanes	Posted Speed	Free Flow Speed	Median Type	On-Street Parking	Parking Activity
1 (to)	15000	72500	3582	3	45	50	Restrictive	No	N/A

Automobile LOS

Segment #	Thru Mvmt Flow Rate	Adj. Sat. Flow Rate	v/c	Control Delay	Int. Approach LOS	Queue Ratio	Speed (mph)	Segment LOS
1 (to)	3152	3699	1.894	555.82	F	#	13.16	F

Arterial Length	2.8523	Weighted g/C	0.45	FFS Delay	575.63	Threshold Delay	209.73	Auto Speed	###	Auto LOS	###

Automobile Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1000 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1					
2					
3					
4					
*					
Lanes	Hourly Volume In Both Directions				
2					
4					
6					
8					
*					
Lanes	Annual Average Daily Traffic				
2					
4					
6					
8					
*					

Multimodal Segment Data

Segment #	Outside Lane Width	Pave Cond	Pave Shldr /Bike Lane	Side Path	Side Path Separation	Side walk	Sidewalk Roadway Separation	Sidewalk Roadway Protective Barrier	Bus Freq	Passenger Load Factor	Amenities	Bus Stop Type
1 (to)	Typical	Desirable	Yes	No	N/A	Yes	Adjacent	No	8	0.8	Excellent	Typical

Pedestrian SubSegment Data

	% of Segment			Sidewalk			Separation			Barrier		
Segment #	1	2	3	1	2	3	1	2	3	1	2	3
1 (to)	100			Yes			Adjacent			No		

Multimodal LOS

	Bicycle Street		Bicycle Sidepath		Pedestrian					Bus	
Link #	Score	LOS	Score	LOS	1	2	3	Score	LOS	Adj. Buses	LOS
1 (to)	3.08	C	N/A	N/A				4.88	E	11.19	A

Bicycle LOS	3.08	C	Pedestrian LOS	4.88	E	Bus LOS	11.19	A

MultiModal Service Volume Tables

Bicycle

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	0	0	0	0	0
2	0	0	0	0	0
3	0	0	0	0	0
4	0	0	0	0	0
*	0	0	0	0	0
Lanes	Hourly Volume In Both Directions				
2	0	0	0	0	0
4	0	0	0	0	0
6	0	0	0	0	0
8	0	0	0	0	0
*	0	0	0	0	0
Lanes	Annual Average Daily Traffic				
2	0	0	0	0	0
4	0	0	0	0	0
6	0	0	0	0	0
8	0	0	0	0	0
*	0	0	0	0	0

Pedestrian

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	0	0	0	0	0
2	0	0	0	0	0
3	0	0	0	0	0
4	0	0	0	0	0
*	0	0	0	0	0
Lanes	Hourly Volume In Both Directions				
2	0	0	0	0	0
4	0	0	0	0	0
6	0	0	0	0	0
8	0	0	0	0	0
*	0	0	0	0	0
Lanes	Annual Average Daily Traffic				
2	0	0	0	0	0
4	0	0	0	0	0
6	0	0	0	0	0
8	0	0	0	0	0
*	0	0	0	0	0

Bus

A	B	C	D	E
Buses Per Hour In Peak Direction				
Buses in Study Hour in Peak Direction (Daily)				

* Service Volumes for the specific facility being analyzed, based on # of lanes from the intersection and segment data screens.
** Cannot be achieved based on input data provided.
*** Not applicable for that level of service letter grade. See generalized tables notes for more details.
\# Under the given conditions, left turn lane storage is highly likely to overflow. The number of directional thru lanes should be reduced accordingly.
\## Facility weighted g/C exceeds normally acceptable upper range (0.5); verify that g/C inputs are correct.
\### Intersection capacity (ies) are exceeded for the full hour; an operational level analysis tool is more appropriate for this situation.

ARTPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst		Arterial Name	Okeechobee Blvd from I-95 to Australian	Study Period	Standard K
Date Prepared	12/18/2020 16:20:44	From		Modal Analysis	Multimodal
Agency		To		Program	ARTPLAN 2012
Area Type	Large Urbanized	Peak Direction	Eastbound	Version Date	12/12/2012
Arterial Class	1				

File Name	K:\FTL_TPTO\040416019 PB TPA WO #18 Okeechobee Blvd MCS\Task 3 Recommended Alternative\3.4 Benefits of Alternative\ARTPLAN\OBMCS_DesignOption 7A.xap
User Notes	

Arterial Data

K	0.09	PHF	1	Control Type	FullyActuated
D	0.549	% Heavy Vehicles	4.9	Base Sat. Flow Rate	1950

Automobile Intersection Data

Cross Street	Cycle Length	Thru g/C	Arr. Type	INT # Dir.Lanes	% Left Turns	% Right Turns	Left Turn Lanes	Left Turn Phasing	# Left Turn Lanes	LT Storage Length	Left g/C	Right Turn Lanes
	150	0.45	3	2	12	12	Yes	Protected	1	235	0.15	No

Automobile Segment Data

Segment #	Length	AADT	Hourly Vol.	SEG # Dir.Lanes	Posted Speed	Free Flow Speed	Median Type	On-Street Parking	Parking Activity
1 (to)	3000	84200	4160	3	45	50	Restrictive	No	N/A

Automobile LOS

Segment #	Thru Mvmt Flow Rate	Adj. Sat. Flow Rate	v/c	Control Delay	Int. Approach LOS	Queue Ratio	Speed (mph)	Segment LOS
1 (to)	3661	3609	2.254	-1004.21	A	#	-2.18	F

Arterial Length	0.5795	Weighted g/C	0.45	FFS Delay	-998.23	Threshold Delay	0.00	Auto Speed	###	Auto LOS	###

Automobile Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1000 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1					
2					
3					
4					
*					
Lanes	Hourly Volume In Both Directions				
2					
4					
6					
8					
*					
Lanes	Annual Average Daily Traffic				
2					
4					
6					
8					
*					

Multimodal Segment Data

Segment #	Outside Lane Width	Pave Cond	Pave Shldr /Bike Lane	Side Path	Side Path Separation	Side walk	Sidewalk Roadway Separation	Sidewalk Roadway Protective Barrier	Bus Freq	Passenger Load Factor	Amenities	Bus Stop Type
1 (to)	Typical	Desirable	Yes	Yes	8.00	Yes	Typical	No	6	0.8	Excellent	Typical

Pedestrian SubSegment Data

	% of Segment			Sidewalk			Separation			Barrier		
Segment #	1	2	3	1	2	3	1	2	3	1	2	3
1 (to)	100			Yes			Typical			No		

Multimodal LOS

	Bicycle Street		Bicycle Sidepath		Pedestrian					Bus	
Link #	Score	LOS	Score	LOS	1	2	3	Score	LOS	Adj. Buses	LOS
1 (to)	3.64	D	2.93	C				5.15	F	5.43	B

Bicycle LOS	2.93	C	Pedestrian LOS	5.15	F	Bus LOS	5.43	B

MultiModal Service Volume Tables

Bicycle

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	0	0	0	0	0
2	0	0	0	0	0
3	0	0	0	0	0
4	0	0	0	0	0
*	0	0	0	0	0
Lanes	Hourly Volume In Both Directions				
2	0	0	0	0	0
4	0	0	0	0	0
6	0	0	0	0	0
8	0	0	0	0	0
*	0	0	0	0	0
Lanes	Annual Average Daily Traffic				
2	0	0	0	0	0
4	0	0	0	0	0
6	0	0	0	0	0
8	0	0	0	0	0
*	0	0	0	0	0

Pedestrian

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	0	0	0	0	0
2	0	0	0	0	0
3	0	0	0	0	0
4	0	0	0	0	0
*	0	0	0	0	0
Lanes	Hourly Volume In Both Directions				
2	0	0	0	0	0
4	0	0	0	0	0
6	0	0	0	0	0
8	0	0	0	0	0
*	0	0	0	0	0
Lanes	Annual Average Daily Traffic				
2	0	0	0	0	0
4	0	0	0	0	0
6	0	0	0	0	0
8	0	0	0	0	0
*	0	0	0	0	0

Bus

A	B	C	D	E
Buses Per Hour In Peak Direction				
Buses in Study Hour in Peak Direction (Daily)				

* Service Volumes for the specific facility being analyzed, based on # of lanes from the intersection and segment data screens.
** Cannot be achieved based on input data provided.
*** Not applicable for that level of service letter grade. See generalized tables notes for more details.
# Under the given conditions, left turn lane storage is highly likely to overflow. The number of directional thru lanes should be reduced accordingly.
Facility weighted g/C exceeds normally acceptable upper range (0.5); verify that g/C inputs are correct.
Intersection capacity (ies) are exceeded for the full hour; an operational level analysis tool is more appropriate for this situation.

ARTPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst		Arterial Name	Okeechobee Blvd from I-95 to Australian	Study Period	Standard K
Date Prepared	12/18/2020 16:20:44	From		Modal Analysis	Multimodal
Agency		To		Program	ARTPLAN 2012
Area Type	Large Urbanized	Peak Direction	Westbound	Version Date	12/12/2012
Arterial Class	1				

File Name	K:\FTL_TPTO\040416019 PB TPA WO #18 Okeechobee Blvd MCS\Task 3 Recommended Alternative\3.4 Benefits of Alternative\ARTPLAN\OBMCS_DesignOption 7B.xap
User Notes	

Arterial Data

K	0.09	PHF	1	Control Type	FullyActuated
D	0.549	% Heavy Vehicles	4.9	Base Sat. Flow Rate	1950

Automobile Intersection Data

Cross Street	Cycle Length	Thru g/C	Arr. Type	INT # Dir.Lanes	% Left Turns	% Right Turns	Left Turn Lanes	Left Turn Phasing	# Left Turn Lanes	LT Storage Length	Left g/C	Right Turn Lanes
	150	0.45	3	2	12	12	Yes	Protected	1	235	0.15	No

Automobile Segment Data

Segment #	Length	AADT	Hourly Vol.	SEG # Dir.Lanes	Posted Speed	Free Flow Speed	Median Type	On-Street Parking	Parking Activity
1 (to)	3000	84200	4160	3	45	50	Restrictive	No	N/A

Automobile LOS

Segment #	Thru Mvmt Flow Rate	Adj. Sat. Flow Rate	v/c	Control Delay	Int. Approach LOS	Queue Ratio	Speed (mph)	Segment LOS
1 (to)	3661	3609	2.254	-1004.21	A	#	-2.18	F

Arterial Length	0.5795	Weighted g/C	0.45	FFS Delay	-998.23	Threshold Delay	0.00	Auto Speed	###	Auto LOS	###

Automobile Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1000 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1					
2					
3					
4					
*					
Lanes	Hourly Volume In Both Directions				
2					
4					
6					
8					
*					
Lanes	Annual Average Daily Traffic				
2					
4					
6					
8					
*					

Multimodal Segment Data

Segment #	Outside Lane Width	Pave Cond	Pave Shldr /Bike Lane	Side Path	Side Path Separation	Side walk	Sidewalk Roadway Separation	Sidewalk Roadway Protective Barrier	Bus Freq	Passenger Load Factor	Amenities	Bus Stop Type
1 (to)	Typical	Desirable	Yes	No	N/A	Yes	Typical	No	6	0.8	Excellent	Typical

Pedestrian SubSegment Data

	% of Segment			Sidewalk			Separation			Barrier		
Segment #	1	2	3	1	2	3	1	2	3	1	2	3
1 (to)	100			Yes			Typical			No		

Multimodal LOS

	Bicycle Street		Bicycle Sidepath		Pedestrian					Bus	
Link #	Score	LOS	Score	LOS	1	2	3	Score	LOS	Adj. Buses	LOS
1 (to)	3.64	D	N/A	N/A				5.15	F	5.43	B

Bicycle LOS	3.64	D	Pedestrian LOS	5.15	F	Bus LOS	5.43	B

MultiModal Service Volume Tables

Bicycle

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	0	0	0	0	0
2	0	0	0	0	0
3	0	0	0	0	0
4	0	0	0	0	0
*	0	0	0	0	0
Lanes	Hourly Volume In Both Directions				
2	0	0	0	0	0
4	0	0	0	0	0
6	0	0	0	0	0
8	0	0	0	0	0
*	0	0	0	0	0
Lanes	Annual Average Daily Traffic				
2	0	0	0	0	0
4	0	0	0	0	0
6	0	0	0	0	0
8	0	0	0	0	0
*	0	0	0	0	0

Pedestrian

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	0	0	0	0	0
2	0	0	0	0	0
3	0	0	0	0	0
4	0	0	0	0	0
*	0	0	0	0	0
Lanes	Hourly Volume In Both Directions				
2	0	0	0	0	0
4	0	0	0	0	0
6	0	0	0	0	0
8	0	0	0	0	0
*	0	0	0	0	0
Lanes	Annual Average Daily Traffic				
2	0	0	0	0	0
4	0	0	0	0	0
6	0	0	0	0	0
8	0	0	0	0	0
*	0	0	0	0	0

Bus

A	B	C	D	E
Buses Per Hour In Peak Direction				
Buses in Study Hour in Peak Direction (Daily)				

* Service Volumes for the specific facility being analyzed, based on # of lanes from the intersection and segment data screens.
** Cannot be achieved based on input data provided.
*** Not applicable for that level of service letter grade. See generalized tables notes for more details.
# Under the given conditions, left turn lane storage is highly likely to overflow. The number of directional thru lanes should be reduced accordingly.
Facility weighted g/C exceeds normally acceptable upper range (0.5); verify that g/C inputs are correct.
Intersection capacity (ies) are exceeded for the full hour; an operational level analysis tool is more appropriate for this situation.

ARTPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst		Arterial Name	Okeechobee Blvd from Australian to Tamar	Study Period	Standard K
Date Prepared	12/18/2020 16:27:27	From		Modal Analysis	Multimodal
Agency		To		Program	ARTPLAN 2012
Area Type	Large Urbanized	Peak Direction	Eastbound	Version Date	12/12/2012
Arterial Class	2				

File Name	K:\FTL_TPTO\040416019 PB TPA WO #18 Okeechobee Blvd MCS\Task 3 Recommended Alternative\3.4 Benefits of Alternative\ARTPLAN\OBMCS_DesignOption 8A.xap
User Notes	

Arterial Data

K	0.09	PHF	1	Control Type	CoordinatedActuated
D	0.549	% Heavy Vehicles	3.9	Base Sat. Flow Rate	1950

Automobile Intersection Data

Cross Street	Cycle Length	Thru g/C	Arr. Type	INT # Dir.Lanes	% Left Turns	% Right Turns	Left Turn Lanes	Left Turn Phasing	# Left Turn Lanes	LT Storage Length	Left g/C	Right Turn Lanes
	120	0.44	4	2	12	12	Yes	Protected	1	235	0.15	No

Automobile Segment Data

Segment #	Length	AADT	Hourly Vol.	SEG # Dir.Lanes	Posted Speed	Free Flow Speed	Median Type	On-Street Parking	Parking Activity
1 (to)	1400	78100	3859	3	35	40	Restrictive	No	N/A

Automobile LOS

Segment #	Thru Mvmt Flow Rate	Adj. Sat. Flow Rate	v/c	Control Delay	Int. Approach LOS	Queue Ratio	Speed (mph)	Segment LOS
1 (to)	3396	3434	2.117	477.02	F	#	1.97	F

Arterial Length	0.2765	Weighted g/C	0.44	FFS Delay	482.18	Threshold Delay	429.47	Auto Speed	###	Auto LOS	###

Automobile Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1000 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1					
2					
3					
4					
*					
Lanes	Hourly Volume In Both Directions				
2					
4					
6					
8					
*					
Lanes	Annual Average Daily Traffic				
2					
4					
6					
8					
*					

Multimodal Segment Data

Segment #	Outside Lane Width	Pave Cond	Pave Shldr /Bike Lane	Side Path	Side Path Separation	Side walk	Sidewalk Roadway Separation	Sidewalk Roadway Protective Barrier	Bus Freq	Passenger Load Factor	Amenities	Bus Stop Type
1 (to)	Typical	Desirable	Yes	No	N/A	Yes	Typical	No	6	0.8	Excellent	Typical

Pedestrian SubSegment Data

	% of Segment			Sidewalk			Separation			Barrier		
Segment #	1	2	3	1	2	3	1	2	3	1	2	3
1 (to)	100			Yes			Typical			No		

Multimodal LOS

	Bicycle Street		Bicycle Sidepath		Pedestrian					Bus	
Link #	Score	LOS	Score	LOS	1	2	3	Score	LOS	Adj. Buses	LOS
1 (to)	3.10	C	N/A	N/A				4.61	E	8.39	A

