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
WPB is the 3rd largest city in the region

<table>
<thead>
<tr>
<th>Growing population</th>
<th>Popular destination</th>
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<tr>
<td>100,343 people (2010)</td>
<td>6.9 million tourists visited Palm Beach County in 2015</td>
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<tr>
<td>108,896 people (2016)</td>
<td>10% increase year over year</td>
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<td>8.5% increase</td>
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Today most people drive

<table>
<thead>
<tr>
<th>77% drive</th>
<th>8% carpool</th>
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<tbody>
<tr>
<td>3% transit</td>
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<tr>
<td>4% walk</td>
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<tr>
<td>1% bike</td>
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City mode share 2015

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<td>20% increase</td>
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Florida is the most dangerous state for pedestrians

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

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

By Matthew F Smith • Feb 15, 2017

Ideas on fixing Okeechobee Blvd. traffic quagmire plenty and pricey

By Tony Oachs - Palm Beach Post Staff Writer

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

By Kristina Webb - Palm Beach Post Staff Writer
Off Peak
It's hard to want to walk when you can't see where you're going.
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.
Public Outreach

“We need better traffic flow”

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

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

“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”

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

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

“Cars dominate the streets”
Walkability

Existing

Goal
Increase Bike Network

2 + 15 = 17

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
**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.

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**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

In recent years, mobility options for West Palm Beach residents have increased. Creating spaces where these new options can provide transportation services efficiently will increase the ease of travel of all residents and visitors. Successful curb-side management balances the needs of these different modes of transportation, including:

- Walking
- Bicycling
- Bus
- Trolley
- Rideshare
- Taxi

**Curb Side Management 101**
Short Term Strategies

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

New Policies

- Vision Zero
- Parking TDMs
Quadrille Short Term
Long Term Improvements

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