

# OKEECHOBEE BLVD & SR 7

## MULTIMODAL CORRIDOR STUDY

December 2022



**PALM BEACH**  
Transportation  
Planning Agency





# Okeechobee Blvd & SR 7 Multimodal Corridor Study

**THREE COUNTIES,  
ONE TRAVELING PUBLIC**

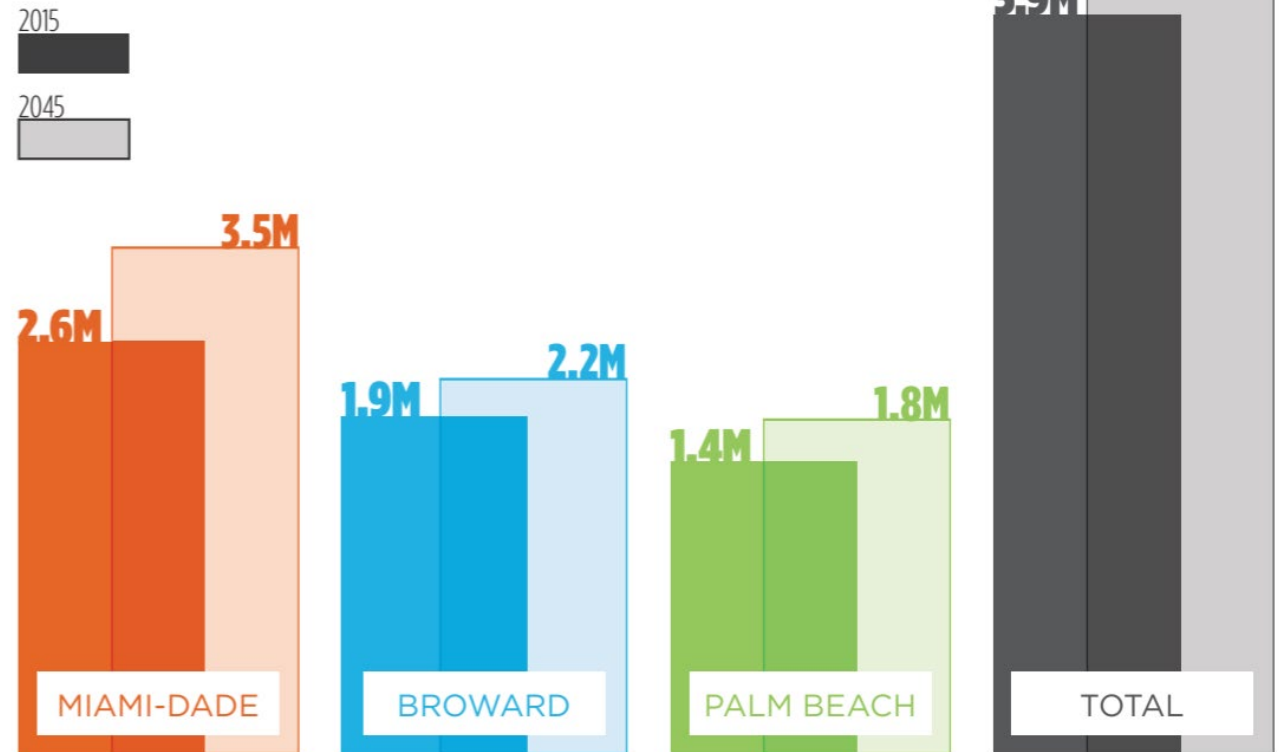
**SEFTC MISSION**  
TO COORDINATE REGIONAL TRANSPORTATION GOALS, ACTIVITIES, AND INVESTMENT DECISIONS THAT SUPPORT THE ECONOMIC HEALTH OF THE REGION AND QUALITY OF LIFE

**SEFTC VISION**  
A SEAMLESS, MULTIMODAL TRANSPORTATION SYSTEM THAT SERVES AND BENEFITS THE REGION



A map of the Southeast Florida region showing the outlines of Palm Beach, Broward, and Miami-Dade counties. The counties are labeled in white text on a dark grey background.