Bicycle LOS	3.10	C	Pedestrian LOS	4.61	E	Bus LOS	8.39	A

MultiModal Service Volume Tables

Bicycle

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	0	0	0	0	0
2	0	0	0	0	0
3	0	0	0	0	0
4	0	0	0	0	0
*	0	0	0	0	0
Lanes	Hourly Volume In Both Directions				
2	0	0	0	0	0
4	0	0	0	0	0
6	0	0	0	0	0
8	0	0	0	0	0
*	0	0	0	0	0
Lanes	Annual Average Daily Traffic				
2	0	0	0	0	0
4	0	0	0	0	0
6	0	0	0	0	0
8	0	0	0	0	0
*	0	0	0	0	0

Pedestrian

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	0	0	0	0	0
2	0	0	0	0	0
3	0	0	0	0	0
4	0	0	0	0	0
*	0	0	0	0	0
Lanes	Hourly Volume In Both Directions				
2	0	0	0	0	0
4	0	0	0	0	0
6	0	0	0	0	0
8	0	0	0	0	0
*	0	0	0	0	0
Lanes	Annual Average Daily Traffic				
2	0	0	0	0	0
4	0	0	0	0	0
6	0	0	0	0	0
8	0	0	0	0	0
*	0	0	0	0	0

Bus

A	B	C	D	E
Buses Per Hour In Peak Direction				
Buses in Study Hour in Peak Direction (Daily)				

* Service Volumes for the specific facility being analyzed, based on # of lanes from the intersection and segment data screens.
** Cannot be achieved based on input data provided.
*** Not applicable for that level of service letter grade. See generalized tables notes for more details.
# Under the given conditions, left turn lane storage is highly likely to overflow. The number of directional thru lanes should be reduced accordingly.
Facility weighted g/C exceeds normally acceptable upper range (0.5); verify that g/C inputs are correct.
Intersection capacity (ies) are exceeded for the full hour; an operational level analysis tool is more appropriate for this situation.

ARTPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst		Arterial Name	Okeechobee Blvd from Australian to Tamar	Study Period	Standard K
Date Prepared	12/18/2020 16:27:27	From		Modal Analysis	Multimodal
Agency		To		Program	ARTPLAN 2012
Area Type	Large Urbanized	Peak Direction	Westbound	Version Date	12/12/2012
Arterial Class	1				

File Name	K:\FTL_TPTO\040416019 PB TPA WO #18 Okeechobee Blvd MCS\Task 3 Recommended Alternative\3.4 Benefits of Alternative\ARTPLAN\OBMCS_DesignOption 8B.xap
User Notes	

Arterial Data

K	0.09	PHF	1	Control Type	FullyActuated
D	0.549	% Heavy Vehicles	3.9	Base Sat. Flow Rate	1950

Automobile Intersection Data

Cross Street	Cycle Length	Thru g/C	Arr. Type	INT # Dir.Lanes	% Left Turns	% Right Turns	Left Turn Lanes	Left Turn Phasing	# Left Turn Lanes	LT Storage Length	Left g/C	Right Turn Lanes
	120	0.44	4	2	12	12	Yes	Protected	1	235	0.15	No

Automobile Segment Data

Segment #	Length	AADT	Hourly Vol.	SEG # Dir.Lanes	Posted Speed	Free Flow Speed	Median Type	On-Street Parking	Parking Activity
1 (to)	1400	78100	3859	3	45	50	Restrictive	No	N/A

Automobile LOS

Segment #	Thru Mvmt Flow Rate	Adj. Sat. Flow Rate	v/c	Control Delay	Int. Approach LOS	Queue Ratio	Speed (mph)	Segment LOS
1 (to)	3396	3653	1.990	405.58	F	#	2.32	F

Arterial Length	0.2765	Weighted g/C	0.44	FFS Delay	409.48	Threshold Delay	373.27	Auto Speed	###	Auto LOS	###

Automobile Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1000 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1					
2					
3					
4					
*					
Lanes	Hourly Volume In Both Directions				
2					
4					
6					
8					
*					
Lanes	Annual Average Daily Traffic				
2					
4					
6					
8					
*					

Multimodal Segment Data

Segment #	Outside Lane Width	Pave Cond	Pave Shldr /Bike Lane	Side Path	Side Path Separation	Side walk	Sidewalk Roadway Separation	Sidewalk Roadway Protective Barrier	Bus Freq	Passenger Load Factor	Amenities	Bus Stop Type
1 (to)	Typical	Desirable	Yes	No	N/A	Yes	Typical	No	6	0.8	Excellent	Typical

Pedestrian SubSegment Data

	% of Segment			Sidewalk			Separation			Barrier		
Segment #	1	2	3	1	2	3	1	2	3	1	2	3
1 (to)	100			Yes			Typical			No		

Multimodal LOS

	Bicycle Street		Bicycle Sidepath		Pedestrian					Bus	
Link #	Score	LOS	Score	LOS	1	2	3	Score	LOS	Adj. Buses	LOS
1 (to)	3.32	C	N/A	N/A				4.88	E	6.72	A

Bicycle LOS	3.32	C	Pedestrian LOS	4.88	E	Bus LOS	6.72	A

MultiModal Service Volume Tables

Bicycle

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	0	0	0	0	0
2	0	0	0	0	0
3	0	0	0	0	0
4	0	0	0	0	0
*	0	0	0	0	0
Lanes	Hourly Volume In Both Directions				
2	0	0	0	0	0
4	0	0	0	0	0
6	0	0	0	0	0
8	0	0	0	0	0
*	0	0	0	0	0
Lanes	Annual Average Daily Traffic				
2	0	0	0	0	0
4	0	0	0	0	0
6	0	0	0	0	0
8	0	0	0	0	0
*	0	0	0	0	0

Pedestrian

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	0	0	0	0	0
2	0	0	0	0	0
3	0	0	0	0	0
4	0	0	0	0	0
*	0	0	0	0	0
Lanes	Hourly Volume In Both Directions				
2	0	0	0	0	0
4	0	0	0	0	0
6	0	0	0	0	0
8	0	0	0	0	0
*	0	0	0	0	0
Lanes	Annual Average Daily Traffic				
2	0	0	0	0	0
4	0	0	0	0	0
6	0	0	0	0	0
8	0	0	0	0	0
*	0	0	0	0	0

Bus

A	B	C	D	E
Buses Per Hour In Peak Direction				
Buses in Study Hour in Peak Direction (Daily)				

* Service Volumes for the specific facility being analyzed, based on # of lanes from the intersection and segment data screens.
** Cannot be achieved based on input data provided.
*** Not applicable for that level of service letter grade. See generalized tables notes for more details.
# Under the given conditions, left turn lane storage is highly likely to overflow. The number of directional thru lanes should be reduced accordingly.
Facility weighted g/C exceeds normally acceptable upper range (0.5); verify that g/C inputs are correct.
Intersection capacity (ies) are exceeded for the full hour; an operational level analysis tool is more appropriate for this situation.

ARTPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst		Arterial Name	Okeechobee Blvd from Tamarind to Rosemar	Study Period	Standard K
Date Prepared	12/18/2020 16:34:52	From		Modal Analysis	Multimodal
Agency		To		Program	ARTPLAN 2012
Area Type	Large Urbanized	Peak Direction	Eastbound	Version Date	12/12/2012
Arterial Class	2				

File Name	K:\FTL_TPTO\040416019 PB TPA WO #18 Okeechobee Blvd MCS\Task 3 Recommended Alternative\3.4 Benefits of Alternative\ARTPLAN\OBMCS_DesignOption 9.xap
User Notes	

Arterial Data

K	0.09	PHF	1	Control Type	CoordinatedActuated
D	0.549	% Heavy Vehicles	3.9	Base Sat. Flow Rate	1950

Automobile Intersection Data

Cross Street	Cycle Length	Thru g/C	Arr. Type	INT # Dir.Lanes	% Left Turns	% Right Turns	Left Turn Lanes	Left Turn Phasing	# Left Turn Lanes	LT Storage Length	Left g/C	Right Turn Lanes
	120	0.44	4	2	12	12	Yes	Protected	1	235	0.15	No

