



COUNTYWIDE TRANSPORTATION MASTER PLAN CHAPTER 1: DISCOVER

REVISED
AUGUST 21, 2026



PBCMoves.com



PALM BEACH COUNTY COUNTYWIDE TRANSPORTATION MASTER PLAN

Chapter 1: Discover

TABLE OF CONTENTS

Chapter 1: Discover	1-9
1.1. Introduction	1-9
1.2. Guiding Principles	1-10
1.3. Existing Plans	1-15
1.3.1. Municipal Plans	1-15
1.3.2. Agency Plans	1-19
1.4. Existing Conditions	1-27
1.4.1. Demographic and Socioeconomic Trends	1-27
1.4.2. Land Use	1-58
1.4.3. Existing Codified Restrictions	1-62
1.4.4. Existing Transportation System	1-64
1.4.5. Roadway Network	1-67
1.4.6. Transit Network	1-77
1.4.7. Rail Network	1-78
1.4.8. Pedestrian and Bicycle Network	1-80
1.4.9. Equestrian Trail System	1-88
1.4.10. Golf Cart System	1-93
1.5. Network Assessment	1-97
1.5.1. Network Assessment Methodology	1-97
1.5.2. Travel Patterns	1-98
1.5.3. Roadway Performance	1-102
1.5.4. Transit Performance	1-118
1.5.5. Pedestrian and Bicycle Conditions	1-127
1.5.6. Safety	1-136
1.5.7. Parking	1-138



1.5.8. E-Commerce	1-139
1.6. Florida County Benchmarking	1-140
1.6.1. Benchmarking Approach	1-140
1.6.2. Countywide Transportation Planning	1-141
1.6.3. Mobility Fees and Multimodal Funding	1-141
1.6.4. Complete Streets and Context-Sensitive Design	1-142
1.6.5. Transit Governance	1-142
1.6.6. Safety and Vision Zero	1-143
1.6.7. Regional Coordination	1-143
1.6.8. Transportation Demand Management and Emerging Mobility	1-144
1.6.9. Key Lessons for Palm Beach County	1-144
1.6.10. Implications for the CTMP	1-145



List of Tables

Table 1-1: Municipal Plans - Index of Plans (municipality and plan name)	1-17
Table 1-2: FDOT Current and Planned Improvements within Palm Beach County	1-19
Table 1-3: Palm Beach County 2020 Population by Jurisdiction	1-27
Table 1-4: Summary of Codified Restrictions	1-63
Table 1-4: Centerline Miles by Functional Classification and Maintaining Agency	1-67
Table 1-5: Total Mileage and Percentages by entity (Government Controlled versus Private) 1-69	
Table 1-6: Largest Equestrian Trail Networks in Palm Beach County (as of 2025)	1-89
Table 1-7: Wellington Trails and Pathway Classification	1-91
Table 1-8: Palm Beach County Municipal Ordinances related to Golf Cart Operations	1-95
Table 1-9: FDOT Statewide Non-Motorized Traffic Monitoring Program (2025 Data)	1-101
Table 1-10: 2024 Operating Speed Reduction when Compared to Posted Speed Limit during AM and PM Peak Hours	1-110
Table 1-11: Palm Tran Fixed Route Ridership Comparison	1-119
Table 1-12: Transit Level of Services Standards	1-120
Table 1-13: Palm Tran Fixed Route Transit Level of Services (LOS)	1-122
Table 1-14: Active Enhanced Transit Corridors	1-125



List of Figures

Figure 1-1: Municipalities within Palm Beach County	1-10
Figure 1-2: Palm Beach Transportation Planning Agency (MPO) Vision 2050 Projects	1-22
Figure 1-3: Palm Tran 10-Year Public Transit Needs	1-26
Figure 1-4: Projected Population Growth (Percentages 2020 – 2050)	1-29
Figure 1-5: Projected 2050 Population Densities	1-30
Figure 1-6: Projected Employment Growth (Percentages 2020 - 2050)	1-31
Figure 1-7: Projected 2050 Employment	1-32
Figure 1-8: Total Population of Palm Beach County Census Tracts	1-36
Figure 1-9: Population Density (Population per Acre) of Palm Beach County Census Tracts ..1-37	
Figure 1-10: 5-Year Change in Population in Palm Beach County Census Tracts (2018 - 2023)	1-38
Figure 1-11: Density of Households in Palm Beach County	1-40
Figure 1-12: Percentage of Owner-Occupied Homes	1-41
Figure 1-13: Percentage of Renter-Occupied Homes	1-42
Figure 1-14: Number of Vehicles per Household	1-43
Figure 1-15: Percentage of Zero Vehicle Households	1-44
Figure 1-16: Median Household Income by Census Tract	1-45
Figure 1-17: Employment Density by Census Tract	1-46
Figure 1-18: 5-Year Change in Employment Opportunities	1-47
Figure 1-19: Poverty Status of Palm Beach County Census Tracts	1-48
Figure 1-20: Share of Minority Populations by Census Tract	1-49
Figure 1-21: Share of Non-White Populations by Census Tract	1-50
Figure 1-22: Proportion of Limited English Proficiency Households by Census Tract	1-51
Figure 1-23: Median Age of Palm Beach County Census Tracts	1-52
Figure 1-24: Percentage of Population aged 65 or Older	1-53
Figure 1-25: Percentage of Population Aged 18 or Younger	1-54
Figure 1-26: Share of School Enrollment by Census Tract	1-55
Figure 1-27: Share of Population without High School Diploma	1-56
Figure 1-28: Share of Population holding a Bachelor's Degree or Higher	1-57
Figure 1-29: Existing Land Use Categories in Palm Beach County	1-61
Figure 1-30: Existing Codified Restrictions	1-62
Figure 1-31: Existing Transportation System Map, Palm Beach County VISION 2050 Long Range Transportation Plan Summary	1-65



Figure 1-32: Existing Transportation System Characteristics, Palm Beach County VISION 2050 Long Range Transportation Plan Summary	1-66
Figure 1-33: Functional Classification of the Roadway Network within Palm Beach County ...	1-68
Figure 1-34: Road Centerline Jurisdiction for the entire Palm Beach Roadway Network	1-70
Figure 1-35: Palm Beach County Thoroughfare ROW Identification Map	1-72
Figure 1-36: 2024 Annual Average Daily Traffic (AADTs) for State and County Facilities	1-74
Figure 1-37: Number of lanes (directional) for State and County Facilities	1-75
Figure 1-38: 2020 Daily Roadway capacity for State and County Facilities obtained from the base year model in SERPM 9.5.2	1-76
Figure 1-39: 2024 Speed limits along State and County	1-77
Figure 1-40: Transit System and Services offered within Palm Beach County	1-80
Figure 1-41: Palm Beach County Existing Pedestrian Facility Network	1-81
Figure 1-42: Palm Beach County Pedestrian Priority Network	1-82
Figure 1-43: Palm Beach County Existing Bicycle Facility Network	1-83
Figure 1-44: Palm Beach County Bicycle Priority Network	1-84
Figure 1-45: FDOT District 4 Pedestrian and Bicycle Master Plan Update - Existing Multimodal Network Sample Slide	1-85
Figure 1-46: FDOT District 4 Pedestrian and Bicycle Master Plan Update – Prioritization Process Sample Slide	1-86
Figure 1-47: FDOT District 4 Pedestrian and Bicycle Master Plan Update – Key Corridor Locations – Palm Beach Sample Slide	1-87
Figure 1-48: FDOT District 4 Pedestrian and Bicycle Master Plan Update – Prioritization Results Sample Slide	1-88
Figure 1-49: Village of Wellington Multimodal Pathways, Bicycle Lanes and Equestrian Trails	1-90
Figure 1-50: Typical Equestrian Trail Cross Section	1-92
Figure 1-51: Village of Wellington Golf Cart Operation designated roadways	1-96
Figure 1-52: Daily Regional Travel – Spring 2025 Weekday Trips	1-99
Figure 1-53: Cross Jurisdictional Travel Between Cities with Palm Beach County	1-100
Figure 1-54: FDOT Non-Motorized Traffic Monitoring Count Sites	1-101
Figure 1-55: Level of Service Criteria for Arterials “Based on Volume to Capacity Ratios” ..	1-103
Figure 1-56: Current Backlogged Roadways within Palm Beach County Roadway Network – Reflects 2024 Daily Level of Service (LOS)	1-105
Figure 1-57: Current Backlogged Roadways within Palm Beach County Roadway Network – Reflects 2024 AM Peak Level of Service (LOS)	1-105
Figure 1-58: Current Backlogged Roadways within Palm Beach County Roadway Network – Reflects 2024 PM Peak Level of Service (LOS)	1-106



Figure 1-59: Bottleneck Roadways Average Maximum Length (in miles) and the average impact per county within Palm Beach County Roadway Network	1-107
Figure 1-60: Bottleneck Roadways within Palm Beach County Roadway Network Source: FDOT District Four TSM&O Master Plan Update 2024 (Published June 2025)	1-108
Figure 1-61: 2050 Daily Level of Services (LOS) Analysis for Palm Beach County and State Highway System Roadways	1-112
Figure 1-62: 2050 AM Peak Period Level of Services (LOS) Analysis for Palm Beach County and State Highway System Roadways	1-113
Figure 1-63: 2050 PM Peak Period Level of Services (LOS) Analysis for Palm Beach County 1-114	
Figure 1-64: Projected 2050 Annual Average Daily Traffic (AADTs) for State and County Facilities	1-115
Figure 1-65: 2050 Projected Number of Lanes for State and County Facilities	1-116
Figure 1-66: Projected 2050 Daily Roadway capacity for State and County Facilities (from the base year model in SERPM 9.5.2)	1-117
Figure 1-67: Projected 2050 Speed limits along State and County Facilities	1-118
Figure 1-68: Palm Tran Transit Level of Service (LOS) Analysis	1-121
Figure 1-69: City of Boynton Beach Transit Quality of Services (QOS) Standard	1-123
Figure 1-70: Active Enhanced Transit Corridors – Planned Project Corridors	1-125
Figure 1-71: Pedestrian Traffic Level of Stress Flow Chart	1-127
Figure 1-72: Pedestrian Level of Traffic Stress (PLTS) Descriptions	1-128
Figure 1-73: Pedestrian Traffic Level of Stress for County and State Roads System	1-129
Figure 1-74: Pedestrian Priority Gaps (Tier 1 through Tier 3)	1-131
Figure 1-75: Bicycle Traffic Level of Stress (BTLS) Analysis Process and Flow Chart (No Bicycle Facilities Present or Sharrow Bicycle Facility in mixed Traffic)	1-132
Figure 1-76: Bicycle Traffic Level of Stress (BTLS) Analysis Process and Flow Chart when Bicycle Facilities are Present	1-132
Figure 1-77: Bicycle Level of Traffic Stress (BLTS)	1-133
Figure 1-78: Bicycle Traffic Level of Stress for County and State Roads System	1-134
Figure 1-79: Bicycle Priority Network (Tier 1 to Tier 3).	1-136



Appendices

Appendix A: Municipal Plans - Detailed Summaries	1-147
Appendix B: Palm Beach County Standard Roadway Typical Sections	1-148
Appendix C: Roadway Mileage by Municipality	1-149
Appendix D: FDOT District Four Pedestrian and Bicycle Master Plan Update	1-150
Appendix E: Palm Beach Transportation Planning Agency List of Priority Projects FY 2027-2031	1-151
Appendix F: Palm Beach County Golf Cart Regulations Memo	1-152
Appendix G: Analysis Methodology Memorandum	1-153
Appendix H: Level of Service Standards Adopted by Municipalities	1-154
Appendix I: Over Capacity Major Roadway Segments – 2024 Level of Service Review ...	1-155
Appendix J: Operating Speed Profiles	1-156



Chapter 1: Discover

1.1. Introduction

Palm Beach County's first Countywide Transportation Master Plan (CTMP) lays the foundation for a safe, connected, and resilient mobility network through 2050. The CTMP has been developed with extensive stakeholder input through the Palm Beach County Intergovernmental Coordination Program. This process is unique to Palm Beach County and includes the Multijurisdictional Issues Coordination Forum Executive Committee (MICFEC), the Issues Forum, and the Intergovernmental Plan Amendment Review Committee (IPARC) as well as the CTMP project steering committee, also known as IPARC 2.0+. This collaborative approach provided opportunities for the 39 municipalities, regional agencies, and community stakeholders to participate in the process. The CTMP is the first step at bringing state and local planning efforts together to guide future transportation projects and policy decisions across the county.

Stage 1: Discover builds the foundation for this long-range plan. This stage focused on understanding today's conditions by documenting local priorities, collecting data on existing demographics, transportation and land use, and gathering early input from residents, businesses, and technical stakeholders. The project team met with County Commissioners, municipal staff, regional partners, major employers, and community organizations. These discussions emphasized needs to improve east-west travel, expand transit options, address congestion in growing areas, and invest in safer streets for people walking, biking, or using mobility devices. The team also reviewed existing plans, policies, and studies from all 39 municipalities (**Figure 1-1**) to understand ongoing efforts and identify where countywide coordination will add the most value.

Public and stakeholder engagement was conducted in parallel with the development of this document to inform the overall CTMP effort. Outreach activities included the project website (PBCMoves.com), coordinated communications through County channels, in-person and virtual open houses held across the county, and multilingual surveys. A comprehensive summary of engagement methods, participation, and results is documented separately in the Public and Stakeholder Engagement Report.

Along with public input, the team completed a detailed review of existing municipal plans, capital improvement programs, mobility plans, redevelopment strategies, and specialized studies. This work confirmed the wide range of local priorities and ongoing investments in the county. The review will help the project team identify shared needs, unify local and regional planning efforts, and build a countywide vision that aligns land use and transportation. This cross-jurisdictional review also supports the creation of a shared database to track municipal

information, stakeholder contacts, and all documents submitted during the call for data. That process produced a 92 percent municipal response rate and more than 100 uploaded files. The combination of public input, municipal data, agency coordination, and technical review identifies opportunities to coordinate projects, close gaps in the network, support growing areas, and invest in improvements that reflect community goals.

Stage 1 delivers the baseline for the next phases of the CTMP by organizing what residents value and what the data shows. It sets the conditions for needs assessment, scenario development, priority corridor identification and aligning planning across municipalities. To achieve this goal, a clear set of Guiding Principles were established to reflect the priorities of the County and its constituencies for further stages of the CTMP.

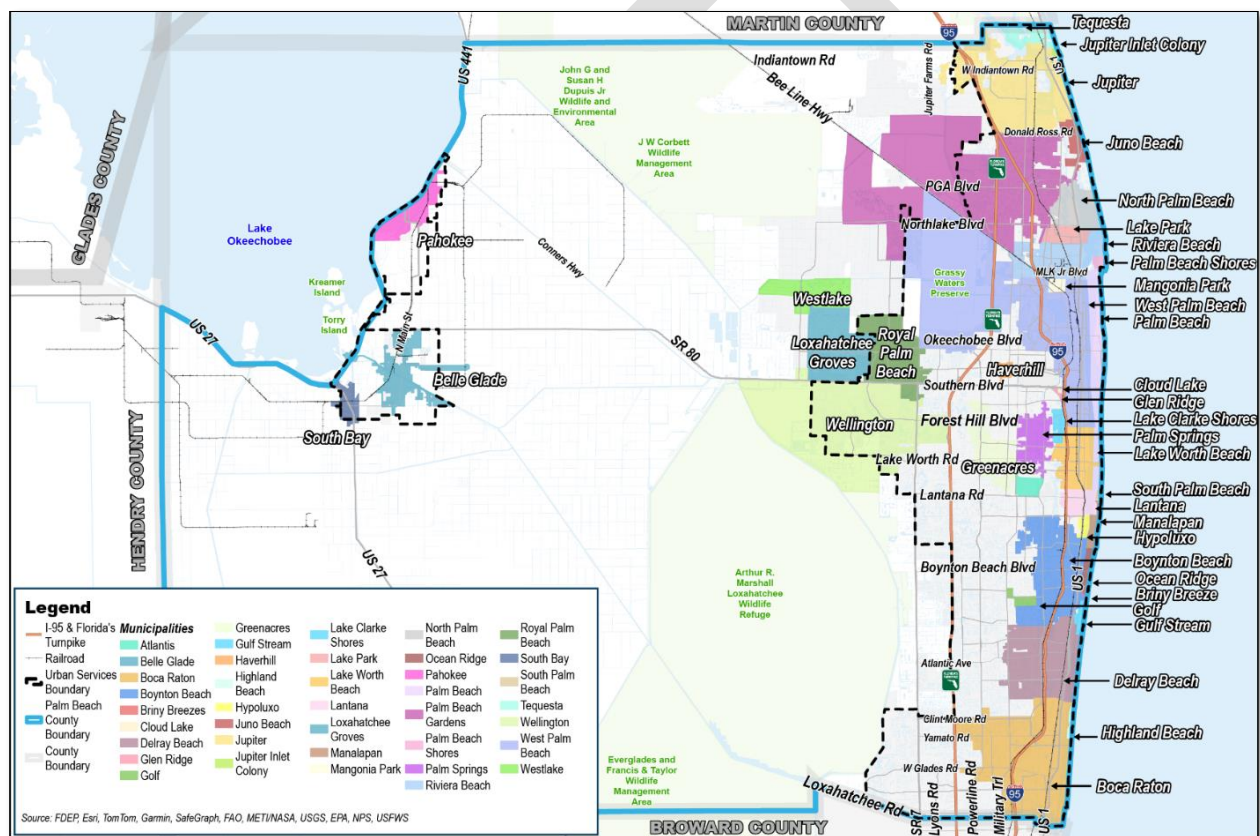


Figure 1-1: Municipalities within Palm Beach County

1.2. Guiding Principles

Clear guiding principles are the foundation for a transformative system that addresses the future needs in Palm Beach County. The following CTMP Guiding Principles, drafted by the subconsultant team in partnership with the County, provide clarity and direction to the



Transportation Master Plan. These principles have guided the proposed solutions and should serve as key pillars in future planning efforts for Palm Beach County.

1. Reflect Local and Countywide Goals Equally to Support a Regionally Connected Transportation System

Balancing the mobility goals of the region with the unique needs and priorities of the local communities is crucial for the success of the Transportation Master Plan. The objective is to deliver a plan that connects Palm Beach County through a variety of transportation modes- including driving, walking, biking, transit and equestrian trails- to enhance regional mobility and accessibility. Strengthening connectivity across different modes of transportation, at both local and regional scales, will help create an integrated community that supports seamless travel from the regional context to last- mile connectivity.

2. Coordinate Across Jurisdictions and Agencies

The County has proactively established a collaborative planning framework through initiatives such as IPARC 2.0 (Intergovernmental Plan Amendment Review Committee 2.0) and MICFEC (Multijurisdictional Issues Coordination Forum Executive Committee). Both groups- along with other community stakeholders- have been actively involved in the development of this plan and will continue to play a key role in its implementation. This project advisory committee has helped ensure that the plan aligns municipal, county, regional, and state efforts, promoting consistency and minimizing duplication in transportation investments.

3. Leverage Data and Technology for Smart Mobility

Over the next 25 years, numerous new transportation trends are expected to emerge because of rapid technological advancements. This plan seeks to harness current and emerging technologies, as well as data analytics, to enhance operational efficiency, deliver real-time information, and support informed decision-making for both users and agencies. Palm Beach County has been a pioneer in many of these innovations- including emerging trends such as air mobility- and the proposed solutions in this plan reflect the County's commitment to integrating these advancements within its transportation network.

4. Advance Safety Through a Safe System Approach

One of the most critical elements of any transportation plan is ensuring safety across all proposed mobility improvements. Using data and insights from emerging trends, this plan incorporates proven safety frameworks designed to eliminate traffic fatalities and serious injuries- making safety a core principle in both design and policy. The proposed solutions consider the safety of all users of the transportation network, including pedestrians, cyclists,



and motorists. From intersection design to street configuration, safety remains a central consideration throughout the planning and implementation process.

5. Design Streets for All Users

A key priority in developing the Master Plan is to enhance both existing and proposed street design principles across the County, ensuring that streets are accessible, comfortable, and inviting for all users. Where feasible and contextually appropriate, proposed street design will incorporate wider sidewalks, protected bike lanes, parking lanes, travel lanes, and street trees in a balanced, context-sensitive manner. Streets will also accommodate emerging forms of micromobility by providing safe pick-up and drop-off zones, delivery areas, and designated parking for bikes and scooters, among others. The goal for all streets across the County is to support mobility needs while also reflecting and strengthening community character through thoughtful design.

6. Promote Sustainable and Resilient Transportation

The success of a transportation plan depends on its ability to adapt to ever-changing environmental conditions. Palm Beach County's abundant natural assets- from its coastal areas in the east to the wildlife management regions surrounding Lake Okeechobee- require that climatic and environmental factors be carefully considered to ensure the plan's long-term viability. This plan seeks to align transportation investments with climate resilience goals, minimize environmental impacts, and support the long-term sustainability of Palm Beach County's infrastructure.

7. Ensure Access and Mobility for All

One of Palm Beach County's greatest strengths is the diversity of its people. The solutions proposed in this plan aim to ensure that all communities are properly served through equitable transportation investments. The plan prioritizes equity in transportation planning by addressing the needs of historically underserved and disadvantaged communities, expanding access and mobility options for all residents. A flexible menu of strategies will be provided to help tailor solutions to the unique contexts and priorities of different communities across the County.

