



US-1 Multimodal Corridor Study



CONNECTINGCOMMUNITIES
In Palm Beach County

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



HOME ABOUT GET INVOLVED PROJECT DOCUMENTS HEALTH & TRANSPORTATION FAQs



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 Camino Real in the City of Boca Raton to Indian Town Road in the Town of Jupiter. The project corridor is approximately 42 miles in length and runs north-south across 14 local municipalities. This effort included a kickoff outreach event and 6 months of public workshops and charrettes. The project also included a Health Impact Assessment (HIA) and HIA 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 List 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/1211

PROJECT STATS



Source: U.S. Census Bureau 2011-2013 5-Year Estimates; Robert Wood Johnson Foundation County Health Rankings

PROJECT TIMELINE



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+ Stakeholder Interviews



16+

personal interviews

100+ survey responses



Social Media included Project Facebook Page and Instagram

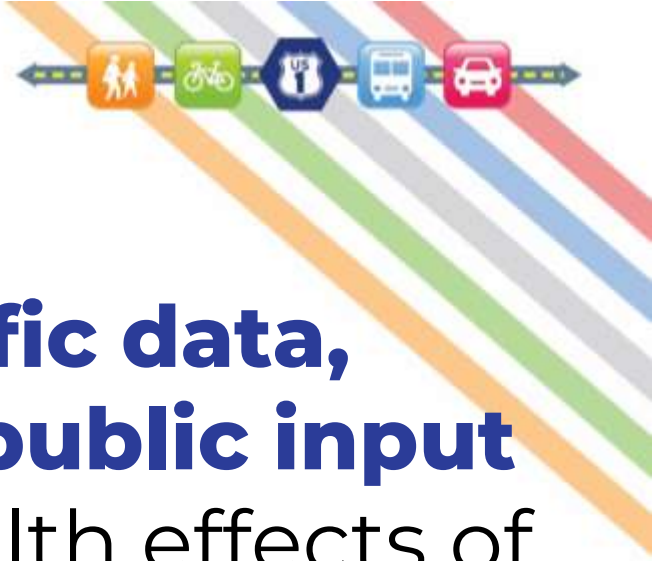


Overview of Presentation

- 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**

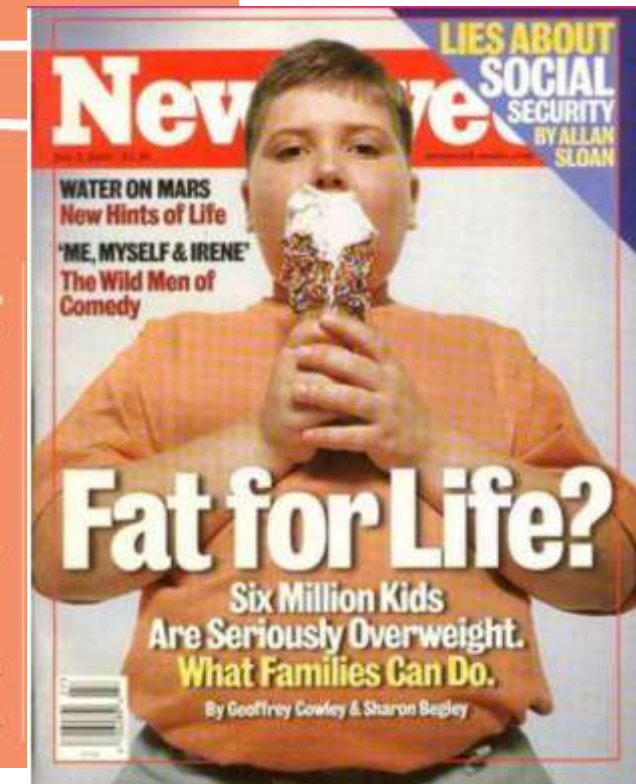
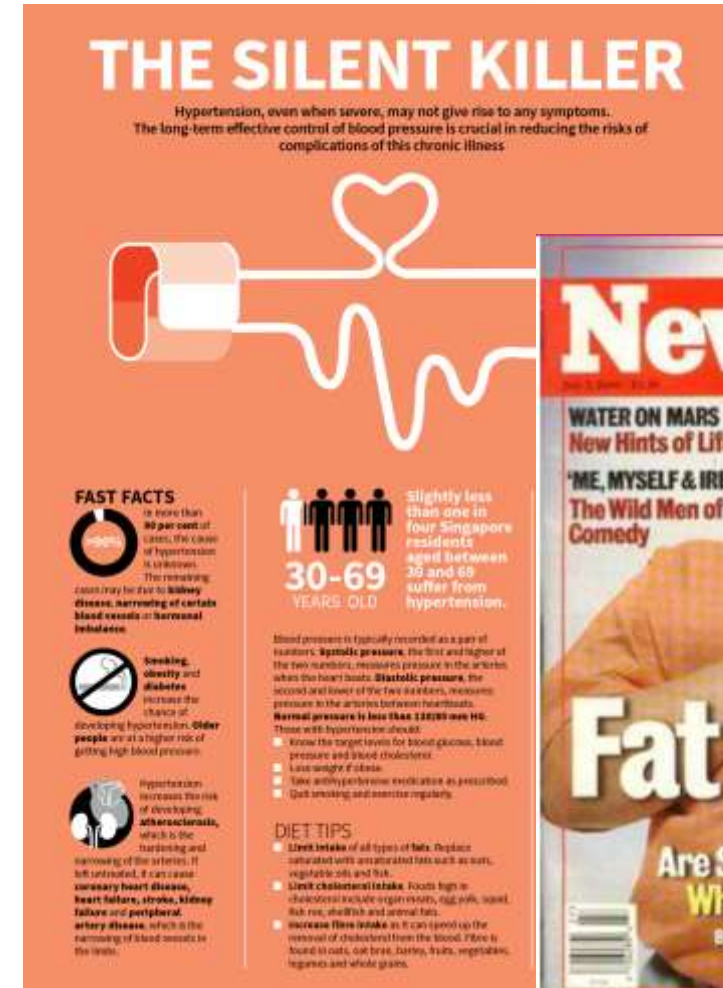
(Higher than the County, State, and National averages)