Automobile Segment Data

Segment #	Length	AADT	Hourly Vol.	SEG # Dir.Lanes	Posted Speed	Free Flow Speed	Median Type	On-Street Parking	Parking Activity
1 (to)	1400	53100	2624	3	35	40	Restrictive	No	N/A

Automobile LOS

Segment #	Thru Mvmt Flow Rate	Adj. Sat. Flow Rate	v/c	Control Delay	Int. Approach LOS	Queue Ratio	Speed (mph)	Segment LOS
1 (to)	2309	3434	1.481	281.51	F	#	3.22	F

Arterial Length	0.2765	Weighted g/C	0.44	FFS Delay	285.42	Threshold Delay	232.71	Auto Speed	###	Auto LOS	###

Automobile Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1000 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1					
2					
3					
4					
*					
Lanes	Hourly Volume In Both Directions				
2					
4					
6					
8					
*					
Lanes	Annual Average Daily Traffic				
2					
4					
6					
8					
*					

Multimodal Segment Data

Segment #	Outside Lane Width	Pave Cond	Pave Shldr /Bike Lane	Side Path	Side Path Separation	Side walk	Sidewalk Roadway Separation	Sidewalk Roadway Protective Barrier	Bus Freq	Passenger Load Factor	Amenities	Bus Stop Type
1 (to)	Typical	Desirable	No	Yes	2.00	Yes	Adjacent	No	6	0.8	Excellent	Typical

Pedestrian SubSegment Data

	% of Segment			Sidewalk			Separation			Barrier		
Segment #	1	2	3	1	2	3	1	2	3	1	2	3
1 (to)	100			Yes			Adjacent			No		

Multimodal LOS

	Bicycle Street		Bicycle Sidepath		Pedestrian					Bus	
Link #	Score	LOS	Score	LOS	1	2	3	Score	LOS	Adj. Buses	LOS
1 (to)	4.65	E	3.80	D				4.05	D	7.90	A

Bicycle LOS	3.80	D	Pedestrian LOS	4.05	D	Bus LOS	7.90	A

MultiModal Service Volume Tables

Bicycle

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	0	0	0	0	0
2	0	0	0	0	0
3	0	0	0	0	0
4	0	0	0	0	0
*	0	0	0	0	0
Lanes	Hourly Volume In Both Directions				
2	0	0	0	0	0
4	0	0	0	0	0
6	0	0	0	0	0
8	0	0	0	0	0
*	0	0	0	0	0
Lanes	Annual Average Daily Traffic				
2	0	0	0	0	0
4	0	0	0	0	0
6	0	0	0	0	0
8	0	0	0	0	0
*	0	0	0	0	0

Pedestrian

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	0	0	0	0	0
2	0	0	0	0	0
3	0	0	0	0	0
4	0	0	0	0	0
*	0	0	0	0	0
Lanes	Hourly Volume In Both Directions				
2	0	0	0	0	0
4	0	0	0	0	0
6	0	0	0	0	0
8	0	0	0	0	0
*	0	0	0	0	0
Lanes	Annual Average Daily Traffic				
2	0	0	0	0	0
4	0	0	0	0	0
6	0	0	0	0	0
8	0	0	0	0	0
*	0	0	0	0	0

Bus

A	B	C	D	E
Buses Per Hour In Peak Direction				
Buses in Study Hour in Peak Direction (Daily)				

* Service Volumes for the specific facility being analyzed, based on # of lanes from the intersection and segment data screens.
** Cannot be achieved based on input data provided.
*** Not applicable for that level of service letter grade. See generalized tables notes for more details.
# Under the given conditions, left turn lane storage is highly likely to overflow. The number of directional thru lanes should be reduced accordingly.
Facility weighted g/C exceeds normally acceptable upper range (0.5); verify that g/C inputs are correct.
Intersection capacity (ies) are exceeded for the full hour; an operational level analysis tool is more appropriate for this situation.

ARTPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst		Arterial Name	Okeechobee Blvd from Rosemary Ave to US1	Study Period	Standard K
Date Prepared	12/18/2020 16:45:20	From		Modal Analysis	Multimodal
Agency		To		Program	ARTPLAN 2012
Area Type	Large Urbanized	Peak Direction	Eastbound	Version Date	12/12/2012
Arterial Class	2				

File Name	K:\FTL_TPTO\040416019 PB TPA WO #18 Okeechobee Blvd MCS\Task 3 Recommended Alternative\3.4 Benefits of Alternative\ARTPLAN\OBMCS_DesignOption 10A.xap
User Notes	

Arterial Data

K	0.09	PHF	1	Control Type	CoordinatedActuated
D	1	% Heavy Vehicles	2.4	Base Sat. Flow Rate	1950

Automobile Intersection Data

Cross Street	Cycle Length	Thru g/C	Arr. Type	INT # Dir.Lanes	% Left Turns	% Right Turns	Left Turn Lanes	Left Turn Phasing	# Left Turn Lanes	LT Storage Length	Left g/C	Right Turn Lanes
	120	0.44	4	2	12	12	Yes	Protected	1	235	0.15	No

Automobile Segment Data

Segment #	Length	AADT	Hourly Vol.	SEG # Dir.Lanes	Posted Speed	Free Flow Speed	Median Type	On-Street Parking	Parking Activity
1 (to)	600	23900	2151	4	35	40	Restrictive	No	N/A

Automobile LOS

Segment #	Thru Mvmt Flow Rate	Adj. Sat. Flow Rate	v/c	Control Delay	Int. Approach LOS	Queue Ratio	Speed (mph)	Segment LOS
1 (to)	1893	3499	1.214	130.06	F	#	3.12	F

Arterial Length	0.1250	Weighted g/C	0.44	FFS Delay	133.85	Threshold Delay	109.46	Auto Speed	###	Auto LOS	###

Automobile Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1000 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1					
2					
3					
4					
*					
Lanes	Hourly Volume In Both Directions				
2					
4					
6					
8					
*					
Lanes	Annual Average Daily Traffic				
2					
4					
6					
8					
*					

Multimodal Segment Data

Segment #	Outside Lane Width	Pave Cond	Pave Shldr /Bike Lane	Side Path	Side Path Separation	Side walk	Sidewalk Roadway Separation	Sidewalk Roadway Protective Barrier	Bus Freq	Passenger Load Factor	Amenities	Bus Stop Type
1 (to)	Typical	Desirable	No	No	N/A	Yes	Adjacent	No	0	0	Excellent	None

Pedestrian SubSegment Data

	% of Segment			Sidewalk			Separation			Barrier		
Segment #	1	2	3	1	2	3	1	2	3	1	2	3
1 (to)	100			Yes			Adjacent			No		

Multimodal LOS

	Bicycle Street		Bicycle Sidepath		Pedestrian					Bus	
Link #	Score	LOS	Score	LOS	1	2	3	Score	LOS	Adj. Buses	LOS
1 (to)	3.99	D	N/A	N/A				3.18	C	0.00	F

Bicycle LOS	3.99	D	Pedestrian LOS	3.18	C	Bus LOS	0.00	F

MultiModal Service Volume Tables

Bicycle

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	0	0	0	0	0
2	0	0	0	0	0
3	0	0	0	0	0
4	0	0	0	0	0
*	0	0	0	0	0
Lanes	Hourly Volume In Both Directions				
2	0	0	0	0	0
4	0	0	0	0	0
6	0	0	0	0	0
8	0	0	0	0	0
*	0	0	0	0	0
Lanes	Annual Average Daily Traffic				
2	0	0	0	0	0
4	0	0	0	0	0
6	0	0	0	0	0
8	0	0	0	0	0
*	0	0	0	0	0

Pedestrian

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	0	0	0	0	0
2	0	0	0	0	0
3	0	0	0	0	0
4	0	0	0	0	0
*	0	0	0	0	0
Lanes	Hourly Volume In Both Directions				
2	0	0	0	0	0
4	0	0	0	0	0
6	0	0	0	0	0
8	0	0	0	0	0
*	0	0	0	0	0
Lanes	Annual Average Daily Traffic				
2	0	0	0	0	0
4	0	0	0	0	0
6	0	0	0	0	0
8	0	0	0	0	0
*	0	0	0	0	0

Bus

A	B	C	D	E
Buses Per Hour In Peak Direction				
Buses in Study Hour in Peak Direction (Daily)				

* Service Volumes for the specific facility being analyzed, based on # of lanes from the intersection and segment data screens.
** Cannot be achieved based on input data provided.
*** Not applicable for that level of service letter grade. See generalized tables notes for more details.
# Under the given conditions, left turn lane storage is highly likely to overflow. The number of directional thru lanes should be reduced accordingly.
Facility weighted g/C exceeds normally acceptable upper range (0.5); verify that g/C inputs are correct.
Intersection capacity (ies) are exceeded for the full hour; an operational level analysis tool is more appropriate for this situation.

ARTPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst		Arterial Name	Okeechobee Blvd from Rosemary Ave to US1	Study Period	Standard K
Date Prepared	12/18/2020 16:45:20	From		Modal Analysis	Multimodal
Agency		To		Program	ARTPLAN 2012
Area Type	Large Urbanized	Peak Direction	Westbound	Version Date	12/12/2012
Arterial Class	2				

File Name	K:\FTL_TPTO\040416019 PB TPA WO #18 Okeechobee Blvd MCS\Task 3 Recommended Alternative\3.4 Benefits of Alternative\ARTPLAN\OBMCS_DesignOption 10B.xap
User Notes	

Arterial Data

K	0.09	PHF	1	Control Type	CoordinatedActuated
D	1	% Heavy Vehicles	1.9	Base Sat. Flow Rate	1950

Automobile Intersection Data

Cross Street	Cycle Length	Thru g/C	Arr. Type	INT # Dir.Lanes	% Left Turns	% Right Turns	Left Turn Lanes	Left Turn Phasing	# Left Turn Lanes	LT Storage Length	Left g/C	Right Turn Lanes
	120	0.44	4	2	12	12	Yes	Protected	1	235	0.15	No

Automobile Segment Data

Segment #	Length	AADT	Hourly Vol.	SEG # Dir.Lanes	Posted Speed	Free Flow Speed	Median Type	On-Street Parking	Parking Activity
1 (to)	600	26100	2349	4	35	40	Restrictive	No	N/A

Automobile LOS

Segment #	Thru Mvmt Flow Rate	Adj. Sat. Flow Rate	v/c	Control Delay	Int. Approach LOS	Queue Ratio	Speed (mph)	Segment LOS
1 (to)	2067	3521	1.306	177.35	F	#	2.35	F

Arterial Length	0.1250	Weighted g/C	0.44	FFS Delay	181.18	Threshold Delay	156.79	Auto Speed	###	Auto LOS	###

Automobile Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1000 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1					
2					
3					
4					
*					
Lanes	Hourly Volume In Both Directions				
2					
4					
6					
8					
*					
Lanes	Annual Average Daily Traffic				
2					
4					
6					
8					
*					

Multimodal Segment Data

Segment #	Outside Lane Width	Pave Cond	Pave Shldr /Bike Lane	Side Path	Side Path Separation	Side walk	Sidewalk Roadway Separation	Sidewalk Roadway Protective Barrier	Bus Freq	Passenger Load Factor	Amenities	Bus Stop Type
1 (to)	Typical	Desirable	No	No	N/A	Yes	Adjacent	No	0	0	Excellent	None

Pedestrian SubSegment Data

	% of Segment			Sidewalk			Separation			Barrier		
Segment #	1	2	3	1	2	3	1	2	3	1	2	3
1 (to)	100			Yes			Adjacent			No		

Multimodal LOS

	Bicycle Street		Bicycle Sidepath		Pedestrian					Bus	
Link #	Score	LOS	Score	LOS	1	2	3	Score	LOS	Adj. Buses	LOS
1 (to)	3.92	D	N/A	N/A				3.29	C	0.00	F

Bicycle LOS		Pedestrian LOS		Bus LOS	
3.92	D	3.29	C	0.00	F

MultiModal Service Volume Tables

Bicycle

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	0	0	0	0	0
2	0	0	0	0	0
3	0	0	0	0	0
4	0	0	0	0	0
*	0	0	0	0	0
Lanes	Hourly Volume In Both Directions				
2	0	0	0	0	0
4	0	0	0	0	0
6	0	0	0	0	0
8	0	0	0	0	0
*	0	0	0	0	0
Lanes	Annual Average Daily Traffic				
2	0	0	0	0	0
4	0	0	0	0	0
6	0	0	0	0	0
8	0	0	0	0	0
*	0	0	0	0	0

Pedestrian

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	0	0	0	0	0
2	0	0	0	0	0
3	0	0	0	0	0
4	0	0	0	0	0
*	0	0	0	0	0
Lanes	Hourly Volume In Both Directions				
2	0	0	0	0	0
4	0	0	0	0	0
6	0	0	0	0	0
8	0	0	0	0	0
*	0	0	0	0	0
Lanes	Annual Average Daily Traffic				
2	0	0	0	0	0
4	0	0	0	0	0
6	0	0	0	0	0
8	0	0	0	0	0
*	0	0	0	0	0

Bus

A	B	C	D	E
Buses Per Hour In Peak Direction				
Buses in Study Hour in Peak Direction (Daily)				

* Service Volumes for the specific facility being analyzed, based on # of lanes from the intersection and segment data screens.
** Cannot be achieved based on input data provided.
*** Not applicable for that level of service letter grade. See generalized tables notes for more details.
# Under the given conditions, left turn lane storage is highly likely to overflow. The number of directional thru lanes should be reduced accordingly.
Facility weighted g/C exceeds normally acceptable upper range (0.5); verify that g/C inputs are correct.
Intersection capacity (ies) are exceeded for the full hour; an operational level analysis tool is more appropriate for this situation.