8. Integrate Context Sensitivity

Given the diversity of Palm Beach County, the plan recognizes that solutions must be tailored to the unique context of the area. What works in one part of the County may not be the most effective solution in another. Coordinating transportation investments with land use plans and projected growth will support connected, livable communities. By considering the local



context, the plan can also identify opportunities for mixed-use development to reduce car dependence and encourage active transportation modes such as walking and biking.

9. Align with Land Use and Growth Management Goals

Integrating transportation planning with land use trends, projected growth, and economic development strategies supports compact, connected, and livable communities. This Plan makes recommendations based on existing and future land uses, as defined by adopted Zoning and Future Land Use maps. Recommendations address constraints and incorporate multimodal concepts to balance projected growth with current conditions. The Plan also identifies priority areas where major traffic concerns or opportunities can be addressed through multimodal solutions tailored to current land use and zoning. Additionally, it highlights areas with significant transportation and growth constraints and outlines potential multimodal solutions that could be enabled through strategic land use changes.

10. Encourage Public-Private Partnerships and Innovation

Collaboration is essential to the success of the Plan. Strengthening partnerships with the private sector can help identify new funding mechanisms, accelerate implementation, and introduce innovative mobility solutions. Community voices have been actively involved throughout the development of this plan and should continue to play a central role in decision-making, helping build consensus across all sectors. By fostering a culture of collaboration, the County can leverage new technologies and create solutions that address evolving transportation needs expressed by its residents.

11. Use Data-Driven Decision-Making

The planning and policy recommendations in this plan are grounded in data analysis and future trend modeling. These analyses support scenario planning exercises with the project steering committee to anticipate emerging transportation needs and guide strategic investment decisions.

12. Prioritize Corridors with High Potential for Improvement

The recommendations in this plan use mapping and performance analysis to identify corridors with the greatest need and opportunity for multimodal investments. Concepts such as Transit Oriented Development, policies for large developments to reduce vehicle-miles of travel on major roadway systems, and the 15-minute neighborhood- where residents can access basic needs within proximity to where they live and work- are promoted in corridors that could benefit from targeted investment. Solutions like these continue to strengthen the connection between transportation planning, land use and zoning.



13. Deliver an Actionable and Forward-Looking Framework

This Plan ensures that the proposed solutions include a clear set of next steps and deliverables to guide implementation. Its goal is to provide an adaptable framework of principles and focus areas that support transportation investments addressing both immediate needs and long-term goals through 2050. Short-term, mid-term, and long-term solutions are proposed to guide the future of transportation for Palm Beach County. This approach positions the County to be a pioneer in transportation innovation in the years ahead.

1. Summary

The guiding principles provide a clear, strategic foundation for Palm Beach County's first Transportation Master Plan, ensuring that the County's transportation systems are safe, accessible, innovative, and sustainable. By balancing local and regional goals, emphasizing communication amongst parties, and aligning with land use and growth, the County is positioning itself to meet both current and future mobility challenges. These principles create a cohesive framework to guide decision-making efforts for all municipalities in Palm Beach County, which will promote forward-looking transportation facilities for all its residents.



1.3. Existing Plans

As mentioned in the *Municipal Plans* section of this chapter, collaboration with municipal partners and agencies served a key role in collecting and verifying data. The goal of this task was to gather local priorities and planned initiatives to inform the overall development of the CTMP.

The project team reviewed adopted plans, policies, and studies received from 36 of the 39 municipalities (**Table 1-1**), along with input from stakeholder groups, regional, and state partners. This exercise consisted of reviewing the documents uploaded by each government entity and stakeholder group as well as research performed by the project team. The findings help establish the existing planning framework across jurisdictions. They will guide the next stages of the CTMP by supporting data-driven scenario development, to align with Palm Beach County's long-range vision.

Reviewed include:

- Comprehensive Plans
- Capital Improvement Programs
- Mobility Plans
- Redevelopment Strategies
- Specialized Studies addressing safety, connectivity, and sustainability.

1.3.1. Municipal Plans

Across the municipal plans reviewed, common themes include multimodal mobility (often framed through Complete Streets, sidewalk/bikeway network completion, and context-sensitive corridor design); safety-focused strategies (including traffic calming and, in some communities, Vision Zero or Safe Streets action planning); integration of land use and transportation to support walkable, mixed-use development patterns (including TOD and downtown/corridor revitalization where applicable); managing growth and roadway performance through level of service (LOS) standards and development mitigation tools (e.g., fair-share, impact fees, and/or mobility fees); public transit and first/last-mile connectivity (including Palm Tran support, circulators/microtransit, mobility hubs, and improved access to rail stations where present); and ongoing coordination with Palm Beach County, FDOT, the MPO, and adjacent jurisdictions to align projects, funding, and implementation.



This summary synthesizes outcomes from municipal plans across Palm Beach County that are most relevant to the Countywide Transportation Master Plan (CTMP). The findings highlight a consistent shift toward multimodal, connected, and context-sensitive transportation systems.

Multimodal and Complete Streets Transition

Municipalities consistently recommend complete streets concepts and multimodal infrastructure, including sidewalks, bike lanes, and shared-use paths. Communities are adopting Quality Level of Service (QLOS) and Vision Zero approaches to better reflect user experience and safety for all modes.

Transit, Transit-Oriented Development, and Emerging Mobility

Cities support transit-oriented development (TOD), mobility hubs, circulators, and on-demand microtransit services. Planning efforts emphasize first- and last-mile connections and integration with passenger rail.

Network Connectivity and Gap Closure

Plans prioritize interconnected street networks, internal parcel connections, and completing bicycle and pedestrian gaps. Grid networks and parallel routes are highlighted to improve circulation and reduce congestion.

Evolving Roadway Strategy

Many municipalities limit right-of-way expansion and instead emphasize transportation demand management (TDM), multimodal investments, and context-sensitive design to preserve community character.

Funding and Implementation

Municipalities are implementing mobility fees, fair-share programs, and phased capital programs to fund multimodal improvements and align investments with redevelopment.

Detailed summaries of each plan are included in **Appendix A**.

COMMON THEMES

- Shift from vehicle-focused LOS toward people-focused mobility and safety outcomes.
- Advance a connected transit network supported by mobility hubs and on-demand services.
- Prioritize network completion and gap closures over isolated corridor improvements.
- Balance targeted capacity improvements with multimodal and demand management strategies.
- Establish scalable multimodal funding strategies tied to growth and redevelopment.



Table 1-1: Municipal Plans - Index of Plans (municipality and plan name)

Municipality	Plan name(s)
Atlantis	Comprehensive Development Plan – Transportation Policies; Zoning Code
Belle Glade	2045 Comprehensive Plan; Community Redevelopment Agency (CRA) Plan Update 2024; Complete Streets Plan (W Avenue A)
Boca Raton	Comprehensive Development Plan (2020); Strategic Plan (2025–2035); Sustainability Plan; Complete Streets Policy (2022); Vision Zero Action Plan (2025)
Boynton Beach	Mobility Plan (2025); Comprehensive Redevelopment Plan (2016)
Briny Breezes	Title XV: Land Usage
Cloud Lake	Comprehensive Plan (2009)
Delray Beach	Comprehensive Plan; Transit-Oriented Development (TOD) Master Plan; Downtown Master Plan; Bicycle & Pedestrian Master Plan (May 2024); Vision Zero Action Plan (currently under development)
Glen Ridge	N/A
Golf	Comprehensive Plan
Greenacres	Comprehensive Plan; Safe Streets Action Plan; Vision & Strategic Action Plan
Gulf Stream	Code of Ordinance
Haverhill	Comprehensive Plan
Highland Beach	Comprehensive Plan
Hypoluxo	Comprehensive Plan
Juno Beach	Comprehensive Development Plan
Jupiter	Strategic Plan; Comprehensive Plan
Jupiter Inlet Colony	N/A
Lake Clarke Shores	Resolution No. 2024-25
Lake Park	Mobility Plan; Comprehensive Plan



Municipality	Plan name(s)
Lake Worth Beach	Arts & Culture Master Plan; Bicycle Network Plan; Lake Worth Beach Mobility Plan; Transit Oriented Development – The Citizens’ Master Plan
Lantana	Comprehensive Plan; Master Plan
Loxahatchee Groves	Capital Improvement Plan; Comprehensive Plan
Manalapan	N/A
Mangonia Park	Comprehensive Plan
North Palm Beach	Master Plan Report
Ocean Ridge	Comprehensive Plan
Pahokee	Comprehensive Plan (2024 EAR)
Town of Palm Beach	Comprehensive Plan; Traffic Analysis and Parking Study
Palm Beach Gardens	Comprehensive Plan; Mobility Plan; Vision Zero Action Plan
Palm Beach Shores	Comprehensive Plan
Palm Springs	Comprehensive Plan; Mobility Plan; Vision Zero Action Plan
Riviera Beach	Broadway Corridor MP Report; CRA Plan; Transportation Report
Royal Palm Beach	Comprehensive Plan; Capital Improvement Plan – Transportation
South Bay	Comprehensive Plan – Recreation and Open Space Element; State of the City Report; Economic Development Strategy
South Palm Beach	Comprehensive Plan
Tequesta	Comprehensive Plan; Capital Improvement Plan
Wellington	Capital Improvement Plan; Bike and Ped Circulation Plan; Comprehensive Plan; Vision Zero Action Plan
West Palm Beach	Downtown West Palm Beach Downtown Mobility Plan; Bike Master Plan
Westlake	Comprehensive Plan



1.3.2. Agency Plans

FDOT

FDOT current and planned improvements within Palm Beach County include transportation studies proposing major improvements, **Table 1-2** shows some of the major roadway improvements throughout the County as per the 2025 Transportation Improvement Program (TIP), the 2050 Long-Range Transportation Plan (LRTP) and the Accelerate 2031 Transit Development Plan (TDP) Annual Update FY 24. The following major improvements will have considerable impact on mobility throughout the County:

Table 1-2. FDOT Current and Planned Improvements within Palm Beach County

FPID	Project Description	Completion Date	Construction Date
440575-3-22-02	SR 806 (Atlantic Avenue) PD&E Study from SR 91 (FL Turnpike) to Jog Road	12/2024 PD&E	
413248-1-22-0	SR 9/ I-95 at Lantana Road PD&E Study from N of Hypoluxo Rd to S of 6 th Avenue S and along Hypoluxo Rd from High Ridge Rd to Andrew Redding Rd	05/2021 PD&E	In-Design
43729-1-22-02	SR 9 / I-95 at Woolbright Rd PD&E Study from S of Woolbright Rd to North of Wool bridge Rd, and along Woolbright Road from SW 18 th St to just east of I-95	04/2021 PD&E	TBD
428400-2-52-01	SR 5 / US-1 Federal Highway over Loxahatchee River / Atlantic Waterway Bridge Replacement from CR A1A to CR 707	On-going	Early 2026
435803-1-32	SR 9 / I-95 at Northlake Blvd Interchange from approximately 1/2 mile south of Northlake Boulevard to just south of the PGA Boulevard interchange and along Northlake Boulevard from Military Trail to Silverthorne Drive	On-going Design Phase estimated completion date Spring 2029	
231932-1-32-01	SR 9 / I-95 Gateway Boulevard Interchanges Design Project is about 1 mile on Gateway Boulevard from west of High Ridge Road to east of Seacrest Boulevard,	On-going Design Phase	2029



FPID	Project Description	Completion Date	Construction Date
	and about 2 miles on SR-9/I-95 from south of the Boynton Canal Bridge to north of the interchange.	Estimated Completed Date 07/2026	
435804-1-32-01	SR 9 / I-95 Boynton Beach Boulevard Interchanges Design Project is about 1 mile on Boynton Beach Boulevard from Old Boynton Road to just east of NW 3rd Street, and about ¾ mile on SR-9/I-95 from south of the interchange to north of the interchange.	Design completed in 2024	2027
435516-1-22-02	SR 9/I-95 at SR 80/Southern Boulevard Project Development and Environment (PD&E) Study from 1000 ft. north and south of the Southern Boulevard entrance/exit ramps and along Southern Boulevard from Congress Avenue to east of Parker Avenue	01/2019 PD&E Design Commenced 2025	TBD
413265-1-22-01	SR 9/I-95 at Central Boulevard Project diverging diamond interchange for approximately 2.8 miles from Military Trail on the south to Donald Ross Road on the north	11/2016 PD&E In Design	Construction Contract 2029
413252-2-22-01	SR 9 / I-95 from Indiantown Rd to Martin/Palm Beach County Line PD&E Study	Anticipated 2028	TBD
449935-1-22-01	SR-706 / Indiantown Rd- West of Island Way to East of Palm Rd PD&E Study	Anticipated 2030	TBD
444202-2-22-01	SR-9 / I-95 from 6th Ave South to North of SR-704 / Okeechobee Blvd PD&E Study	Anticipated 2027	TBD
444202-1-22-01	SR-9 / I-95 from South of Linton Blvd / CR-782 to 6 th Ave South PD&E Study	Anticipated 2027	TBD

Some of the projects highlighted by FDOT were also recognized within the respective municipal plans, including:



- **US 27 Connector from US 27 to SR-715 / Hooker Highway Feasibility Study (August 2024):** Several alternative corridor alignments are being evaluated to provide an alternative to SR 80 through Belle Glade, connecting to US 27, with consideration of future industrial land use and truck demand. Prior Studies identified the need for alternative corridors in the Glade's area to support the SR 80 corridor that goes through Belle Glade and connects to US-27. The Final Alternative Corridor Evaluation (ACE) Report incorporates input from MPO, local stakeholders, and Environmental Technical Advisory Team (ETAT). A PD&E Study is pending project prioritization by the MPO. FDOT is seeking different funding opportunities in coordination with the MPO and FDOT Central Office.
- **SUN Trail Grant Projects in Palm Beach County**
 - SR A1A East Camino Real to Beach Club Way (FM No. 451426-1). Feasibility Study (\$400K) in FY 2026, PD&E Study (\$1M) in FY 2027 and Final Design (\$1.6M) in FY 2029.
 - US Hwy 1 from N. Alternate A1A/Beach Rd and Intersection of US Hwy 1 (454579-1). Feasibility Study (\$300K) in FY 2025 and PD&E Study (\$600K) in FY 2026.
- **The Florida Department of Transportation District 4 Office of Modal Development is updating the 2018 District 4 Pedestrian and Bicycle Master Plan:** Expected to be completed by the end of 2026.

Palm Beach MPO

2. Long Range Transportation Plan (LRTP)

A wide variety of capacity, non-motorized multimodal improvements and transit related projects are in various stages of development to support safety, connectivity and mobility of Palm Beach County's Transportation System. **Figure 1-2** highlights various locations across the County that have identified cost-feasible projects as part of the Vision 2050 Plan.

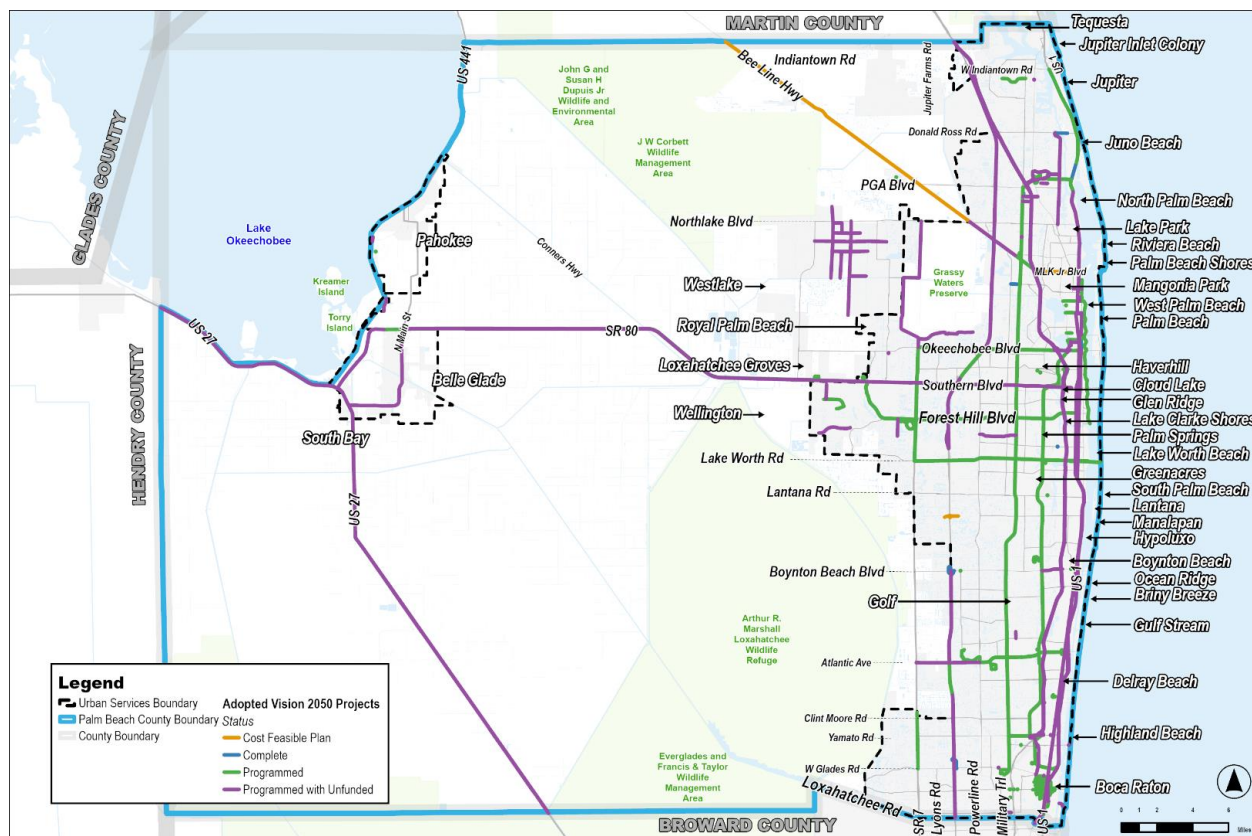


Figure 1-2: Palm Beach Transportation Planning Agency (MPO) Vision 2050 Projects

In the long range, the MPO developed the 2050 Long Range Transportation Plan (LRTP), setting countywide goals and performance measures tied to safety, congestion, and equitable access. It will also manage funding through the Transportation Improvement Program (TIP) and the List of Priority Projects (LOPP), ensuring projects on major routes like SR-7, Atlantic Avenue, and US-1 stay aligned with regional needs. The agency will use advanced modeling from the Southeast Florida Regional Planning Model (SERPM) to study travel patterns, especially between major job centers along these corridors. In coordination with the Southeast Florida Transportation Council (SEFTC) and partner agencies in Broward and Miami-Dade, the MPO will also update the regional Transportation Regional Incentive Program (TRIP) project list to strengthen intercounty connections. Overall, the FY25–26 Unified Planning Work Program (UPWP) ensures that planning, public engagement, and funding decisions remain focused on safety, sustainability, and the most important travel corridors in Palm Beach County.

3. 561 Plan

The Palm Beach Metropolitan Planning Organization (MPO) is leading a series of major projects to improve travel and safety across the county. Their main focus, known as the *561 Plan*, is a



countywide effort to make it easier to move around whether you drive, walk, bike, or take transit. The plan focuses on key east–west corridors such as Okeechobee Boulevard, Forest Hill Boulevard, and Lake Worth Road, which connect State Road 7 to U.S. 1. These roads will see upgrades like new or improved bus service, sidewalks, bike lanes, and safer intersections. Larger projects include widening and extending SR-7 from Okeechobee Boulevard to Northlake Boulevard, expanding Atlantic Avenue between SR-7 and Jog Road, and adding lighting and safety features along SR-80 and SR-715. The MPO is also teaming up with FDOT and Palm Tran to build better bus shelters and add Transit Signal Priority systems on major routes such as U.S. 1, SR-7, Lake Worth Road, and Okeechobee Boulevard, helping buses move more efficiently through traffic.

4. Tri-Rail Coastal Link

The Coastal Link project in Palm Beach County is currently being studied by FDOT and the Palm Beach MPO. SFRTA is coordinating with the Palm Beach MPO on these efforts; however, SFRTA is not leading the commuter rail project on the Florida East Coast (FEC) corridor in Palm Beach County, as previously stated in the Major TDP. Alongside this coordination, the MPO is advancing bicycle and pedestrian improvements through its Vision Zero and Complete Streets initiatives to improve safety and connectivity across the county.

5. Strategic Plan / Unified Planning Work Program (UPWP)

The Palm Beach Metropolitan Planning Organization's (MPO) Unified Planning Work Program (UPWP) for Fiscal Years 2025–2026 serves as the agency's two-year action plan for coordinating transportation investments and studies throughout the county. It outlines how the MPO will plan, prioritize, and deliver projects that support a safer and more connected transportation network. The UPWP is divided into several work tasks. These include engaging the public, planning for short- and long-term system needs, and managing funding priorities. Short-range planning under the UPWP includes updates to the Transit Development Plan (TDP) and studies for multimodal corridors such as Okeechobee Boulevard, Forest Hill Boulevard, Lake Worth Road, and other high-crash areas identified for pedestrian and bicycle safety improvements. The MPO will also assist cities like West Palm Beach, Boynton Beach, and Delray Beach with Complete Streets and mobility plan studies to redesign corridors that better serve cyclists, pedestrians, and transit users. Freight movement will also be addressed through coordination with FDOT and local partners to prioritize key industrial corridors for upgrades. These actions support ongoing Vision Zero implementation, which focuses on eliminating traffic deaths through design, lighting, and crosswalk improvement.

