



Transportation Plan Update

Multimodal Desires Plan

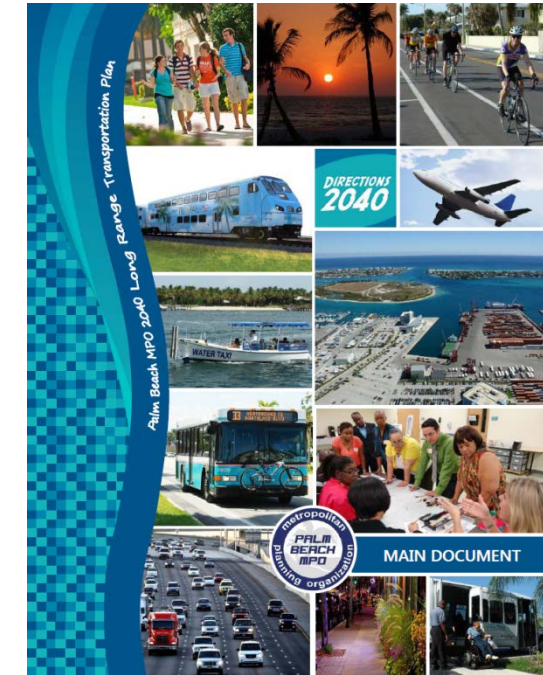
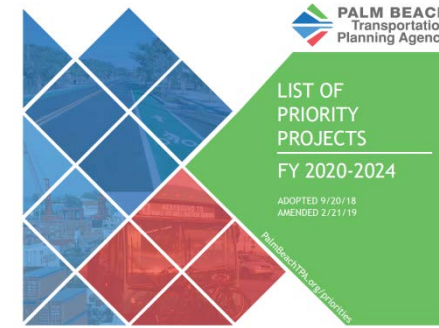
Wednesday, May 1, 2019



Multimodal Forecasting

Overview

- Pedestrian and Bicycle
 - Projects in high propensity areas that address social equity and level of stress (LTS)
- Transit
 - Premium network based on pop/job density, transit propensity and social equity
 - Dense, Linear and Walkable Corridors
- Roadways and Freight
 - SIS Cost Feasible Plan
 - TPA Priorities on non-SIS roadways
 - County/City roadways supported by projected demand/anticipated congestion



Vision: A safe, efficient,
and connected multimodal transportation system





Pedestrian & Bicycle Desires Plan

Pedestrian and Bicycle Desires Plan Methodology

■ Areas of need

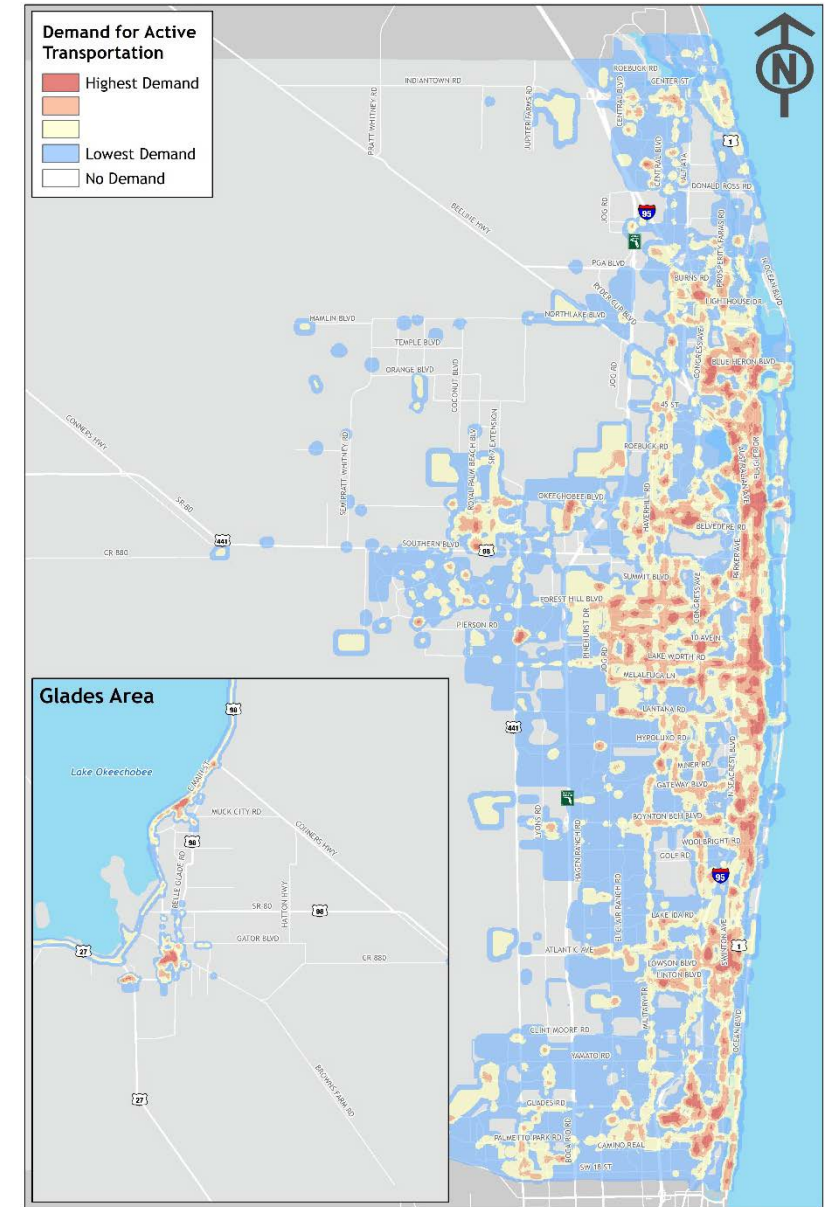
- Highest active transportation demand (*propensity for walking and biking*)
- High concentration of vulnerable populations
- Connecting to premium transit corridors