FIGURE 01 2015 AND 2045 REGIONAL POPULATION COMPARISON\*



\*Based on the Southeast Florida Regional Planning Model version 8.0 and information supplied by the individual MPOs

# Why a Multimodal Corridor Study?

2045 TPA Long Range Transportation Plan

Palm Tran Transit Development Plan

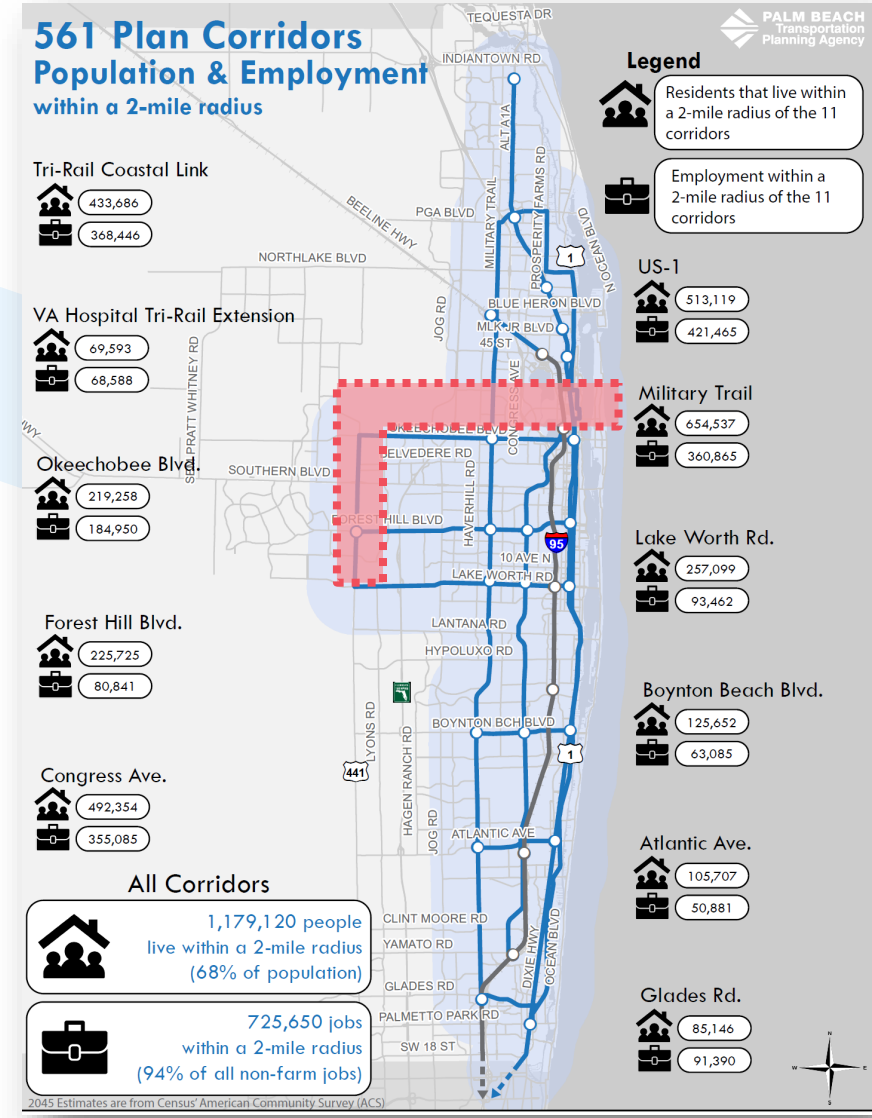
→ **561 Plan Corridors**

In 2045, these corridors will account for...

