

US-1 Multimodal Corridor Study



CONNECTINGCOMMUNITIES

In Palm Beach County

Section 3: Workshop & Open Studio Charrette

Final Working Presentation

July 2017



Project Corridor

➡ ~42 MILES

➡ 14 COMMUNITIES

➡ HIGHEST BUS RIDERSHIP





Consultant Team

- Kimley-Horn
- Kittelson & Associates, Inc.
- Treasure Coast Regional Planning Council





Project Goals

- Develop Multimodal Corridor Vision
- Create Implementable Plans
- Connect Pedestrian & Bicycle Facilities
- Upgrade & Expand Transit Service
- Consider Community Health, Safety & Economic Development



Function

- U.S. 1 is a “Main Connector” serving downtown areas in the eastern core of Palm Beach County
- U.S. 1 distributes people to businesses, neighborhoods, and important community destinations



Employment

156,200 Working Population
(Workers who live + who live & work +
who commute into the corridor to work)

13% Of County Residents

19% Of County Jobs

Work Inflow / Outflow (1/2 mile of Study Corridor)

88,400

Employees Coming into the
Study Area to Work

13,600

Residents Live & Work in
the Study Area

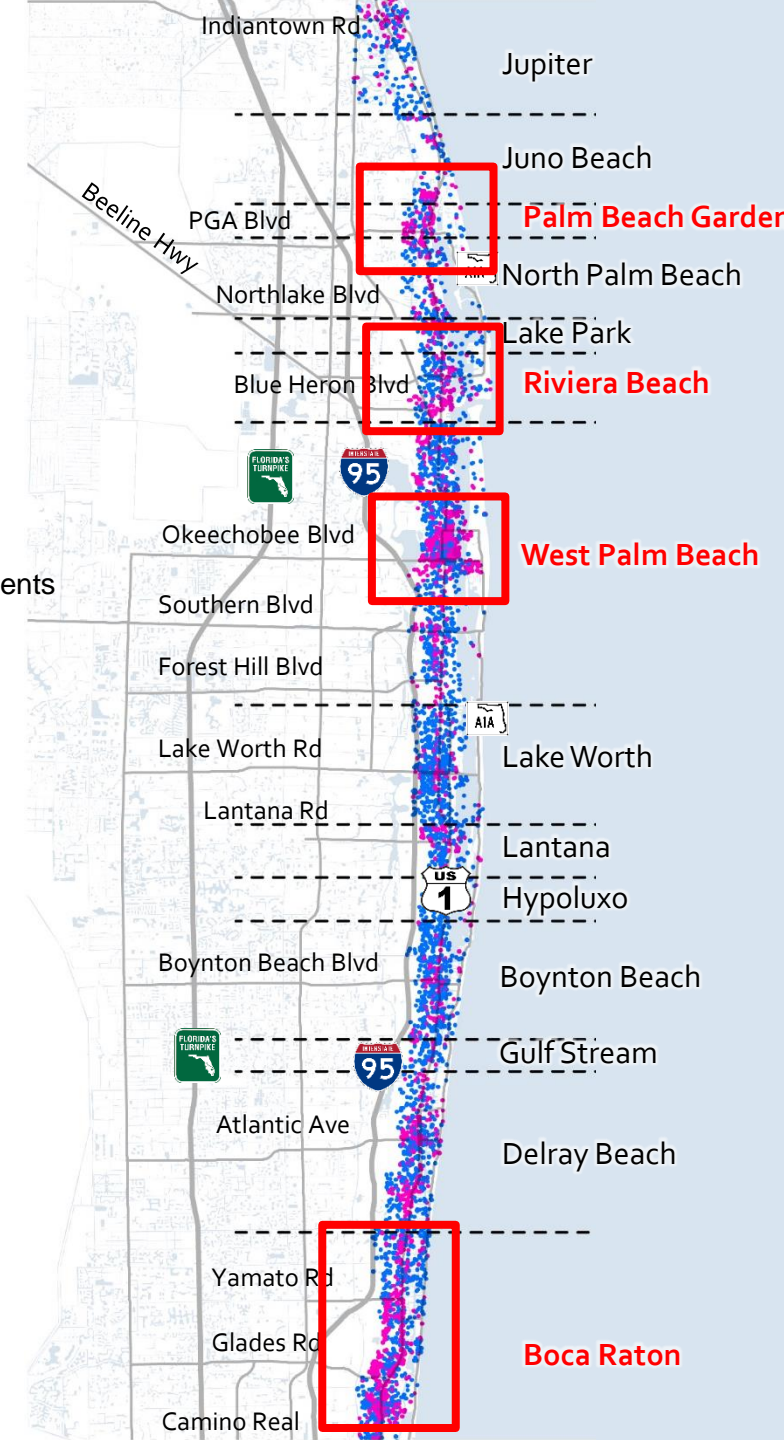
54,200

Residents Leaving the
Study Area to Work

Employment and Residents

● 100 jobs

● 100 residents





Income + Poverty

Lake Worth West Palm Beach Riviera Beach

\$58,970

Lowest Incomes +
Most Households
Under the Poverty
Line

Palm Beach County
Median Household
Income

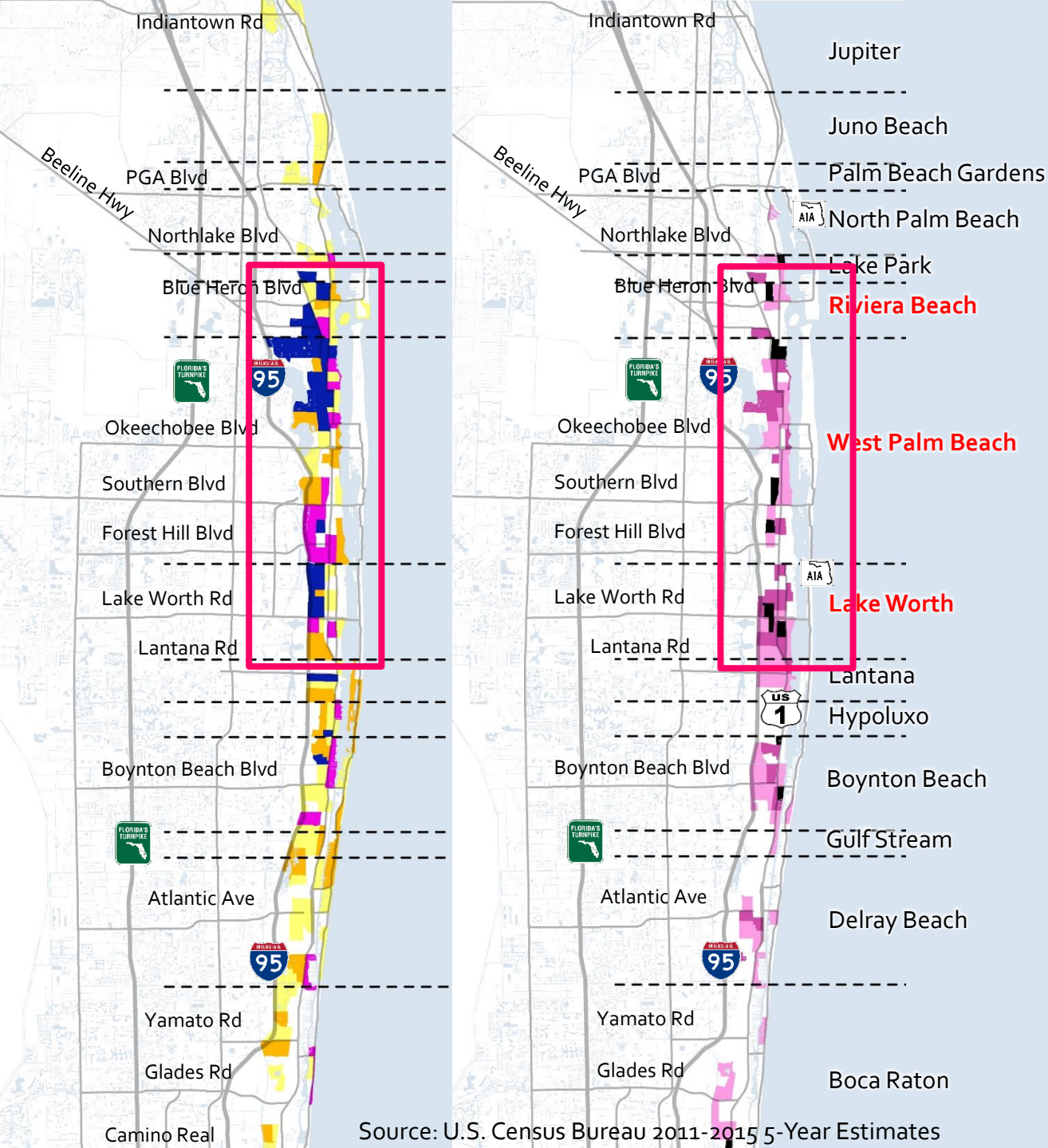
*40% of biker commuters are
classified in the poorest quartile
(race and bike lanes)*

Median Household Income

Dark Blue	\$0 - \$26,945 (50% AMI)
Magenta	\$26,946 - \$32,333 (60% AMI)
Orange	\$32,334 - \$43,111 (80% AMI)
Yellow	\$43,112 - \$58,970 (100% AMI)

Households below the Poverty Line

Light Pink	0.29 (County Avg) – 1 / Acre
Dark Pink	1.1 – 1.5 / Acre
Black	1.6 – 10.5 / Acre



Source: U.S. Census Bureau 2011-2015 5-Year Estimates

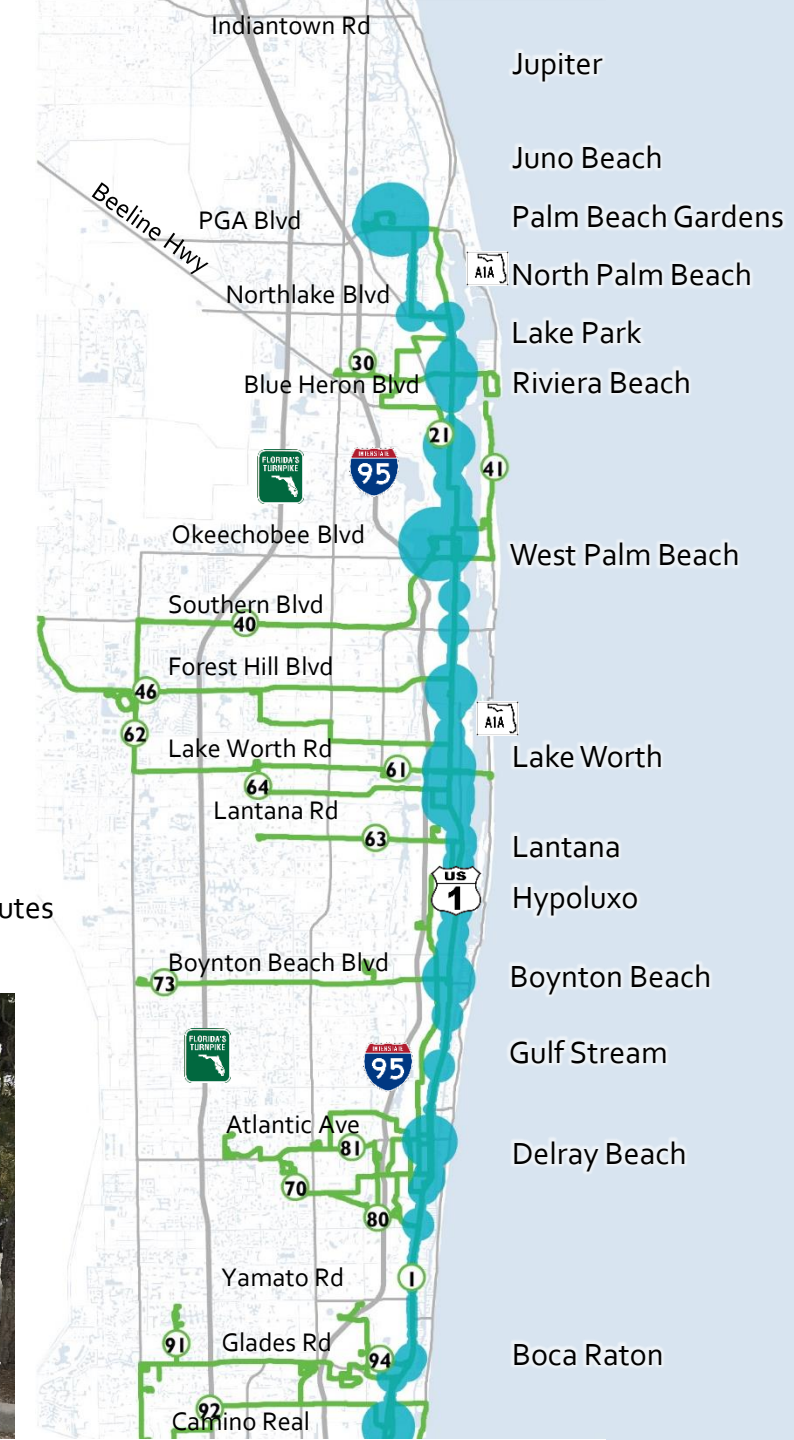
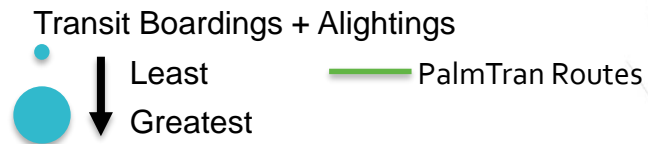
Transit

