

OKEECHOBEE BLVD & SR 7 MULTIMODAL CORRIDOR STUDY



PURPOSE & VISION

The Palm Beach Transportation Planning Agency (TPA) completed a multimodal corridor study in 2022 that evaluated Okeechobee Blvd. & SR 7 in from the Mall at Wellington Green to Rosemary Square. This planning study included an alternatives analysis that evaluated potential transit and roadway modifications, health impacts, and opportunities for land use and economic development.



A GROWING CORRIDOR WITH COMPETING DEMANDS

POPULATION



In 2015, there were 76,000 Residents. Approx. 35% are under 18 or over 65

In 2045, there will be 96,000 Residents

Demographic source: U.S. Census Bureau through Remix.com (0.5 ml radius).

SAFETY



5,122 crashes in five years
14 were killed
102 involved people walking or bicycling

Crash Data Source: Signal Four Analytics 2017-2022

HOUSEHOLDS



14,000 Households
30% are low income
10% do not own a car
20% are Experiencing Poverty

JOBS



In 2015, there were 67,000 Jobs, 59% were essential
Only 30% hold a bachelor's degree



Despite being one of the highest transit ridership corridors in the county, only 11% of Okeechobee Blvd and SR-7 corridor is considered walkable and most transit stops do not have a shelter, lighting, or a trash receptacle. The TPA has prioritized \$3.9 Million for enhanced transit shelters, bus signals, and electric buses in FY 2027.

NEEDS



Mobility Choices



Economic Development



Safety



Land Use



Quality of Life & Environment



Equity



Affordable Housing



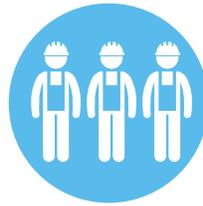
Example of a Station Area Plan at State Road 7



BENEFITS OF PROPOSED LIGHT RAIL VISION ACROSS 17 STATIONS

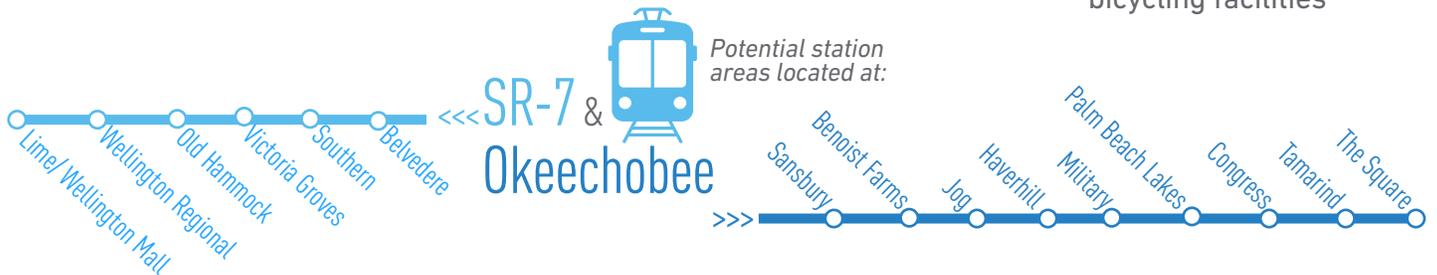
17,511
NEW HOUSING UNITS
1,226 could be affordable (15% of total)

\$10.2B
IN AD VALORUM
TAX REVENUE



72,214
new jobs with
15M S.F. of new
commercial
space

Potential to generate
up to 8,600
DAILY TRANSIT
RIDERS
Plus safe, protected walking and
bicycling facilities



NEXT STEPS

FDOT plans to initiate a feasibility study in Fiscal Year 2025 to further assess the viability, practicality, and impacts of the study's proposed transit concept.

Pursue funds at the federal and state level for capital improvements and the local level for operations and maintenance for implementation.