**94% of all non-farm jobs**

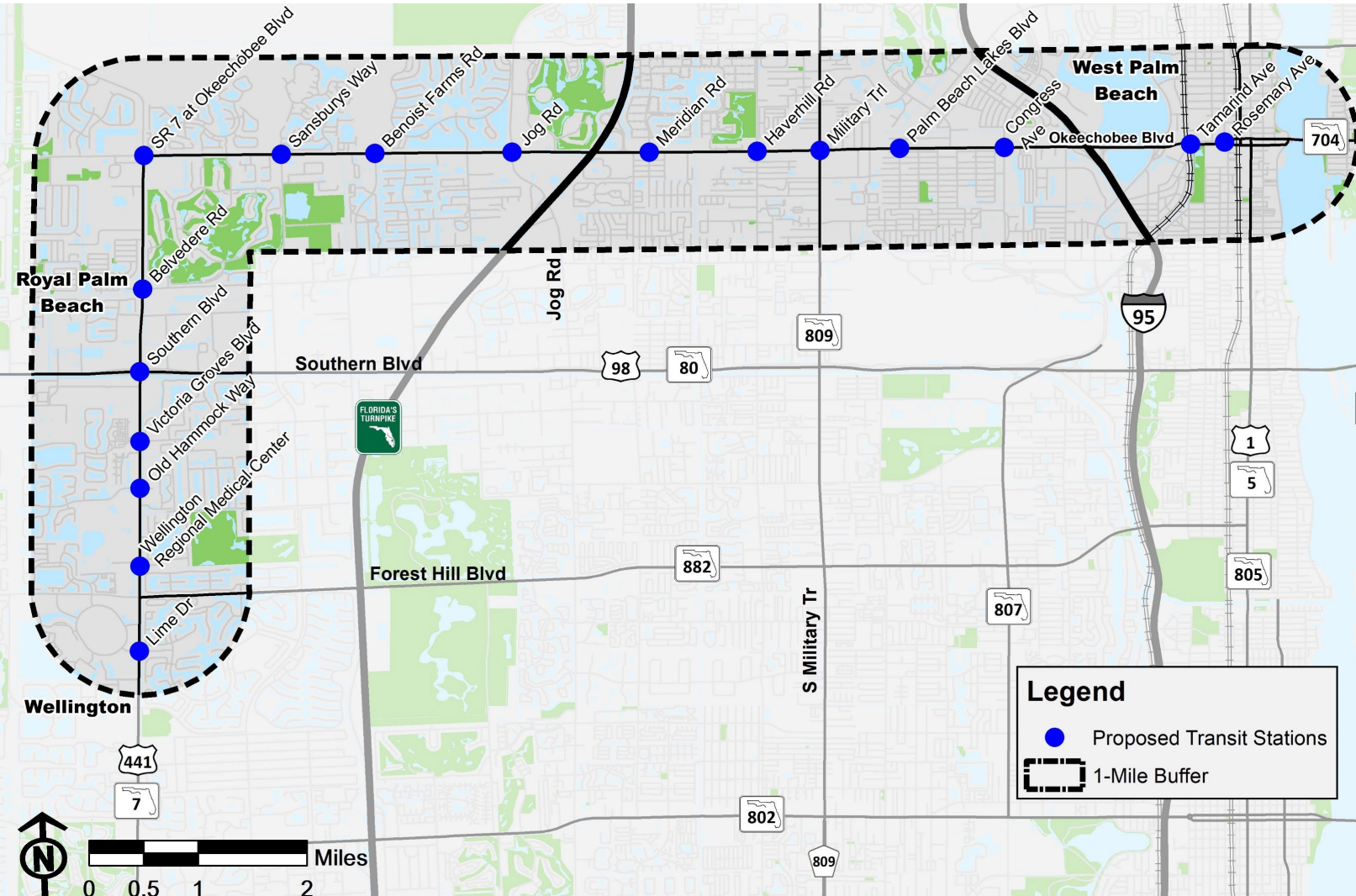
And within 2 miles of these corridors...

**68% of the population**







# A Growing Corridor with Competing Demands



Today, within 2-miles of Okeechobee Blvd there are:

 **220,000**  
Residents

 **185,000**  
Jobs

2015  
**76,000**  
Residents



2045  
**96,000**  
Residents

**67,000**  
Jobs



**78,337**  
Jobs

# Multimodal Corridor Study Goals

## Mobility Analysis



## Land Use and Economic Development Analysis



## Public Engagement and Input



## Health Impact Assessment

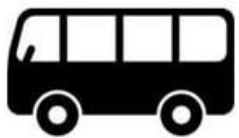


- Maximizing corridor throughput by using a **“Transit First”** lens
- Improve **first/last mile safety** for and enhanced transit stops
- Increase access to **affordable housing, education, jobs, healthcare**
- Utilize available rights-of-way and **cost-saving efficiencies**
- Identify **redevelopment and infill opportunities**

