

# DOWNTOWN WPB MOBILITY STUDY

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WEST PALM BEACH



# Concurrent Studies

## Mobility Plan

Okeechobee Boulevard Corridor Study

Downtown Parking Management and  
Transportation Demand Management  
Study

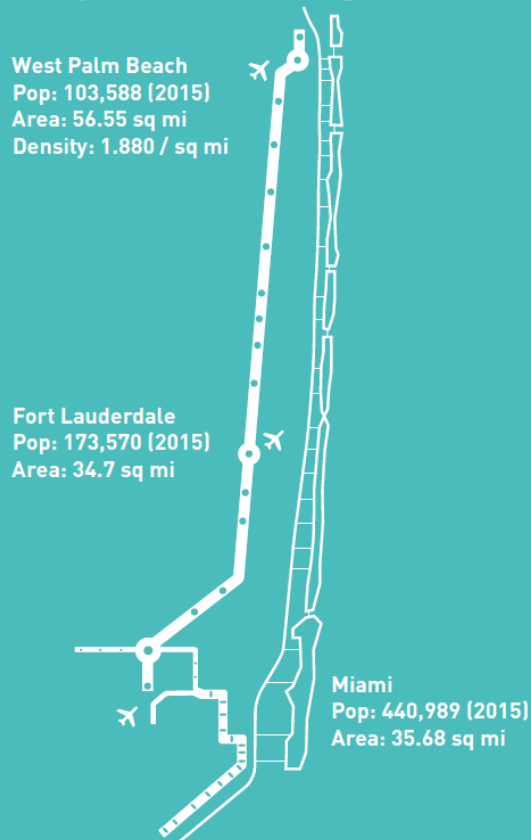
City-Wide Bicycle Master Plan

Gehl Public Life Study



# Introduction

## WPB is the 3rd largest city in the region



### Growing population

**100,343 people (2010)**  
**108,896 people (2016)**  
8.5% increase

### Today most people drive

**77% drive, 8% carpool**  
**3% transit**  
**4% walk**  
**1% bike**

City mode share 2015

### Popular destination

**6.9 million tourists**  
**visited Palm Beach**  
**County in 2015**  
10% increase year over year

### But increase in transit ridership

**3.64 million rides (2010)**  
**4.39 million rides (2014)**  
20% increase



# Downtown



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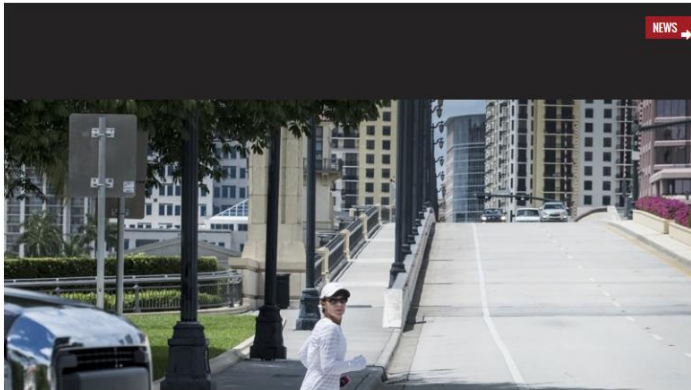




## Florida is the most dangerous state for pedestrians



Kristina Webb - Palm Beach Post Staff Writer  
12:42 p.m Tuesday, Jan. 10, 2017 Filed in Local News



(Palm Beach Post staff file photo)

## Half a Million New Florida Motorists Drive Surge in Traffic Deaths, Hit-and-Runs

By MATTHEW F SMITH • FEB 13, 2017



WPCU NEWS  
SOUTHWEST FLORIDA

myPalmBeachPost

## While U.S. traffic deaths rise, is Palm Beach County on decline?

LOCAL By Kristina Webb - Palm Beach Post Staff Writer



## Ideas on fixing Okeechobee Blvd. traffic quagmire plenty and pricey

LOCAL By Tony Doris - Palm Beach Post Staff Writer



Eastbound traffic on Okeechobee Boulevard backs up at Flagler Drive. (Lannis Waters / The Palm Beach Post)

