Palm Beach County Mobility

Quality of Life, Development Patterns, and Transportation
Introductions
+
Overview
Palm Beach County Mobility Workshop
Guest Speaker Team
Agenda

Re: Palm Beach County Mobility Workshop

Introductions + Overview (15 min)
1:00 pm - Introductions (10 minutes)
1:15 pm - Review of Workshop Agenda (5 Minutes)

Why are we here today? (20 min)
1:45 pm - Presentation (10 minutes)
1:55 pm - Polling questions (10 Minutes)

Land Use and Development Patterns (20 min)
2:05 pm - Presentation (10 minutes)
2:15 pm - Polling questions (10 minutes)

Transit Systems (20 min)
2:25 pm - Presentation (10 minutes)
2:35 pm - Polling questions (10 minutes)

Streets + Network Design (20 min)
2:45 pm - Presentation (10 minutes)
2:55 pm - Polling questions (10 minutes)

Small Group Exercise (1 hr)
3:10 pm - Group Exercise Instructions (10 minutes)
3:20 pm - Small Group Discussion (10 minutes)
3:30 pm - Small Group Reports (30 minutes)

Next Steps (30 min)
3:38 pm - Next Steps Polling (10 minutes)
4:10 pm - Closing Remarks + Next Steps (10 minutes)
How old are you?

A. Under 18
B. 18-29
C. 30-39
D. 40-54
E. 55-69
F. 70 and over

0% 0% 0% 0% 0% 0%
What’s your primary relationship to Central Palm Beach County?

A. I live here
B. I work here
C. I own a business here
D. I own property here
E. I visit
F. I live nearby
Where do you live?

A. East of Lake Worth Lagoon
B. Downtown West Palm Beach
C. Between Downtown and I-95
D. Between I-95 and the Turnpike
E. West of the Turnpike
F. I don’t live in the county
How long have you lived here?

A. Less than 2 years
B. 2-5 years
C. 6-10 years
D. 10-15 years
E. 16+ years
F. I don’t live here
<table>
<thead>
<tr>
<th>Option</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>A. Drive Alone</td>
<td>0%</td>
</tr>
<tr>
<td>B. Regional Transit (Tri-Rail or Brightline)</td>
<td>0%</td>
</tr>
<tr>
<td>C. Local Transit (PalmTran or WPB Trolley)</td>
<td>0%</td>
</tr>
<tr>
<td>D. Ridesharing (Uber or Lyft)</td>
<td>0%</td>
</tr>
<tr>
<td>E. Bike</td>
<td>0%</td>
</tr>
<tr>
<td>F. Walk</td>
<td>0%</td>
</tr>
<tr>
<td>G. Other</td>
<td>0%</td>
</tr>
</tbody>
</table>
How often do you use the West Palm Beach Trolley?

A. Never
B. A couple of times a year
C. Once a month
D. 2-3 times a month
E. Once a week
F. 2-3 times a week
G. Almost everyday
How often do you use the PalmTran buses?

A. Never
B. A couple of times a year
C. Once a month
D. 2-3 times a month
E. Once a week
F. 2-3 times a week
G. Almost everyday
How often do you use Tri-Rail or Brightline?

A. Never
B. A couple of times a year
C. Once a month
D. 2-3 times a month
E. Once a week
F. 2-3 times a week
G. Almost everyday
Framework for Today

What we are doing
• Facilitating conversation
• Exploring values
• Sharing case studies, trends, and national best practices
• Polling views and values
• Talking about a 30 year time horizon

What we are NOT doing
• Providing study results
• Providing recommendations
FDOT Proposal for Southern Boulevard
Where people live and work

Where people work that live within the SR 80 Corridor

Where people live that work within the SR 80 Corridor
Trend: Retail

"Right now at least, people want to spend, they want to feel important, and they really, really want to feel like they are living a life less ordinary." - Steve Rowan, FSR Managing Partner

According to some analysts, 33% of U.S. malls will be closed within a few years.

Macy's has closed 90 department stores over the last 5 years.

Sears has closed over 200 department stores since 2014.

Source: Supply Chain 24/7, 2016

“The line between brands and retailers continues to blur as more and more brands open their own retail stores and e-commerce offerings.” - Bryan Neils, 2017

Elonobos guideshops in the U.S. as of 2016, with plans to open another 20 by the end of 2017.