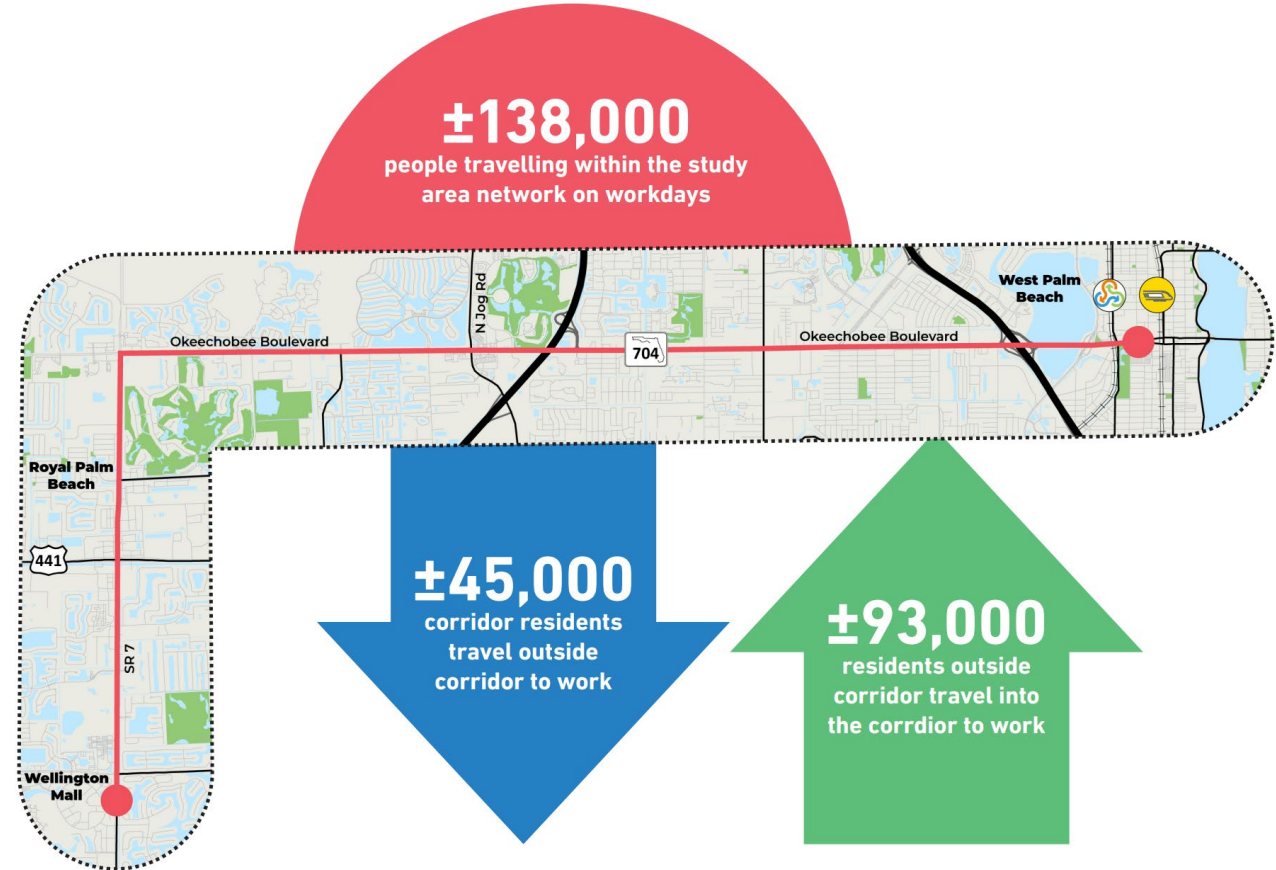


# Why Transit?

## Future Reliability within the Corridor



## Moving People - Spatial Implications



United States Census Bureau (2021), <https://onthemap.ces.census.gov>.



# What Did We Hear?

Over **1,400**  
workshop site views

**400**  
completed surveys



**100**  
interactive mapping  
comments

**900**  
unique website views



**102**  
bicycle and  
pedestrian crashes;  
many of which  
resulted in an injury

**14**  
people killed walking or  
bicycling in the corridor

**30%**  
of stops have shelters to  
protect riders from the Florida  
sun and frequent showers

About  
**30%**  
of stops lack lighting  
within 20 feet to  
make people feel  
safe at night

**50%**  
have seating to provide relief  
to people with disabilities,  
young, old, etc.

Less than  
**2%**  
have bicycle racks  
to park a bicycle  
when the bus  
has no capacity

Less than  
**40%**  
have trash  
bins to keep  
roadways  
clean



# Alternatives Based in Multimodal Lens



No Build /  
No Change



Mixed Traffic Bus  
w/ Limited Stops



Business Access and  
Transit Curbside Lanes



Curbside Bus  
Rapid Transit



Center Platform Bus  
Rapid Transit



Center Platform Dedicated-  
Lane Light Rail (LRT)