President Donald J. Trump International Airport (DJT)

President Donald J. Trump International Airport (DJT) Master Plan Update highlights long-term transportation goals focused on improving access and connectivity between the airport and downtown West Palm Beach. The plan proposes consolidating rental car operations into a new on-site facility, improving circulation between terminals and ground transportation, and



creating an integrated multimodal hub. This facility would enhance coordination between rental cars, public transit, shuttles, taxis, and future high-capacity transit services. The plan emphasizes improving the existing access corridor along Australian Avenue and Belvedere Road to strengthen the connection between the airport and downtown West Palm Beach.

The Master Plan also identifies opportunities to improve traveler mobility by expanding transit connections and exploring direct links to the downtown Tri-Rail station and potential Brightline integration. These improvements aim to reduce congestion, enhance visitor access, and better connect regional employment centers and tourism destinations with the airport. Overall, the transportation strategy seeks to establish a seamless, multimodal connection from PBI to downtown West Palm Beach that supports economic growth and sustainable mobility.

Port of Palm Beach Strategic Master Plan (2023)

The Port of Palm Beach was awarded a \$13.2 million federal PIDP grant in 2021 for critical transportation infrastructure improvements, including a new on-dock intermodal container transfer facility and optimized gate and internal roadway systems. This project will increase the Port's intermodal rail cargo capacity from 44,000 to 95,000 TEUs annually, a 116% increase, and is essential for addressing truck congestion and maximizing container throughput while minimizing impact on the regional highway network.

Key transportation challenges include landside road congestion and at-grade rail crossing blockages that impede cargo flow. The Port's strategic adjacency to the Florida East Coast Railway mainline presents a critical advantage that must be leveraged through continued partnership to shift more cargo from trucks to rail, thereby reducing congestion, improving safety, lowering emissions, and expanding cargo movement capacity. Additional recommendations include future railyard expansion with improved operational access, track realignment, separation of container and general cargo truck gates, and the potential development of an inland logistics center to support cargo movement throughout South Florida.

Palm Tran Transit Development Plan

This Transit Development Plan for Palm Tran outlines a comprehensive 10-year strategy for improving public transportation across Palm Beach County. The plan focuses on enhancing connectivity through several key initiatives, including new regional express services connecting I-95/WPB to Boca Raton and Port St. Lucie, improved Sunday service, and enhanced transit corridors along major routes like Okeechobee Boulevard, US-1, and Lake Worth Road. The plan also proposes west-east connectivity improvements through Enhanced Route 40 and explores potential partnerships through Transportation Network Companies (TNCs) and 561 Plan/Core Network Improvements.

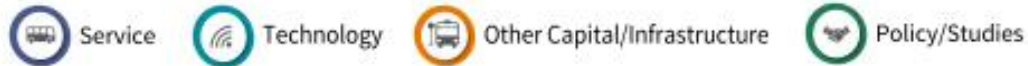


Infrastructure improvements are central to the plan, with proposed facility enhancements including administrative/maintenance facilities and intermodal center relocations. The plan emphasizes expanding the existing network of park-and-ride facilities, Tri-Rail stations, and Tri-Rail connections, while introducing Transit Signal Priority (TSP) along Enhanced Transit Corridors and PD&E Study areas. These improvements aim to create a more integrated, efficient public transportation system that better serves the growing needs of Palm Beach County residents and connects communities from Martin County in the north to Broward County in the south.

DRAFT

PalmTran 10-Year Needs

Transit needs over the next 10 years were identified and categorized as:



The service improvements illustrated on the map were developed to meet the diverse mobility needs throughout Palm Beach County. These improvements include changes to existing fixed route services, including increased frequency for Route 40 and creation of a high frequency core network, new regional express bus services, technology-based on-demand services, and enhanced services on the 561 Plan corridors. Not illustrated on the map is Palm Tran's partnership with Transportation Network Companies (TNCs), such as Uber and Lyft, to supplement service outside of existing service hours (late evening and weekends).

Bulleted lists for each of the other need categories are provided below.

10-Year Service & Facility Improvements



Figure 1-3: Palm Tran 10-Year Public Transit Needs



Figure 1-3 reflects Palm Tran's 10-Year Public Transit Needs as outlined in the FY24 annual update of the Accelerate 2031 Transit Development Plan (TDP).

Together, the plans summarized in this chapter establish the policy direction, planned initiatives, and interagency coordination framework that will shape transportation decision-making in Palm Beach County through 2050. Building on this foundation, the following chapter documents existing conditions across demographics, land use, and the multimodal transportation network. This baseline provides a consistent countywide snapshot of how the system functions today and highlights key trends and constraints that will inform the Network Assessment and, ultimately, the development of needs, priorities, and implementable strategies in subsequent stages of the CTMP.

1.4. Existing Conditions

This section establishes the baseline context for the Countywide Transportation Master Plan by documenting the community characteristics and transportation system that shape travel demand today. It begins with an overview of countywide demographic and socioeconomic trends, including population and employment patterns and forecasts, to describe where growth is occurring and how that growth may influence future mobility needs. The chapter then summarizes existing land use, highlighting how development patterns, activity centers, and growth areas relate to corridor needs and multimodal connectivity. Building on this context, the chapter documents the multimodal transportation network—including roadway, transit, pedestrian and bicycle, and unique systems such as equestrian trails and golf cart networks using available data and GIS-based mapping from state, county, and local sources. Together, these existing conditions provide a consistent foundation for the subsequent Network Assessment and help identify gaps, constraints, and opportunities that will inform future scenarios, priorities, and recommended strategies in later phases of the CTMP.

1.4.1. Demographic and Socioeconomic Trends

Base Population and Projections

The 2020 US Census Data PL-94 for Palm Beach County reported a total population of 1,492,191 people living within incorporated and unincorporated portions of the County. **Table 1-3** reflects data obtained from the 2020 US Census after all adjustments due to redistricting which occurred at the time.

Table 1-3. Palm Beach County 2020 Population by Jurisdiction

Jurisdiction	Total Population	Jurisdiction	Total Population
Atlantis	2,142	Lantana	11,504



Jurisdiction	Total Population	Jurisdiction	Total Population
Belle Glade	16,698	Loxahatchee Groves	3,355
Boca Raton	97,422	Manalapan	419
Boynton Beach	80,380	Mangonia Park	2,142
Briny Breezes	502	North Palm Beach	13,162
Cloud Lake	134	Ocean Ridge	1,830
Delray Beach	66,846	Pahokee	5,524
Glen Ridge	217	Palm Beach	9,245
Golf	255	Palm Beach Gardens	59,182
Greenacres	43,990	Palm Beach Shores	1,330
Gulf Stream	954	Palm Springs	26,890
Haverhill	2,187	Riviera Beach	37,604
Highland Beach	4,295	Royal Palm Beach	38,932
Hypoluxo	2,687	South Bay	4,860
Juno Beach	3,858	South Palm Beach	1,471
Jupiter	61,047	Tequesta	6,158
Jupiter Inlet Colony	405	Wellington	61,637
Lake Clarke Shores	3,564	Westlake	906
Lake Park	9,047	West Palm Beach	117,415
Lake Worth Beach	42,219	Unincorporated PBC	649,776
Total Palm Beach County		1,492,191	

Existing and future socioeconomic data was extracted from the Southeast Florida Regional Planning Model (SERPM) Version 9.5.2. Prior to 2020, population density throughout Palm Beach County reflected a significant concentration of population growth and density in the central area of Palm Beach County. Future growth is anticipated to concentrate in the center and western areas of the county with continued growth along SR 7 / US-441 and SR 710 Beeline Highway. This population growth is expected to occur between 2020 and 2050 as reflected in SERPM, which can be seen in **Figure 1-4**. This figure also shows that there are areas within the County with high population growth including areas along Interstate 95 along the eastern seaboard and rural communities like Belle Glade, Pahokee, and South Bay.

Figure 1-5 provides future 2050 Projected Population densities by area reflecting where concentrated growth in population are expected to be seen. The greatest projected population growth is expected along the eastern coastal corridor and pockets between I-95 and Florida's Turnpike, particularly in the Palm Springs region. Growth pockets in the western portion of the county are concentrated in small pockets of Belle Glade, South Bay, and Pahokee. Together, these patterns suggest future population growth will be corridor focused in the east with more localized pockets in the west. Comparing the population growth map with the project population map, many of the areas expected to experience the most significant population growth, particularly those in the center of the county, may be the result of new development in currently sparsely populated areas.

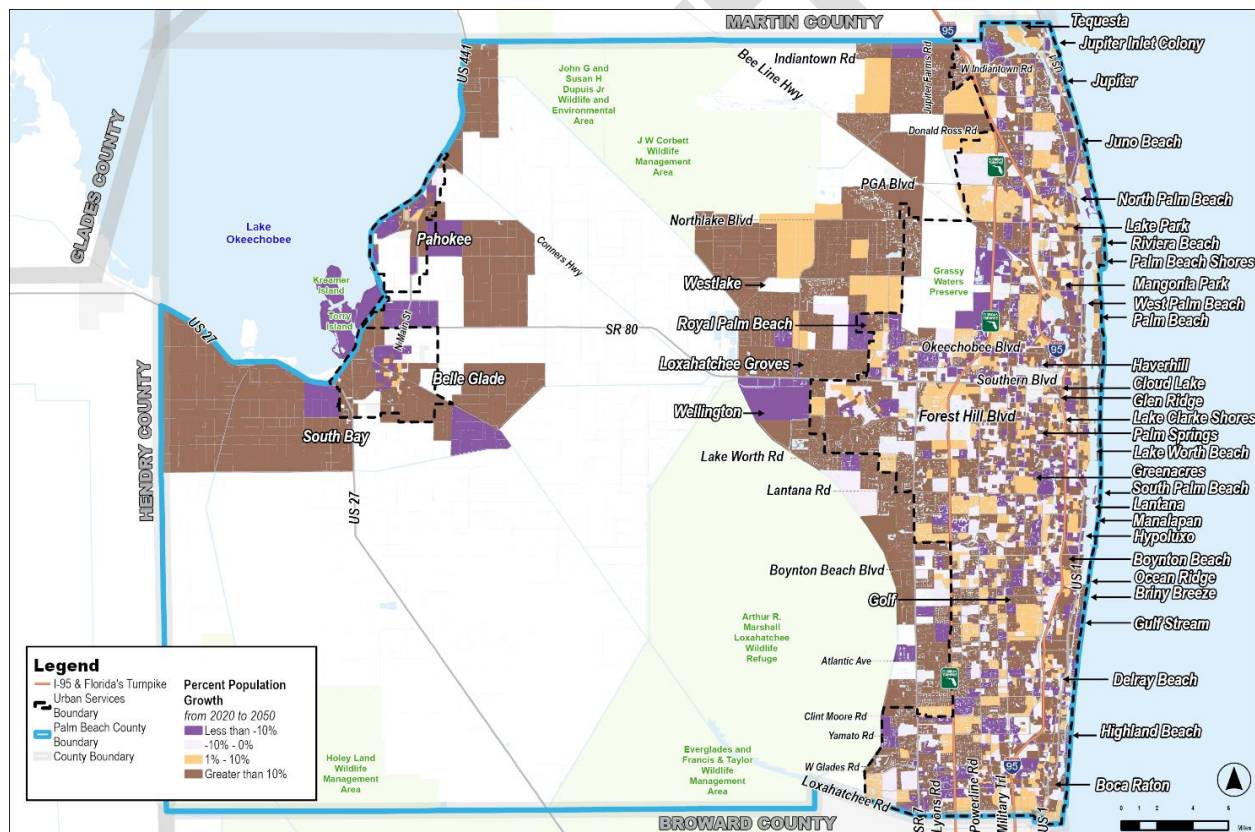


Figure 1-4: Projected Population Growth (Percentages 2020 – 2050)

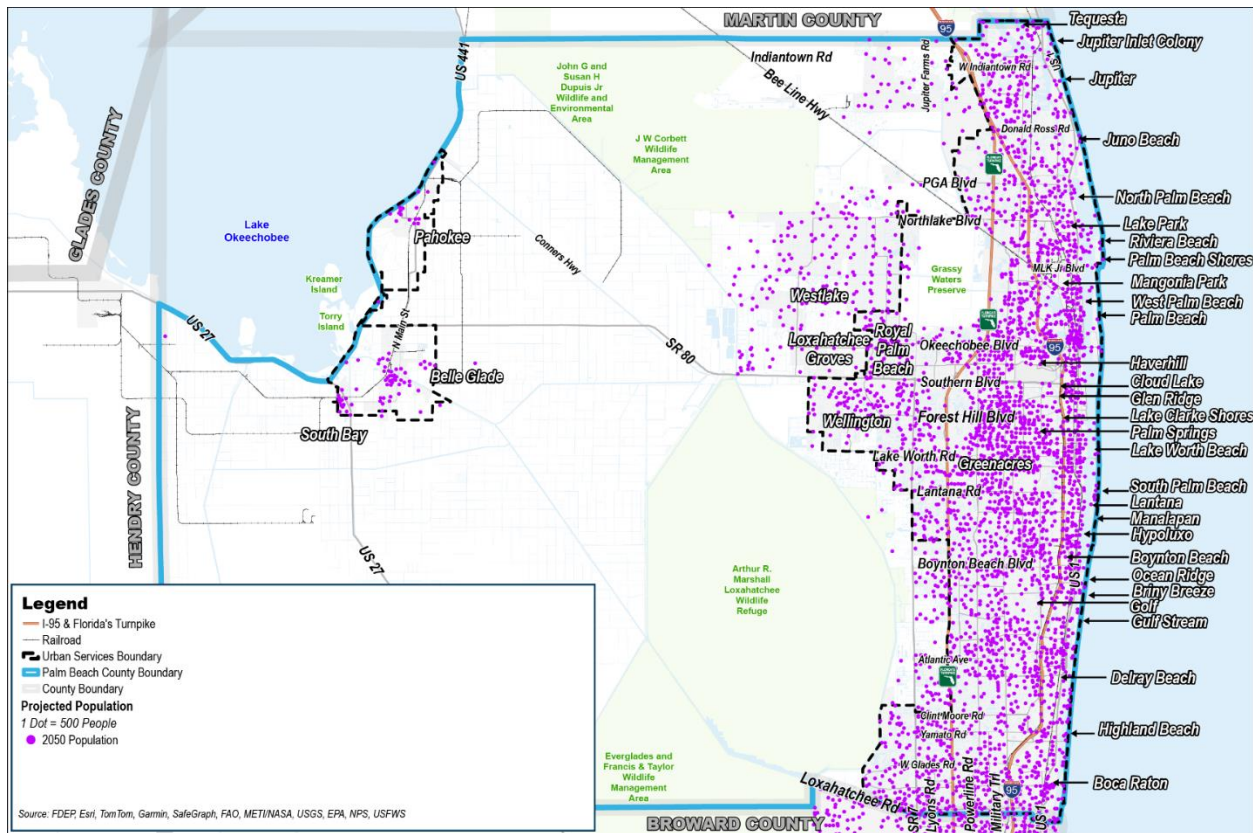


Figure 1-5: Projected 2050 Population Densities

Figure 1-6 and Figure 1-7 suggest a shift in the geographic distribution of employment, with pockets of job growth and emerging employment centers occurring outside the traditional core urban areas. This is especially reflected in the central portions of the county. This pattern indicates that employment activity may be decentralizing, potentially reducing commute distances for portions of the workforce as additional jobs emerge within developing areas of the county. However, given ongoing housing affordability challenges and the scarcity of workforce housing, commute traffic is expected to grow more rapidly than historic trends would suggest, particularly if workers are unable to find attainable housing near emerging job centers. The projected employment patterns correspond with where residential growth is expected, suggesting that workers may seek more affordable residential options within reasonable proximity to these emerging job markets. Together, these projected trends suggest that development patterns may increasingly support access to jobs outside the eastern coastal corridor, with implications for evolving commute patterns and regional connectivity.

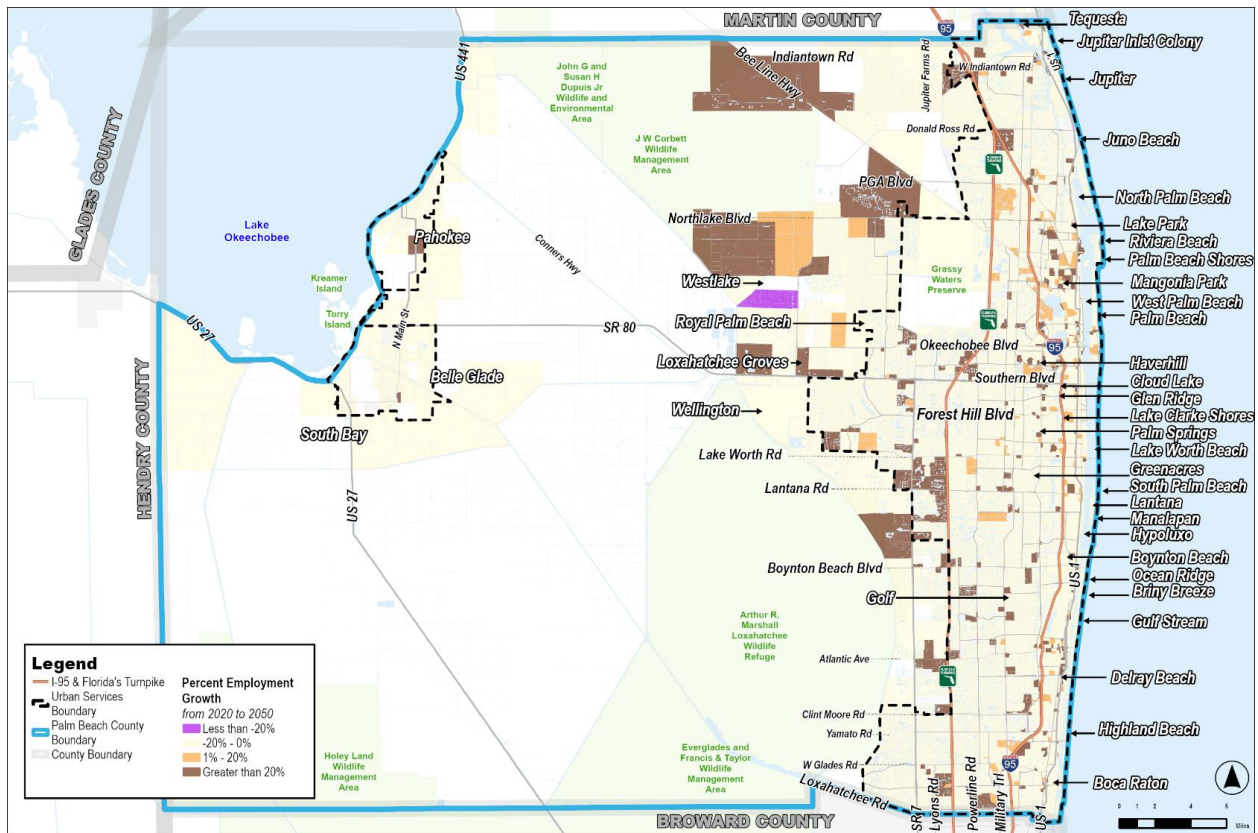


Figure 1-6: Projected Employment Growth (Percentages 2020 - 2050)

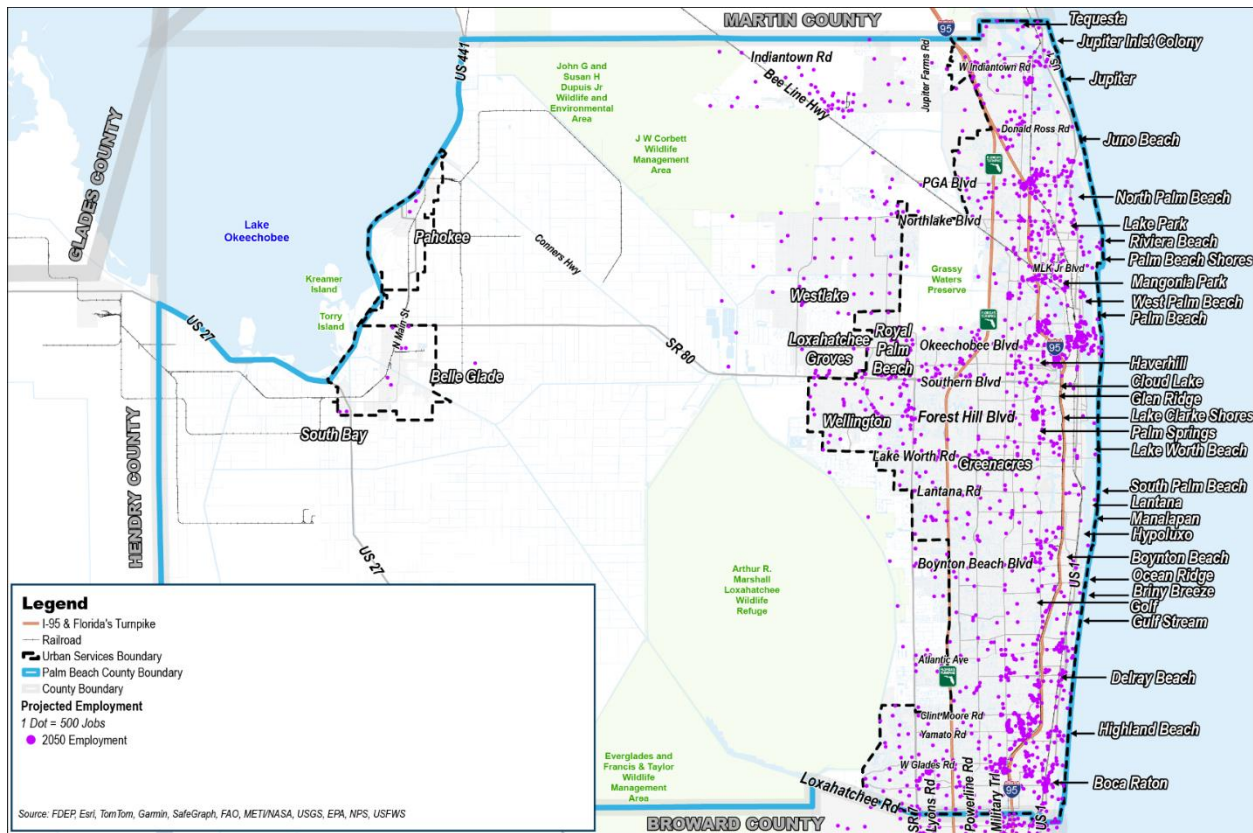


Figure 1-7: Projected 2050 Employment



Existing Demographic and Socioeconomic Profile

While the preceding analysis establishes baseline population and employment conditions as of 2020 and examines projected emerging trends through the year 2050 and their implications for transportation, this section shifts focus to 2024 data; this will provide a snapshot of more recent existing conditions as to contextualize near-term transportation needs. 2024 United States Census Bureau American Community Survey (ACS) data, this section summarizes key countywide demographic and socioeconomic conditions and trends in Palm Beach County. Metrics include age, income, race and ethnicity, educational attainment, housing tenure, and vehicle availability. Together, these indicators help tell the story of the people and households who reside in PBC and establish a baseline context for the subsequent analyses of travel needs and transportation choices, including the relative role of personal automobile use, transit and other non-auto options use among low and no-vehicle households, and the distribution of populations for whom accessible and comfortable connections may be particularly relevant.