Posted: 6:00 p.m. Friday, June 16, 2017



# Off Peak



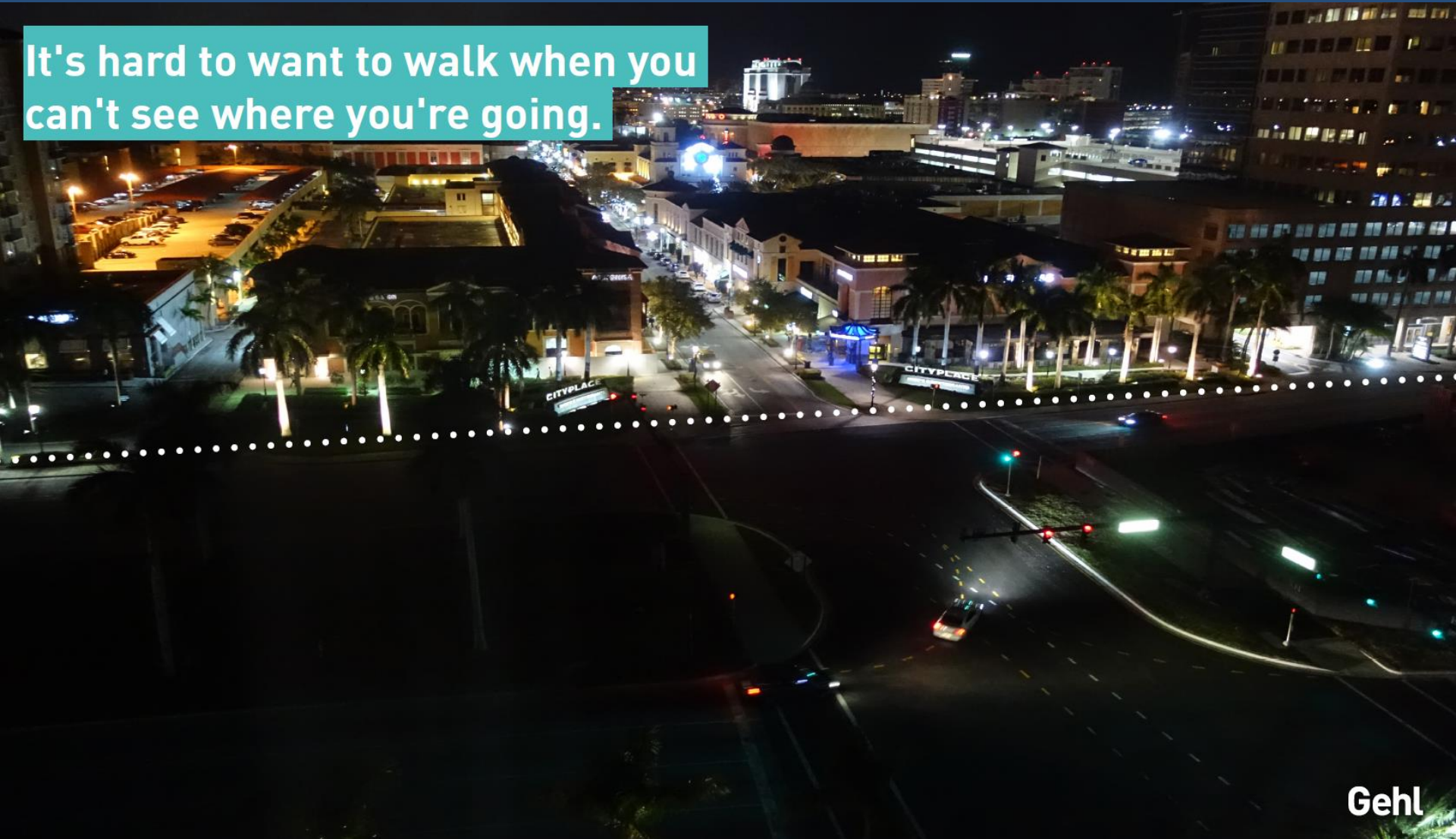


# Night Time



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It's hard to want to walk when you can't see where you're going.