Warby Parker showrooms in the U.S. and Canada as of 2016.

Retailers that invest in mobile and social media have seen a 30% average increase in sales.

“Retail is experiencing a large transformation – and this will have a strong impact on brick-and-mortar stores – forcing many to close. This will result in loss of property tax revenue, sales tax revenue, and will force communities to deal with abandoned buildings that bring down values.”

Source: Sustainable Cities Initiative/Urbanism Next
Trend: Warehousing

“It is not enough to carry an item; a vendor has to be able to deliver it quickly, too...anyone wishing to do retail business online must be capable of same-day order fulfillment, which means that multiple sort points have to be built into facility design.”

- Victor Coronado, Director of Supply Chain and Operations at The Onyx Company, 2015
Expanded Options
Expanded Options

- e-bikes
- bikesharing
- e-scooters/NEV
- scooter sharing
- carsharing
- ridesharing
- ridesourcing/hailing
- microtransit
Mobility As a Service
Good morning, Brad

Where are you going?

Search destination

524 Datura St
524 Datura St, West Palm Beach

Work
313 Datura St, West Palm Beach
Hillsborough voters give transportation referendum the green light

Hillsborough County will now have an extra one penny sales tax to help fund the region’s transportation projects. 

By Veronica Brezina Smith — Reporter, Tampa Bay Business Journal
Nov 6, 2018, 9:35pm EST Updated a day ago
Land Use
+
Development Patterns
“The best transportation plan is a good land use plan.”

– Brent Toderian
The future of travel?

We can’t be sure, yet, about technology.  

We can be sure we’ll need this.
The future of places?

Walkable, affordable, mixed-use places are possible (Sometimes. After a lot of work.)

South Miami, Dorn Ave in 1992  Today
BRINGING PLACES TOGETHER
too low density <functional zoning> too high density

= so-called "CITY"

correct density and composition

= nameable CITY
# Growth Trends


## Florida Population Growth

Ranking of percentage y-o-y forecasted growth

<table>
<thead>
<tr>
<th>Rank</th>
<th>City</th>
<th>Change</th>
<th>Growth</th>
<th>Population</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Fort Myers</td>
<td>3.6%</td>
<td>25.6</td>
<td>775.2</td>
</tr>
<tr>
<td>2</td>
<td>Orlando</td>
<td>3.2%</td>
<td>75.4</td>
<td>2,596.7</td>
</tr>
<tr>
<td>3</td>
<td>Palm Beach</td>
<td>2.8%</td>
<td>23.8</td>
<td>1,524.9</td>
</tr>
<tr>
<td>4</td>
<td>Indian River</td>
<td>2.7%</td>
<td>16.5</td>
<td>159.7</td>
</tr>
<tr>
<td>5</td>
<td>Lakeland</td>
<td>2.0%</td>
<td>12.7</td>
<td>689.6</td>
</tr>
<tr>
<td>6</td>
<td>Jacksonville</td>
<td>1.9%</td>
<td>30.6</td>
<td>1,638.0</td>
</tr>
<tr>
<td>7</td>
<td>Fort Lauderdale</td>
<td>1.8%</td>
<td>33.7</td>
<td>1,978.3</td>
</tr>
<tr>
<td>8</td>
<td>Tampa</td>
<td>1.8%</td>
<td>60.7</td>
<td>3,139.0</td>
</tr>
<tr>
<td>9</td>
<td>Miami</td>
<td>1.4%</td>
<td>22.5</td>
<td>2,790.5</td>
</tr>
</tbody>
</table>
Population growth to the west and employment growth to the east means more east/west trips.

Source: SERPM 7.062
Given existing and future land use patterns, these will likely be single occupant car trips.
Planned Projects
Maybe… if the areas west of I-95 can grow as residential AND employment centers then fewer people will have to drive.

Imagine… if the people in Wellington, Palm Beach Gardens, Royal Palm Beach, Golden Lakes, Greenacres, and Aberdeen did not have to go east or north for work?
Different Ways to Grow

45% Impervious: Mount Pleasant, NC
Different Ways to Grow
25% Impervious: Beaufort, NC
Design Versus Density
Design Versus Density
Moving People and Goods Around
Moving People and Goods Around
Which development do you prefer?
Which street do you prefer?