6. Countywide Snapshot

According to 2024 ACS data, Palm Beach County has an estimated population of over 1.5 million individuals, accounting for roughly 7% of Florida's total population. Average age in PBC skews slightly older with a median age of 45.3 versus 42.6, statewide, with residents aged 65 or older accounting for nearly a quarter (24.8%) of the population, compared to just over one-fifth (21.3%) statewide. Similarly, the percentage of residents under the age of 18 is slightly lower than the statewide rate (18.8% versus 19.5%), indicating a somewhat larger presence of older adults, which is relevant context for subsequent evaluation of mobility needs and travel preferences.

From a socioeconomic perspective, the county's median household income is nearly \$10,000 higher than the statewide average (\$83,581 versus \$74,568), though this varies widely by municipality, as discussed later in this section. Similarly, the overall countywide poverty rate (11.3%) is lower than the state share (12.6%). Housing tenure leans slightly more owner-occupied (70.1%) than the state share (67.6%), while vehicle availability is similar to statewide levels, with an average of 1.6 vehicles per household and approximately 6% of households with zero vehicles. These values vary by municipality and will be discussed further in this chapter. PBC is slightly more diverse than the state as a whole, with non-white populations accounting for approximately 47% of the population compared to 44% statewide. Minority populations account for approximately 50% of the population in both PBC and Florida. In this context, "minority" includes individuals who identify as any non-white race, as well as Hispanic or Latino residents of any race (including those who identify as white), while "non-white" includes only residents who do not identify as white (and therefore excludes white Hispanic or Latino residents). Taken together, these definitions can result in similar "minority" shares even when "non-white" shares differ, suggesting a slightly lower Hispanic or Latino share in PBC overall. Residents of PBC exhibit slightly higher educational attainment than the state at large, with



approximately 40% of the population over the age of 25 holding a bachelor's degree, compared to 34% statewide. Approximately 10% of the adult population do not have a High School Diploma – consistent with the statewide rate.

7. Transportation Context and Considerations

Palm Beach County's demographic and socioeconomic profile, combined with the importance of key regional roadways such as Interstate 95 and Florida's Turnpike, provides context for understanding the range of transportation needs across the county. In particular, accessibility, connectivity, comfortable first- and last-mile connections, emerging autonomous vehicles technology (detailed in the Strategize chapter), and the mix of available travel modes and services are among the factors to consider. The county's older age profile is particularly relevant, with residents aged 65 or older representing nearly a quarter of the population. Older adults are more likely to have travel patterns that concentrate around shorter, essential trips, and may benefit from comfortable walking environments, manageable crossing distances, and convenient access to mobility services. In communities where golf carts or other neighborhood-centric options are common, these low-speed modes can represent an additional layer of mobility for errands and social trips, especially where the local street network supports these trips.

Vehicle availability also provides additional context for the role of non-automobile travel in the county. Households without vehicles, or those with a single available vehicle, are more likely to rely on fixed route transit, paratransit, rideshare or taxi services, or active transportation (walking and biking) for daily activities. As such, the location of these households and proximity to transportation alternatives and transit corridors will be considered in subsequent analyses. Countywide averages can mask neighborhood-level variation; the map series that follows will summarize existing patterns at the municipal and census tract scale and highlight areas where communities may be more reliant on alternative transportation options. These patterns will be further explored alongside an analysis of the existing transportation networks in Palm Beach County in subsequent chapters.

Overall, socioeconomic and demographic conditions shape how residents access and use transportation systems. Higher median income in PBC relative to Florida as a whole suggests that a substantial share of households have the ability to maintain vehicle ownership and manage associated transportation costs. However, with a substantial share of residents below the poverty level, a meaningful portion of the population may be more sensitive to transportation costs and have a greater need for alternatives. Approximately 30% of the population are renters, and higher concentrations of renters can be associated with a more varied range of vehicle availability and a greater reliance on local transit and walking or biking for vital trips.



8. Role of Automobiles and Regional Highways

Automobiles and the limited access highway network are foundational components of mobility in Palm Beach County and reflect both the scale and development pattern of the county. In particular, Interstate 95 and Florida's Turnpike function as critical north-south spines that connect population and employment centers both within the county and to the broader South Florida region and beyond. These corridors support commuter activities, movement of goods and services, tourism, and emergency response travel. Given the county's population size and regional connections, these facilities carry substantial volumes of longer-distance trips and influence travel patterns on proximate roadways.

While the overall roadway network will be described in more detail elsewhere in this report, the prominence of these and other major highway corridors also directly correlates with transportation choice across different populations. Highway access typically supports longer distance trips; however, the costs associated with driving, including vehicle ownership, fuel, tolls, and more, can represent a larger burden for lower-income households. Similarly, these corridors also pose challenges for walking and biking, creating physical and visual barriers between neighborhoods and key destinations including transit, schools, and day to day services. These factors provide context for subsequent evaluation of multimodal access and connectivity in areas adjacent to major highway corridors.

9. Spatial Distribution of Demographic Indicators

The series of maps in this section utilize 2024 ACS data at the Census Tract level and provide additional spatial context for the demographic and socioeconomic metrics summarized in this section. These maps aid in the understanding of where particular metrics are clustered geographically, highlighting areas where a specific transportation challenge may be centralized. Interpreting these demographic patterns alongside the existing transportation network helps describe the wide range of travel needs in the county, including modal split and required day-to-day access.

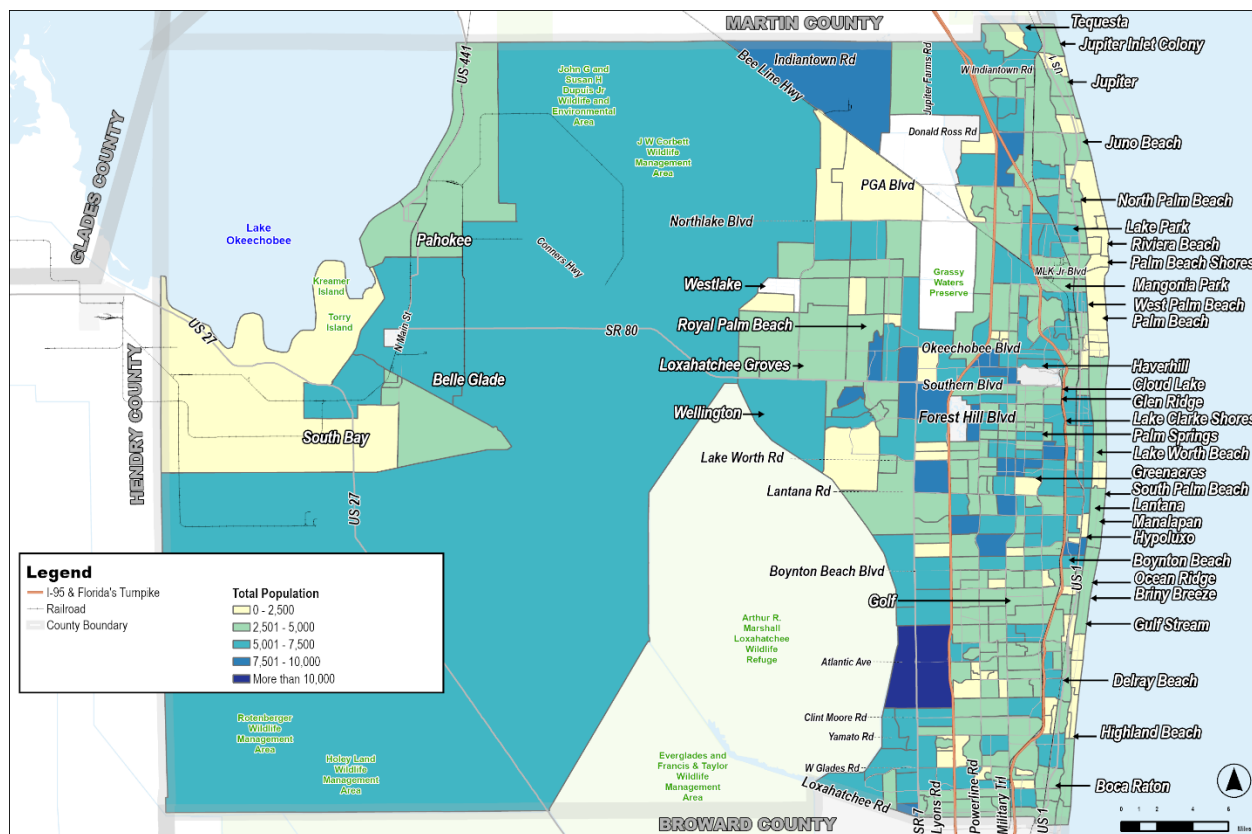


Figure 1-8: Total Population of Palm Beach County Census Tracts

Figure 1-8 illustrates the distribution of total residential populations across Palm Beach County. Total population varies widely, with population clusters concentrated along the eastern coastal corridor, with substantially lower population levels moving further west. The highest concentrations of population are clustered in the western portion of Delray Beach and smaller pockets in Jupiter Farms, Juno Beach, and Boca Raton, among others. These areas contain numerous tracts with high total population counts reflecting compact development patterns and established neighborhoods concentrated around major north-south corridors. In contrast, western areas of the county, despite larger average tract size, exhibit much lower total population counts. Due in large part to the land use of these areas prioritized for agriculture, conservation, and water management, residential populations are far less concentrated. Total population can vary widely based upon census tract size. As such, **Figure 1-9** depicts the population density of each census tract, painting a clearer comparative picture of where populations are clustered in Palm Beach County.

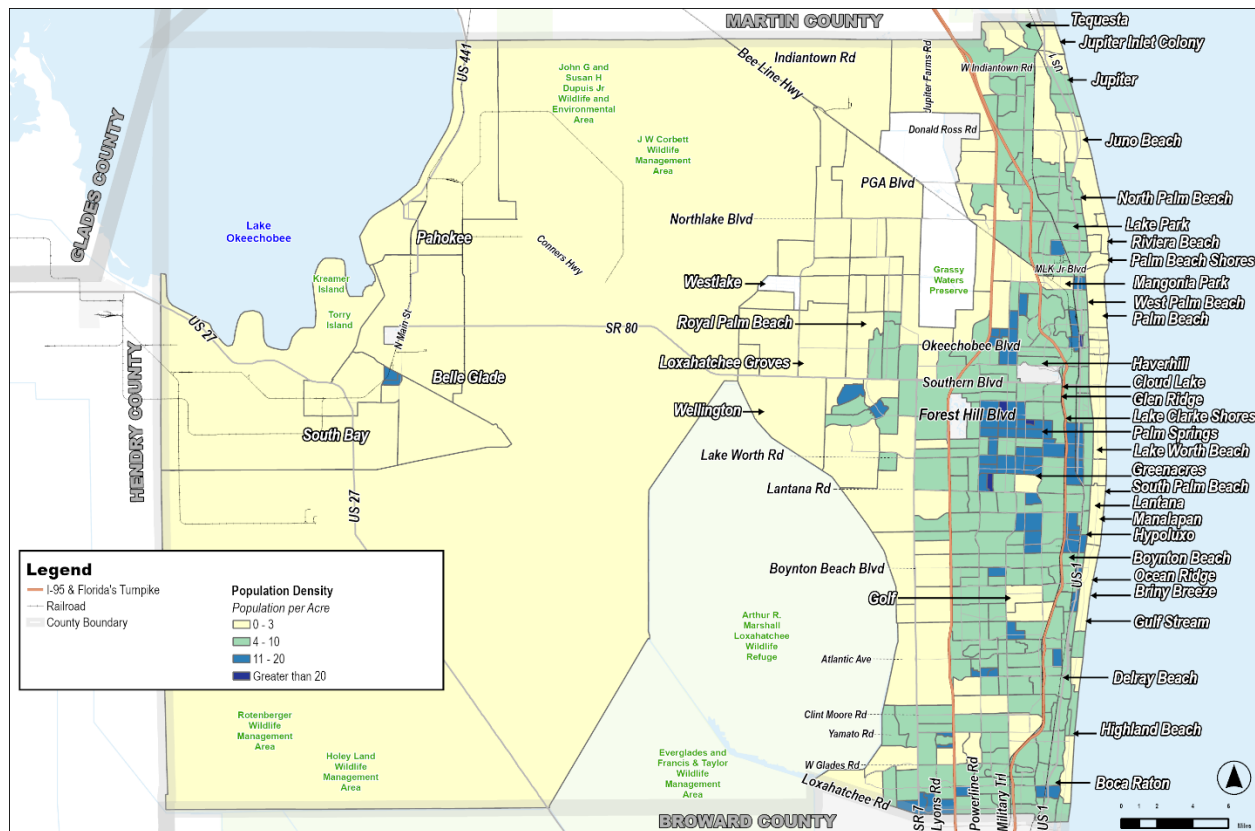


Figure 1-9: Population Density (Population per Acre) of Palm Beach County Census Tracts

With the total population normalized by census tract acreage, a very clear pattern starts to emerge. The densest population concentrations occur in the eastern portion of the county, situated along I-95 or between the interstate corridor and Florida's Turnpike. While clusters exist outside of these corridors, the vast majority are situated in these dense areas, the clearest being Palm Springs, West Palm Beach, Greenacres, and Boca Raton. Moving west of Florida's Turnpike, population densities drop off considerably, due in part to the increasingly large census tract sizes in the western portion of the county, moving away from the coastal communities. Combined with the relatively low population totals, this results in sparsely populated census tracts, with Belle Glade emerging as the central residential area in the Lake Okeechobee area. Between these two extremes, several moderate density suburban areas are evident in central portions of the county, including Wellington, Royal Palm Beach, and Loxahatchee Groves. These areas reflect lower-density, auto-oriented development patterns characterized by single-family residential neighborhoods and greater separation between land uses, with sprawling residential communities isolated from commercial, recreational, and institutional uses, often resulting in increased reliance on personal automobiles.

Underscoring the prevalence of these population centers are the recent trends in changing populations. **Figure 1-10** depicts the percentage of population growth over the most recent five-year period.

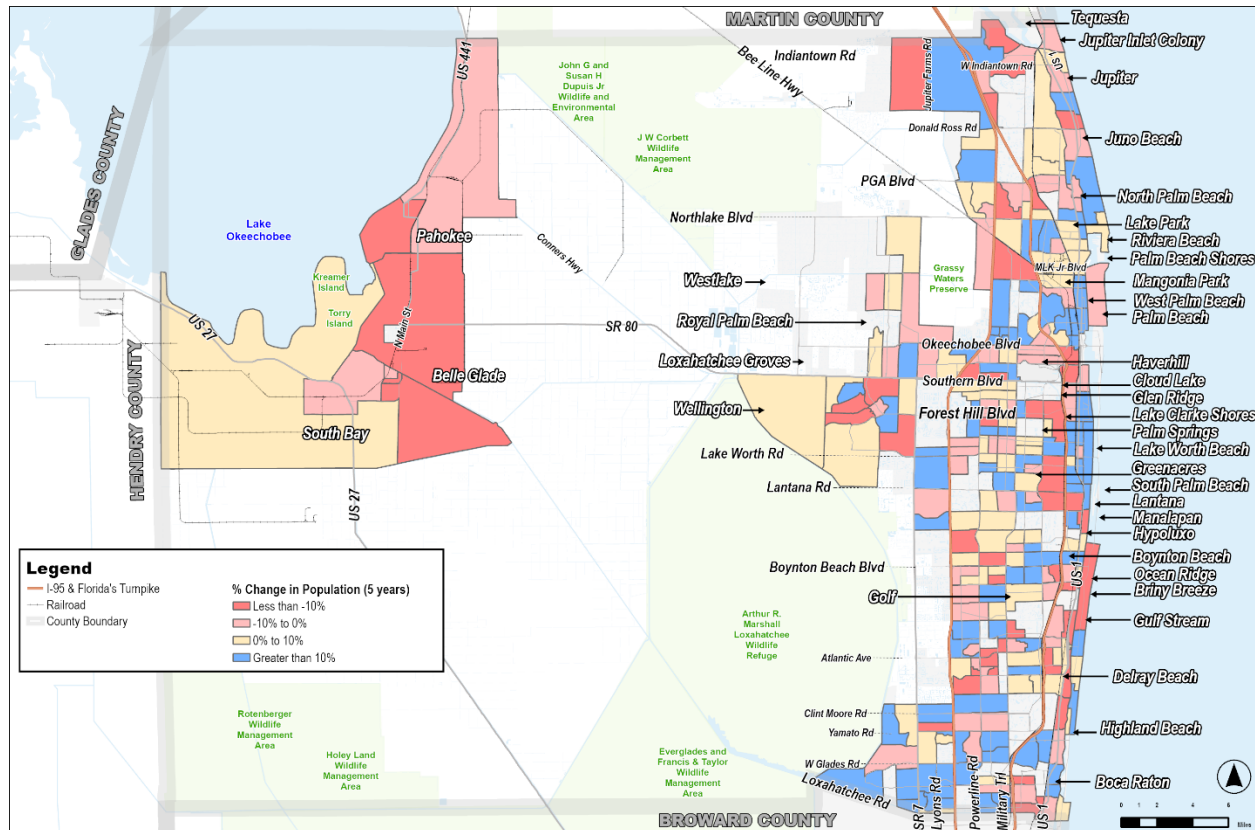


Figure 1-10: 5-Year Change in Population in Palm Beach County Census Tracts (2018 - 2023)

The most significant population increases are clustered within coastal communities such as North Palm Beach, South Palm Beach, and in particular, the Boca Raton area to the south. Growth areas typically coincide with communities with higher development activity and improved access to employment, services, and transportation infrastructure. Interestingly, many of the census tracts with population loss are situated adjacent to the I-95 corridor, indicating that while proximity to this transportation spine is a benefit for those with personal automobiles for improved mobility, living directly adjacent to the corridor may be less desirable for some residents. That said, coastal communities with direct access to this corridor appear to exhibit the highest population growth in the county.

In the western portion of the county, population growth has been either stagnant or, in some cases, negative. Many census tracts in Belle Glade and the surrounding communities have experienced population losses. This may reflect shifting development patterns and local economic conditions over time (including challenges following the COVID-19 pandemic).



These patterns provide context for understanding how travel demand and access needs may be changing in coastal communities of Palm Beach County, particularly in communities proximate to the critical north-south corridors. These patterns will be considered in subsequent chapters alongside transportation network redundancy, travel behavior analyses, and overall system reliability.

Underscoring the population metrics concerning population totals and density, **Figure 1-11** depicts the census tracts that have the densest concentrations of households. Largely mirroring the population density map, the highest household densities occur in established urban and coastal communities, including portions of West Palm Beach, Palm Springs, Boynton Beach, Delray Beach, and Boca Raton. This indicates that, frequently, residential communities are concentrated in a few densely populated areas – a compact development pattern of primarily single-family residences, with non-residential uses clustered elsewhere.

In contrast, in the western portion of the county, very low household densities are exhibited with large geographic areas containing relatively few households. Similar to the population density map, the most concentrated areas of household density are situated between the two major north-south corridors, with Belle Glade as the primary household center for the western portion of the county.