■ Pedestrian and Bicycle supply analysis

- Level of Traffic Stress (LTS) (*comfort level for able-bodied people*)
- Considers active facility type, vehicle speed, travel lanes and volumes

Pedestrian and Bicycle Areas of Need

- Active transportation propensity
- Concentration of vulnerable populations



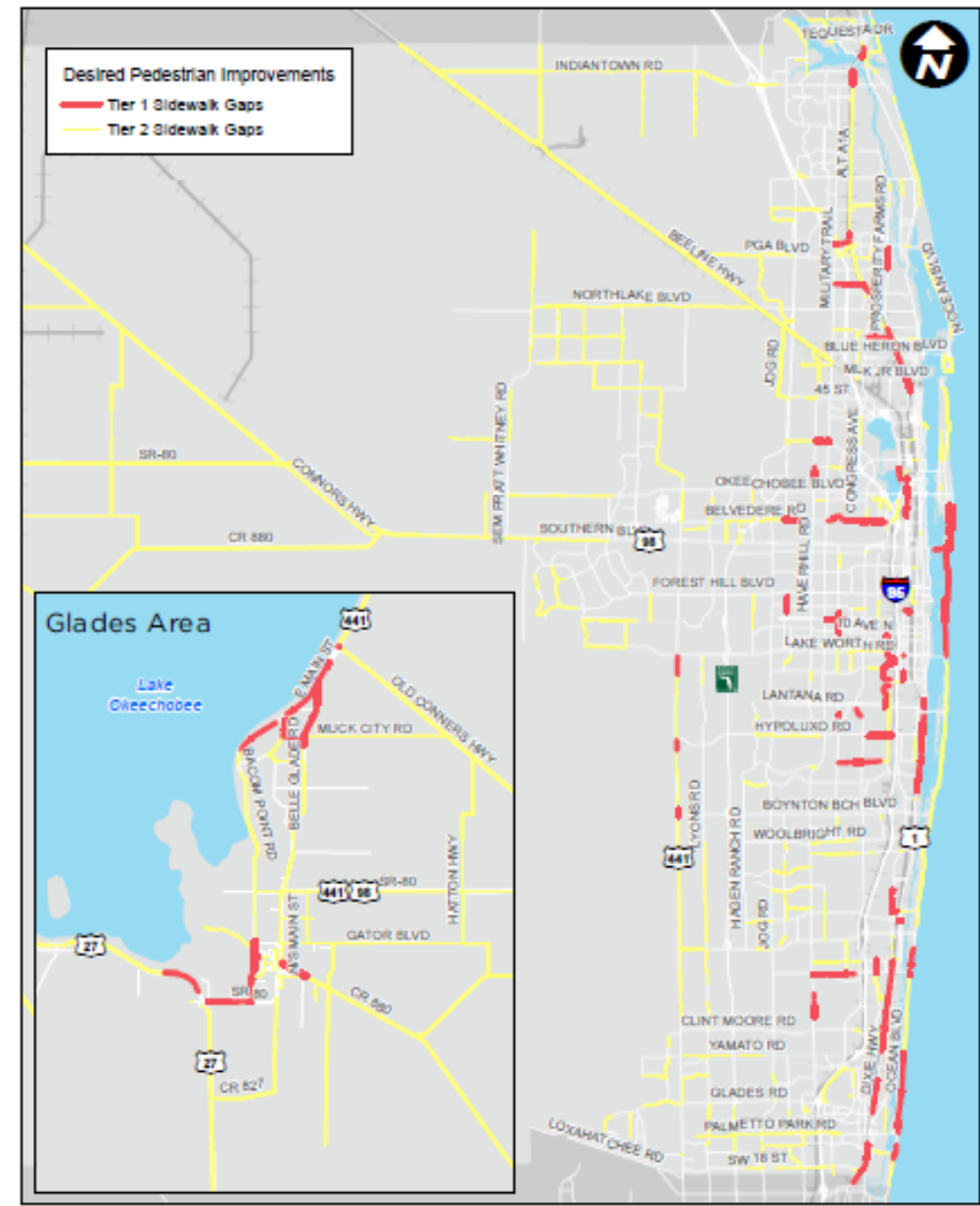
Pedestrian and Bicycle Level of Traffic Stress

		Pedestrian Facility and Posted Speed Limit											
Vehicle Lanes	Vehicle Volumes	No Dedicated Walkway				One side of the street				Both sides of the street			
		<= 25 mph	30 mph	35 mph	>= 40 mph	<= 25 mph	30 mph	35 mph	>= 40 mph	<= 25 mph	30 mph	35 mph	>= 40 mph
2-3	< 3K	2.5	3	3.5	3.5	1.5	2	2.5	3	1	1.5	2	2
	3K-10K	3	3.5	3.5	4	2	2.5	2.5	3	1.5	2	2	2.5
	> 10K	3.5	3.5	4	4	2.5	2.5	3	3	2	2	2.5	2.5
4-5	< 15K	4	4	4	4	3	3.5	3.5	3.5	2.5	2.5	3	3
	15K-25K	4	4	4	4	3.5	3.5	4	4	2.5	3	3	3.5
	> 25K	4	4	4	4	4	4	4	4	3	3	3.5	3.5
6+	All ADTs	4	4	4	4	4	4	4	4	3	3.5	3.5	4