Option 1

Option 2
What is Transit Oriented Development?

Park-Line Apartments, West Palm Beach
TOD Timeline
South Florida Regional Transportation Authority

1. Before the Plan
2. The TOD Plan
3. Public Improvements near the Station
4. Partnerships and Improved Amenities
5. Built TOD Districts
Principles of Successful TODs

South Florida Regional Transportation Authority

1. Medium- to high-density development
Density is about scale, with the goal of creating a compact walkable district. TOD has a higher net average density than the community average, with highest densities located closest to the transit station. Higher densities increase ridership by providing access to more people, and create an active place where people want to be.

2. A mix of land uses
Concentrating a mix of land uses creates an interesting place with a variety of destinations allowing people to live, work, and play in the same place. A transit-supportive environment includes a mix of residential, commercial, service, employment, and public uses. Employment uses should be located closer to transit: people are willing to walk further to get to their homes.

3. Compact, high quality pedestrian-oriented environment
Every transit trip starts and ends with a pedestrian trip. "Calming" streets by reducing traffic speeds, activating the street with active ground-floor uses, and adding amenities — storefront windows, awnings, architectural features, lighting, and landscaping — help create a comfortable pedestrian environment.

4. An active defined center
Defined centers create an 18-hour place by offering multiple attractions and reasons for pedestrians to frequent the area both day and night. Centers must have both a dense mix of uses and a sense of place and community so that people choose to gather there. A cohesive, active center can be created by planning TOD as a district rather than individual projects.

5. Limited, managed parking
Abundant and inexpensive parking motivates people to drive rather than use transit. By creating a more managed parking supply and moving parking from surface parking lots to on-street parking and structures, residents, shoppers, and employees are encouraged to use transit and to walk once they reach their destination.

6. Public leadership
The public sector must lead the TOD effort before the private sector is willing to commit time and money. Public leadership is needed from when a station area is being developed throughout the life span of the station area. A collaborative and enabling approach — with the use of new innovative tools to complement and enhance planning efforts — makes for successful implementation.
### What types of places support what types of transit?

<table>
<thead>
<tr>
<th>Station Typologies</th>
<th>Typical Density</th>
</tr>
</thead>
<tbody>
<tr>
<td>City Center</td>
<td>50 to 100 units/acre</td>
</tr>
<tr>
<td>Town Center</td>
<td>30 to 50 units/acre</td>
</tr>
<tr>
<td>Neighborhood Center</td>
<td>10 to 30 units/acre</td>
</tr>
<tr>
<td>Employment Center</td>
<td>varies</td>
</tr>
<tr>
<td>Park-and-Ride</td>
<td>3 to 5 units/acre</td>
</tr>
</tbody>
</table>
What types of places support what types of transit?

- **30 dwelling units per acre**
- **40 dwelling units per acre**
- **50 dwelling units per acre**
- **75 dwelling units per acre**
- **100 dwelling units per acre**
- **150 dwelling units per acre**
Place Types: Urban City Center

Downtown West Palm Beach
Trolley + Brightline

**Uses**
- Government Centers
- Pharmacies
- Restaurants
- Banks
- University or College
- Detached Houses
- Apartments
- Corporate Offices
- Luxury Residential
- Regional Shopping
- Workplaces
- Multimodal Streets
- Trails & Street Trees
- Streetcars
- Preforming Arts Centers
- Cinemas
- Cafes
- Gym
- Hair Salons
- Bakery
- Bars
- Breweries
- Dry Cleaning
- Non-profit Headquarters
- Professional Offices
- Medical Offices
- Children’s Recreation
Place Types: Town Center

City Place West Palm Beach
Trolley + Brightline

Uses
Government Centers
Restaurants
Cafes
Banks
Detached Houses
Apartments
Corporate Offices
Luxury Residential
Regional Shopping
Workplaces
Multimodal Streets
Street Trees
Cinema
Place Types: Neighborhood Center

East Atlantic Ave. Delray Beach
Trolley + Downtowner Freebie

Uses
Government Centers
Restaurants
Cafes
Salons
Banks
Single-family Houses
Detached Houses
Apartments
Corporate Offices
Workplaces
Multimodal Streets
Street Trees
Cinema
Studying Levels of Investment