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

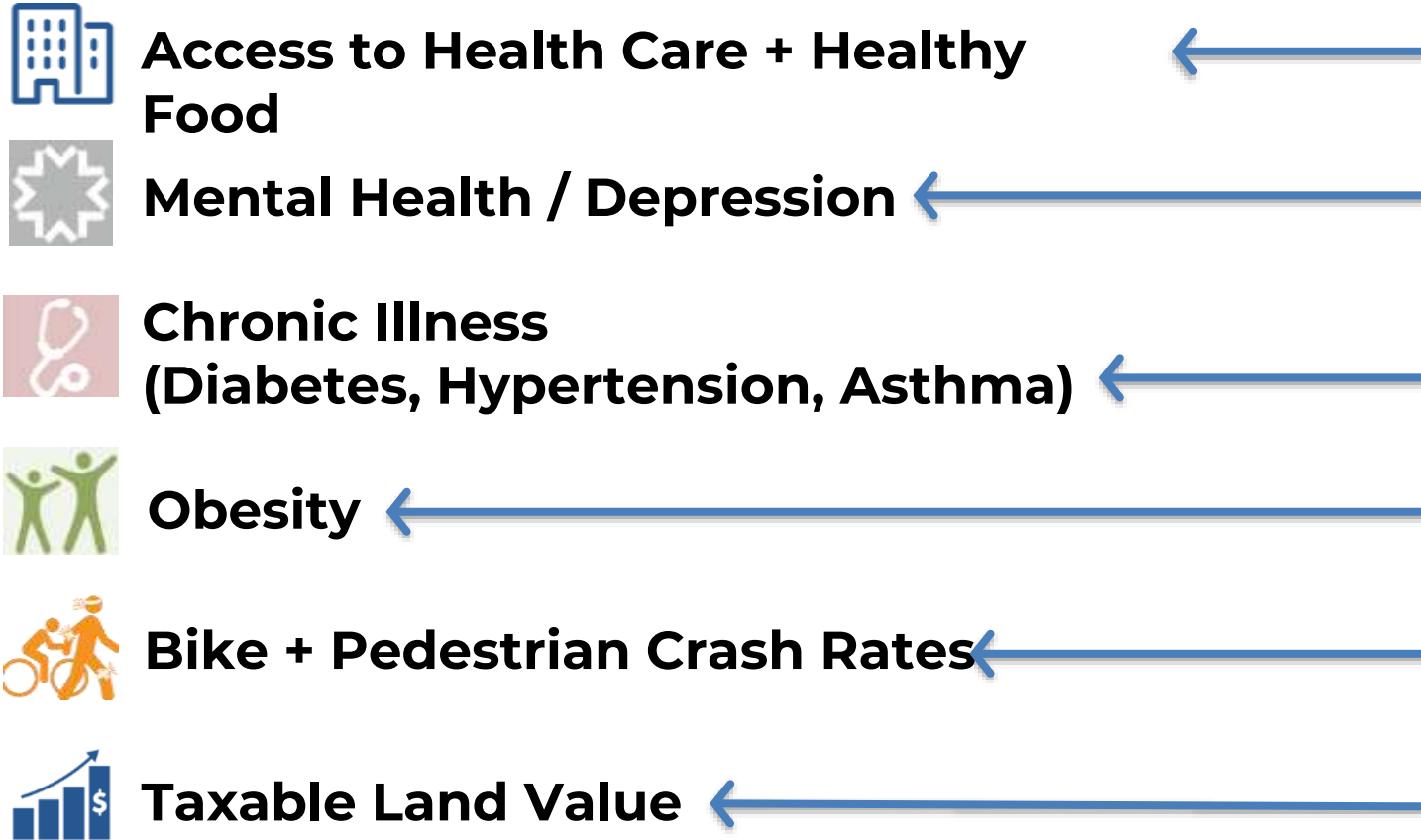
Physical-Related Issues for US-1 Corridor Residents