18 Routes

8,600 Daily Riders

1/2 of Riders are Transit Dependent

Source: PalmTran, 2017




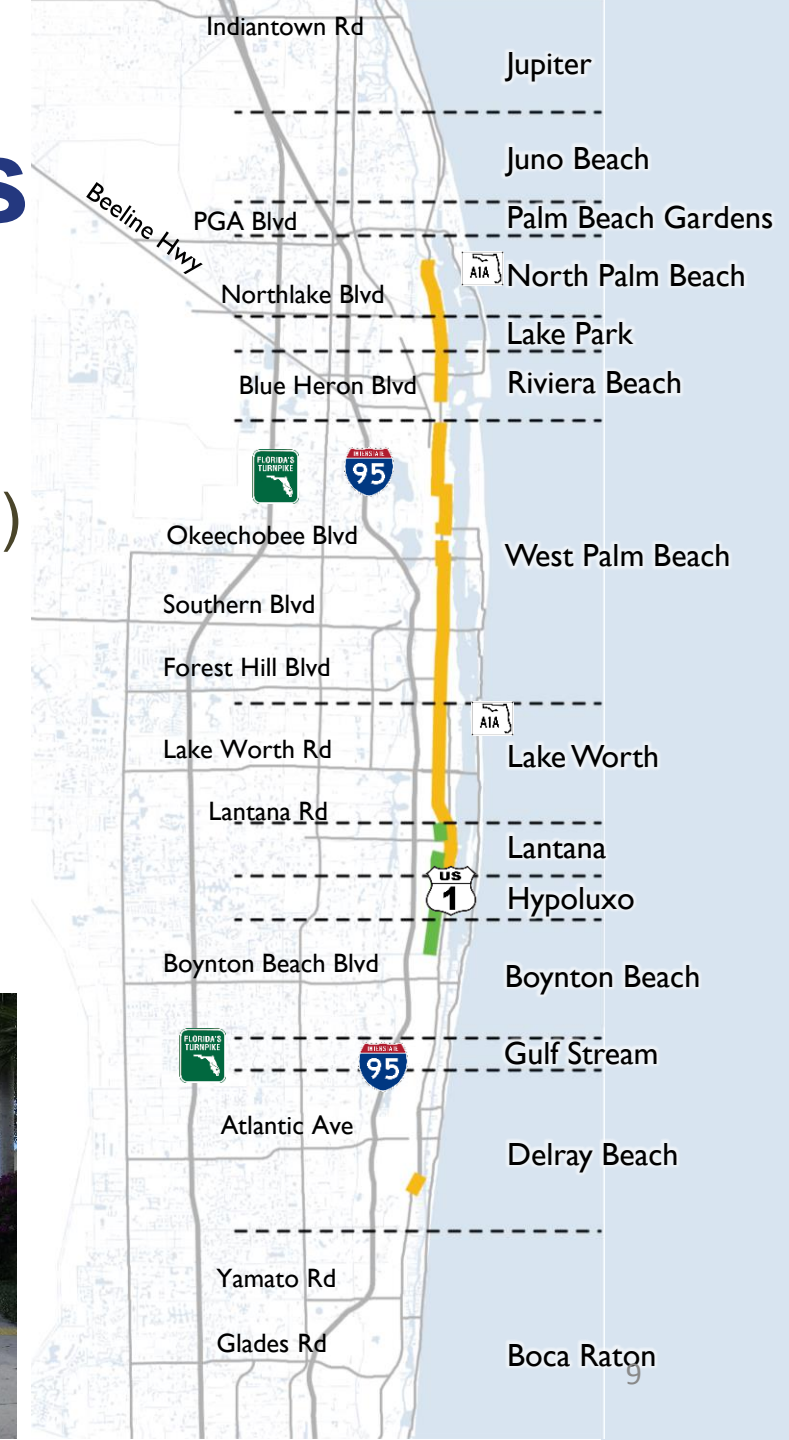
Walking & Bicycling Facilities

Bicycle Lane Gap: Hypoluxo to North Palm Beach

Sidewalk Gap: Boynton Beach to Lantana (West Side)

Walking and Bicycling Facilities

-  Bicycle Facility Gap
-  Sidewalk Gap



Walking & Bicycling Safety

2011-2016

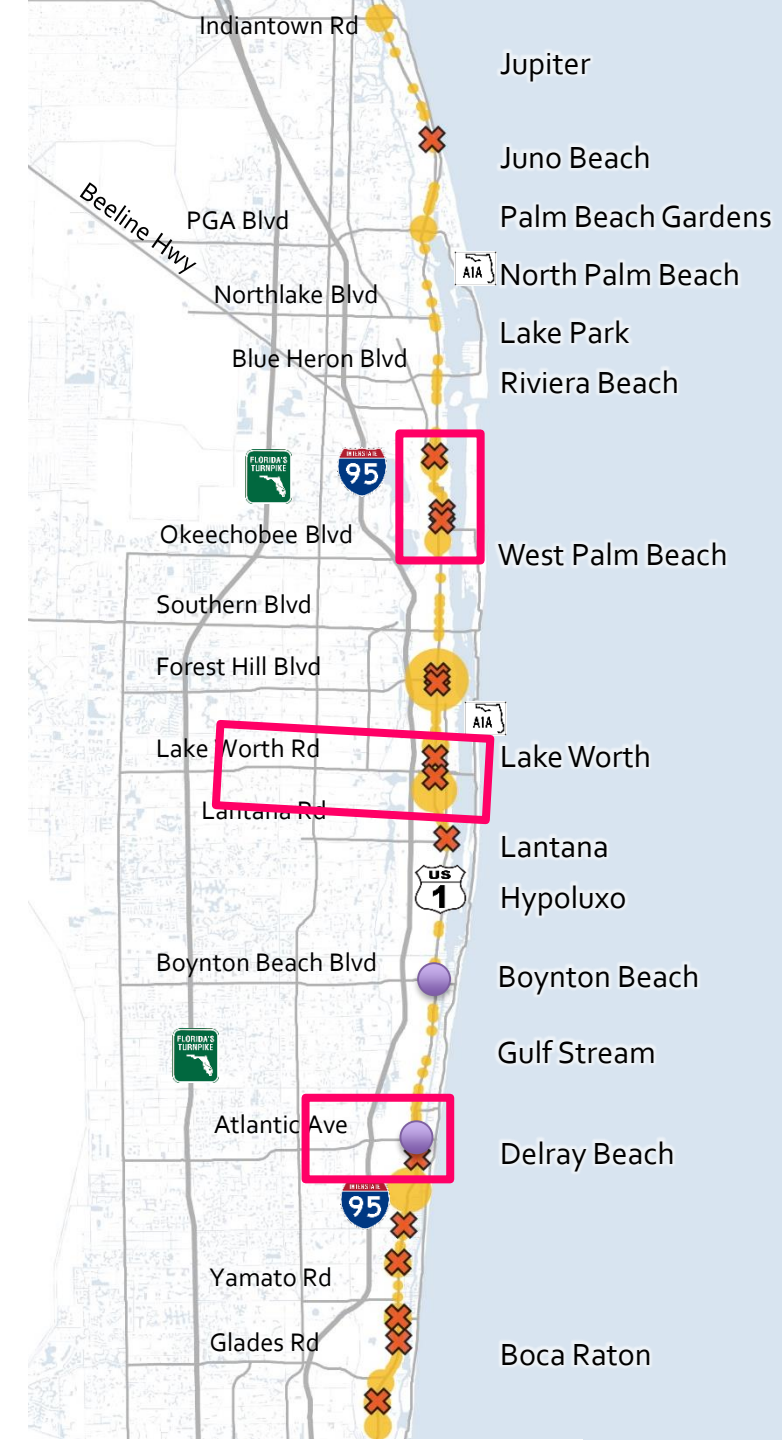
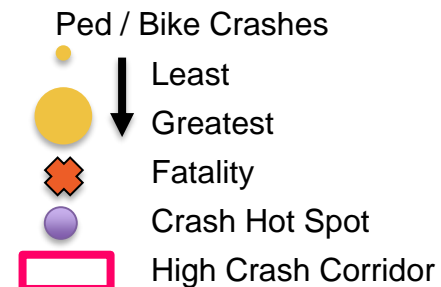
15 Fatalities

- 100% Occurred in Dark or Dusk
- 12 Pedestrian Fatalities
 - Concentrations in Lake Worth and West Palm Beach
- 3 Bicyclist Fatalities
 - Occurred in Boca Raton Between Glades Rd and Hidden Valley Blvd

321 Crashes

- 58% Involved a Pedestrian
- 42% Involved a Bicyclist
- 82% of Bicyclist Crashes Occurred in Locations Without a Bike Lane
- Crash Concentrations in Lake Worth and West Palm Beach between Lantana Rd and Summit Blvd

Source: SignalFour Analytics, 2011 - 2016



Vehicle Access + Commuting

Highest Concentrations of Zero Car Households

34% of Palm Beach residents have long daily commutes driving alone

7.0%
WORK AT HOME
COUNTY: 5.9%

2.5%
WALK
COUNTY: 1.5%

1.4%
BICYCLE
COUNTY: 0.7%

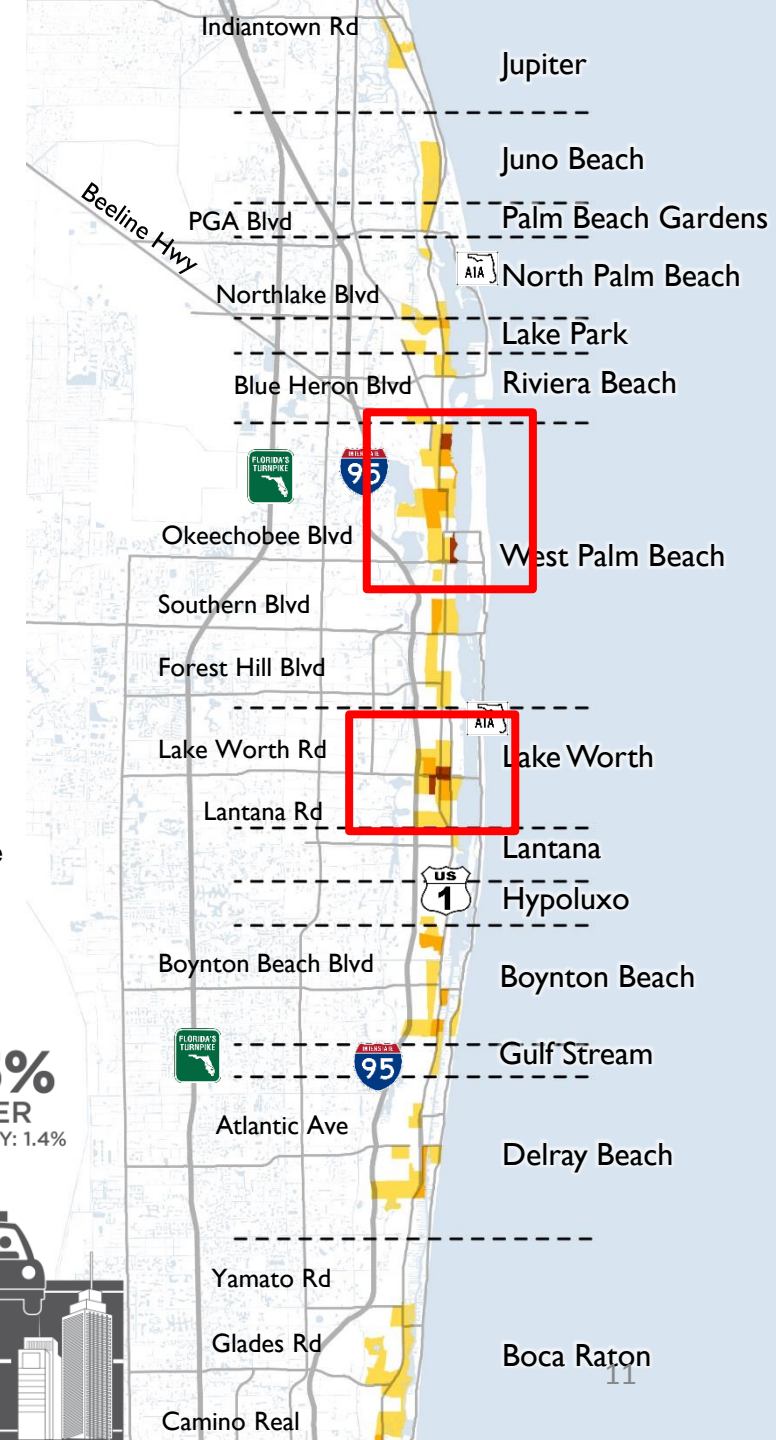
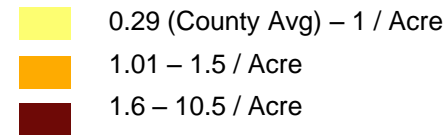
3.3%
TRANSIT
COUNTY: 2.0%

