

WEST
PALM
BEACH

DOWNTOWN
**Mobility
Plan**

ADOPTED 05.21.18



WEST PALM BEACH



PREPARED BY



WITH SUPPORT BY



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Executive Summary



What is the Mobility Plan?

The Downtown West Palm Beach Mobility Plan is a bold initiative to enhance the way we move people and goods in Downtown. The plan will serve as a road map to create a modern, well-balanced transportation system that provides real mobility choices and creates great places where people want to invest their time and money. Real mobility choices mean that people have the option to walk, bike, ride, or drive in a safe and comfortable environment.



“West Palm Beach is committed to being a leader in shifting away from our dependence on cars and moving toward embracing innovative methods of moving people...The goal is to develop a transportation system that balances pedestrian, bicycle, transit, and car travel in an affordable, sustainable and safe manner.”

—MAYOR JERI MUOIO

The Downtown West Palm Beach Mobility Plan provides the lens through which future transportation projects should be prioritized and implemented. Going forward, does the transportation network—including physical infrastructure and transportation services—meet the needs of those that live, work, and visit here? Additionally, does the network support the anticipated growth, both regionally and locally, while also preserving the quality of life and human dimension of Downtown that makes it unique, accessible, and diverse?

The Mobility Plan establishes a shared community vision for how people travel that is built on shared, desired outcomes. To realize the vision, the plan outlines specific actions organized into short-, medium-, and long-term stepping stones that will guide the community towards achieving the type of city West Palm Beach wants to be.

The mobility plan outlines a way forward with attainable goals to improve overall mobility for downtown residents, employees, and visitors. When implemented, the mobility plan will create these key outcomes:



Support growth in residents, employees, and visitors



Provide predictable and reliable travel for all modes



Create safe streets for all ages, abilities, and modes of travel



Expand travel options for people traveling to, through, and around Downtown



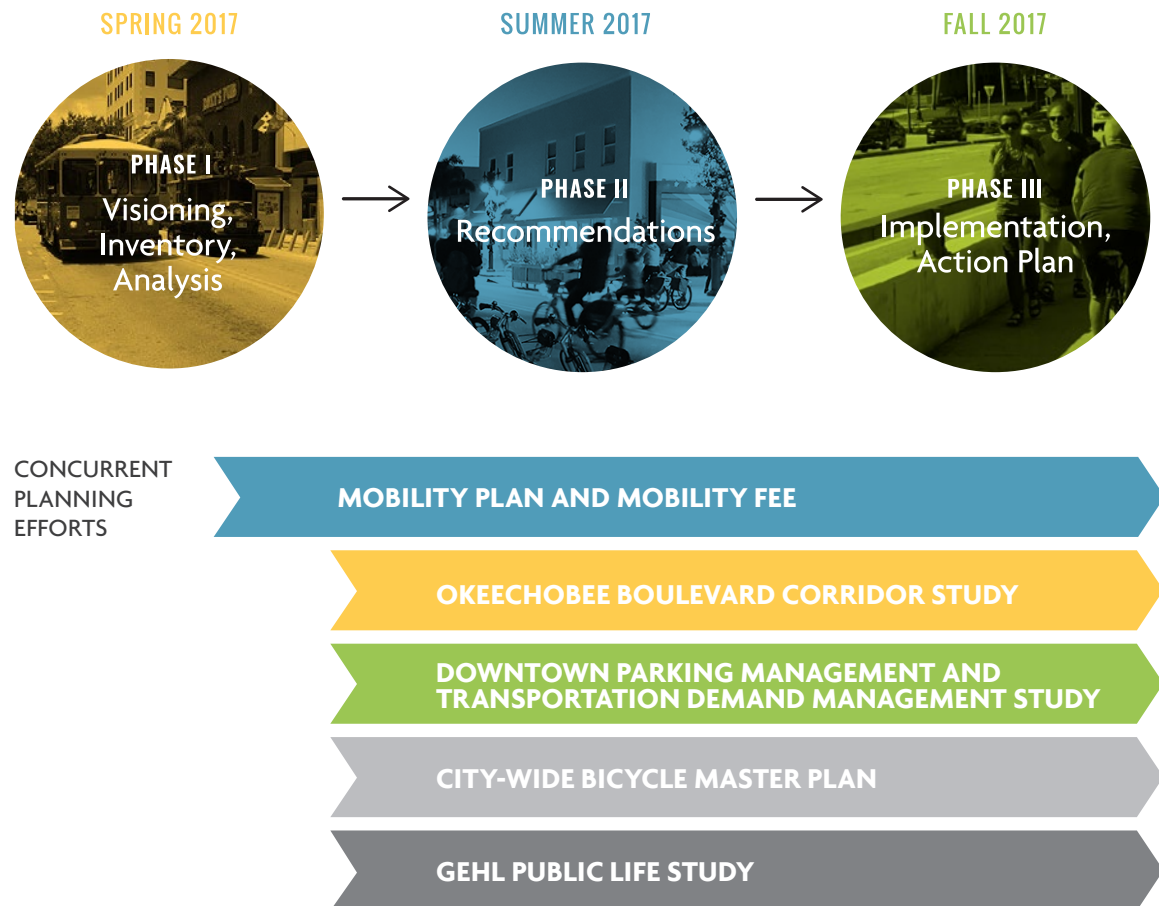
How was the mobility plan developed?

The development of the mobility plan was a collaborative effort that brought together residents, the business community, and regional and state partners to create a strategic transportation vision for Downtown West Palm Beach. The mobility plan began in the spring of 2017 with a visioning workshop, which included a public meeting and stakeholder meetings held over three days, and the launch of the interactive online map and the project website. During the summer, the project technical steering committee met to provide technical guidance as the ideas for strategies were developed. In the fall, the complete mobility strategy was presented at a public open house. Input received at the meeting was used to refine and finalize the recommended actions to implement the plan.

Additionally, the Downtown Parking and Transportation Demand Management Study and the Okeechobee Corridor Study were developed concurrently, with public and stakeholder meetings. The input received for these initiatives was incorporated into this planning effort to develop a comprehensive mobility strategy for Downtown. It took a community to develop this plan and it will take a community to implement it. The opportunities for input are summarized here and expanded on in the Community's Mobility Vision section of this report.

Planning Process

The mobility plan followed a process that included listening and analysis as well as coordination with concurrent planning initiatives and community partners.





PUBLIC MEETINGS

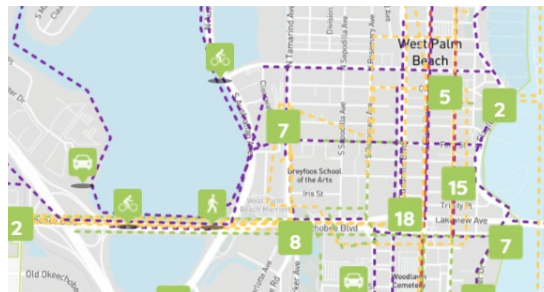
The public meetings provided an opportunity for community members to share their stories, experiences, and desires for how to enhance their daily travel choices. The project included two open house meetings and several presentations to City Commission, as well as multiple presentations to neighborhood groups throughout the process.

More than
80 PEOPLE
participated in
the first public
meeting

88 COMMENTS

112 VOTES

on ideas and
opportunities were
received during the
Visioning Public Kickoff
Meeting



ONLINE

The project website provided a central place to receive feedback and access project files. Additionally, the interactive online map was used to collect specific feedback about desired routes or needed improvements in the Downtown area.

1,396 UNIQUE VISITORS
to the project website

207 COMMENTS ONLINE
(routes or points)

622 "LIKES"
to comments online



TARGETED STAKEHOLDER MEETINGS

The stakeholder meetings provided an opportunity for technical and targeted input from a broad range of perspectives. A technical steering committee composed of local, regional, and state agencies and departments met three times to guide the development of the plan. Additionally, several stakeholder meetings with neighborhood association representatives, the business community, and municipal agency partners were held to capture a broad range of input.

Over
29 MEETINGS
between City staff,
stakeholder groups, and
community leaders

3 PROJECT
TECHNICAL
STEERING
COMMITTEE
MEETINGS

STAKEHOLDER MEETINGS

with neighborhood groups, the business community, and municipal agencies



What are the current needs and challenges?

West Palm Beach will need to meet the needs of today and tomorrow. The following key challenges will shape the Downtown of tomorrow. How the community responds to these challenges will shape how people live, work, and visit Downtown.

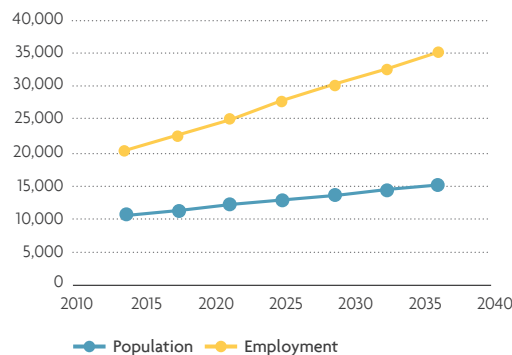
For more detailed and comprehensive information about the needs and challenges identified during the development of this plan, see the Existing Conditions and Needs Assessment Appendix.



Growth in jobs, population and visitors

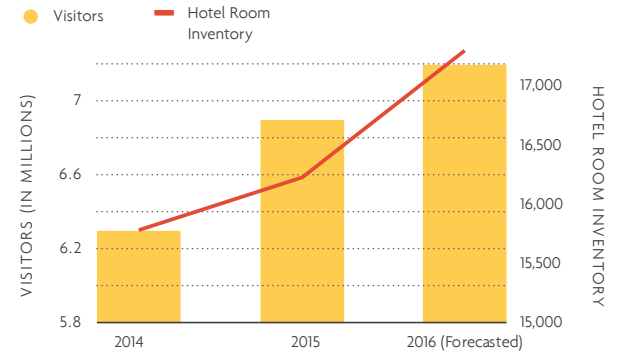
Downtown is growing. Over the next 25 years, Downtown is expected to add 4,000 new residents and 13,000 new jobs. Additionally, the number of visitors is expected to increase as more hotels and cultural attractions are built. Over the past three years, the number of visitors in Palm Beach County has increased by 14%. The growth means expanding opportunities for where people live, work, and socialize. As Downtown streets are largely built out, the focus will need to be on moving people more efficiently within the limited street space.

DOWNTOWN WEST PALM BEACH POPULATION & EMPLOYMENT TRENDS



Source: US Census; Palm Beach TPA LRTP

ANNUAL VISITORS IN PALM BEACH COUNTY & HOTEL ROOM INVENTORY



Source: Palm Beach County Tourist Development Council

+56% in jobs
by 2040

+35%
in residents
by 2040



Need for safer streets

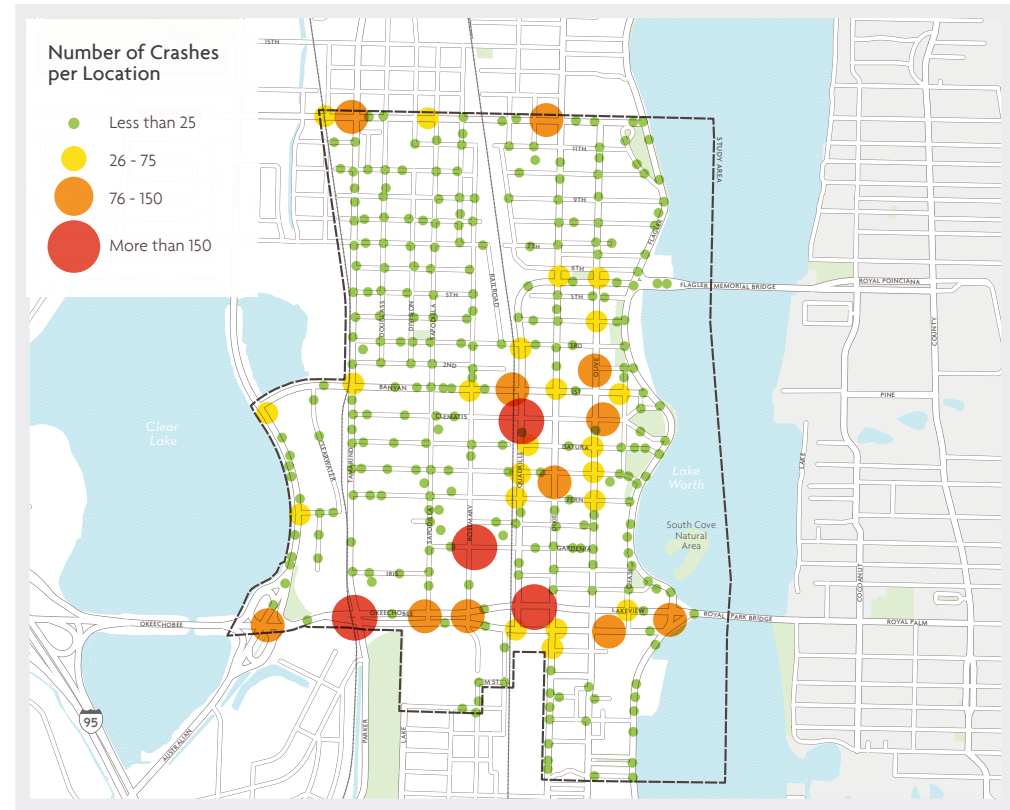
Over the past three years, 2,814 crashes occurred in Downtown at a rate of 2.5 crashes per day. Twenty-five percent of all crashes in West Palm Beach occur in Downtown, yet Downtown represents just 7% of the total street network in the City. By street context, crashes disproportionately occur on streets in Downtown with more lanes, higher speeds, and higher vehicle volumes. Sixty-four percent of crashes occur on arterial streets, yet they represent just 14% of the total street network. Lastly, peak periods for crashes correspond with peak periods for commuting, creating unpredictable travel patterns. By creating safer streets for all users, the community can save time, money, and lives.



Meeting the needs of all ages and abilities in the community

The City's streets and public spaces should be usable by everyone, including seniors, families with young children, and those with mobility, vision, hearing, and cognitive impairments. Currently, 4 in 10 people in Downtown West Palm Beach are under the age of 18 or over the age of 65. An accessible public realm is the foundation of an inclusive city, promoting equity by allowing all people to meet their daily needs. It will become more important in the future as the number of people age 60 or older is expected to double by 2040.

DOWNTOWN CRASH LOCATIONS 2014-2016



SAFETY: KEY OBSERVATIONS

25% OF ALL CRASHES
in West Palm Beach occur
in Downtown

33% OF ALL CRASHES
in Downtown occur along
Okeechobee Boulevard

28% OF ALL
FATAL OR SERIOUS
INJURY CRASHES
in Downtown occur along
Okeechobee Boulevard

FROM 2014 TO 2016,

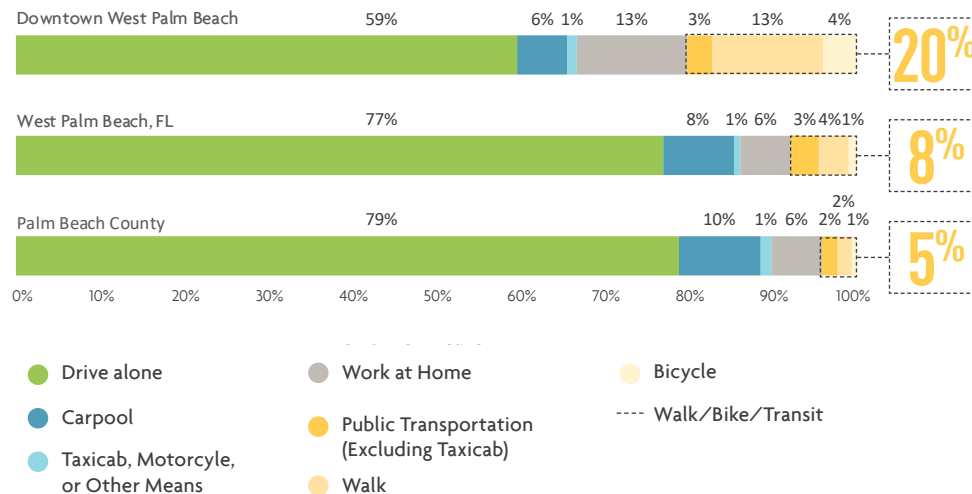
2,714 CRASHES
occurred in the Downtown
area at a rate of
2.5 CRASHES PER DAY



Changing travel patterns to expand travel options

Residents of Downtown West Palm Beach use a wide range of travel options: 40% of Downtown residents travel to work by means other than driving alone. Comparatively, residents of the City of West Palm Beach and Palm Beach County travel to work predominantly by driving alone (almost 80% respectively for the City and the County). To accommodate the growth in residents and workers in Downtown, a greater number of short trips should be made by more efficient means such as walking, bicycling, taking transit, or shared vehicle trips. For longer regional trips, convenient and reliable travel options will need to be expanded.

COMMUTE MODE SHARE



Increase density to support mode shift and short trips

Increasing density and development in Downtown will bring people and destinations closer together. The closer proximity to daily activities will increase the convenience of walking, bicycling, and taking transit and help reduce traffic congestion and parking demand. Currently, 20% of residents in Downtown commute to work by walking, bicycling, and taking transit. Increasing density and development will help support even more of these types of trips.



Creating complete networks and streets

Currently, the transportation system in Downtown is not safe, convenient, and reliable for all modes. The one-way streets and lack of east-west routes limit route options and can make navigating Downtown confusing and circuitous, particularly for visitors. Transit service can be unreliable or require significant amounts of time to travel to destinations, particularly between regional destinations. For people walking, sidewalks are often narrow, and lack shade and comfort. For people bicycling, the network of family-friendly routes is minimal and disconnected. For people driving, certain corridors take longer to navigate during commuting periods. By creating complete networks and streets, people in Downtown can have real mobility choices and streets that generate the economic and social life that attracts investment of people's time and money.



Managing rail crossings, bridge openings, and special events

Street closings caused by railroad crossing and bridge openings are a regular part of life in Downtown and impact travel patterns by creating additional delay. The number of closings and openings will also increase as the frequency of freight and commuter trains passing through Downtown increases. Additionally, West Palm Beach is a cultural destination with frequent activities throughout the week and weekend. The main destinations for events are the Kravis Center, the Palm Beach County Convention Center, and the waterfront near Flagler and Clematis. As events grow in size and frequency, they will impact travel patterns in Downtown.



AT-GRADE RAIL CROSSINGS AND BRIDGES: KEY OBSERVATIONS

Bridge Openings

- Royal Palm - every 30 Minutes
- Flagler Memorial – opens on the hour

CSX line

Tri-Rail
50 CLOSINGS
per day

Amtrak
2 CLOSINGS per day

FEC line

Currently
14 TO 15 CLOSINGS
per day

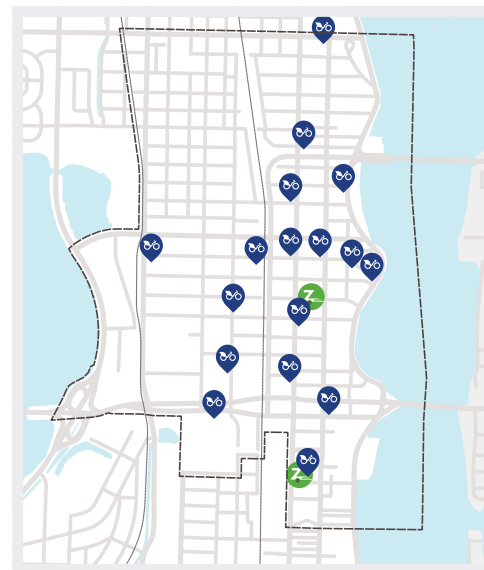
Brightline will add
32 CLOSINGS per day

Source: City of West Palm Beach



Anticipating changes in transportation technology and mobility services

Technology is quickly changing the way people travel, particularly in urban areas. Mobile devices are making it easier to check transit status in real-time, call a ride sharing service, or access a bike share system. These services are already available in Downtown and can be expanded in the future to provide more options for a wider range of trips. They will also create opportunities to integrate modes, making it easier to use more than one mode to complete a trip. Additionally, autonomous vehicles will soon be a regular part of travel options for individuals and transit services. While these services may reduce the need for personal car ownership, they may also increase congestion if not managed effectively. New technology should be used to expand travel options and reduce vehicle trips.



SHARED MOBILITY: KEY OBSERVATIONS

Downtown has an expanding network of shared mobility services.



Skybike

17 BIKE SHARE
STATIONS
184 DOCKS
50 AVERAGE
DAILY TRIPS



ZipCar

2 LOCATIONS
4 VEHICLES



What is our vision of the community we want to be?

During the development of the mobility plan, six consistent themes rose to the top through:

- Public meeting discussions
- Stakeholder input from residents, the business community, and regional partners
- Comments shared through the project website
- A review of past local, regional, and state planning initiatives

The six themes and desired outcomes will be used to guide decision-making about transportation to create a 21st-century city that is future ready, can meet the needs of people today and tomorrow, and provides prosperity for everyone in the community.



Welcoming - West Palm Beach was founded as a destination for visitors and this trend continues to define the City as a place for vacations, recreation, and culture. By providing a transportation system and services that are intuitive, predictable, and reliable, the City will meet the needs of those visiting for vacations, events, shopping, and other cultural happenings.



Blossoming - West Palm Beach continues to be a major destination to live, work, and visit. The goal is to create a great place where people want to invest their time and money.





Safe and Healthy - Over the past three years, 2,714 crashes occurred in Downtown West Palm Beach at a rate of 2.5 crashes per day. The City will create a transportation system that is safe for everyone in the community, regardless of age, ability, or travel choice. It will also create opportunities for physical activity as a part of daily travel to improve the health and well-being of the City.



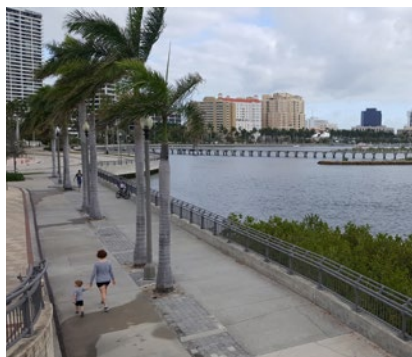
Resilient - By treating streets as ecosystems, the City will create a transportation system that is future-ready and reduces the impact of the transportation system on natural systems and climate. By investing in green infrastructure, such as trees for shade and bioswales to manage stormwater run-off, and travel choices that reduce greenhouse gas emissions, such as walking and bicycling, the City will meet the economic, social, and environmental needs of today and tomorrow.



Connected - The City will continue to expand travel choices and connections to destinations by creating complete networks for all modes and seamless, intuitive, and convenient transitions between modes. Investments in physical and digital mobility infrastructure will combine to create a transportation system that can meet the needs of a 21st century economy.



Action-Oriented - Implementation is an iterative process that requires collaboration and communication. The City is constantly changing and growing, and the transportation needs of the community are constantly evolving. The City will be strategic with its investments and work closely and regularly with residents and the business community, communicate regularly on progress, and be flexible in funding, design, and project delivery strategies to ensure projects stay relevant and visible.





How are we going to create the City we want to be?

This plan represents a comprehensive strategy that when implemented will help the City grow while becoming more safe, healthy, resilient, connected, welcoming, and action-oriented. To accomplish these goals, a series of projects, policies, and programs have been developed to create a transportation system that is more predictable, reliable, and future ready. The details of the projects, policies, and programs are in the *Actions* section of this plan and they are organized into an implementation schedule in the *Action Plan* section of this plan.



DATURA STREET BETWEEN OLIVE AND NARCISSUS

PROJECTS

Identify the **physical changes** to streets that can create the transportation system and networks envisioned for Downtown.

POLICIES

Support **decision-making** about funding, projects, and programs.

PROGRAMS

Provide **incentives and support** for people to travel using more options.

ACTION PLAN

Organizes the projects, policies, and programs into a sequential **implementation** plan to guide actions and investments overtime.



WELCOMING



BLOSSOMING



SAFE + HEALTHY



RESILIENT



CONNECTED



ACTION-ORIENTED



Mobility Vision

Desired Outcomes

The City of West Palm Beach is a dynamic destination for residents, employees, and visitors. It has something for everyone and continues to reinvent itself while staying true to its community roots and history. The ability of people to move freely and travel to their daily destinations safely and conveniently is a key element of the City's continued success and future growth.

The mobility vision provides the lens through which future transportation projects should be developed and prioritized. Going forward, does the transportation network—including physical infrastructure and transportation services—meet the needs of those that live, work, and visit here? Additionally, does it support the anticipated growth, both regionally and locally, while also preserving the quality of life and human dimension of the City that make it unique, accessible, and diverse?

The mobility plan outlines a way forward and attainable goals to improve overall mobility for downtown residents, workers, and visitors.



THE LONG-TERM VISION FOR STREETS IN DOWNTOWN, INCLUDING STREETS SUCH AS QUADRILLE (ABOVE), IS TO EXPAND TRAVEL CHOICES AND IMPROVE QUALITY OF LIFE FOR RESIDENTS, WORKERS, AND VISITORS.

When implemented, **the mobility plan will create these key outcomes:**



Support growth in residents, employees, and visitors



Expand travel options for people traveling to, through, and around Downtown



Provide predictable and reliable travel for all modes



Create safe streets for all ages, abilities, and modes of travel

Mobility Goals

During the development of the mobility plan, six consistent themes rose to the top through:

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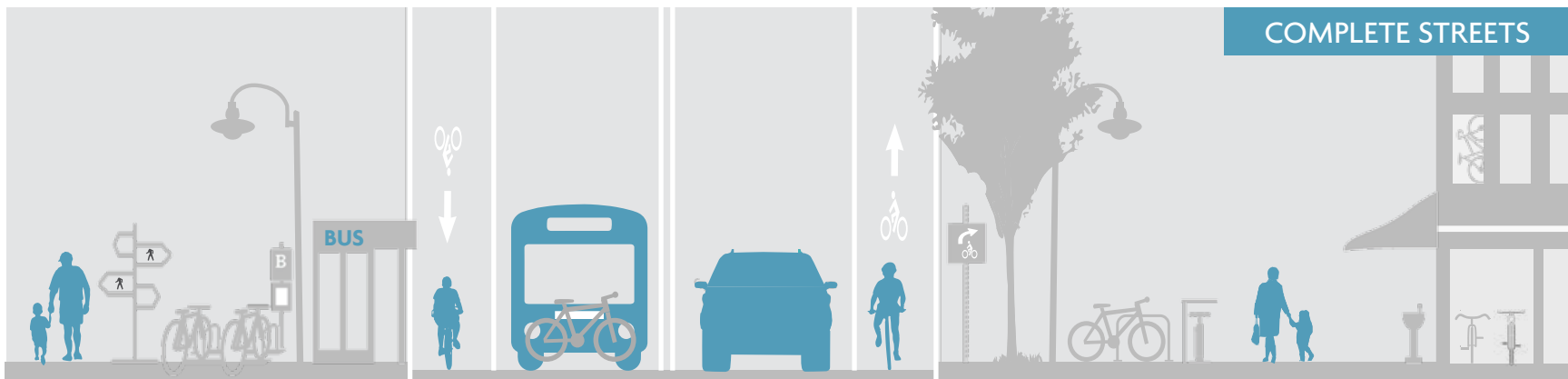
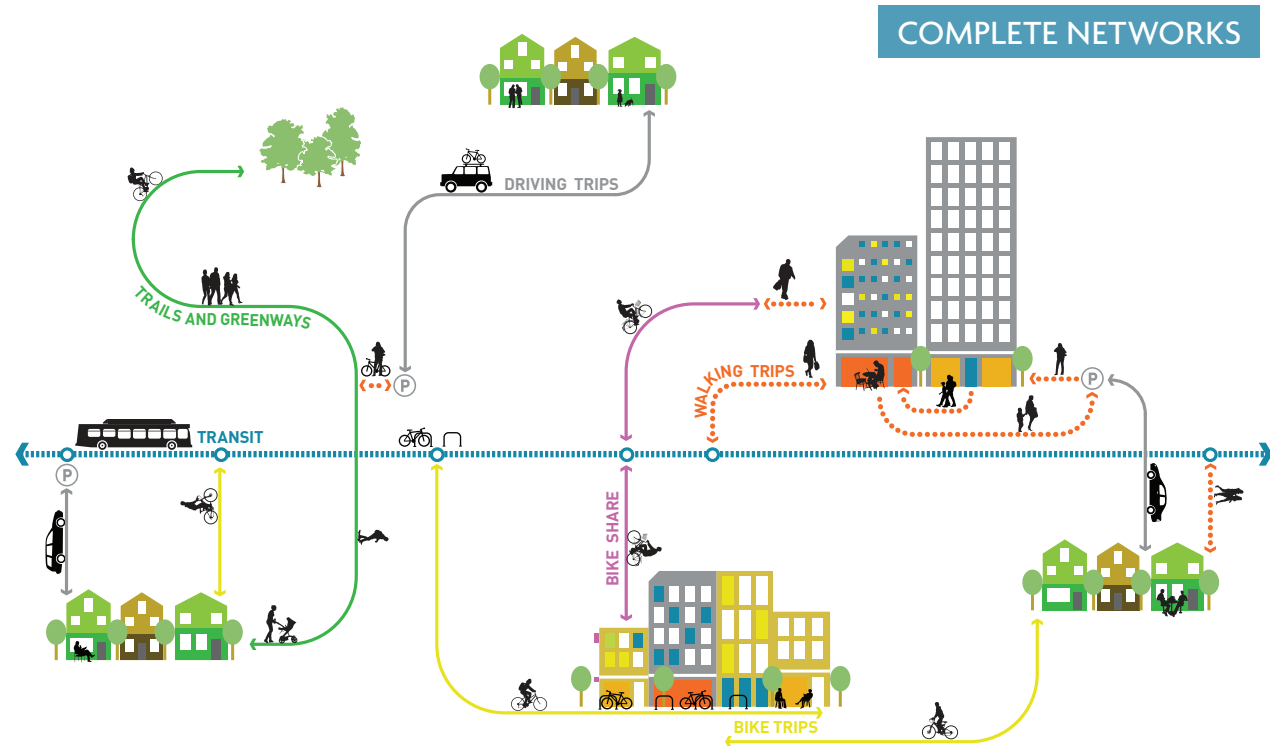
Connected - The City will continue to expand travel choices and connections to destinations by creating complete networks for all modes, creating seamless transition between modes that are intuitive and convenient, and combining investments in physical and digital mobility infrastructure to create a transportation system that can meet the needs of a 21st century economy.



Action-Oriented - Implementation is an iterative process that requires collaboration and communication. The City is constantly changing and growing and the transportation needs of the community are constantly evolving too. The City will be strategic with its investments and work closely and regularly with residents and the business community, communicate regularly on progress, and be flexible in funding, design, and project delivery strategies to ensure projects stay relevant and visible.

Complete Networks and Streets

The vision for mobility in Downtown West Palm Beach is for a transportation system that is safe, reliable, and complete for everyone. People traveling to, through, and around Downtown West Palm Beach should have a variety of choices for all trips. To accomplish this vision, streets and networks will need to be complete for all modes.



Mode Hierarchy

The goal for mobility in Downtown West Palm Beach is to move people. People of all ages, abilities, and backgrounds should be able to travel comfortably, safely, and conveniently in Downtown.

As such, the hierarchy of modes is pedestrians, bicycles, transit, and vehicles. This hierarchy puts emphasis on the efficient movement of people and equitable allocation of street space. In an urban and walkable context such as Downtown West Palm Beach, street space is limited and needs to be prioritized to accommodate a wide range of users and activities.

PEOPLE...

Walking



Bicycling



Riding Transit



Driving



Mode Shift Goal

Between now and 2040, the goal for Downtown West Palm Beach is for no increase in driving. This goal equates to a 14% mode shift from driving to other modes including walking, bicycling, and transit.

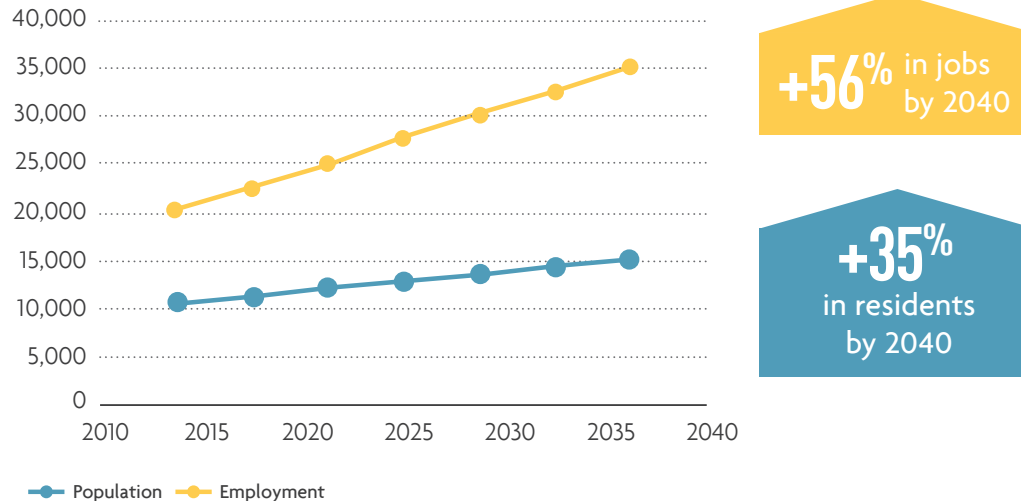
Today, the driving capacity of the street network is approximately 77% full during peak periods. By 2040, the driving capacity is projected to be 91% based on current development plans and transportation choices. The goal is to capture this 14% increase in new trips by converting them from

a driving trip to a walking, bicycling, or transit trip (mode shift). This represents an almost 3% mode shift every five years.

The benefits of this mode shift are many. They will allow the Downtown to grow while also accruing the positive outcomes and quality of life desired today and tomorrow. The main benefits include reduction in crashes and safer streets for everyone; more predictable and reliable travel times; more travel choices, particularly for shorter trips; positive health benefits from increased physical activity; and increases in economic development opportunities.

These modest shifts are attainable with focused investments in the projects, policies, and programs identified in this plan. Investments can reduce demand for driving while inducing demand for walking, bicycling, and transit, even while Downtown grows. With a street network that is largely built out, the ability of Downtown to grow will be dependent on using the limited street space more efficiently. This shift can be accomplished by creating more opportunities for people to walk, bike, take transit, share vehicular trips, and telework.

DOWNTOWN WEST PALM BEACH POPULATION & EMPLOYMENT TRENDS



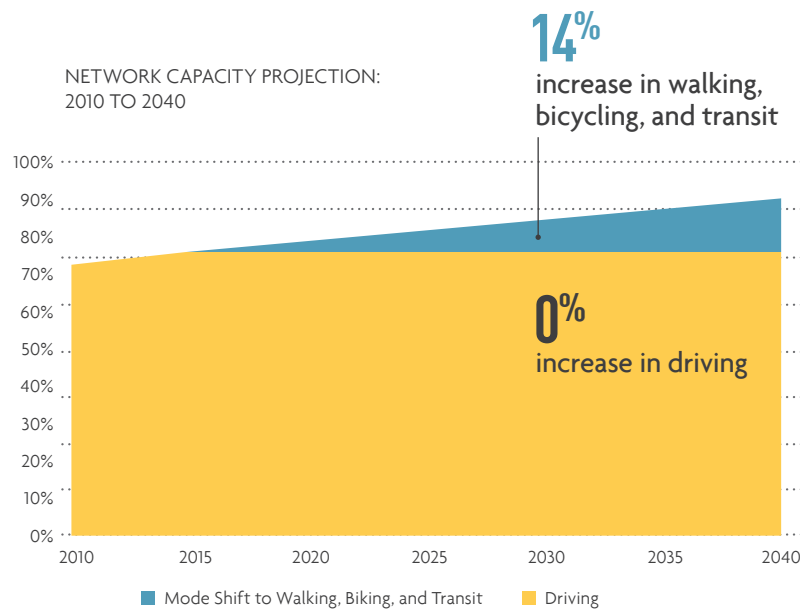
Note: Percent increases in jobs and residents calculated from 2015 to 2040.

Source: US Census; Palm Beach TPA LRTP

DATA SOURCE FOR PAGE 25

Data used for this analysis and goal creation is from the Florida Department of Transportation (FDOT) 2010/2040 Cost Feasible Southeast Florida Regional Planning Model (SERPM). This model uses a range of factors, including population and employment projections, shifting demographics, land use changes, and planned regional road and transit projects, to estimate vehicular capacity on roads in the region.