**Highest
Ridership Route
in the County**



HIA Integration



**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

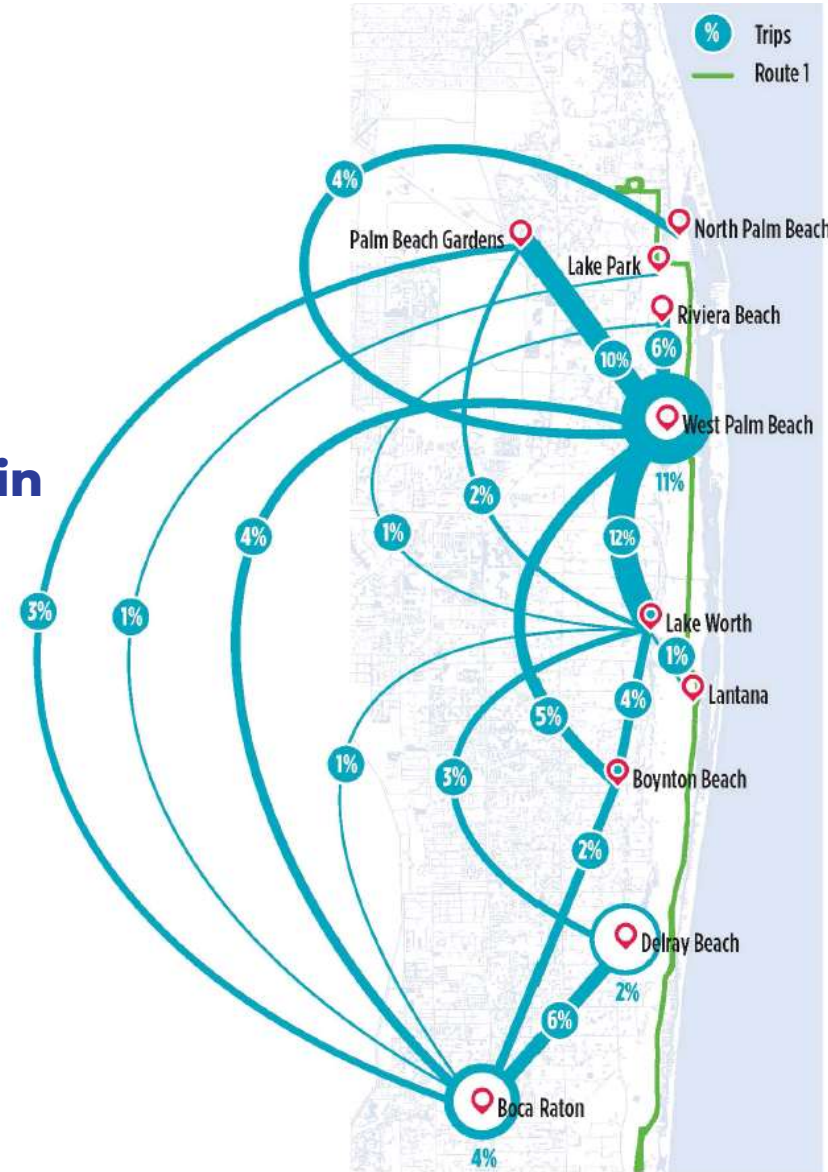


TRIPS ON ROUTE 1



Gardens Mall to Boca Raton

1,922,272
Riders per Year



50%

Between Riviera Beach and Boynton Beach

75%

Of Trips are 15 miles or less

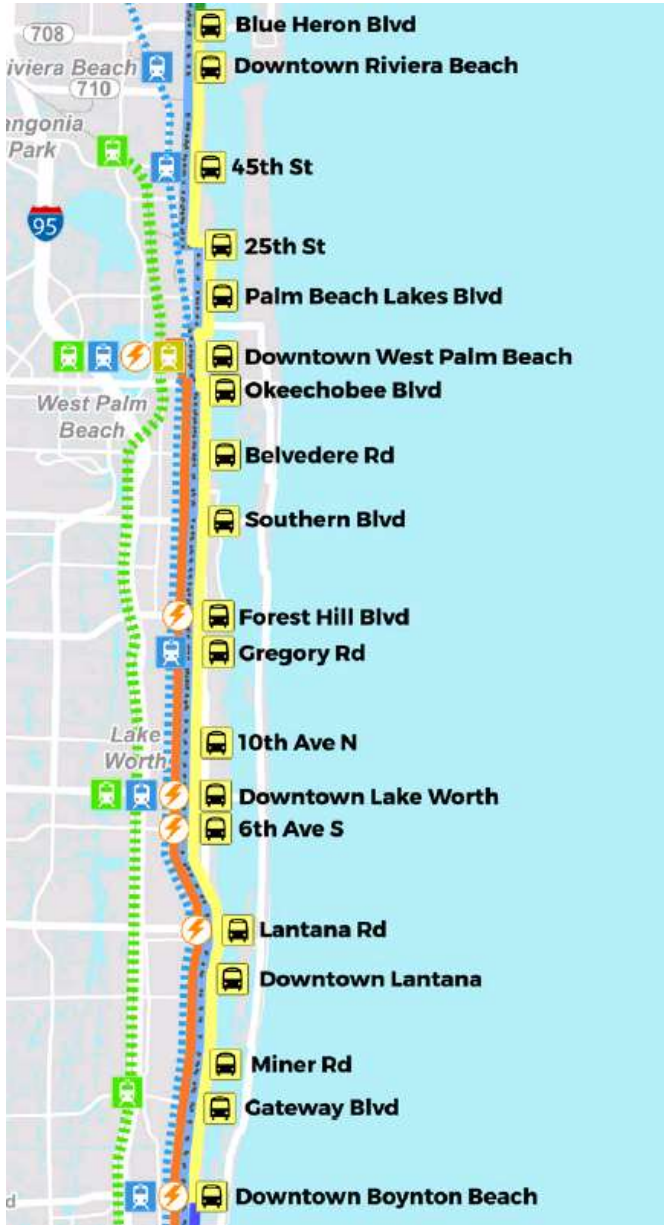
Transit Recommendations



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

17% 

