WPB is the 3rd largest city in the region

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

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

Today most people drive
77% drive, 8% carpool
3% transit
4% walk
1% bike
City mode share 2015

But increase in transit ridership
3.64 million rides (2010)
4.39 million rides (2014)
20% increase
Growth

**Downtown West Palm Beach Population & Employment Trends**

- **+56%** in jobs by 2040
- **+35%** in residents by 2040

Source: US Census; Palm Beach MPO LRTP

**Annual Visitors in Palm Beach County & Hotel Room Inventory**

Source: Palm Beach County Tourist Development Council

**Commute Mode Share**

- **Downtown West Palm Beach**: 59% Drive alone, 6% Carpool, 1% Motorcycle, 13% Public Transportation, 3% Walk/Bike/Transit, 4% Work at Home
- **West Palm Beach, FL**: 77% Drive alone, 8% Carpool, 1% Motorcycle, 6% Public Transportation, 3% Walk/Bike/Transit, 1% Work at Home
- **Palm Beach County**: 79% Drive alone, 10% Carpool, 1% Motorcycle, 6% Public Transportation, 2% Walk/Bike/Transit, 1% Work at Home
Growth in jobs, population, and visitors

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

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

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.

**Projected Employment Growth in the City & Downtown West Palm Beach**

- 2015: 56%
- 2040: 46%

**Projected Population Growth in the City & Downtown West Palm Beach**

- 2015: 35%
- 2040: 22%

**Age Distribution in the City & Downtown West Palm Beach (2015)**

- Under 20: 12%
- 20 to 64: 80%
- 65 and Over: 8%

Source: US Census; Palm Beach MPO LRTP
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, biking, and transit because of the shorter commute distances.

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

After years spent widening the interstate 405 freeway in Los Angeles, travel times are slightly slower than before.  | (Kevork Djansezian/Getty Images)
"With **26 lanes** in certain parts, the Katy Freeway, or **Interstate 10**, is the widest highway in the world. It serves more than 219,000 vehicles daily in Texas. Built in the 1960s, **Interstate 10** expands across a 23-mile stretch from its intersection with **Interstate 610** to the city of Katy in Texas."
Strategic Mobility Vision
Safety

Florida is the most dangerous state for pedestrians

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

Ideas on fixing Okeechobee Blvd. traffic quagmire plenty and pricey

While U.S. traffic deaths rise, is Palm Beach County on decline?
Heart disease is the leading cause of death in the U.S.

**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**.
Strategic Mobility Vision
Want to support the Paris agreement? Stop driving so much, LA

Transportation and density are the keys to honoring our climate commitments

By Alissa Walker | @awalkerinLA | Jun 2, 2017, 2:50pm PDT

Figure 1-3. Emissions by Sector

2014 Total CA Emissions: 441.5 MMTCO2e

Transportation is California's largest source of emissions that cause climate change. | California Air Resources Board

Editorial: Impact from rising seas needs to be met head-on, now

OPINION

Greenwood Drive at South Flagler Drive in West Palm Beach is still flooded 2 hours after high tide Tuesday, November 11, 2016. (Lannis Waters | The Palm Beach Post)
Walkability

Goal

- Public Spaces
- Safe Crossings
- Comfortable Walkways
- Accessible Walkways
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
Quadrille Short Term
Quadrille Long Term
Transit

**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.

**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.

**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**
Vehicular Traffic Volumes

AM Peak Hour (vehicles per hour)

Note: Only includes highest volume turning movements at each intersection
Vehicular Traffic Volumes

PM Peak Hour (vehicles per hour)
It's hard to want to walk when you can't see where you're going.
Safety

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

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

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

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

Drivers represent 95% of all crashes and 56% of all fatalities and serious injuries.

Pedestrians represent 2% of all crashes but 25% of all fatalities and serious injuries.

Source: FDOT Signal 4 Analytics
Short Term Strategy

No Parking: Condos Leave Out Cars

By LINDA BAKER  NOV. 12, 2006

FEWER CARS There are no parking spaces for the condos bought by Annemiek Clark and Daniel Pasley in downtown Portland, Ore. Lisa Ryan for The New York Times

Parkageddon

How not to create traffic jams, pollution and urban sprawl

Don't let people park for free

The High Cost of Free Parking

DONALD SHOUP
Mobility Hub

Future Development Site/Mobility Hub

CONCEPTUAL DIAGRAM OF STREET DESIGN CHANGES AROUND THE TENT SITE.
Prioritize Transit

1. The bus driver: When buses get priority, riders prioritize the bus
2. The public official: “Small, surgical fixes add up to something big”
3. The advocate: Seattle funded better bus service by being straight with voters