		Bicycle Facility and Posted Speed Limit												
		No Bicycle Facility (mixed traffic)				Designated Bike Lanes (4-5 ft)			Buffered Bike Lanes (6-8 ft)			Separated Bike Lanes		
Vehicle Lanes	Vehicle Volumes	<= 25 mph	30 mph	35 mph	>= 40 mph	<= 30 mph	35 mph	>= 40 mph	<= 30 mph	35 mph	>= 40 mph	<= 30 mph	35 mph	>= 40 mph
2-3	< 3K	1.5	2	2.5	3	1.5	2	2.5	1	1.5	2	1	1	1
	3K-10K	2	2.5	3	3.5	2	2.5	3	1	1.5	2	1	1	1
	> 10K	2.5	3	3.5	4	2.5	3	3.5	1.5	2	2.5	1	1	1.5
4-5	< 15K	3	3.5	4	4	2.5	3	3.5	2	2.5	3	1	1	1.5
	15K-25K	3.5	4	4	4	3	3.5	4	2.5	3	3.5	1	1.5	2
	> 25K	4	4	4	4	3.5	4	4	3	3.5	4	1.5	2	2
6+	All ADTs	4	4	4	4	3.5	4	4	3.5	4	4	2	2	2

Pedestrian Desires Plan

- Tier 1 pedestrian projects
 - Missing sidewalks in priority areas
- Tier 2 pedestrian projects
 - All other sidewalk gaps
- Additional LRTP Focus Areas
 - Enhanced streetscape/furnishing zone
 - Enhanced crosswalks
 - Additional mid-block crossings



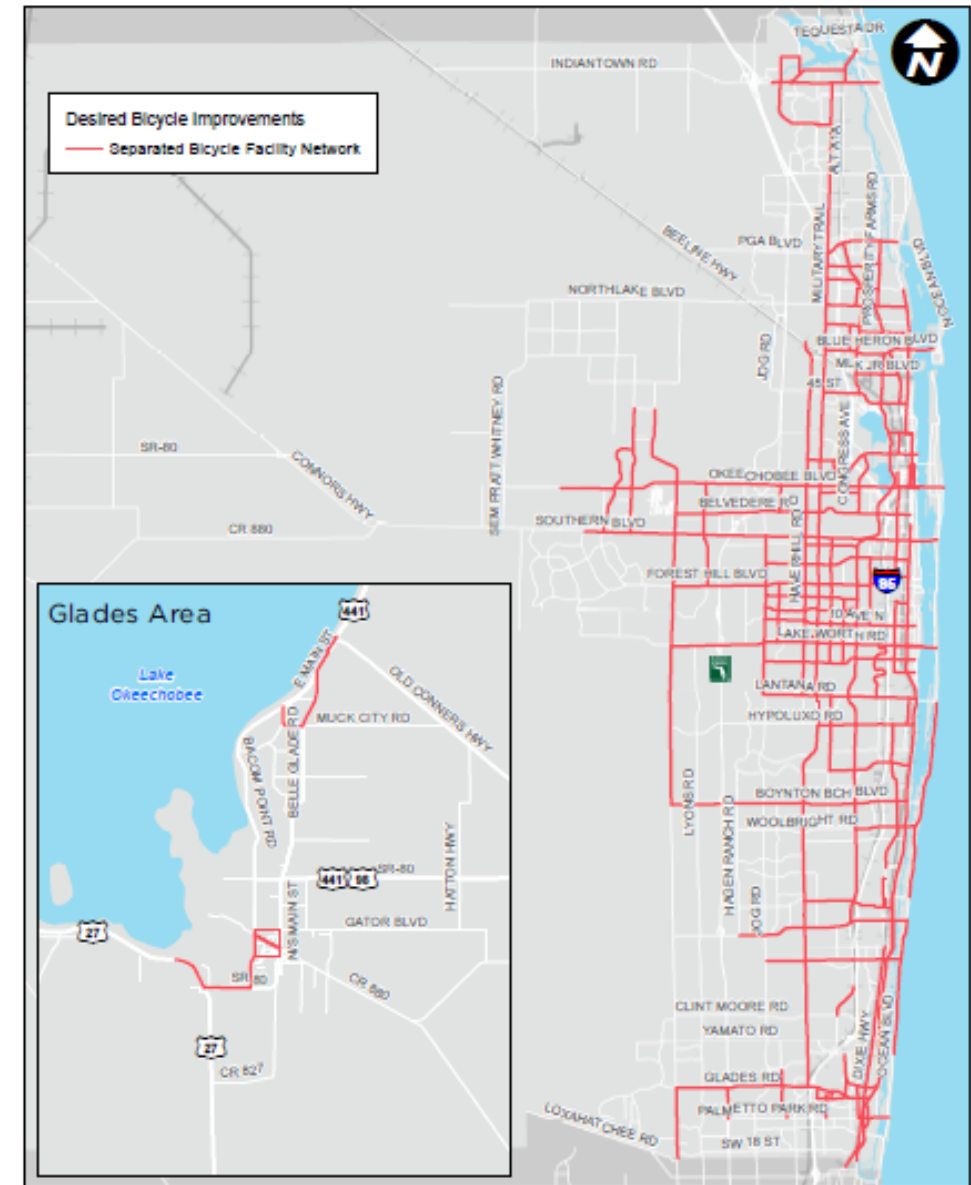
Bicycle Level of Stress, Types of Cyclists

- LTS 1 - All Ages and Abilities
 - Require separated facilities
- LTS 2 - 51% of Population
 - Interested but concerned
 - Separated facilities on 4+ lane roads
- LTS 3 - 5% of Population
 - Enthused and confident
 - Buffered facilities on 4+ lane roads
- LTS 4 - 7% of Population
 - Strong and Fearless
 - Designated facilities on 4+ lane roads