**Increase in Households and
Jobs Locations that have
access to Transit**

24 
Schools

Within a 10-minute Walk

90 
**Healthcare
Facilities**

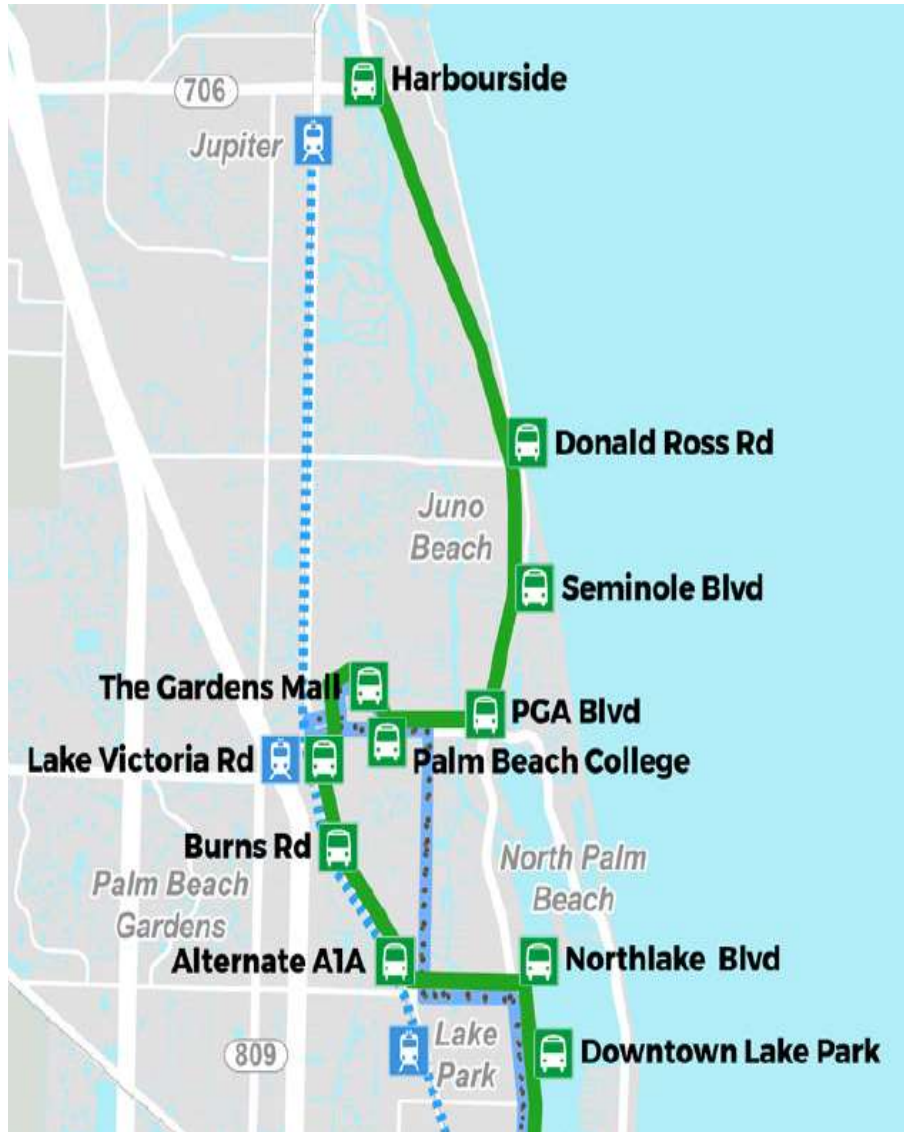
Transit Recommendations



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**

Transit Recommendations



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%



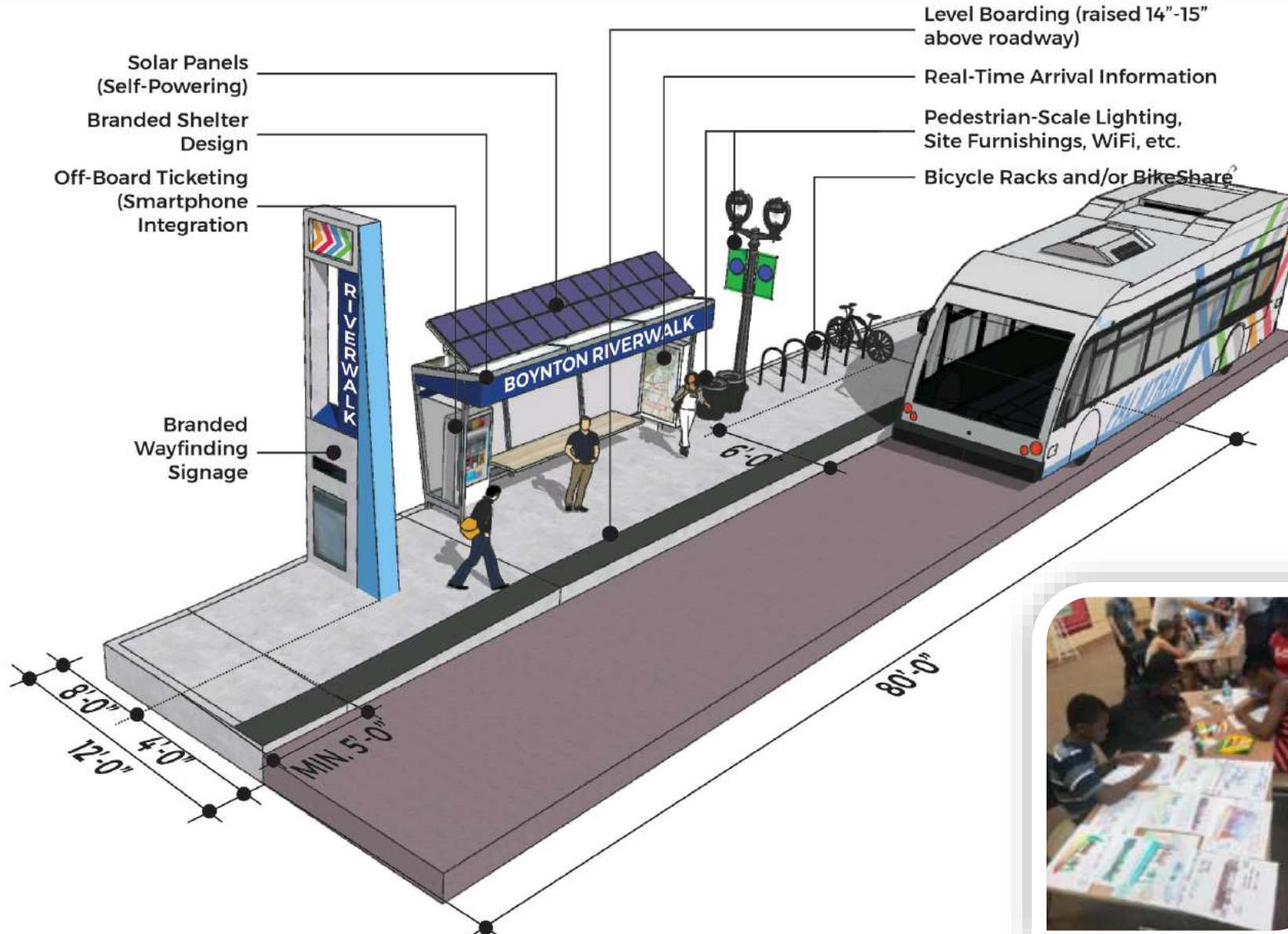
**Increase in Households and Jobs
Locations that have access to
Transit**