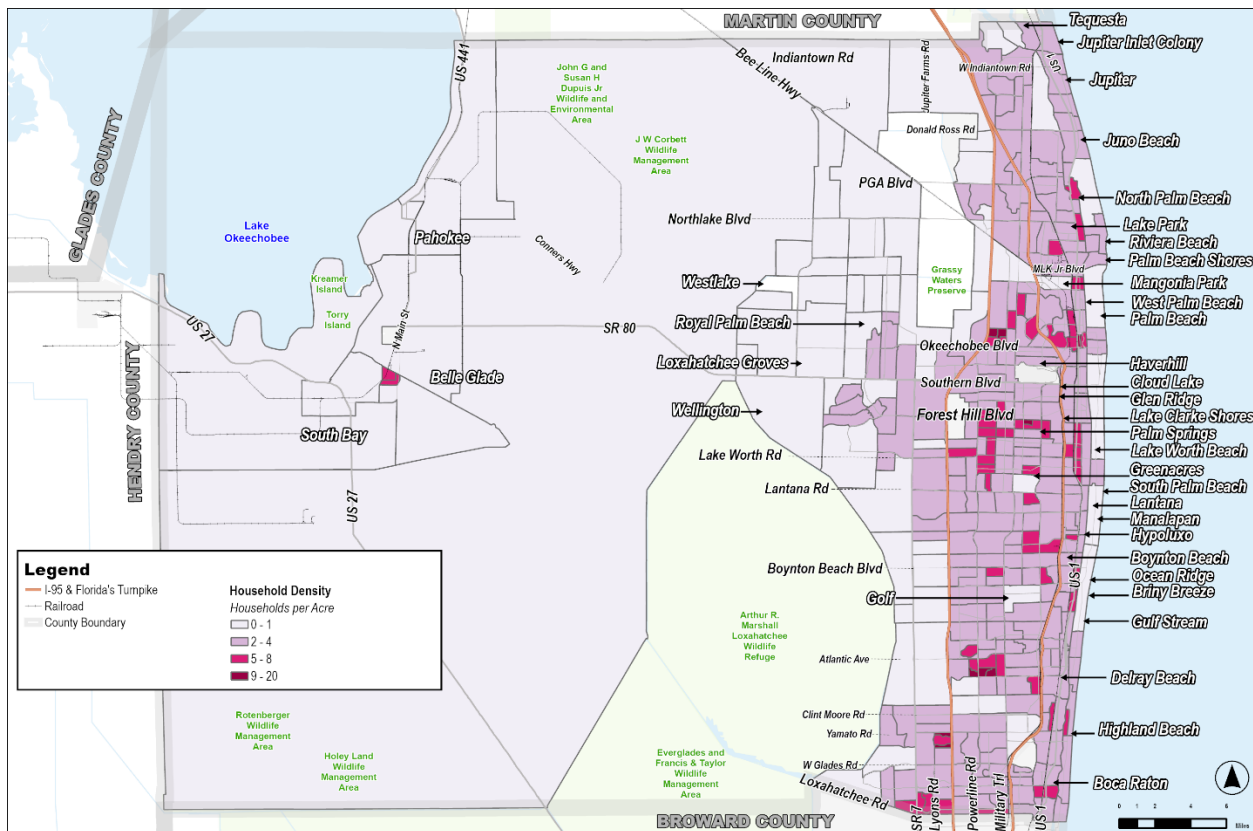


Figure 1-11: Density of Households in Palm Beach County

Figure 1-12 and Figure 1-13 depict the percentage and spatial distribution of homes occupied by home owners and renters, respectively. Owner-occupied housing is primarily clustered along wealthy shoreline communities and in the suburban areas immediately west of Florida's Turnpike, extending through central portions of the county. These bands of high owner-occupied areas generally coincide with established, higher-value residential neighborhoods, many of which consist almost entirely of single-family homes, condominiums, and long-term residences. Coastal communities in Palm Beach County have historically attracted higher income households, second homeowners, retirees, and are frequently characterized by high property values, limited land availability, and strong homeowner presence. These factors collectively contribute to elevated owner occupancy rates. The central band of owner-occupied housing is largely consistent with sprawling single-family residential communities which are prevalent in central Palm Beach County.

Renter-occupied housing, on the other hand, is primarily clustered in western PBC, surrounding Lake Okeechobee as well as the more urbanized corridor adjacent to I-95. The latter of these clusters are representative of higher concentrations of multifamily development and rental housing, reflecting proximity to employment centers, transit services, and a more robust mix of land uses. Higher renter prevalence in the western portion of the county is likely more

closely associated with socioeconomic factors, lifestyle choices, and localized housing options. Renters within the denser core proximate to I-95 are more likely to rely on Palm Tran transit services for shorter, non-auto trips, while those west of the Turnpike in the Lake Region may reflect more auto-oriented behavior and longer trip patterns.

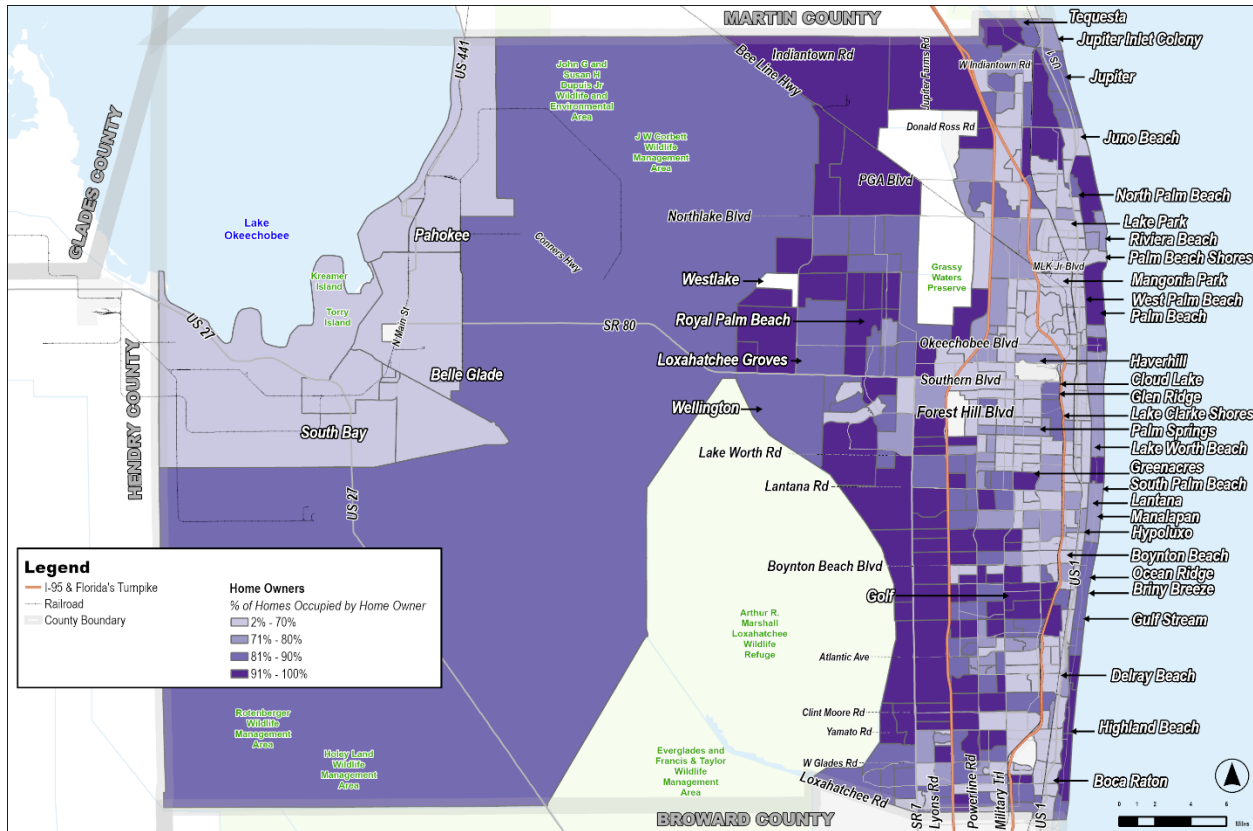


Figure 1-12: Percentage of Owner-Occupied Homes

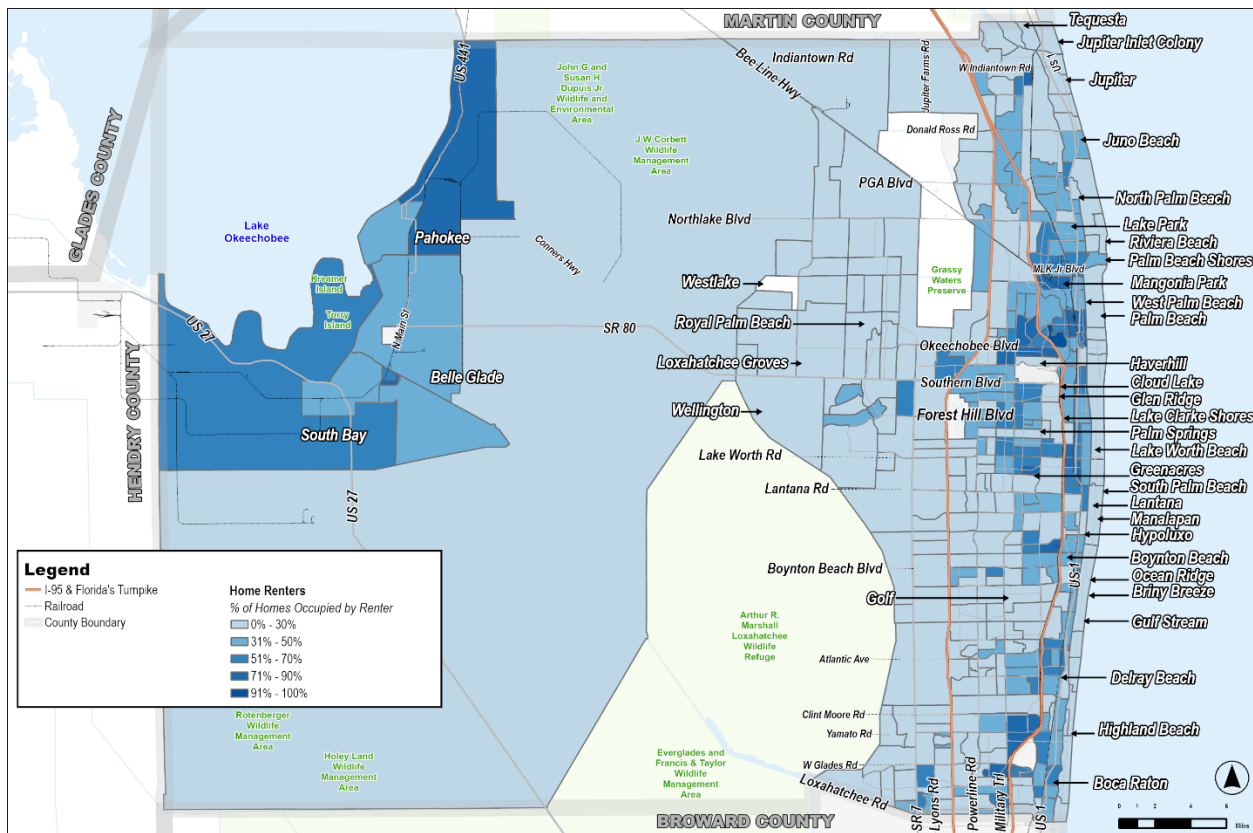


Figure 1-13: Percentage of Renter-Occupied Homes

The expected differences in trip patterns are supported by data in **Figure 1-14**, which shows that households west of Florida's Turnpike, on average, have more available vehicles than those in the more densely populated coastal communities. Higher average vehicles per household frequently overlap with wealthy owner-occupied suburban communities such as Wellington and Royal Palm Beach, but also for more sparsely populated communities who rely on personal vehicles for longer trips for access to necessities, employment, and other opportunities.

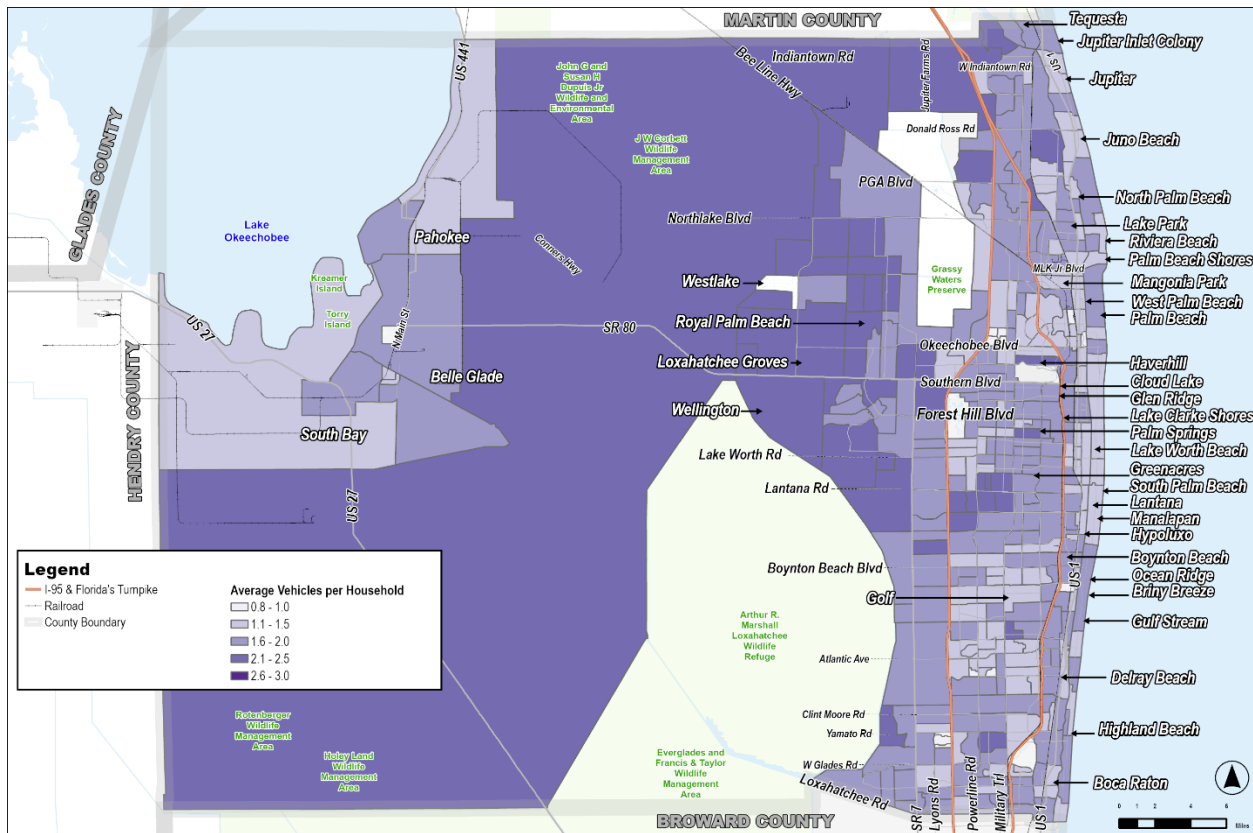


Figure 1-14: Number of Vehicles per Household

However, higher concentrations of zero-vehicle households are clustered in communities near Lake Okeechobee including Pahokee, Belle Glade, and South Bay, as well as in some census tracts in urban areas along the I-95 corridor, as shown in **Figure 1-15**. Coastal communities and, again, suburban communities west of Florida's Turnpike exhibit far lower percentages of zero-vehicle households, consistent with higher vehicle ownership in wealthy communities. For communities with higher rates of zero-vehicle households, transit, active transportation, and other alternatives may play a larger role in day-to-day access to essential destinations.

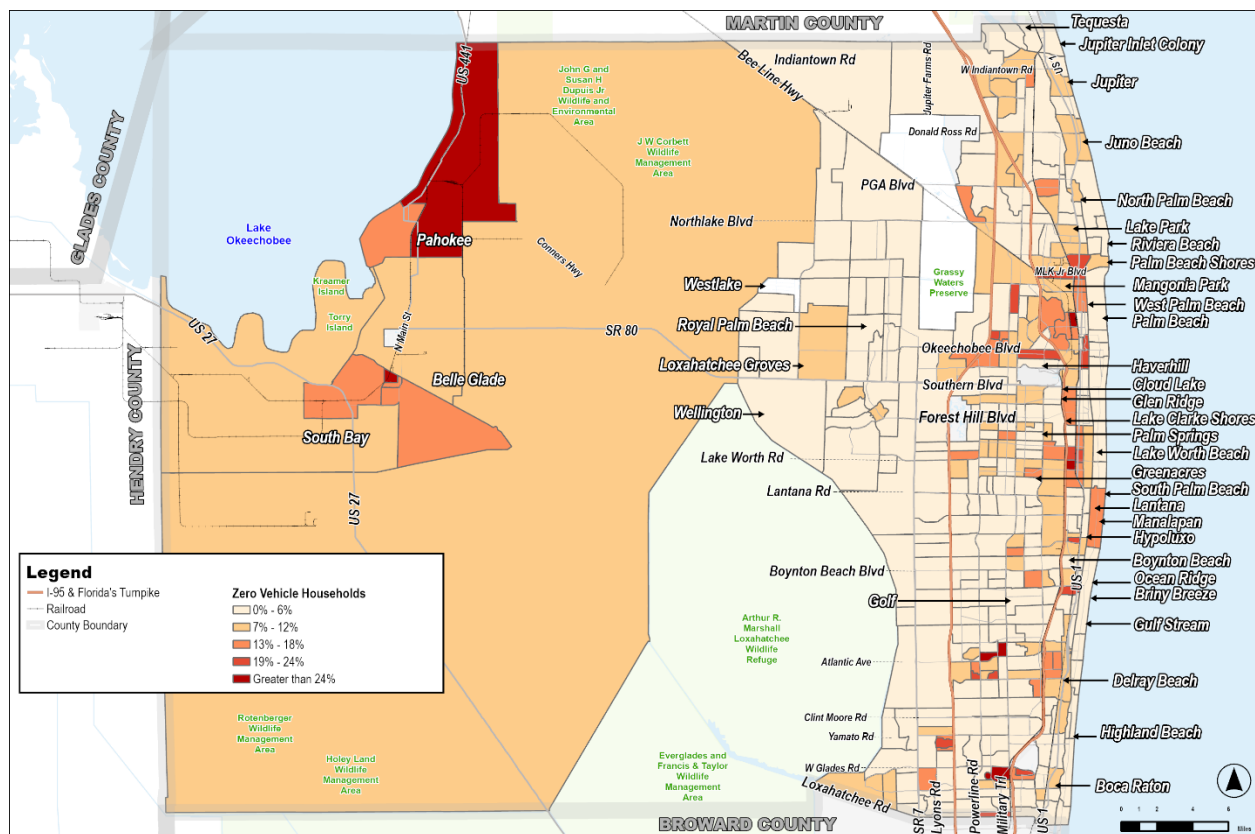


Figure 1-15: Percentage of Zero Vehicle Households

Many of the demographic factors discussed herein are inherently linked with median household income and the spatial distribution of these patterns are shown in **Figure 1-16**. Higher median household incomes are concentrated along the coastline and in the areas immediately west of Florida's Turnpike. Lower median incomes are more prevalent in western communities near Lake Okeechobee and portions of the more urbanized I-95 corridor. These patterns are consistent with what was observed with respect to housing tenure, vehicle ownership, and population trends. Generally, higher income areas correlate with higher rates of homeownership and vehicle availability, with the inverse observed for relatively lower median household income areas. Taken together, the median income distribution provides critical context for understanding variations in travel behavior, transit reliance, and overall mobility needs across the county.