Existing Conditions

Moderate Investment

High Investment
Suburban Commercial – Levels of Investment

Existing Conditions
Uses
Shopping Center
Gas Station
Detached Houses
Apartments
Suburban Commercial – Levels of Investment

**Moderate Investment**

- Uses
  - Shopping Center
  - Gas Station
  - Detached Houses
  - Apartments
  - Offices
  - Restaurant
  - Multiple Parks
  - Shops

- ½ Mile Station Area
- New Jobs: 40
- New Housing Units: 140
- New Leasable: 230K SF
- New Muni Revenue: $50K
Suburban Commercial – Levels of Investment

**High Investment**

Uses
- Shopping Center
- Gas Station
- Detached Houses
- Apartments
- Offices
- Restaurant
- Multiple Parks
- Shops
- Rowhouses
- Cafés
- Civic Building

½ Mile Station Area
- New Jobs: 50
- New Housing Units: 290
- New Leasable: 360K SF
- New Muni Revenue: $250K
Suburban Residential – Levels of Investment

Existing Conditions
Uses
Motel
Apartments
Day care center
Box retail
Suburban Residential – Levels of Investment

Moderate Investment
Uses
Motel
Apartments
Day care center
Box retail
Restaurants
Detached Houses
Apartments
Workplaces
Multimodal Streets
Trails & Street Trees

½ Mile Station Area
New Jobs: 450
New Housing Units: 180
New Leasable: 420K SF
New Muni Revenue: $260K
Suburban Residential – Levels of Investment

High Investment

Uses
- Motel
- Apartments
- Day care center
- Box retail
- Restaurants
- Detached Houses
- Apartments
- Workplaces
- Multimodal Streets
- Trails & Street Trees

½ Mile Station Area
- New Jobs: 850
- New Housing Units: 350
- New Leasable: 840K SF
- New Muni Revenue: $380K
Rural Areas – Levels of Investment

Existing Condition
Uses
Restaurant
Shopping Mall
Detached Houses
Gas Stations
Rural Areas – Levels of Investment

Moderate Investment

Uses
Restaurant
Shopping Mall
Detached Houses
Town Homes
Gas Stations
Restaurants
Pharmacies
Shopping Mall
Cafes
Multiple Squares & Plazas

½ Mile Station Area
New Jobs: 420
New Housing Units: 280
New Leasable: 300K SF
New Muni Revenue: $410K
Rural Areas – Levels of Investment

High Investment

Uses
Restaurant
Variety of Housing
Shopping Mall
Gas Stations
Restaurants
Pharmacies
Shopping Mall
Cafes
Multiple Plazas
Office Spaces
Hotels
Government Center

½ Mile Station Area
New Jobs: 850
New Housing Units: 460
New Leasable: 420K SF
New Muni Revenue: $590K
Typical Areas of Influence for Transit

APTA Recommended Practice for Transit Stops & Stations

<table>
<thead>
<tr>
<th></th>
<th>Local Street Transit</th>
<th>Rapid Street Transit</th>
<th>Semirapid Transit</th>
<th>Regional Transit</th>
<th>Rapid Transit</th>
</tr>
</thead>
<tbody>
<tr>
<td>Core station area</td>
<td>not applicable</td>
<td>1/8 mile</td>
<td>1/4 mile</td>
<td>1/4 mile</td>
<td>1/3 mile</td>
</tr>
<tr>
<td>Primary catchment area</td>
<td>1/8 mile</td>
<td>1/4 mile</td>
<td>1/2 mile</td>
<td>1/2 mile</td>
<td>2/3 mile</td>
</tr>
<tr>
<td>Secondary catchment area</td>
<td>1/2 mile</td>
<td>1 mile</td>
<td>2 miles</td>
<td>5 miles</td>
<td>3 miles</td>
</tr>
</tbody>
</table>
## Design Standards Around Stations