Appendix J

Summary of Design Option Traffic Impacts

Street Name	From	To	SERPM 2015	SERPM 2045	Posted Speed (MPH)	Number of Lanes (bi-directional) No Build	Number of Lanes (bi-directional) Build Alternative	SERPM Annual Growth Rate	FDOT Count Station Number	FDOT Count Station Location	AADT Year	2019 AADT	Peak Hour Direction	Peak Hour Peak Direction 2019	Calculated AADT 2045	Peak Hour Peak Direction 2045	Class	AADT LOS					Peak Hour Peak Direction LOS				
																		2019 (Base Year)	2045 (LRTP Horizon Year) No Build	Percent Failure (No Build)	2045 (LRTP Horizon Year) Design Option	Percent Failure (Design Option)	2019 (Base Year)	2045 (LRTP Horizon Year) No Build	Percent Failure (No Build)	2045 (LRTP Horizon Year) Design Option	Percent Failure (Design Option)
SR-7/US 441	Stribling Way	Forest Hill Blvd	61,497	79,926	45	8	8	0.88%	930721	S of Forest Hill Blvd	2019	61,000	N	2,546	76,600	3,200	Class I	C	C	96%	C	96%	C	C	79%	C	79%
SR-7/US 441[A]	Forest Hill Blvd	Southern Blvd	56,786	78,982	45	8	6	0.88%	930037	S of SR 80/Southern Blvd C-13	2019	65,500	S	2,798	82,300	3,510	Class I	C	C	98%	F	131%	C	C	83%	F	111%
SR-7/US 441[A]	Southern Blvd	Belvedere Rd	48,365	70,008	45	8	6	0.88%	930514	N of SR 80/Southern Blvd	2019	56,000	S	2,576	70,300	3,240	Class I	C	C	84%	F	112%	C	C	76%	F	102%
SR-7/US 441[A]	Belvedere Rd	Okeechobee Blvd	28,010	48,645	45	6	4	0.88%	930034	S of Okeechobee Blvd/SR 704	2019	42,000	N	1,996	52,700	2,510	Class I	C	C	84%	F	126%	C	C	79%	F	120%
Okeechobee Blvd[B]	Wildcat Way	SR-7/US 441	45,520	53,109	50	8	6	0.52%	937064	On Okeechobee Blvd from Wildcat Way	2019	44,500	E	2,203	50,900	2,520	Class I	C	C	61%	C	81%	C	C	59%	C	79%
Okeechobee Blvd	SR-7/US 441	Sansburys Way	49,348	68,546	50	8	6	1.10%	930754	E of SR 7/441 E	2019	52,500	E	3,342	69,800	4,440	Class I	C	C	83%	F	111%	C	F	105%	F	140%
Okeechobee Blvd	Sansburys Way	N Jog Rd	72,753	88,495	50	8	6	0.66%	937261	Benoist Farms Rd to Skees Rd	2019	62,000	E	4,028	73,600	4,780	Class I	C	C	88%	F	117%	C	F	113%	F	151%
Okeechobee Blvd	N Jog Rd	Okeechobee Toll Plaza	66,400	70,213	45	8	6	0.19%	930696	W of Florida's Turnpike Entrance	2019	68,000	E	4,144	71,400	4,350	Class I	C	C	85%	F	114%	C	F	103%	F	137%
Okeechobee Blvd	Okeechobee Toll Plaza	Military Trl	80,148	90,295	45	8	6	0.40%	930745	E of Florida's Turnpike Entrance	2019	66,500	E	3,860	73,800	4,280	Class I	C	C	88%	F	117%	C	F	101%	F	135%
Okeechobee Blvd	Military Trl	Palm Beach Lakes Blvd/Wabasso Dr	74,389	83,691	45	8	6	0.39%	930456	E of SR 809/Military Trl	2019	65,500	W	3,329	72,500	3,680	Class I	C	C	86%	F	115%	C	C	87%	F	116%
Okeechobee Blvd	Palm Beach Lakes Blvd/Wabasso Dr	Congress Ave	42,053	48,468	45	8	6	0.47%	935277	E of Tallahassee Dr	2019	53,000	E	2,777	59,900	3,140	Class I	C	C	71%	C	95%	C	C	74%	D	99%
Okeechobee Blvd	Congress Ave	I-95	60,346	68,387	45	8	6	0.42%	935410	W of I-95	2019	57,000	W	2,626	63,600	2,930	Class I	C	C	76%	F	101%	C	C	69%	C	92%
Okeechobee Blvd	I-95	S Australian Ave	70,028	77,087	45	8	6	0.32%	935412	E of I-95	2019	77,500	W	3,957	84,200	4,300	Class I	C	F	100%	F	134%	C	F	101%	F	136%
Okeechobee Blvd	S Australian Ave	Tamarind Ave	72,118	81,755	45	8	6	0.42%	935117	E of Australian Ave	2019	70,000	W	3,206	78,100	3,580	Class I	C	C	93%	F	124%	C	C	84%	F	113%
Okeechobee Blvd[C]	Tamarind Ave	S Rosemary Ave	74,439	81,072	45	8	6	0.28%	935120		2015	48,783	W	2,415	53,100	2,630	Class I	C	C	63%	C	84%	C	C	62%	C	83%
Okeechobee Blvd (WB)	S Dixie Hwy	S Rosemary Ave	28,462	32,052	40	4	4	0.40%	935322	.150 mile W of S Dixie Hwy	2019	23,500	W	2,238	26,100	2,480	Class I	C	F	104%	F	104%	F	F	197%	C	97%
Okeechobee Blvd (EB)	S Rosemary Ave	S Dixie Hwy	28,425	31,243	40	4	4	0.32%	935122	.150 mile W of S Dixie Hwy	2019	22,000	E	2,144	23,900	2,330	Class I	C	D	95%	D	95%	F	F	185%	C	92%
Tamarind Ave	Okeechobee Blvd	Banyan Blvd	21,283	24,741	30	4	4	0.50%	933503	N of Okeechobee Blvd	2019	19,200	N	1,389	21,900	1,580	Class II	D	D	64%	D	64%	D	D	92%	D	92%

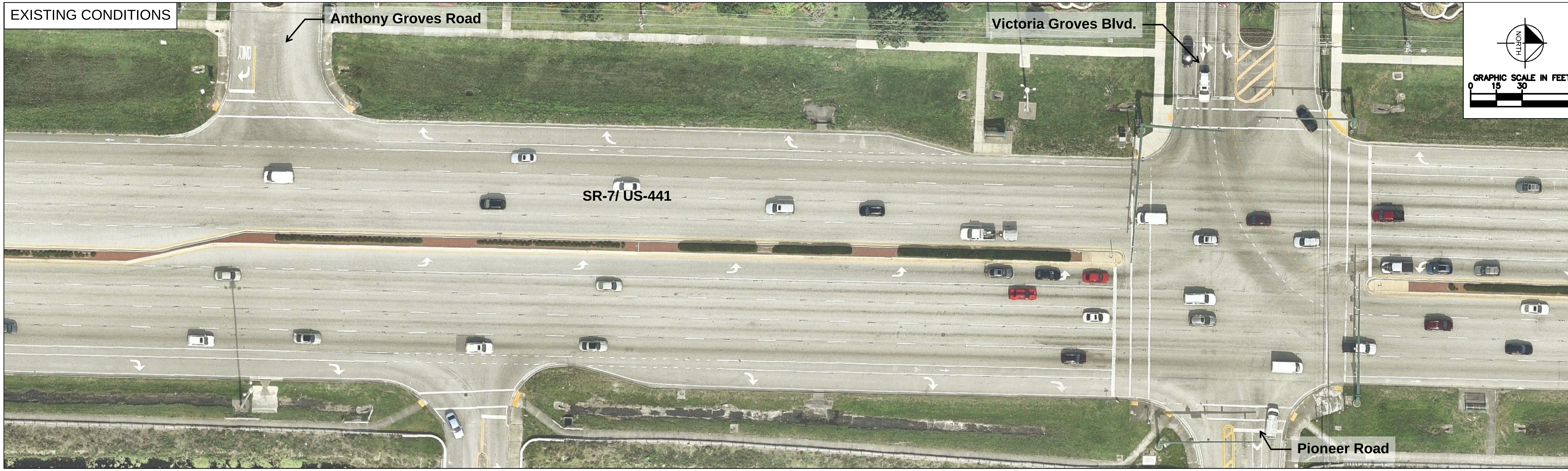
[A] A standard growth rate of 0.88% was used for the SERPM Annual Growth Rate of SR-7 between Forest Hill Blvd and Okeechobee Blvd due to the large difference between the SERPM 2015 base model volume and 2019 AADT volumes.

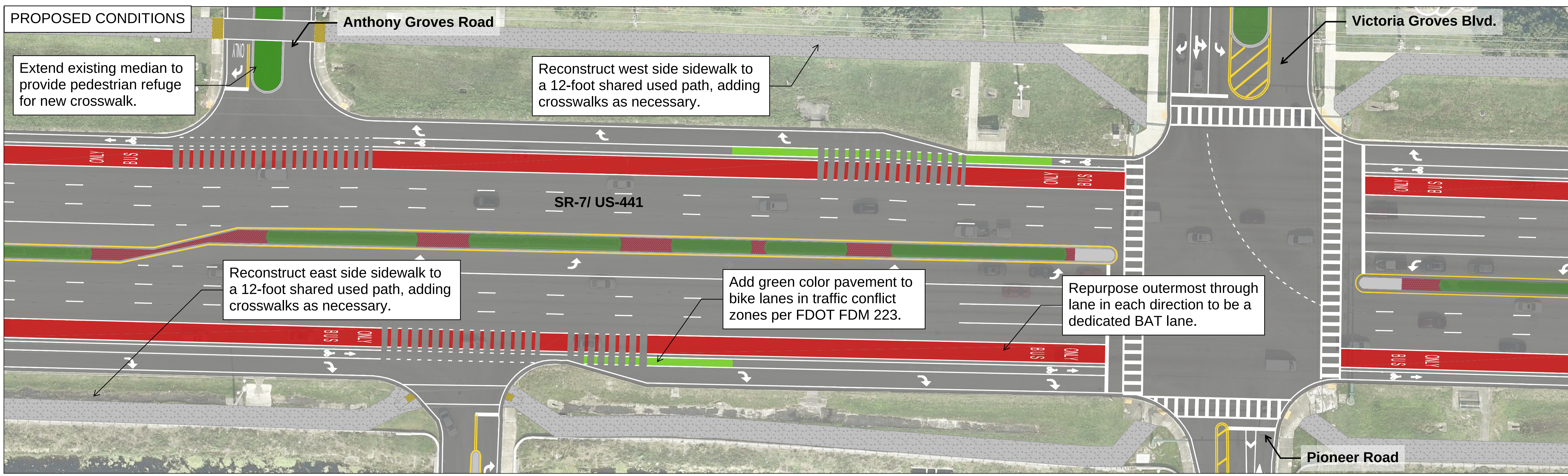
[B] Peak hour is estimated using K-Factor (K) of 0.09 and D-Factor (D) of 0.55 due to lack of directional traffic count.

[C] Palm Beach TPA Adjusted 2045 Two-Way Daily Traffic Volumes and utilized 2015 counts, which are the latest available traffic count numbers. Peak hour is estimated using K-Factor (K) of 0.09 and D-Factor (D) of 0.55 due to lack of directional traffic count.