10.3%
CARPOOL
COUNTY: 9.7%

74.0%
DRIVE ALONE
COUNTY: 78.8%

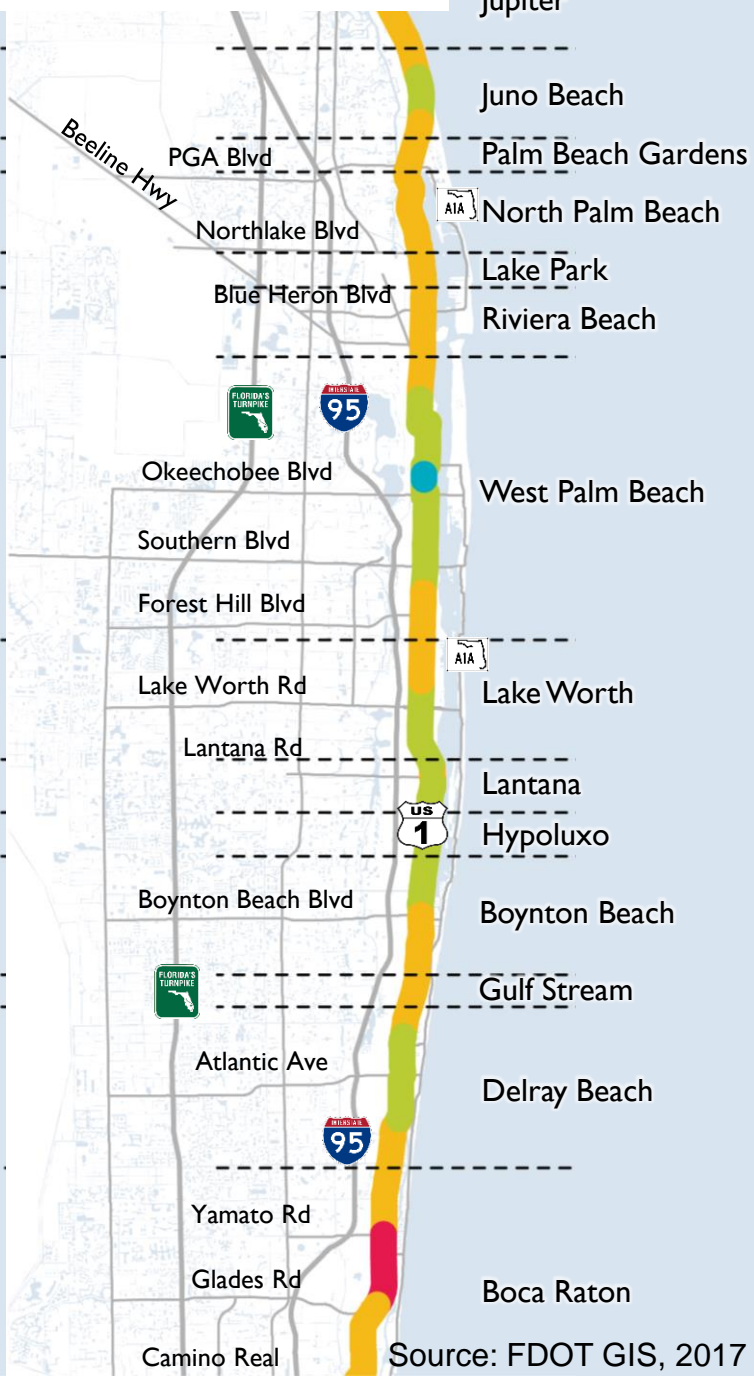
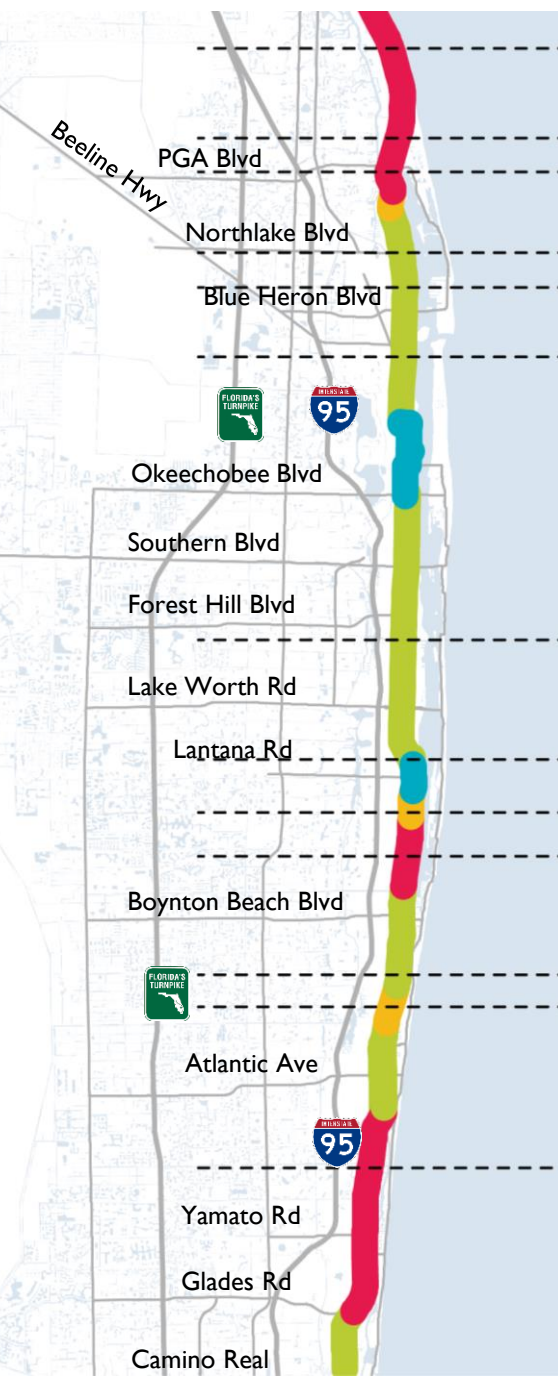
1.5%
OTHER
COUNTY: 1.4%

Households Without Access to a Vehicle



Posted Speed Limit

AADT



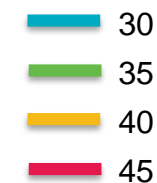
Source: FDOT GIS, 2017



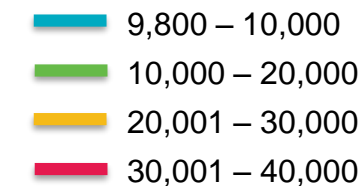
Vehicular Speed + Volumes

- Posted Speed Limits Vary; Majority \leq 35 MPH
- Speeding Observed on Field Visits
- Moderate Traffic Volumes Throughout Most of the Corridor

Posted Speed Limit



Annual Average Daily Traffic (AADT)





Corridor Needs + Goals

1. Improve access to jobs and education
2. Improve access to health and community services
3. Improve multimodal mobility
4. Improve safety for pedestrians and cyclists
5. Support development / redevelopment along corridor



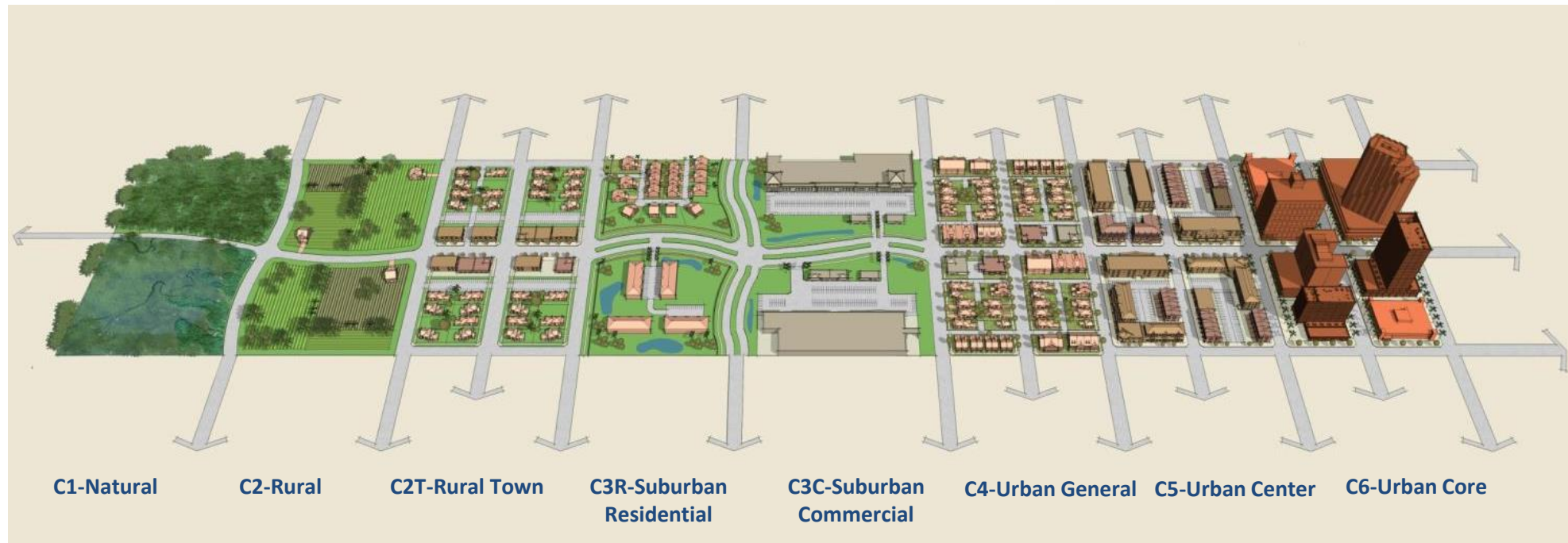
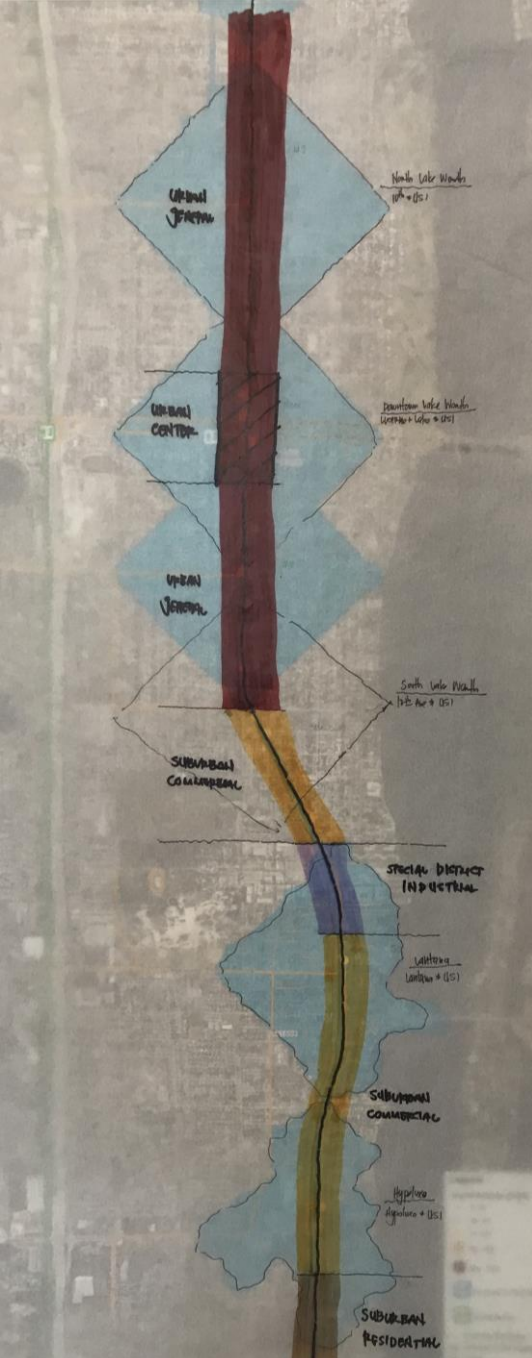


Project Corridor

- Section 1: Boca Raton
- Section 2: Delray Beach, Boynton Beach & Gulf Stream
- **Section 3: Hypoluxo, Lantana & Lake Worth**
- Section 4: West Palm Beach
- Section 5: Riviera Beach, Lake Park & North Palm Beach
- Section 6: Juno Beach, Jupiter & Palm Beach Gardens



What are the FDOT Context Classifications?



