Transit Initiatives
TPA Transit Overview

- Capital Projects
- Transit Planning Initiatives
- Challenges
Tri-Rail Layover Facility, New Boca Station

- Northern Layover Facility - $28.7 M; Completion in 2023
- Boca II Tri-Rail Station - $8.5 M; Construction TBD
Palm Tran Fare Interoperability

- Total cost of $6M, TPA provided $5.3M
- Implementation in late 2019
Trolleys, Shelters, Facilities

- Palm Tran Delray Maintenance/Admin Facility - $1.5M
- Palm Tran Bus Shelters FY18 $600K; FY23 $800K
- WPB Shelters $571K & Trolleys $1.5M
- Delray Trolleys $860K
Current Transit Planning Initiatives

- US-1 Multimodal Corridor Study
- Transit Density Maps
- Transit Access Study
- Tri-Rail Coastal Link Steering Committee
- Palm Tran Route Performance Maximization
- Palm Tran Transit Development Plan
- SR80 Premium Transit / TOD Workshop
US-1 Multimodal Corridor Study

- Develop a comprehensive plan to identify multimodal improvements that increase safety and access for all users
- Evaluate the potential for premium bus service
- Improve Public Health through Transportation Design
Health Impact Assessment

- Working Group
- Stakeholder Interviews
- Charrettes/Workshops
- Quality of Life Survey
- Available Mapping Data
Project Website and Innovative Outreach

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 Midtown West in the Town of Jupiter. The project corridor is approximately 42 miles in length and runs north-south across 14 local municipalities. The effort included a kick-off outreach event and six months of public workshops and charrettes. The project also included a Health Impact Assessment (HIA) and TPA 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/US1

PROJECT STATS

- 7.0% (2035) Cardboard
- 2.5% (2035) Wireless
- 1.4% (2035) Trolley
- 3.3% (2035) Light Rail
- 10.3% (2035) Bus
- 74.0% (2035) Car
- 1.5% (2035) Other

PROJECT TIMELINE

- Spring 2017: Research
- Summer Fall 2017: Outreach
- Winter 2018: Report
- Spring 2019: Outreach

Social Media included Project Facebook Page and Instagram

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

100+ survey responses

16+ personal interviews
Transit Station Design

Level Boarding (raised 14”-15” above roadway)

Real-Time Arrival Information

Pedestrian-Scale Lighting, Site Furnishings, WiFi, etc.

Solar Panels (Self-Powering)

Branded Shelter Design

Off-Board Ticketing (Smartphone Integration)

Branded Wayfinding Signage

Ramp to Level Boarding Station

On-Street Parking Reserved for Station

Ramped Pedestrian Access to Station

Landscape
MIKE IN WEST PALM BEACH

Mike noted that bicycling would be much easier than driving and trying to find a parking space, especially when visiting restaurants and nightlife Clematis Street. In his opinion and perception, the absence of pedestrian safety features or dedicated bike lanes makes it tough to consider exclusively biking here. He has used the Trolley in the past and agrees it is convenient, but given the time savings of driving, Mike does not really consider using the fixed route system.

PEDRO IN BOYNTON BEACH

Pedro is a certified nursing assistant (CNA) employed by Bethesda East Hospital in Boynton Beach. Each morning at 4:30 AM he walks, in the dark, to the West Palm Beach Intermodal Center from his home west of downtown. With the lack of pedestrian lighting on his path, he is very concerned for his personal safety and “feels (he) will be a target” for crime.

Pedro’s roundtrip journey to work takes a little over four hours each day. Because of his safety concerns, he sometimes rides Tri-Rail in the morning, however, he uses the bus on the return trip due to the cost. He usually purchases a weekly bus pass, but on the day he was interviewed his weekly pass had expired and he was forced to purchase a single pass because of personal financial issues. Pedro felt that the cost for a weekly pass was too much for a trip that would normally take about 20 minutes by car.