NETWORK CAPACITY PROJECTION:
2010 TO 2040



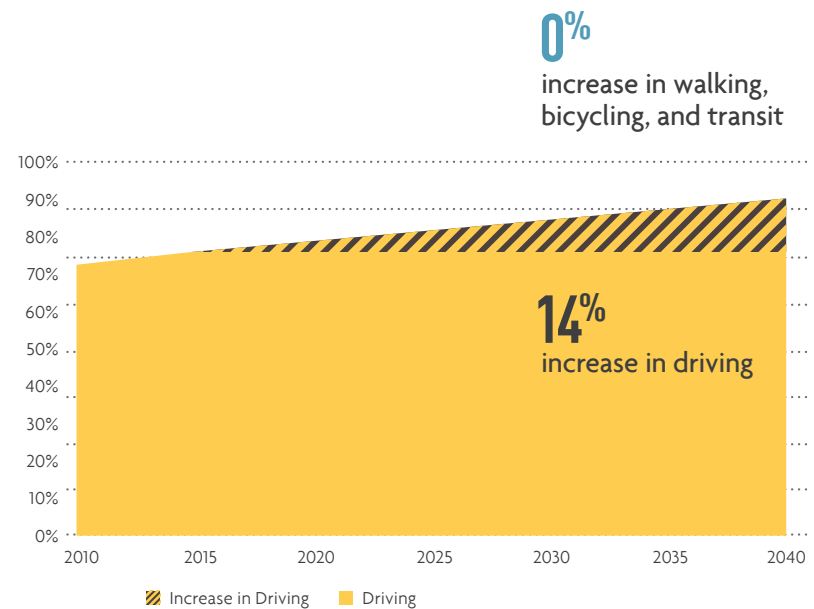
Mode-Shift Scenario

IF IMPLEMENTED, THIS SCENARIO WILL RESULT IN A...

- 56% increase in jobs
- 35% increase in residents
- 0% increase in driving
- 14% increase in walking, bicycling, and transit
- Reduction in crashes and safer streets for all users
- More predictable and reliable travel times
- More travel choices, particularly for shorter trips
- Positive health benefits from increased physical activity

THE ACTIONS NEEDED TO ACHIEVE THIS SCENARIO INCLUDE:

- Land use and parking policy changes that reduce demand and subsidies for driving
- Increase transit funding and convenience of services
- Increase funding and change design standards for street construction to support walking, bicycling, and transit
- Increase incentives for walking, bicycling, and transit through robust transportation demand management program



“Business as Usual” Scenario

IF BUSINESS CONTINUES AS USUAL...

- 56% increase in jobs
- 35% increase in residents
- 14% increase driving
- 0% increase in walking, bicycling, and transit
- Increase in congestion and travel delay
- No reduction or increase in crashes
- Limited travel choices besides driving

THE ACTIONS NEEDED TO ACHIEVE THIS SCENARIO INCLUDE:

- No change to existing land use and parking policies that induce demand for and subsidize driving
- No change to existing transit service and funding
- No change to existing design and funding approach to street construction
- No change to existing incentives for walking, bicycling, transit, and driving

Crafting the Vision

The vision for mobility in Downtown is the community's vision - one where all modes of travel are safe, convenient, and comfortable. The development of the vision was a collaborative effort that brought together residents, the business community, and regional and state partners to create this mobility plan for Downtown West Palm Beach. The visioning effort began in the Spring of 2017 with a well attended public visioning meeting, stakeholder meetings held over three days, and the launch of the interactive online input map and project website. During the summer, the project technical steering committee met to provide guidance on the development of the vision and strategies to include in the plan. In the fall, the complete mobility strategy was presented at a public open house, with the input received at the meeting used to refine and finalize the recommended actions to implement the plan.

The visioning process also included collaboration between projects developed concurrently with the mobility plan, including the Downtown Parking and Transportation Demand Management Study, Okeechobee Corridor Study, Public Life Study, Bicycle Master Plan, and other ongoing efforts by the City. The input received for these initiatives was also incorporated into this visioning effort and helped develop a comprehensive mobility strategy for Downtown.

CONCURRENT PLANNING EFFORTS

MOBILITY PLAN AND MOBILITY FEE

OKEECHOBEE BOULEVARD CORRIDOR STUDY

DOWNTOWN PARKING MANAGEMENT AND TRANSPORTATION DEMAND MANAGEMENT STUDY

CITY-WIDE BICYCLE MASTER PLAN

GEHL PUBLIC LIFE STUDY

Public Meetings

The community was actively engaged from the beginning of the project, starting with the initial public meeting. Community members shared their stories, experiences, and desires for how to enhance their daily travel choices. More than 80 people participated in the first public meeting.

Stakeholder Meetings

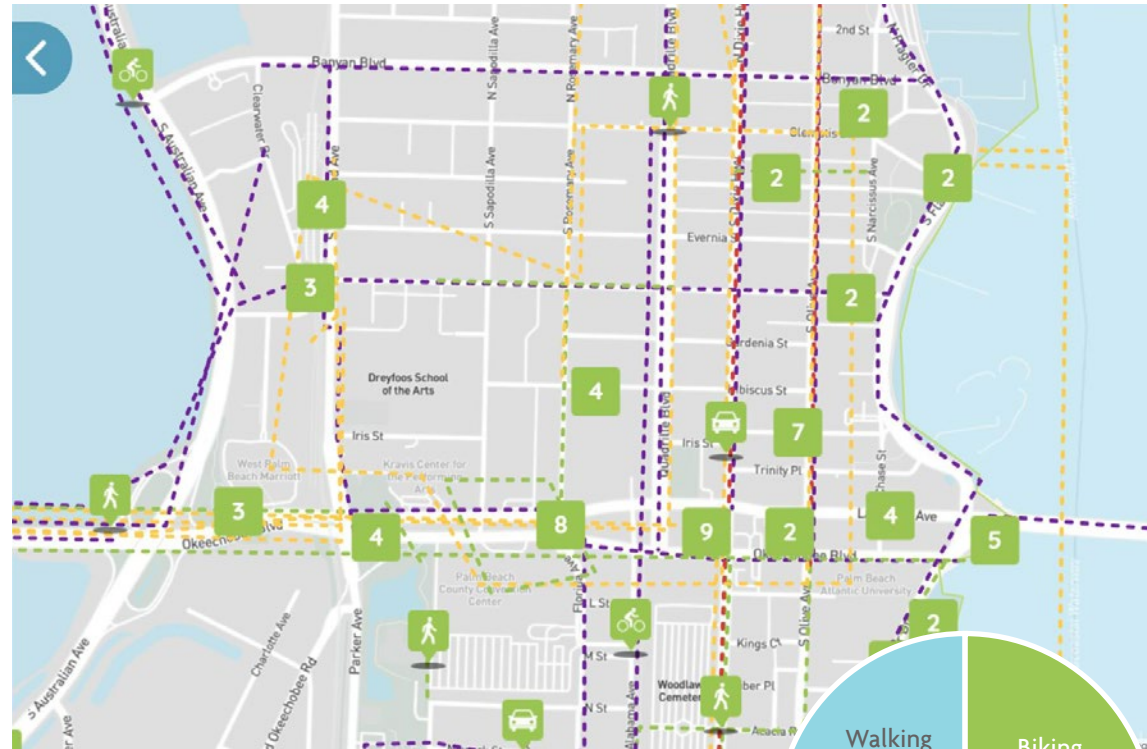
The 29 stakeholder meetings held throughout the process provided an opportunity for technical and targeted input from a broad range of perspectives. Stakeholder groups included a technical steering committee as well as neighborhood association groups, the business community, and agency partners.

Online

The project website provided a central portal to receive updates and actively stay engaged throughout the project, with close to 1,400 unique visitors to the site. The website also housed project files throughout the project process and an interactive online map. The interactive map was used to collect specific feedback about desired routes or needed improvements in the Downtown area.

Online Input into the Vision

The use of a project website and interactive online map expanded the opportunities for people to shape development of the mobility plan. Using the interactive map, people were able to provide input about routes or desired improvements at specific locations. Comment topics using the online map included walking, bicycling, transit, driving, and parking. The input collected online was combined with input received at public meetings to build consensus around the implementation actions that will guide work towards the mobility vision for Downtown West Palm Beach. In total, almost 2,000 people viewed the website, just over 1,000 people viewed the interactive map, and 174 specific comments were shared.



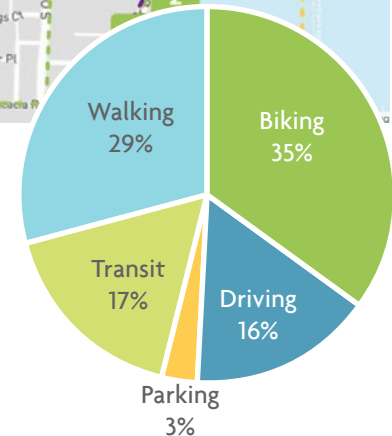
1,881 PROJECT WEBSITE VIEWS

1,112 MAP VIEWS

174 MAP COMMENTS

54 RESPONSES TO MAP COMMENTS

Percent of Online Comments by Mode



“Remove on-street parking on Clematis Street in order to widen the sidewalks and bike lanes”

“The roads are wide enough for bike lanes but they start and stop”

“Boy, I should be able to walk to the airport”

“The transportation system needs to be more safe, shaded, and convenient”

“I would drive less if public transportation was close to my home south of downtown”

“In the future, West Palm Beach should be walkable, pedestrian friendly, vibrant”

“We need better traffic flow”

“Cars dominate the streets”

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“Cars dominate the streets”

“Remove on-street parking on Clematis Street in order to widen the sidewalks and bike lanes”

“The roads are wide enough for bike lanes but they start and stop”

“Boy, I should be able to walk to the airport”

“The transportation system needs to be more safe, shaded, and convenient”

“I would drive less if public transportation was close to my home south of downtown”

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“Cars dominate the streets”

A photograph of a public meeting or town hall. A man in a grey suit is standing on the right, speaking into a microphone. He is gesturing with his left hand. The room is filled with people seated in black chairs, facing him. In the background, there is a large screen displaying a presentation. The room has wood-paneled walls and large windows with blinds. Several speech bubbles are overlaid on the image, containing text from the audience.

"I like the grid street patterns but Okeechobee congestion is terrible"

"Keep the downtown streets tree lined/shaded and walkable"

"Right now... the only time to bike is on Sundays (due to traffic)"

"Bikes should be in bike lanes on the roadway, not on the sidewalk"

"Extend trolley hours and service areas"

"Wayfinding is the biggest challenge to parking downtown"

"West Palm Beach should be historically sensitive, provide ageless activities, and be charmingly cosmopolitan"

"Provide east-west light rail"





Actions

Introduction

This chapter provides a common action plan for Downtown West Palm Beach that will expand mobility options, create safer streets designed for everyone, increase comfort to attract and sustain activity, and enhance the convenience of moving from place to place. These recommendations, described as actions, are implementation-ready and intended to achieve the Plan's mobility goals. Actions in this chapter are organized into four sections:

- **Projects**
- **Policies**
- **Programs**
- **Special topics**

Together, these actions propel Downtown West Palm Beach's goal of creating a vibrant, unique, and walkable place where residents and visitors enjoy spending their time and money.



PROJECTS

Identify the **physical changes** to streets that can create the transportation system and networks envisioned for Downtown.

POLICIES

Support **decision-making** about funding, projects, and programs.

PROGRAMS

Provide **incentives and support** for people to travel using more options.

ACTION PLAN

Organizes the projects, policies, and programs into a sequential **implementation** plan to guide actions and investments overtime.



WELCOMING



BLOSSOMING



SAFE + HEALTHY



RESILIENT



CONNECTED



ACTION-ORIENTED

PROJECTS

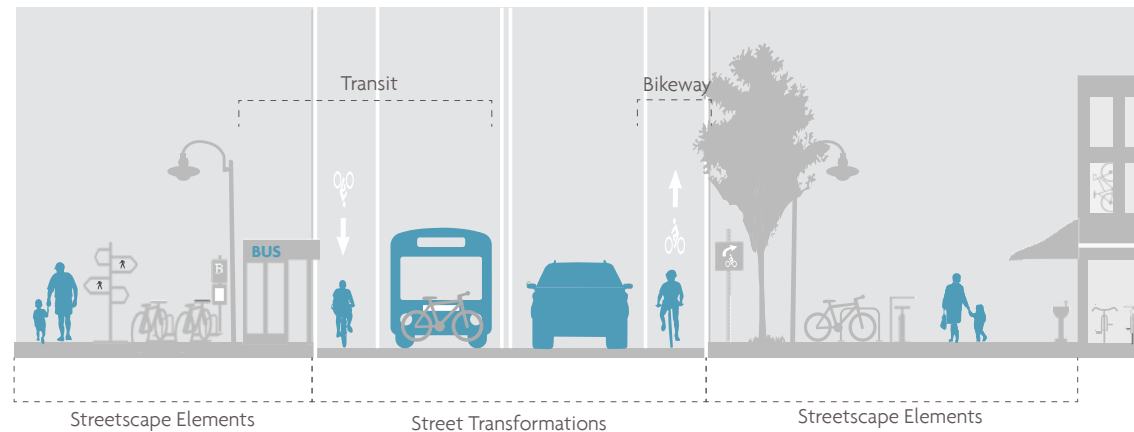
The network of mobility projects identifies physical improvements to corridors and localized spots across Downtown West Palm Beach. Projects are intended to fill a gap in the existing bicycle, pedestrian, and transit networks, leverage existing facilities, improve safety, comfort, and convenience of streets, and expand travel options for all road users.

Projects can be classified into one or more of the following four components:

- **Streetscape elements**
- **Transit**
- **Bikeways**
- **Street transformations**

As detailed in the following graphic, each of the four project types is comprised of various improvements.

The projects and individual project elements are summarized on the following pages. For project details, see the Project List Appendix.



STREETSCAPE ELEMENTS

- Sidewalks
- Wayfinding
- Lighting
- Shade trees and landscaping
- Bicycle parking
- Water fountains
- Stormwater
- Utilities

TRANSIT

- Bus shelter
- Map and information kiosk
- Dedicated bus routes

BIKEWAYS

- On-street facilities
- Multi-use paths

STREET TRANSFORMATIONS

- Lane elimination
- Lane reconfiguration
- One-way to two-way conversions
- New street
- Shared street

Projects

Note: Monochromatic color scheme used to denote extent of each project.

Map showing transportation projects in Fort Lauderdale, Florida. The map displays a grid of streets and water bodies (Clear Lake, Lake Worth, Atlantic Ocean). Projects are numbered 1 through 46, with colors indicating the extent of each project. Key landmarks include Gaines Park, South Cove Natural Area, and the Flagler Memorial Bridge. The map also shows the location of the study area relative to the Atlantic Ocean and the city of Fort Lauderdale.

Scale: 0 to 0.5 miles.

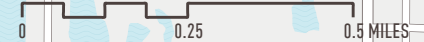
Note: Monochromatic color scheme used to denote extent of each project.

Gaines
Park

South Cove
Natural
Area



ROYAL PALM



PROJECT LIST

PROJECT ID	FULL ROAD NAME	STREETSCAPE	TRANSIT	BIKEWAY	ROADWAY	MILEAGE
1	Lakeview Ave/ Okeechobee Blvd	Yes	Yes	Separated Bike Lane	Lane Elimination	0.4
2	Okeechobee Blvd	Yes	Yes	Separated Bike Lane	Lane Reconfiguration	0.8
3	Okeechobee Blvd	Yes	Yes	Trail	Lane Reconfiguration	0.4
4	Australian Interchange	Yes	Yes	Separated Bike Lane	Lane Reconfiguration	n/a
5	Okeechobee Blvd	Yes	Yes	Separated Bike Lane	Lane Reconfiguration	0.4
6	Clear Lake Trail North	Yes		Trail		2.6
7	Clear Lake Trail South	Yes		Trail		1.2
8	N Australian Ave	Yes	Yes		Lane Reconfiguration	1.2
9	Australian Trail	Yes		Trail		1.0
10	Fern/Clearwater	Yes	Yes	Separated Bike Lane	New street	0.2
11*	Fern St	Yes		Conventional Bike Lane	Lane Reconfiguration	0.7
12	Datura St/Evernia St	Yes			Shared Street	0.8
13	Datura St/Evernia St	Yes			Shared Street	0.7
14	Clematis St	Yes	Yes		Shared Street	0.7
15	Banyan Blvd	Yes		Bike Boulevard	Lane Reconfiguration	0.1
16	Banyan Blvd	Yes	Yes	Separated Bike Lane	Lane Reconfiguration	0.6
17	Banyan Blvd	Yes	Yes	Separated Bike Lane	Lane Reconfiguration	0.2
18	N Tamarind Ave	Yes	Yes			0.7
19	7th St	Yes		Bike Boulevard		1.4
20	Tamarind's Rail to Trail	Yes		Trail		0.2
21	Douglass Ave	Yes			One-way to two-way	1.0
22	N Sapodilla Ave	Yes			One-way to two-way	0.6
23	S Sapodilla Ave	Yes			Shared Street	0.6

*Project constructed in 2018

PROJECT ID	FULL ROAD NAME	STREETSCAPE	TRANSIT	BIKEWAY	ROADWAY	MILEAGE
24	S Rosemary Ave	Yes	Yes	Bike Boulevard	Shared Street	0.6
25	N Rosemary Ave	Yes		Bike Boulevard		0.7
25	11th St	Yes	Yes	Bike Boulevard	One-way to two-way	0.0
26	11th St	Yes			One-way to two-way	0.1
27	Palm Beach Lakes Blvd	Yes	Yes	Separated Bike Lane	Lane Elimination	1.0
28	Palm Beach Lakes Blvd	Yes	Yes	Separated Bike Lane	Lane Elimination	1.1
29	S Quadrille Blvd	Yes	Yes	Separated Bike Lane	Lane Elimination	1.0
30	Dixie Hwy	Yes			One-way to two-way	1.8
30	N Olive Ave	Yes		Separated Bike Lane	One-way to two-way	1.8
31	N Dixie Hwy	Yes	Yes	Separated Bike Lane	Lane Elimination	1.1
32	S Flagler Dr	Yes	Yes	Separated Bike Lane	Shared Street	0.7
33	N Flagler Dr	Yes		Separated Bike Lane	Lane Elimination	0.7
34	S Flagler Dr	Yes		Separated Bike Lane	Lane Elimination	1.4
35	S Dixie Hwy	Yes	Yes	Shared Use Path	Lane Elimination	1.0
36	S Olive Ave	Yes		Bike Boulevard	Shared Street	0.3
37	Lake Ave	No		Bike Boulevard		1.3
38	Parker Ave	No		Separated Bike Lane	Lane Elimination	1.1
39	S Tamarind Ave	Yes	Yes	Separated Bike Lane	Lane Elimination	0.6
40	Frederick St	Yes		Bike Boulevard		0.4
41	Okeechobee Rd	Yes		Bike Boulevard	Shared Street	0.6
42	Trinity Pl	Yes			Shared Street	0.3
43	N Flagler Dr	Yes	Yes	Separated Bike Lane	Lane Elimination	0.7
44	Australian Trail	Yes		Trail		0.3
45	Iris St	Yes				0.2
46	TriRail Coastal Link Platform @ BrightLine Station		Yes			



WALKWAYS

Why Walking Matters

Walkability is the foundation of a thriving, competitive Downtown. Commerce and public life take shape and flourish in response to a walkable urban fabric. Walkable streets are inviting places, safe places, accessible places, and comfortable places. Residents and visitors can linger, stroll, and have direct connections that move them to where they want to go. For Downtown West Palm Beach, this means people can easily and safely cross at intersections and mid-block locations, walk on a shaded, well-connected sidewalk, and enjoy the sidewalk as an extension of public space.

Currently, sidewalks are recognized as important public spaces where shopping, dining, and socializing occurs; however, they are not always designed that way. While almost all streets Downtown have sidewalks, they lack all of the elements that encourage walking. The walking environment can be greatly improved in Downtown by widening sidewalks, providing shade and lighting, improving stormwater management, and enhancing crossings at intersections and mid-block locations. By implementing the proposed improvements to the walking environment as part of street projects, more people will be encouraged to walk as part of daily trips.

The proposed projects will enhance the walking experience to make traveling on foot the easy choice in Downtown.



ENHANCING THE SIDEWALK NETWORK WITH SHADE TREES, LIGHTING AND WIDER SIDEWALKS WILL INVITE MORE PEOPLE TO WALK IN DOWNTOWN

Walking Goals

Everyone benefits from walking. These benefits include improved fitness, cleaner air, a reduced risk of certain health problems, and a greater sense of community. By creating a more walkable community, more people can realize these benefits. The following goals will guide the development of a more walk-friendly West Palm Beach. Goals highlighted in blue are priority goals for the community, based on public feedback.

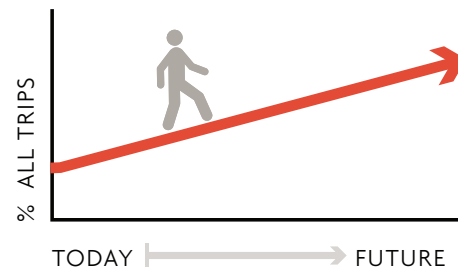
PRIORITY GOALS

- Increase safety and convenience of crossing the street
- Increase the use of shade trees and structures to provide relief from the elements
- Improve street lighting to improve visibility and safety
- Increase access to destinations
- Increase access to jobs (particularly for vulnerable populations)
- Reduce pedestrian/vehicle crashes
- Make the City easy to navigate on foot
- Provide generous, unobstructed sidewalks on all streets
- Provide blueprint for great public realm design

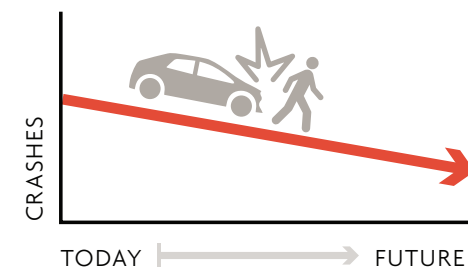
Measuring Walkway Improvement

These metrics will track progress towards achieving walkway goals:

1 INCREASE % OF WALKING TRIPS FOR ALL TRIP PURPOSES



2 DECREASE NUMBER OF PEDESTRIAN CRASHES



3 INCREASE % OF STREETS WITH COMPLETE STREETScape





WALKWAY PLANNING 101

*Recommendations,
when implemented,
will result in:*

19



MILES OF ENHANCED
WALKWAYS

58%



PERCENT OF STREETS
REBUILT WITHIN
DOWNTOWN



Planning Walkways



EXISTING

- Minimal sidewalk width
- Landscaping and trees, where present, provide limited shade and buffer between sidewalk and travel lane



PROPOSED

- Lighting
- Shade trees and structures
- Generous sidewalk width
- Buffer between sidewalk and travel lanes



Building 'Walkability'

Building walkable communities requires certain elements, which when combined, make existing walking trips more comfortable and encourage more people to walk. The building blocks of walkable communities include:



PUBLIC SPACES



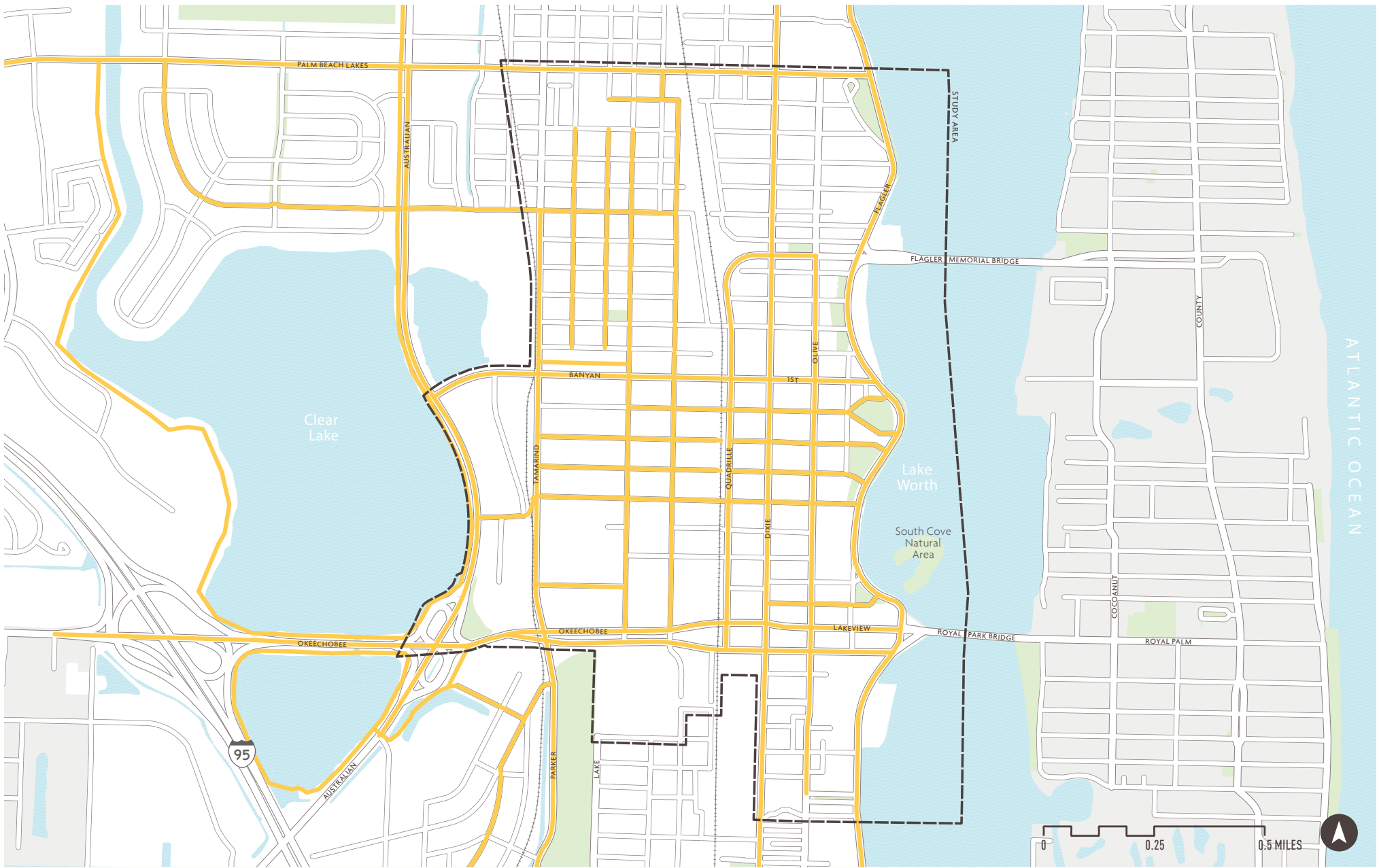
SAFE CROSSINGS




COMFORTABLE WALKWAYS



ACCESSIBLE WALKWAYS



 **Walkway
Recommendations**

 Streetscape Improvements



BIKEWAYS

Why Bicycling Matters

Bicycling can be a safe, comfortable, and convenient mode of travel, especially in a Downtown setting. A well-connected bikeway network can encourage a mode shift from car to bike, reducing vehicles miles traveled while also providing tangible environmental, safety, and health and wellness benefits. Creating a bicycle-friendly environment is also an important part of regional mobility. Establishing first- and last-mile connections to transit via bikeways, especially in areas where access to a personal vehicle is limited, will create mobility options and expand access.

In order to encourage more bicycling trips within and to Downtown from adjacent neighborhoods, gaps in the bikeway network need to be closed and the network needs to be low-stress, safe, and convenient. To build this type of all ages, all abilities network requires significant investment, including the construction of separated bikeways along major streets, plus traffic calming and volume management on neighborhood streets. Barriers such as high-stress intersections must be safe and convenient to cross.

Projects that have a bikeway element will contribute to a complete, connected bikeway network that is comfortable, safe, and convenient.



CREATING A COMPLETE NETWORK OF LOW-STRESS AND COMFORTABLE BIKEWAYS, SUCH AS THE PROPOSED SEPARATED BIKEWAY ALONG QUADRILLE, CAN ENCOURAGE MORE PEOPLE OF ALL AGES AND ABILITIES TO BIKE IN DOWNTOWN

Bikeway Goals

Almost half (40 percent) of all trips nationally are short (less than 2 miles) and could quickly be completed by bicycle (a 2-mile bicycle trip takes about 15 minutes). Bicycling is good for the environment, reduces traffic congestion, is inexpensive compared to driving, and may be faster than driving, especially when the time it takes to find parking is considered. The following goals will guide the development of a more bike-friendly West Palm Beach. Goals highlighted in green are priority goals for the community, based on public feedback.

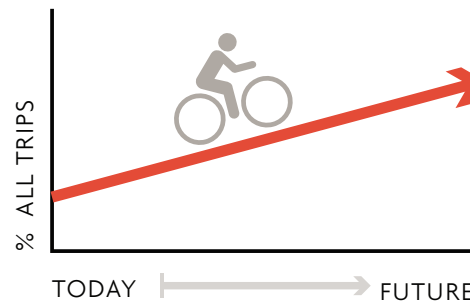
PRIORITY GOALS

- Create safe and comfortable crossings at intersections
- Create a complete and connected high-quality, low stress bikeway network
- Expand the trail network to enhance recreation/transportation opportunities
- Increase bike mode share
- Maintain bikeways in a state of good repair
- Make the bicycling network easy to navigate
- Connect facilities to bike share stations
- Make combining bicycle trips with other modes intuitive and easy

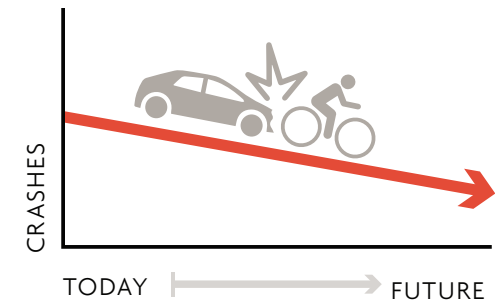
Measuring Bicycling Improvement

These metrics will track progress towards achieving bicycling goals:

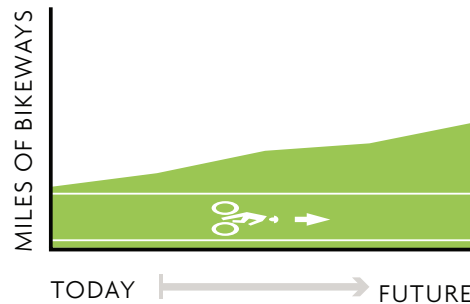
1 INCREASE % OF BICYCLING TRIPS FOR ALL TRIP PURPOSES



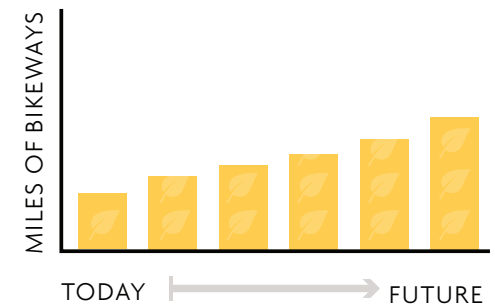
2 DECREASE NUMBER OF BICYCLE CRASHES



3 INCREASE MILES OF ON-STREET BIKEWAY CONSTRUCTED



4 NUMBER OF MILES OF TRAILS CONSTRUCTED





BIKEWAY PLANNING 101

The future West Palm Beach bikeway network would include:

2 + 15 =

MILES OF
EXISTING
BIKEWAYS

MILES OF
PROPOSED
BIKEWAYS

17

MILES OF BIKEWAYS

Representing a

600%

INCREASE IN THE
BIKEWAY NETWORK

And resulting in a

45%

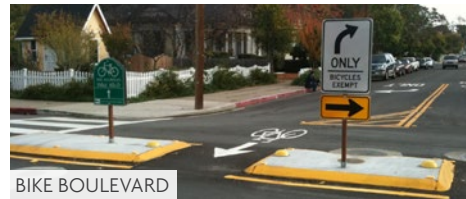
INCREASE IN THE PERCENT
OF DOWNTOWN STREETS
WITH BIKEWAYS

i Bikeway Types

A range of bikeway types exist that provide dedicated space for bicyclists to travel. Providing more separation between bicyclists and motor vehicles is necessary to maintain comfort levels, especially as speeds and volumes increase.



MULTI-USE TRAIL



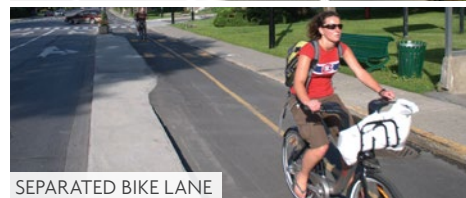
BIKE BOULEVARD



CONVENTIONAL BIKE LANE



BUFFERED BIKE LANE

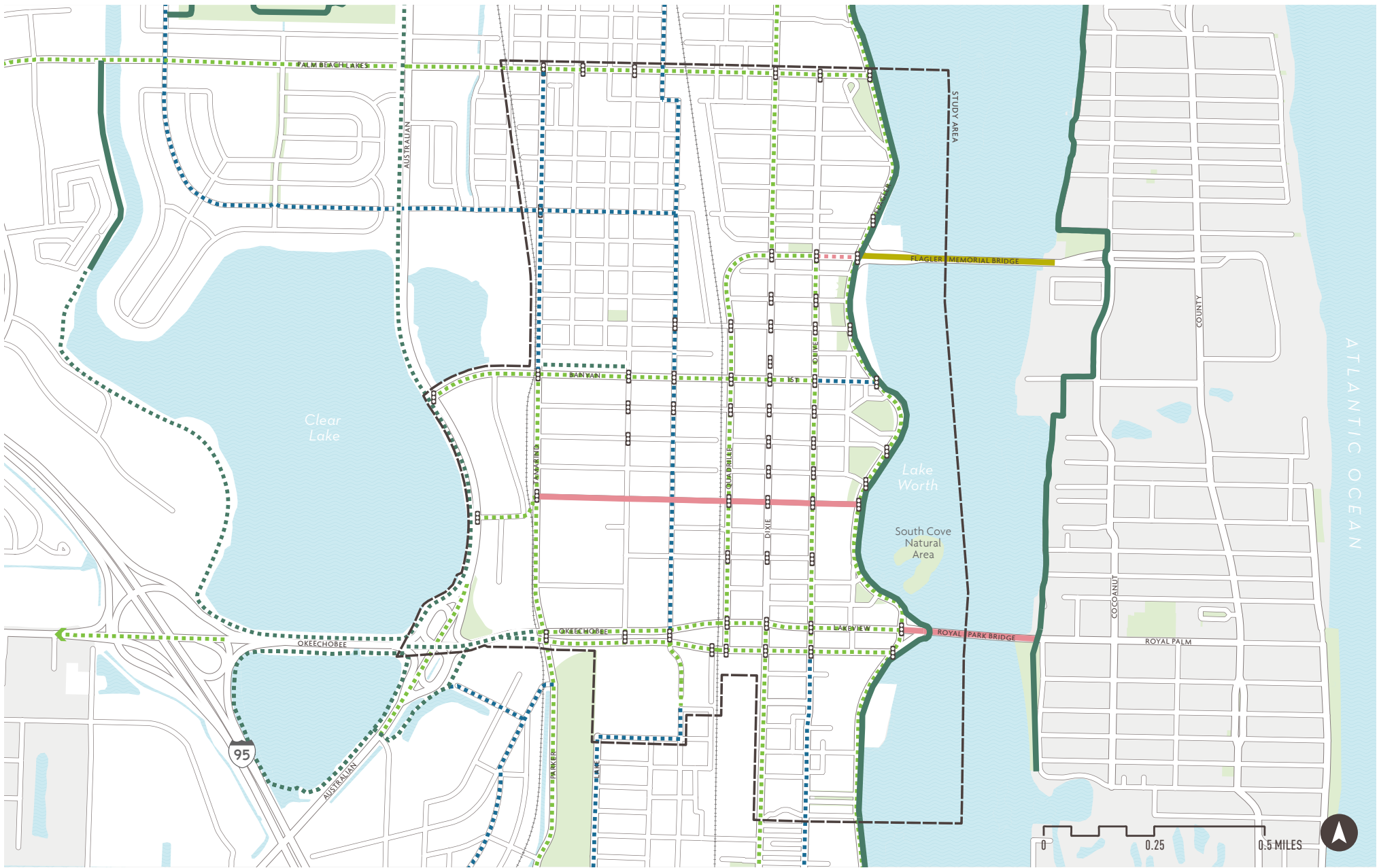


SEPARATED BIKE LANE

i Intersection Design





Comfortable intersections are critical to creating low-stress bikeway networks. Properly designed intersections increase the predictability and visibility of bicyclists moving through intersections. This benefits both bicyclists and motorists.









Bikeway Recommendations

EXISTING FACILITIES

-  Multi-Use Trails
-  Conventional Bike Lane
-  Buffered Bike Lane
-  Traffic Signal

PROPOSED FACILITIES

-  Multi-Use Trail
-  Conventional Bike Lane
-  Bike Boulevard
-  Separated Bike Lanes



TRANSIT

Why Transit Matters

Investing in transit services and amenities allows a downtown, city, and region to grow without compounding vehicular traffic congestion. Transit serves more people in less space. It also provides an affordable transportation option that is accessible to a wide range of ages and abilities.