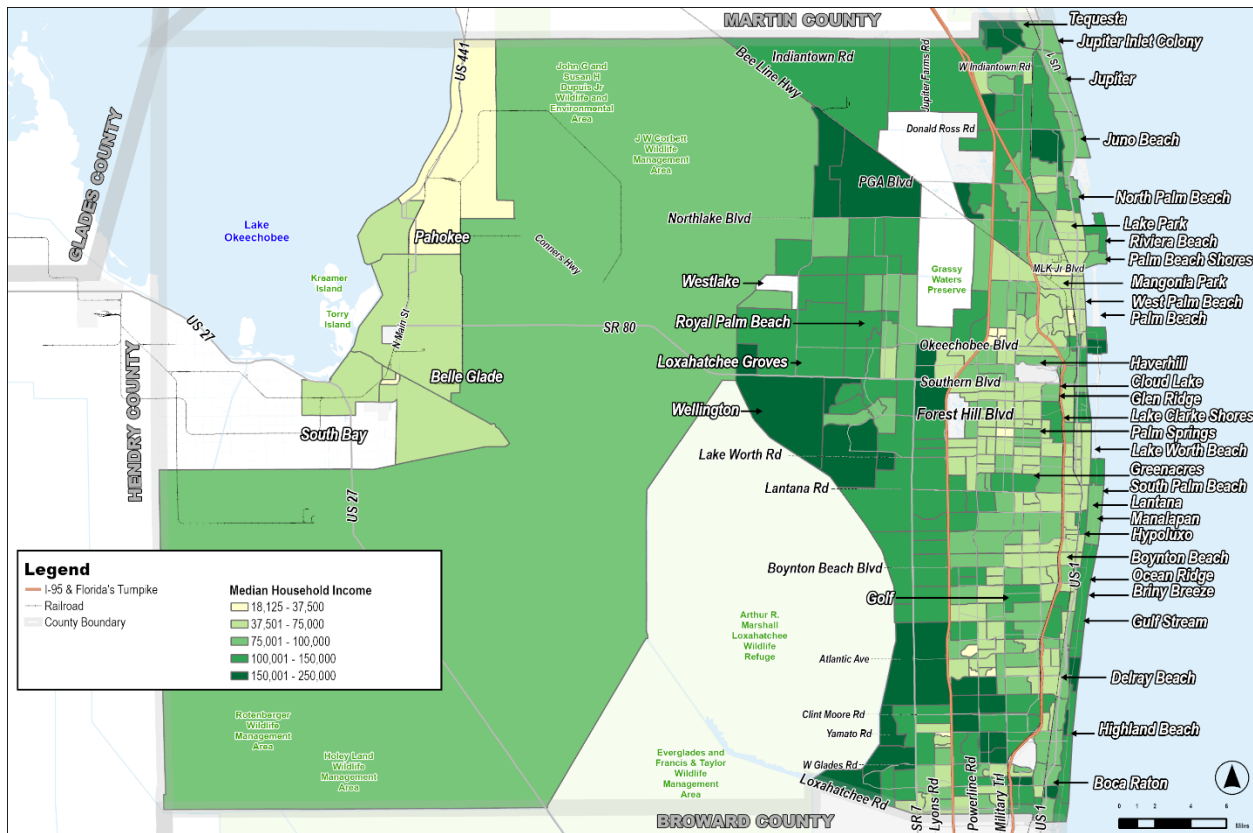


Figure 1-16: Median Household Income by Census Tract

Employment opportunities are largely clustered along the I-95 corridor, as depicted in Figure 1-17. Jobs per acre are concentrated along the eastern coastal corridor, where smaller census tracts and a more robust mix of uses capture higher job densities associated with commercial centers, offices, medical facilities, and other employment generators. The significant drop off in the central portion of the county is largely attributable to sprawling primarily single-family residential clusters west of Florida's Turnpike. Employment densities further decline moving westward, influenced in part by substantially larger tract sizes west of the Arthur R. Marshall Loxahatchee National Wildlife Refuge. These tracts encompass significant areas of agricultural, conservation, and management land, with employment opportunities sparse and widely dispersed. This results in a lower calculated job density even where employment nodes exist. However, the I-95 corridor functions as the primary employment spine and highlights the importance of this corridor when evaluating access, commuting patterns, and transit demand between employment centers and residential communities.

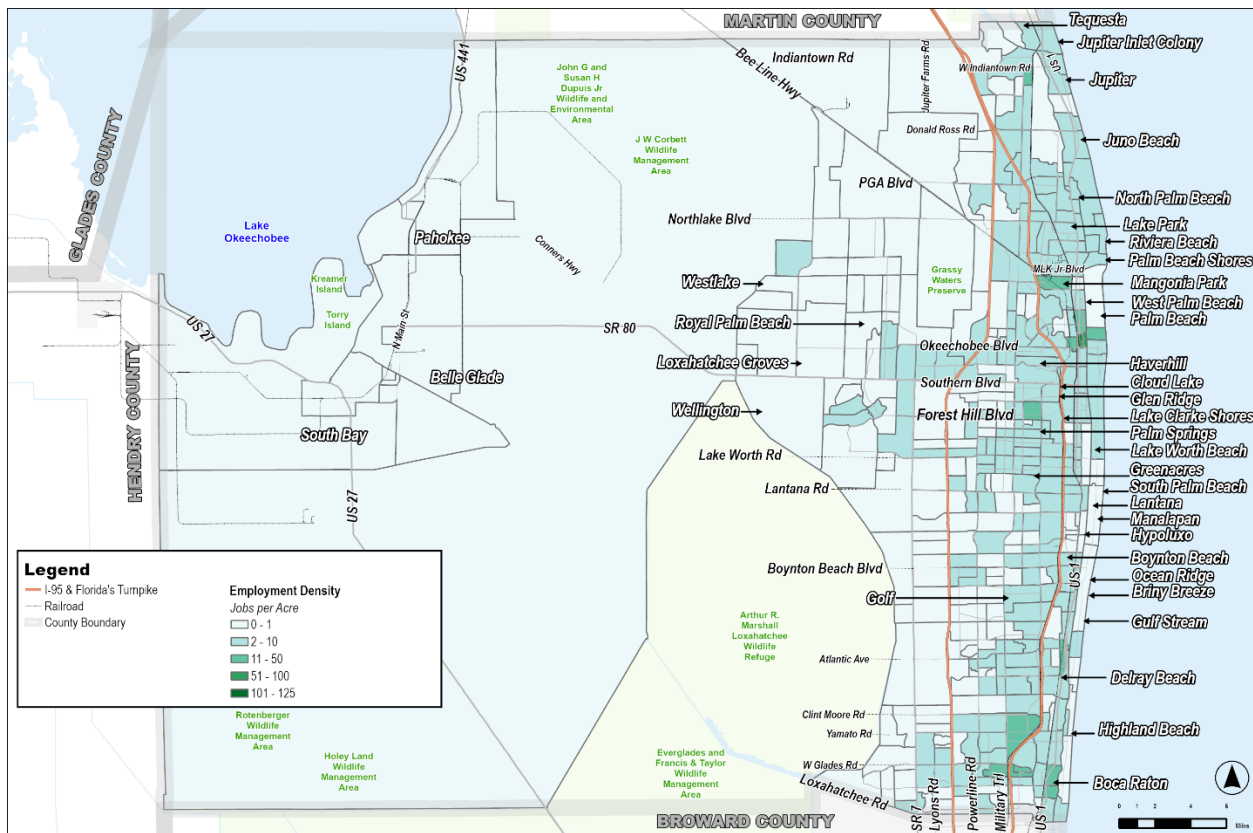


Figure 1-17: Employment Density by Census Tract

While the employment density map identifies where jobs are concentrated, the employment change map (Figure 1-18) highlights where those job centers are expanding or contracting over time, providing important context on how employment patterns are evolving. Spatial patterns highlighted in the job density map are largely reinforced, with employment growth consistently positive along the shoreline, and holding steady in established job centers. Some losses were observed along the I-95 corridor, but these are likely more attributable to redevelopment, sectoral shifts, or consolidation within mature employment centers rather than broad decline. Some areas of more significant job losses may reflect recently completed development projects, where construction jobs have shifted to areas of new investment. Five-year growth patterns indicate that the most substantial growth occurred within interior and western portions of the county, perhaps reflective of emerging regions of the county and new opportunities. These maps indicate that the employment base remains concentrated in the eastern portion of the county, with dispersed job growth occurring in lower-density areas, which provides additional context for understanding east-west dynamics and overall regional travel demand and recent trends support the expected growth patterns presented in the previous section.

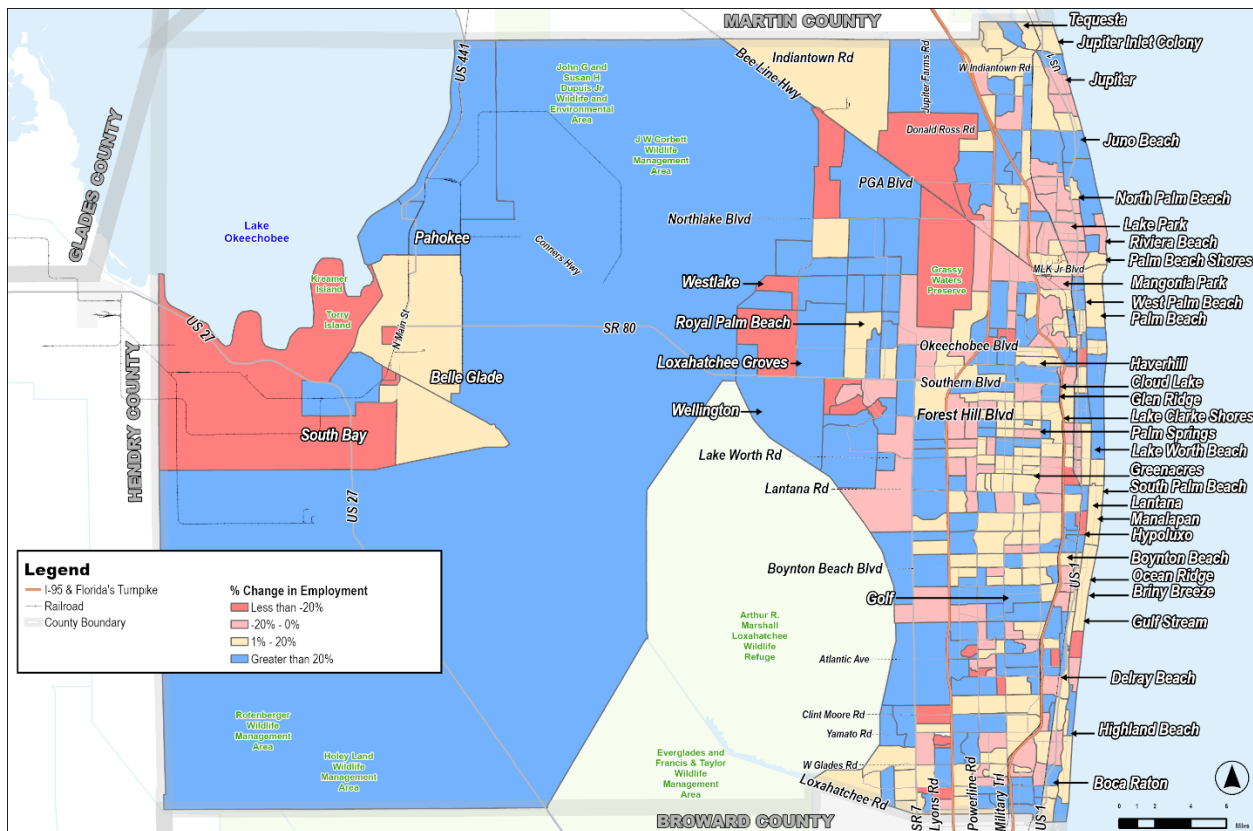


Figure 1-18: 5-Year Change in Employment Opportunities

Building upon the employment patterns, other economic indicators can provide insight as to how economic conditions vary spatially across the county, and may be linked to job location, economic opportunity, and the transportation networks needed for consistent access to these activity centers. **Figure 1-19** shows the share of the population living below the poverty level. The highest concentrations of communities with significant households below the poverty level are located in the Lake Okeechobee area, including Pahokee, South Bay, and portions of Belle Glade. Smaller, more localized pockets within the eastern coastal corridor are observed as well, but the shoreline and interior communities reflect significantly lower representation. These patterns align with previously identified trends in employment density, income, housing tenure, and vehicle ownership, suggesting areas with lower incomes, fewer job opportunities, and reduced transportation options also experience higher rates of poverty. These patterns provide valuable context for subsequent evaluation of transportation access and reliability in higher-poverty communities, particularly those with a higher dependence on non-auto travel and limited local job availability.

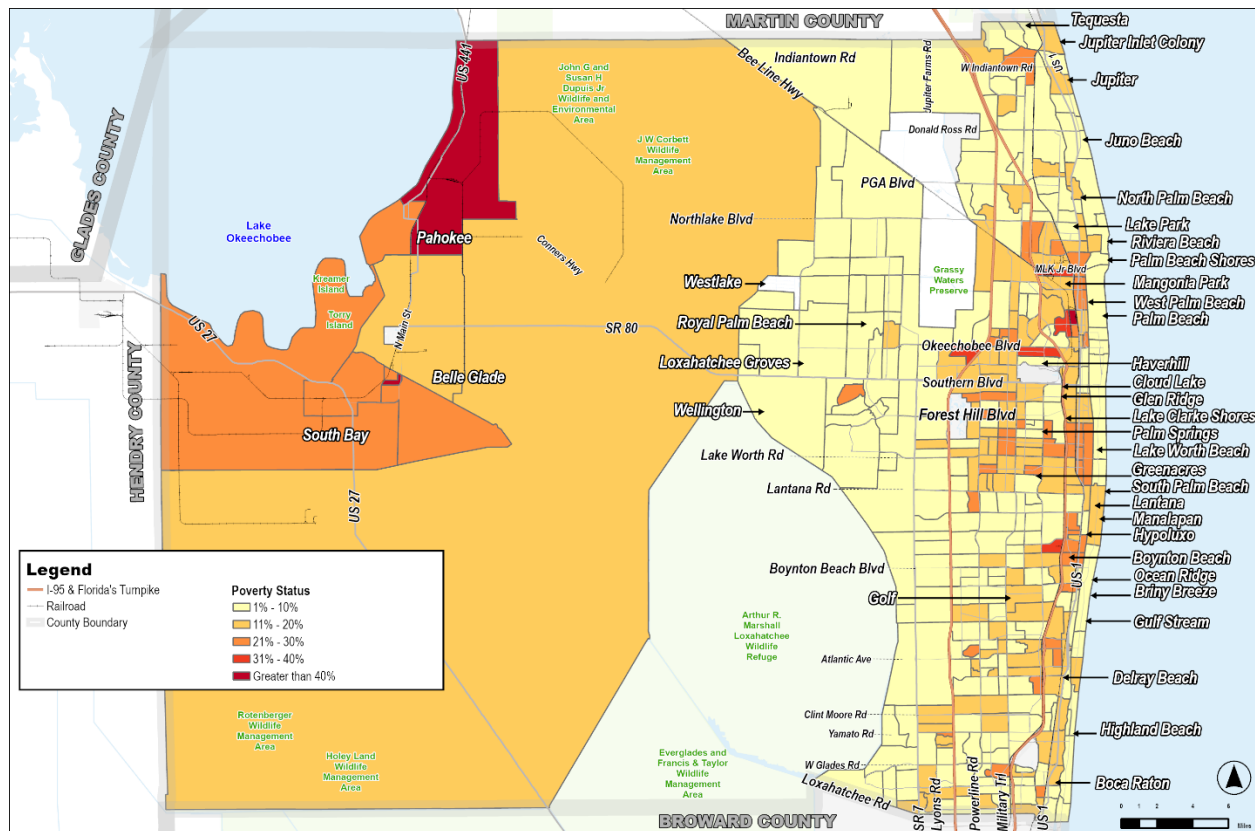


Figure 1-19: Poverty Status of Palm Beach County Census Tracts

In many places around the country, minority and non-white populations are disproportionately represented in communities with high poverty rates. Figure 1-20 and Figure 1-21 respectively illustrate the spatial distribution of these communities in Palm Beach County. Communities adjacent to Lake Okeechobee exhibit among the highest proportions of both minority and non-white populations. Non-white populations are also clustered in the Riviera Beach, Lake Park, Lake Worth Beach, and Greenacres communities, among others. Minority populations exhibit a similar pattern, though slightly more clustered within the aforementioned communities. As a result, minority populations are moderately more distributed across both the interior and western portions of the county, while non-white populations are more densely concentrated in smaller geographic areas. These patterns support previously identified trends associated with other demographic and socioeconomic indicators.

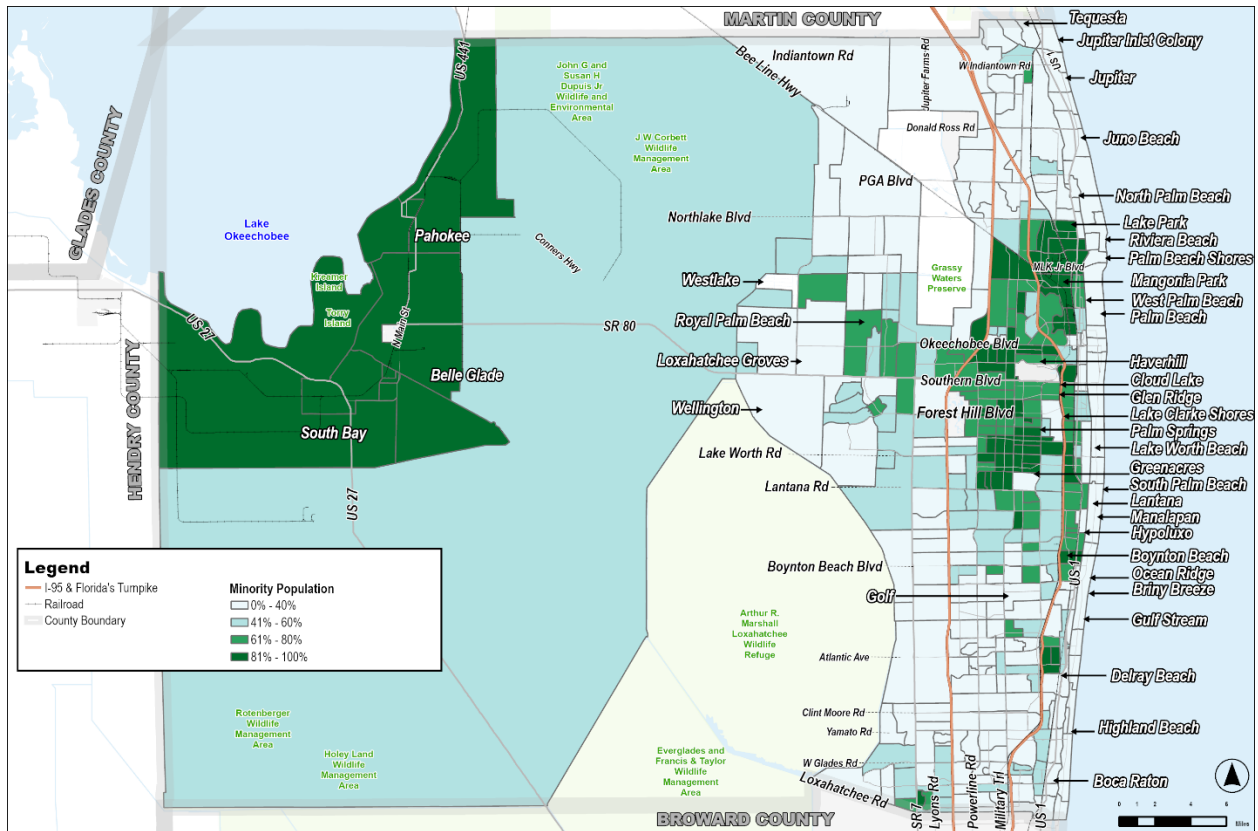


Figure 1-20: Share of Minority Populations by Census Tract

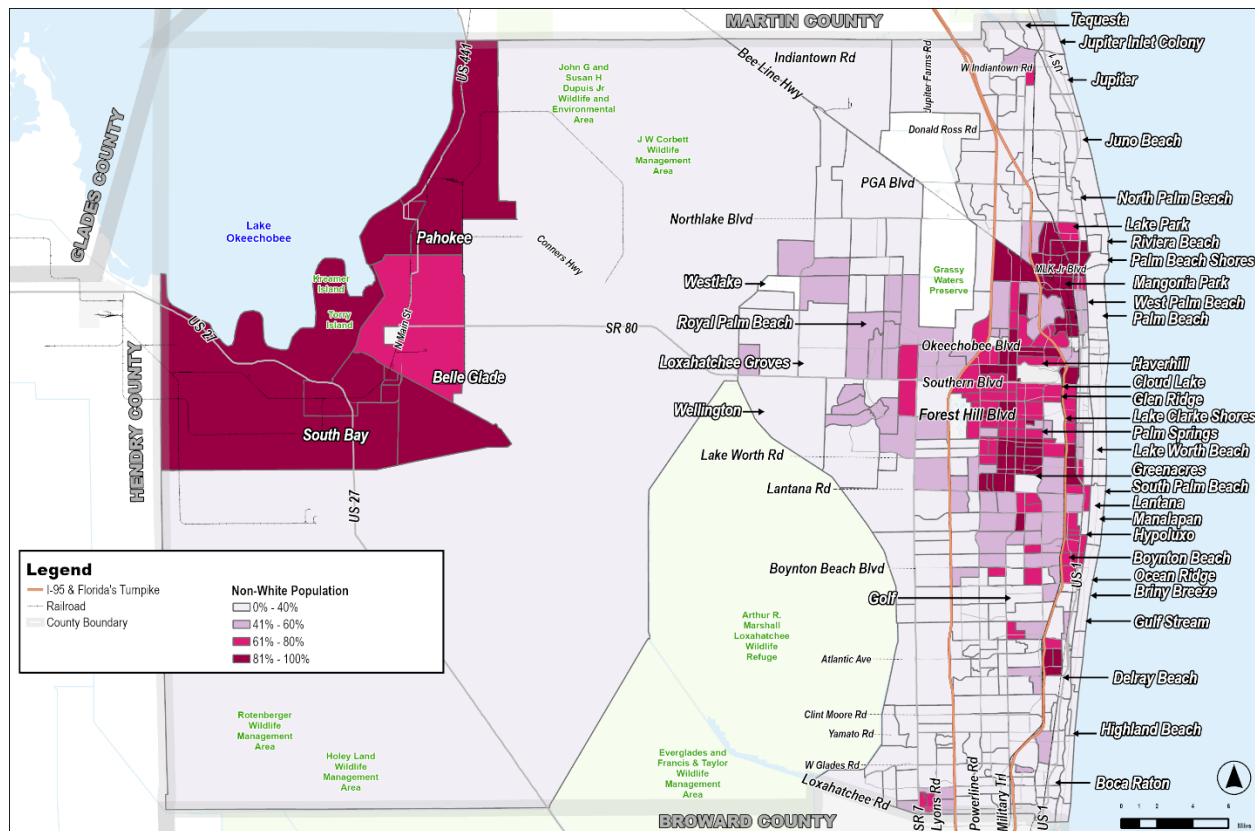


Figure 1-21: Share of Non-White Populations by Census Tract

In addition to race and ethnicity indicators, language proficiency provides important context for understanding populations that may face barriers to accessing transportation information and services, especially when coupled with low-income or no-vehicle households. **Figure 1-22** shows the distribution of limited English proficiency (LEP) populations across Palm Beach County. The highest concentrations occur, as with the previous indicators, in the western portion of the county near Lake Okeechobee, primarily in the South Bay community. Additional clusters are situated in communities between Florida's Turnpike and I-95, including Haverhill, Westgate, and Kenwood Estates, among others. In contrast, coastal communities and the suburban areas west of Florida's Turnpike generally exhibit far lower shares of residents with limited English proficiency. Understanding the spatial relationship between LEP communities and transportation access is critical to consider for inclusive outreach for identifying transportation needs and demand patterns.

