



Five-Year Road Program Amended and other Roadway Revolutions

At a December board meeting, your [Board of County Commissioners](#) adopted amendments to our [Five-Year Road Program](#). This included the approval for hiring of professionals to design, appraise and assist in the acquisition of land, right of way, and easements necessary to undertake the identified projects, including but not limited to the employment of real estate appraisers, engineers, certified public accountants, business damage consultants and experts, and other professionals deemed necessary.

One major revision included Lyons Road north of the Lake Worth District Canal to Boynton Beach Blvd.; a three-mile stretch widened to four lanes by 2023. Lyons south to Atlantic will be complete this coming year. Still on the program is Yamato Road from Lakeridge Blvd. to west of the Turnpike completed by 2021. Intersection improvements are to take place at Acme Dairy/Boynton Beach Blvd., Hagen Ranch/Atlantic Ave., Military Trail/Linton, Palmetto Park Road/Lyons, SW 18th Street/Boca Rio and Lake Ida/Hagen Ranch Road.

While traveling along Glades Road, particularly between Lyons and Powerline Road, you may have noticed a change in the way traffic signals are working. An Adaptive Traffic Control System (ATCS) was recently activated in PBC. The system installation was included as part of a [Florida Department of Transportation](#) (FDOT) Transportation Systems Improvement project. The system adapts to traffic fluctuations. It relies on video detection technology to constantly register queue lengths/delay times on each intersection approach and calculates optimal green times accordingly in real-time. One feature that is unique to this ATCS, which often triggers questions from drivers, is that the sequence of movements at an intersection dynamically changes throughout the day, and does not follow the standard sequence motorists are accustomed to – such as fixed timers.

The goal of this system is to minimize overall delay while maintaining progression along the major corridor. For the heavily travelled Glades Road, one of the key elements that the county and state are hopeful for is that the system will improve handling spikes in traffic generated by the Florida Turnpike Interchange. This section of Glades Road is now the fourth corridor in PBC running an adaptive system, with sections of Okeechobee Boulevard, Northlake Boulevard and PGA Boulevard being the other three. County staff and an FDOT in-house consultant support staff monitor the operation of these systems from the County's Traffic Management Center. I will share more about this technology as I am briefed as well as different areas within my district in the future. I hope you found it as interesting as I did.

Did you know there is a specific agency that plans, prioritizes and funds transportation projects and programs in PBC? By federal regulation, each urban area in the United States creates an agency like this to act as a liaison between local communities, their citizens, and the state and federal departments of transportation (DOTs). The Palm Beach [Transportation Planning Agency](#) (TPA) is responsible for transportation planning in PBC. I have had the honor and privilege of serving on this board for many years.

Recently the TPA prioritized over \$100 million for improvements to the Atlantic Avenue Corridor. This includes the widening of Atlantic Avenue from US 441 to west of Lyons Road in 2022 and the future expansion from west of Lyons Road to Jog Road. Once completed, these projects will create a safe multimodal environment that will accommodate our future growth and provide designated facilities for our bicyclists and pedestrians.

As always, I invite your comments on any issue of interest to you. As your Commissioner, I am here to help you. You may write me at 301 N. Olive Ave., West Palm Beach, 33401 or at MBerger@pbcgov.org. You can call me or my staff at 276-1310 or toll free at 877-930-2205. Please visit me on the Web at www.pbcgov.com/d5.

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