To succeed, transit service must provide frequent, reliable, accessible, and convenient service. This type of high-quality, highly-accessible transit system connects regional areas to downtown, and is paired with a local service downtown that connects to key destinations. Transit should work in tandem with users who walk and bike to create a seamless, convenient trip. Transit corridors should be designed with these users in mind, ensuring stops are located in close proximity to grocery stores, parks, services, and job centers.

Today, many of the transit stops in Downtown West Palm Beach have minimal amenities, including simple sign and pole. This provides little to no information about the service or any shelter from the elements, making stops unfriendly and uncomfortable to users. Projects with a transit component include enhanced transit stop elements such as shelters, information, wayfinding, seating, and landscaping.

Transit stops exist on a continuum, with right-of-way, maintenance, and volume of users at a particular stop influencing the size and design of stops.

PROPOSED



EXISTING



ENHANCING TAMARIND NEAR THE TR-RAIL STATION WITH WIDER SIDEWALKS, SHADE TREES, SEPARATED BIKEWAYS, AND ENHANCED BUS SERVICES WILL IMPROVE REGIONAL ACCESS TO DOWNTOWN, IMPROVE ACCESS TO THE STATION, AND IMPROVE SAFETY ALONG THE STREET FOR EVERYONE.

Transit Goals

Comprehensive and reliable transit provides transportation choices for everyone. Benefits of quality transit include increased access to jobs, education, and health facilities, reduction in congestion, travel time saving, and the ability to multi-task during travel (i.e., work, read, surf the web). The following goals will guide the development of a more transit-friendly West Palm Beach. Goals highlighted in orange are priority goals for the community, based on public feedback.

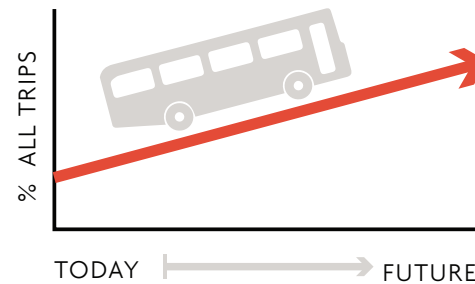
PRIORITY GOALS

- Increase frequency
- Improve reliability and predictability
- Enhance regional bus service to Downtown
- Enhance trolley routes to be more intuitive, frequent, reliable, and direct
- Integrate transit services better, including bus and rail
- Support effective fares that encourage transit use
- Support stable and equitable long-term transit funding sources
- Support improved inter-regional transit services
- Support a transit system that is easy to navigate and intuitive
- Support improvements to increase capacity and ensure fast, frequent, reliable, accessible and comfortable service
- Enhance access to transit by other modes, particularly walking and bicycling.

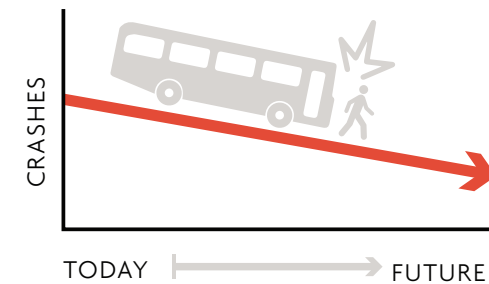
Measuring Transit Improvement

These metrics will track progress towards achieving transit goals:

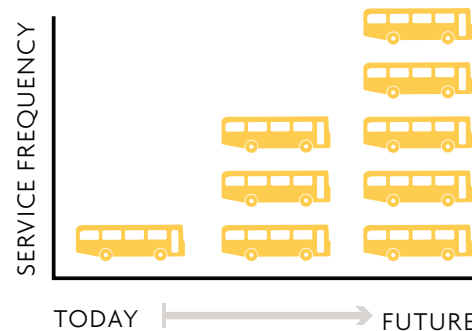
1 INCREASE % OF TRANSIT TRIPS



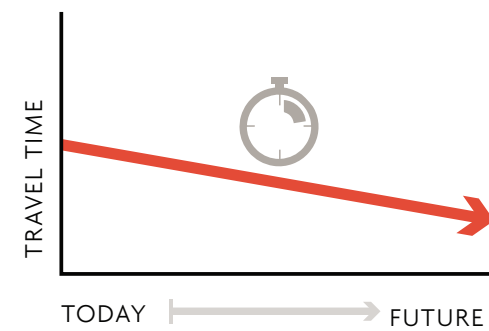
2 REDUCE NUMBER OF BICYCLE AND PEDESTRIAN CRASHES NEAR TRANSIT



3 INCREASE FREQUENCY OF SERVICE



4 DECREASE TRAVEL TIMES FOR TRANSIT TRIPS





TRANSIT PLANNING 101

*Recommendations,
when implemented,
will result in:*

10



MILES OF PREMIUM
TRANSIT ACCESS STREETS

30%



PERCENT OF STREETS
WITH TRANSIT ACCESS
IMPROVEMENTS
IN DOWNTOWN

i Access to Transit

Access to transit stops can range from neighborhood bus stops to regional rail stations and park-and-ride lots. Transit stops and stations should be accessible by people walking, bicycling, and in some cases driving. They should also provide adequate access to service information, such as route and system maps or real-time arrival times, to make the services attractive, simpler to use, and to improve rider satisfaction.



BUS STOP



BIKEWAY + BUS STOP



RAIL

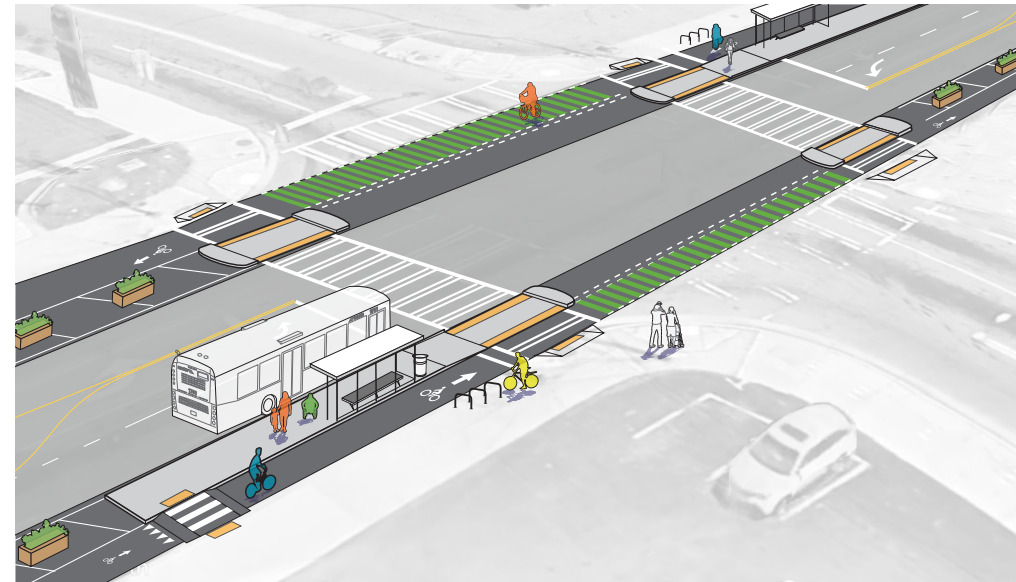


REAL TIME BUS SIGN

Photo: CDOT

i Active Transportation and Transit

Walking and bicycling are complimentary to transit. Improving walking and bicycling connections to transit increases the area transit stations serve, and transit enables bicyclists and pedestrian to combine trips and travel longer distances. Thoughtful integration of these modes can increase transit, walking and bicycling mode-share.



LOCAL TROLLEY SERVICE

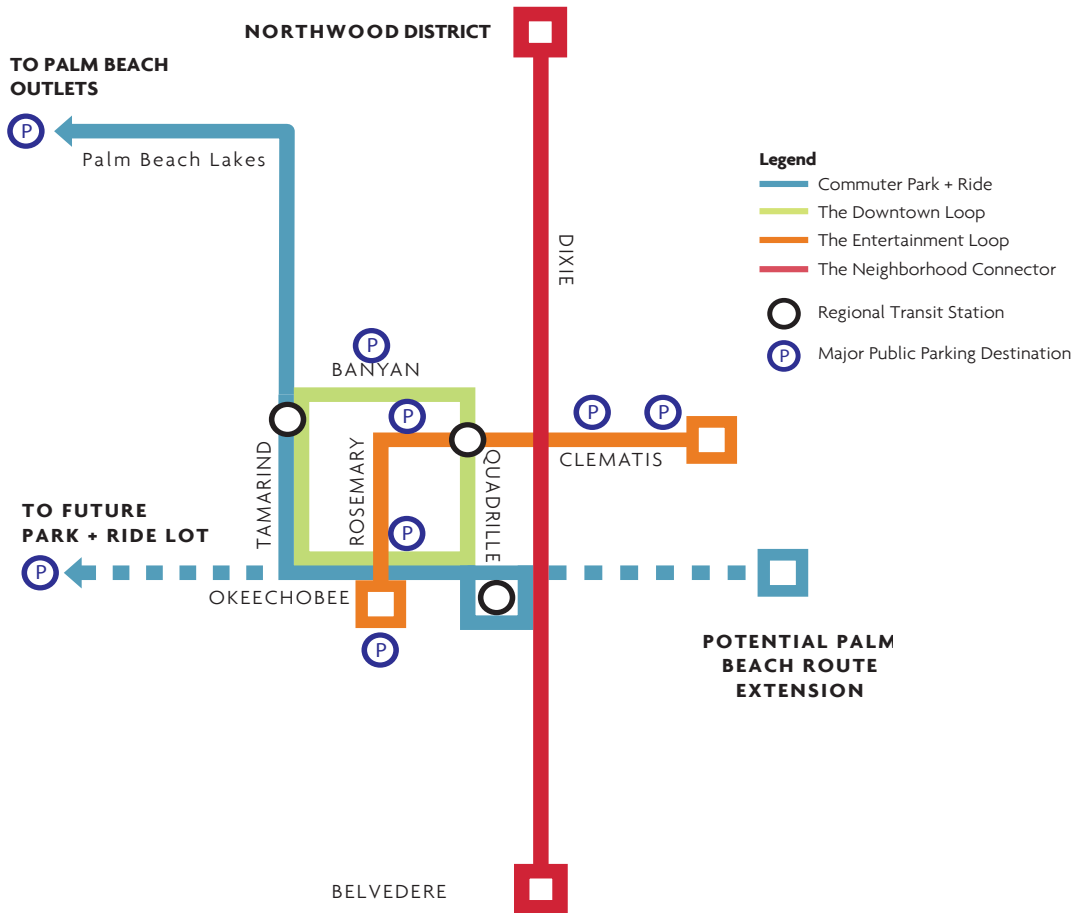
The focus on trolley service for Downtown is the simplification of routes and expansion of service to neighborhoods adjacent to Downtown. Currently, the trolleys are outperforming some of the Palm Tran routes that serve Downtown. By implementing these changes, West Palm Beach can build on the success of the trolley service to meet demand while also having control of local transit services.

Four main routes are proposed. They simplify the geometry and better align with destinations and transfer points for regional transit service. These changes will improve the intuitiveness of routes and improve efficiency of service by providing more direct routes to destinations. They can also support a “park once” strategy for Downtown by providing frequent service to destinations for major parking garages in Downtown.

Proposed routes include:

- **Commuter Park and Ride** - Connect to Park and Ride at Palm Beach Outlets. Route could be modified in partnership with Palm Beach to extend to the island. It also provides a connection for residents living in Downtown to travel to the Palm Beach Outlets. Additional routes could be added to new park-and-ride lots created along Okeechobee Boulevard that would be west of I-95, such as at Military Trail and Okeechobee.
- **The Downtown Loop** - Connects major destinations with regional transit services at the Tri-Rail intermodal station, Bright Line, and Mobility Hub proposed at the Tent Site.
- **The Entertainment Loop** - Connects Convention Center and City Place to Clematis and Waterfront. Provides an intuitive route for visitors to Downtown events.
- **The Neighborhood Loop** - Connects neighborhoods north and south of Downtown from North Wood to Belvedere via Dixie. Combined with Palm Tran service along US1, the frequency of transit service along US1 can be significantly increased.

For any of these changes to be made, West Palm Beach should conduct a more detailed trolley operations and expansion study to identify more specific route, operation, and funding needs.





REGIONAL BUS SERVICE

Changes to regional bus service routing and frequency are needed to reduce demand for people driving single occupancy vehicles to Downtown, particularly during peak commute periods. The changes can provide regional economic benefits improving access to jobs and services as well as personal benefits related to less time stuck in traffic and savings in transportation costs.

Specific changes include:

- **Extend and enhance Route 43**

Currently, Route 43 enters Downtown West Palm Beach from the west, and terminates at the Intermodal Transit Center at the periphery of Downtown. It has the third highest ridership of all the routes that serve Downtown, and provides service at 30 minute headways during the week. The route travels for over 7.5 miles on Okeechobee Boulevard before arriving in Downtown, stopping in proximity to several residential neighborhoods, retail developments, and recreational outlets. The route also intersects with many other Palm Tran bus routes, providing numerous transfer opportunities for passengers. It is recommended to extend Route 43 along Okeechobee Boulevard to the Royal Park Bridge and to increase peak period service frequency to 20 minutes. If possible, this route could be extended further to Palm Beach Island.

- **Extend and enhance Route 42**

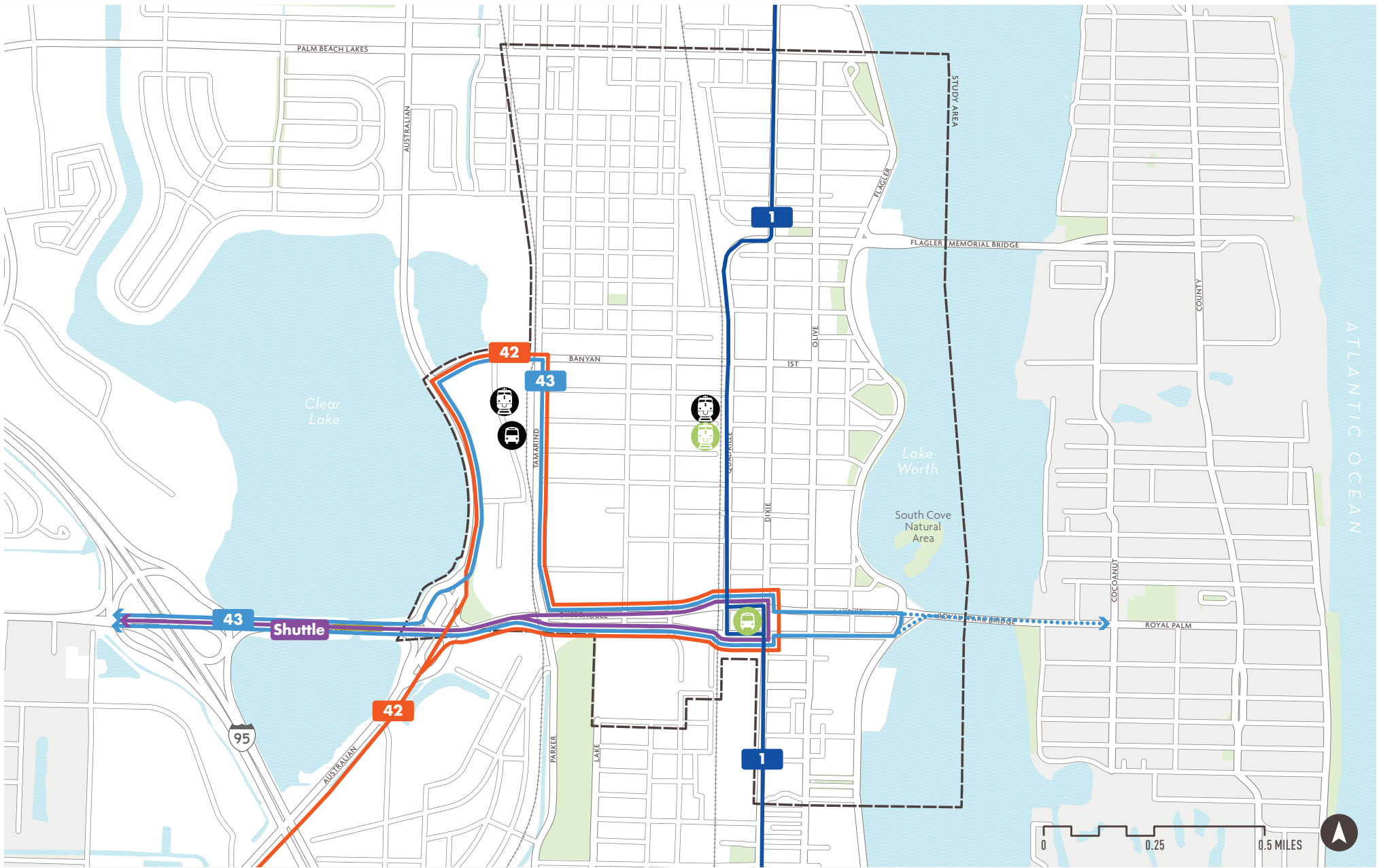
This route provides transit service between the Intermodal Transit Center and Palm Beach International Airport. However, it operates at service frequencies of 60 minutes on week-days, with no service on the weekends, and only serves the periphery of Downtown West Palm Beach. Extending this bus route to travel along Okeechobee Boulevard to South Dixie Highway and enhancing service frequencies to at least every 30 minutes could provide residents and visitors with a transit alternative for travel to and from the airport if bus stops are within a 5- to 10-minute walking distance of many Downtown destinations.

- **Eliminate Route 1 Route Diversion to Intermodal Transit Center**

The extension of the Route 1 alignment to the Intermodal Transit Center has added over 2.5 miles to the route's total length and significant running time. If so desired, access to the Intermodal Transit Center would still be possible through transfers to the West Palm Beach trolley routes or other Palm Tran bus service. Route options through Downtown should include Quadriple Boulevard and Dixie Highway, if it is converted to two-way traffic. It should also provide a connection to the mobility hub proposed on the Tent Site.

- **Create three premium bus rapid transit routes serving Downtown**

The primary demand for people traveling to Downtown for work comes from areas to the north, west, and south. Creating premium bus rapid transit routes could help alleviate regional traffic congestion issues and improve transit connections to jobs, shopping, and services. Creation of regional park-and-ride routes along these corridors should be explored as a way to improve local access to regional transit service.



Proposed Changes to the Regional Transit Service

Bus Routes



Existing Train Station



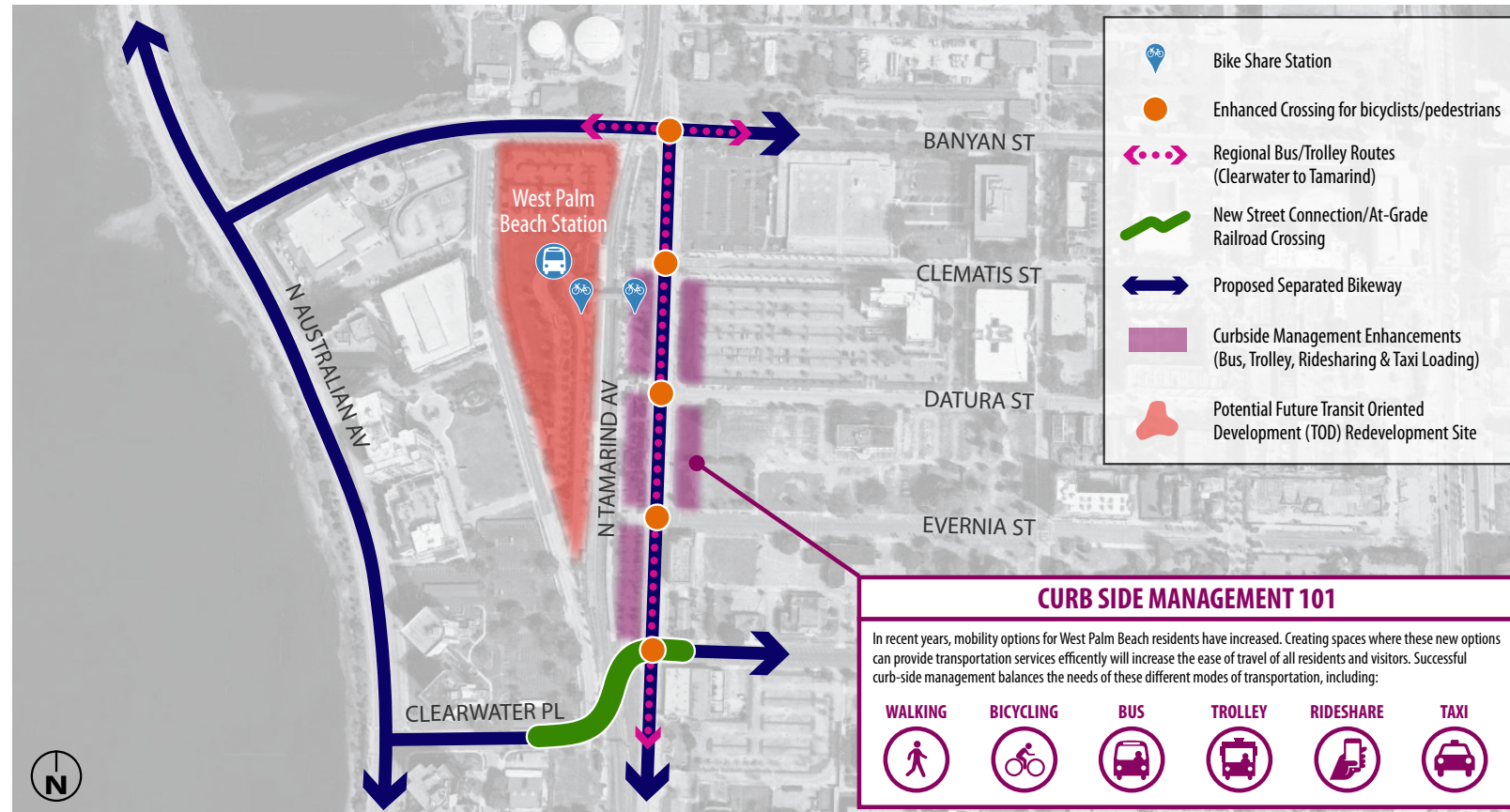
Proposed Train Station



Existing Bus Station



Proposed Bus Station



TRI-RAIL INTERMODAL STATION CONCEPT DIAGRAM

TRI-RAIL INTERMODAL STATION

Currently, the intermodal station is the primary hub for transit service in Downtown. Palm Tran buses, tri-rail regional rail service, Amtrak, Greyhound Bus service, trolleys, and taxis all use the station. While this clustering of services connects people regionally to Downtown, the station is situated at the western periphery of Downtown and is outside a convenient walk to the primary destinations in the core of Downtown.

It is recommended that the majority of bus routes be moved from Clearwater Drive to Tamarind Avenue. This change accomplishes several service improvements including:

- Better routing and operational efficiency
- Loading closer to Downtown destinations
- Improved vehicular capacity and operations along Clearwater

Other recommendations around the station include:

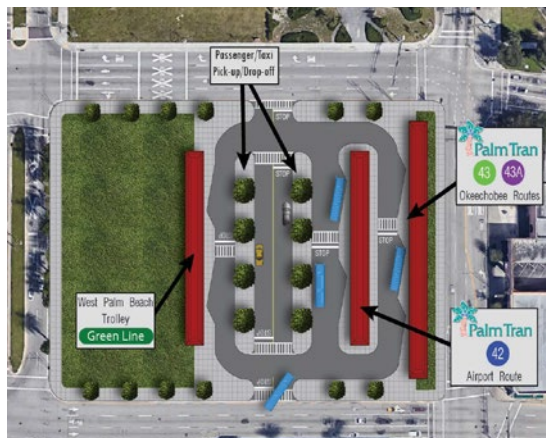
- Locate bike share stations adjacent to train platforms
- Locate shared vehicle services, such as Zipcar
- Improve dropoff areas for people using shared services such as taxi, Uber, or Lyft
- Street improvements that improve walking and bicycling access and safety to stops and stations

MOBILITY HUB AT THE TENT SITE

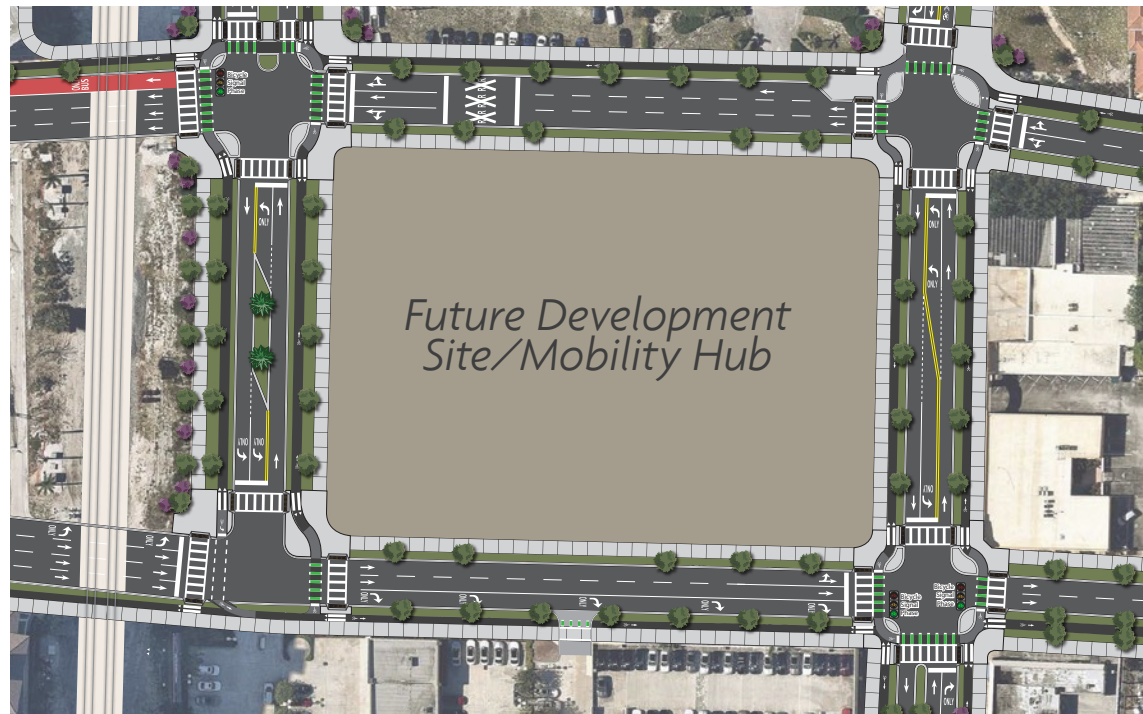
The Tent Site, which is the block bounded by Dixie, Lakeview, Quadrille, and Okeechobee, is an ideal location for a new mobility hub. It is centrally located in Downtown, in close proximity to many Downtown destinations, and many of the regional bus routes could provide more direct and efficient service by re-routing to the mobility hub. The mobility hub could accommodate regional bus service, local trolley service, and expand travel choices by co-locating bike share and car sharing services. For more details about the Tent Site and Mobility Hub concept, see the Okeechobee Boulevard Corridor Study.



POTENTIAL STREETSCAPE ENHANCEMENTS ALONG OKEECHOBEE AT THE TENT SITE (AT DIXIE LOOKING WEST ALONG OKEECHOBEE)



CONCEPTUAL DIAGRAM OF TRANSIT OPERATIONS ON THE GROUND FLOOR OF THE TENT SITE.



CONCEPTUAL DIAGRAM OF STREET DESIGN CHANGES AROUND THE TENT SITE.



BUS RAPID TRANSIT AND TRANSIT PRIORITY TREATMENTS

Increasing the volume of buses that travel to Downtown can provide a modal shift and increased transit usage in West Palm Beach. Bus Rapid Transit or transit priority treatments along certain streets, such as dedicated transit lanes, transit signal priority, transit queue jumps, and others, are proven to increase travel speeds, decrease travel times, and increase reliability. These benefits, in turn, lead to further increases in ridership by increasing the attractiveness of services.

Implementation of bus rapid transit and transit priority treatments must be contingent on increased transit services operating along a route. Criteria for conversion of a general traffic lane to a dedicated transit lane should be considered if three or more of the following are met:

- Buses carry at least 65% of passengers as carried in adjacent travel lanes
- The corridor accommodates at least 12 buses per hour
- Without bus lanes, bus travel times increase at least 35% under congested conditions
- Without bus lanes, fewer than 75% of buses arrive on time

Alternatively, implementation of a High Occupancy Vehicle (HOV) lane should be considered which can be shared with buses. A HOV lane should be provided if any of the following exist:

- Buses carry at least 40% of passengers as carried in adjacent travel lanes
- The corridor accommodates at least 10 buses per hour
- Without HOV lanes, bus travel times increase significantly under congested conditions



CRITERIA FOR CREATING A DEDICATED TRANSIT LANE



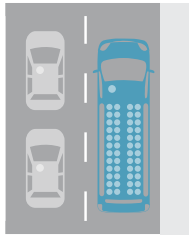
Criteria for conversion of a general traffic lane to a dedicated transit lane should be considered if **three or more of the following** are met

1

BUSES CARRY AT LEAST 65% OF PASSENGERS

AS CARRIED IN ADJACENT
TRAVEL LANES

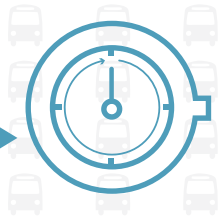
65%



2

AT LEAST 12 BUSES PER HOUR

ARE ACCOMMODATED ALONG
THE CORRIDOR

12 BUSES/
HOUR

3

TRAVEL TIMES INCREASE 35% OR MORE

UNDER CONGESTED CONDITIONS
WITHOUT BUS LANES

35%

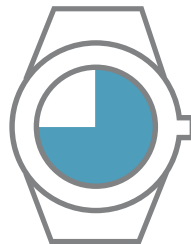


4

<75% OF BUSES ARRIVE ON TIME

WITHOUT BUS LANES

<75%



3 OR MORE CRITERIA MET INSTALL TRANSIT LANE



CRITERIA FOR CREATING A HIGH OCCUPANCY VEHICLE LANE



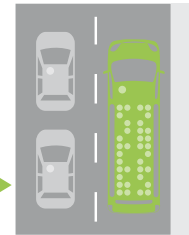
Criteria for conversion of a general traffic lane to a High Occupancy Vehicle (HOV) Lane should be considered if **any of the following** are met

1

BUSES AND HOVS CARRY AT LEAST 40% OF PASSENGERS

AS CARRIED IN ADJACENT
TRAVEL LANES

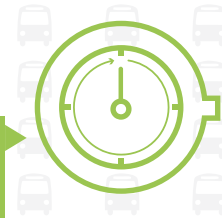
40%



2

AT LEAST 10 BUSES PER HOUR

ARE ACCOMMODATED ALONG
THE CORRIDOR

10 BUSES/
HOUR

3

TRAVEL TIMES INCREASE SIGNIFICANTLY

UNDER CONGESTED CONDITIONS
WITHOUT HOV LANES

TRAVEL
TIME ↑

ANY CRITERIA MET INSTALL HOV LANE



STREET TRANSFORMATIONS

Why Street Changes Matter

The roadway network is the fundamental framework for moving people through the City. It is the conduit and connector to destinations including jobs, services, shopping, and cultural activities. Changes to the street network can improve safety for everyone, and improve the predictability and reliability of traveling in Downtown.

Street space should be prioritized in context with its surroundings, and designed in a way that maximizes the efficient use of space to move people, enhance public life, support economic development, and manage environmental impacts. By adding new street connections that support a grid, and re-prioritizing space for a variety of modes and users, Downtown, the City, and the region can continue to grow responsibly.



Roadway Goals

The number of people living, working in, and visiting West Palm Beach continues to grow. This means more trips on finite road space – trips that cannot be accommodated by driving. The City's challenge is to continue to accommodate those trips that need to be made by auto, while encouraging a shift towards more sustainable modes and improving overall quality of life. The following goals will guide West Palm Beach to achieve these ends. Goals highlighted in orange are priority goals for the community, based on public feedback.

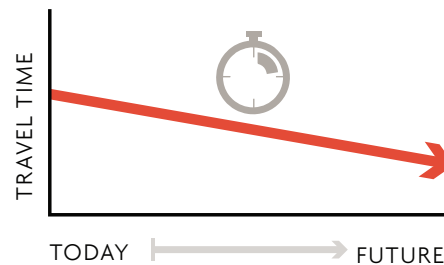
PRIORITY GOALS

- Improve safety by reducing the number of traffic injuries and fatalities
- Increase east-west route options in Downtown
- Maximize connectivity by converting one-way streets to two-way streets
- Optimize road operations to manage congestion
- Support increased car and ride sharing
- Support transportation demand programs
- Provide charging stations to support electric vehicles
- Reduce impacts of bridge closings and train crossings

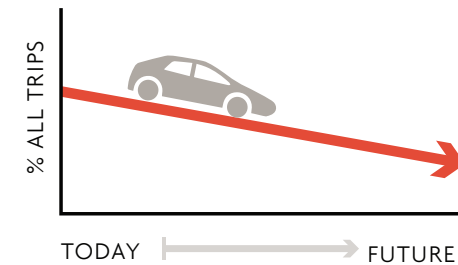
Measuring Roadway Improvement

These metrics will track progress towards achieving roadway goals:

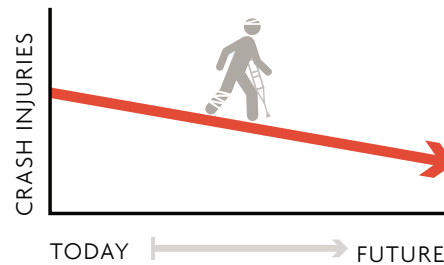
1 REDUCE TRAVEL TIME



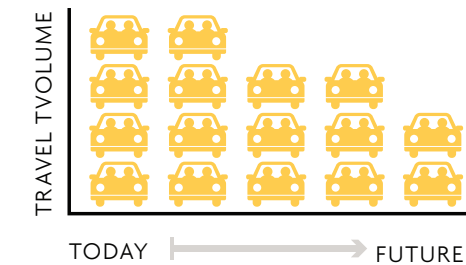
2 DECREASE % OF DRIVING TRIPS



3 REDUCE CRASH SEVERITY (THOSE CAUSING INJURIES AND DEATH)



4 REDUCE VEHICLE TRAVEL VOLUME GROWTH RATE





ROADWAY PLANNING 101

Recommendations, when implemented, will result in:

17



MILES OF STREET TRANSFORMATIONS

52%



PERCENT OF STREETS WITH ROADWAY IMPROVEMENTS IN DOWNTOWN

i Cross-Section Concepts

There is more than one way to configure a street. Some configurations prioritize motor vehicles and improve safety for all users, while others better accommodate all modes. The cross-section illustrations below display alternative configuration options.