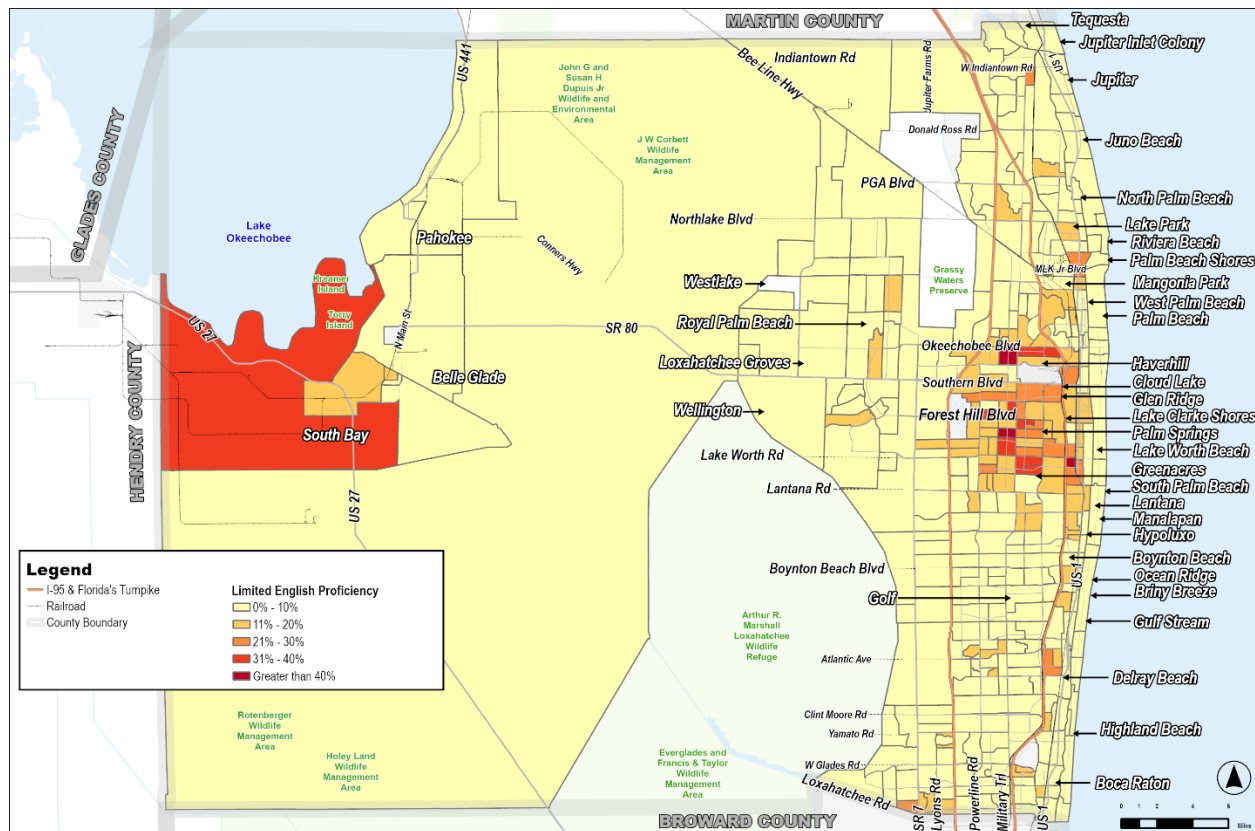


Figure 1-22: Proportion of Limited English Proficiency Households by Census Tract

Shifting from socioeconomic characteristics to population age structure provides additional insight into how mobility needs may vary across the county. **Figure 1-23** illustrates the median age across Palm Beach County, and shows a clear spatial pattern, with older median ages concentrated along the coastal corridor and in other interior census tracts in the southern portion of the county, specifically in Boynton Beach, Delray Beach, and other similar communities, all with a median age of 65 or older. This indicates a significant presence of retirees, seasonal residents, and aging long-term populations. In contrast many of the communities along the I-95 corridor, as well as Pahokee near Lake Okeechobee, have a significantly younger median age. These communities tend to include family-oriented and workforce populations, oftentimes with school-aged children. These patterns suggest meaningful variation in mobility needs across the county.

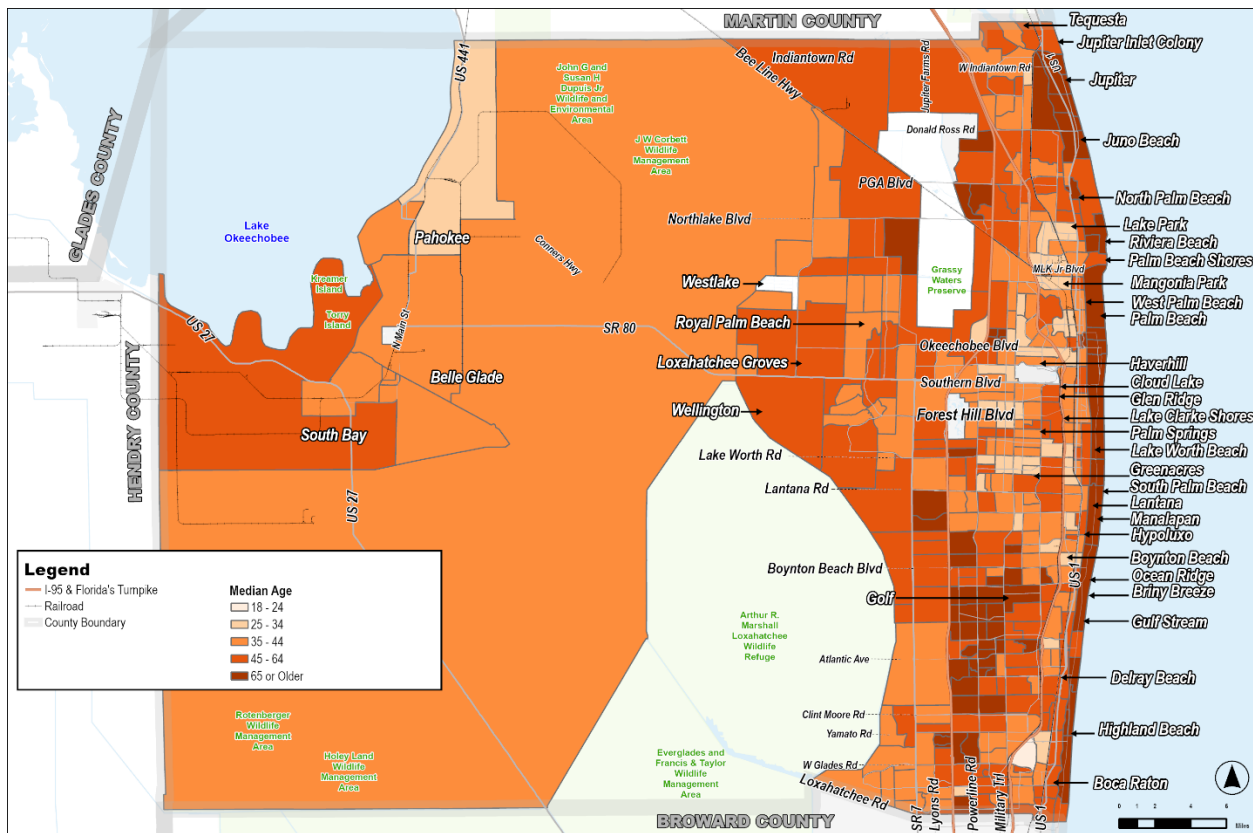


Figure 1-23: Median Age of Palm Beach County Census Tracts

Figure 1-24 and Figure 1-25 highlight communities with significant proportions of older (65+) or younger (18 or younger) residents, respectively, and highlight distinct spatial patterns with important safety and mobility implications. Higher concentrations of residents age 65 and older are evident along the majority of municipalities along the coastal corridor, as well as some interior communities in the southern portion of the county including Boynton Beach, Delray Beach, and Boca Raton. These clear centers reflect established retirement and aging-in-place populations. In contrast, higher shares of residents under the age of 18 are more prevalent in western portions of the county near Lake Okeechobee, as well as more interior pockets of Delray Beach and Boca Raton, as well as other more isolated hubs in Loxahatchee, Magnolia Park, Riviera Beach, Greenacres, and Lake Worth, among others. These clusters frequently indicate younger, family-oriented populations. Though these two populations have distinct mobility needs, both age groups are typically more vulnerable to traffic sensitivities than the core working-age population, as older adults may experience mobility limitations and children have limited travel independence. Highlighting these potentially vulnerable populations provides critical context for subsequent analyses of safety, pedestrian and bicyclist conditions, and access to mobility services in areas with higher concentrations of seniors and youth.

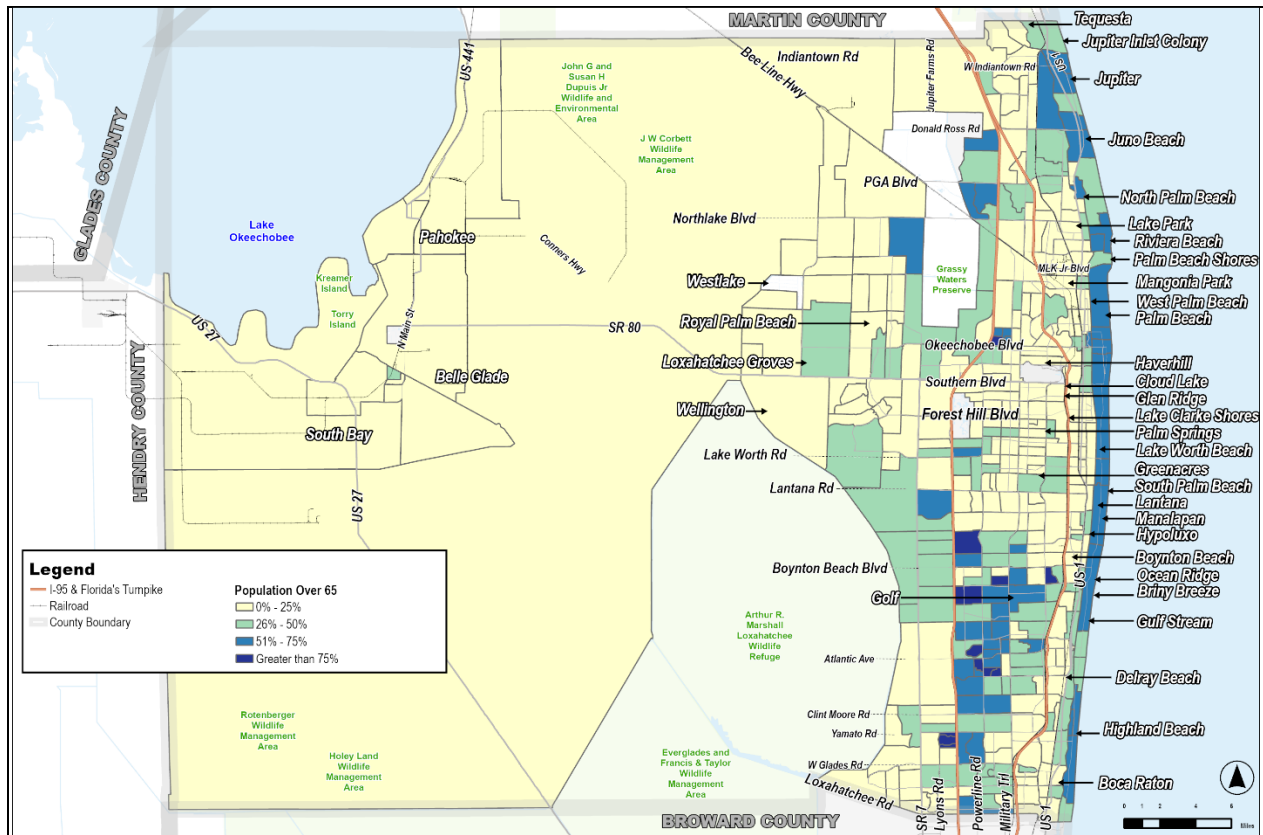


Figure 1-24: Percentage of Population aged 65 or Older

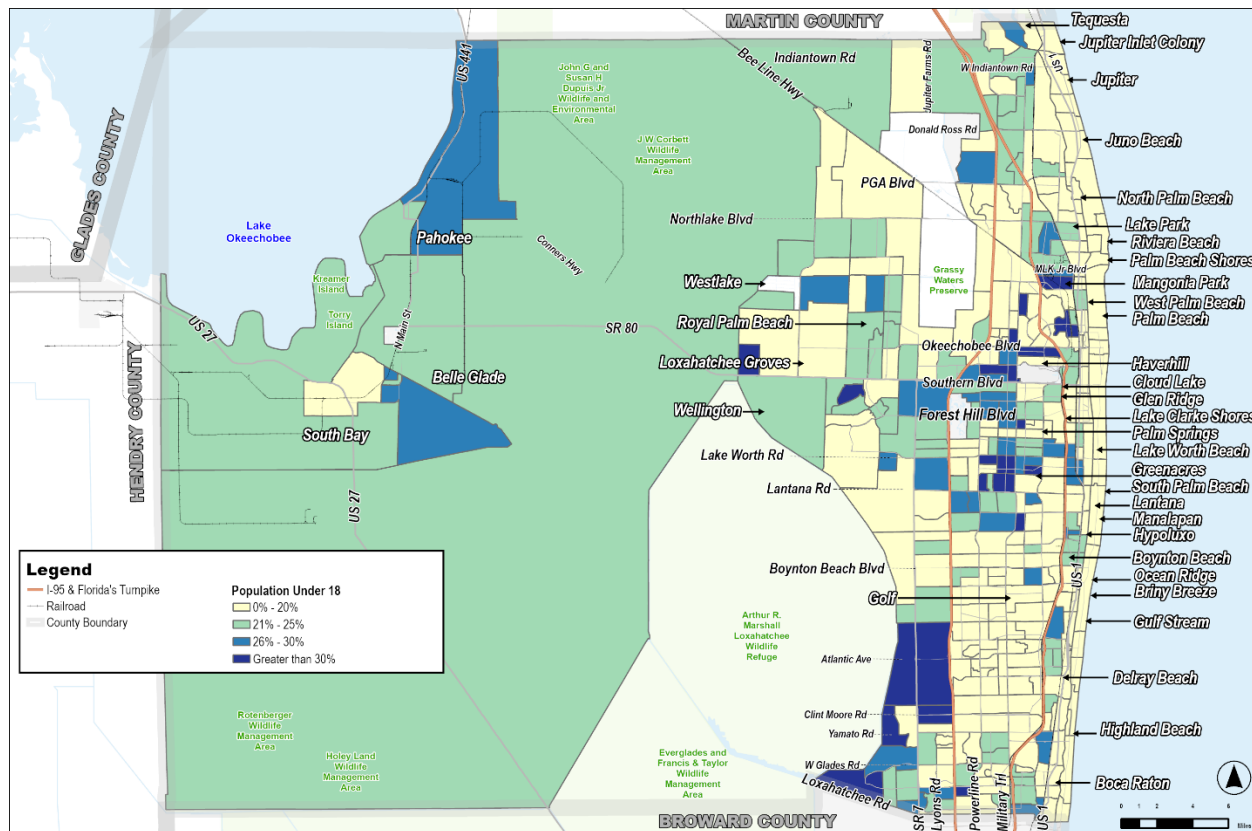


Figure 1-25: Percentage of Population Aged 18 or Younger

Building upon the pockets of youth populations, **Figure 1-26** presents school enrollment as a share of the total population, and highlights areas where school-aged children make up a larger proportion of residents. This frequently suggests the relevance of school access and student travel patterns for subsequent analysis. Higher concentrations of school-aged populations are evident primarily in the Pahokee area of western Palm Beach County. There are also clear pockets of high school enrollment in more eastern locations in the county, including northern Boca Raton, Delray Beach, Wellington, and Jupiter, as well as smaller communities mentioned in the previous section. Many of these communities have been mentioned elsewhere in this summary, indicating that some of these areas overlap with higher shares of renter households, lower vehicle ownership, elevated poverty rates, and limited English proficiency households. Many of these compounding factors indicate a higher likelihood that school aged children may rely more on walking, bicycling, school bus service, or transit for daily travel. These patterns suggest that these may warrant further review when considering school access, multimodal connectivity, and related safety conditions.

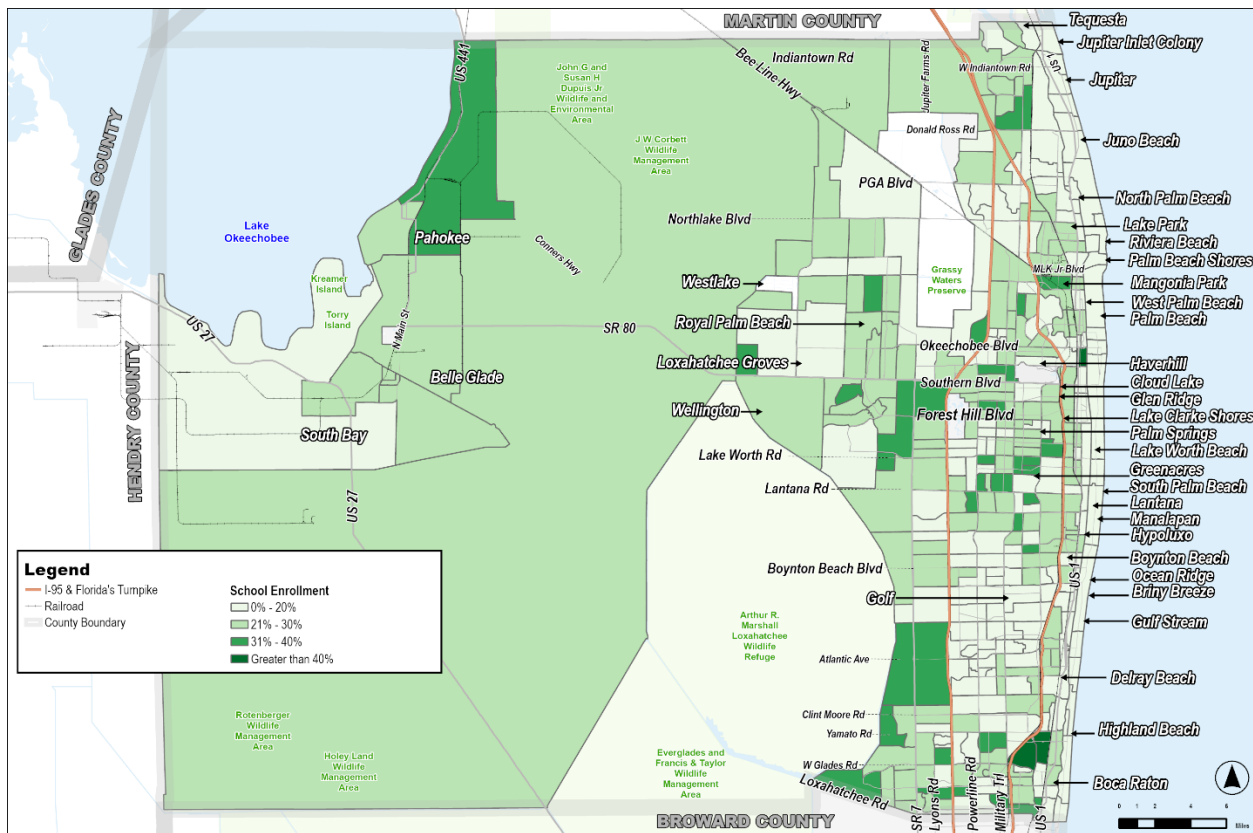


Figure 1-26: Share of School Enrollment by Census Tract

Figure 1-27 and Figure 1-28 illustrate the spatial distribution of educational attainment across Palm Beach County, showing a clear inverse relationship between areas with higher shares of residents without a high school diploma and those with higher shares of residents holding a Bachelor's degree or higher, respectively. Higher concentrations of the former are evident in the western portion of the county, specifically Pahokee, South Bay, and Belle Glade as well as pockets in the corridor between I-95 and Florida's Turnpike including Greenacres, and some areas of West Palm Beach, among others, while these same areas generally exhibit relatively low rates of bachelor's degree attainment. In contrast, coastal communities, areas immediately west of Florida's Turnpike, and Palm Beach Gardens are among the census tracts with the highest levels of educational attainment and show the highest concentrations of residents with bachelor's degrees or higher, with correspondingly low shares of residents without a high school diploma. While educational attainment is not typically viewed as a direct transportation indicator, these patterns closely align with previously identified trends in income, employment, housing tenure, and vehicle ownership, providing additional context for understanding differences in travel behaviors, access to opportunity, and transportation choices across the county.