Bicycle Desires Plan

- Separated bicycle facility network
- Upcoming refinements
 - Evaluate constructability, connectivity
 - Add buffered bike facilities
 - Estimate cost to construct network
 - Show existing designated facilities

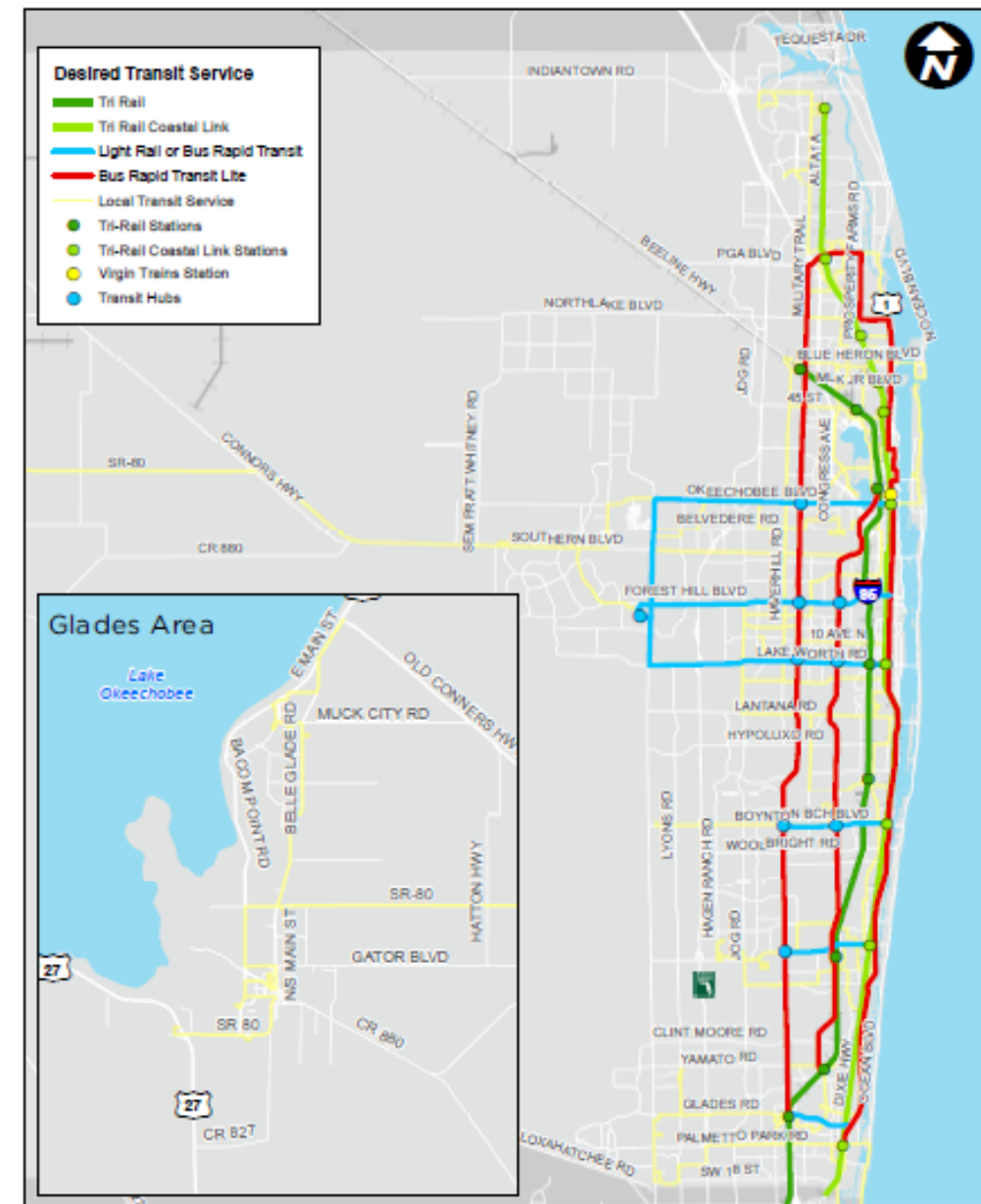




Transit Desires Plan

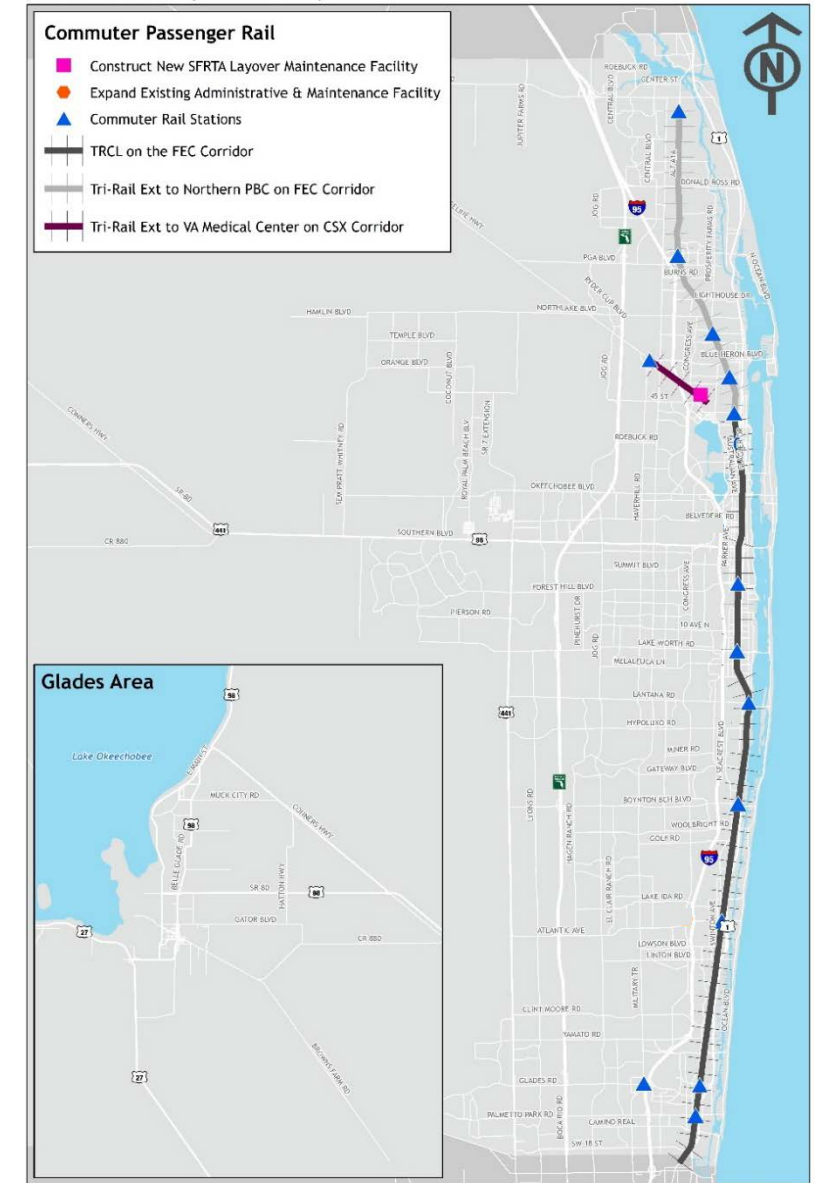
Premium Transit Desires Plan - \$5.2B

- Five (5) N/S Corridors
 - Commuter Rail: Tri-Rail, Coastal Link
 - BRT Lite: US 1, Congress, Military
- Six (6) E/W Corridors - LRT/BRT