ONE-WAY TO TWO-WAY

Converts one-way street into two-way street to improve safety, reduce motor vehicle travel speeds, increase capacity, and reduce volumes by eliminating circuitous travel patterns

LANE ELIMINATION

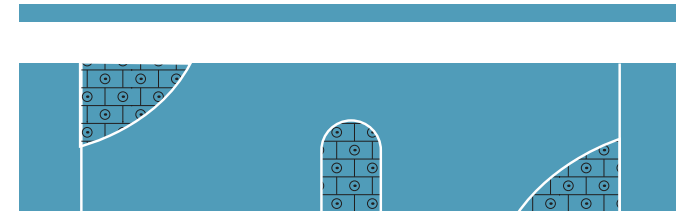
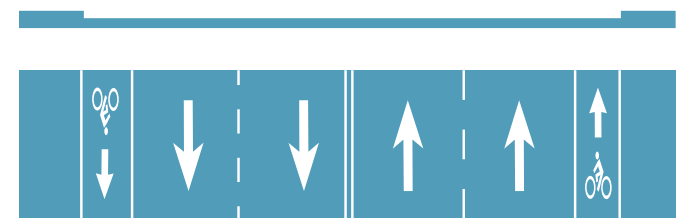
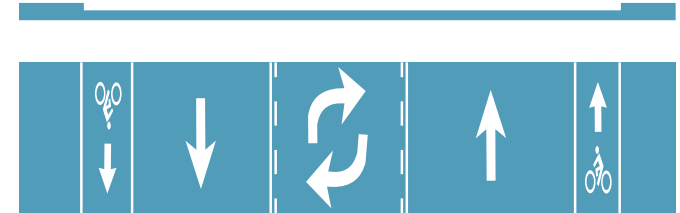
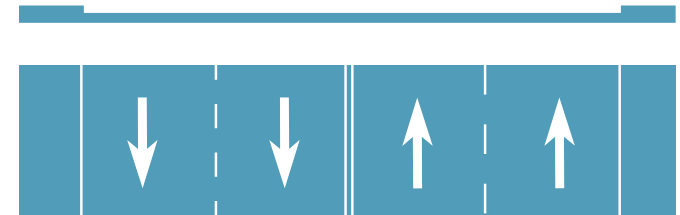
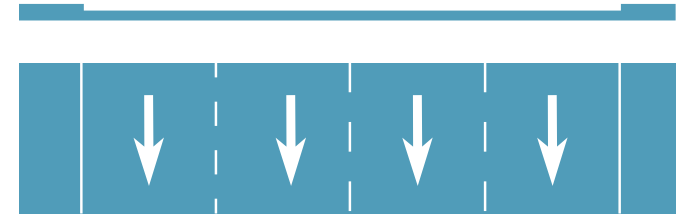
The removal of one or more vehicle travel lanes to increase road carrying capacity by accommodating all modes

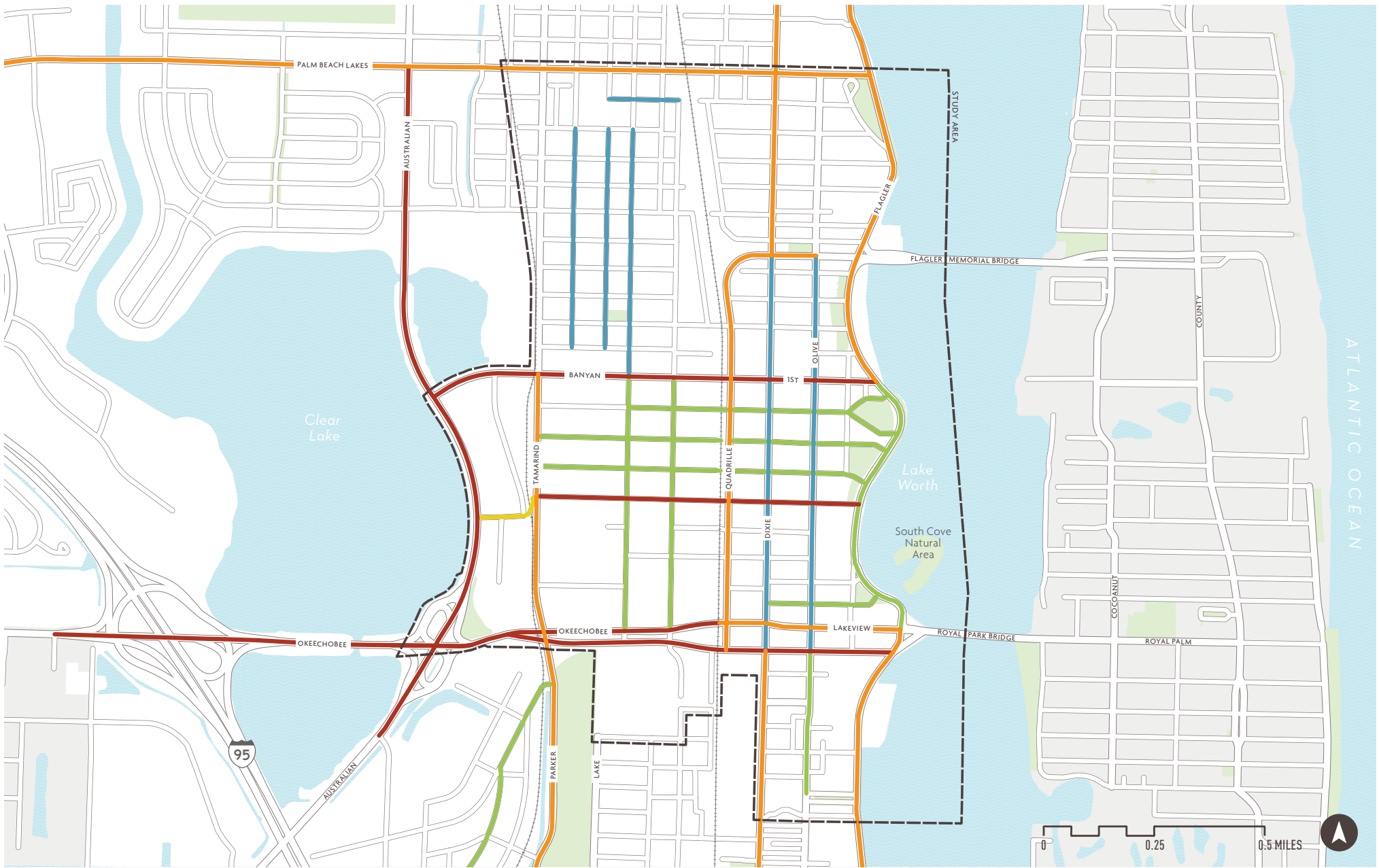
LANE RECONFIGURATION

Altering the existing road width to accommodate additional transportation modes, and increasing safety. This can be achieved through narrowing travel lanes or widening the roadway.

SHARED STREET

Uses traffic calming techniques and a curbless configuration to create a comfortable and safe environment for all users. This treatment is applicable on low volume and speed streets.





Roadway Recommendations

- Lane Elimination
- Lane Reconfiguration
- One-way to Two-way Conversion
- New Street
- Shared Street

Policy

Why is it Important?

Policies establish priorities for decision making about infrastructure design, mobility services and programs, and transportation investments. In other words, they provide guidance in decision-making that will lead to successful implementation and achievement of the goals for mobility in Downtown.

Policy Goals

- Expand travel choices to get to and around Downtown
- Prioritize travel safety in Downtown
- Test ideas with pilot projects to measure performance and refine street design strategies



REGIONAL COORDINATION

- Align Palm Beach County and West Palm Beach City Departments to coordinate infrastructure improvements, transit routes, and programs
- Coordinate between municipalities to develop transportation demand management strategies
- Engage the private sector to identify implementable programs for new and existing developments to manage employers' transportation needs
- Continue to work with regional partners such as transit providers, Palm Beach TPA, FDOT, Treasure Coast Regional Planning Council, and others to ensure collaboration and diversify funding sources across South Florida



STREET DESIGN

- Design streets to be safe, convenient, and comfortable for all users
- Adopt a Vision Zero plan and work towards no traffic fatalities or serious injuries
- Consider reducing speed limits by implementing a "20 is Plenty" Campaign in the downtown area to enhance traffic flow and a consistent speed limit
- Join the National Association of City Transportation Officials to train City staff on state of the art design practices
- Whenever possible, provide elements that ensure vulnerable street users such as bicyclists and pedestrians are provided with facilities that provide protection from natural and transportation-related hazards
- Provide people walking and bicycling with new and comfortable walkways through the use of alleyways in downtown



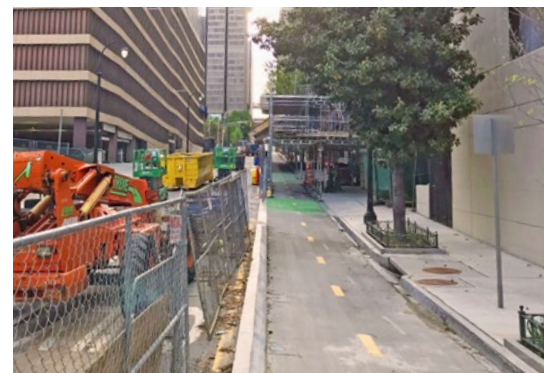
FUNDING

- Establish criteria and a process to prioritize projects. Prioritized results should be flexible so as to allow for timely and cost-effective implementation opportunities.
- Capitalize on the adoption of this Plan to support requests for regional, state, and federal funding
- Establish a target portion of the annual budget dedicated to maintenance of streets
- Explore available private funding sources for pedestrian and bicycle projects, from small grants for marketing activities to multi-year foundation grants. Funding sources for creating an active downtown include local health and wellness charities, corporate and cultural organizations, local hospitals, and health departments, as well as national foundations.



FREIGHT + LOADING ZONES

- The City should work with business owners and delivery service providers to establish a comprehensive freight and loading strategy for Downtown
- Establish designated routes for trucks and large vehicles through Downtown
- Create designated loading zones in areas with frequent delivery schedules
- Where off-street and side-street loading opportunities are limited, the City should work with local businesses to agree on loading alternatives such as off-peak time incentives
- Dedicated loading zones must be designed in such a way that safety, functionality, and accessibility are not negatively impacted



CONSTRUCTION ZONES

- Measures should be taken to provide for the continuity of a pedestrian's trip through a construction closure. Only in rare cases should pedestrians be detoured to another street when travel lanes remain open.
- Wherever bicycles are allowed, measures should be taken to provide for the continuity of a bicyclist's trip through a work zone area

LAND USE AND PARKING

- Update parking policy to reduce parking requirements for new development
- Review and update land use codes to support higher density development and mixed use patterns
- Review and update parking policy to incentivize sustainable and smart transportation choices
- Create sustainable platforms for new mobility practices

Programs

Why is it important?

Programs support changes in travel behavior, choices, and demand. These changes can be accomplished by focusing on education, encouragement, enforcement, and evaluation programs. Successful programs help expand travel choices, reduce transportation costs for consumers, improve access to jobs, businesses, and services, improve travel safety, and help measure successful achievement of mobility outcomes.

Program Goals

- Expand travel choices
- Reduce congestion
- Improve safety
- Improve the predictability and reliability of traveling to and through Downtown

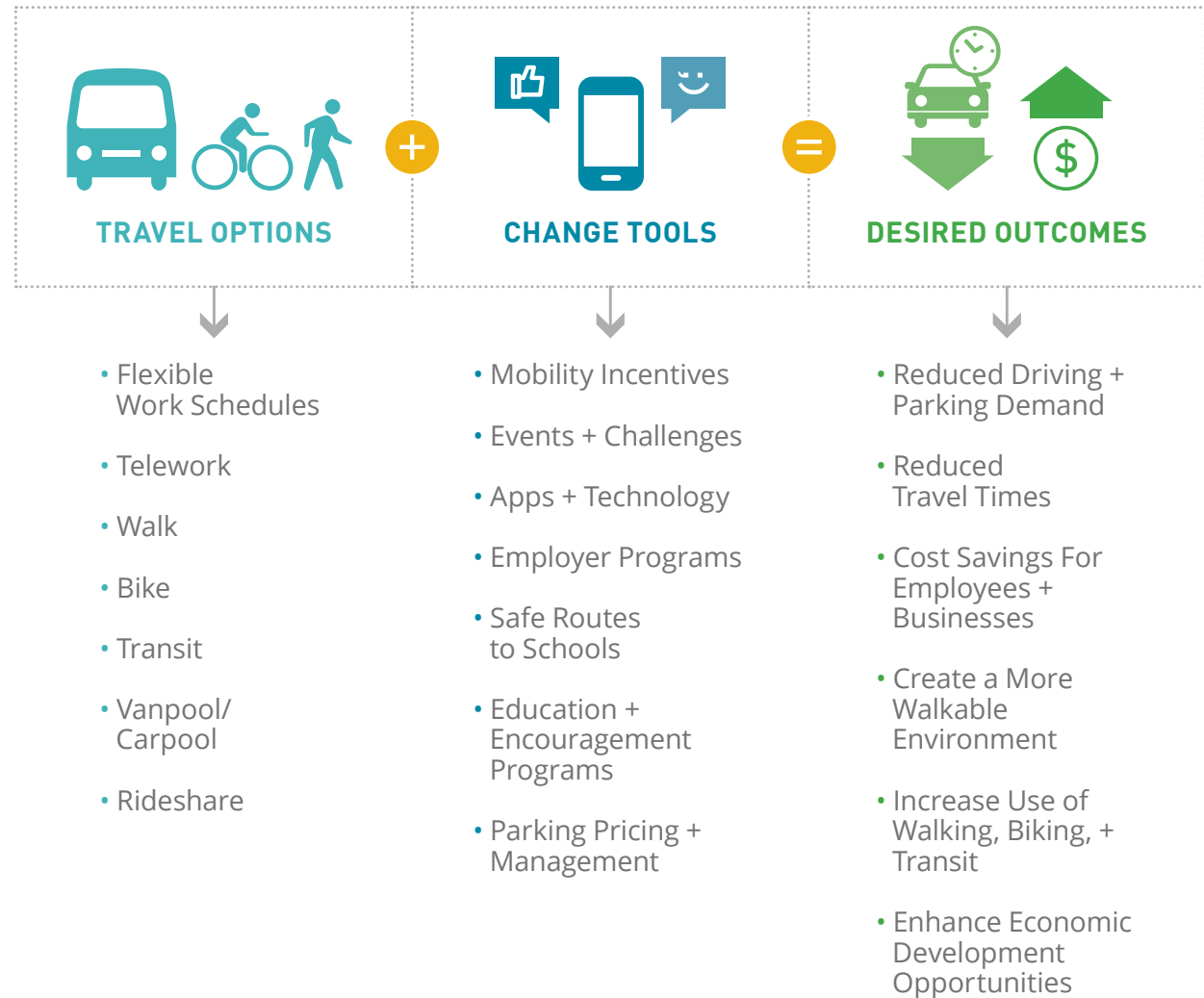


SAFETY PROGRAM

Establish comprehensive safety programs for pedestrians, bicyclists, and drivers. Safety programs will focus on some components of the 6 E's model – education, encouragement, enforcement, engineering, evaluation, and equity – to positively impact safety for all users.

TRANSPORTATION DEMAND MANAGEMENT PROGRAM

Establish a transportation demand management (TDM) program that promotes transit, walking, bicycling, carpooling, ridesharing, telecommuting, and other options to increase accessibility and reduce dependence on single-occupancy vehicle travel. TDM efforts will reduce congestion, reduce parking demand, and reduce car ownership and travel costs. Successful TDM programs expand mobility for residents, commuters, and visitors so that they have the freedom of choosing between multiple options to meet their travel needs.



Special Topics

Overview

The special topics cover recommendations in more detail.

Special topic sections include:

- Transportation + Technology
- Parking + TDM
- Wayfinding



TRANSPORTATION + TECHNOLOGY

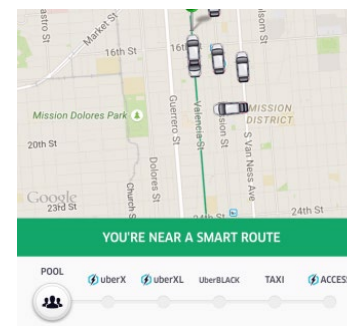
Technology is transforming almost every aspect of transportation. The City should take advantage of technology available now while proactively planning for emerging technology.

Technology should be used to accomplish the following goals:

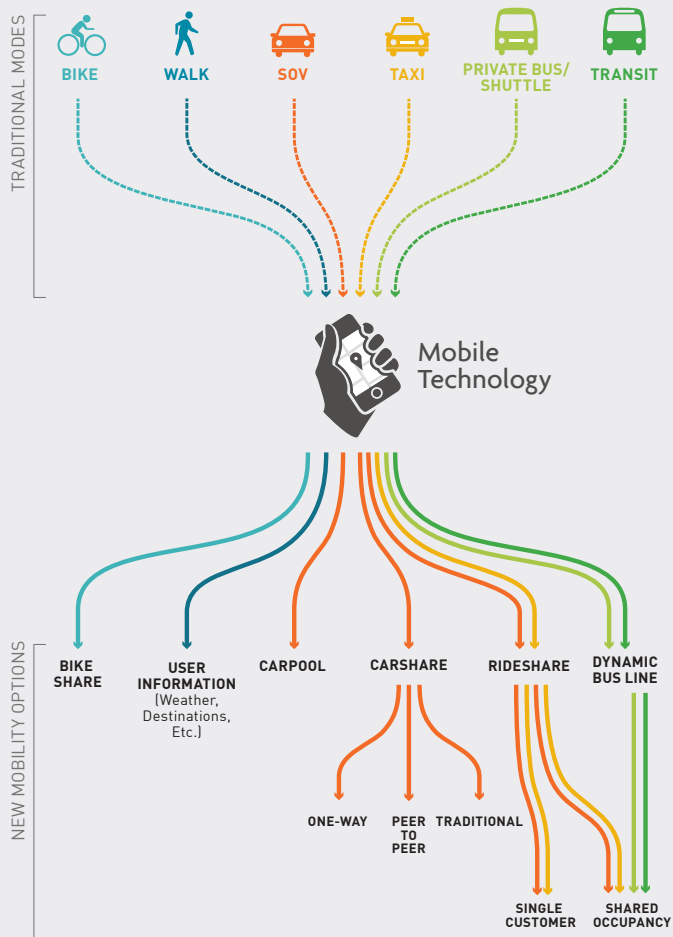
- Expand travel choices in Downtown, and to Downtown, for all users
- Reduce the number of driving trips
- Improve street safety for everyone
- Improve the predictability and reliability of traveling in Downtown
- Quickly gather metrics to assess and improve services
- Proactively prepare for new technology and its use Downtown by implementing tests and pilot projects

Going forward, the City should focus policies and street design strategies on the following transportation and technology topics:

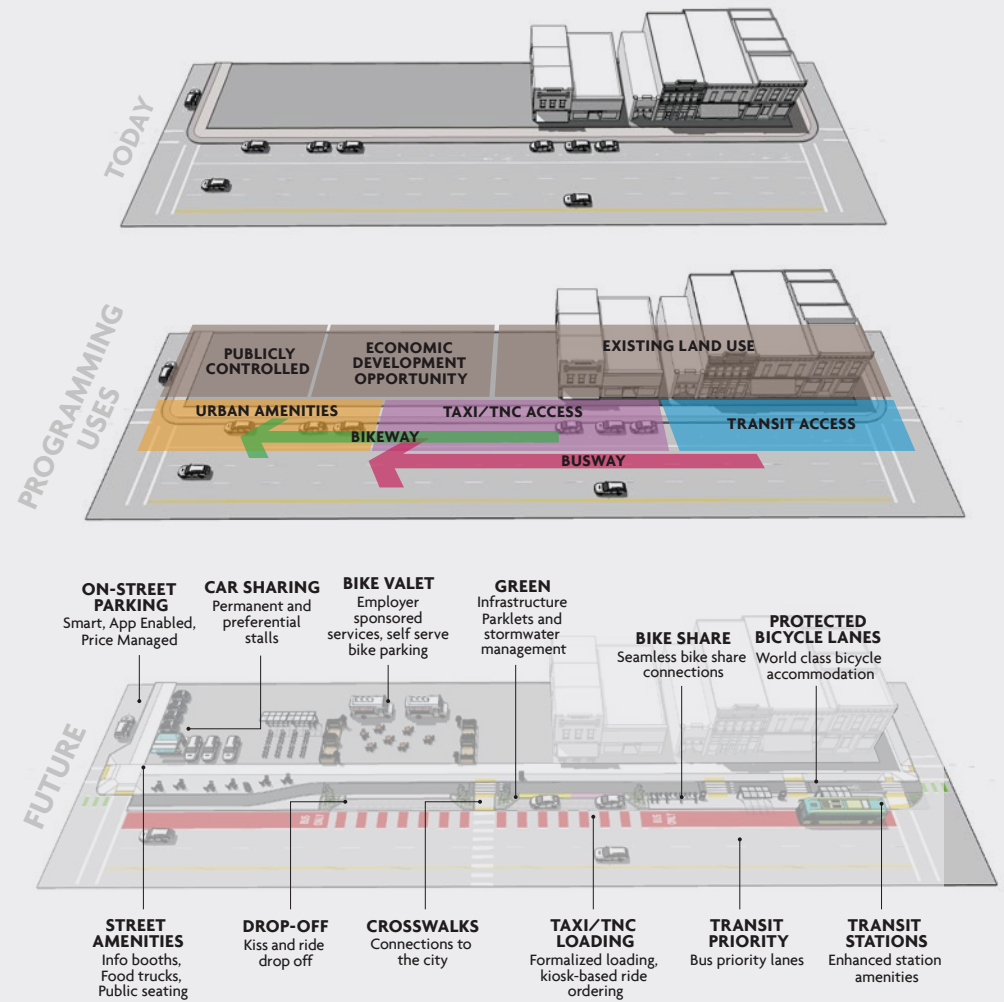
- **Street Safety** - Focus on systems, services, and street design that use technology to decrease the number and the severity of crashes.
- **Curbside Management** - Focus on creating flexible and efficient use of curb side activity to maximize the efficient movement of people and goods and promote street life.
- **New Mobility Systems** - Focus on policy and management of mobility services that equitably provides mobility options for everyone. The focus should also be on collection and sharing of data to improve mobility services and support decision-making about mobility systems.
- **Autonomous Vehicles** - Focus on operations and policy that increase safety and decrease congestion.



USE OF TECHNOLOGY TO EXPAND TRAVEL OPTIONS



USE OF TECHNOLOGY TO CREATE PEOPLE-ORIENTED STREETS.



PARKING AND TRANSPORTATION DEMAND MANAGEMENT

Why is managing parking important?

Parking is key to a successful Downtown. Too little parking can inconvenience residents, shoppers, and visitors. And too much parking diminishes the district's vitality and walkability and creates sprawled development patterns leading to vehicle-dominated neighborhoods. Achieving a balance is essential in stimulating economic development, supporting mobility initiatives, and enhancing overall quality of life.

The parking goals and recommendations consist of a combination of management strategies, policies, marketing programs, and incentives to ensure the continued health and vibrancy of downtown West Palm Beach. A summary of the recommendations is presented here. For more detailed information about parking recommendations, see the *Downtown West Palm Beach Parking and Transportation Demand Management Study*.

Parking and Transportation Demand Management Goals

INCREASE THE CONVENIENCE AND ACCESSIBILITY OF PARKING DOWNTOWN

Balancing the parking supply to prioritize high-turnover visitors in the downtown core allows for more land to be dedicated to infill development and increases the density and walkability.

REBRAND THE PARKING ADMINISTRATION TO BE MORE CUSTOMER-ORIENTED

By focusing on the customer experience in Downtown, the Parking Administration can improve the experience for people that live, work, and visit Downtown while also more effectively managing congestion, loading, and enforcement.

DEVELOP STRATEGIES TO INCREASE THE WALKABILITY OF DOWNTOWN AND DECREASE THE PARKING DEMAND

The presence of high-quality transportation options reduces the demand for parking and frees up space for economic development and investment in Downtown.

ENGAGE WITH OTHER ENTITIES TO BETTER ADDRESS AND COMMUNICATE PARKING IN DOWNTOWN WEST PALM BEACH

Parking is not an isolated operation, but a piece of the total visitor experience. Effectively communicating short- and long-term parking availability to people will improve the overall experience in Downtown.

USE TECHNOLOGY TO ENHANCE THE CUSTOMER'S PARKING EXPERIENCE

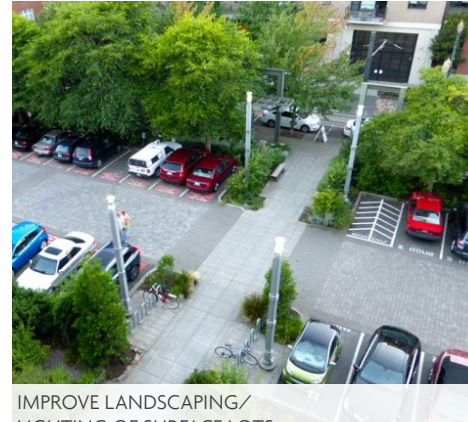
Technology can reduce driver limitations and stops in and out of garages, create operational efficiencies, and significantly improve the data collection and communication process.



INCREASE AND IMPROVE BIKE PARKING



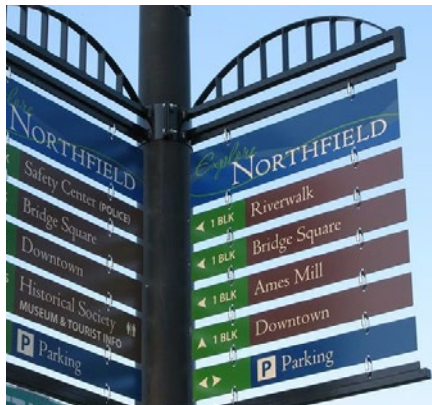
IMPROVE PEDESTRIAN ENVIRONMENT

IMPROVE LANDSCAPING/
LIGHTING OF SURFACE LOTS

UPGRADE PARKING TECHNOLOGY



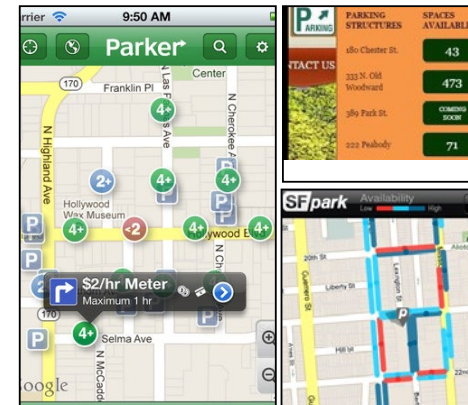
TROLLEY ENHANCEMENT



SIGNAGE AND WAYFINDING



IMPROVE GARAGE LIGHTING/SECURITY



PARKING AVAILABILITY COMMUNICATION

What is the benefit of managing parking?

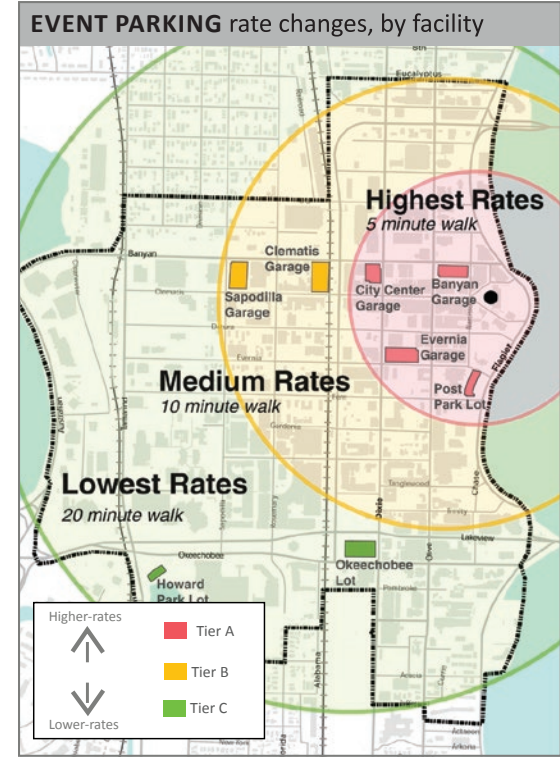
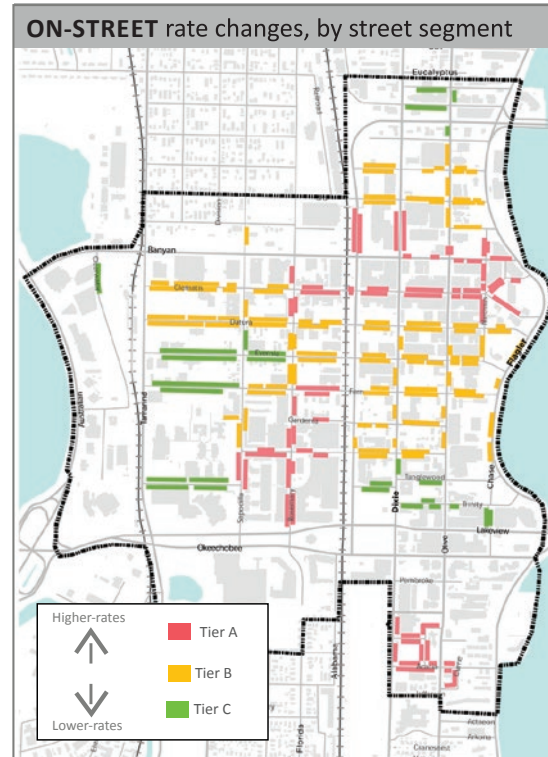
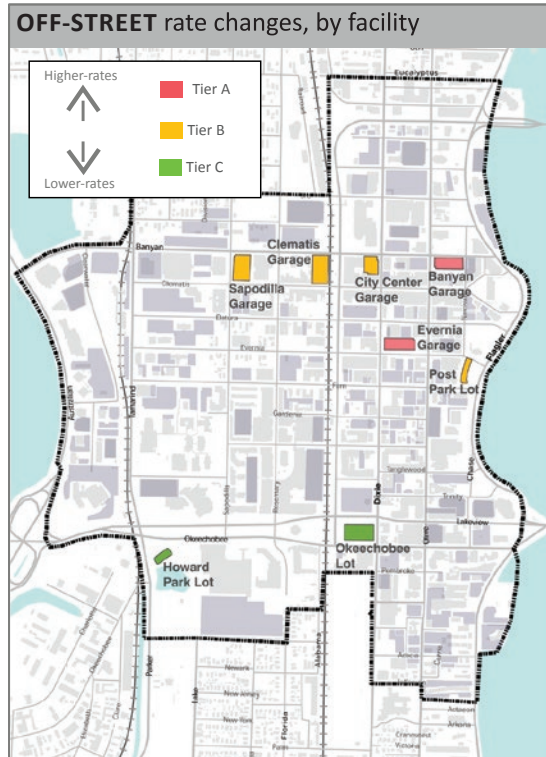
One of the key recommendations for parking management in Downtown is to use additional revenues gained from rate increases for beautification efforts within the Downtown area. Under this model, the public is able to see immediate, tangible benefits that enhance the infrastructure and encourage them to stay longer. Some of the primary projects proposed can be seen below. More detailed project recommendations can be found in the *Downtown Parking and Transportation Demand Management Study*.

3-tiers of rates...

A Higher-demand
Higher-rates

B Mid-demand
Mid-rates

C Low-demand
Low-rates



Parking Rate Changes to Manage and Distribute Demand

To balance parking demand, rates for high demand facilities are increased and rates for low demand facilities are maintained or lowered. The proposed rate changes include a three-tiered system of rates:

- Higher Demand, Highest Rates
- Moderate Demand, Moderate Rates
- Low Demand, Lowest Rates

The tiered rate system will be applied to City-owned on-street facilities, off-street facilities, and for event parking. The maps on this page summarize proposed the tiered rate structure for each type of facility or event. More detailed rate recommendations can be found in the *Downtown Parking and Transportation Demand Management Study*.

WAYFINDING

Why is it important?

Wayfinding is a system of signs that provide navigational assistance to people who walk, bike, drive, and use transit. This system includes information about destinations, travel distances, and other information about places in Downtown.

Wayfinding in and around Downtown West Palm Beach has largely been focused on providing wayfinding to people who drive. Additionally, existing wayfinding has been implemented ad hoc by different agencies and organizations, providing a confusing guidance system to Downtown destinations.

Where wayfinding is present, there is little emphasis and consistency between the different families of colors, fonts and graphics. This makes for a difficult experience when utilizing different modes of travel. The recommendation for Downtown West Palm Beach is to develop a coherent and consistent wayfinding system that helps people navigate to the places they want to go.



WAYFINDING PRINCIPLES



CONNECT PLACES

Facilitate travel between destinations and provide guidance to new destinations.



KEEP INFORMATION SIMPLE

Present information simply, using clear fonts and simple designs, so that it can be understood quickly.



MAINTAIN MOTION

Be legible and visible for people moving so that they can read the signage without stopping.



BE PREDICTABLE

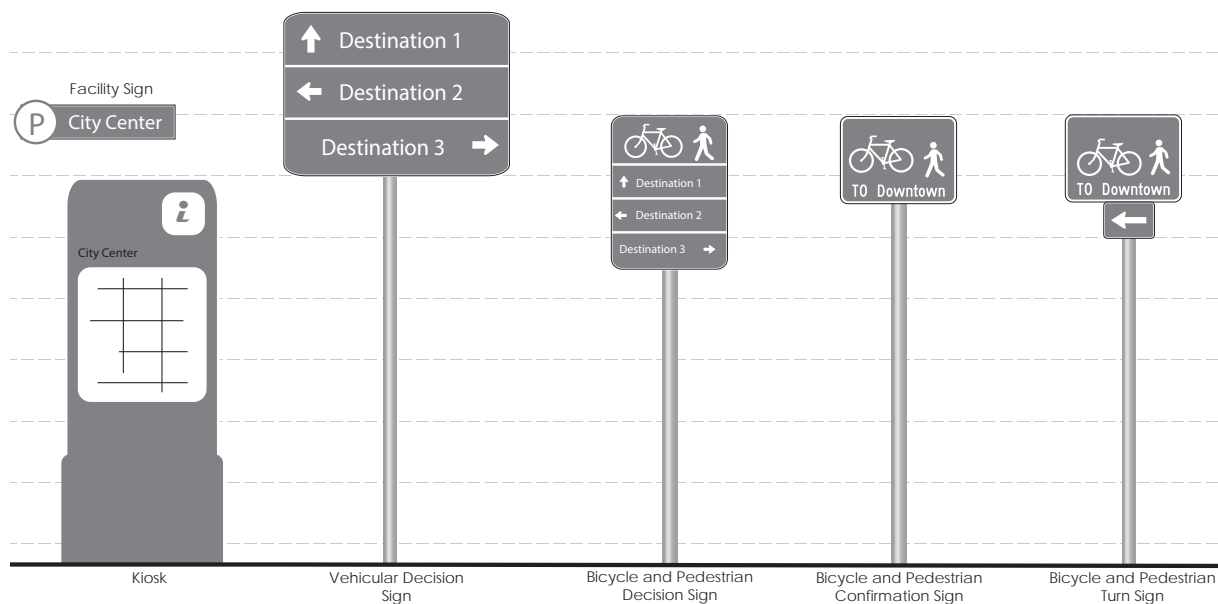
Standardize the placement and design of signs so that patterns are established and the signage becomes predictable.



PROMOTE ACTIVE TRAVEL

Encourage increased rates of active transportation by helping people to realize they can use the bikeway and pedestrian network to access the places they want to go.

WAYFINDING FUNDAMENTAL NAVIGATIONAL ELEMENTS (MUTCD COMPLIANT)



FUNDAMENTAL WAYFINDING ELEMENTS

Fundamental wayfinding elements consist of decision signs, confirmation signs, and turn signs. These signs are intended to be implemented for both motorists and active transportation users. For signs applied on-street, they must conform with MUTCD requirements. Signage elements should include distance to destination information, including mileage for people driving and estimated travel time for active transportation signs.

ENHANCED NAVIGATIONAL ELEMENTS

Enhanced navigational elements provide additional wayfinding assistance for active transportation users in the form of 1) mile markers, 2) gateway markers, 3) interpretive signage, 4) pavement markings, and 5) map kiosks. Pavement markings are an ideal tool to provide navigational assistance along a neighborhood bikeway or trail route, while reducing sign clutter. Map kiosks, which tend to be located at trailheads and downtown locations, provide people with information about the surrounding area, amenities, and bikeway and transit routes. Kiosks may also include orientation maps.



Action Plan

Setting the Stage for Short-Term Success and Long-Term Benefits

This chapter defines a structure for managing the implementation of the Downtown West Palm Beach Mobility Plan. Implementing the recommendations within this plan will require leadership and dedication on the part of a variety of groups and agencies. Equally critical, and perhaps more challenging, will be meeting the need for a recurring source of revenue. Even small amounts of local funding could be very useful and beneficial when matched with outside sources. Most importantly, the City and its partners need not accomplish the recommendations of this Plan by acting alone; success will be realized through collaboration with regional and state agencies, the private sector, and non-profit organizations.



Prioritizing Actions and Funding

Given the constant change in funding availability at local, state, and federal levels, it is difficult to know what financial resources will be available at different time frames during the implementation of this Plan. However, there are still important actions to take in advance of major investments, including key organizational steps, the initiation of education and safety programs, and the development of strategic, lower-cost infrastructure improvements. Following through on these priorities will allow the key stakeholders to prepare for the development of larger projects over time, while taking advantage of strategic opportunities as they arise.

The City should establish an annual process of prioritizing projects and reporting implementation progress. This process should include quantitative measures, such as data metrics for the goals of this plan, as well as qualitative measures, such as community support and timing of project with an already-scheduled repaving project. This process should also include a longer term process of organizing projects into a series of short-, medium-, and long-term projects to communicate timing and sequencing of the recommendations for this plan.

Key Action Steps

Policy

Several policy steps are crucial to the success of future project development and how people decide to travel in Downtown. These steps will legitimize the recommendations found in this Plan and support policy decision-making necessary to carry out those recommendations.

- Adopt this plan
- Adopt code changes for parking and private development
- Identify and prioritize funding for projects and programs
- Continue coordination with regional and local partners
- Update street design standards to create safe streets
- Establish dedicated funding for projects and programs
- Create freight and loading zone strategies for Downtown

Programs

While policies provide a legal basis for public and private facility development, the program recommendations included in the Actions chapter of this Plan will build a culture of safe travel and expand travel options.