TIP Projects (FY 18-22)

- Resurfacing



- FY 19: US-1 from North of Hypoluxo Rd to Waterway Dr (FM# 437835-1)
- FY 19: Lantana Rd from I-95 to US-1 (FM# 2019009903)
- FY 21: Hypoluxo Rd from Military Trail to US-1 (FM# 2021009902)



Recap of Workshop/Open Studio Charrette

- Group Walking Tour/Activity
- Priority Pyramid
- Build-a-Street
- Intersection Design
- Site Locations for Transit Stops





Recap of Workshop/Open Studio Charrette

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Priority Pyramid









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In Palm Beach County

While each of the listed priorities are important and will play a role in the final plan, please select the six most important considerations to you and rank them 1 to 6, with 1 being the most important and 6 being the least important.

RECOMMENDED: Use the space below to explain your sections.

- 1**  **Safety**
- 2**  **Economic Development/Placemaking**
- 3**  **Added Mobility Options**
- 4**  **Sustainability**
- 5**  **Fills a Gap in the Network**
- 6**  **Propensity for Use**

Priority Pyramid



Safety



Economic Development/
"Placemaking"



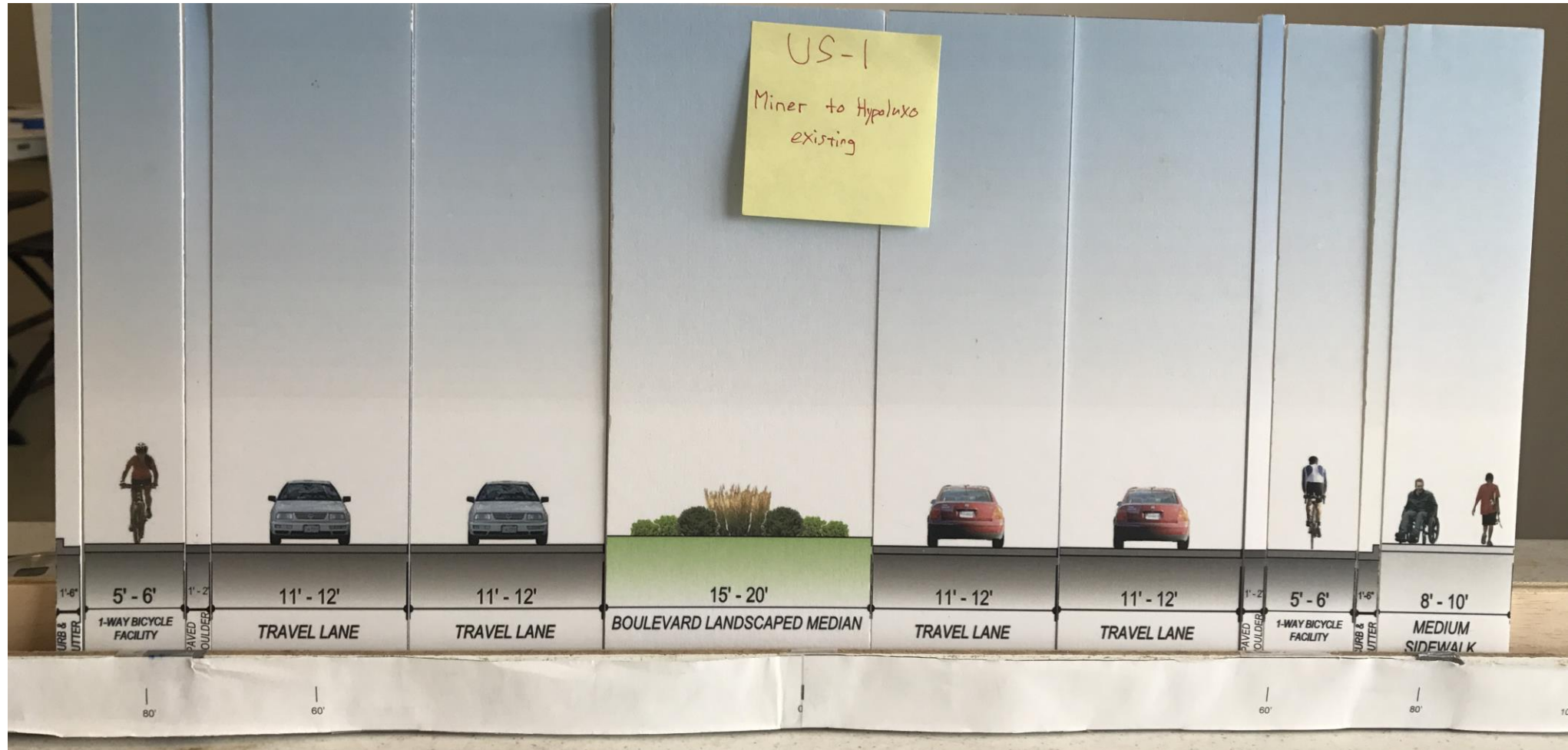
Added Mobility
Options





Miner Rd to Hypoluxo Rd

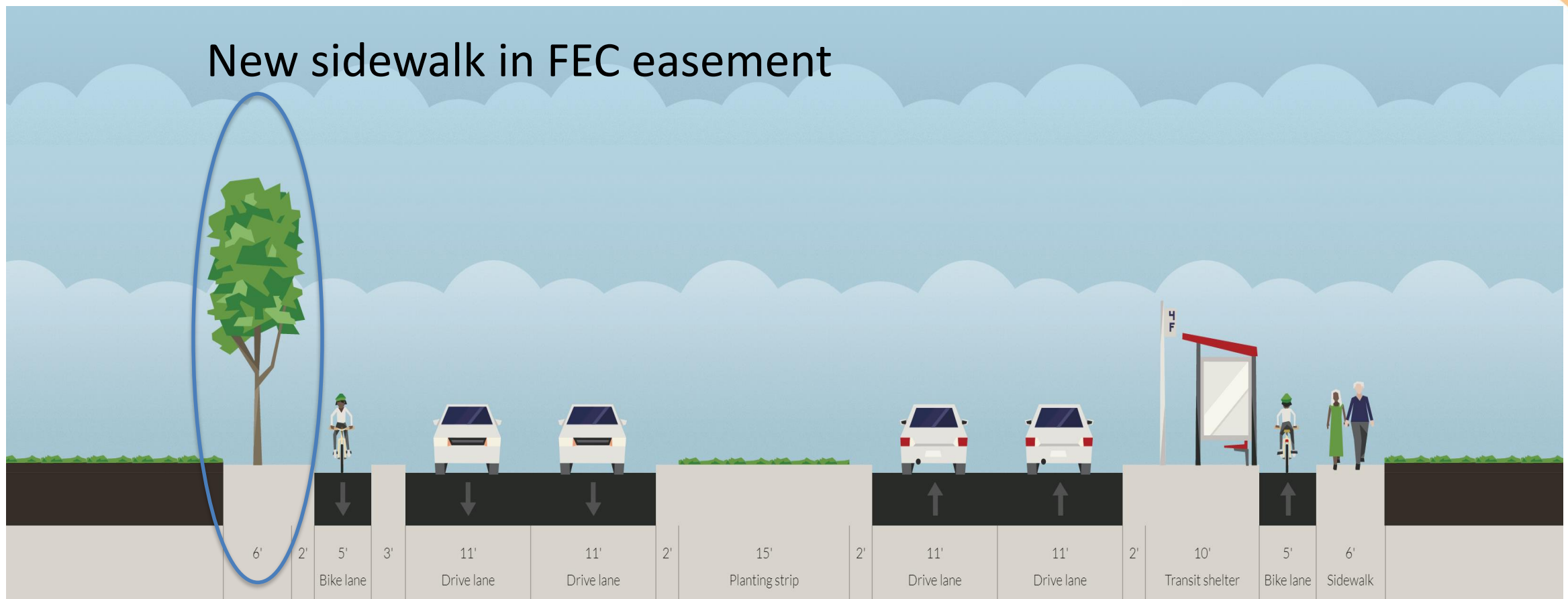
- 92 feet of Right-of-Way





Miner Rd to Hypoluxo Rd