 - Okeechobee, Forest Hill, Lake Worth, Boynton Beach, Atlantic, Glades
- Corridor Evaluation System
 - Factored Ridership - 40%
 - Population and Employment Near Stops - 30%
 - Corridor Work Trips - 20%
 - Population and Employment Growth - 10%



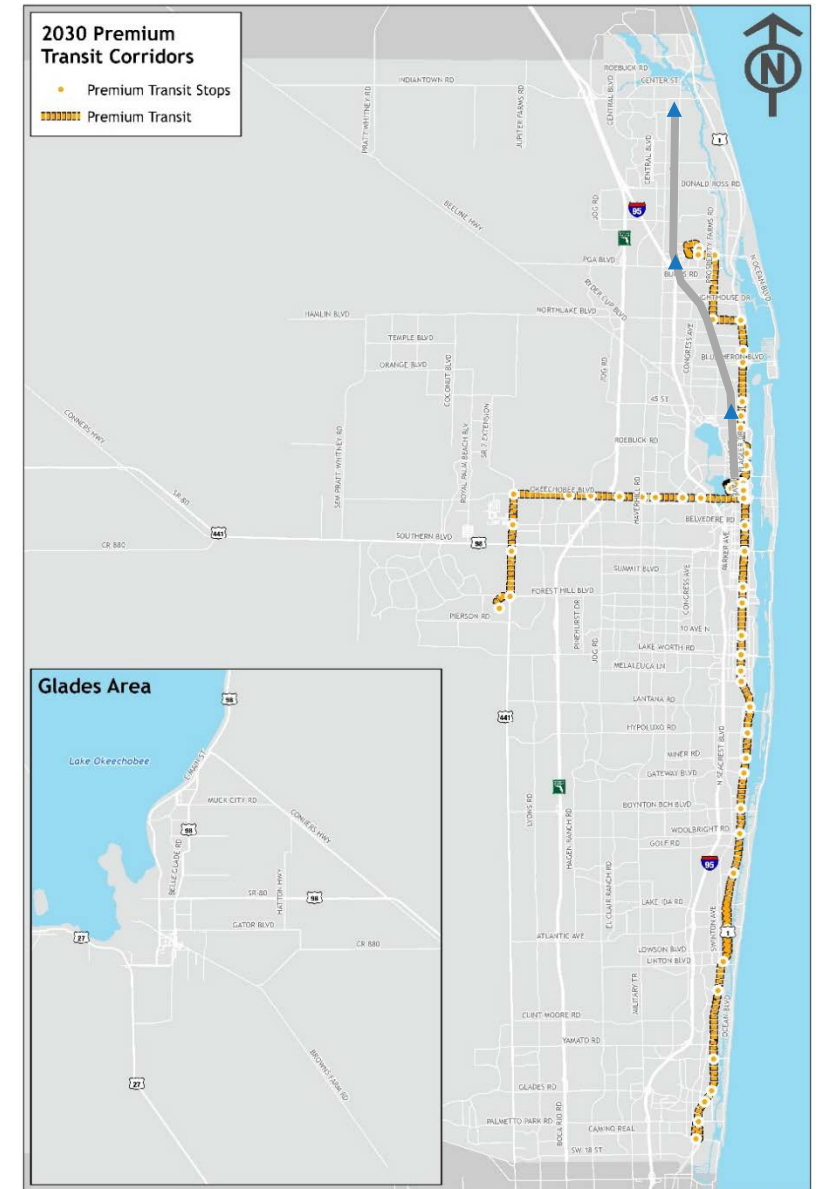
Commuter Rail Highlights

- Tri-Rail Coastal Link - WPB to Jupiter
- Tri-Rail Coastal Link - Miami to WPB
- Tri-Rail Extension to VA Hospital
- New Tri-Rail Station in Boca Raton
 - Military Trail S of Glades Road