- Create and staff Transportation Demand Management Program
- Create and staff Vision Zero Safety Program
- Implement Parking Study as a part of Transportation Demand Management Program

Projects

While establishing the policies and programs described, the City and its regional partners should move forward with the design and construction of priority projects. They should also work to identify funding for long-term, higher-cost projects.

- Identify funding for projects
- Prioritize projects and program them for implementation
- Establish pilot project program to implement “Quick Build Strategy”



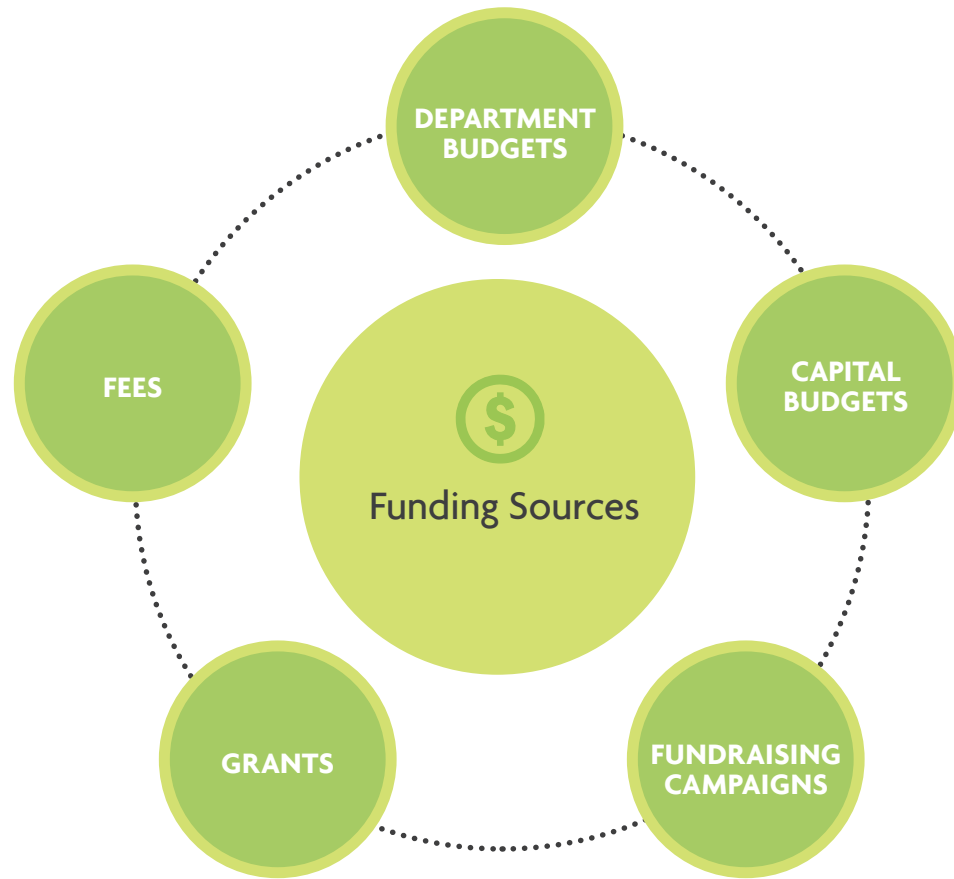
Funding the Mobility Plan

Five primary funding sources make up the core funding strategy for this plan:

- **Capital Budgets.** The City can use the concepts and policies presented in this Plan to implement it through regularly scheduled capital projects, such as streetscape projects, street resurfacing, or new public or private property construction.
- **Department Budgets.** Departments like Public Works or Parks and Recreation can use their maintenance resources and staff to support programs, planning efforts, and infrastructure maintenance.

- **Fees.** User fees or development impact fees provide an opportunity to generate revenue to fund infrastructure projects, such as sidewalk construction, and programs, such as bicycle education classes.
- **Grants.** Competitive grants through public agencies or through private or non-profit foundations can generate additional resources for projects and programs.
- **Fundraising Campaigns.** Fundraising through neighborhood groups, advocacy groups, or even crowd-funding can help generate additional resources for projects and programs.

The City will need to actively manage the list of projects, programs, and policy recommendations in this plan and assign appropriate funding and staff time to implement them. It should also be flexible and opportunistic with funding and prioritization of projects to deliver projects as quickly as possible.



Estimate of Probable Cost

To implement the project recommendations, it is estimated that the costs will be approximately \$358 million, or \$16 million per year over 22 years. Recommended projects included in the estimate of probable costs include street construction projects, transit operations and capital costs, a transportation demand management program, and wayfinding.

The planning horizon for these projects is 22 years (2018 to 2040). The annual estimate for costs if the city funds all of these projects without any grants is \$16 million per year. It is anticipated that some of the projects will receive some grant funds for implementation, such as federal funds to improve FDOT owned roadways. Additionally, some projects already have funds allocated for various stages of design and implementation. If these projects are removed or discounted, the estimated annual funding estimate needed for implementation is \$12 million.

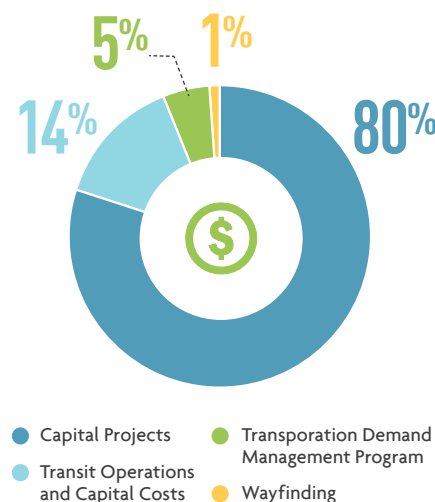
As percentages of the total estimated cost, street projects represent 77% of the total costs. Transit operations and capital costs represent 17% of the total costs. The TDM program represents 4% of the total cost and wayfinding represents 2% of the total cost.

For a more detailed summary of estimated project costs and assumptions used to develop the project costs, please see Appendix 2: Detailed Project List.

SUMMARY ESTIMATE OF PROBABLE COSTS FOR WEST PALM BEACH MOBILITY PLAN 2018 TO 2040

	ANNUAL COST	CAPITAL COSTS	TOTAL	% OF TOTAL
Capital Projects	—	\$286,007,937	\$286,007,937	80%
<i>Construction costs based on FDOT Long Range Estimates (LREs) for 2016. Project cost estimates include 10% of construction cost for landscaping and street trees, 5% of construction costs for access to transit elements of project (for project that will have transit operations along the street), 10% of construction costs for contingency, and 10% of construction costs for design.</i>				
Transit Operations and Capital Costs	\$2,283,704	\$13,000,000	\$50,241,494.16	14%
<i>Transit Operations - Based on current monthly operating costs. Assume headways of 10 to 15 minutes for proposed routes as part of Mobility Plan; Transit Capital Costs - Assume 13 vehicles needed to provide frequency of service proposed for trolley operations. Assume \$500,000 per vehicle and fleet of 13 vehicles is replaced every 10 years. Assumption is that fleet will be replaced twice during 22 year planning time frame; For transit operations and capital costs, assumption is that funds can be invested in City operated services or can be used to partner with Palm Tran to fund all or a portion of regional transit services.</i>				
Transportation Demand Management Program	\$750,000	—	\$16,500,000	5%
<i>Assume \$250,000 for three full time staff and annual operation costs. Assume \$500,000 annually for mobility subsidies and incentive programs.</i>				
Wayfinding	—	\$5,720,159	\$5,720,159	2%
<i>Assume 1% of total costs for capital projects.</i>				
TOTAL ALL COSTS	—	—	\$358,469,590	100%
Cost Per Year			\$16,294,072	
<i>Assume 22 year time frame (2018-2040)</i>				

SUMMARY OF ESTIMATE OF PROBABLE COSTS FOR WEST PALM BEACH MOBILITY PLAN 2018 TO 2040



DISCLAIMER

Since Alta Planning + Design (Alta) has no control over the cost of labor, materials, equipment or services furnished by others, or over the Contractor(s)' methods of determining prices, or over competitive bidding or market conditions, Alta's opinion of probable Total Project Costs and Construction Cost are made on the basis of Alta's experience and qualifications and represent Alta's best judgment as experienced and qualified professional engineers, familiar with the construction industry; but Alta cannot and does not guarantee that proposals, bids, or actual Total Project or Construction Costs will not vary. If prior to the bidding or negotiating Phase the Owner wishes greater assurance as to Total Project or Construction Costs, the owner shall employ an independent cost estimator.



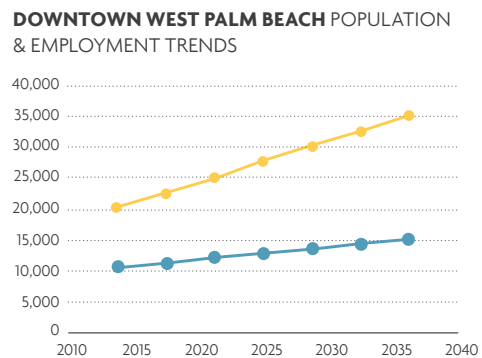
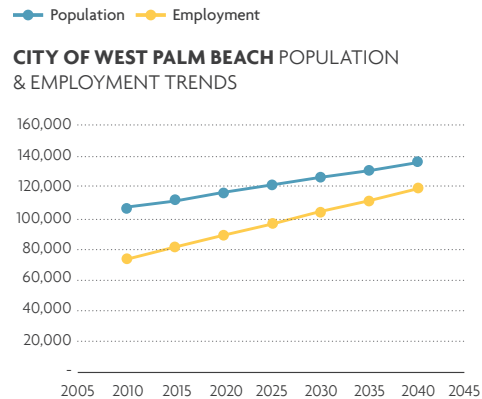
APPENDIX 1

Downtown West Palm Beach

Needs and Existing Conditions

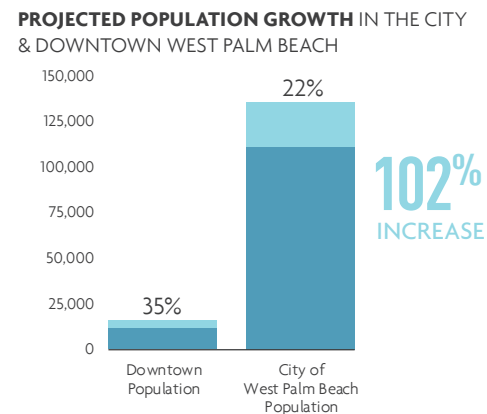
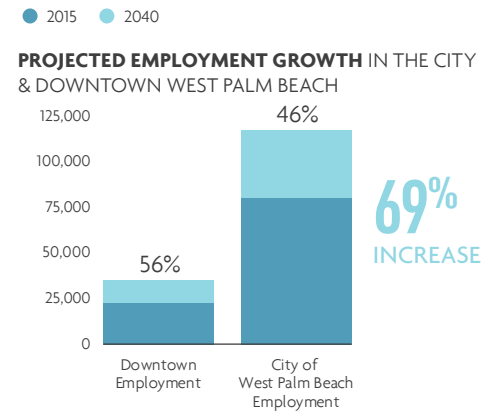
Growth in jobs, population, and visitors

Downtown and the City are growing and will continue to grow.



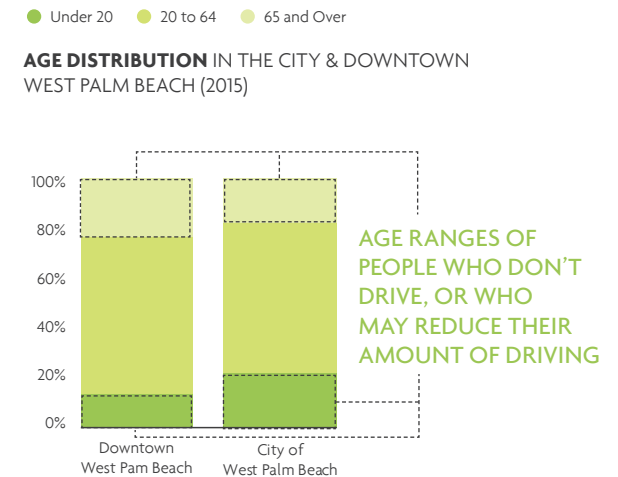
Source: US Census; Palm Beach TPA LRTP

84% of City's population growth and 66% of the City's employment growth will occur outside of Downtown.



Source: US Census; Palm Beach TPA LRTP

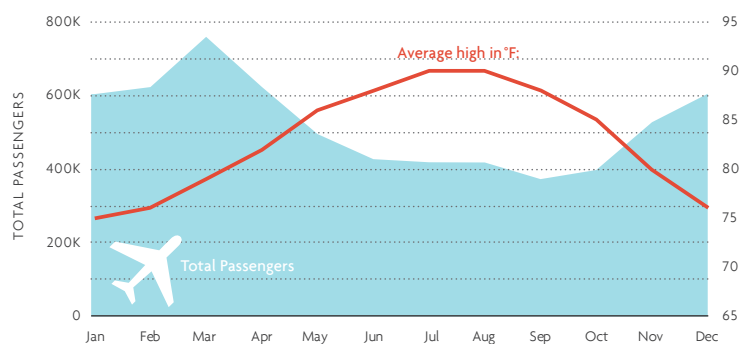
4 in 10 people in West Palm Beach are not old enough to drive or are at an age where they may reduce their driving due to age related abilities.



Source: US Census

Visitors increase in the region during the cooler months of the year and peak in late winter and early spring.

2016 PALM BEACH INTERNATIONAL AIRPORT MONTHLY PASSENGER TOTALS & AVERAGE MONTHLY HIGH TEMPERATURES



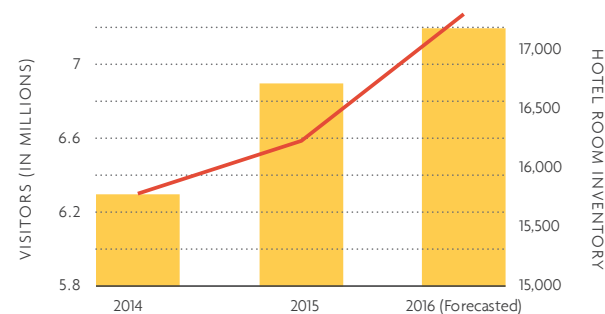
**Visitors are more likely to not drive at all, drive less frequently, and walk, bike, and take transit, hence reducing the impact on the transportation system.*

Source: Palm Beach County Department of Airports;
USclimatedata.com

Visitors to the region are increasing and projected to continue to increase with more hotels under construction.

● Visitors — Hotel Room Inventory

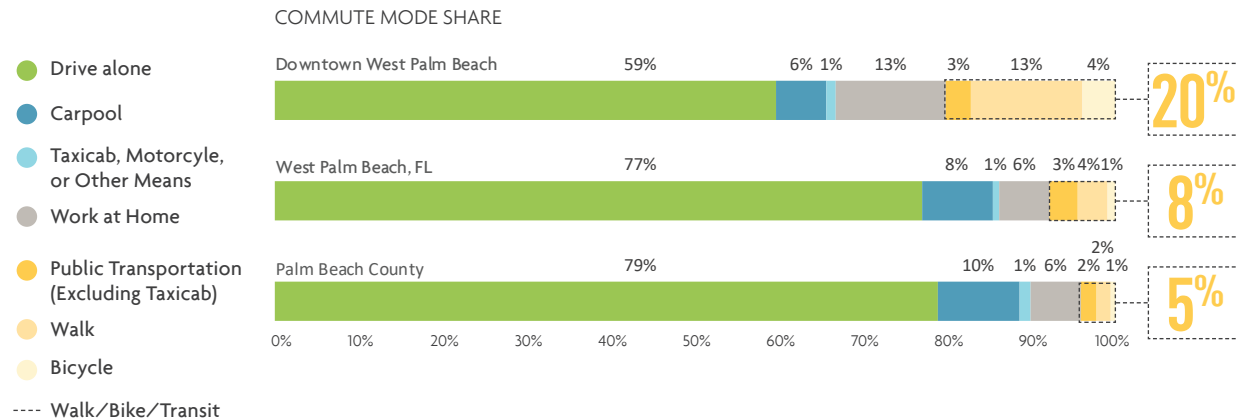
ANNUAL VISITORS IN PALM BEACH COUNTY & HOTEL ROOM INVENTORY



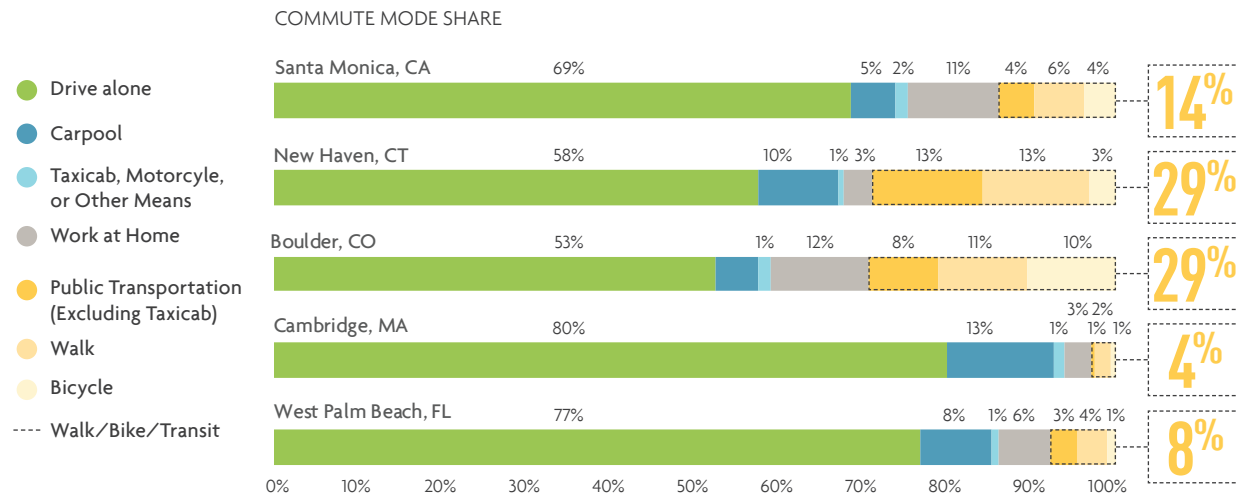
Source: Palm Beach County Tourist Development Council

Travel patterns and travel options

People that live in Downtown West Palm Beach use a wider range of travel options to get to work.

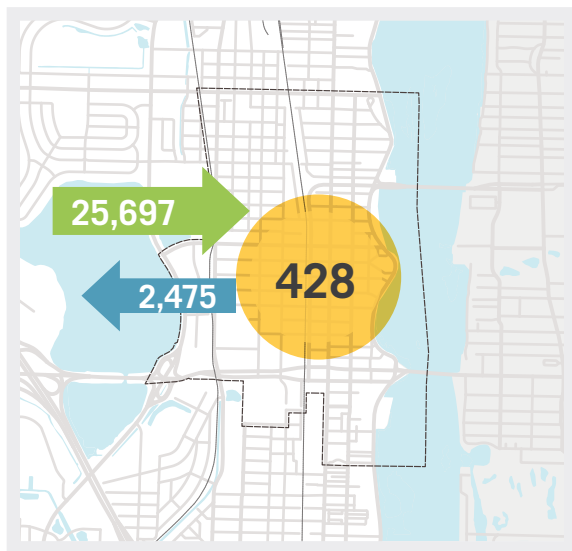
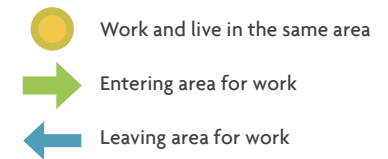


Mid-size cities can be competitive and have higher rates of people walking, bicycling, and taking transit.

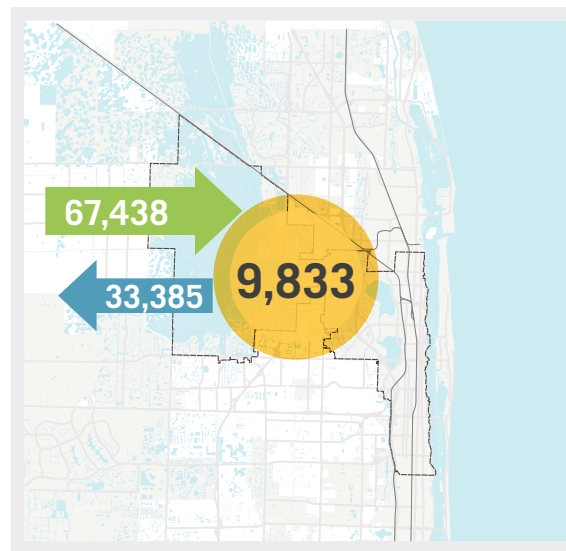


Source: US Census Bureau, 2011-2015 5 Year Estimates

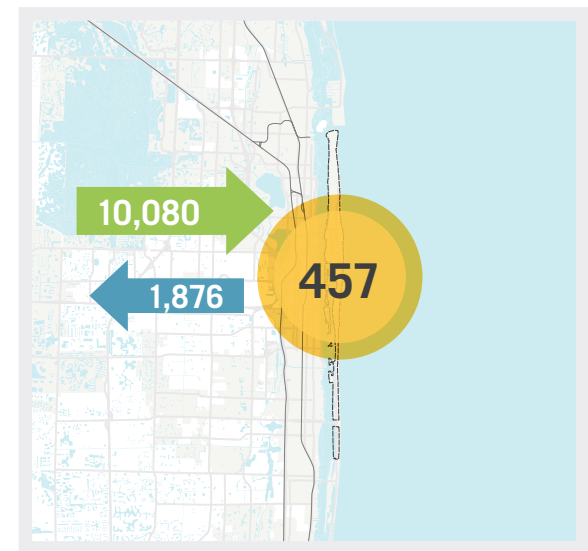
*The daytime population of Downtown West Palm Beach, the City of West Palm Beach and Town of Palm Beach **increase significantly during the work week** due to people traveling from other parts of the region to work.*



Downtown West Palm Beach



West Palm Beach

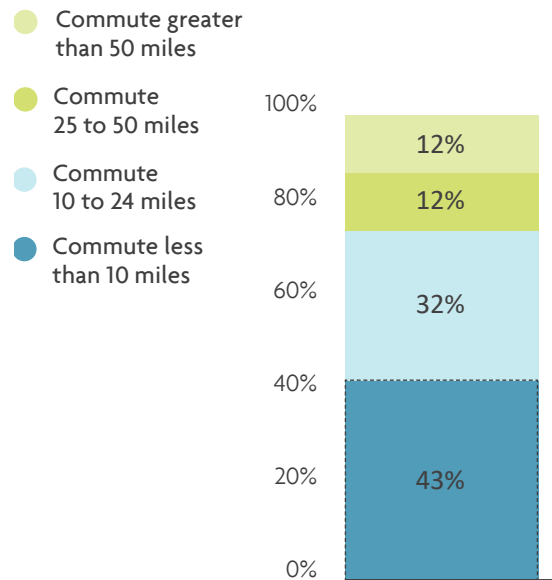


Town of Palm Beach

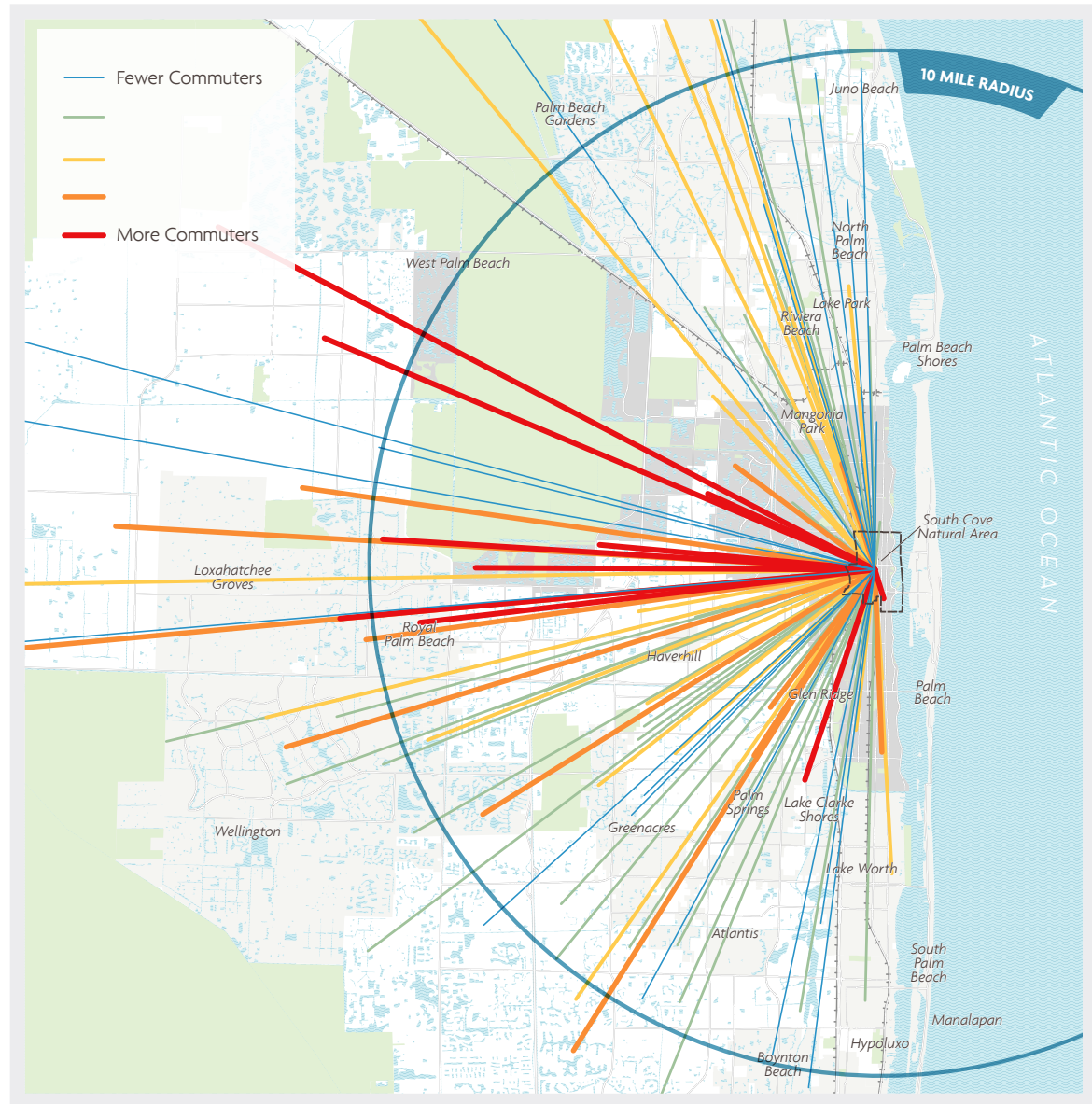
Source: US Census Bureau, Longitudinal Employer-Household Dynamics Inflow-Outflow Data, 2014

Almost half of people employed in Downtown West Palm Beach live within 10 miles.

*This group of commuters represents the **greatest opportunity for mode shift to walking, bicycling, and transit** because of the shorter commute distances.*



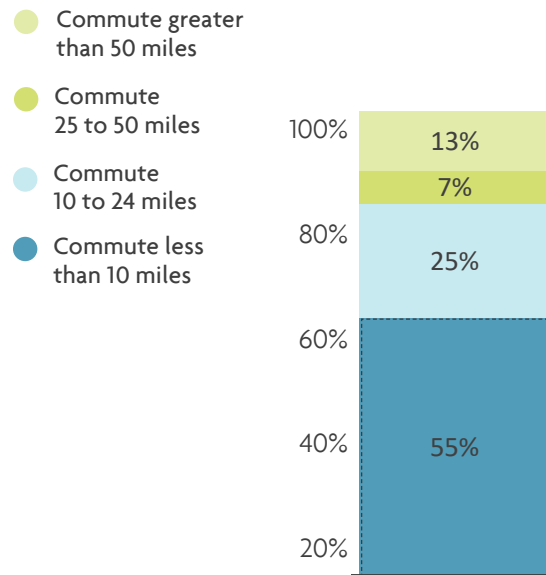
Source: US Census Bureau, Longitudinal Employer-Household Dynamics Inflow-Outflow Data, 2014



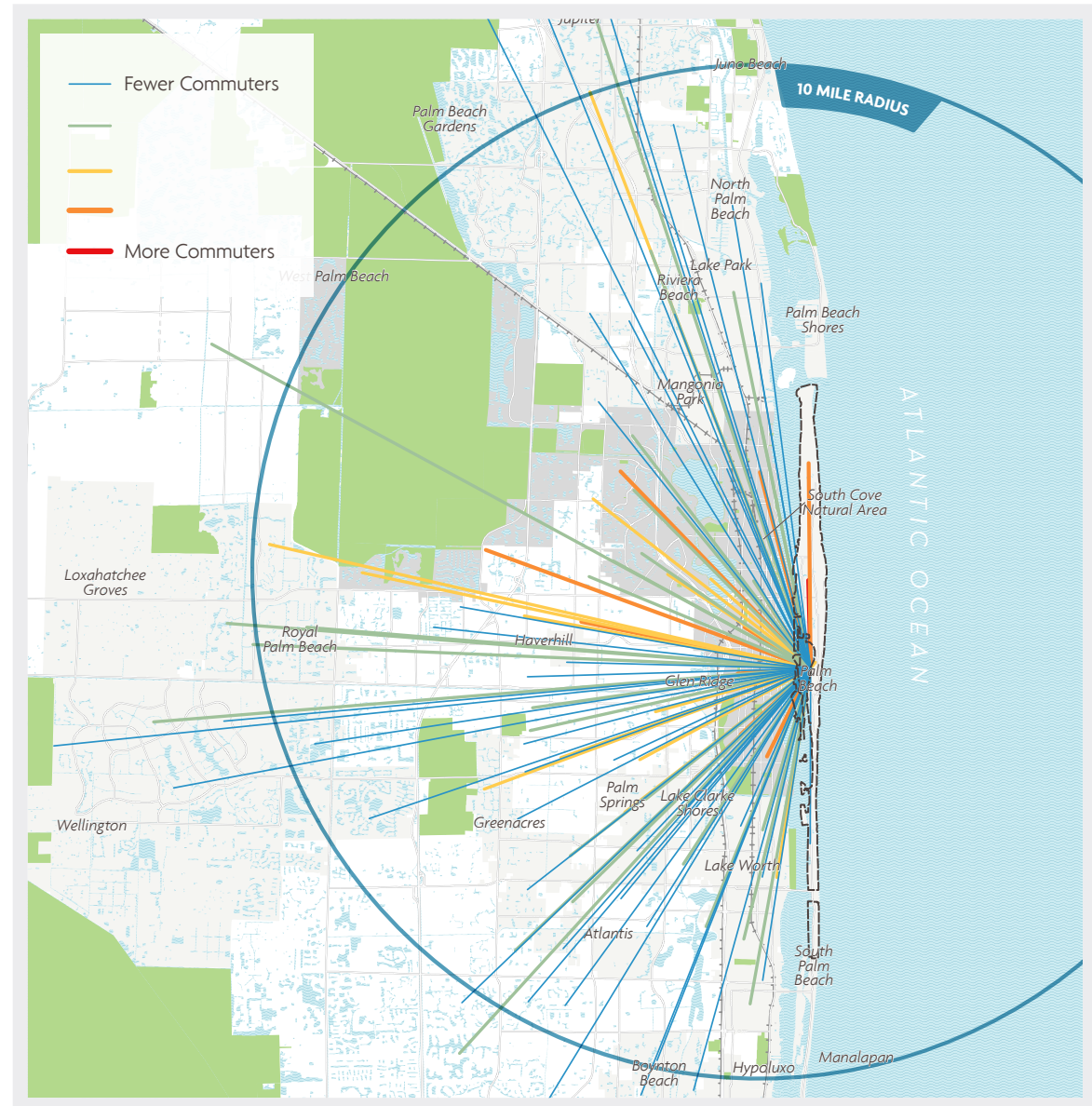
WHERE PEOPLE LIVE THAT WORK IN DOWNTOWN WEST PALM BEACH

More than half of the people employed in the Town of Palm Beach live within 10 miles.

*This group of commuters represents the **greatest opportunity for mode shift to walking, bicycling, and transit because of the shorter commute distances.***



Source: US Census Bureau, Longitudinal Employer-Household Dynamics Inflow-Outflow Data, 2014



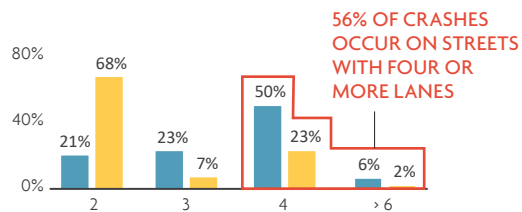
WHERE PEOPLE LIVE THAT WORK IN THE TOWN OF PALM BEACH

Safety

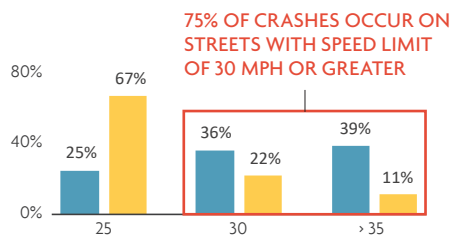
Crashes disproportionately occur on streets in Downtown with more lanes, higher speeds and vehicle volumes.

● % of Crashes ● % of Street Network

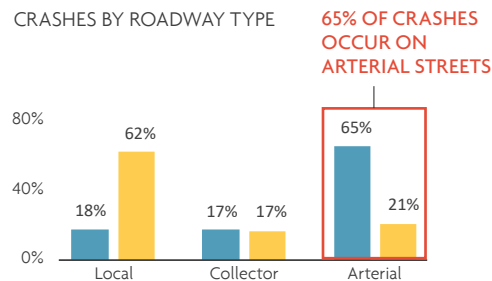
CRASHES BY NUMBER OF TRAVEL LANES



CRASHES BY POSTED SPEED LIMIT



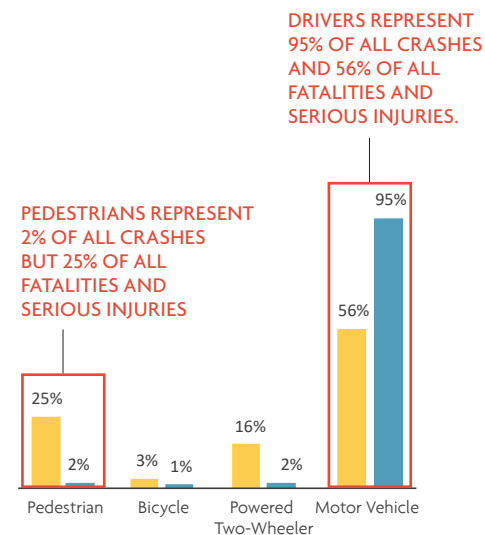
CRASHES BY ROADWAY TYPE



Vulnerable road users, including people walking and bicycling, are disproportionately represented in crashes resulting in fatalities or serious injuries.

● % of Fatalities and Serious Injuries
● % of all crashes

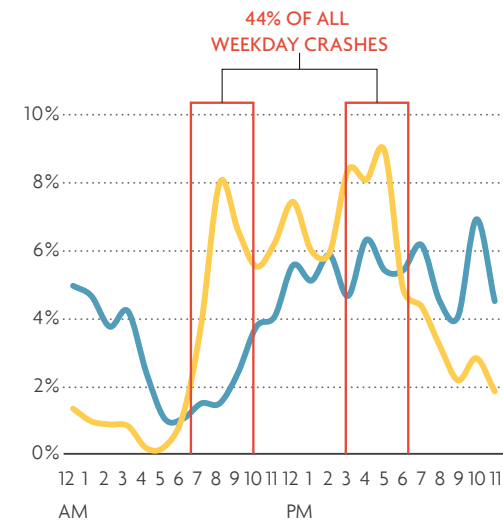
DOWNTOWN SERIOUS INJURY AND FATALITY CRASHES BY MODE (2014 TO 2016)



The peak periods for crashes correspond with peak periods for commuting, creating unpredictable travel patterns and times.

