Transportation Plan Update

Multimodal Desires Plan
May 2019
Multimodal Forecasting
Vision: A safe, efficient, connected and multimodal transportation system
## Highlighted Objectives - Make No Small Plans

<table>
<thead>
<tr>
<th>Objective</th>
<th>2018 Value</th>
<th>2045 Target</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cut Daily Fuel Use (gal per person)</td>
<td>1.3</td>
<td>&lt; 1</td>
</tr>
<tr>
<td>Cut Daily VMT per person</td>
<td>28.4</td>
<td>&lt; 20</td>
</tr>
<tr>
<td>Eliminate traffic-related fatalities and serious injuries</td>
<td>1,344</td>
<td>0</td>
</tr>
<tr>
<td>Cut transit travel time vs. drive alone</td>
<td>1.97</td>
<td>&lt; 1.5</td>
</tr>
<tr>
<td>Increase transit passengers per revenue hour</td>
<td>18</td>
<td>40</td>
</tr>
<tr>
<td>Build more ped/bike facilities (miles)</td>
<td>1,743</td>
<td>2,530</td>
</tr>
<tr>
<td>Grow Walk/Bike/Transit commuter mode split</td>
<td>4%</td>
<td>30%</td>
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</tbody>
</table>
Overview

- **Pedestrian and Bicycle**
  - Prioritize investment in high propensity areas that address social equity and level of stress (LTS)

- **Transit**
  - Designate premium network based on pop/job density, transit propensity and social equity
  - Dense, linear and walkable Corridors

- **Roadways and Freight**
  - Move cars/trucks on SIS Network
  - Construct/widen limited other state roadways
  - Construct/widen county/city roadways where land use and demand prioritizes car travel
Pedestrian & Bicycle Desires Plan
Pedestrian and Bicycle Desires Plan
Methodology

- **Priority Areas**
  - Highest active transportation demand (*propensity for walking and biking*)
  - Highest concentration of vulnerable populations
  - Connections to premium transit corridors

- **Pedestrian and Bicycle supply analysis**
  - Level of Traffic Stress (LTS) (*comfort level for able-bodied people*)
  - Considers active facility type, vehicle speed, travel lanes and volumes
Pedestrian and Bicycle Priority Areas

- Active transportation propensity
- Concentration of vulnerable populations
## Pedestrian and Bicycle Level of Traffic Stress

### Pedestrian Facility and Posted Speed Limit

<table>
<thead>
<tr>
<th>Vehicle Lanes</th>
<th>Vehicle Volumes</th>
<th>No Dedicated Walkway</th>
<th>One side of the street</th>
<th>Both sides of the street</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>&lt;= 25 mph</td>
<td>30 mph</td>
<td>35 mph</td>
<td>&gt;= 40 mph</td>
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<tr>
<td>2-3</td>
<td>&lt; 3K</td>
<td>2.5</td>
<td>3</td>
<td>3.5</td>
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<tr>
<td>3K-10K</td>
<td>3</td>
<td>3.5</td>
<td>3.5</td>
<td>4</td>
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<tr>
<td>&gt; 10K</td>
<td>3.5</td>
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<td>4</td>
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<tr>
<td>4-5</td>
<td>&lt; 15K</td>
<td>4</td>
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<tr>
<td>15K-25K</td>
<td>4</td>
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<tr>
<td>&gt; 25K</td>
<td>4</td>
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<td>4</td>
</tr>
<tr>
<td>6+ All ADTs</td>
<td>4</td>
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</tbody>
</table>

### Bicycle Facility and Posted Speed Limit

<table>
<thead>
<tr>
<th>Vehicle Lanes</th>
<th>Vehicle Volumes</th>
<th>No Bicycle Facility (mixed traffic)</th>
<th>Designated Bike Lanes (4-5 ft)</th>
<th>Buffered Bike Lanes (6-8 ft)</th>
<th>Separated Bike Lanes</th>
</tr>
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Pedestrian Desires Plan