Gehl



# Key Observations



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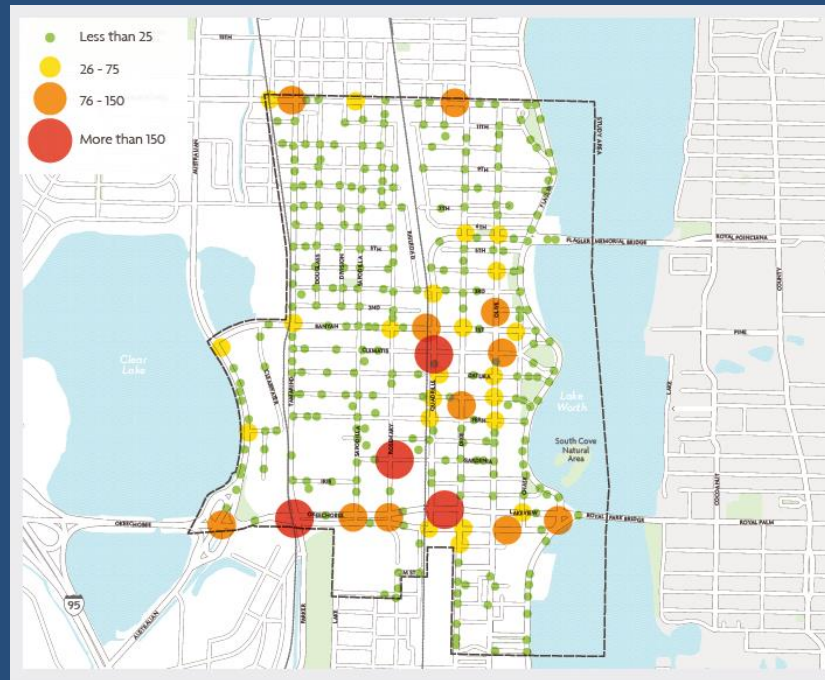
**25%** OF ALL CRASHES  
in West Palm Beach occur  
in Downtown