— Weekday — Weekend

RATE OF CRASHES BY TIME OF DAY IN DOWNTOWN WEST PALM BEACH



Source: FDOT Signal 4 Analytics

DOWNTOWN CRASH LOCATIONS 2014-2016

Key Observations

25% OF ALL CRASHES
in West Palm Beach occur
in Downtown

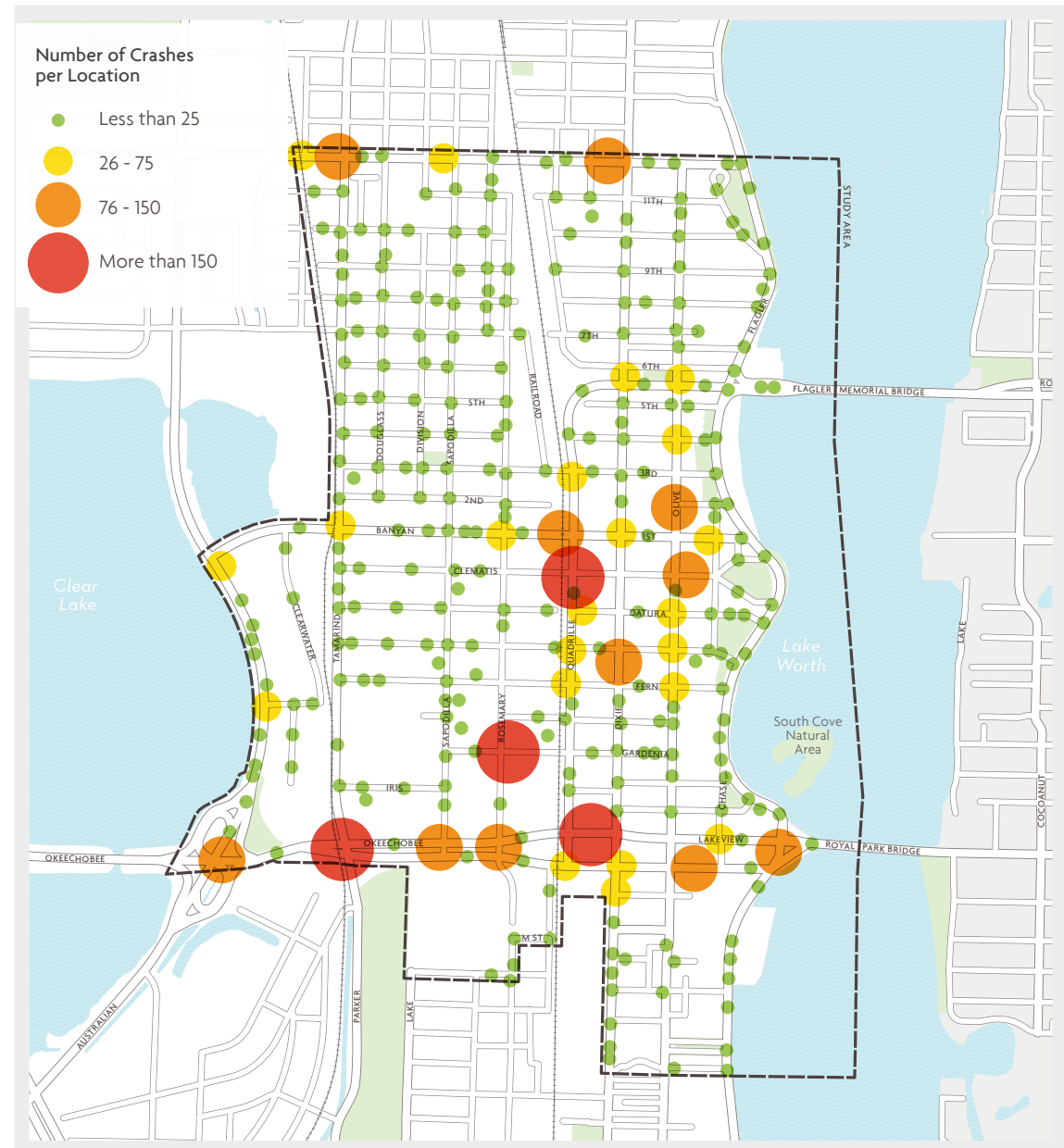
33% OF ALL CRASHES
in Downtown occur along
Okeechobee Boulevard

28% OF ALL FATAL
OR SERIOUS INJURY CRASHES
in Downtown occur along
Okeechobee Boulevard

FROM 2014 TO 2016,

2,714 CRASHES
occurred in the Downtown
area at a rate of

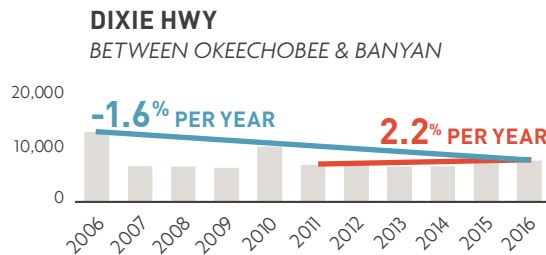
2.5 CRASHES PER DAY



Traffic Trends

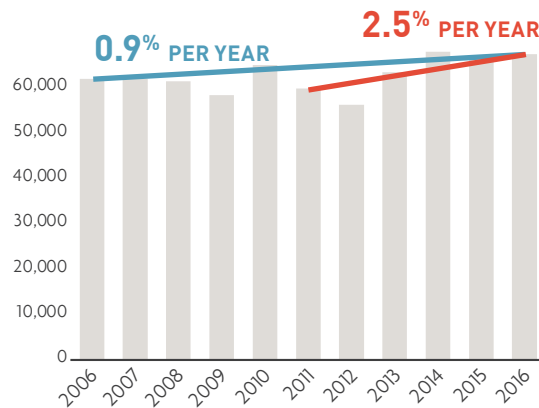
Automobile traffic is at pre-recession levels, with some streets experiencing slight increases in vehicle volumes since 2006, while others have experience decreased.

Annual Average Daily Traffic Counts



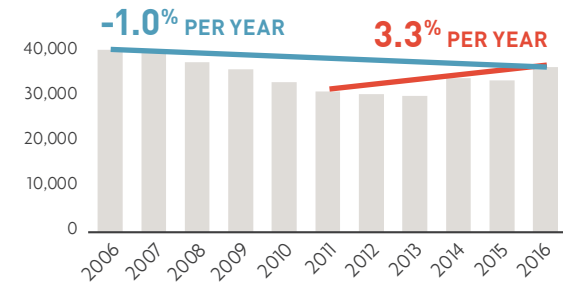
OKEECHOBEE

BETWEEN AUSTRALIAN & TAMARIND



AUSTRALIAN

BETWEEN OKEECHOBEE & BANYAN

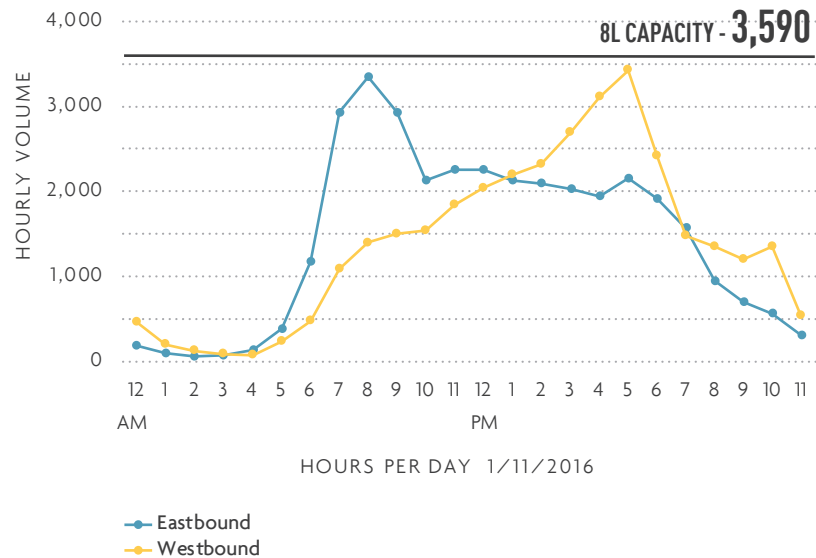


Traffic pinch points are a result of limited east-west route options to and through Downtown.

24 Hour vehicle counts

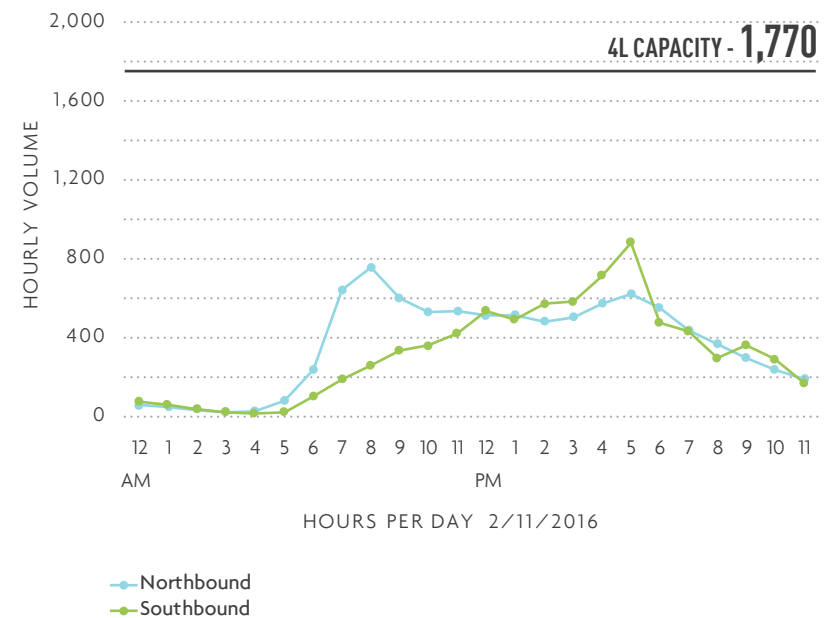
OKEECHOBEE

BETWEEN AUSTRALIAN & TAMARIND



DIXIE HWY

BETWEEN OKEECHOBEE & BANYAN



Note: Capacity based on Level of Service D

Source: Palm Beach County

Today, on average, most streets still have sufficient daily vehicular capacity.

2015

Key Observations

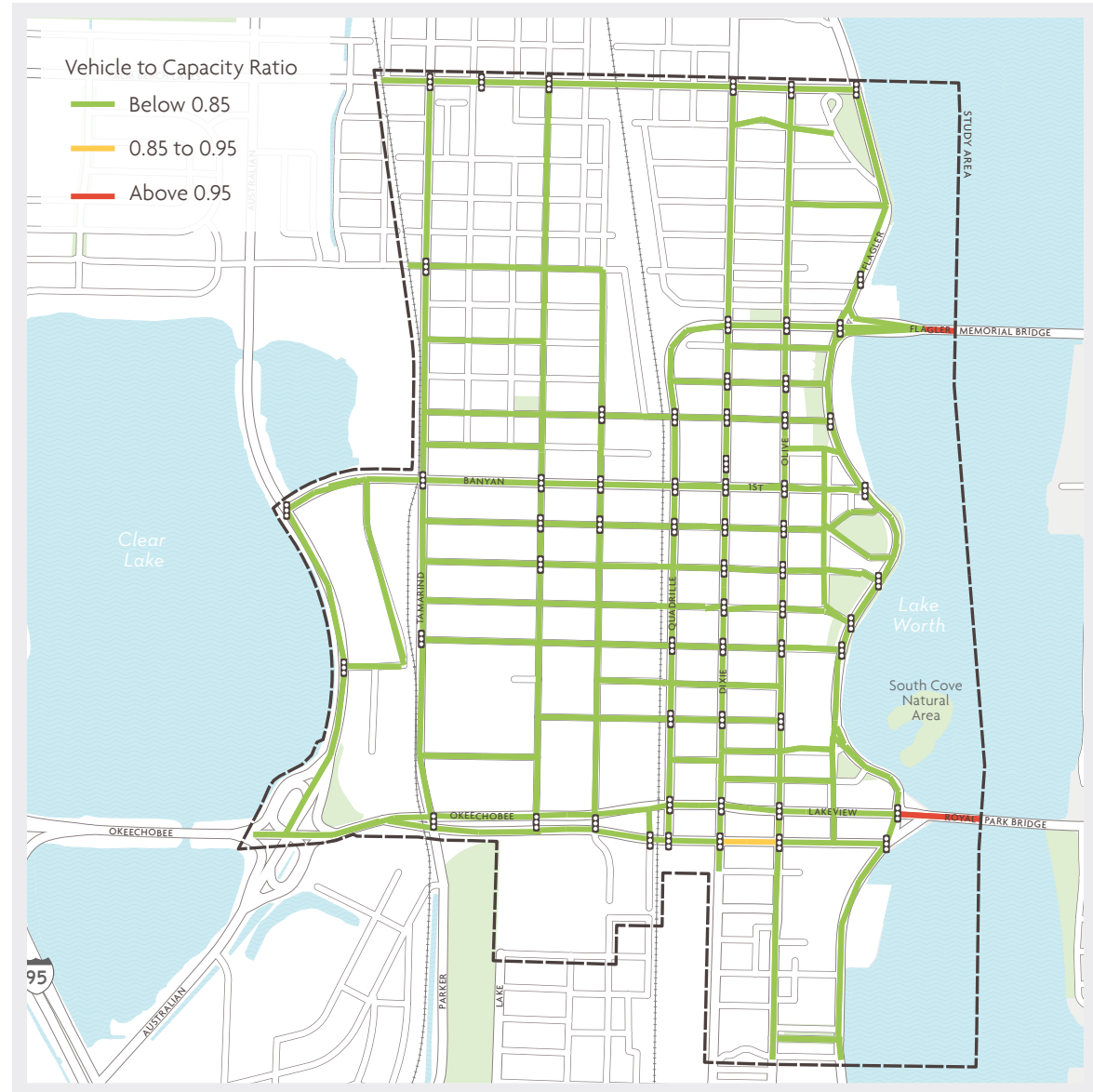
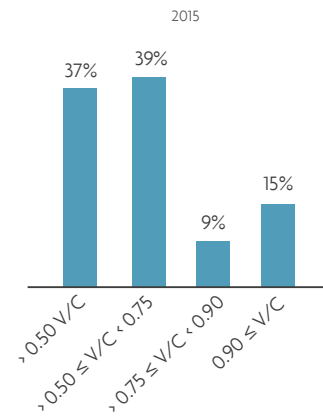
76% OF STREETS

are operating below a V/C ratio of 0.75

15% OF STREETS

are operating above a V/C ratio of 0.9

DOWNTOWN WEST PALM BEACH: % OF VEHICLE MILES OF TRAVEL OPERATING AT DIFFERENT VOLUME-TO-CAPACITY RATIOS



2015 VEHICLE NETWORK CAPACITY

Source: FDOT 2010/2040 Cost Feasible Southeast Florida Regional Planning Model (SERPM) 7.071

If travel choices remain the same and growth continues as projected in Palm Beach County, the Downtown network will still have vehicular capacity, but it will be more congested in 2040.

2040

Key Observations

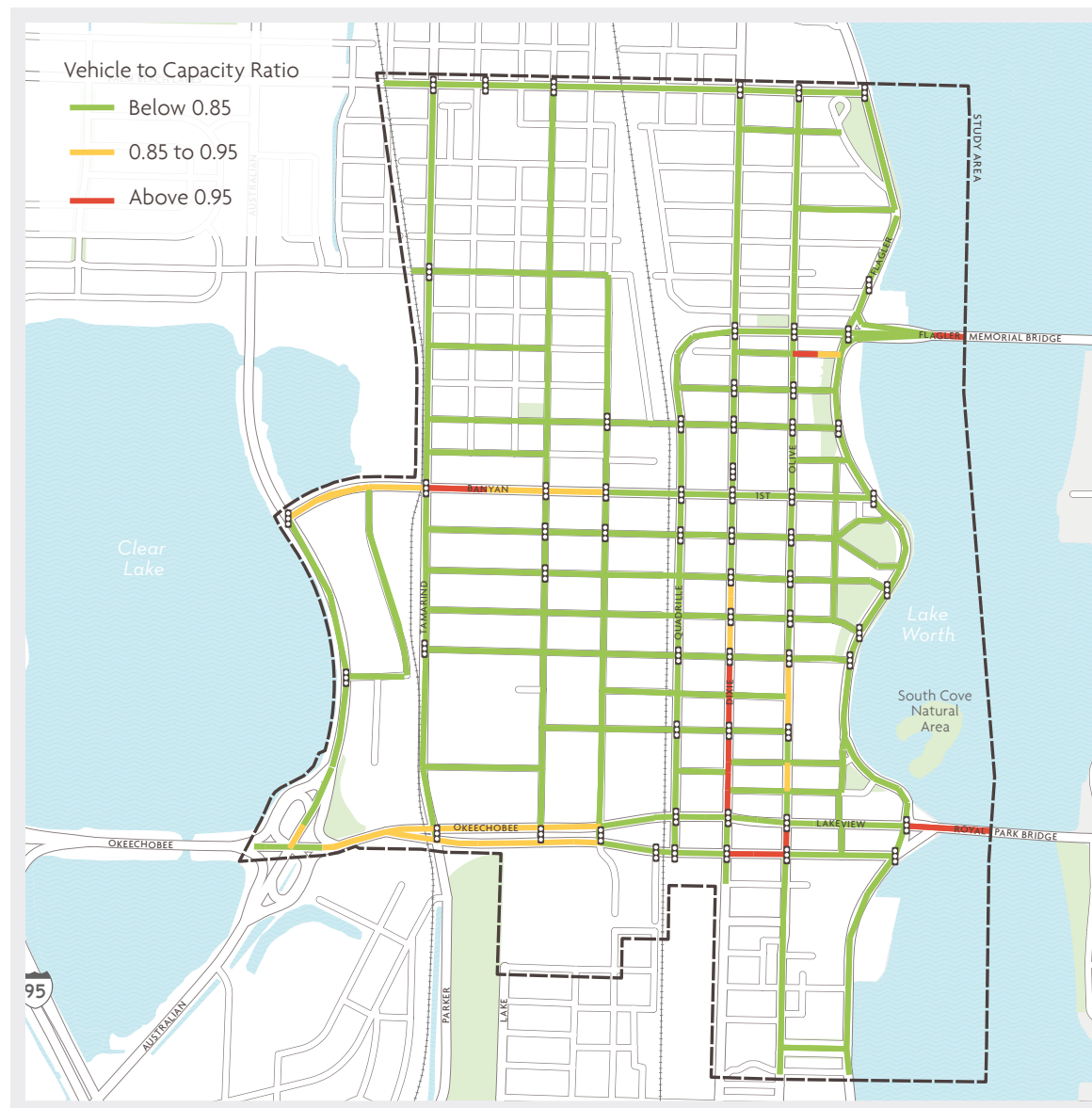
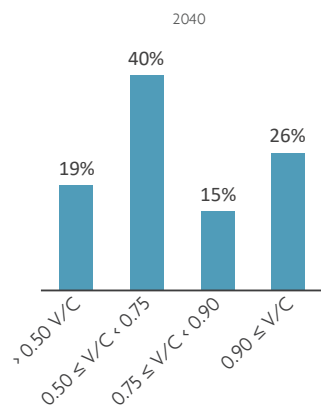
59% OF STREETS

are projected to operate below a V/C ratio of 0.75 in 2040

26% OF STREETS

are projected to operate above a V/C ratio of 0.9 in 2040

DOWNTOWN WEST PALM BEACH: % OF VEHICLE MILES OF TRAVEL OPERATING AT DIFFERENT VOLUME-TO-CAPACITY RATIOS



2040 PROJECTED VEHICLE NETWORK CAPACITY

Source: FDOT 2010/2040 Cost Feasible Southeast Florida Regional Planning Model (SERPM) 7.071

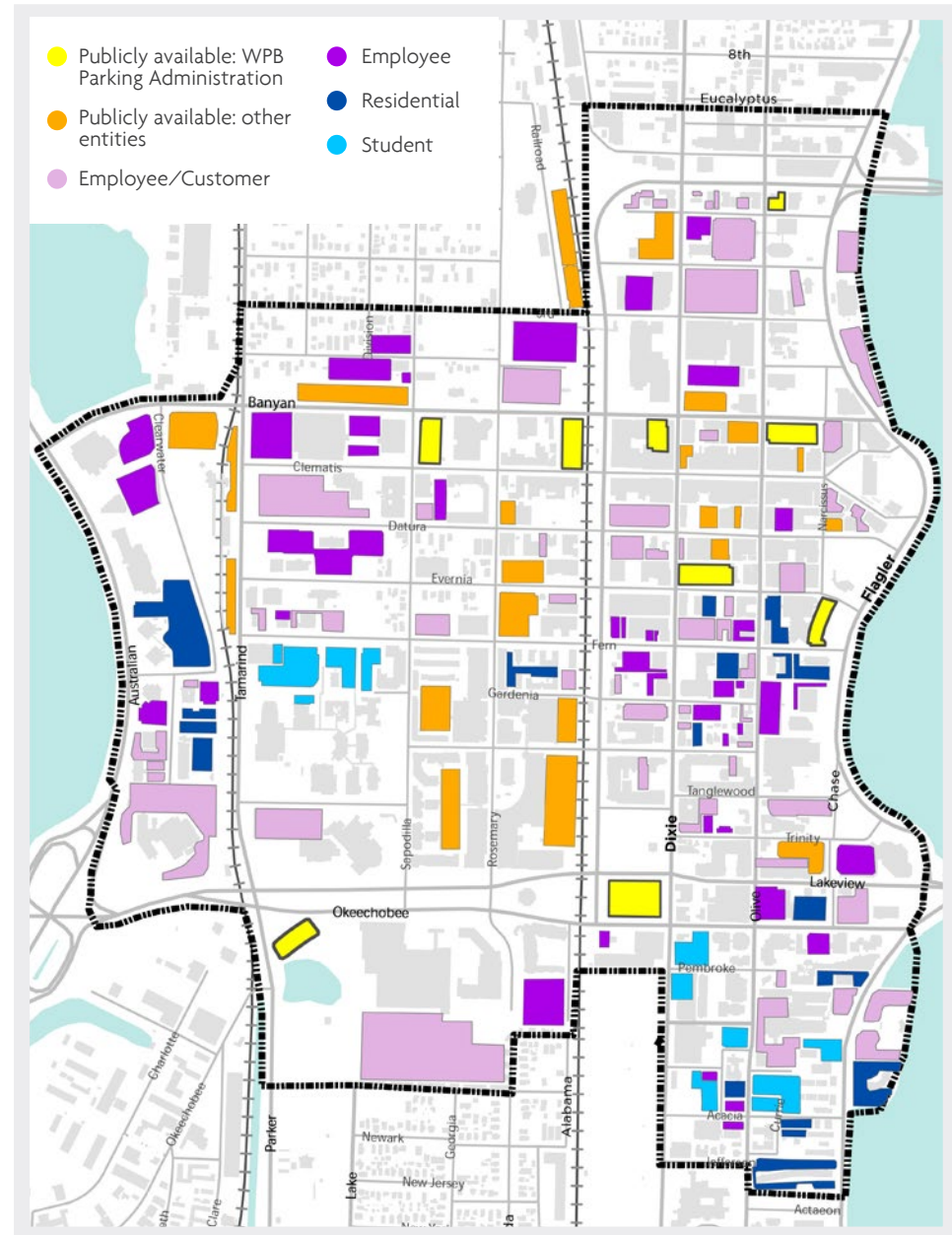
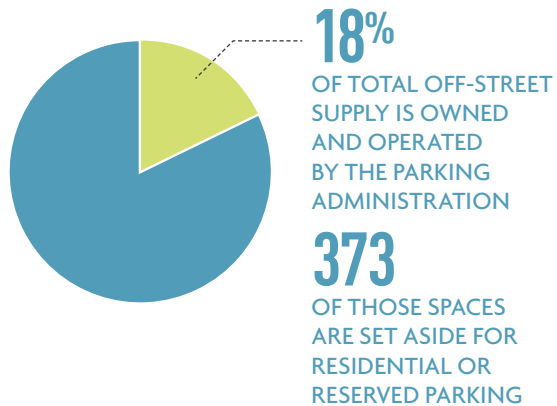
Parking

For more detailed parking analysis and information, see the Downtown Parking and Transportation Demand Management Study

KEY OBSERVATIONS

- On-street and off-street **parking** is available throughout Downtown, but its utilization is **unevenly distributed** in Downtown.
- Parking **users vary** in Downtown and include residents, visitors, employees, customers, and students.

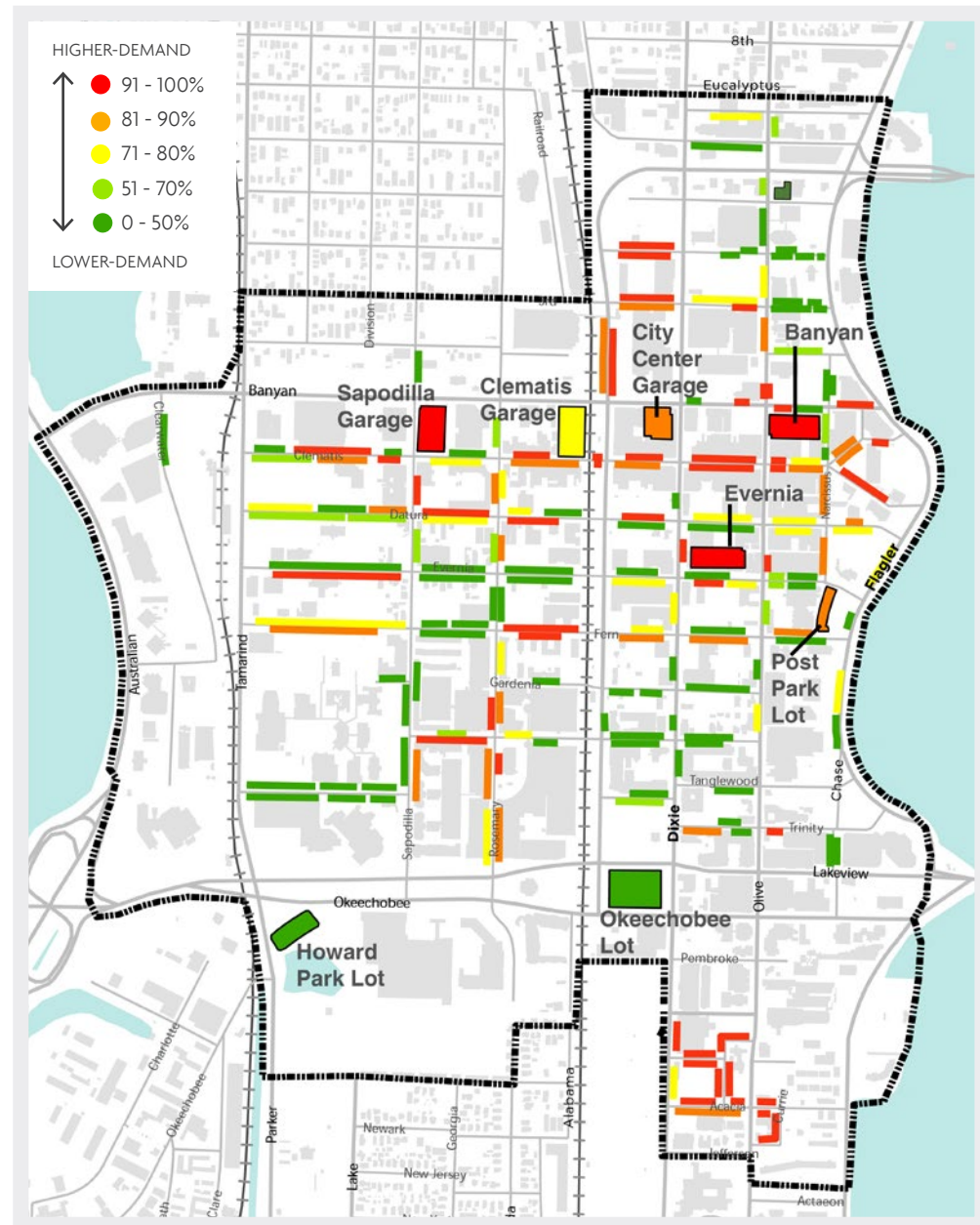
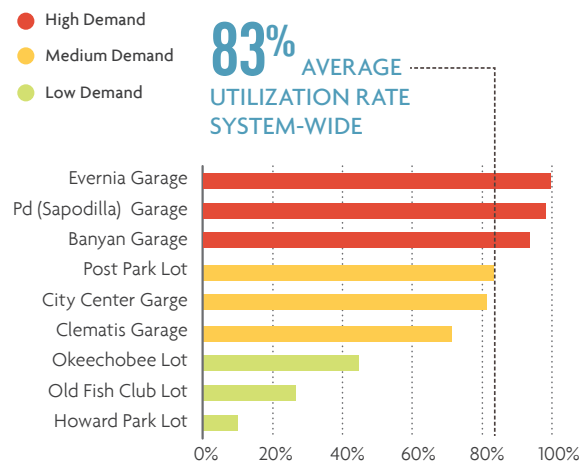
OFF-STREET PARKING SUPPLY



OFF-STREET PARKING TYPE, BY FACILITY

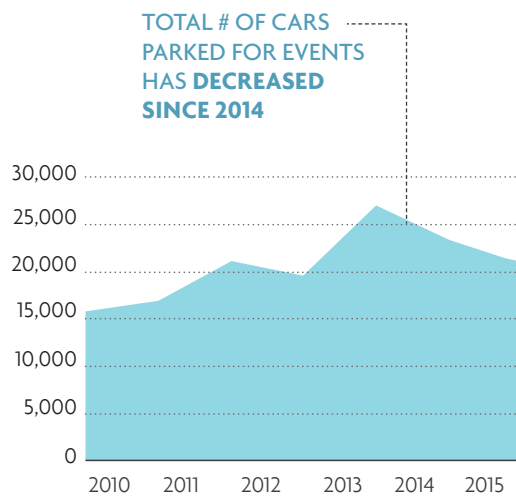
Source: City of West Palm Beach

WEEKDAY PARKING DEMAND, BY CITY PARKING

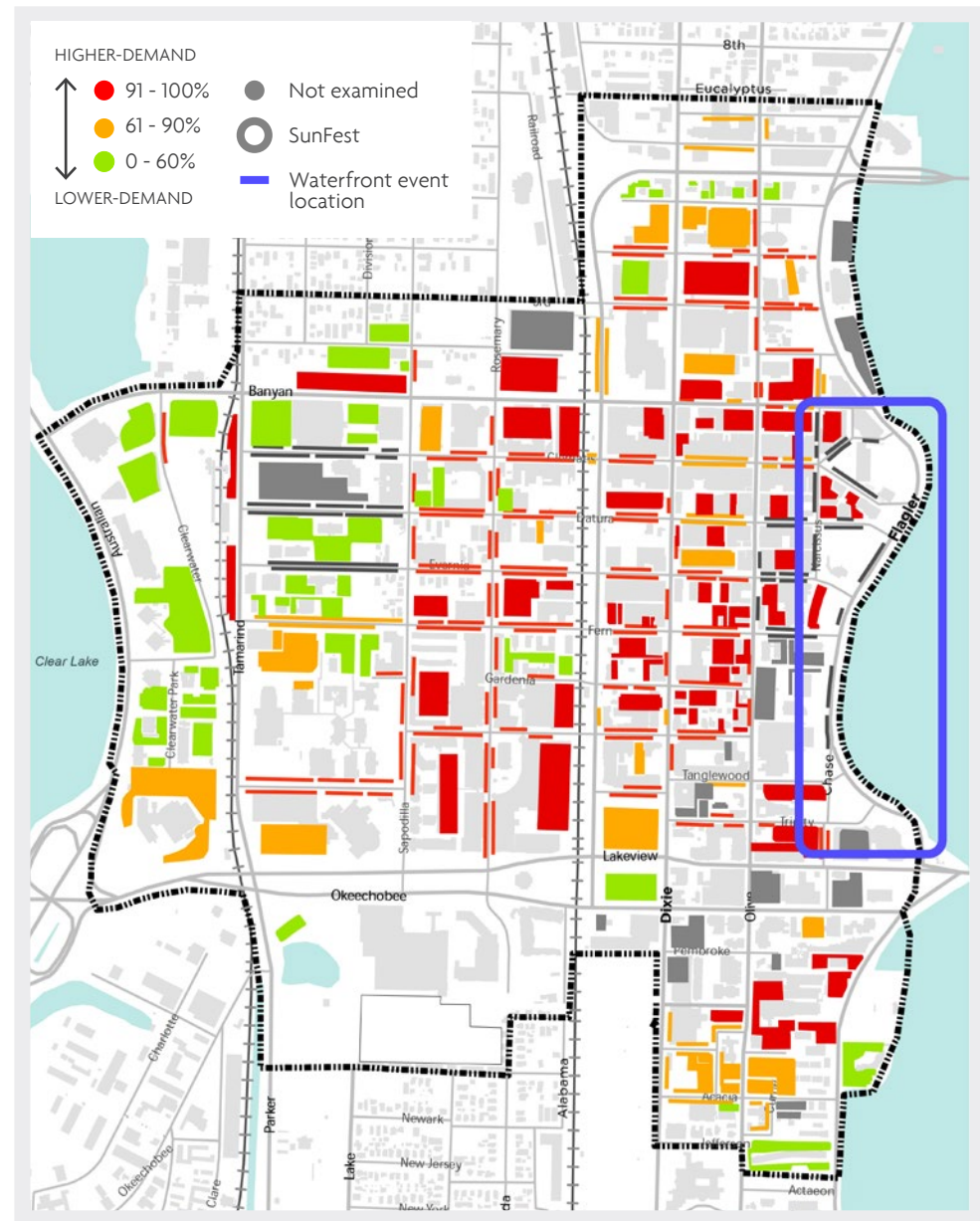


WEEKDAY PARKING DEMAND, CITY FACILITIES

EVENT PARKING DEMAND, # OF VEHICLES RECORDED



Sunfest, Boat Show, St. Patrick's Day, Irish Fest, India Fest, and SuperCar SuperShow



EVENT PARKING DEMAND, ALL FACILITIES

At-Grade Rail Crossings and Bridges

KEY OBSERVATIONS

Bridge Openings

- Royal Palm - every 30 Minutes
- Flagler Memorial – opens on the hour

CSX line

Tri-Rail

50 CLOSINGS
per day

Amtrak

2 CLOSINGS per day

FEC line

Currently

14 TO 15 CLOSINGS
per day

Brightline will add

32 CLOSINGS per day



Source: City of West Palm Beach

Shared Mobility

KEY OBSERVATIONS

Downtown has an expanding network of shared mobility services.



Skybike

17 BIKE SHARE
STATIONS

184 DOCKS

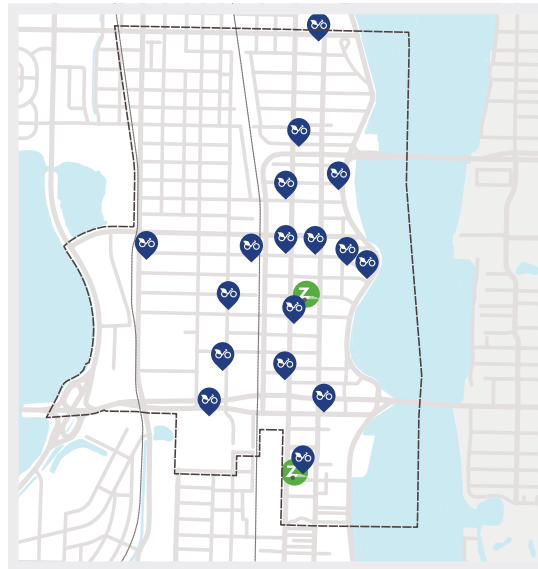
50 AVERAGE
DAILY TRIPS



ZipCar

2 LOCATIONS

4 VEHICLES



Source: Zipcar and Skybike

Special Events

KEY OBSERVATIONS

Kravis Center

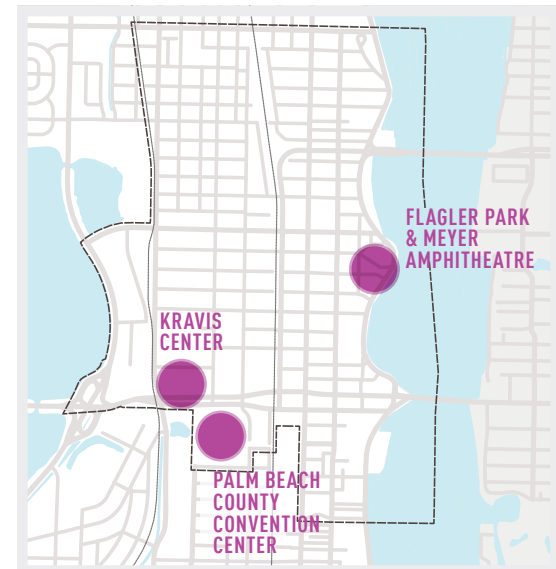
Approximately

195 EVENT DAYS PER YEAR

Palm Beach County Convention Center

Approximately

300 EVENT DAYS PER YEAR



Source: Kravis Center and Palm Beach County Convention Center

Policies, Plans, and Projects

The mobility plan builds on previous planning efforts as well as adopted policies and projects already programed for funding and implementation. As part of the process to develop the Mobility Plan, several projects, policies, and plans were reviewed to understand the currently adopted decision-making framework that local, regional, and state departments and agencies are using related to transportation.