APTA Recommended Practice for Transit Stops & Stations

<table>
<thead>
<tr>
<th>Application</th>
<th>Core Transit Area</th>
<th>Primary Catchment Area</th>
<th>Secondary Catchment Area</th>
</tr>
</thead>
<tbody>
<tr>
<td>Planning focus</td>
<td>Station design and access planning.</td>
<td>Station-area land use and transportation network planning.</td>
<td>Community-wide transportation and land use planning.</td>
</tr>
<tr>
<td>Development parking policy</td>
<td>No required parking requirements or parking maximums applied to private developments and park-and-ride facilities.</td>
<td>Reduced parking requirements and “unbundling” of parking from development.</td>
<td>Parking management and shared parking arrangements.</td>
</tr>
<tr>
<td>Development density</td>
<td>Concentration of highest density development</td>
<td>Density greater than the community average</td>
<td>More compact development patterns than community average</td>
</tr>
<tr>
<td>Ground floor uses</td>
<td>Active ground floor uses such as retail along pedestrian access routes and in immediate proximity to transit station or stop.</td>
<td>Focus active ground floor uses on primary pedestrian corridors</td>
<td>Focus active ground floor uses along primary transportation routes and at key nodes</td>
</tr>
<tr>
<td>Civic/open space</td>
<td>Human-scale active plazas that facilitate access to transit with elements that support intermodal activity</td>
<td>Network of active and passive open spaces to meet community and transit access needs</td>
<td>Network of large and small open spaces that link to regional open space system</td>
</tr>
<tr>
<td>Street design</td>
<td>Highly walkable streets throughout the area with priority on pedestrian and mobility device access.</td>
<td>Focus on direct pedestrian, bicycle, and transit access routes with priority on pedestrian and mobility device access.</td>
<td>Focus on direct access routes with focus on bicycle and feeder transit access.</td>
</tr>
</tbody>
</table>
Would you like to see land development patterns change in Central Palm Beach County to support more complete, walkable, and transit-served neighborhoods?

A. Definitely yes
B. Probably yes
C. Not Sure
D. Probably not
E. Definitely not
Are there places along Southern Boulevard that you can envision becoming neighborhood centers, town centers, and city centers?

A. Definitely yes
B. Probably yes
C. Not Sure
D. Probably not
E. Definitely not
Transit Systems
Planning for Developing Areas

• Agencies want to see development before committing limited resources

• Developers want to see transit before committing to development

• Density supportive to deliver ridership levels to cover capital and operating costs
## Typical Features of Transit Modes

<table>
<thead>
<tr>
<th>Transit Mode</th>
<th>Maximum capacity (passengers per hour and direction)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Commuter Rail</td>
<td>20,000 – 30,000</td>
</tr>
<tr>
<td>Subway</td>
<td>30,000 – 50,000</td>
</tr>
<tr>
<td>Light Rail / Streetcar</td>
<td>4,000 – 20,000</td>
</tr>
<tr>
<td>BRT / Bus</td>
<td>2,000 – 6,000</td>
</tr>
</tbody>
</table>
## Typical Features of Transit Modes

<table>
<thead>
<tr>
<th>Transit Mode</th>
<th>Stations/Stops per Mile</th>
</tr>
</thead>
<tbody>
<tr>
<td>Commuter Rail</td>
<td>0.3 – 1</td>
</tr>
<tr>
<td>Subway</td>
<td>1 – 3</td>
</tr>
<tr>
<td>Light Rail / Streetcar</td>
<td>1 – 7</td>
</tr>
<tr>
<td>BRT / Bus</td>
<td>2 – 10</td>
</tr>
</tbody>
</table>
## Typical Features of Transit Modes

<table>
<thead>
<tr>
<th>Transit Mode</th>
<th>Average Operating Speed (mph)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Commuter Rail</td>
<td>22 – 30</td>
</tr>
<tr>
<td>Subway</td>
<td>15 – 18</td>
</tr>
<tr>
<td>Light Rail / Streetcar</td>
<td>9 – 15</td>
</tr>
<tr>
<td>BRT / Bus</td>
<td>6 – 15</td>
</tr>
</tbody>
</table>
Typical Features of Transit Modes

<table>
<thead>
<tr>
<th>Transit Mode</th>
<th>Construction Cost per Mile ($Millions)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Subway</td>
<td>1,000 – 2,000</td>
</tr>
<tr>
<td>Commuter Rail</td>
<td>100 - 200</td>
</tr>
<tr>
<td>Light Rail / Streetcar</td>
<td>40 – 100</td>
</tr>
<tr>
<td>BRT / Bus</td>
<td>0 – 15</td>
</tr>
</tbody>
</table>
Transit reduces the number of cars on the road