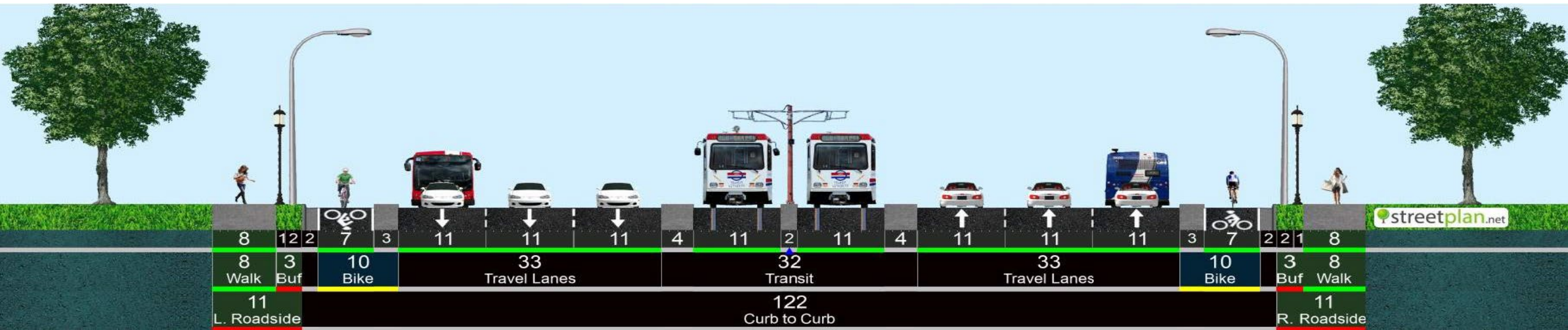
Elevated Rail

## Analysis Findings

- » Driving alone is the only safe, convenient mode **although reliability is waning**
- » Redevelopment and revitalization is **an increasing need** along the corridor
- » **General dissatisfaction** with Okeechobee Blvd, especially among non-motorists
- » Respiratory and physical health indicators are mixed, but **will decline substantially without action**



# Center Running Dedicated-Lane Light Rail (LRT)



Goal: Allocate roadway space for non-motorized users, transit, & single occupancy vehicles

- Provide **safe facilities** for the **most vulnerable users**
- **Maximize corridor throughput** with emphasis **on shared mobility**
- **Minimize travel time and delay** for all users
- **Increase access** to education, health care, and economic opportunity

Goal: Maximize return on any investment in enhanced transit service area

- Locate **transit stops at major activity centers**
- **Provide enhanced amenities** at enhanced transit areas
- **Provide multimodal environments** for first & last mile connections
- Provide capital investments to **promote redevelopment/ infill supportive of transit**
- **Operating cost efficiency**