- **Tier 1 Sidewalk Gaps**
  - Missing sidewalks in priority areas

- **Tier 2 Sidewalk Gaps**
  - All other sidewalk gaps

- **Additional LRTP Focus Areas**
  - Improved streetscape/furnishing zone
  - Enhanced crosswalks
  - Additional mid-block crossings
Bicycle Level of Stress, Types of Cyclists

- **LTS 1** - All Ages and Abilities
  - Require separated facilities
- **LTS 2** - 51% of Population
  - Interested but concerned
  - Separated facilities on 4+ lane roads
- **LTS 3** - 5% of Population
  - Enthused and confident
  - Buffered facilities on 4+ lane roads
- **LTS 4** - 7% of Population
  - Strong and Fearless
  - Designated facilities on 4+ lane roads
Bicycle Desires Plan

- **Tier 1 Bicycle Corridors**
  - Focus investment in priority areas

- **Tier 2 Bicycle Corridors**
  - All other urbanized area segments

- **Preferred Bicycle Facilities**
  - Separated wherever possible
  - Buffered, where separated not possible
  - Designated, where buffered not possible
Transit Desires Plan
Transit Desires Plan Methodology

- **Dense**
  - People density, transit propensity, social equity

- **Linear**
  - Highest existing transit ridership to maximize efficiency

- **Walkable**
  - Complement with ped/bike infrastructure for first/last mile
Premium Transit Types

Frequent service, limited stops, branded vehicles and stations, level boarding, off-board fare payment, transit signal priority

**Light Rail Transit (LRT)**
- Primarily operates in dedicated rail lanes

**Bus Rapid Transit (BRT)**
- Primarily operates in dedicated bus lanes

**BRT Lite**
- Primarily operates in mixed traffic
Premium Transit Desires Plan - $5.2B

- Five (5) N/S Corridors
  - Commuter Rail: Tri-Rail, Coastal Link
  - BRT Lite: US 1, Congress, Military

- Six (6) E/W Corridors - LRT/BRT
  - Okeechobee, Forest Hill, Lake Worth,
  - Boynton Beach, Atlantic, Glades

- Corridor Evaluation System
  - Factored Ridership - 40%
  - Population and Employment Near Stops - 30%
  - Corridor Work Trips - 20%
  - Population and Employment Growth - 10%
Commuter Rail Highlights

- Tri-Rail Coastal Link - WPB to Jupiter
- Tri-Rail Coastal Link - Miami to WPB
- Tri-Rail Extension to VA Hospital
- New Tri-Rail Station in Boca Raton
  - Military Trail S of Glades Road
Transit Corridors already prioritized by TPA

- **Tri-Rail Coastal Link** from West Palm Beach to Jupiter
- **US-1** from Palmetto Park Rd (Boca Raton) to PGA Blvd (Gardens Mall)
- **Okeechobee Blvd** from SR 7/Forest Hill Blvd (Wellington Mall) to West Palm Beach Intermodal Center
Roadway and Freight Desires Plan
Roadway and Freight Projects - $7.6B

- Strategic Intermodal System
  - 35 projects, $6.9B total cost

- TPA Roadway Projects
  - 6 projects, $209M total cost

- County Capacity Projects
  - 48 projects, $442M total cost
SIS Projects - $6.9B

- Based on SIS Cost Feasible Plan
  - Adopted by FDOT in 2018
- I-95 Managed Lanes, 16 interchanges - $2.8B
- Turnpike Managed Lanes - $1.9B
- SR 80 4L elevated expressway - $1.2B
- US 27 widen for truck-only lanes - $0.6B

TPA role: Endorse/Modify/Reject
TPA Projects- $208M

- Capacity Projects
  - SR 7 extension and widening
  - Atlantic Ave widening
  - US 27 Connector - new road
  - Hooker Hwy widening
PBC Projects - $442M

- Central County
- Agricultural Reserve
- Southwest Unincorporated Area
LRTP Schedule
## Schedule

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<th>Activity</th>
<th>Jan</th>
<th>Feb</th>
<th>Mar</th>
<th>Apr</th>
<th>May</th>
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🌟 Governing Board Presentation
Thank you!