PAT IN LAKE WORTH

Pat offers support and outreach to transit riders at the Palm Tran Route 1 Bus Stop adjacent to the CVS at North Dixie Highway and Lucerne Avenue in downtown Lake Worth. She noted that the accumulation of garbage and the perceived lack of stewardship at many bus stops gives a negative impression of “her” community. She and her friend, Eileen, bring trash bags to clean up the debris at various bus stops when they are out and about.

“...This is a thoroughfare where people come from outside our area and they see all this filth around the bus stops. That to me is a disgrace. People come to these bus stops and they are looking at what Lake Worth is like, and the view leaves a bad taste in their mouth.”

Stories from the Corridor
Vulnerable Populations

- **Boynton Beach**
  - High percentage of racial & ethnic minorities population
  - Food desert
  - Hypertension rate (45.5%)

- **Lake Worth**
  - Depression rate (18.7%)
  - Obesity rate (31.1%)
  - Bicycle/Ped Incident/Mile (3.8)

- **West Palm Beach**
  - High transit-dependent households
  - Bicycle/Ped Incident/Mile (3.1)
  - Multimodal Split: 10.0%

- **Riviera Beach**
  - Hypertension (45.6%)
  - Obesity: 34.1%
  - Asthma: 9.7%

- **Lake Park**
  - Obesity: 33.0%
  - Multimodal Split: 9.4%
  - Asthma: 9.3%

Concentration of Vulnerable Populations

<table>
<thead>
<tr>
<th>Range</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>38% (County Avg) - 50%</td>
<td></td>
</tr>
<tr>
<td>51% - 75%</td>
<td></td>
</tr>
<tr>
<td>76% - 100%</td>
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</tbody>
</table>
PTX Yellow + PTX Blue + PTX Green

(City of Boca Raton to Town of Jupiter)

229,000 Additional Riders per Year

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

Within a 10-Minute Walk

45 Schools

217 Healthcare Facilities
Transit-Oriented Development

Examined Potential Development Scenarios around PTX Stations

Station Areas

TOD Opportunity Sites

Slide 42

Redevelop Blocks into Mixed-Income, Higher Density Residential adjacent to Transit
New Linear Park on 13th to Connect Transit Areas
Consider New Alleyways for Redevelopment
Smaller Lot Infill Mixed-Income Residential Neighborhood with Park Space
New Park Space for PTX Station
Strip Mall Redeveloped into Walkable Town Center with New Streets and Intersections
Green Space for Transit Station
Multi-Lane Roundabout at Realigned NE 20th St and US-1
Pedestrian Connection to FAU
Fronting Mixed-Use Buildings with Alley
Fronting Mixed-Use, transitioning to Residential Towards Existing Neighborhood
Redevelopment Occurs Incrementally, Transition Existing Parking Aisles to New Streets and Parking Lots to New Blocks

13TH STREET

NE 20TH STREET (FLORIDA ATLANTIC UNIVERSITY)
Roadway

- **Typical Sections**

**Existing**

- 120 feet of right-of-way

**Proposed**

- 120 feet of right-of-way

**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 Views
US-1 Multimodal Corridor Study Next Steps

- FDOT Design Feasibility
- Palm Tran Perform Detailed Analysis & Pursue Funding
- Work with Communities & FDOT to Implement Improvements

www.PalmBeachTPA.org/US1
Transit Access Study

- 6 High Ridership Locations
- Improve accessibility & safety
Transit Initiatives & Collaboration

- Tri-Rail Coastal Link Steering Committee
- Palm Tran Route Performance Maximization
- Transit Development Plan
- SR80 Premium Transit / TOD Workshop
Transportation Disadvantaged (TD)

- ~$3.5M/yr. CTD for Palm Tran TD Service
- $50K to TPA Designated Official Planning Agency
- TD Local Coordinating Board
- Transportation Disadvantaged Service Plan
- CTC Evaluation
Upcoming Transit Initiatives

- Okeechobee Blvd Corridor Study
- Local Transit Shelter Design Guide
- LRTP premium transit corridors and funding options
- FHWA Peer Exchange Program
Future Transit Challenges

- Transit readiness to implement funded projects
- Transit Funding Source for O&M
- Transit & Complete Streets Improvements Coordination
- Buy-in for Premium Transit - Land Use - Which comes first?