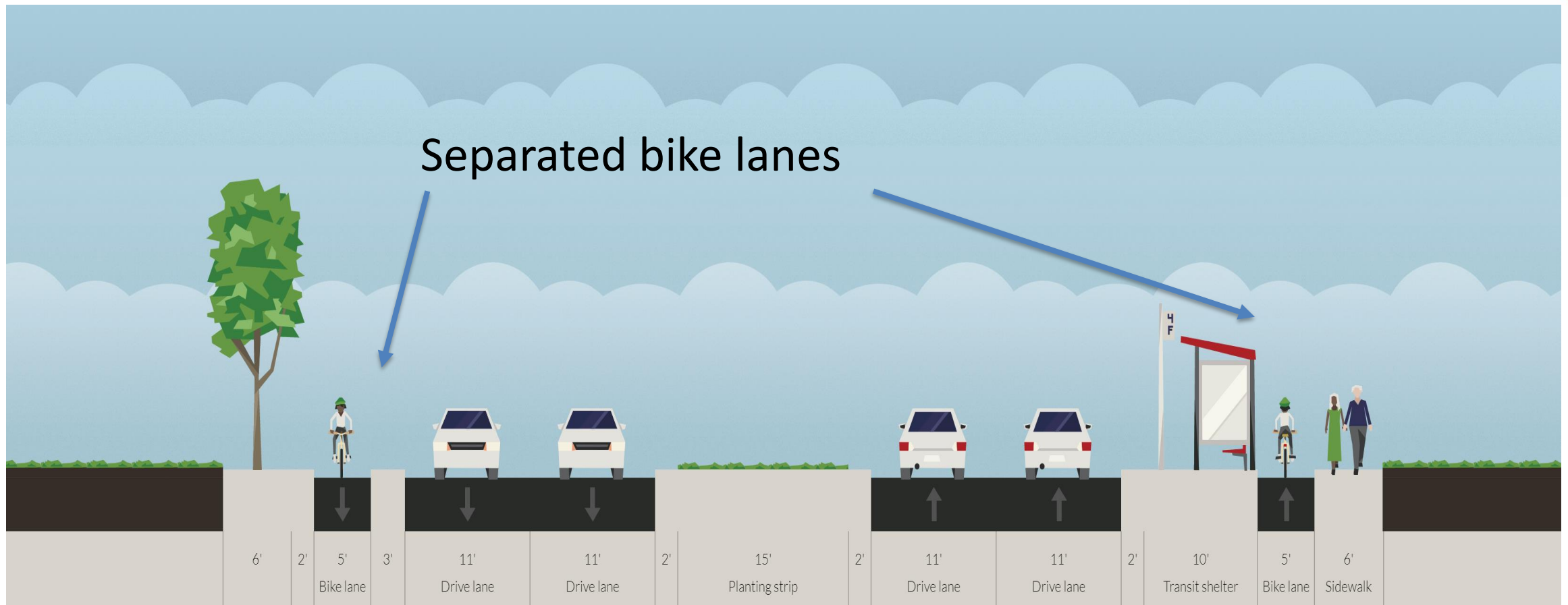
- 92 feet of Right-of-Way





Miner Rd to Hypoluxo Rd

- 92 feet of Right-of-Way





Miner Rd to Hypoluxo Rd

- Separated Bike Lanes





Miner Rd to Hypoluxo Rd

- 92 feet of Right-of-Way





Miner Rd to Hypoluxo Rd

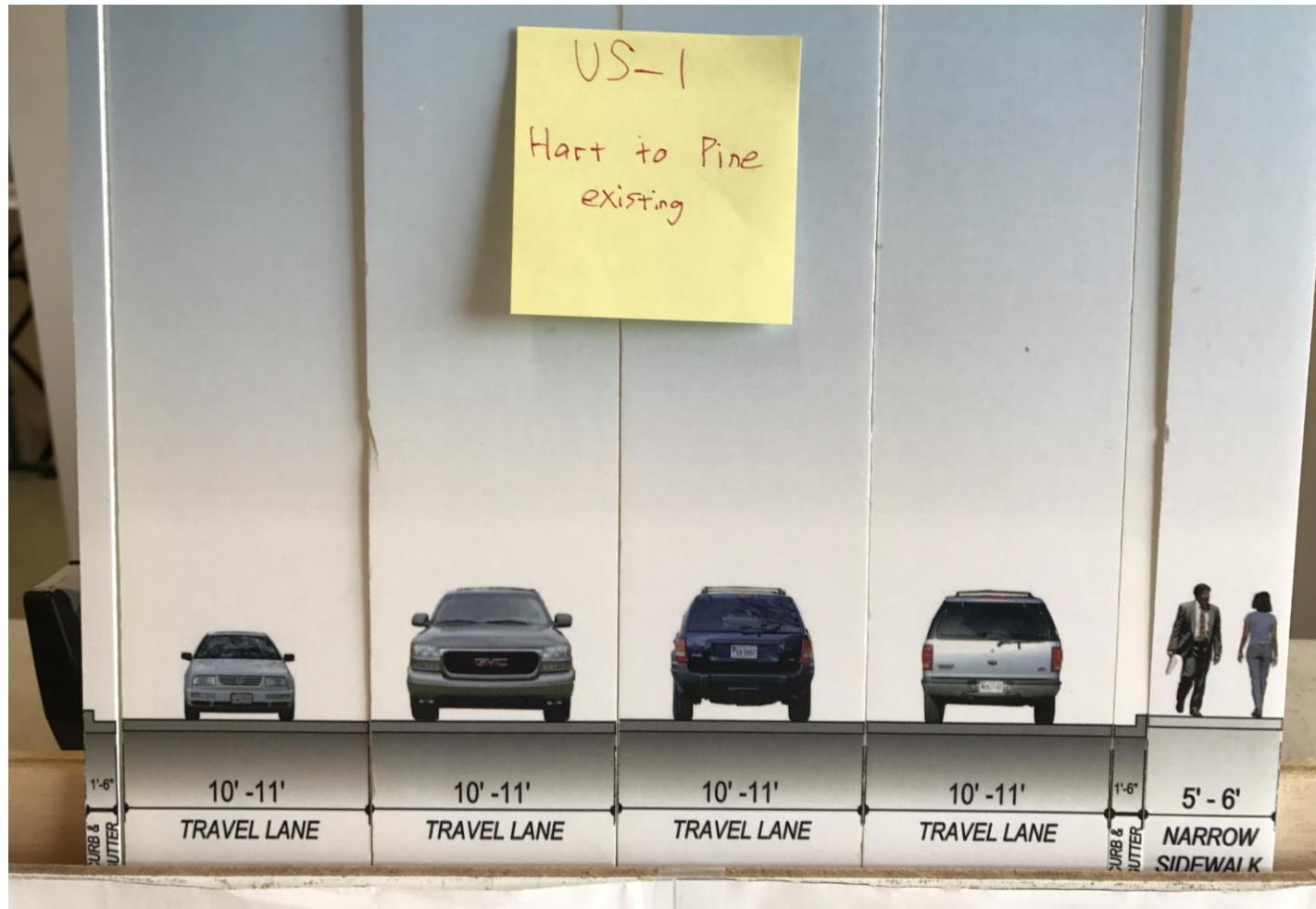
- Bike lanes behind bus shelters





Hart to Pine & Lantana to Federal

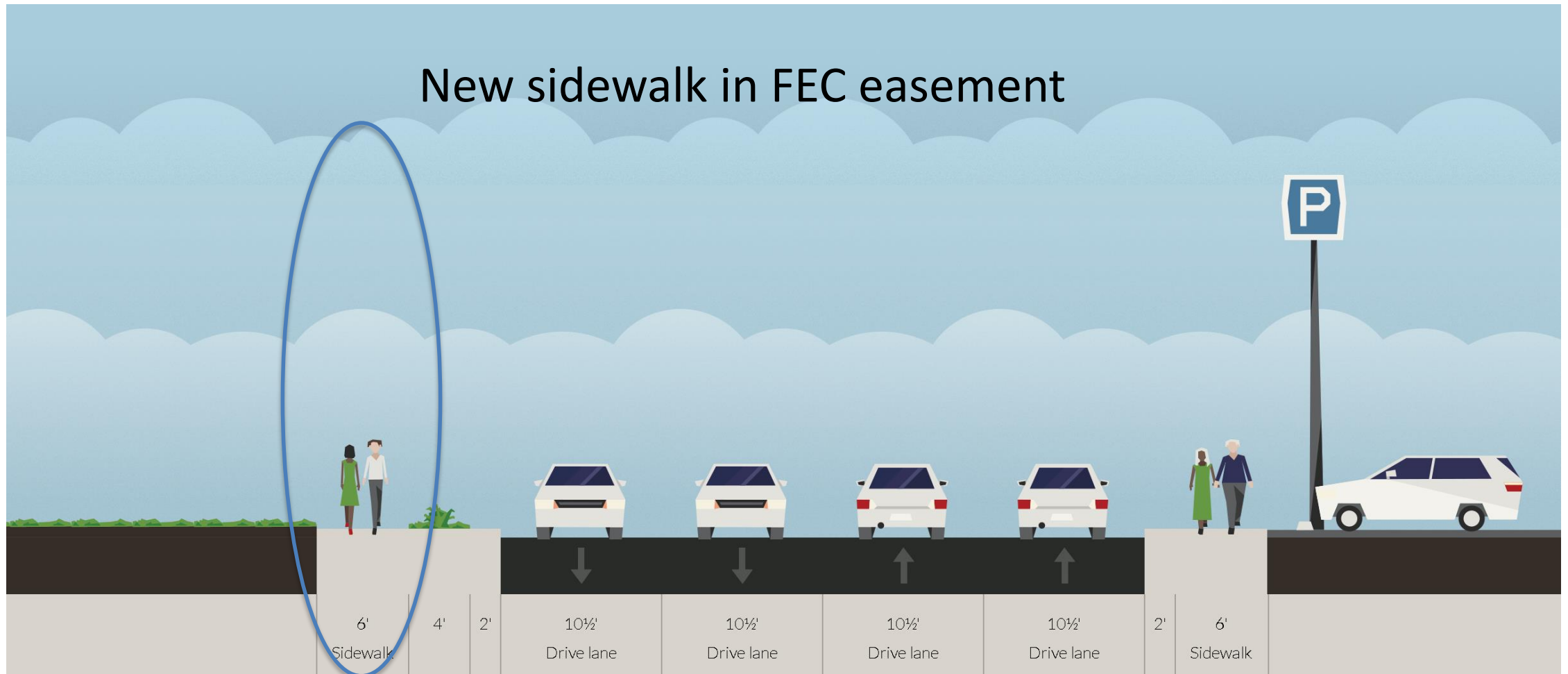
- 54 feet of Right-of-Way





Hart to Pine & Lantana to Federal

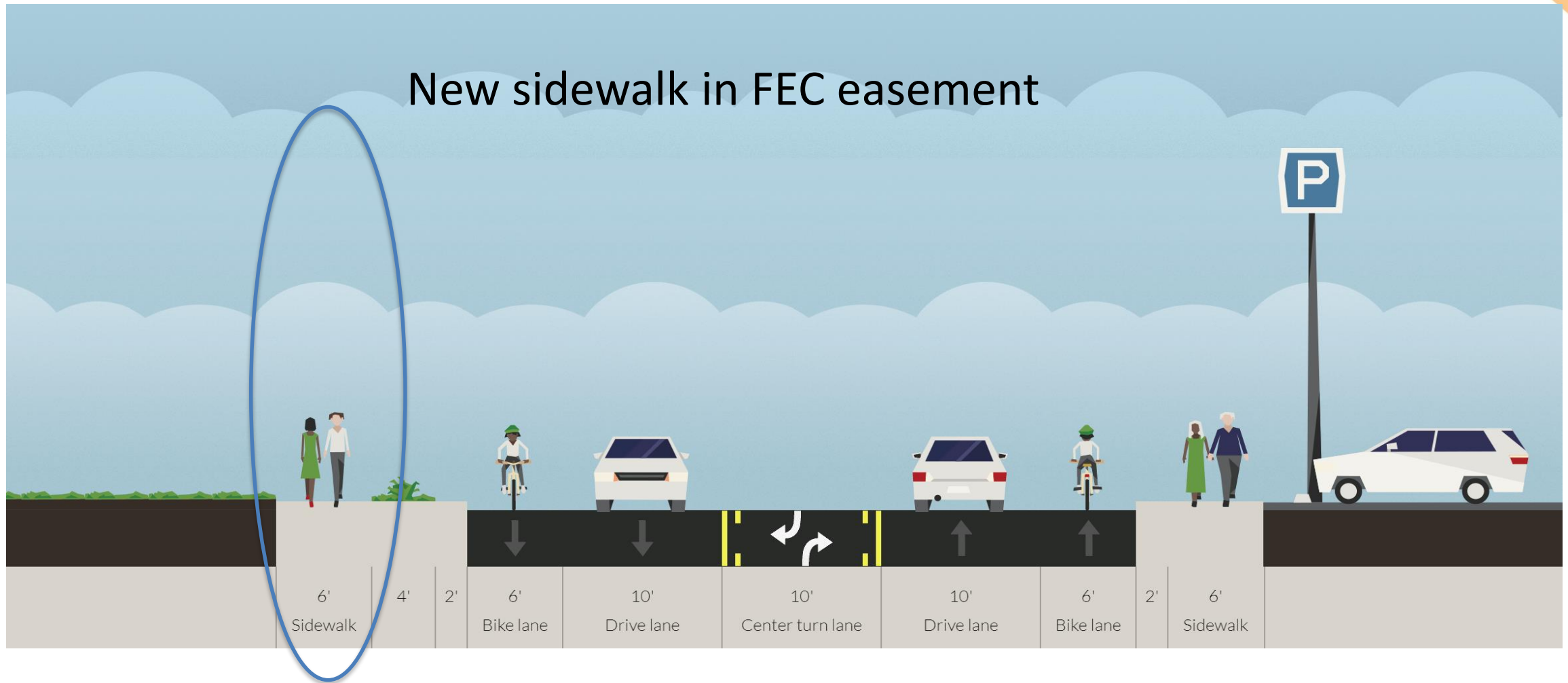
- 54 feet of Right-of-Way





Hart to Pine & Lantana to Federal

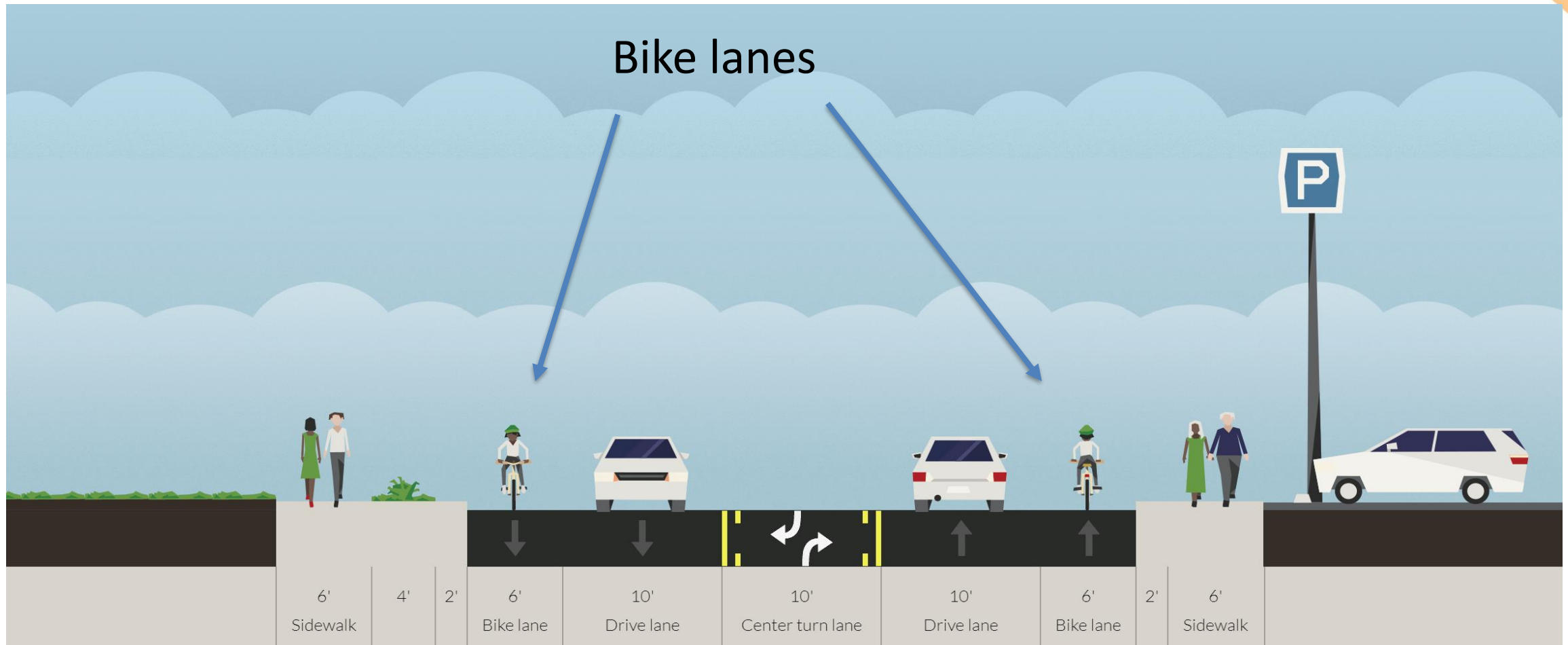
- 54 feet of Right-of-Way





Hart to Pine & Lantana to Federal

- 54 feet of Right-of-Way



US-1 at Lantana Road



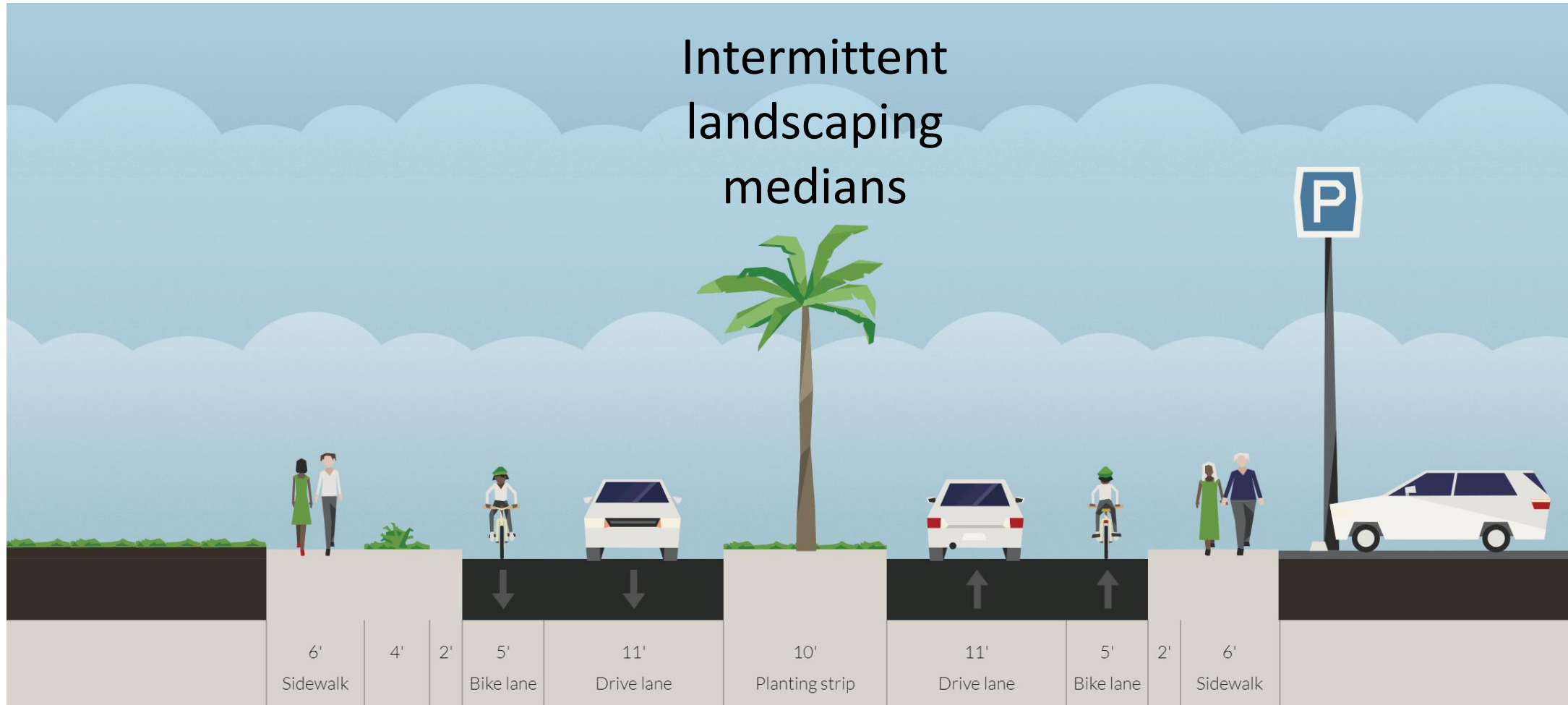
US





Hart to Pine & Lantana to Federal

- 54 feet of Right-of-way



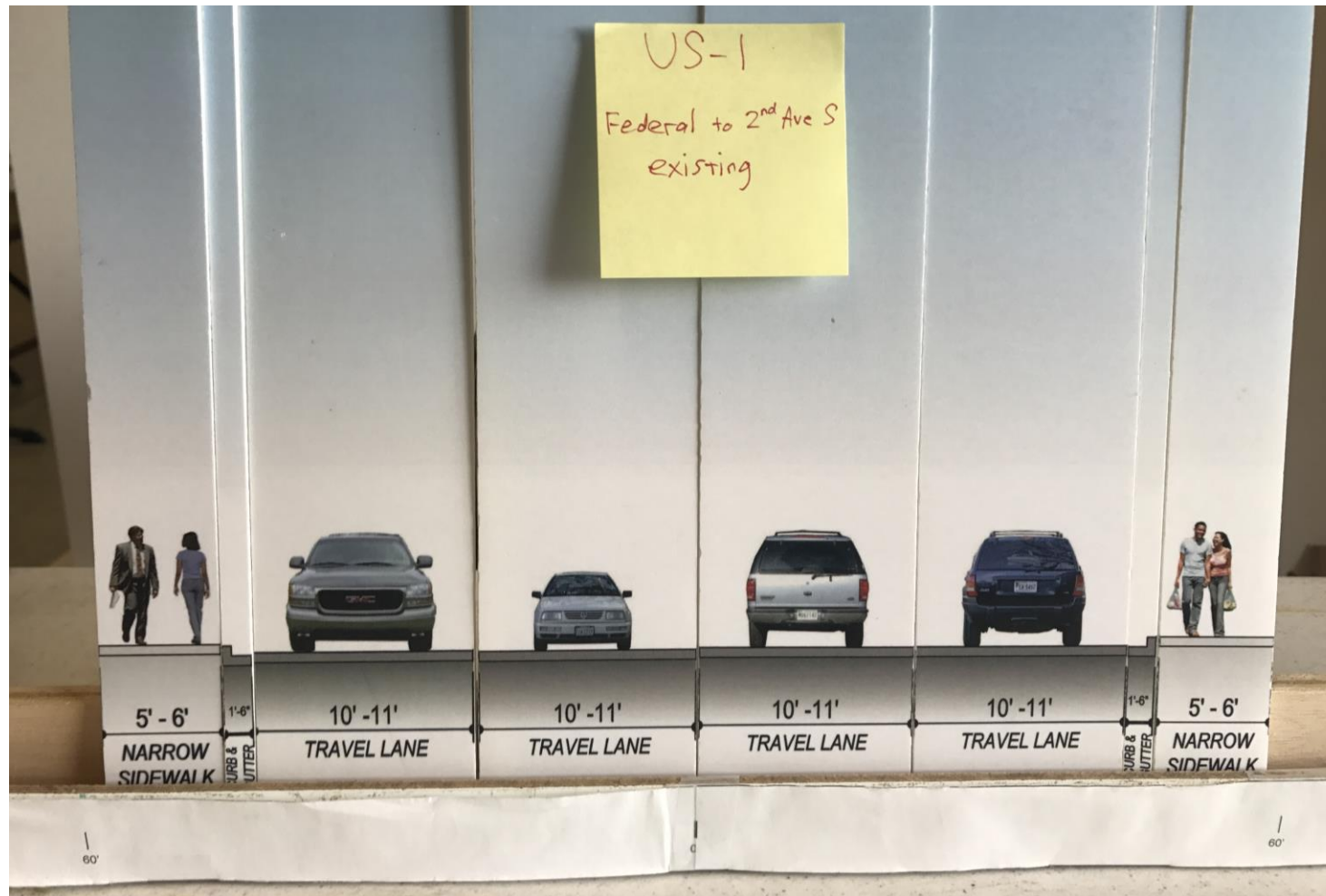
US-1 at Federal Highway Junction





South of 2 Ave S & North of 2 Ave N

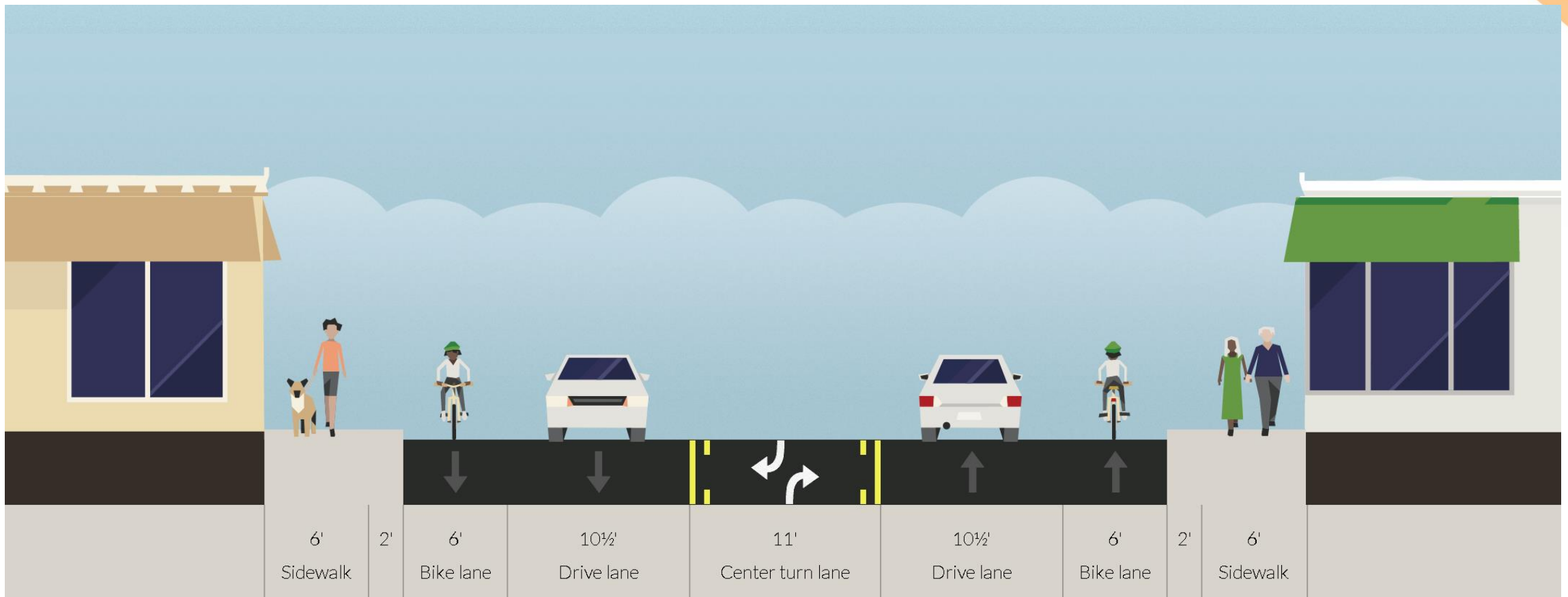
- 60 feet of Right-of-Way





S of 2nd Ave S & N of 2nd Ave N

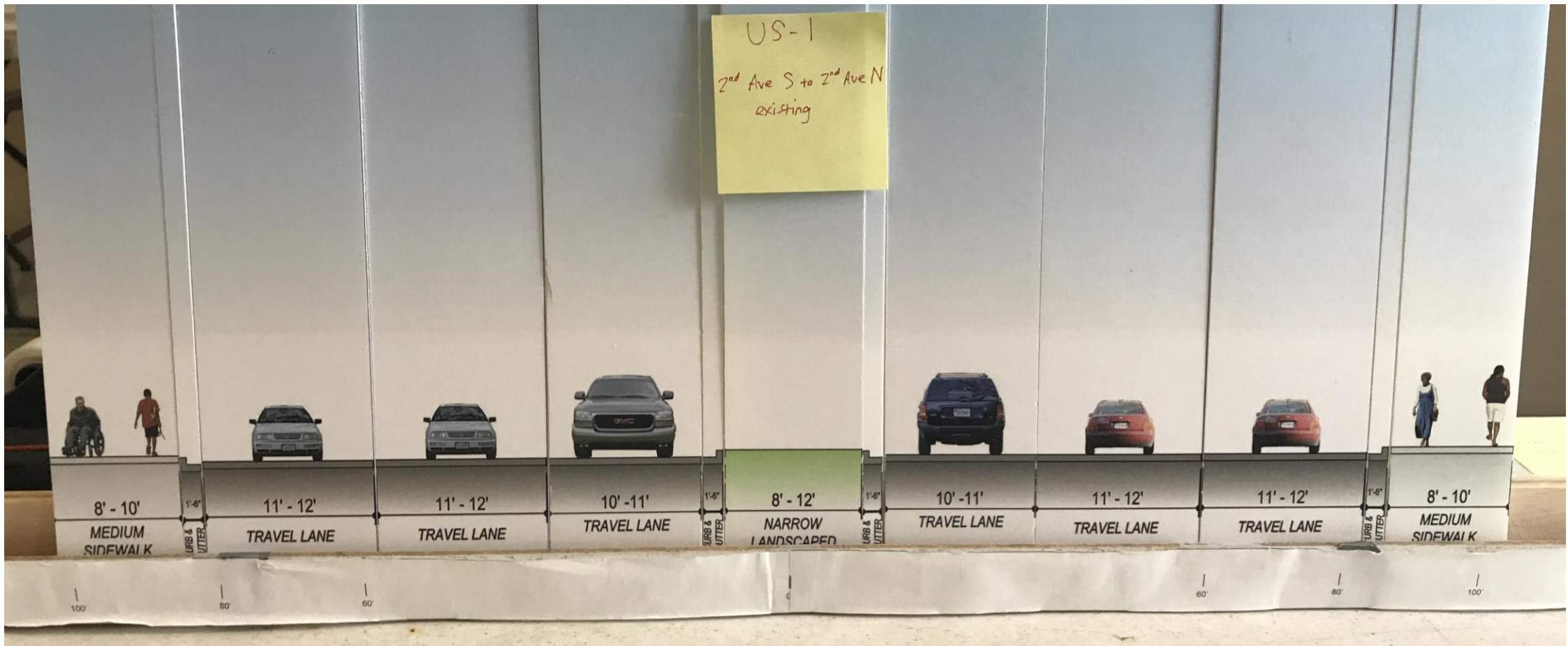
- 60 feet of Right-of-Way





Downtown Lake Worth

- 105 feet of Right-of-Way

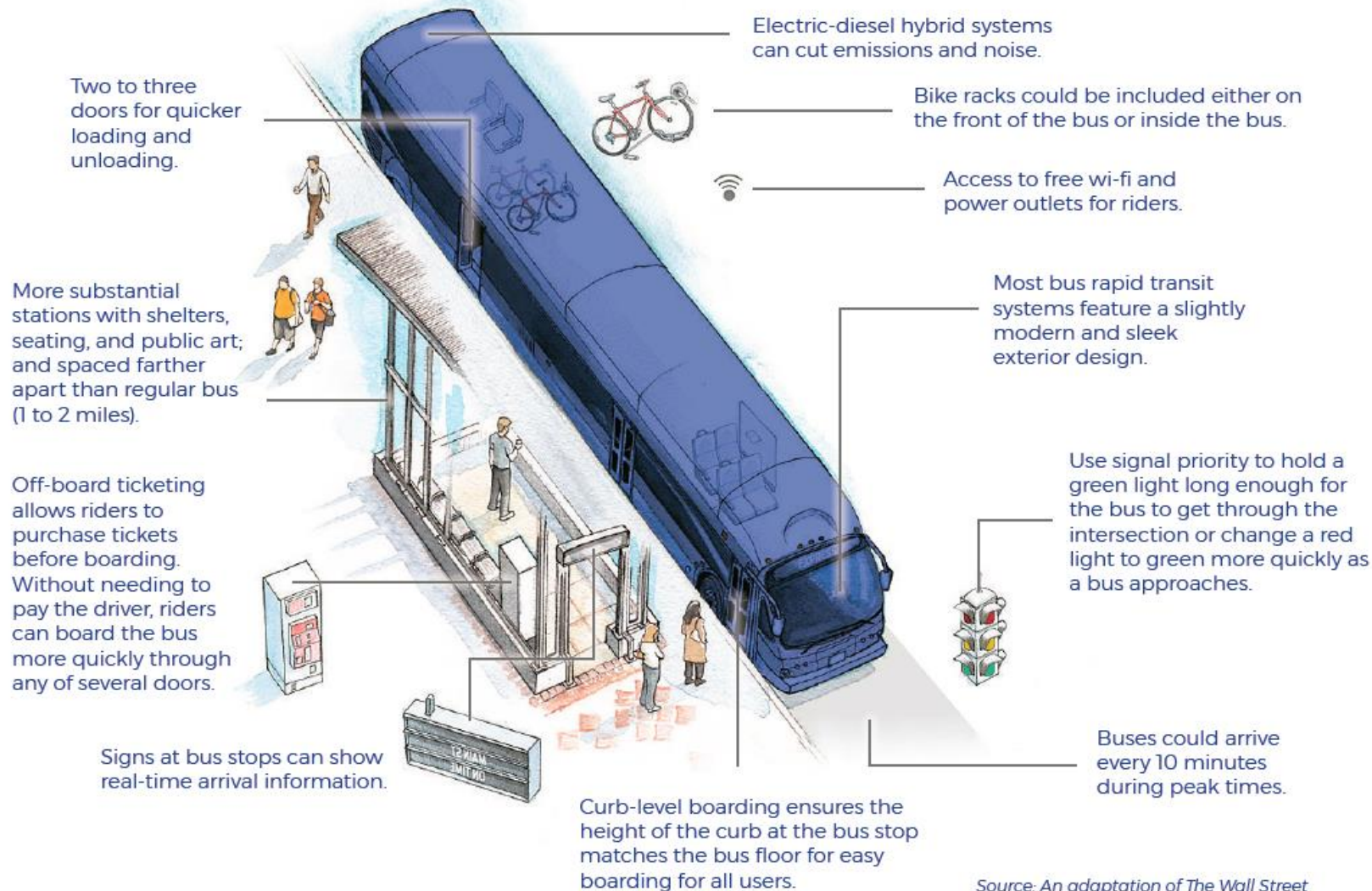