Several consistent themes were identified across all of the topics and partners:

- Create safer City to travel to and through
- All users should be accommodated (complete streets focus)
- Expand travel choices
- Opportunities to coordinate street improvements with capital projects and private development

Plans Reviewed

- FDOT Strategic Intermodal System Policy Plan
- FDOT 2060 Florida Transportation Plan
- FDOT Complete Streets Implementation Plan
- Palm Beach TPA LRTP
- SFRTA TDP
- Palm Tran TDP
- Tri-Rail Coastal Link
- City Comprehensive Plan
- Downtown Master Plan
- Walkability Report
- Sustainability Action Plan

Policy Reviewed

- FDOT Complete Streets Policy
- Palm Beach TPA Complete Streets Policy
- City Ordinances and Relevant Comprehensive Plan Policies

Projects Reviewed

- FDOT SIS Projects
- Palm Beach County Capital Improvement Plan
- Palm Beach TPA Long Range Transportation Plan
- City Capital Improvement Plan
- Previous studies and plans

Needs and Opportunities

Several inputs were used to develop an assessment of the transportation system in Downtown West Palm Beach. The assessment focused on current conditions, community interests, and an assessment of needs and opportunities. The findings for each mode were used to develop the recommendations for this plan.

The core questions reviewed for the assessment of each mode focus on the completeness and conditions of the network for each mode.

Is the network...

...safe?

...convenient?

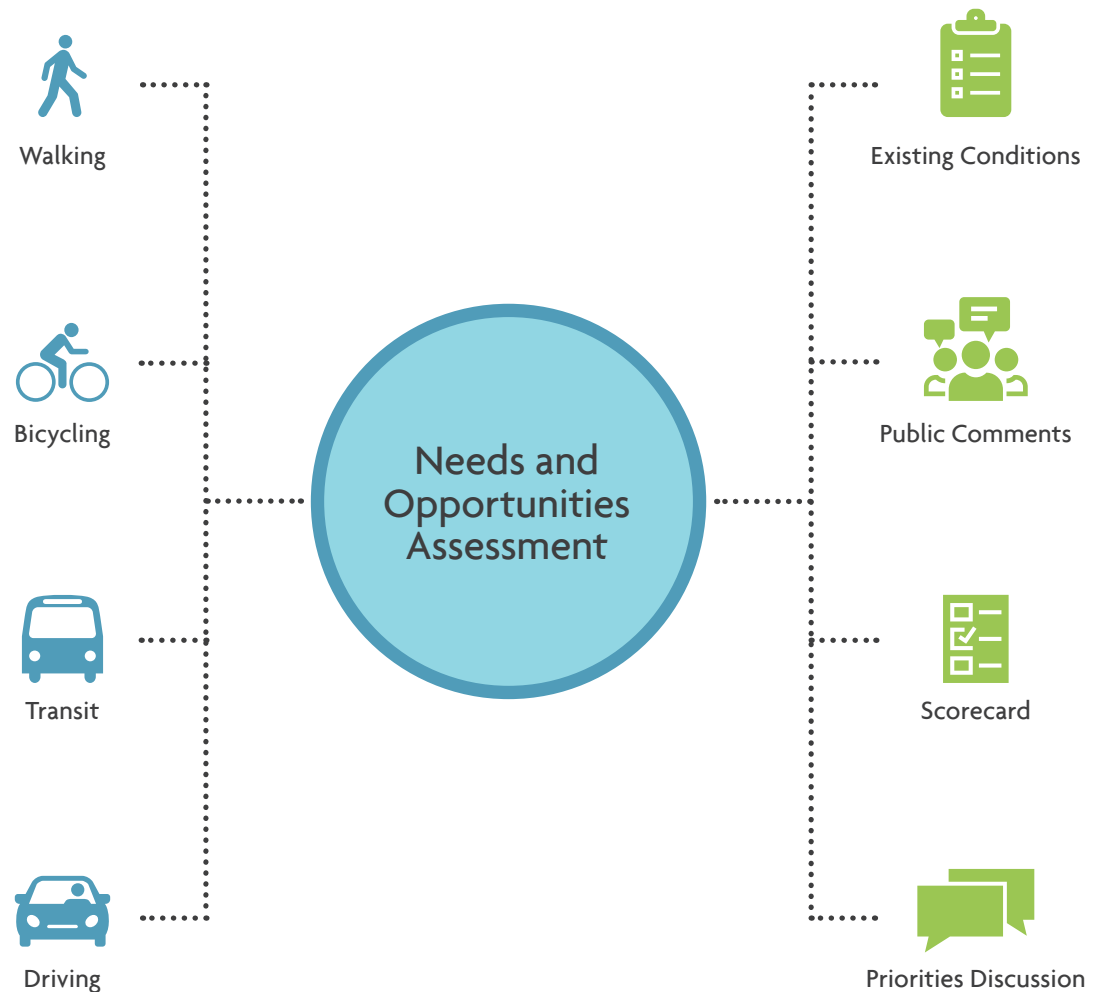
...reliable?

...complete?

And...

...what is the rate of commuting to work?

The findings for each mode are presented on the subsequent pages.





WALKING

Downtown has a very walkable development pattern and a near complete sidewalk network. In Downtown, sidewalks on both sides of the street exist along 94% of the street network and 5% of the network has a sidewalk on one side of the street. In total, 99% of the street network has sidewalks.

This completeness of walkway network, combined with relatively short, walkable blocks and destinations in close proximity to each other, translates to higher rates of walking activity compared to the City as a whole. In Downtown, 13% of residents walk to work compared to 4% of those in the City.

However, the conditions are very inconsistent in Downtown. Some streets like Clematis Street have wider sidewalks and a streetscape that provides adequate lighting and shade. However, many streets in downtown have minimum sidewalk widths, little or no buffer between the sidewalk and travel lanes, and limited or no lighting or shade. The recently completed Gehl Public Space Public Life Survey underscores the influence of the design of streets on whether people will walk along them. Streets with adequate streetscapes and active edges experience almost 500% more pedestrian traffic per hour compared to other streets with minimal sidewalk and streetscape conditions.



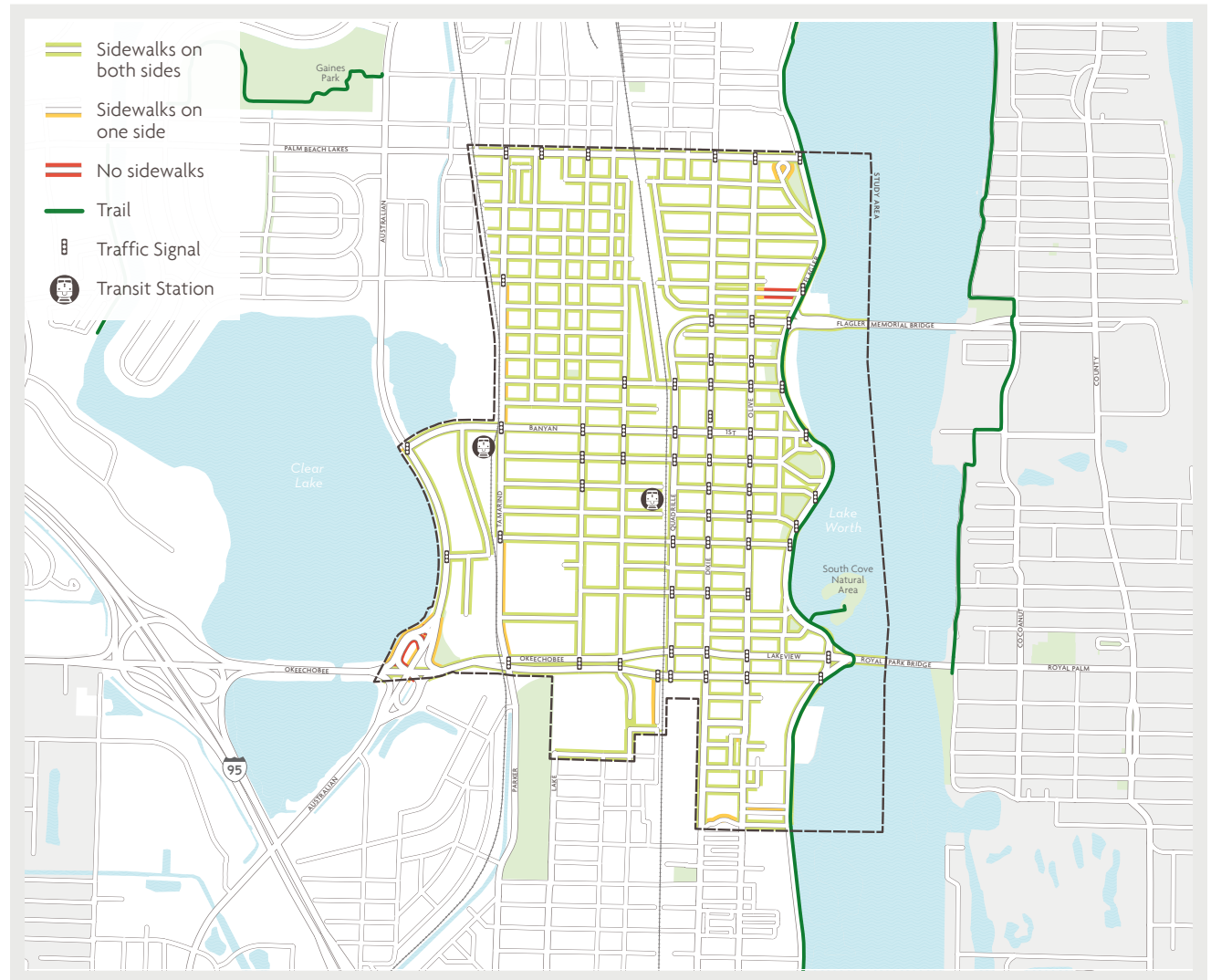
Walking Commute Rate:

- **13%** Downtown residents
- **4%** City of West Palm Beach
- **2%** Palm Beach County

Key Observations:

94% of streets have sidewalk on
BOTH SIDES

99% of streets have sidewalks on
ONE OR BOTH SIDES



WALKING EXISTING FACILITIES



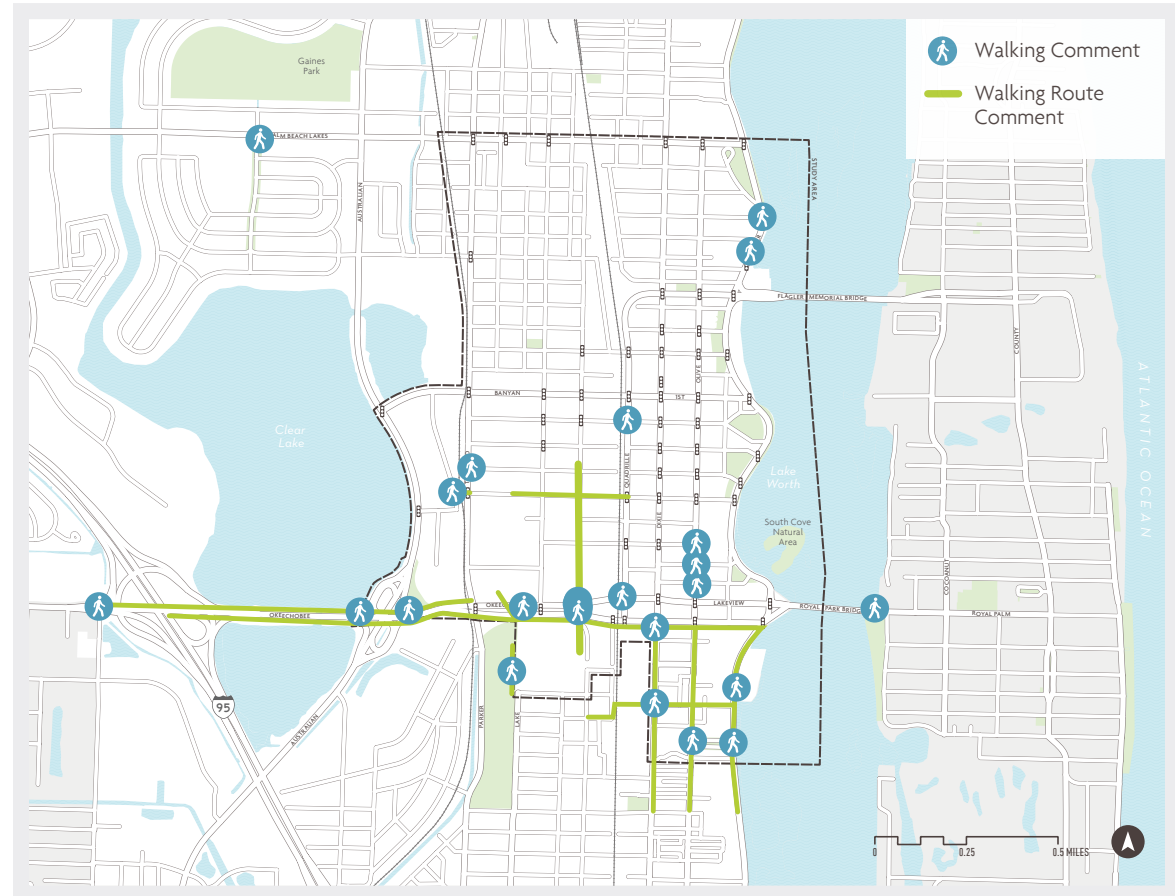
Key Themes from Community Conversations

- **Need more shade from trees** and structures to make walking more comfortable
- **Need wider sidewalks**, particularly in commercial areas where sidewalk dining takes place
- **Need safer intersections and midblock crossings** to improve the comfort and convenience of crossing the street
- **Need lighting** to make streets feel more safe and to make people walking more visible to drivers



Top 3 “Liked” Comments from Online Input Map

- Calm vehicular traffic on Flagler
- Implement a road diet on Dixie and provide safe crossings
- Improve Olive with shade, remove utility poles from sidewalk



PUBLIC COMMENTS

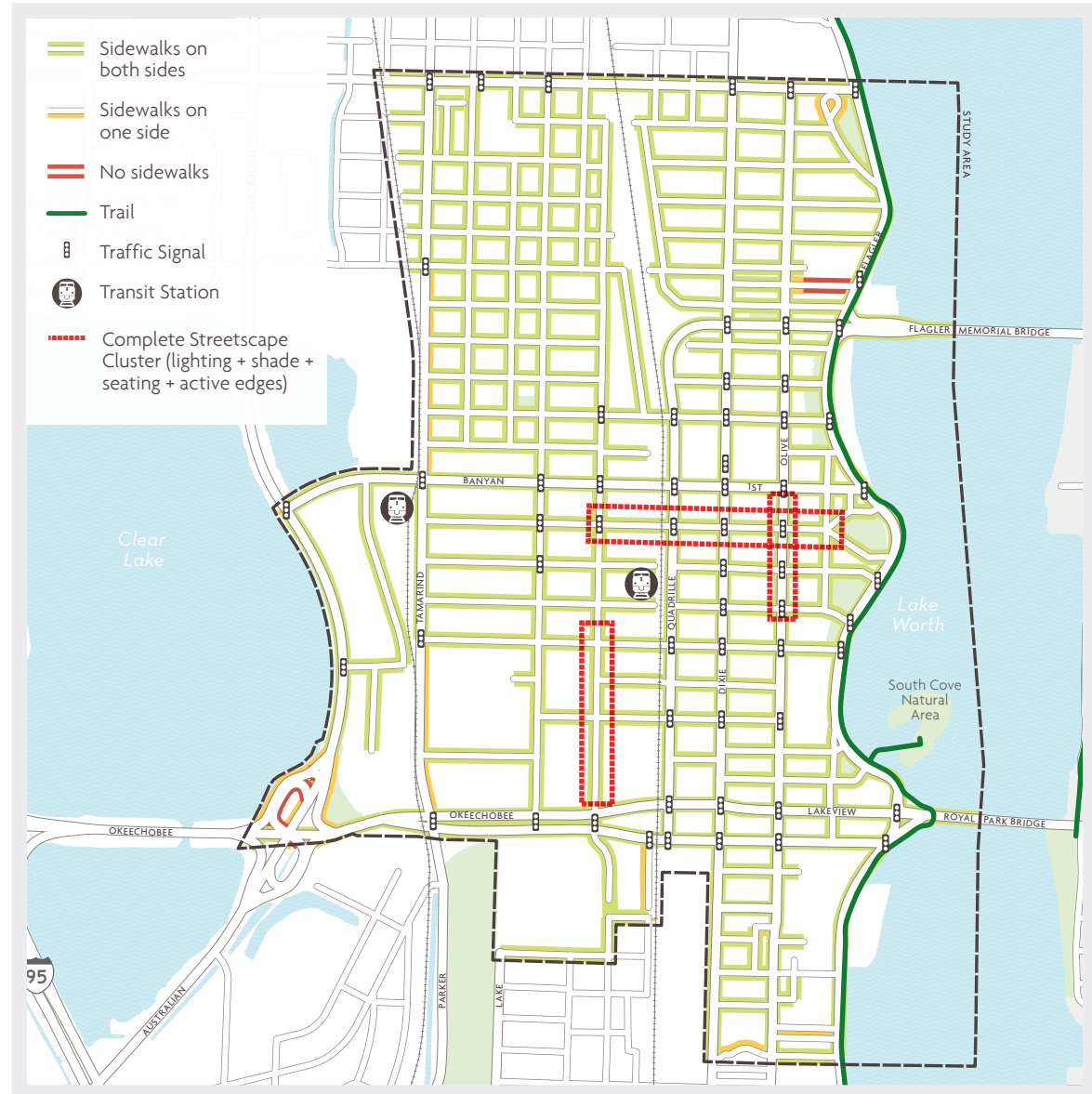
“Making less lanes and taking a whole lane for biking and walking instead of cars. Using shade trees, NOT PALM Trees”

“In the future, I want West Palm Beach to be walkable, pedestrian-friendly, and vibrant”

“People should be more considerate of those who live and walk Downtown”

Walking Needs and Opportunities

- Complete streetscapes, or areas with wide sidewalks, shade trees and structures, and active edges are limited in Downtown.
- Areas with complete streetscapes for people walking include a few blocks along Clematis, Rosemary, Olive, and Tamarind.
- Expanding complete streetscape throughout Downtown can encourage more people to walk.
- Complete walking networks must include sidewalks, safe crossings, traffic calming elements, and streetscape elements such as shade trees, lighting, and inviting public spaces.
- Safe, walkable streets should accommodate all ages and abilities, particularly children and the elderly.





BIKING

Downtown West Palm Beach is relatively flat and compact, providing great conditions to bike, but the bike network is minimal with routes from adjacent neighborhoods typically ending at the edge of Downtown.

Dedicated bikeways cover 4% of the street network in Downtown and shared lane markings cover 4% of the street network overall. Downtown has 1.6 miles of trails with the Flagler trail running along the edge of the Lake Worth lagoon. A bike share system also operates in Downtown and is used by visitors, residents, and employees.

Even with the lack of a dedicated and complete network of bikeways, 4% of Downtown residents bike to work, compared to 1% of commuters in the City as a whole. The number of bike commuters relative to the incomplete bikeway network is likely a function of distance and convenience, with the Downtown development pattern lending itself to convenient bicycling distances. Most people can bike from one side of Downtown to the other in five to ten minutes at a casual pace.

The only bike infrastructure that is comfortable for the majority of people is the Flagler Trail. Bike lanes and buffered bike lanes work for people that feel confident riding on the street, and shared lane markings along most streets are only for driver awareness



and bicyclists that feel comfortable sharing travel lanes with cars. To create a bikeway network that is comfortable and convenient for all ages and abilities, a connected network of protected and low-stress bikeways is needed. Routes will need to be extended beyond the edges of Downtown to provide meaningful and convenient connections to the adjacent neighborhoods and regional routes.

Bike Commute Rate:

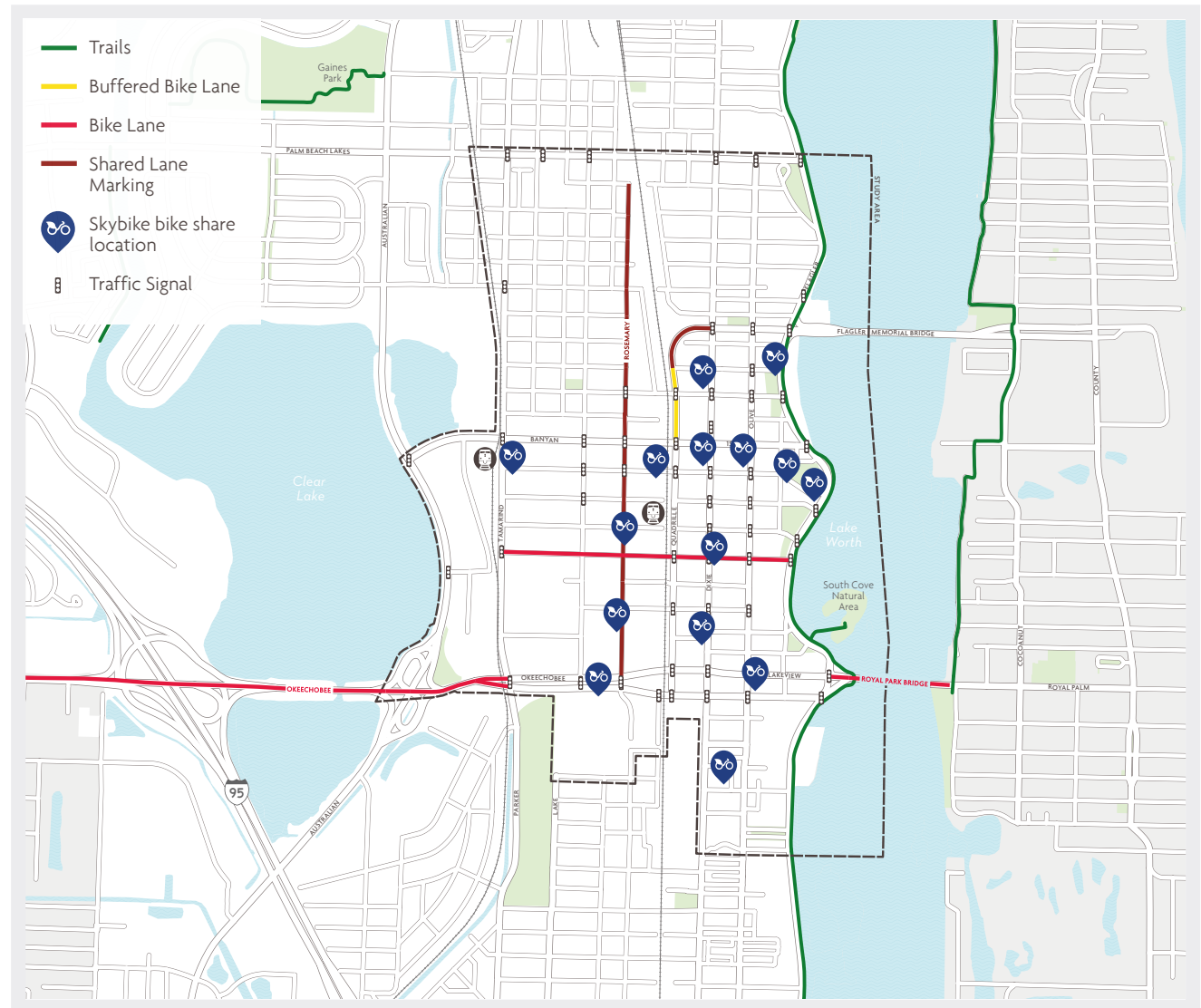
- 4% Downtown residents
- 1% City of West Palm Beach
- 1% Palm Beach County

Key Observations:

4% of streets have
DEDICATED BIKEWAYS

4% of streets have
SHARED LANE MARKINGS

2 OF THE 4 MILES
of the Flagler trail are within Downtown



BICYCLING EXISTING FACILITIES



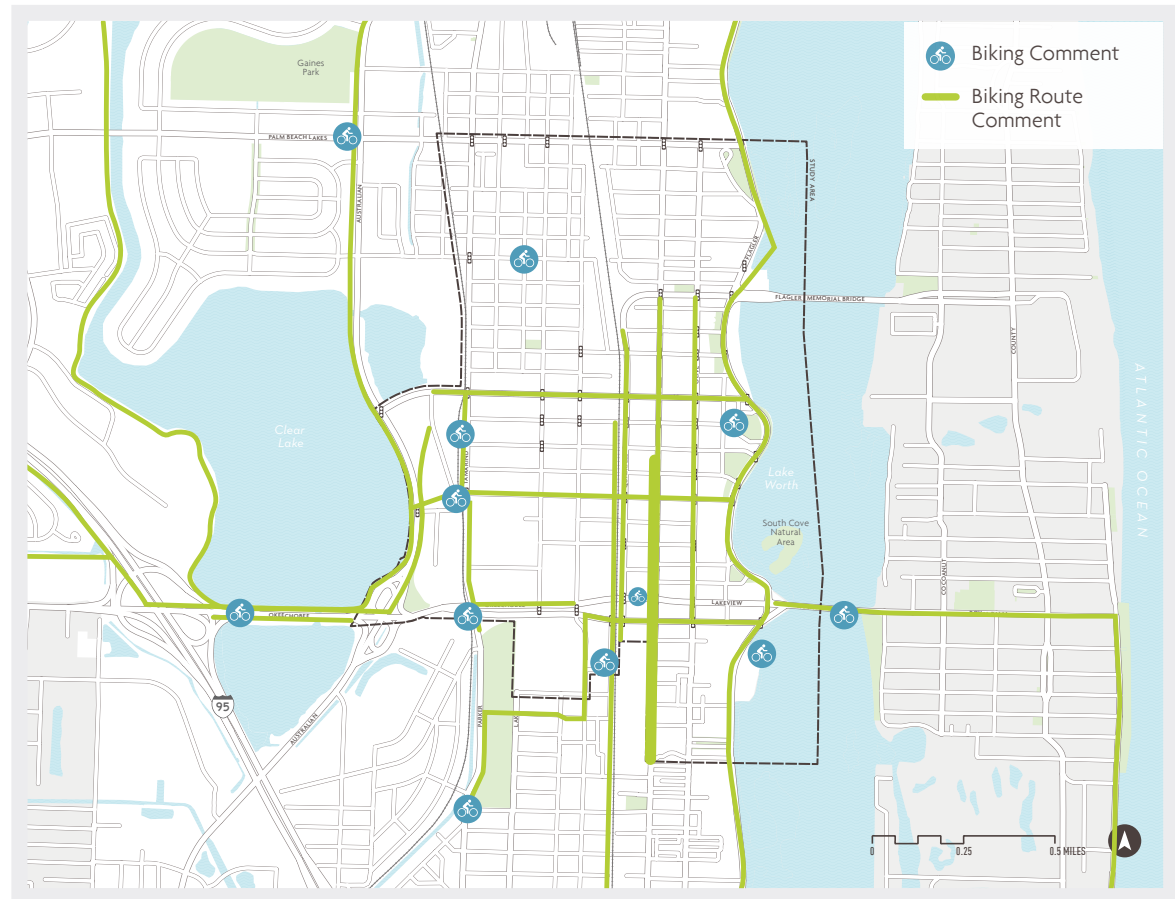
Key Themes from Community Conversations

- **Bike network is incomplete**
- **Many people ride on the sidewalk** because adequate street space for comfortable bicycling is not provided
- **Intersections are difficult to cross** and feel unsafe on a bike
- **Safer routes** from neighborhoods adjacent to Downtown would encourage more people to bike to Downtown.



Top 3 “Liked” Comments from Online Input Map

- Flagler Beach Bike Route
- Connect East/West right-of-way owned by City
- Build North/South protected bikeways (marked on Quadrille)



PUBLIC COMMENTS

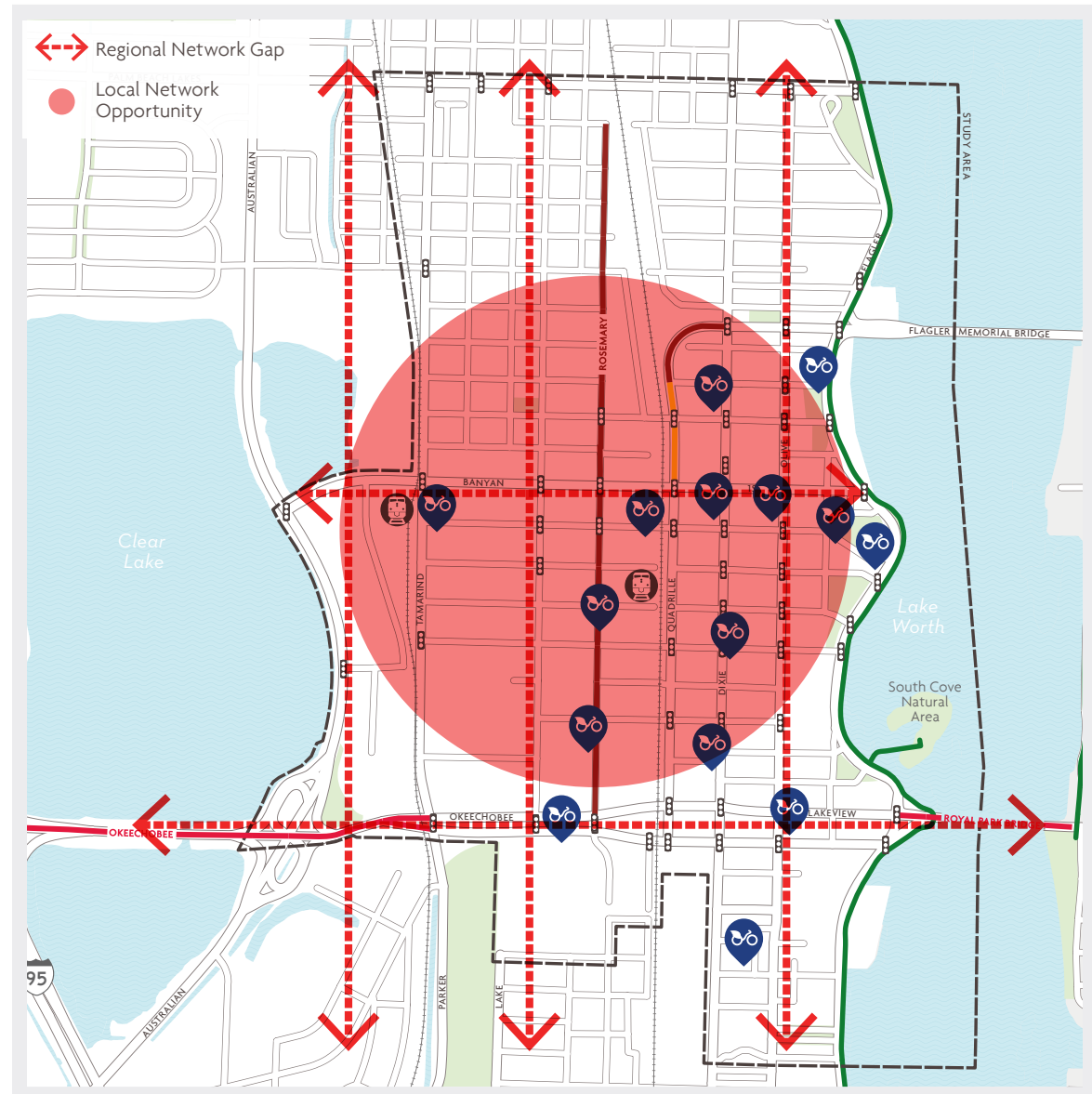
“I want West Palm Beach to be bikeable, walkable, and connected.”

“Right now... the only time to bike is on Sundays (due to traffic).”

“I’d like bike lockers and showers”

Bicycling Needs and Opportunities

- A complete network of low-stress bikeways is needed to encourage more people to bike for daily trips. Low-stress bikeways means low vehicle speeds and volumes on neighborhood streets and separated bikeways along streets with higher speeds and volumes.
- Separated bikeways are needed along major streets in Downtown in order for people to feel comfortable and confident riding a bike in Downtown.
- Enhanced neighborhood connections and routes are needed from neighborhoods near Downtown
- Safe, bikeable streets should accommodate all ages and abilities, particularly children and older bicyclists.

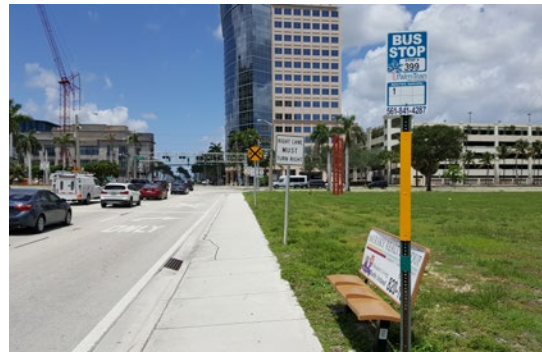




TRANSIT

Downtown is served by one regional transit station (Tri-Rail), regional bus service (Palm Tran), local trolley service (Downtown Trolley), and inter-state bus (Greyhound) and train (Amtrak) service. Additionally, regional commuter rail service will expand in Downtown with the construction of the Brightline station and the planned implementation of the Tri-Rail Coastal Link. Both of these services will run north-south and connect additional coastal communities in Palm Beach, Broward, and Miami-Dade County. Brightline will also connect West Palm Beach to Orlando via rail service.

Downtown accrues benefits from multiple transit options in a very compact area. However, access to Downtown and regional destinations by transit is hindered by unreliable and infrequent service, particularly for commuters traveling east and west. Tri-Rail, which serves communities north and south of Downtown, has weekday service headways of 45 to 60 minutes. Similarly, most of the Palm Tran routes serving Downtown have weekday headways of 30 to 60 minutes. Comparatively, most of the trolleys in Downtown operate with 15 minute headways. Palm Tran's Route 1/Bolt runs along US1 and passes through Downtown. It carries 25% of the entire system's riders and also has the highest service frequency with weekday headways of 20 to 30 minutes.



Access to transit can be difficult and unpleasant in Downtown. More complete bikeway networks and streetscapes that provide shade, lighting, unobstructed sidewalks, safe street and intersection crossings, and bus shelters can all improve the comfort and convenience of accessing transit by foot or bike.



With the challenges associated with using regional transit service, transit commuting is still low with little differences between Downtown, City, and County rates of transit commuting. In Downtown and in the City of West Palm Beach, 3% of residents use transit to get to work and 2% of Palm beach County residents use transit to get to work.