217



**Healthcare
Facilities**

Transit Station Design



US-1 & Glades – Boca Raton



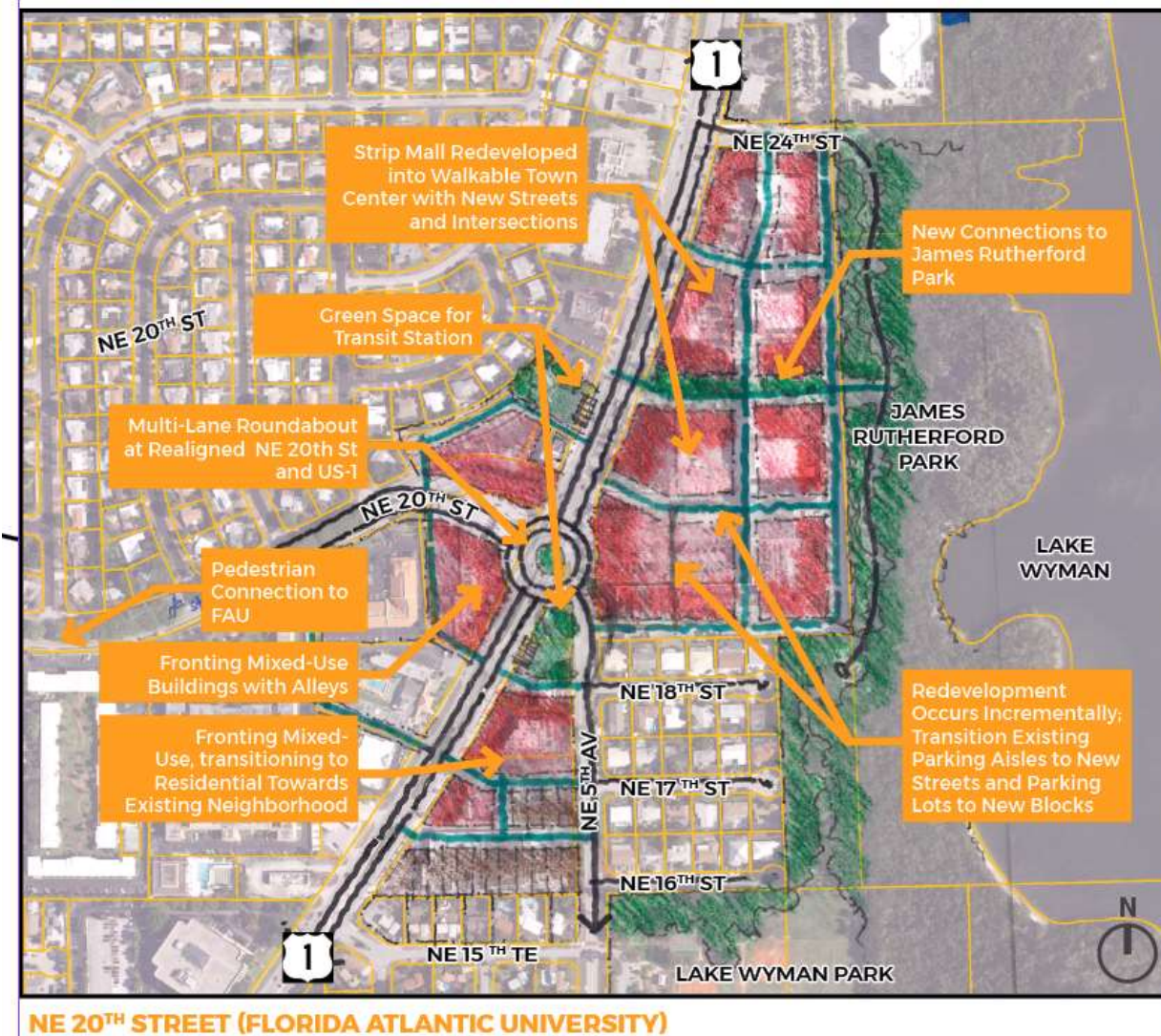
US-1 & Lindell – Delray Beach

TOD Opportunity Sites

Transit-Oriented Development

42 Station Areas

Examined Potential Development Scenarios around PTX Stations



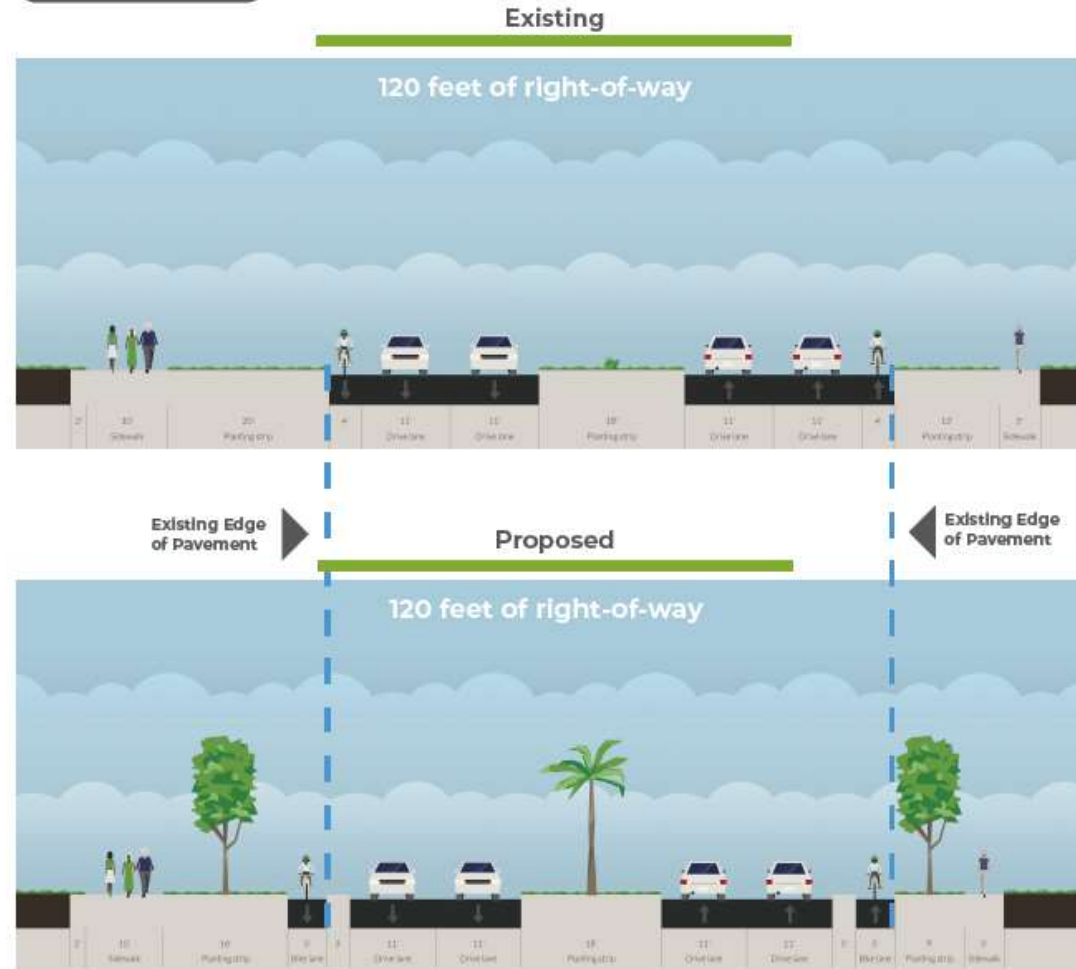
Roadway

- Typical Sections



Ocean Drive to Indiantown Road

Roll Plot No. 60-68



FDOT Context Classification: C1-Natural & C3-Suburban

Existing Speed Limit: 45 mph

Length: 5.4 miles

Proposed Recommendations: Shoulder widening with separated bicycle lanes; add furnishing zones with street trees