**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





# Public Outreach



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# Okeechobee Charrette



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6/12- 6/15



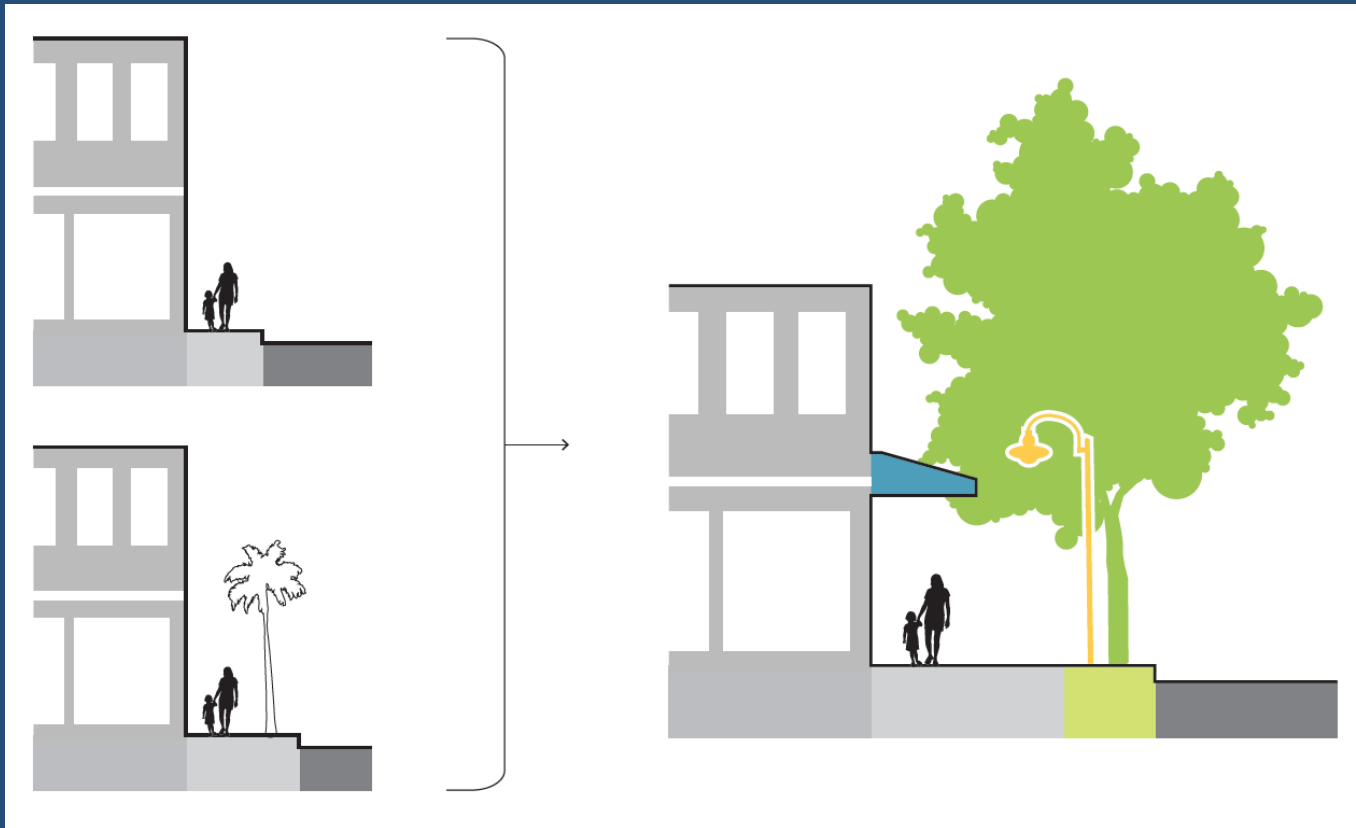


# Strategic Mobility Vision





## Existing





# Increase Bike Network



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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



MULTI-USE TRAIL



BIKE BOULEVARD



CONVENTIONAL BIKE LANE



BUFFERED BIKE LANE

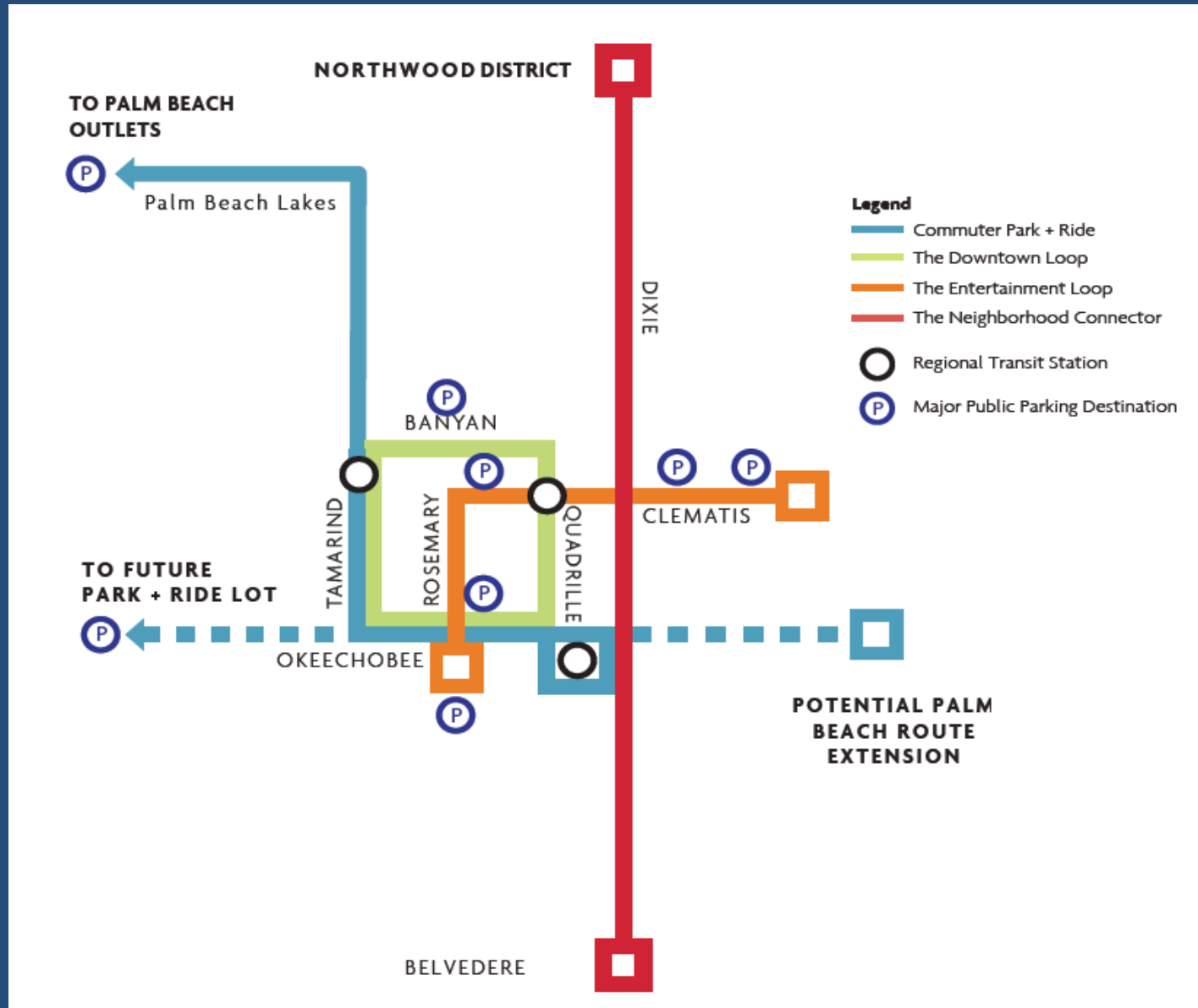


SEPARATED BIKE LANE





# WPB Trolley Expansion





## 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, biking, 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, more simple to use, and improve rider satisfaction.



