**US-1 TRANSIT ASSESSMENT**

Palm Tran Express

Conceptual alignments were developed for the proposed US-1 premium transit service, designated the Palm Tran Express (PTX). The PTX service is envisioned to be a mixed-freight corridor-based premium transit service that supplements the existing Route 1 and is planned to operate in place of the current limited stop service, The Bolt.

Based on discussions with Palm Tran and the TPA, as well as recommendations from US-1 Multimodal Corridor HIA, it is recommended to move forward with the phase one PTX Yellow alignment which operates in the areas of highest existing ridership. The service would operate on 10-minute frequencies over 18 miles with a station approximately every mile. Following PTX Yellow, future phases would include an expansion of service to the south (PTX Blue) followed by expansion north (PTX Green) for full corridor premium transit service.

PTX Stations

During the US-1 Multimodal Corridor Workshops, attendees were asked their preference for various transit characteristics. Attendees felt strongly that a station need to be well-lit and clean with seating and shade. The dependability and speed of the transit service was also preferred. In addition, participants felt they would be more likely to use transit if the service was well branded and included technologic aspects like real time tracking and payment methods available through their smartphone. Based on this input, a typical station module was generated.

**Typical PTX Station Module**

- **Level Entry Platform**
  - Station Accessible
  - ADA Compliant
  - Pedestrian Connections
- **Concourse Level**
  - Restrooms
  - Seating
  - Shaded Waiting Area
- **Mezzanine Level**
  - Ticketing
  - Bike Parking
  - Real-Time Information
- **Platform Level**
  - Seated Waiting Area
  - Bicycle Parking
  - Real-Time Information

**PTX Alignment - All Phases**

To view and/or download the US-1 Multimodal Corridor Study Projects, please visit the project website or TPA’s website.

**What is the US-1 Multimodal Corridor Study?**

In early 2017, the Palm Beach Transportation Planning Agency (TPA) kicked-off the US-1 Multimodal Corridor Study to develop a comprehensive plan to improve bicycle and pedestrian facilities and public transit within the study area. As part of the study, a Health Impact Assessment (HIA) was conducted to understand how bicycle, pedestrian and transit improvements could increase access to jobs, education, health and community services, pedestrian and bicycle safety, and development and redevelopment along the corridor of the adjacent communities. The comprehensive plan includes specific recommendations designed to safely connect communities adjacent to the corridor.

The US-1 Multimodal Corridor Study encompasses the US-1 corridor in Palm Beach County from Camino Real in the City of Boca Raton to Indiantown Road in the Town of Jupiter. The project corridor is approximately 42 miles and is a major north-south travel corridor that traverses 14 of the county’s eastern communities. This project is a Priority Project in the Transportation Improvement Program (TIP) Fiscal Year (FY) 2018-2022. Palm Tran’s highest ridership bus route Route 1 and “The Bolt” limited stop service operate along US-1. More people walk, bicycle, and take transit along US-1 when compared to the County as a whole.

**What is the process?**

The study featured a robust public outreach process that began with an interactive kick-off event at Sanborn Square in Boca Raton and continued over the next several months with 6 public workshops and 18 “open to the public” charrettes. Days through this process, the study team interviewed key corridor stakeholders help to guide the recommended improvements, while building an informed consensus on why decisions were made.

**What are the results?**

Leading with the HIA’s goals of integrating pedestrian, bicycle, and transit investments to benefit the health of the communities along the US-1 corridor, the study team designed and planned multiple solutions to help decision-makers prioritize these investments in transportation. Thirty-nine typical sections, showing Complete Street, multimodal improvements were generated for the 42-mile corridor and were prioritized based on a review of the FDOT Work Program, TPA goals/objectives, project complexity, cost, and benefit.

The transit assessment included corridor-wide recommendations for station locations, route alignments, service plans, and operating segments for the proposed US-1 premium transit service, designated as the Palm Tran Express (PTX) broken down into three phases of implementation. To view and/or download the US-1 Multimodal Corridor Study Projects, please visit the project website or TPA’s website.

**www.us1pbcorridorstudy.com/project-documents**

**www.palmbeachtpa.org/us1**
### Multimodal Improvements

The table below provides a prioritization of multimodal improvements based on various criteria such as complexity, cost, and benefit. The projects are categorized into different tiers based on their feasibility and expected completion years.

<table>
<thead>
<tr>
<th>Project Termini</th>
<th>US-1 Corridor</th>
<th>Description</th>
<th>Complexity</th>
<th>Cost</th>
<th>Benefit</th>
<th>Priority Tier</th>
</tr>
</thead>
<tbody>
<tr>
<td>NE Mizner Blvd</td>
<td>DIXIE HWY/FEDERAL HWY JCT</td>
<td>Lane repurposing from 4L to 3L, add conventional bicycle lanes</td>
<td>1</td>
<td>2</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>SB George Bush Blvd</td>
<td>CAMINO REAL</td>
<td>Lane repurposing from 6L to 4L, add buffered/buffered bicycle lanes, contain 15-foot easement for sidewalks on the west side &amp; furnishing zone without trees</td>
<td>2</td>
<td>2</td>
<td>2</td>
<td>3</td>
</tr>
<tr>
<td>NE 15th Ave</td>
<td>Gulfstream Blvd</td>
<td>Convert buffered bicycle lanes to separated bicycle lanes, add 10-foot easement for sidewalks on the west side &amp; furnishing zone without trees</td>
<td>1</td>
<td>2</td>
<td>2</td>
<td>1</td>
</tr>
<tr>
<td>Old Dixie Hwy</td>
<td>Old Dixie Hwy</td>
<td>Add separated bicycle lanes</td>
<td>2</td>
<td>2</td>
<td>1</td>
<td>2</td>
</tr>
<tr>
<td>Tropic Blvd</td>
<td>Tropic Blvd</td>
<td>Convert bicycle lanes to separated bicycle lanes</td>
<td>1</td>
<td>2</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>2nd Ave South</td>
<td>2nd Ave North</td>
<td>Two-way separated bicycle lanes on both sides &amp; furnishing zones without trees</td>
<td>2</td>
<td>2</td>
<td>1</td>
<td>2</td>
</tr>
<tr>
<td>Lantana Rd</td>
<td>Lantana Rd</td>
<td>Lane repurposing from 6L to 4L, add separated bicycle lanes</td>
<td>1</td>
<td>2</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>SE 12th Rd</td>
<td>SE 12th Rd</td>
<td>Partial reconstruction, add buffered bicycle lanes</td>
<td>2</td>
<td>2</td>
<td>1</td>
<td>2</td>
</tr>
<tr>
<td>SE Mizner Blvd</td>
<td>SE Mizner Blvd</td>
<td>Lane repurposing from 4L to 3L, add on-street parking &amp; separated bicycle lanes</td>
<td>2</td>
<td>2</td>
<td>1</td>
<td>2</td>
</tr>
</tbody>
</table>

**Legend:**
- **No change to the number of existing through lanes & parking**
- **No changes to drainage or median**
- **Add new modal facilities**
- **Changes to median and/or minor road modifications**
- **Add conventional bicycle lanes**
- **Convert buffered bicycle lanes to separated bicycle lanes**
- **Add two-way separated bicycle lanes; architect rendering to add buffered bicycle lane, add furnishing zones without trees**
- **Convert bicycle lanes to separated bicycle lanes**

**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 2019-2023 Transportation Improvement Program (TIP)*