Transit Corridors already prioritized by TPA

- Tri-Rail Coastal Link from West Palm Beach to Jupiter
- US-1 from Palmetto Park Rd (Boca) to PGA Blvd (Gardens Mall)
- Okeechobee from SR 7/Forest Hill Blvd (Wellington Mall) to West Palm Beach Intermodal Center

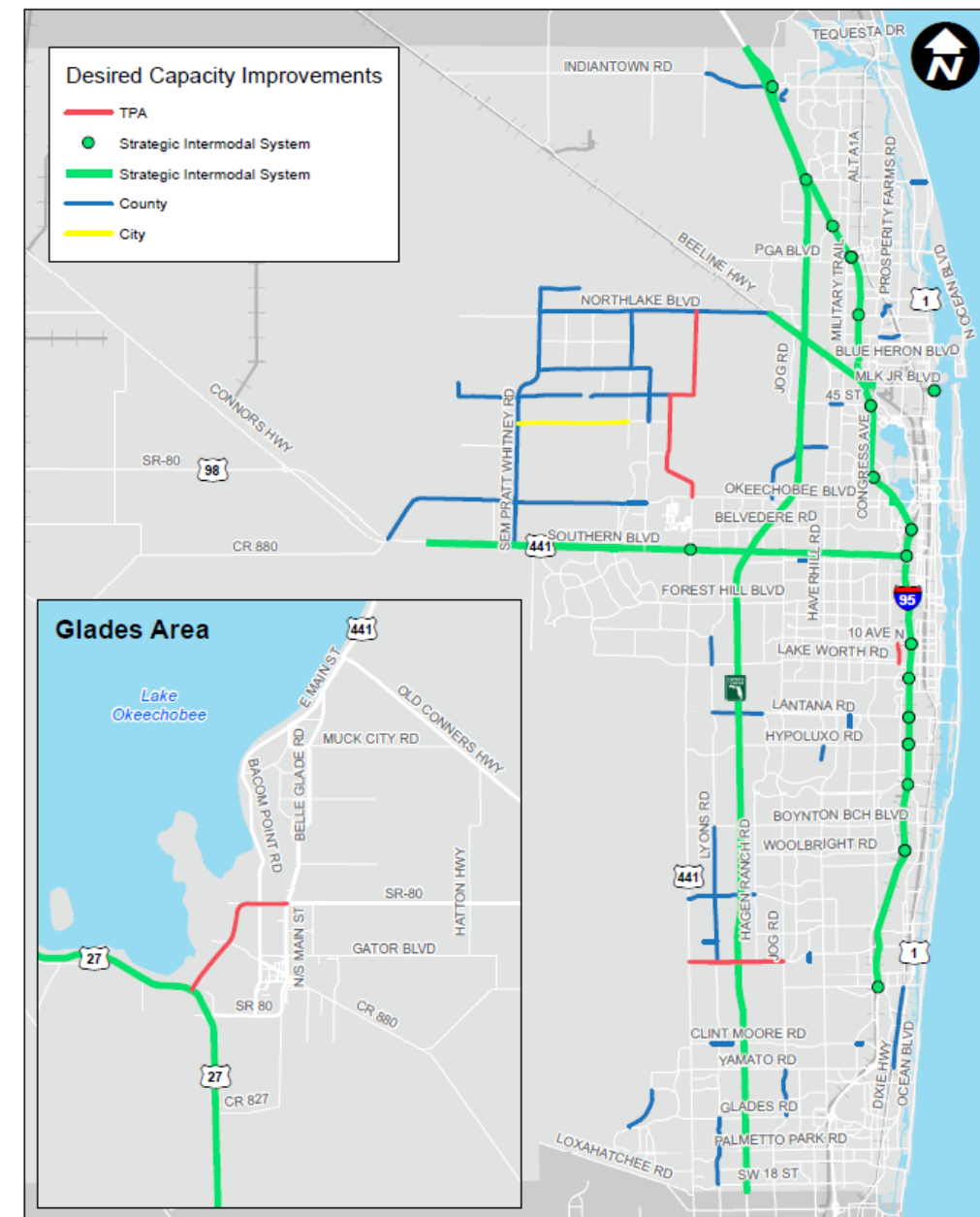




Roadway and Freight Desires Plan

Roadway and Freight Improvements - \$7.6B

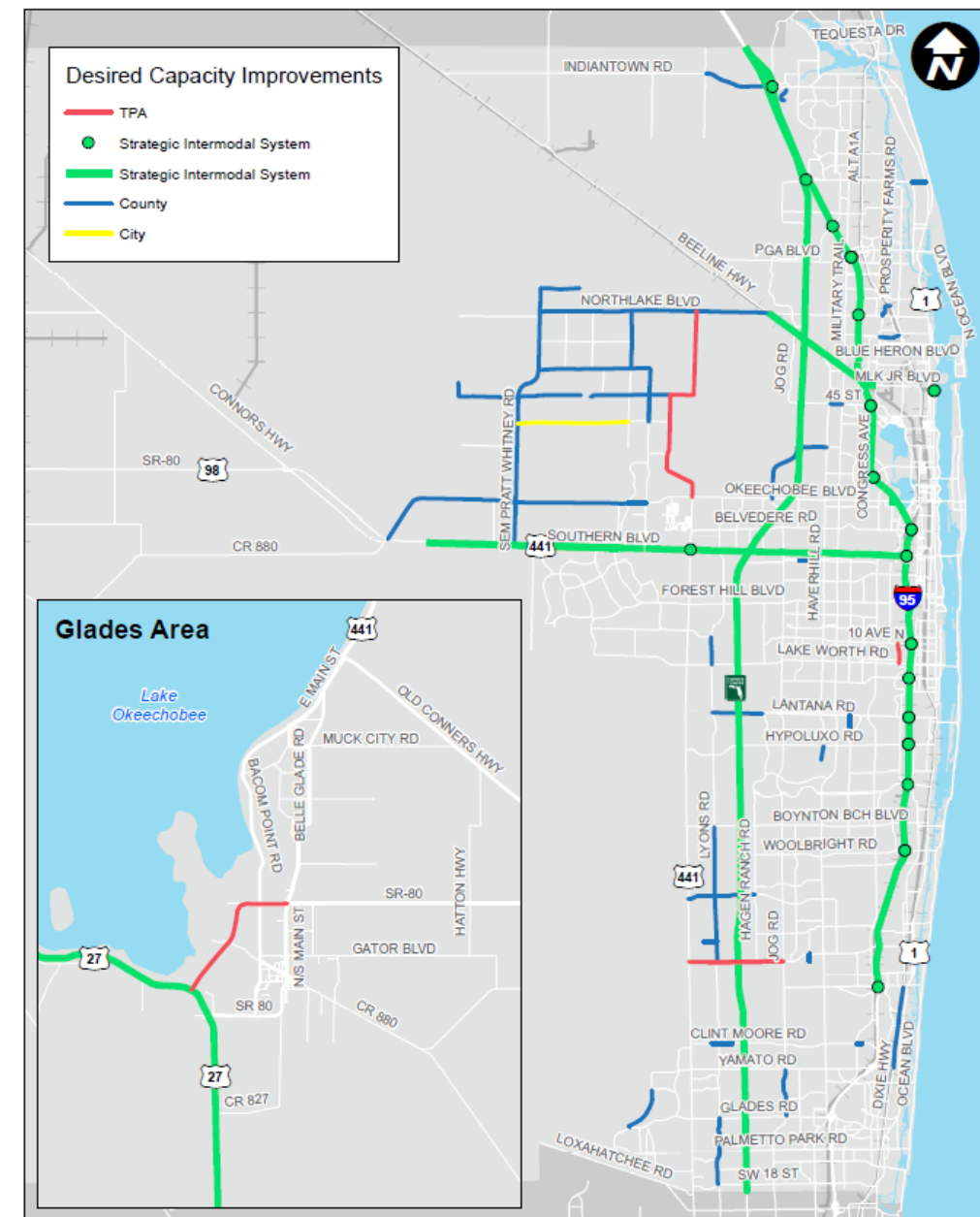
- Strategic Intermodal System
 - 35 projects, \$6.9B total cost
- TPA Roadway Projects
 - 6 capacity projects, \$209M total cost
 - 5 repurposing projects, \$27M total cost
- County Capacity Projects
 - 48 projects, \$442M total cost



SIS Projects - \$6.9B

- Based on SIS Cost Feasible Plan
 - Adopted by FDOT in 2018
- I-95 Managed Lanes, 16 interchanges - \$2.8B
- Turnpike Managed Lanes - \$1.9B
- SR 80 4L elevated expressway - \$1.2B
- US 27 "Freight Capacity" - \$0.6B