Roadway

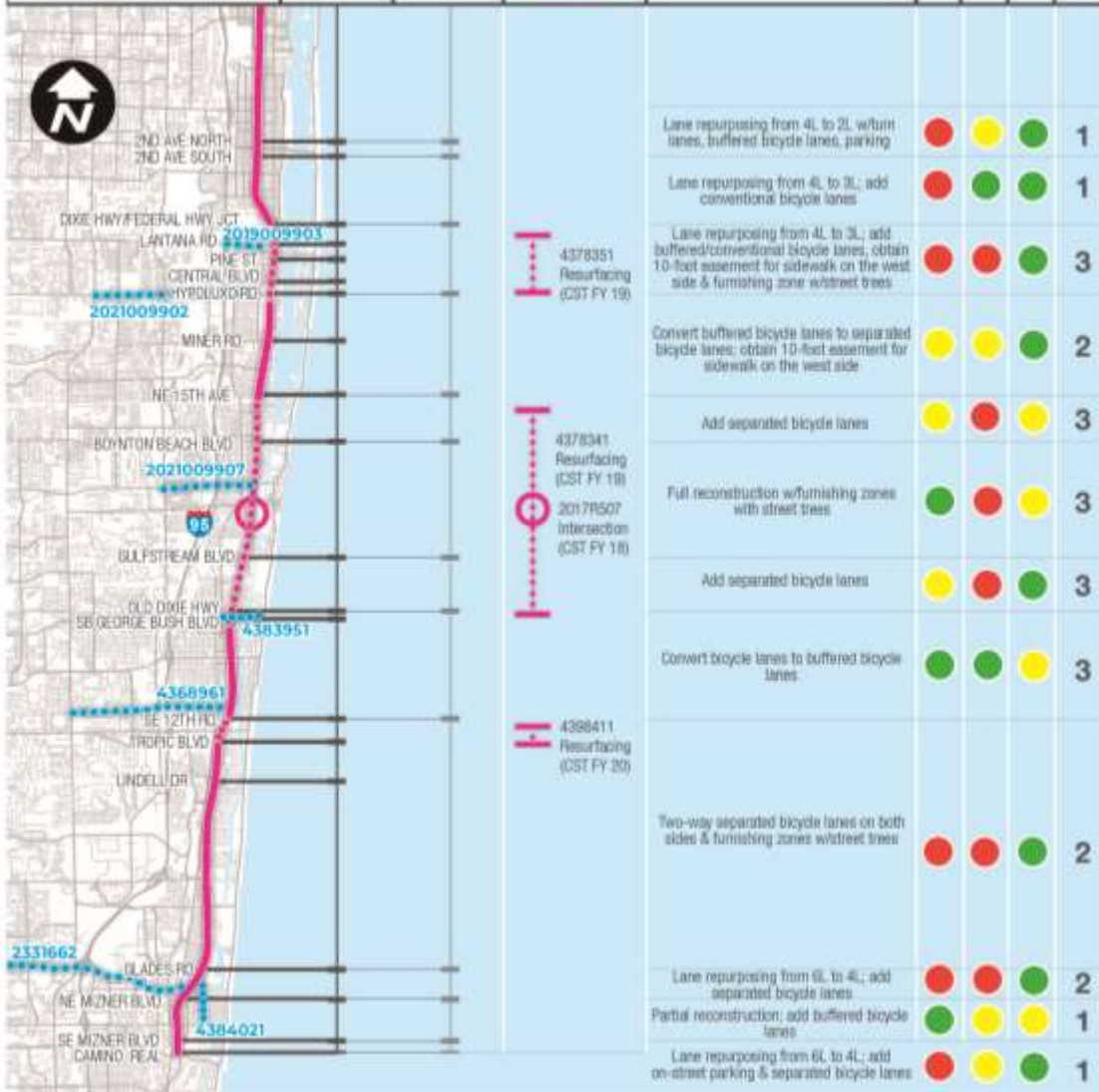
- Continuous Plan View





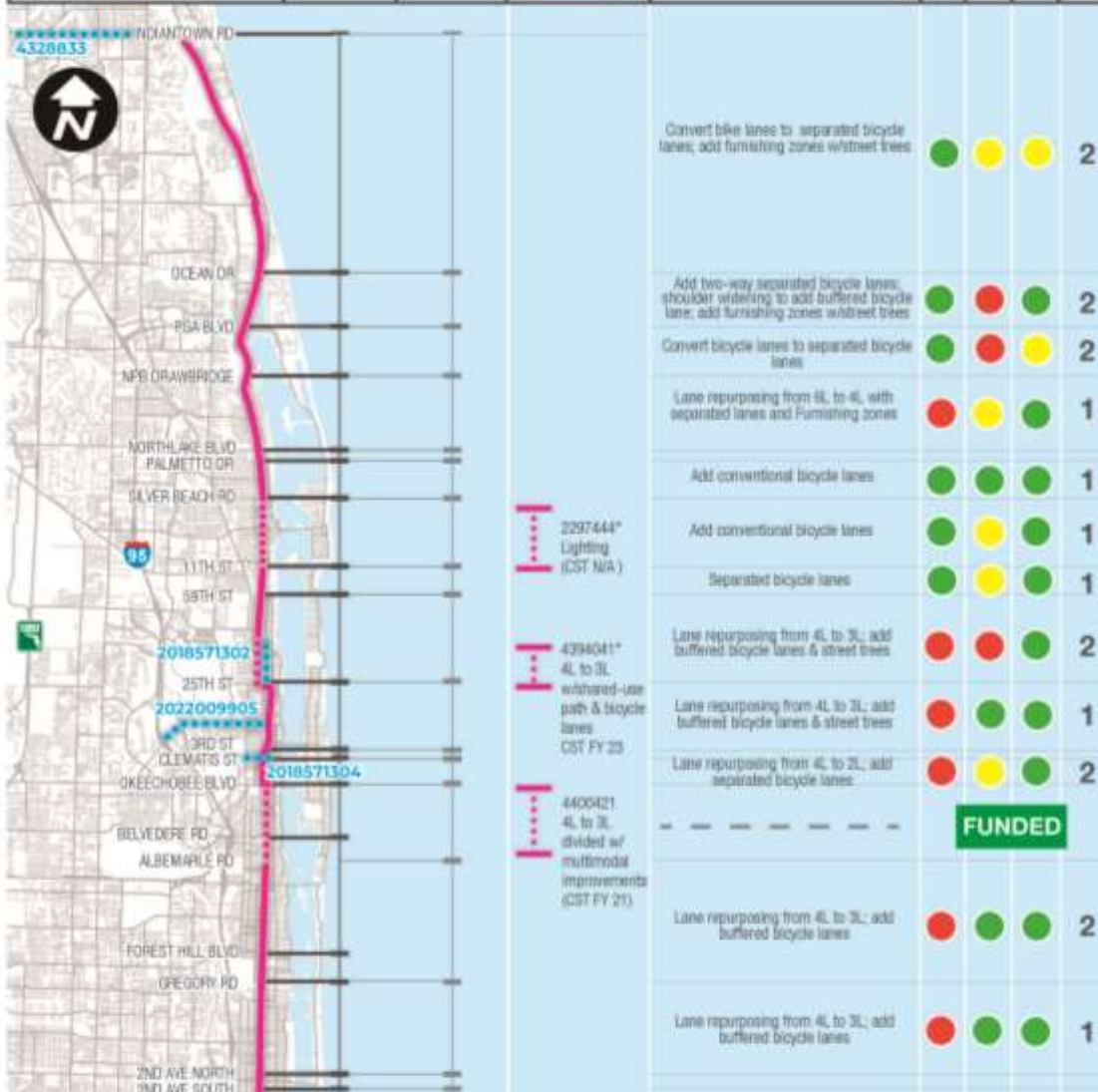
**Example –
Lake Worth
Station**

PRIORITIZATION OF PROPOSED MULTIMODAL IMPROVEMENTS	TYPICAL SECTION TERMINI	PROJECT TERMINI	US-1 CORRIDOR US-1 TIP PROJECTS NEARBY TIP PROJECTS	DESCRIPTION	COMPLEXITY	COST	BENEFIT	PRIORITY TIER
0 2 4 MILES								



LEGEND	COMPLEXITY	COST	BENEFIT
Green	No change to the number of existing through lanes & parking	No changes to drainage or median	Add new modal facilities
Yellow	Turn lane modifications and/or removal of parking	Changes to median and/or minor curb modifications	Improve existing facilities & adding a buffer
Red	Lane elimination and/or significant additional planning process may be required	Full reconstruction	N/A