Photo: CDOT

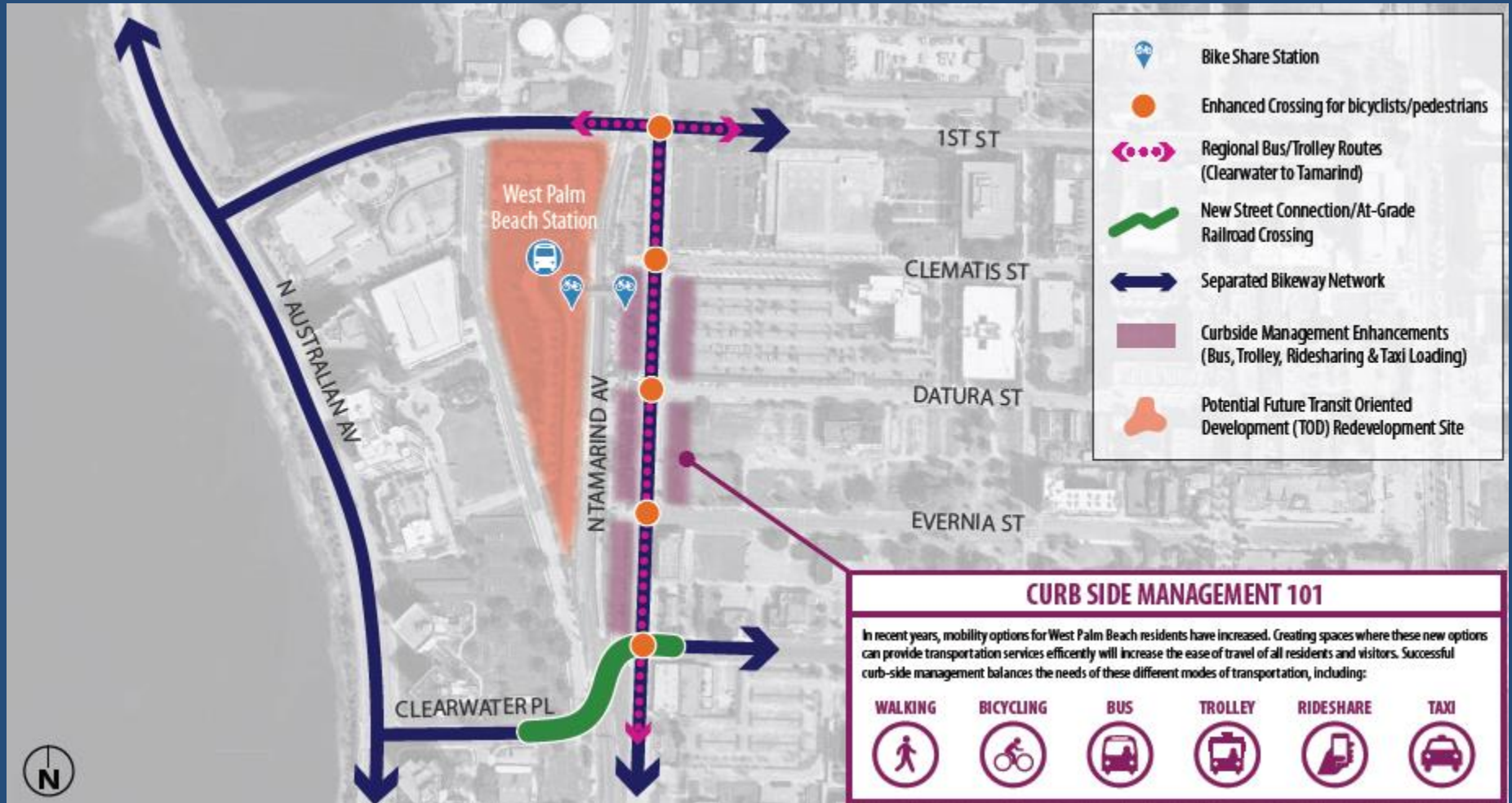
## i Active Transportation and Transit

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.