Appendix K

Design Option Conceptual Plan Views





No.	REVISIONS	DATE	BY

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KHA PROJECT 040416018
DATE 12/2020
SCALE AS SHOWN
DESIGNED BY ––
DRAWN BY EP
CHECKED BY SR

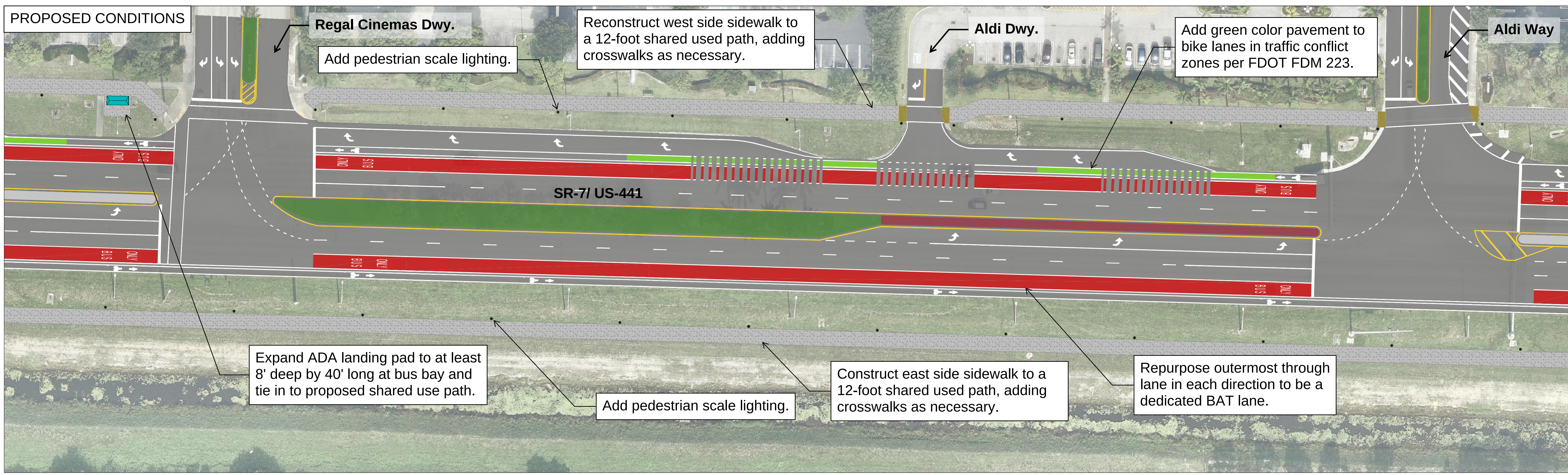
EXAMPLE CONCEPTUAL DESIGN FOR THE SR-7 PROPOSED MODIFICATIONS

PREPARED FOR
PALM BEACH TPA

LICENSED PROFESSIONAL
–––––
––––
DATE: ––––

SR-7/ US-441
FROM ANTHONY GROVES ROAD TO PIONEER ROAD

SHEET NUMBER
1



No.	REVISIONS	DATE	BY

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KHA PROJECT	040416018
DATE	12/2020
SCALE	AS SHOWN
DESIGNED BY	--
DRAWN BY	EP
CHECKED BY	SR

EXAMPLE CONCEPTUAL DESIGN FOR THE SR-7 PROPOSED MODIFICATIONS

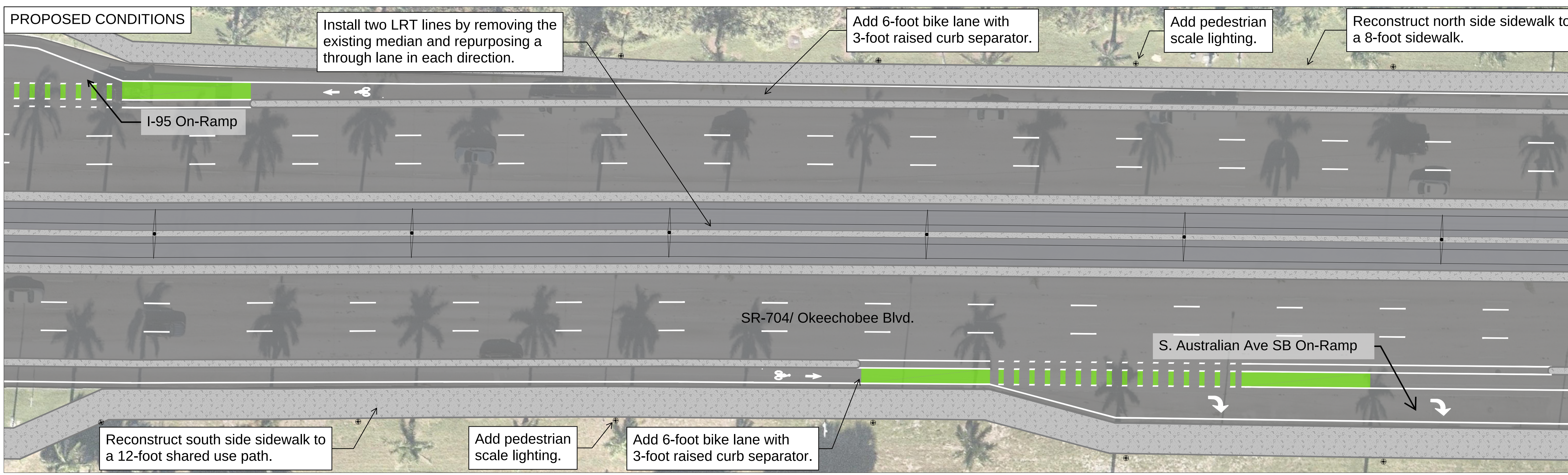
PREPARED FOR
PALM BEACH TPA

LICENSED PROFESSIONAL

DATE: ----

SR-7/ US-441
FROM BELVEDERE ROAD TO OKEECHOBEE BLVD

SHEET NUMBER
1



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KHA PROJECT	040416019
DATE	12/2020
SCALE	AS SHOWN
DESIGNED BY	--
DRAWN BY	EP
CHECKED BY	SR

