US-1 Multimodal Corridor Study

TPA Committee Meetings
May 2018
Purpose

Develop a comprehensive plan to identify **multimodal improvements for all users** of the roadway and evaluate the potential for a premium **express bus service**
US-1 Multimodal Corridor Study

In early 2017 the Palm Beach TPA kicked off a US-1 Multimodal Corridor Study to examine the potential for new express bus service as well as facilities to improve pedestrian and bicycle safety and connectivity along the corridor. The study encompassed the US-1 corridor in Palm Beach County from Carino Road in the City of Boca Raton to Indiantown Road in the Town of Jupiter. The project corridor is approximately 25 miles in length and runs north-south across 14 local municipalities. This effort included a robust outreach event and 6 months of public workshops and charrettes. The project also included a health impact assessment tool and a working group with local health partners to help inform the study’s recommendations and potential impacts to community health. This project is included in the Palm Beach TPA’s Priority Projects Six for the Transportation Improvement Program (TIP).

The US-1 Multimodal Corridor Study draft documents are available under the “Project Documents” tab and at www.palmbeachtpa.org/dtp.

PROJECT STATS

- 7.0% walkers
- 2.3% cyclists
- 1.4% transit
- 3.3% HOV
- 10.3% outdoor work
- 74.0% interior work
- 1.5% other

PROJECT TIMELINE

- Spring 2017: Research
- Summer 2017: Outreach
- Fall 2017: Report
- Winter 2018: Outreach
- Spring 2018: Outreach

450+ attendees at Workshops and Open Studio Charrettes/Open Streets Event

- 18 Open Studio Charrette Days
- 6 Workshops
- 1 Open Streets Event

100+ interactive Priority Pyramid Responses

9 comments to info@US1PBCorridorStudy.com

260+ likes and 130+ comments on online Comment Map

100+ survey responses

100+ Stakeholder Interviews

16+ personal interviews

Social Media included Project Facebook Page and Instagram
Overview of Presentation

- Health Impact Assessment (HIA)
- Transit Assessment
- Roadway Assessment
Health Impact Assessment (HIA)

• Brings together **scientific data, health expertise, and public input** to identify potential health effects of proposed regulations, projects, and programs

• Can help decision-makers **consider health** when making decisions

• Generates **recommendations** on how to improve a project or policy
US-1 HIA Process

• Collected Input:
  • HIA Working Group
  • Stakeholder Interviews
  • Charrettes/Workshops
  • Quality of Life Survey
  • Literature Review
  • Available Mapping Data
HIA Current Conditions
Health-Related Issues for US-1 Corridor Residents

43% Hypertension Rate
(Higher than the County, State, and National averages)

14% Diabetes-Related Issues
(Higher than the County, State, and National averages)

30% Obesity-Related Issues
(Higher than the County, State, and National averages)
HIA Current Conditions
Physical-Related Issues for US-1 Corridor Residents

321 Bike/Ped Crashes
58% Pedestrian
42% Bicyclist

82% Bicycle Crashes in Areas with NO Bike Lane

15 Bike/Ped Fatalities
(100% at Night or at Dusk)
HIA Current Conditions
Physical-Related Issues for US-1 Corridor Residents

90% of Route 1 riders WALK to their Stop

50% ARE Transit Dependent

Highest Ridership Route in the County

65% of Route 1 riders do NOT transfer buses
HIA Integration

- Access to Health Care + Healthy Food
- Mental Health / Depression
- Chronic Illness (Diabetes, Hypertension, Asthma)
- Obesity
- Bike + Pedestrian Crash Rates
- Taxable Land Value

Complete Streets

Premium Transit
HIA Key Recommendations

Advance premium transit on US-1 by funding capital and operational costs for the service

Implement Complete Street Solutions for the US-1 Corridor
ROUTE 1
Highest Ridership in the County
Gardens Mall to Boca Raton
1,922,272 Riders per Year

TRIPS ON ROUTE 1
50%
Between Riviera Beach and Boynton Beach
75%
Of Trips are 15 miles or less
Transit Recommendations

**PTX Yellow – Phase 1**
*(Riviera Beach to Boynton Beach)*

- Existing Route 1 increased to 30-min Frequency
- New “Palm Tran Express (PTX)” service
- 19 miles – 19 station pairs
- Operates in mixed traffic
- 10-minute frequency
- Operates during:
  - 4 Hrs Morning/Afternoon Peak Period
  - 1 Hr Late Night Run
- **Serves the Highest Existing Ridership and Greatest Concentration of Transit-Dependent Riders**
Transit Recommendations

PTX Yellow – Phase 1
(Riviera Beach to Boynton Beach)

75,000 Additional Riders per Year

24 Schools
Within a 10-minute Walk

17% Increase in Households and Jobs Locations that have access to Transit

90 Healthcare Facilities
Transit Recommendations

PTX Blue – Phase 2
(Boynton Beach to Boca Raton)

- Existing Route 1 increased to 30-min Frequency
- Southern extension of PTX Yellow
- 14 additional miles – 11 more station pairs
- Operates in mixed traffic
- 20-minute frequency
- Operates during:
  - 4 Hrs Morning/Afternoon Peak Period
  - 1 Hr Late Night Run
- Captures Additional High Concentration of Households and Jobs
PTX Green – Phase 3
(Boynton Beach to Boca Raton)

- Existing Route 1 increased to 30-min Frequency
- Northern extension of PTX Yellow
- 9 additional miles – 12 more station pairs
- Operates in mixed traffic
- 20-minute frequency
- Operates during:
  - 4 Hrs Morning/Afternoon Peak Period
  - 1 Hr Late Night Run
- **Full US-1 Express Transit Service**
Transit Recommendations

PTX Yellow + PTX Blue + PTX Green
(City of Boca Raton to Town of Jupiter)

229,000 Additional Riders per Year

45 Schools within a 10-Minute Walk

138% Increase in Households and Jobs Locations that have access to Transit

217 Healthcare Facilities
Transit Station Design

- Solar Panels (Self-Powering)
- Branded Shelter Design
- Off-Board Ticketing (Smartphone Integration)
- Branded Wayfinding Signage
- Level Boarding (raised 14'-15" above roadway)
- Real-Time Arrival Information
- Pedestrian-Scale Lighting, Site Furnishings, WiFi, etc.
- Bicycle Racks and/or BikeShare

US-1 & Glades – Boca Raton

US-1 & Lindell – Delray Beach
TOD Opportunity Sites
Transit-Oriented Development

42 Station Areas
Examined Potential Development Scenarios around PTX Stations
Roadway

- Typical Sections

**EDOT Context Classification:** C1-Natural & C3-Suburban

**Existing Speed Limit:** 45 mph

**Length:** 5.4 miles

**Proposed Recommendations:** Shoulder widening with separated bicycle lanes; add landscaping zones with street trees
Roadway

- Continuous Plan View
Example – Lake Worth Station
Project Documents

- Coffee Book
- Report
- Appendix A: Health Impact Assessment (HIA)
- Appendix B: Transit
- Appendix C: Roadway
- Continuous Roll Plots of Roadway Concept Design
Project Documents

- Coffee Book
  - High level findings
Project Documents

- Report
  - Detailed analysis
TPA Committee Actions

- Endorse conceptual recommendations
- Endorse priority tier system for roadway projects
- Request TPA Board direct staff to work with FDOT and local governments to fund Tier 1 road projects in TIP
- Ask Palm Tran to confirm transit recommendations and pursue funding to implement PTX Yellow