A graphic at the bottom of the page shows a stylized road with diagonal stripes in blue, grey, green, and orange. On the road, there is a blue bus icon and a red car icon, both with white outlines. A dashed yellow line runs horizontally across the road, with a black arrow pointing to the right.



- Bus Station
- Enhanced Crosswalk
- Landscaping
- Bike Lanes
- On-Street Parking
- Lighting

Enhanced Transit



Source: An adaptation of The Wall Street Journal Building a Better Bus illustration.
















Transit Characteristics



US-1 Multimodal Corridor Study
CONNECTING COMMUNITIES
in Palm Beach County

What Characteristics of Transit are Most Important to You?
USING THE DOTS PROVIDED PLACE "GREEN" DOTS NEXT TO THE CHARACTERISTICS THAT ARE MOST IMPORTANT TO YOU. YOU MAY USE UP TO 5 GREEN DOTS.

Walking to Transit Stops I want to be able to walk safely and comfortably to my transit stop.  ● ● ● ● ●	Bicycling to Transit Stops I want to be able to bike safely and comfortably to my transit stop.  ● ● ● ● ●	Stop Locations I want to have frequent and convenient stop locations available, because I am unable or prefer not to walk far from the transit stop to my final destination, even if this means the trip is slower.  ● ● ● ● ●	Transit Stop Characteristics I like a stop that's well-lit, clean, where I can sit down, and it feels safe.  ● ● ● ● ●	Branded Bus & Station I like to be able to see exactly what vehicle will go, with branding at stations.  ● ● ● ● ●