# Why Center Running Dedicated-Lane LRT?

Trip Reliability

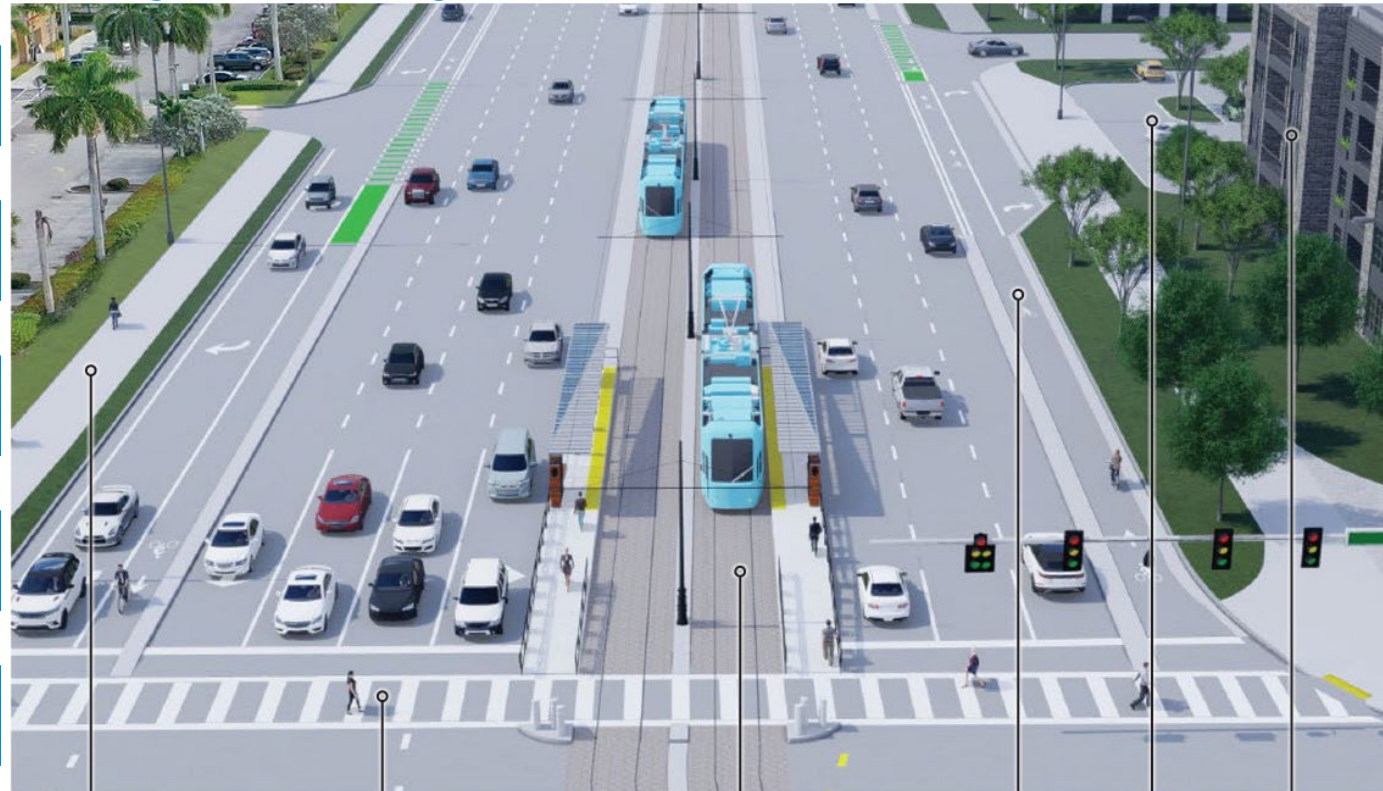
Health and Safety

Mobility Choices

Redevelopment/Infill

Public Appeal

Scalable Capacity



Shared Use Paths

Crosswalk to Access Median Station

LRT Tracks in Median

Separated Bike Lanes

Park-and-Ride Lots Close to Stations

Transit Oriented Design





# Okeechobee Blvd Today



Buy a car

Buy a car

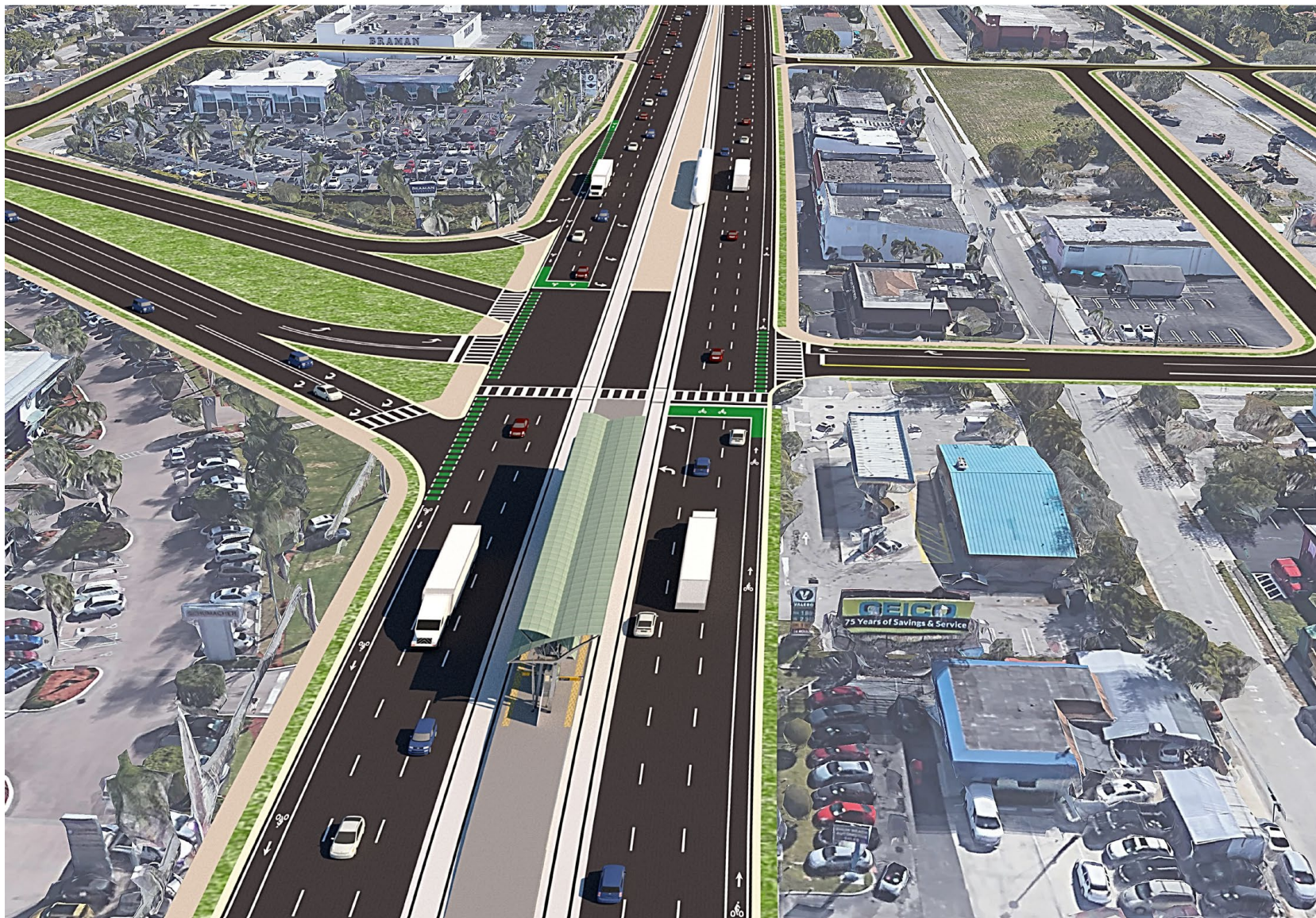
Change car's oil

Tint car's windows

Fuel a car



# Repurpose for Dedicated Transit





# Encourage Redevelopment Closer to Transit





# Transit-Oriented Development

Connected Streets