EXAMPLE CONCEPTUAL DESIGN FOR THE SR-704 PROPOSED MODIFICATIONS

PREPARED FOR

PALM BEACH TPA

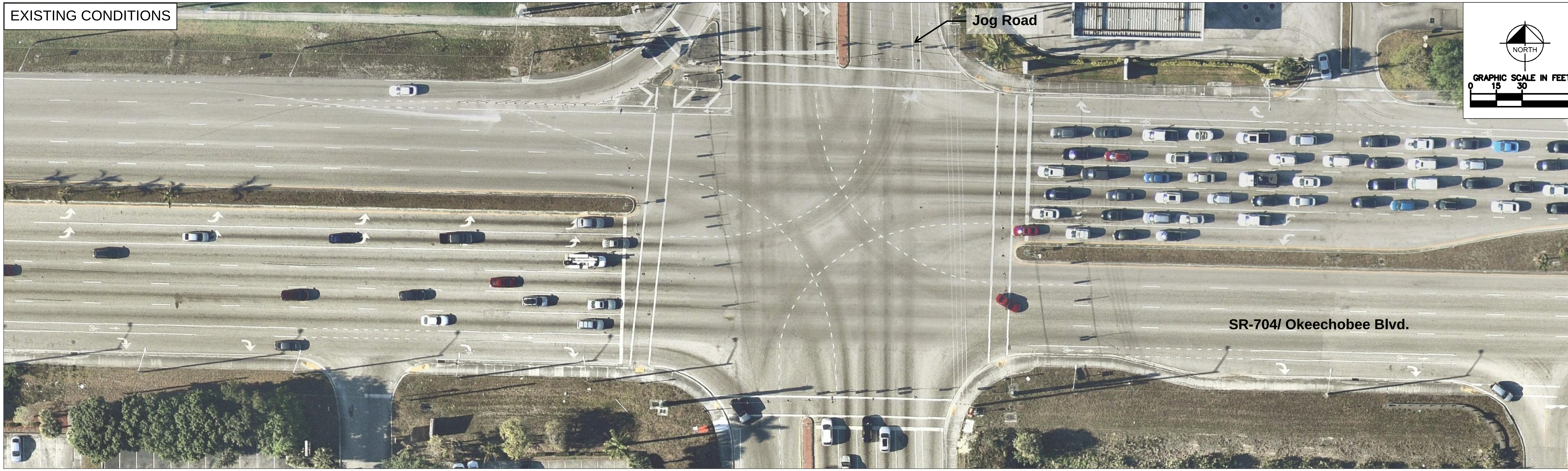
LICENSED PROFESSIONAL

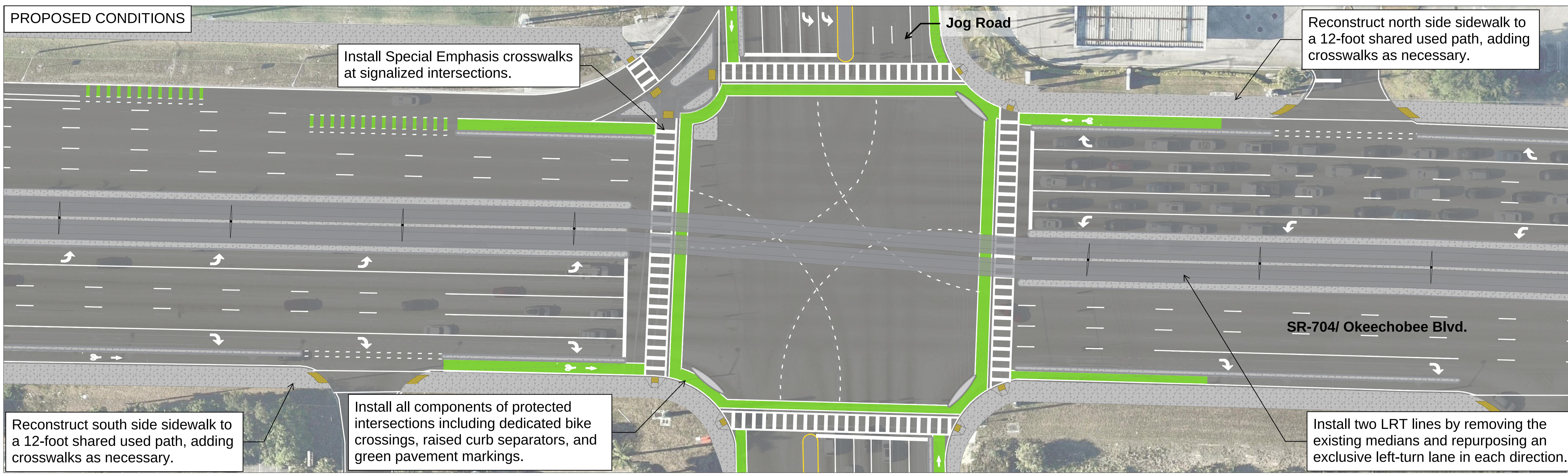
DATE: ----

SR-704/ OKEECHOBEE BLVD EAST OF I-95

SHEET NUMBER

1





No.	REVISIONS	DATE	BY

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KHA PROJECT 040416019
DATE 12/2020
SCALE AS SHOWN
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EXAMPLE CONCEPTUAL DESIGN FOR THE SR-704 PROPOSED MODIFICATIONS

PREPARED FOR

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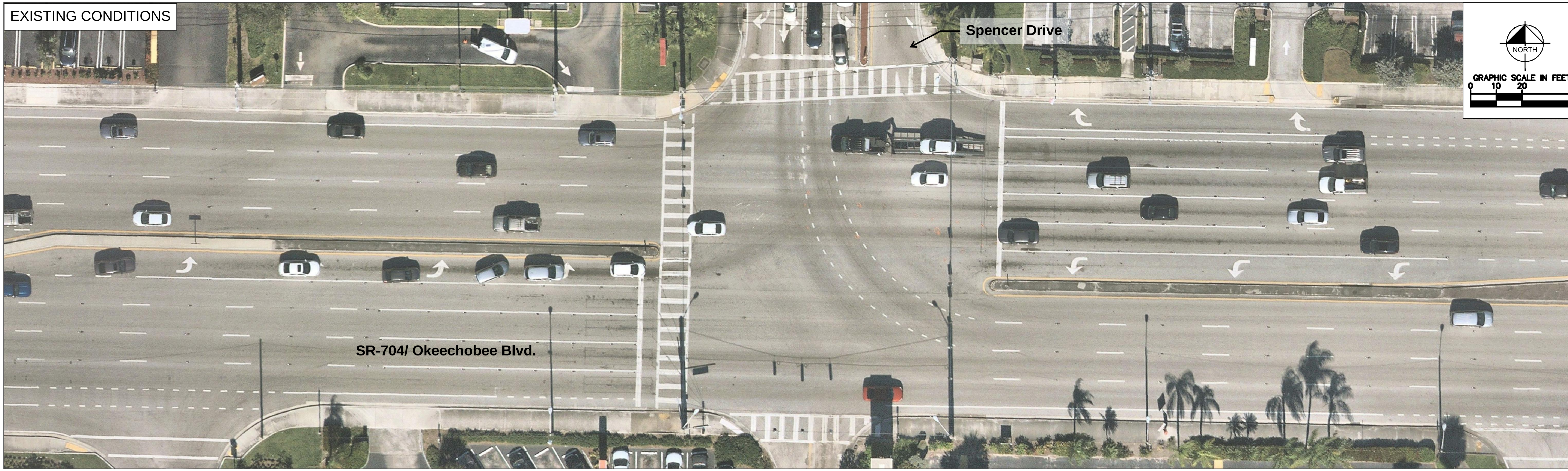
LICENSED PROFESSIONAL

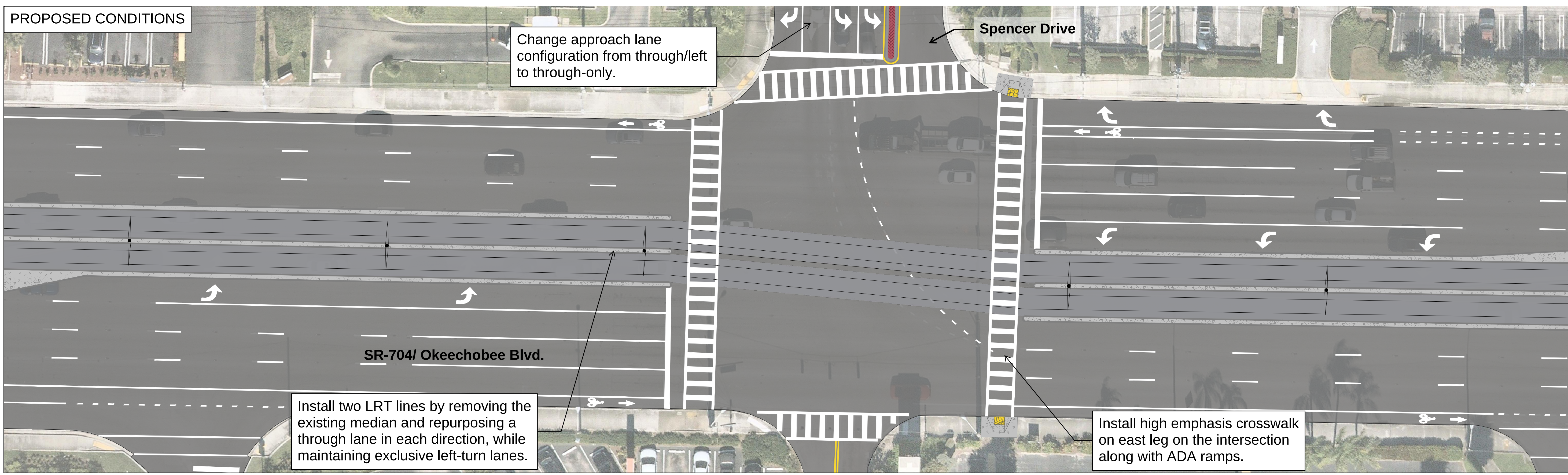
DATE: ----

SR-704/ OKEECHOBEE BLVD AT JOG ROAD

SHEET NUMBER

1





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EXAMPLE CONCEPTUAL DESIGN FOR THE SR-704 PROPOSED MODIFICATIONS

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LICENSED PROFESSIONAL

DATE: ----

SR-704/ OKEECHOBEE BLVD AT SPENCER DRIVE

SHEET NUMBER
1