400 Cars = 8 Buses = 1 Train
Transit Density Comparison

<table>
<thead>
<tr>
<th>Transit System</th>
<th>WPB Trolley</th>
<th>Tri-Rail</th>
<th>Brightline</th>
<th>CityLYNX Gold Line</th>
<th>LYNX Blue Line</th>
<th>CATS Sprinter</th>
</tr>
</thead>
<tbody>
<tr>
<td>Annual Operating Costs</td>
<td>$192 million</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>$23 million</td>
</tr>
<tr>
<td>Capital Costs</td>
<td>$2.4 billion</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>$1.6 billion</td>
</tr>
</tbody>
</table>
Transit Density Comparison

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<th>Transit System</th>
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<th>Brightline</th>
<th>UTA S-Line Streetcar</th>
<th>UTA TRAX Light Rail</th>
<th>UTA FrontRunner</th>
</tr>
</thead>
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<tr>
<td>Transit System</td>
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<td>UTA TRAX Light Rail</td>
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<td></td>
<td></td>
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<td></td>
<td></td>
<td>$1.2 billion</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
SR80/Southern Blvd Challenges

- Can support priority transit treatments (geometrically)
- Existing infrastructure capable of physically supporting transit
- Connects to ridership generators and points of interest
- Directly serves densely populated areas and/or commercial districts
- Accessible by foot from surrounding supportive land uses
- Provides transfer opportunities to other transit services
Alternate Regional Corridors
What type of transit is most appropriate along Southern Boulevard today?

A. Suburban High Capacity Road
B. Double Decker Highway
C. Multimodal High-Capacity Blvd.
D. Bus Rapid Transit
E. Light Rail
F. Heavy Rail
What type of transit is most appropriate along Southern Boulevard in the next 10-20 years?

A. Suburban High Capacity Road
B. Double Decker Highway
C. Multimodal High-Capacity Blvd.
D. Bus Rapid Transit
E. Light Rail
F. Heavy Rail
What frequency of service during peak times would encourage people to switch to a premium transit service?

A. Every 60 minutes  
B. Every 45 minutes  
C. Every 30 minutes  
D. Every 15 minutes or less
What frequency of service during *off-peak* times would encourage people to switch to a premium transit service?

A. Every 60 minutes  
B. Every 45 minutes  
C. Every 30 minutes  
D. Every 15 minutes or less
To what degree should a new transit service trade frequency for serving developments directly?

A. Service should go directly to the interior of every development, even if it means less frequent service

B. Service should avoid turning into all but the largest development, with some impact to service frequency

C. Service should remain entirely on the primary corridor, providing the most frequent service possible
What portion of capital and operating costs for a new transit service should be provided by the developments it serves?

A. 0%
B. 10%
C. 25%
D. 50%
E. Greater than 50%
Streets + Network Design
Conventional Transportation Philosophy

• Capacity

• Operational Efficiency

• Vehicular LOS

• Minimize Vehicular Delay
How we got here

[Diagram showing capacity vs. time with a line indicating a 20-Year Forecast and a label for 'Widen']
How we got here
Road Size, Not Congestion is the Choice
Can't Be Improved Further
“Trying to cure traffic congestion with more capacity is like trying to cure obesity by loosening your belt”

- Glen Heimstra, Futurist
Holistic Transportation Strategy

• Livability and balance – “Complete Streets”
• Combine land use and transportation improvements
• Full range of seamless multi-modal opportunities – transit, pedestrian, bicycle, and roadway networks
• Context sensitive solutions – utilize inherent flexibility in design
• Collaborative, interdisciplinary, and community-led design
• Move PEOPLE, not just cars
Trends

Millennials Driving Less
• Low car ownership
• Open to multi-modal travel
• Seeks affordability

Growth/Interest in Diversity of Transportation Options
• Carshare (Uber, Lyft)
• Premium Transit (BRT, LRT)
• Autonomous vehicles
• Walking and biking
Conventional Development Pattern
Trip Assignment: Conventional
Traditional Neighborhood Development
Trip Assignment: Traditional
Trips by Trip Purpose

Work Trips
- Routine
- Predictable
- Peak hour trips/congestion
- Longer distances – regional

Opportunity…
Non-Work Trips (78%)
- Recreation, shopping, appointments, etc
- Shorter distances – local
- Non-peak