Walkable & Multimodal

Strategic Mixed-Use Infill

Within 1/2-mile of Station

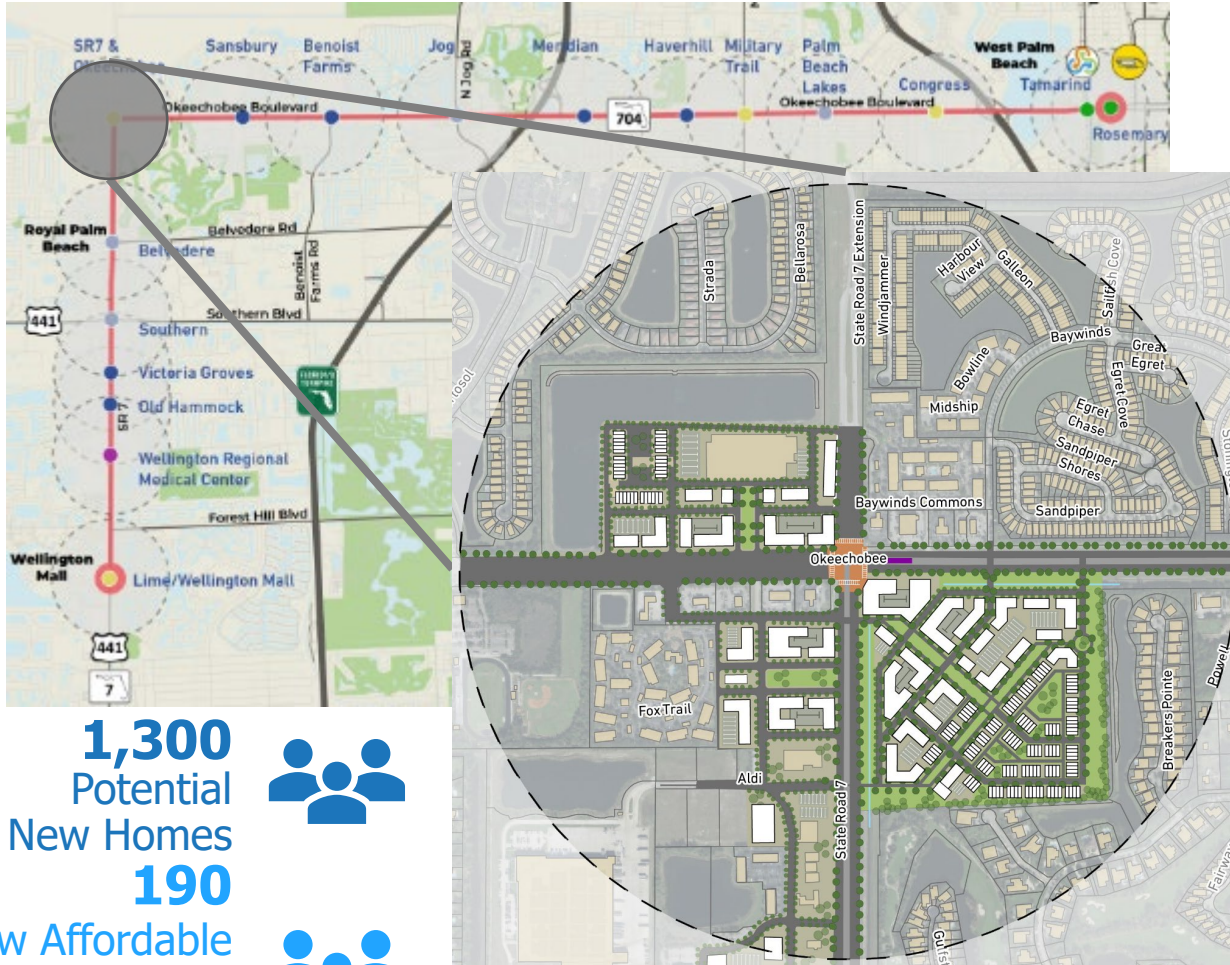
Robust Open Space/Parks

Stormwater Considerations





# Station Area Planning – State Road 7



**1,300**  
Potential  
New Homes

**190**  
New Affordable  
Homes  
*(based on 15% of  
overall homes)*



**5,600**  
Potential New  
Jobs



**\$632 million**  
Additional ad  
valorem



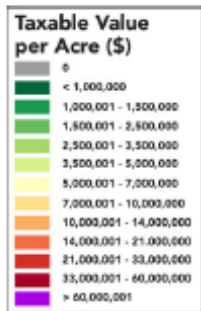
**Park-and-Ride**  
(surface or structured parking)