Easy Boarding I want to be able to get on board smoothly without any steps up or down.  ● ● ● ● ●	Payment Method I want to be able to prepay in an easy and convenient way, either using cash, credit card, or other transit pass.  ● ● ● ● ●	Number of Transfers I want to make a minimum number of transfers between transit vehicles.  ● ● ● ● ●	Transit Vehicle Seating and Crowding It's important that I get a comfortable seat - I don't like to stand on transit.  ● ● ● ● ●	Other [write-in your comment] ● Stops blocking parking lot entrances
Transit Arrives On Time Consistently I want to be able to depend on transit arriving at my stop on time.  ● ● ● ● ●	Real Time Tracking at Station/Stop I want real-time displays of when the next vehicle will arrive at the stop location.  ● ● ● ● ●	Real Time Tracking I want to be able to track the transit vehicle from a smartphone.  ● ● ● ● ●	Total Time/Speed of Trip Once I'm on transit, it's important to have a quick and direct trip to my destination, even if this means stop locations are less frequent or less convenient.  ● ● ● ● ●	

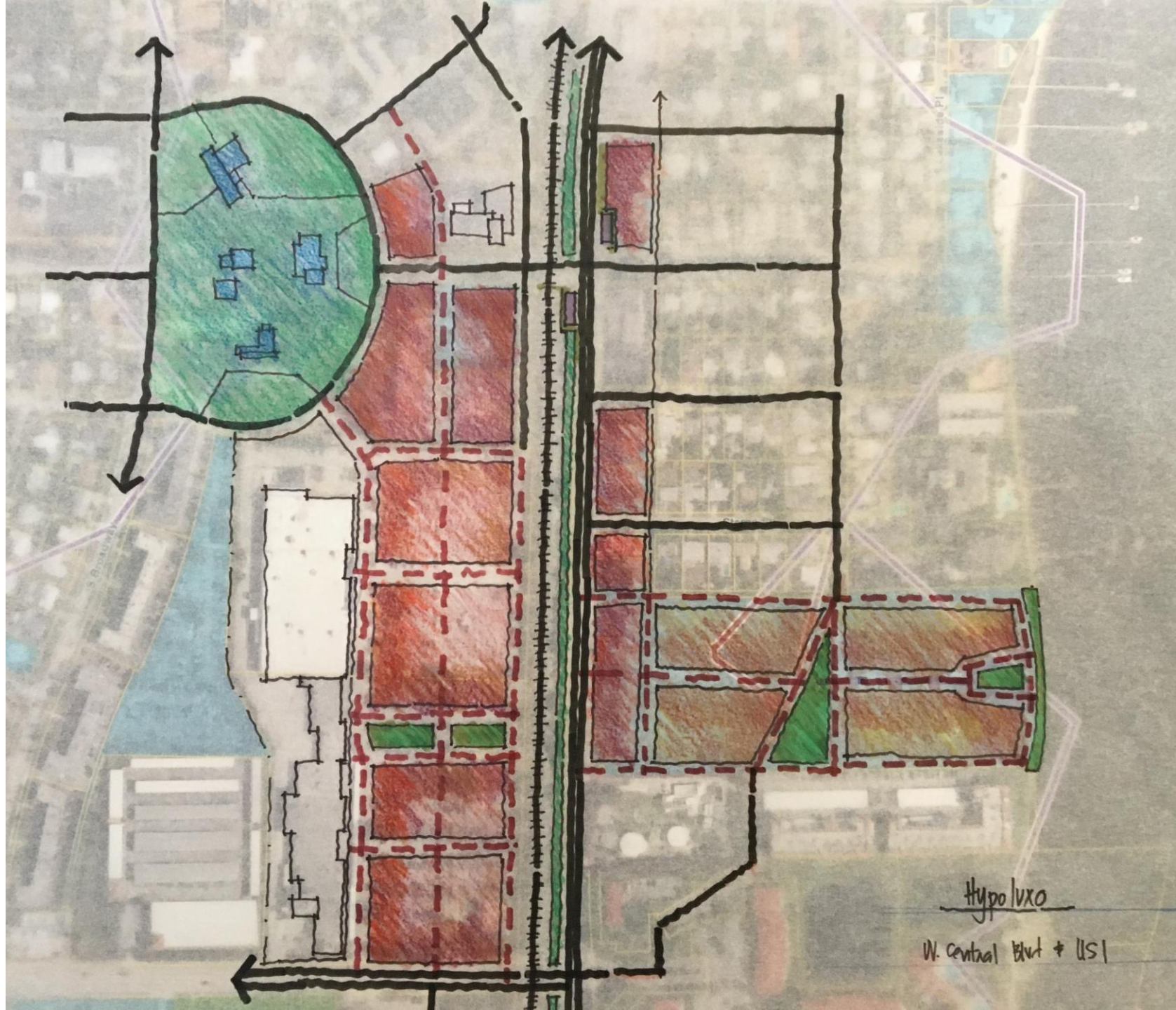


	Major Cross Street	Bus Transfer	>60 Bus Riders / Day	Bolt Stop	Connection to Rail	Proximity to Destination
Miner Rd			✓			
Hypoluxo Rd	✓	✓	✓			
W Lantana Rd	✓	✓	✓			✓
12th Ave S		✓	✓			
6th Ave S	✓	✓	✓	✓		
Lake Ave	✓	✓	✓	✓	✓	✓
10th Ave N	✓	✓	✓			
Columbia Drive			✓		✓	