Source: FHWA 2009 National Household Travel Survey
New Development on South Blvd
Traffic counts
South Blvd north of East Blvd
2000 = 31,500
2012 = 30,100
2016 = 31,900
Change = +1.2%

Population
South End
2000 = 1,436
2010 = 2,761
2016 = 5,562
Change = +287.3%

Anticipated Traffic Growth vs. Actual
+ 4,126 people = ~2,063 housing units = 13,822 trips / day 6.7 / MF unit)
+ 1 grocery store = 6,138 trips / day (102.3 weekday trips per 1,000 sq ft)
Expected traffic increase: 19,960 new trips (gross trip generation)
- no landing pad
- no bench
- no shelter
- no information
- bus shelter
- bench
- information
- landing pad
- right size lanes
POPLAR AVENUE
EAST of S GERMANTOWN ROAD
TYPICAL EXISTING

south

88' ROADWAY SURFACE WIDTH

north
POPLAR AVENUE
EAST of S GERMANTOWN ROAD
PROPOSED TREATMENT - LONG TERM

north

south

SIDEWALK
PARKING
SHARED LANE
PLANTING
TRAVEL
TRAVEL
TURN
TRAVEL
TRAVEL
PLANTING
SHARED LANE
PARKING
PROMENADE

16'
8'
10'
22'
12'
11'
11'
12'
22'
10'
8'
16'

88' ROADWAY SURFACE WIDTH

Me
Are there any car trips that you would rather make by another mode (transit, walking, biking) if safe, reliable, and efficient facilities existed?

A. Definitely yes
B. Probably yes
C. Not sure
D. Probably not
E. Definitely not
What keeps you from walking and biking more?

A. I feel unsafe
B. I feel uncomfortable (too wet and too hot)
C. The places I go to are too far away to walk or bike
D. There aren’t enough connected sidewalks or bike lanes
E. Other
What keeps you from taking transit more?

A. I feel unsafe
B. I feel uncomfortable waiting (too wet and too hot)
C. The nearest transit stops are too far away
D. Transit does not run often enough to suit my needs
E. Other
What is a reasonable goal to set for the percentage of trips made without a personal vehicle?

A. 5%
B. 10%
C. 15%
D. 20%
E. 25%
F. Greater than 25%
Small Group Exercise
Small Group Instructions

Small group discussion 20 Minutes

Small group reports 30 Minutes
Question

Given what you have heard, let’s discuss opportunities along Southern Boulevard.
What FDOT has proposed as of today
Southern Boulevard: Elevated Freeway
Implementing Transit + TOD

Source: SMART Plan
Implementing Transit + TOD
Southern Boulevard: Transit + TOD
### Place Types: Urban City Center

#### Downtown West Palm Beach

**Trolley + Brightline**

**Uses**

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<th>Government Centers</th>
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<td>Trails &amp; Street Trees</td>
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<td>Preforming Arts Centers</td>
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<td>Cinemas</td>
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Place Types: Town Center

City Place West Palm Beach
Trolley + Brightline

Uses
Government Centers
Restaurants
Cafes
Banks
Detached Houses
Apartments
Corporate Offices
Luxury Residential
Regional Shopping
Workplaces
Multimodal Streets
Street Trees
Cinema
Place Types: Neighborhood Center

East Atlantic Ave. Delray Beach
Trolley + Downtowner Freebie

Uses
Government Centers
Restaurants
Cafes
Salons
Banks
Single-family Houses
Detached Houses
Apartments
Corporate Offices
Workplaces
Multimodal Streets
Street Trees
Cinema
Small Group Maps
10 minutes
5 minutes
1 minute
Next Steps
What next steps are most the important to you? Select up to three.

A. Make active projects more connected and walkable
B. Re-evaluate the need for an elevated SR 80
C. Accelerate the construction of an elevated SR 80
D. Change Land Use & Zoning Regulations to allow for more clustered development around current and future transit lines
E. Designate one or more priority east/west corridors for premium transit service
F. Adopt aspirational mode split targets for walking, biking, and riding transit (20% or more?)
G. Increase funding for transportation to provide frequent, attractive service on premium corridors
H. Do nothing
Long Range Transportation Plan Update

Please Take Survey!

https://www.palmbeachtpa.org/participate
Thank you for your participation!