**Station**

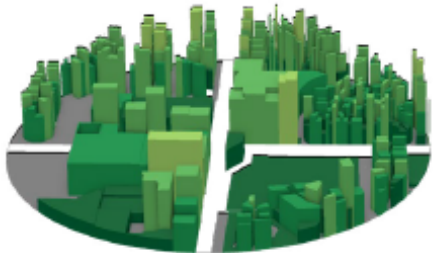
**Mixed Use  
Development**



# Station Area Planning – State Road 7

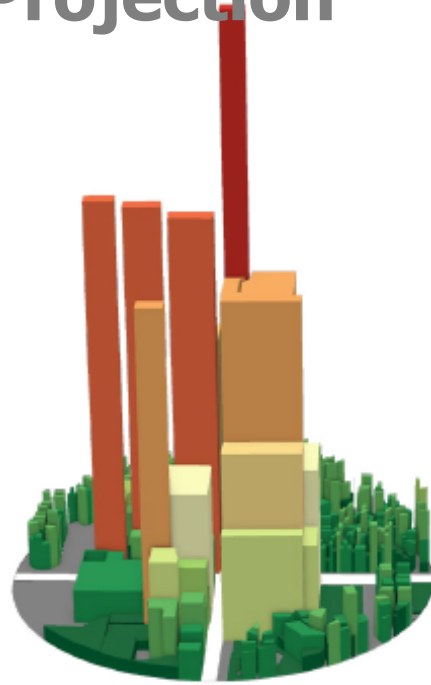


## Revenue Projection



Current Value:  
\$395M

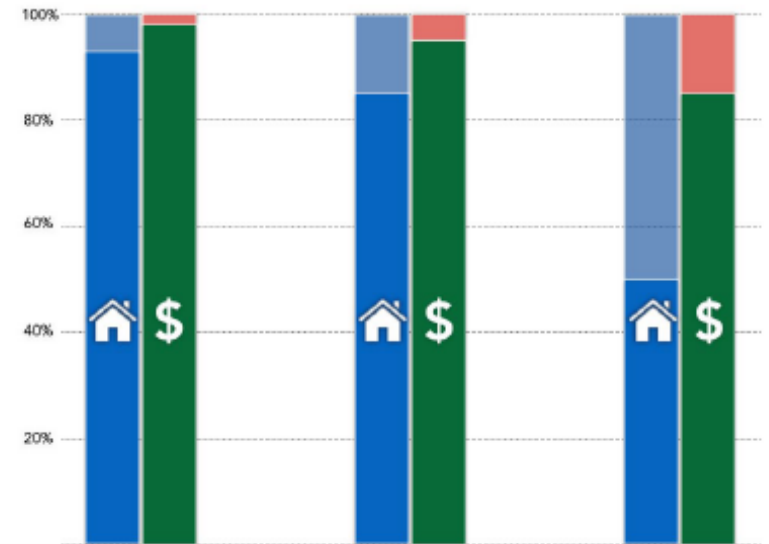
Low Concept (-10%):  
+\$569M



Concept:  
+\$632M

High Concept (+10%):  
+\$687M

## Affordable Housing Potential



	7%	15%	50%
Affordable Units	90	193	645
Value Added	\$632M	\$617M	\$549M
Subsidy Needed	-\$13M	-\$29M	-\$97M

Subsidy Needed: Market value reduction by percentage of included affordable housing





# Congress Ave Station Area





# Congress Ave Station Area





# Military Trail Station Area







# Military Trail Station Area







# Jog Rd Station Area





# Jog Rd Station Area





# SR-7 Station Area







# SR-7 Station Area





# Wellington Mall Station Area







# Wellington Mall Station Area





# Realizing the Vision

**Implement  
Projects**



**Land Use &  
Economic  
Development**



**Further Analyze  
& Refine**







# [PalmBeachTPAokeestudy.org](http://PalmBeachTPAokeestudy.org)

**Brian Ruscher, AICP**

Deputy Director of Multimodal