Transit Commute Rate:

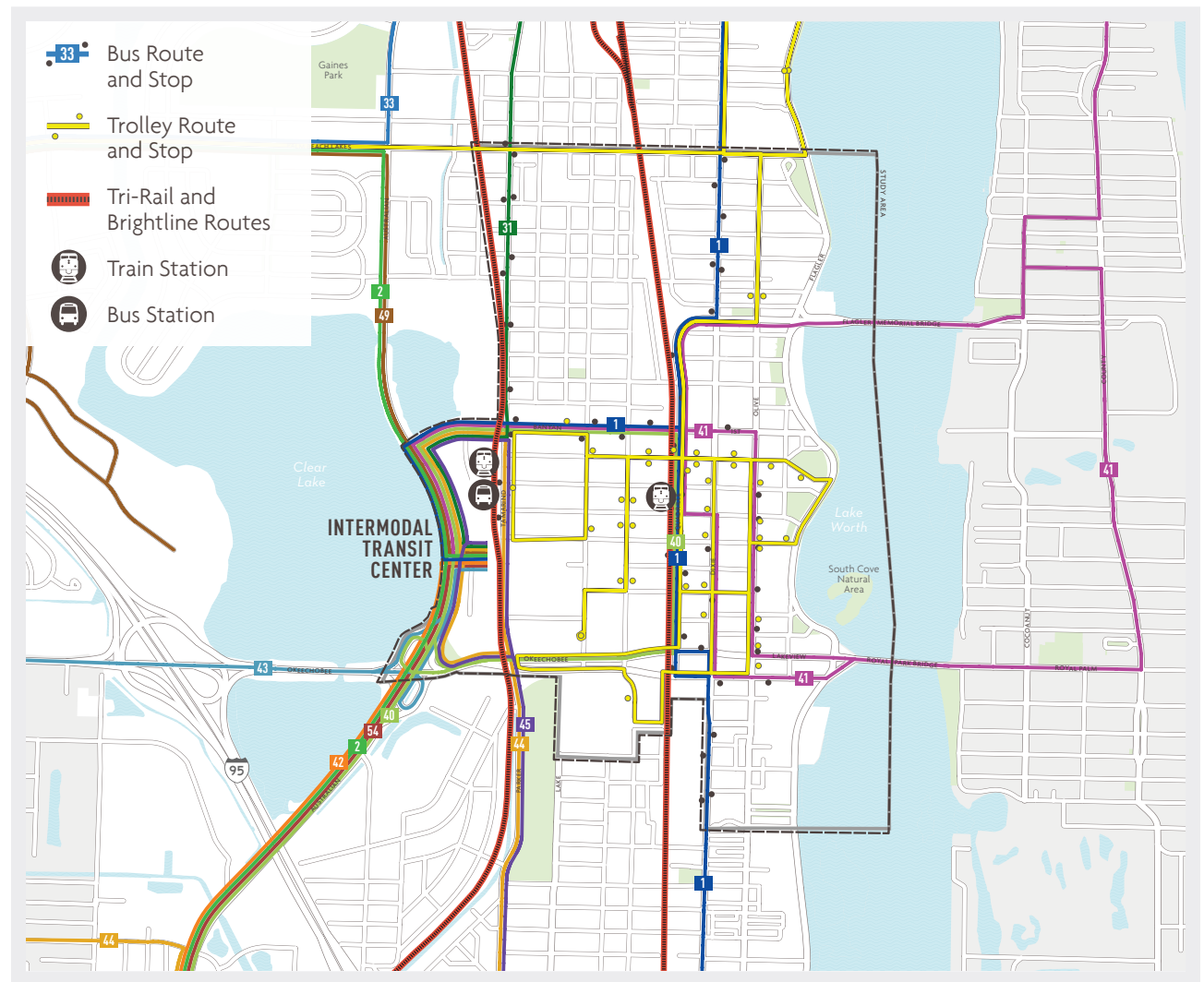
- **3%** Downtown residents
- **3%** City of West Palm Beach
- **2%** Palm Beach County

Key Observations:

4,716 average
daily Palm Tran
ridership in Downtown

1,898 average
daily Tri-Rail ridership
in Downtown

1,574 average
daily Trolley boardings
in Downtown



TRANSIT EXISTING FACILITIES AND SERVICES



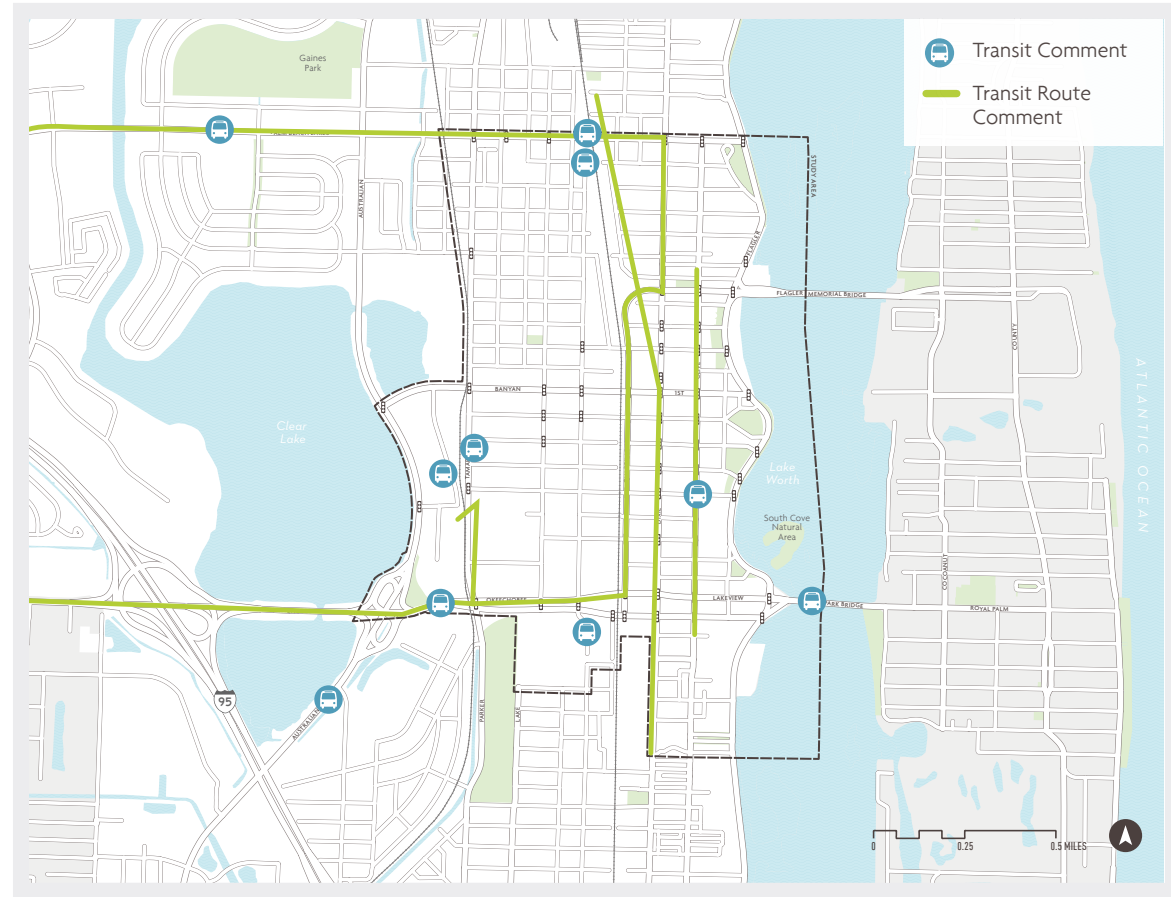
Key Themes from Community Conversations

- **Need more frequent and reliable service** to encourage people to regularly take transit for trips, particularly for commuting to work
- **Real time bus information at stops** and the use of mobile applications can encourage more people to use transit
- **Enhanced bus and shuttle service** from the airport will reduce the need to rent a car and drive to Downtown
- **Enhance and expand trolley routes** to better connect destinations in Downtown and beyond, such as the Palm Beach Lakes Outlet mall, Northwood, and South Dixie



Top 3 “Liked” Comments from Online Input Map

- Add bus rapid transit around Okeechobee and Palm Beach Lakes
- Add trolley routes to Google Maps!
- Add Trolley Routes south of downtown



PUBLIC COMMENTS

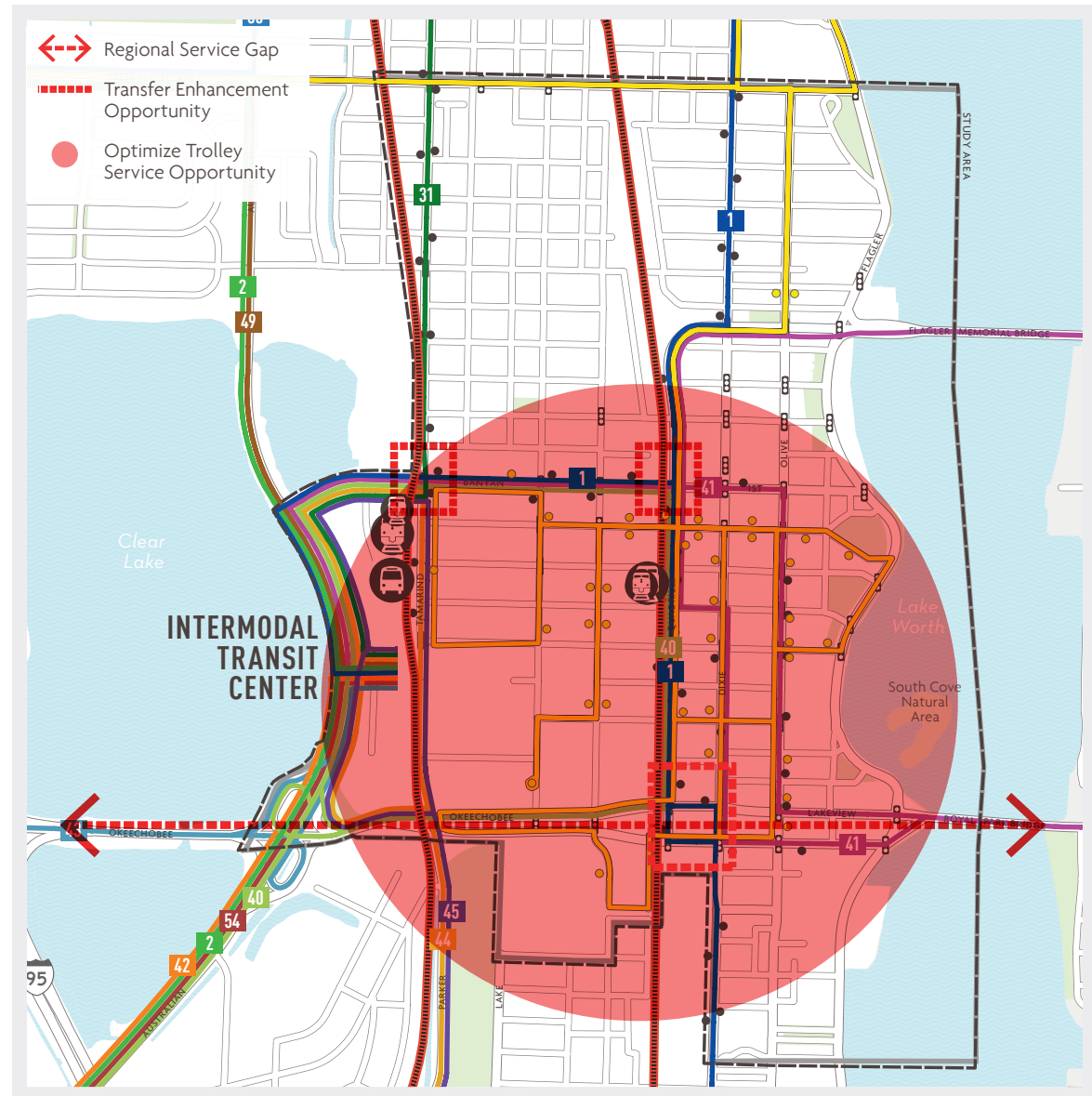
“I would drive less if public transit was close to my home south of downtown”

“I use trolleys, not sure about bus”

“We need alternate transport out of downtown to Airport or neighborhoods (light rail)”

Transit Needs and Opportunities

- Trolley routes can be optimized in Downtown to provide more intuitive and direct routes to destinations
- Regional bus service should be more frequent and reliable to give people more options when commuting to Downtown
- Regional bus service should connect more directly to Downtown, particularly along Okeechobee Boulevard
- Transit connections between bus routes and stations can be enhanced to support regional transit connections
- A mobility hub at or near the Tent Site is ideal because of its central location in Downtown and the convergence of several existing or proposed transit routes
- Transfers between transit and other modes should be enhanced to improve the convenience of multi-modal trips
- Enhancing passenger information and wayfinding can make use of transit more attractive, simpler, and improve rider satisfaction. It can also serve as a gateway to surrounding neighborhoods and destinations.
- Access to transit stops and stations should be improved to increase the safety, comfort, and convenience of using transit services
- Stations and stops should be enhanced to be comfortable, convenient, and intuitive to use
- The use of mobile and information technology can improve the transit user experience and create more predictability and reliability for transit users





DRIVING

Automobile traffic is increasing on regional routes through Downtown, while local routes are experiencing little or no change in vehicle volumes. This paradox is the result of development patterns and availability of travel options.

Because the majority of the regional growth has occurred in areas west, north, and south of Downtown, and regional transit service is infrequent and unreliable, the primary regional travel option for commuting is to drive. This is reflected in the fact that 77% of City of West Palm residents and 79% of residents in Palm Beach county commute to work by driving alone.

Comparatively, 59% of residents in Downtown travel to work by driving alone. The other 41% walk, bike, take transit, carpool, work from home, or use some other form of shared mode. A greater share of the community in Downtown is able to travel to work by a variety of modes because of the short distances between destinations, reliable north-south regional commuter rail service, and the frequency of bus and trolley service.

During the weekday commute periods, vehicles are the primary contributor to traffic congestion. People driving account for the majority of crashes in Downtown. Because of the safety issues and vehicular congestion, driving during regular commute periods can be unpredictable and unreliable.



While designing streets for peak period vehicular demand can help address rush hour congestion, it often fails to provide safe and attractive streets for other portions of the day. Given that Downtown West Palm Beach is a district with activity levels throughout the day including, evening, weekday, and weekends, there will be a need to balance regional rush hour congestion and daily mobility.

Driving Commute Rate:

- **59%** Downtown residents drive alone; 6% carpool
- **77%** City of West Palm Beach residents drive alone; 8% carpool
- **79%** Palm Beach County residents drive alone; 10% carpool

Key Observations:

- Most downtown streets have sufficient daily vehicular capacity

76% OF STREETS

are operating below a V/C ratio of 0.75

15% OF STREETS

are operating above a V/C ratio of 0.9



DRIVING EXISTING FACILITIES AND SERVICES



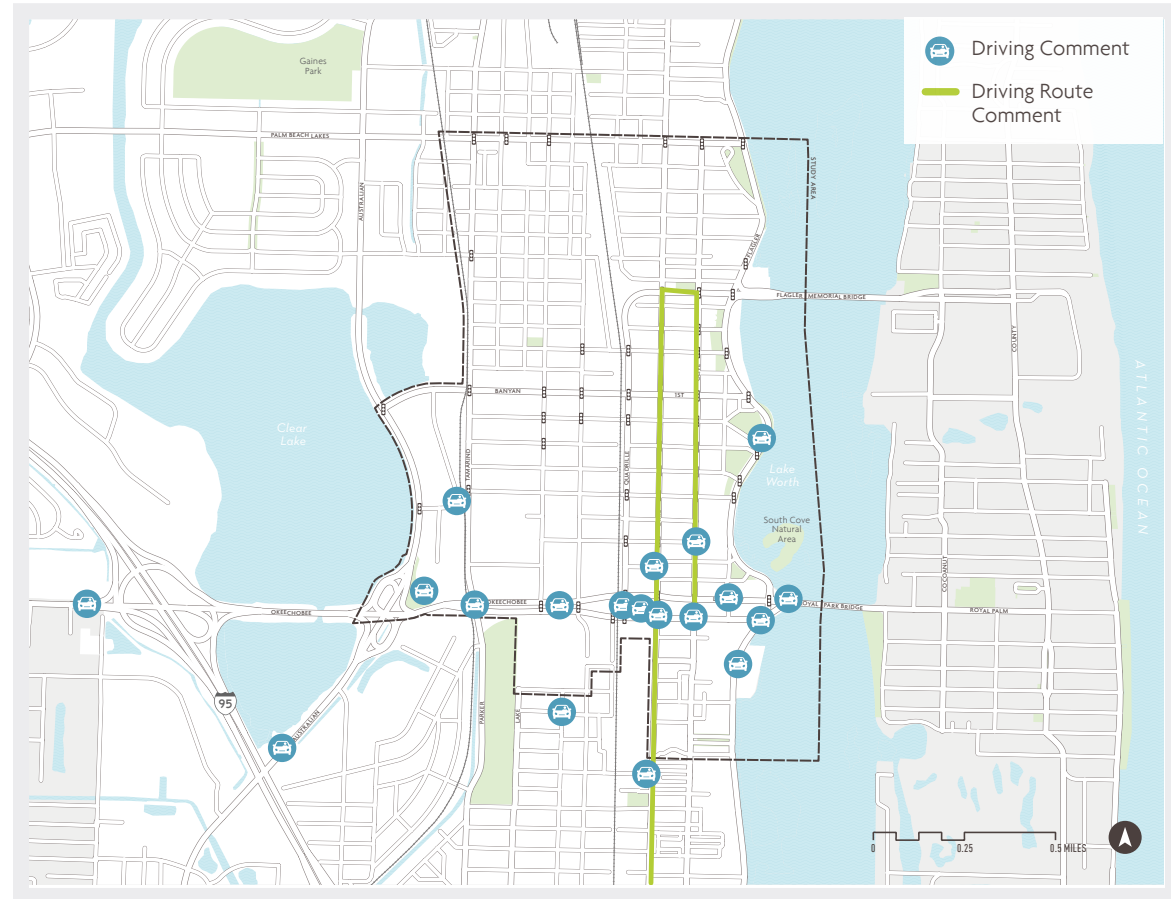
Key Themes from Community Conversations

- **Make driving in Downtown more predictable** and reliable
- **Congestion at peak times** needs to be addressed
- **Railroad and bridge crossings add delay** to driving
- **East-west connectivity** to Downtown is limited
- **One-way streets** make navigating Downtown confusing
- **Delivery vehicles often block travel lanes**



Top 3 “Liked” Comments from Online Input Map

- Implement “Don’t Block the Box” Campaign on Okeechobee and Olive
- Too many lanes on Flagler, add more park and bike paths by removing lanes
- At Okeechobee and Dixie: convert to two-way traffic, add trees, too many cars, very stressful



PUBLIC COMMENTS

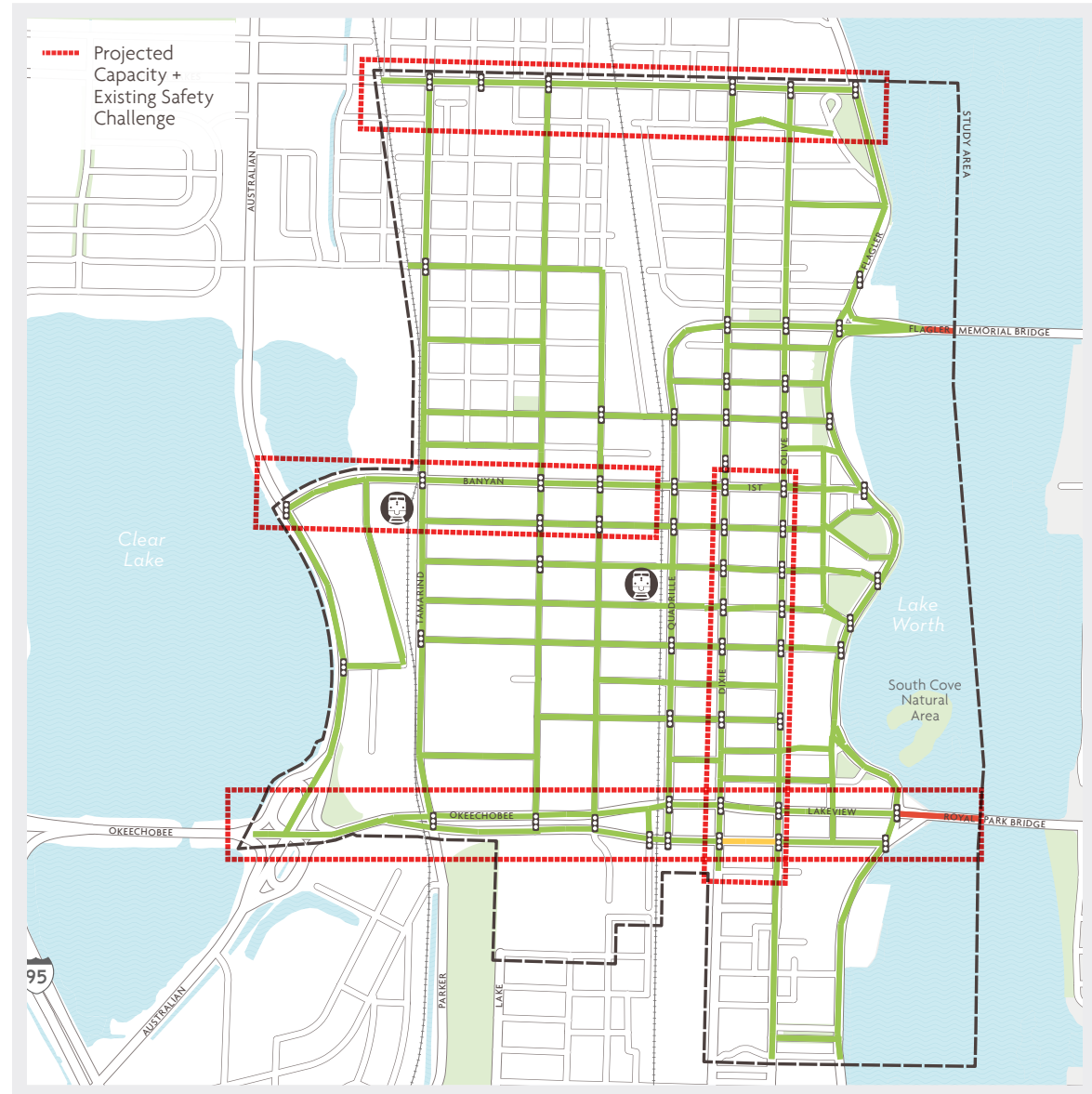
“There is a lot of traffic on Fern + Quadrille, Pot holes”

“Cars dominate Downtown West Palm Beach”

“There is a lot of parking in Downtown”

Driving Needs and Opportunities

- Addressing traffic pinch points along major streets will improve the predictability and reliability of driving along major corridors in Downtown
- Improving intersections, particularly along major streets, can address safety issues in Downtown
- Expanding and improving access to walking, bicycling, transit, and carpooling can help reduce traffic congestion
- Railroad crossings and bridge openings create unpredictable travel times. Using technology at railroad crossings can help reduce impacts on travel delays in Downtown. Managing timing of bridge openings, particularly during peak commute periods, can also help reduce impacts on travel delays in Downtown.
- Converting one-way streets to two-way travel and adjusting signal timing in Downtown can provide operational efficiencies at intersections
- Expanding regional commute options, such as express bus service and park and ride lots outside of Downtown, can help reduce congestion during peak commute periods
- Reducing driving speeds in Downtown through street design can help reduce the number and severity of crashes in Downtown
- Reducing the number of crashes and creating safer streets can improve the predictability and reliability of driving in Downtown





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APPENDIX 2

Detailed Project List

ID #	FULL ROAD NAME	PROJECT LIMITS	STREETSCAPE	BIKEWAY	TRANSIT	ROADWAY	FINANCING	QUICK BUILD PROJECT	MILEAGE	COST ESTIMATE TYPE	ESTIMATED COST	PROJECT NOTES
1	Lakeview Ave/ Okeechobee Blvd	FEC Railway to Flagler Drive	Yes	Separated Bike Lane	Yes	Lane Elimination	Non-committed		0.409954	4d-T	\$3,901,537.83	Further study required; lane elimination on Lakeview, lane reconfiguration on Okeechobee; provide separated bikeway, streetscape, and wide sidewalks
2	Okeechobee Blvd	CSX Railway to FEC Railway	Yes	Separated Bike Lane	Yes	Lane Reconfiguration	Non-committed		0.8237	8d-T	\$9,623,816.21	Further study required; provide separated bikeway, streetscape, and wide sidewalks; re-purpose outside travel lane as dedicated bus lane or high occupancy vehicle lane
3	Okeechobee Blvd	I95 Interchange to FL Southern RR	Yes	Trail	Yes	Lane Reconfiguration	Non-committed		0.77876	8d-T	\$9,098,753.32	Further study required; provide streetscape and multi-use trail on both sides of roadway; re-purpose outside travel lane as dedicated bus lane or high occupancy vehicle lane; remove existing on-street bike lane
4	Australian Interchange	Australian Interchange Reconstruction	Yes	Separated Bike Lane	Yes	Lane Reconfiguration	Non-committed		n/a	SPUI	\$41,000,000.00	Further study required; redesign or remove interchange to support multi-modal connections between districts in Downtown; create gateway entrance to Downtown
5	Okeechobee Blvd	Clear Lake west on Okeechobee Boulevard	Yes	Separated Bike Lane	Yes	Lane Reconfiguration	Non-committed		0.384905	8d-T	\$4,497,092.36	Further study required; provide separated bikeway, streetscape, and wide sidewalks; re-purpose outside travel lane as dedicated bus lane or high occupancy vehicle lane
6	Clear Lake Trail North	Banyan Boulevard to Palm Beach Lakes	Yes	Trail			Non-committed		2.589377	Trail	\$3,366,190.10	Further study required; coordinate project with Okeechobee Blvd changes
7	Clear Lake Trail South	Southern Clear Lake Loop	Yes	Trail			Non-committed		1.175841	Trail	\$1,528,593.30	Further study required; coordinate project with Okeechobee Blvd changes
8	N Australian Ave	Palm Beach Lakes Blvd to Australian Interchange	Yes		Yes	Lane Reconfiguration	Committed		1.208286	6d-T	\$12,803,658.83	Reduce lane widths, add streetscape and enhance crossings for people walking and bicycling between lake trail and downtown
9	Australian Trail	Banyan Boulevard to AJ Gaines Park	Yes	Trail			Non-committed		0.968371	Trail	\$1,258,882.30	Sidepath along western edge of roadway
10	Fern/Clearwater	Australian Avenue to Tamarind Avenue	Yes	Separated Bike Lane	Yes	New street	Non-committed		0.164568	3u-T	\$10,591,423.36	New street and RR crossing with separated bikeway and enhanced streetscape; priority bikeway connection between Downtown and proposed lake trails
11	Fern St	Tamarind Avenue to Flagler Drive	Yes	Conventional Bike Lane		Lane Reconfiguration	Committed	Yes	0.728732	2u	n/a	Implemented in 2017
12	Datura St/ Evernia St	FL Southern RR to FEC Railway	Yes			Shared Street	Non-committed		0.830114	2u	\$5,651,346.94	Neighborhood-oriented shared street; intent is to encourage slow travel speeds with pedestrians as the priority

ID #	FULL ROAD NAME	PROJECT LIMITS	STREETSCAPE	BIKEWAY	TRANSIT	ROADWAY	FINANCING	QUICK BUILD PROJECT	MILEAGE	COST ESTIMATE TYPE	ESTIMATED COST	PROJECT NOTES
13	Datura St./Evernia St	FEC Railway to Flagler Drive	Yes			Shared Street	Committed	Yes	0.675557	2u	\$4,599,135.76	Neighborhood-oriented shared street; intent is to encourage slow travel speeds with pedestrians as the priority
14	Clematis St	Rosemary to Flagler Drive	Yes		Yes	Shared Street	Committed		0.729811	2u-T	\$5,159,588.33	Pedestrian-oriented commercial street; intent it to create lively public spaces that support businesses along the street; wider sidewalks that support high pedestrian volumes and sidewalk dining is needed
15	Banyan Blvd	Olive Avenue to Flagler Drive	Yes	Bike Boulevard		Lane Reconfiguration	Committed	Yes	0.139581	2u	\$950,255.82	Neighborhood-oriented shared street; intent is to encourage slow travel speeds with pedestrians and cyclists as the priority; wayfinding and traffic calming for bikeway route between Flagler trail and proposed clear lake trails
16	Banyan Blvd	Tamarind Avenue to Olive Avenue	Yes	Separated Bike Lane	Yes	Lane Reconfiguration	Committed	Yes	0.62527	4d-T	\$5,950,703.14	Reduce lane widths, add streetscape and separated bikeway
17	Banyan Blvd	Australian Avenue to Tamarind Avenue	Yes	Separated Bike Lane	Yes	Lane Reconfiguration	Non-committed	Yes	0.248921	4d-T	\$2,368,984.56	Reduce lane widths, add streetscape and separated bikeway
18	N Tamarind Ave	Banyan Boulevard to 7th Street	Yes		Yes		Committed		0.690177	2u-T	\$4,879,385.48	Priority focus on sidewalk and streetscape improvements
19	7th St	Palm Beach Lakes to Rosemary Avenue	Yes	Bike Boulevard			Non-committed		1.411741	2u	\$9,611,015.08	Bike boulevard with traffic calming and wayfinding, enhanced sidewalks and streetscape
20	Tamarind's Rail to Trail	Tamarind to N Sapodilla Ave	Yes	Trail			Non-committed		0.204756	Trail	\$266,182.80	Rail to trail with focus on neighborhood connections and public space activity along the trail
21	Douglass Ave	2nd Street to 10th Street	Yes			One-way to two-way	Non-committed		0.990549	2u	\$6,743,575.05	One-way to two-way conversion with streetscape improvements, preserve on-street parking where possible
22	N Sapodilla Ave	10th Street to Banyan Boulevard	Yes			One-way to two-way	Non-committed		0.558503	2u	\$3,802,241.88	One-way to two-way conversion with streetscape improvements, preserve on-street parking where possible
23	S Sapodilla Ave	Banyan Boulevard to Okeechobee Boulevard	Yes			Shared Street	Non-committed		0.575411	2u	\$3,917,350.14	Shared street with focus on people walking and bicycling; bike boulevard treatments including wayfinding and traffic calming
24	S Rosemary Ave	Banyan Boulevard to Okeechobee Boulevard	Yes	Bike Boulevard	Yes	Shared Street	Non-committed		0.571045	2u-T	\$4,037,150.88	Shared street with focus on people walking and bicycling; bike boulevard treatments including wayfinding and traffic calming

ID #	FULL ROAD NAME	PROJECT LIMITS	STREETSCAPE	BIKEWAY	TRANSIT	ROADWAY	FINANCING	QUICK BUILD PROJECT	MILEAGE	COST ESTIMATE TYPE	ESTIMATED COST	PROJECT NOTES
25	N Rosemary Ave	Palm Beach Lakes to 11th St and 11th to Banyan	Yes	Bike Boulevard			Committed		0.684631	2u	\$4,660,910.79	Focus on people walking and bicycling; bike boulevard treatments including wayfinding and traffic calming
25	11th St	Henrietta Avenue to Rosemary Ave	Yes	Bike Boulevard	Yes	One-way to two-way	Committed		0.036928	2u-T	\$261,072.08	One-way to two-way conversion with streetscape improvements and bike boulevard treatments including wayfinding and traffic calming
26	11th St	Division Avenue to Henrietta	Yes			One-way to two-way	Non-committed		0.119688	2u	\$814,825.93	One-way to two-way conversion with streetscape improvements and treatments including wayfinding and traffic calming
27	Palm Beach Lakes Blvd	Australian Avenue to Flagler Drive	Yes	Separated Bike Lane	Yes	Lane Elimination	Non-committed		0.986856	4d-T	\$9,391,922.05	Further study required; goal to enhance multi-modal connections between Palm Beach Outlet area and Downtown; lane elimination to create space for separated bikeway, streetscape improvements, wide sidewalks, and enhance bus stops; improve RR crossing for people walking and bicycling
28	Palm Beach Lakes Blvd	Australian Avenue to North Congress Avenue	Yes	Separated Bike Lane	Yes	Lane Elimination	Non-committed		1.055505	8d-T	\$12,332,142.92	Further study required; goal to enhance multi-modal connections between Palm Beach Outlet area and Downtown; lane elimination to create space for separated bikeway, streetscape improvements, wide sidewalks, and enhance bus stops; consider enhancements to multi-lane boulevard elements of street for all modes; consider dedicated bus or HOV lanes
29	S Quadrille Blvd	Olive Avenue to Okeechobee Boulevard	Yes	Separated Bike Lane	Yes	Lane Elimination	Non-committed	Yes	0.968087	4d-T	\$9,213,297.22	Further study required; priority transit and bikeway corridor; option 1 - center median/turn lane with one travel lane in each direction, streetscape, wide sidewalks and separated bikeway; option 2 - one travel lane in each direction, one dedicated bus or HOV lane in each direction, streetscape, wide sidewalks, and separated bikeway
30	N Dixie	Okeechobee Boulevard to Quadrille Boulevard	Yes			One-way to two-way	Non-committed	Yes	1.786266	2u	\$12,160,750.07	Further study required; convert from one-way to two-way; should be done in coordination with changes to Olive

ID #	FULL ROAD NAME	PROJECT LIMITS	STREETSCAPE	BIKEWAY	TRANSIT	ROADWAY	FINANCING	QUICK BUILD PROJECT	MILEAGE	COST ESTIMATE TYPE	ESTIMATED COST	PROJECT NOTES
30	N Olive Ave	Okeechobee Boulevard to Quadrille Boulevard	Yes	Separated Bike Lane		One-way to two-way	Non-committed	Yes	1.786266	2u	\$12,160,750.07	Further study required; should be done in coordination with changes to Dixie; street should be neighborhood-focused and oriented towards people walking and bicycling; option 1 - preserve as one-way northbound for vehicles and people bicycling and convert other travel lane to southbound contraflow bikeway; option 2 - convert to two-way shared street
31	N Dixie Hwy	Quadrille Boulevard to 23rd Street	Yes	Separated Bike Lane	Yes	Lane Elimination	Non-committed		1.112083	3u-T	\$7,375,391.14	Further study required; lane elimination to create one travel lane in each direction with a center turn lane, streetscape, separated bikeway and wide sidewalks
32	S Flagler Dr	Banyan Boulevard to Okeechobee Boulevard	Yes	Separated Bike Lane	Yes	Shared Street	Committed	Yes	0.657588	2u-T	\$4,648,989.09	Further study required; Create bikeway and connect to proposed bikeways north and south of project extent.
33	N Flagler Dr	Banyan Boulevard to Palm Beach Lakes Boulevard	Yes	Separated Bike Lane		Lane Elimination	Non-committed		0.735523	3u	\$4,697,358.40	Further study required; convert outside northbound travel lane to a two-way separated bikeway; enhance street with streetscape and shade improvements
34	S Flagler Dr	Okeechobee Boulevard to Avila Road	Yes	Separated Bike Lane		Lane Elimination	Non-committed		1.369315	3u	\$8,745,019.96	Further study required; convert outside northbound travel lane to a two-way separated bikeway; enhance street with streetscape and shade improvements
35	S Dixie Hwy	Belvedere Road to Okeechobee Boulevard	Yes	Shared-use Path	Yes	Lane Elimination	Committed		1.04484	3u-T	\$6,929,432.14	Further study required; coordinate with FDOT; implement lane elimination project
36	S Olive Ave	Diana Place to Okeechobee Boulevard	Yes	Bike Boulevard		Shared Street	Non-committed		0.32181	2u	\$2,190,855.66	Further study required; coordinate with PBAU; create shared street with bike boulevard elements including wayfinding and traffic calming
37	Lake Ave	Belvedere Rd to Okeechobee Blvd via Lake, N and FL	No	Bike Boulevard			Non-committed		1.254311	2u	\$8,539,244.76	Bike boulevard connection from neighborhoods to Okeechobee; create street with separated bike-way, streetscape, wide sidewalk, and one lane in each direction along Florida Ave between Okeechobee and Rosemary
38	Parker Ave	Belvedere Road to Okeechobee Boulevard	No	Separated Bike Lane		Lane Elimination	Non-committed		1.06496	3u-T	\$7,062,869.01	Further study required, create two-way separated bikeway along east side of street

ID #	FULL ROAD NAME	PROJECT LIMITS	STREETSCAPE	BIKEWAY	TRANSIT	ROADWAY	FINANCING	QUICK BUILD PROJECT	MILEAGE	COST ESTIMATE TYPE	ESTIMATED COST	PROJECT NOTES
39	S Tamarind Ave	Okeechobee Boulevard to Banyan Boulevard	Yes	Separated Bike Lane	Yes	Lane Elimination	Committed	Yes	0.605082	4d-T	\$5,758,573.67	Further study required; priority transit and bikeway corridor; option 1 - center median/turn lane with one travel lane in each direction, streetscape, wide sidewalks and separated bikeway; option 2 - one travel lane in each direction, one dedicated bus or HOV lane in each direction, streetscape, wide sidewalks, and separated bikeway
40	Frederick St	Australian Trail to Old Okeechobee Road	Yes	Bike Boulevard			Non-committed		0.417764	2u	\$2,844,102.50	Further study required; create trail and bike boulevard connection between proposed lake trail/ Australian and Old Okeechobee; focus on balancing industrial needs of district with enhanced walking and bicycling connections to warehouse district
41	Okeechobee Rd	Wilkins Ave to Parker Ave	Yes	Bike Boulevard		Shared Street	Non-committed		0.62545	2u	\$4,258,011.48	Further study required; create shared street; focus on balancing industrial needs of district with enhanced walking and bicycling connections to warehouse district
42	Trinity Pl	Dixie Highway to Flagler Drive	Yes			Shared Street	Non-committed		0.264771	2u	\$1,802,538.90	Shared street with focus on neighborhood use and enhanced public space
43	N Flagler Dr	23rd St to Palm Beach Lakes Boulevard	Yes	Separated Bike Lane	Yes	Lane Elimination	Non-committed		0.732773	3u-T	\$4,859,787.89	Further study required; convert outside northbound travel lane to a two-way separated bikeway; enhance street with streetscape and shade improvements
44	Australian Trail	Okeechobee Boulevard to Clear Lake	Yes	Trail			Non-committed		0.332571	Trail	\$432,342.30	Need sidepath cost estimate; create connection between proposed lake trails, Australian, warehouse district, and Tamarind
45	Iris St	Tamarind Ave to Sapodilla Ave	Yes				Non-committed		0.203516	3u	\$1,299,738.54	Further study required; balance access to Kravis Center with needs for on-street parking and enhanced space for people walking
46	TriRail Coastal Link Platform	At Brightline Station					Non-committed				\$2,500,000.00	Further study required; construct new train platform for TriRail Coastal Link service at the BrightLine station.



WEST PALM BEACH