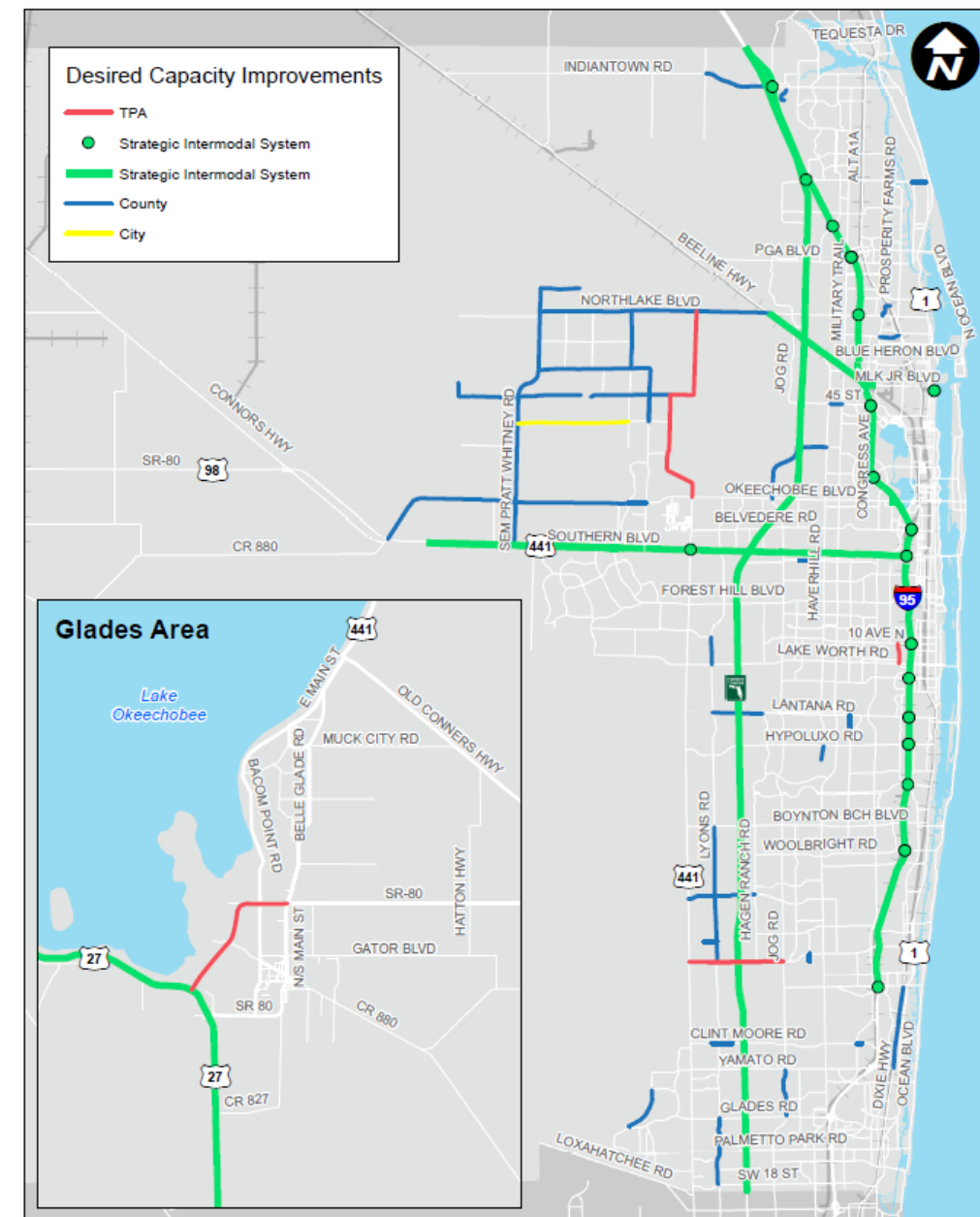
TPA role: Endorse/Modify/Reject



TPA Projects- \$208M

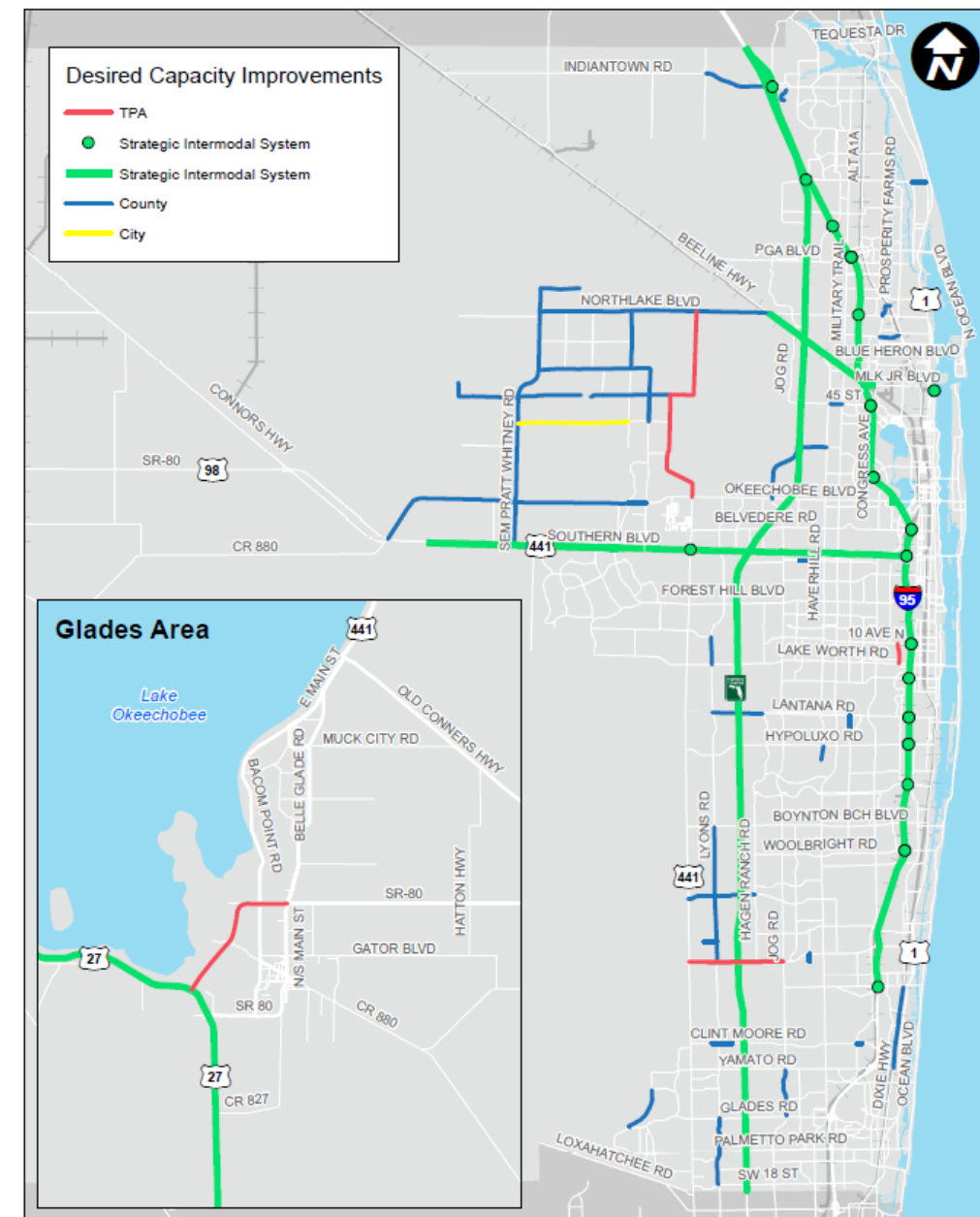
- Capacity Projects

- SR 7, Atlantic Ave, US 27 Connector, Hooker Hwy



PBC Projects - \$442M

- Central County
- Agricultural Reserve
- Southwest Unincorporated Area





LRTP Schedule

Schedule

Activity	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sept	Oct
Existing Conditions										
Goals, Objectives, Measures			★							
Multimodal Forecasting and Desires Plan					★					
Revenue Estimating and 10-year Plan						★				
Revenue Forecasting and 25-year Plan							★			
Scenario Planning and Implementation Plan									★	
Final Adoption										★

★ Governing Board Presentation

Thank you!