Lantana

W. Central Blvd & US 1

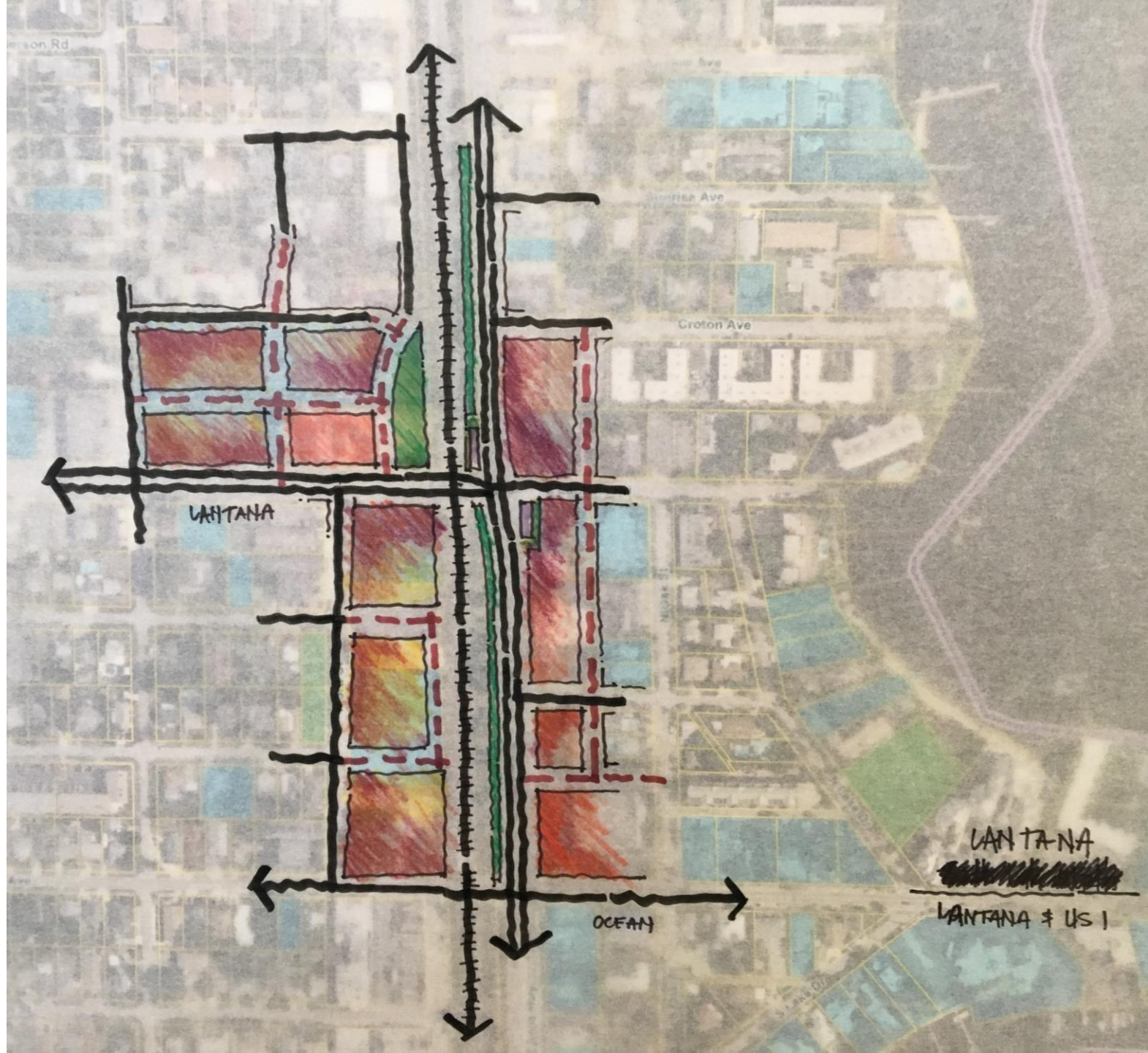
- Connect to Town Center
- Reconnect Network
- Introduce Green Space
- Locate Stops in Existing Space; Improve Cross-Connectivity
- Be Context Sensitive



Lantana

Lantana & US 1

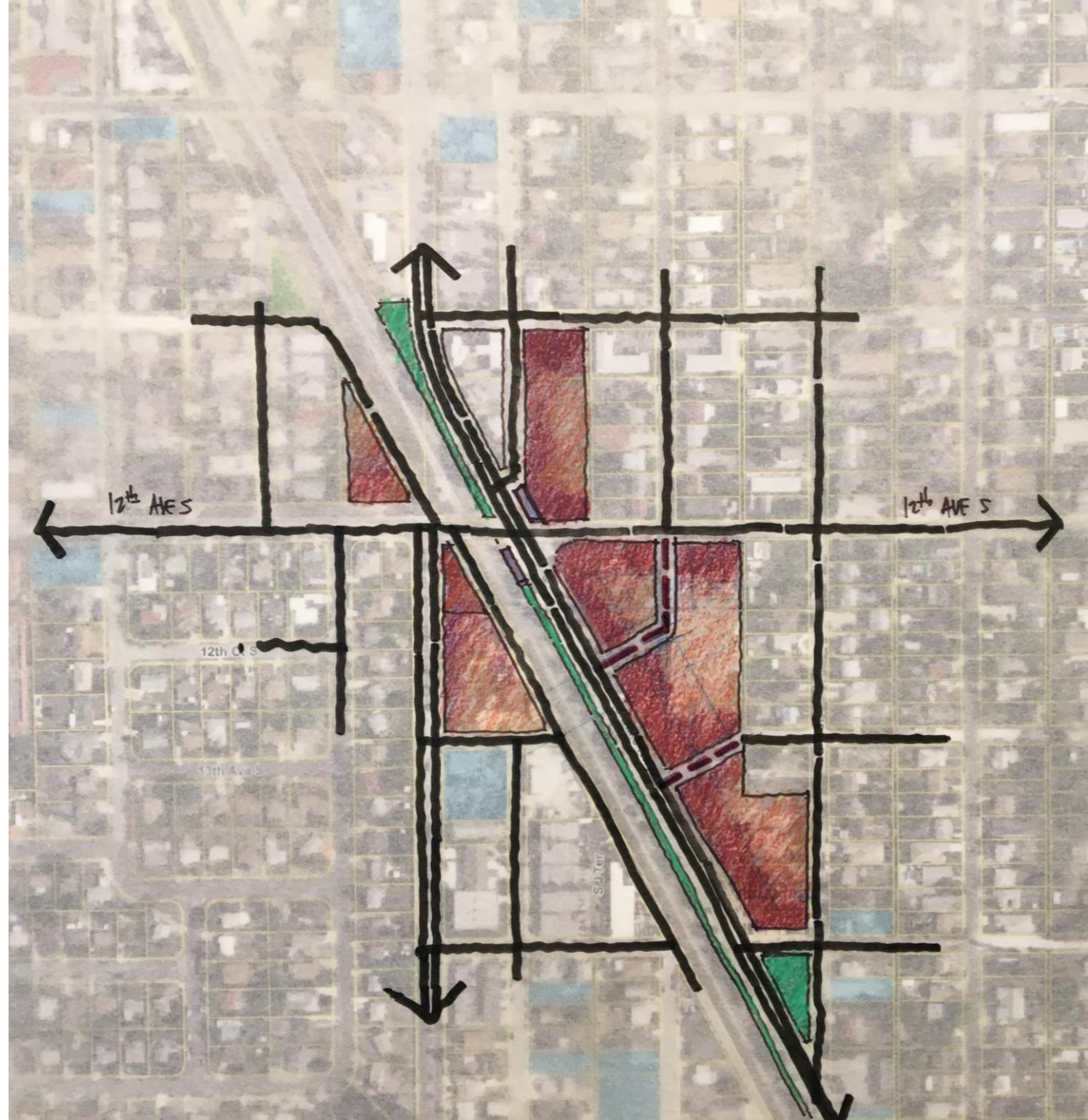
- Connect to Town Center
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Lake Worth

12th Ave S & US 1

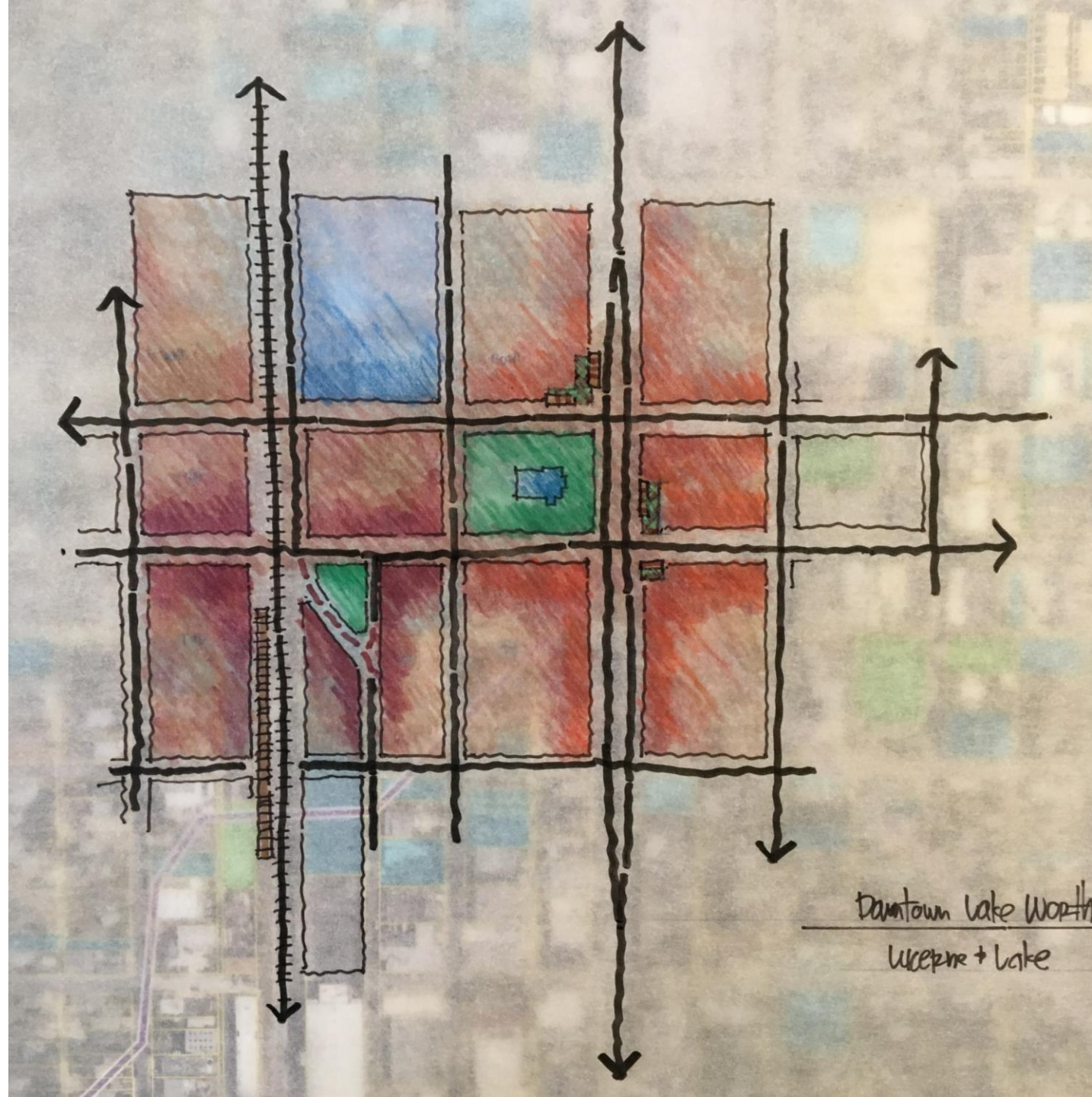
- Connect to Town Center
- Reconnect Network
- Introduce Green Space
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- Be Context Sensitive



Lake Worth

Lucerne/Lake & US 1

- Connect to Town Center
- Reconnect Network
- Introduce Green Space
- Locate Stops in Existing Space; Improve Cross-Connectivity
- Be Context Sensitive





Lantana



Lake Worth

Schedule



We are Here



**Spring
2017**

RESEARCH

**Summer -
Fall 2017**

OUTREACH

**Winter
2018**

REPORT

**Spring
2018**

OUTREACH

Stay Tuned – Get Involved

- US1PBCorridorStudy.com
- Facebook.com/US1PBCorridorStudy
- [#US1PBCorridorStudy](https://twitter.com/US1PBCorridorStudy)
- [@US1PBCorridorStudy](https://twitter.com/US1PBCorridorStudy)
- Quality of Life and Transit Survey

US-1 Multimodal Corridor Study
CONNECTING COMMUNITIES
in Palm Beach County

HOME | ABOUT | GET INVOLVED | PROJECT DOCUMENTS | HEALTH & TRANSPORTATION | FAQs

EVENTS
WORKSHOP & CHARRETTE SCHEDULE
COMMENT MAP
SURVEY
CONTACT INFO

US-1 MULTIMODAL CORRIDOR STUDY

The Palm Beach Metropolitan Planning Organization (MPO) is conducting a US-1 Multimodal Corridor Study to connect pedestrian and bicycle facilities as well as upgrade and expand existing transit service along US-1 in Palm Beach County from Camino Real in Boca Raton to Indiantown Road in Jupiter.

PROJECT STATS - Click to view full stats

Mode	Percentage
7.0% (Other)	7.0%
2.5% (Bicycle)	2.5%
1.4% (Transit)	1.4%
3.3% (Other)	3.3%
10.3% (Other)	10.3%
74.0% (Other)	74.0%
1.5% (Other)	1.5%

PROJECT TIMELINE

- SPRING 2017: RESEARCH
- SUMMER-FALL 2017: OUTREACH
- WINTER 2018: REPORT
- SPRING 2018: OUTREACH

EVENTS - Click to view all events

- 05.06.17 - Kickoff Outreach Event
- 05.13.17 - Section 1 Workshop
- 06.24.17 - Section 2 workshop
- 07.22.17 - Section 3 workshop
- 08.26.17 - Section 4 workshop

COMMENT MAP - Click to leave comment

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info@US1PBCorridorStudy.com

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