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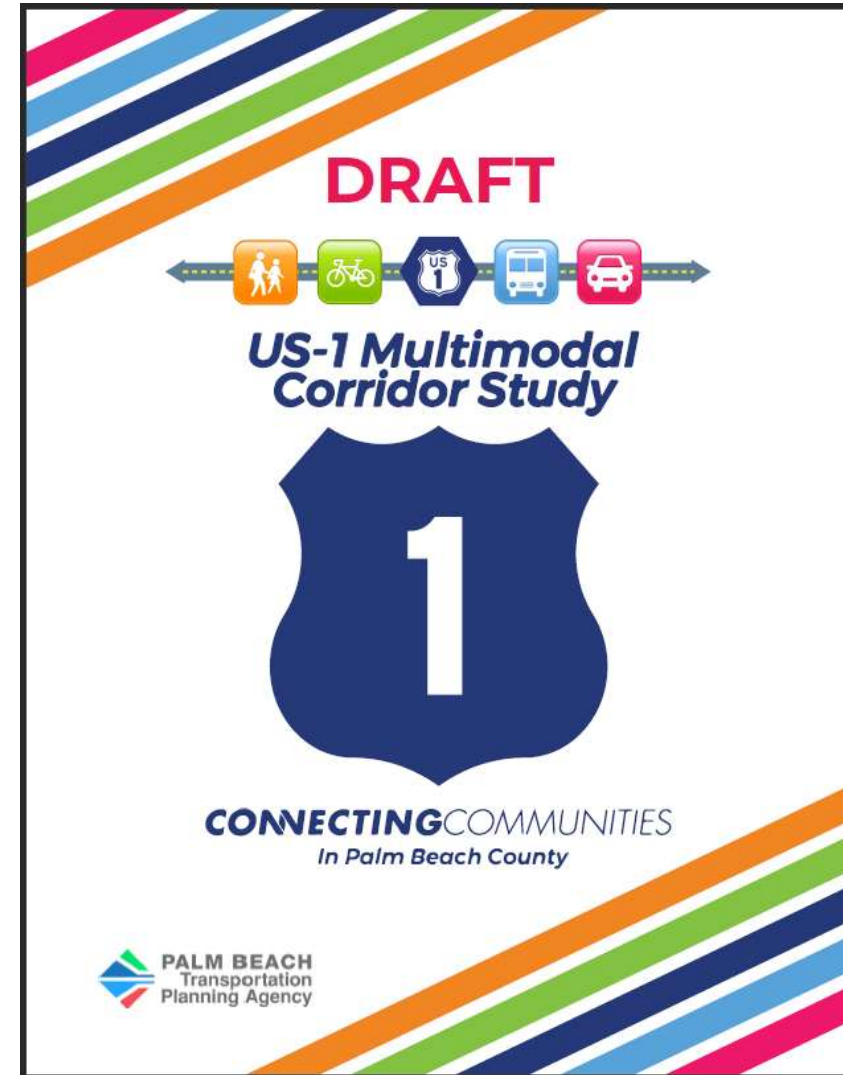


PRIORITY TIER		
1 – Build in 5-7 Years	2 – Build in 7-9 Years	3 – Build in 10+ years

**Source: Palm Beach TPA Draft Fiscal Year 2018-2023 Transportation Improvement Program (TIP)*

Project Documents

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



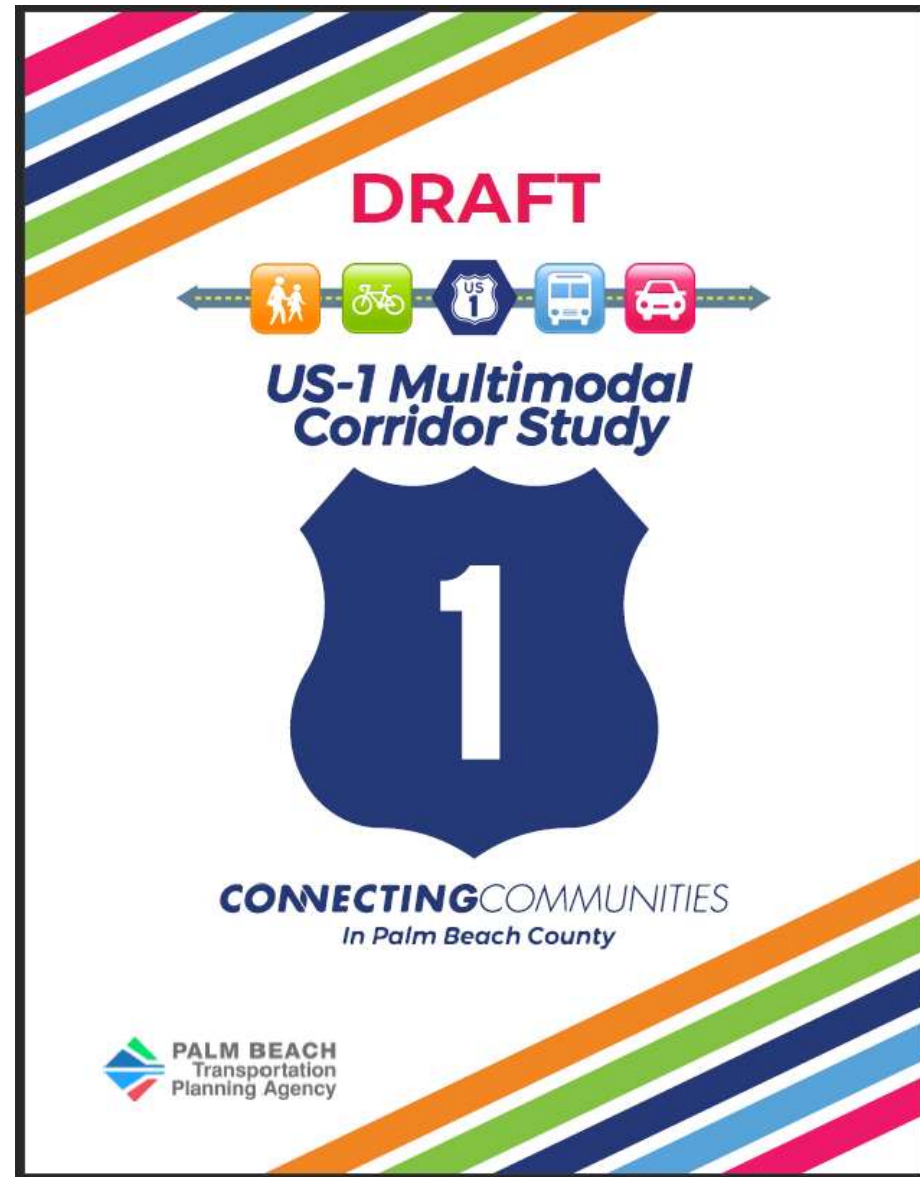
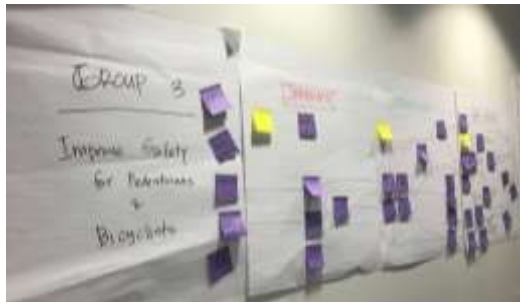
Project Documents

- 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