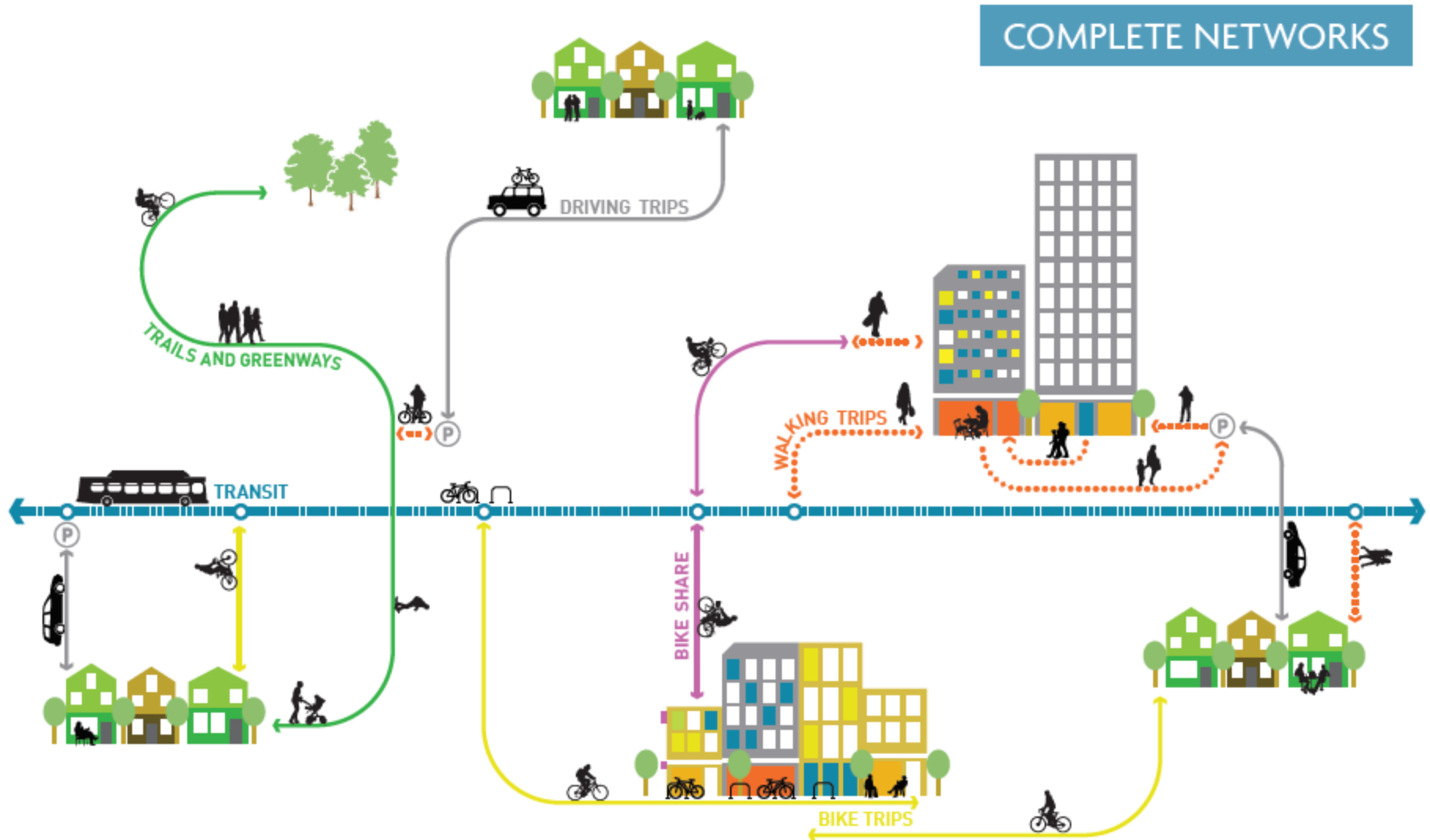


# Driving





# Complete Networks





# Short Term Strategies



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- Signal Timing
- Bridge Opening Application
- Enhance Lighting
- Improve Wayfinding
- Roadway Restriping

## New Policies

- Vision Zero
- Parking TDMs

## Royal Park





# Quadriple Today





# Quadriple Short Term





# Quadriple Long Term





# Long Term Improvements



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- Intersection Improvements
- East/West Mobility Hub
- Park & Ride
- Fern Street Connector
- Dedicated Bus Lanes



# Okeechobee Rosemary





# Tamarind Ave.