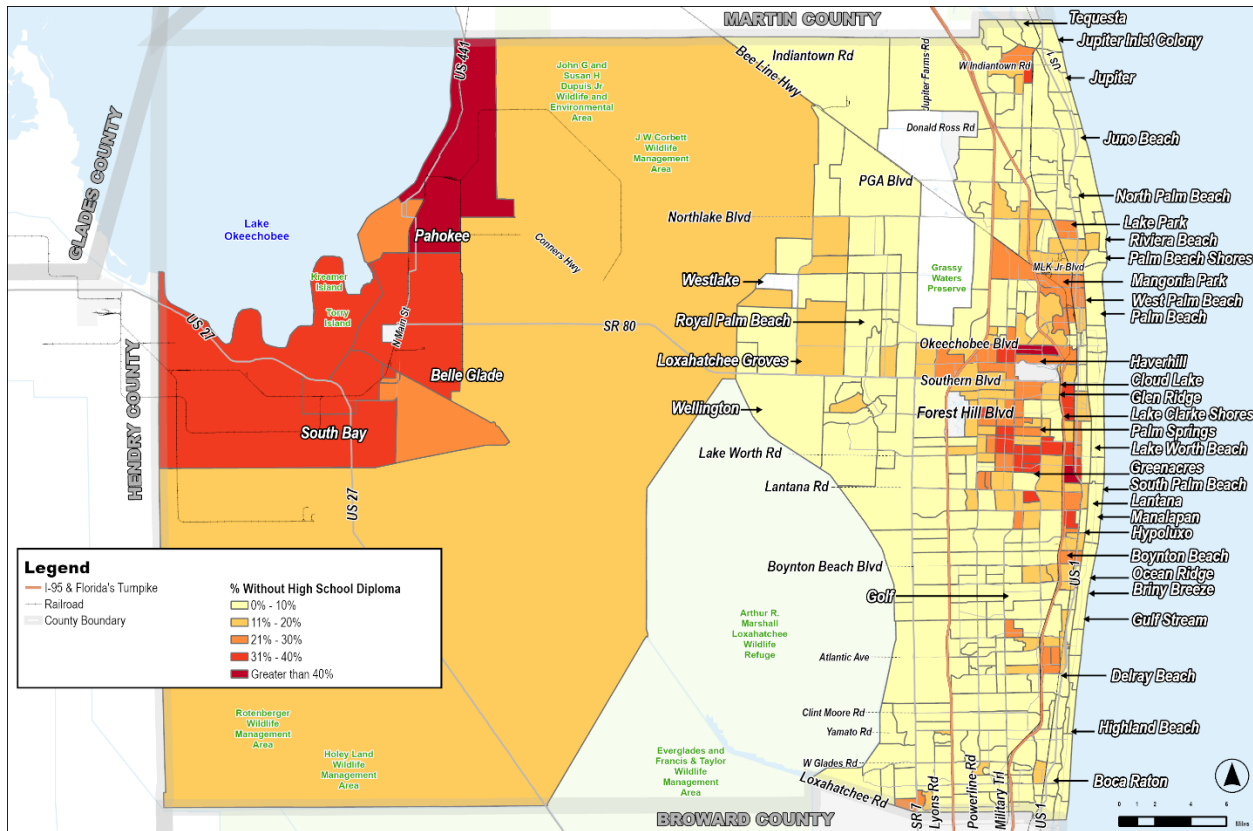


Figure 1-27: Share of Population without High School Diploma

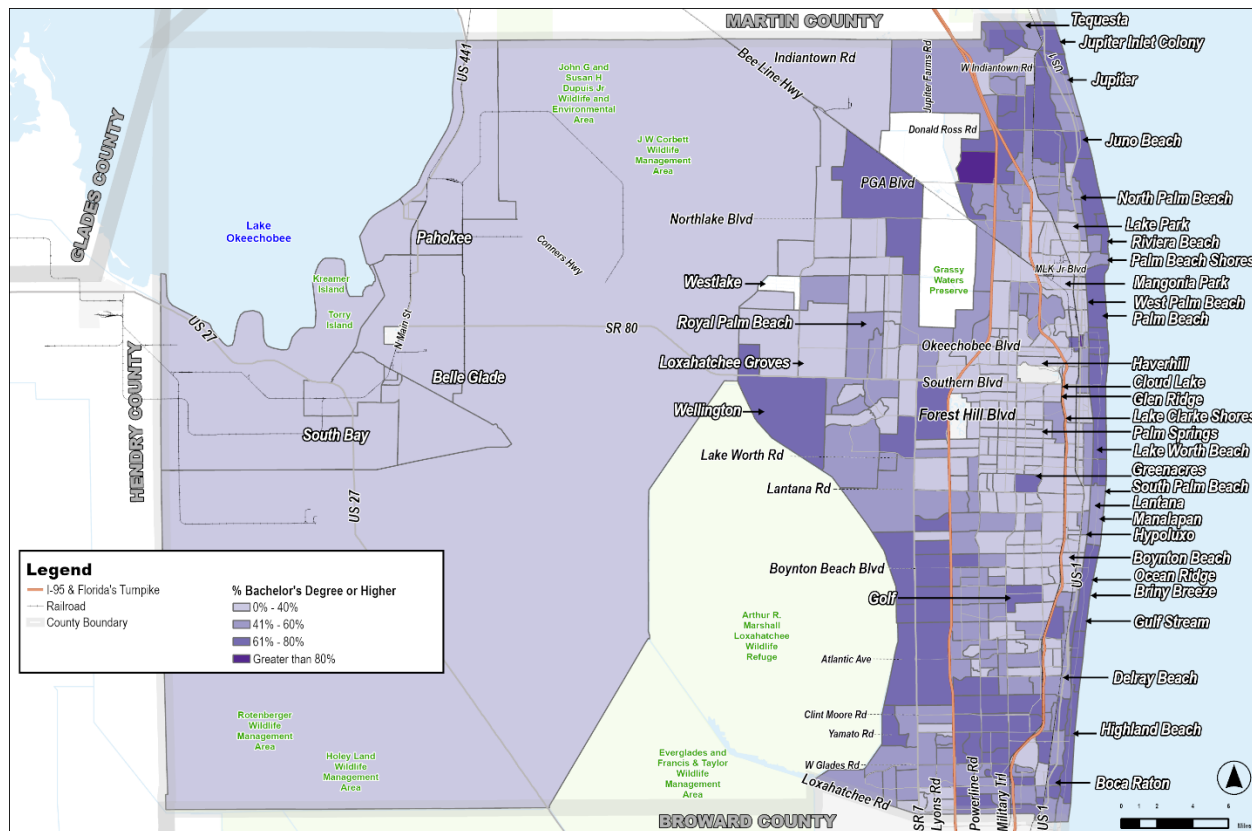


Figure 1-28: Share of Population holding a Bachelor's Degree or Higher

Overall, the existing demographic and socioeconomic conditions present in Palm Beach County present clear, and relatively consistent, east-west and transportation spine-based patterns with many indicators, particularly income, housing tenure, vehicle availability, age, and educational attainment, spatially reinforcing one another. Coastal and near-coastal areas generally reflect higher incomes, higher vehicle availability, older populations and higher levels of educational attainment, while western and communities in the urbanized corridor proximate to I-95 generally exhibit younger populations, lower incomes, higher renter shares, and greater reliance on non-auto travel. Together, these patterns provide critical context for understanding varying mobility needs, safety considerations, and access challenges across the county, and will inform subsequent sections that evaluate the existing transportation system, its functionality, and mobility needs across Palm Beach County.



1.4.2. Land Use

Existing Land Use

The existing land use pattern in Palm Beach County is characterized by an observable east-west gradient, reflecting a more densely concentrated urbanized coastal corridor, transitioning to suburban, rural, conservation, and agricultural uses towards the interior, as shown in **Figure 1-29**. This pattern has significant implications for travel behavior, transportation system performance, and long-term mobility planning. While this chapter focuses on land use patterns at a countywide scale, it is important to note that development intensity, land use mix, and connectivity are influenced by land use decisions made by individual municipalities as well as unincorporated Palm Beach County. Variations in local planning policies and development histories contribute to differences in density, street network configuration, and land use composition along the coastal corridor and within the suburban transition area. Collectively, these local decisions shape the overall regional land use framework that influences transportation demand and system performance across the county.

The eastern edge of the county, abutting the Atlantic Ocean, contains the most intensive mix of uses and densest levels of urban development. The area exhibits an intermingling of residential, commercial, and institutional uses, with multifamily residential and mixed-use development forming a north-south spine. This spine roughly aligns with the two main highway corridors in the region, Interstate 95 and Florida's Turnpike, with the majority of multifamily residential land uses falling in the communities between the two corridors. Commercial activity is concentrated along major arterial corridors and within established central business districts, supporting employment, tourism, and regional services in key commercial corridors.

These corridors function as high demand centers for the county. The street network, high intersection density, and concentrations of destinations may support more robust transit operations, walking, and cycling, while also generating automobile traffic and associated congestion along these and other adjacent corridors. This land use pattern reflects long-standing urbanization with limited opportunities for large scale expansion outside of redevelopment and infill opportunities.

Moving westward from the coastal corridor, land use transitions into a more suburban pattern, characterized by lower residential densities and increasingly separated land uses. Single-family residential neighborhoods dominate this transition area, interspersed with neighborhood- and community-scaled commercial centers clustered along east-west arterials and centralized in concentrated commercial areas. Employment uses are more scattered, often associated with office parks or stand-alone institutional facilities.

This zone serves as an interface between urban and rural land uses, likely generating commuter traffic towards the coast. The prevailing development pattern emphasizes automobile access,



with wider arterial roadways and fewer internal connections. The effects of these land use scenarios on traffic flow and level of service will be explored elsewhere in this report, though the patterns exhibited indicate that many of the east-west roadways in this zone function as commuter corridors, reflecting the spatial separation between residential and employment areas.

Employment-generating land uses in Palm Beach County are more heavily concentrated in the eastern and central portions of the county, particularly along the coastal corridor, major arterials, and near regionally significant transportation facilities. By contrast, much of the county's residential growth—especially lower-density single-family development—is located further west. This land use relationship reinforces directional commuting patterns, longer trip lengths, and sustained peak-period demand on east-west transportation corridors.

The western portion of Palm Beach County is dominated by agricultural land, conservation areas, and open space, forming a stark contrast to the coastal urbanized area. Large contiguous tracts of agricultural land define the western landscape, in addition to large areas of preserved wetlands and environmental resources including the Everglades and Francis S. Taylor Wildlife Management Area, the Arthur R. Marshall Loxahatchee National Wildlife Refuge, the John G. and Susan H. Dupuis Jr. Wildlife and Environmental Area, J.W. Corbett Wildlife Management Area, various stormwater treatment areas, and at the furthest extent of the county limits, Lake Okeechobee. Outside of these land uses, residential and commercial uses are centered almost exclusively on few highly condensed clusters in South Bay, Belle Glade, and Pahokee. The Glades communities represent a distinct land use and mobility context within Palm Beach County, with compact urban development surrounded by extensive agricultural and conservation lands. This geographic isolation, combined with limited roadway redundancy and fewer multimodal travel options, contributes to longer travel distances for employment, services, and regional connections. These conditions differentiate transportation needs in the western county from those in the coastal and suburban areas.

Overall, while the agriculture focused nature of the western portion of the county generates relatively low everyday travel demand, it ultimately plays a major role in shaping the county's transportation network. Mobility to the Lake Okeechobee region is largely reliant on US-98, with limited alternative options. This connectivity is defined by long travel distances, limited roadway redundancy, and restricted access points, resulting in heavy reliance on key east-west corridor that link the western agricultural areas and rural communities to coastal markets and labor centers. In addition to passenger travel, the county's land use pattern supports substantial goods movement activity associated with agricultural production, processing, and distribution in the western portion of the county. These freight movements rely heavily on the same limited east-west corridors connecting inland agricultural areas to coastal processing facilities, distribution centers, and export gateways, further reinforcing the importance of reliable regional freight mobility. The extensive open space network also constrains opportunities for roadway expansion and may have impacts in shaping long-term infrastructure planning.



Beyond these dominant land use types, several larger scale transportation-related land uses play a role in shaping PBC's travel patterns and economic activity. Palm Beach International Airport is a major regional air travel hub. Located west of downtown West Palm Beach, the airport serves as a major multimodal hub with direct roadway access and connections to Palm Tran Tri-Rail via shuttle, Amtrak passenger rail service, and other fixed bus routes. This robust access pattern reinforces its role as both a travel gateway and generator of daily employment and service trips. The airport's proximity to major arterial corridors concentrates travel demand and underscores the importance of efficient access routes, particularly I-95 and US-98.

In addition to this critical aviation infrastructure, the Port of Palm Beach represents a key freight and cruise facility along the county's eastern edge in Riviera Beach, supporting maritime commerce and acting as a regional recreation hub. Amongst the busiest container and bulk cargo ports in the state, the Port introduces freight movement patterns, increased logistics considerations, and generates intensive truck traffic demand to and from nearby industrial areas, acting as a major gateway for the movement of goods and people in the region.

Rail infrastructure is another major transportation related land use in the region, anchored by the Tri-Rail commuter rail corridor. This service will be detailed in the next section, but the geographic footprint of the rail corridor runs parallel to the coastal urban corridor, aligning with the areas of highest population and employment densities in the county and resulting in a corridor of transit-adjacent uses. These facilities inherently affect the relationship between land use intensities and transit investment while also acting as a hub for transit-oriented development opportunities around existing and planned stations.

Overall, the county exhibits a highly linear and stratified land use structure, with intense development concentrated along the coast and progressively less intensive uses extending westward. This pattern drives long-distance commuting, directional peak travel demand and heavy reliance on a relatively limited number of east-west corridors. The existing arrangement reflects a history of growth patterns that prioritized separation of uses, particularly as it relates to sprawling single-family residential communities, as well as robust automobile access, particularly outside the coastal core.

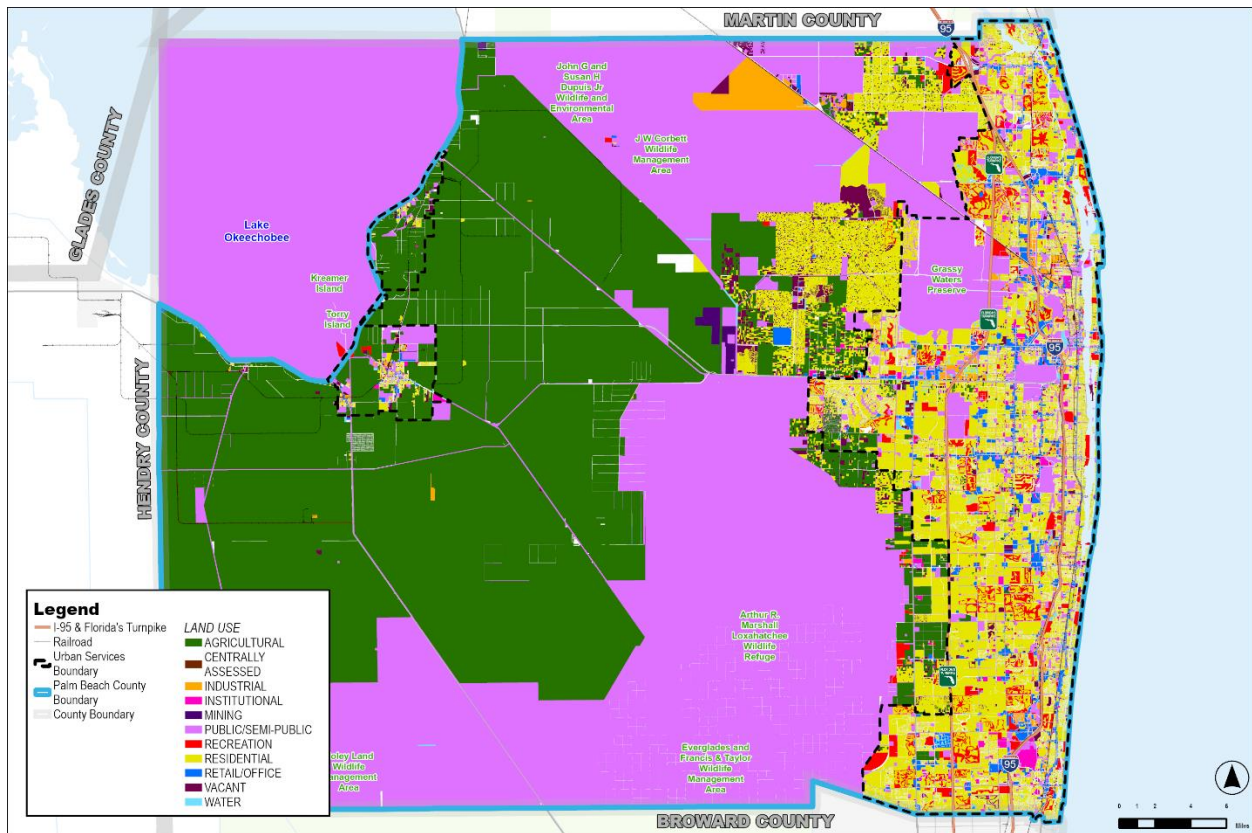


Figure 1-29: Existing Land Use Categories in Palm Beach County

1.4.3. Existing Codified Restrictions

Table 1-4 summarizes areas in Palm Beach County which require additional transportation screening because they have adopted comprehensive plans, land use policies, special district authorities, or conservation protections. Various factors may place limits on the type, scale, timing, or design of roadway and multimodal improvements. These constraints do not necessarily preclude transportation investments, but they require CTMP recommendations to be evaluated for consistency with rural character, agricultural preservation, drainage and water-control responsibilities, environmental protection, and local implementation authority before projects are advanced into programming, design, or funding.

For CTMP implementation, the constrained areas, shown in **Figure 1-30** will require continuous evaluation during project screening as “context-sensitive coordination areas.” Projects in or adjacent to these areas may still advance, but they include an added review step to confirm the applicable policies and limitations.

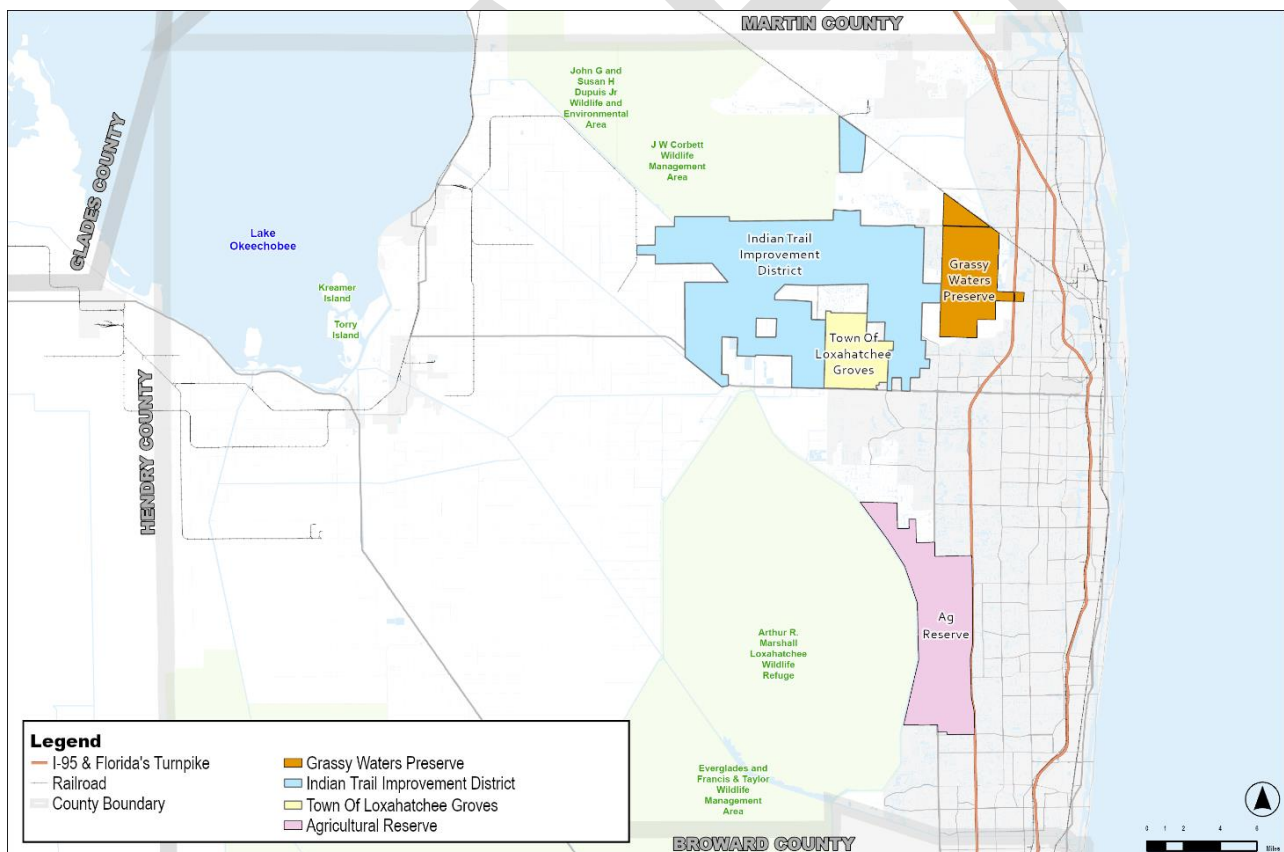


Figure 1-30: Existing Codified Restrictions



Table 1-4: Summary of Codified Restrictions

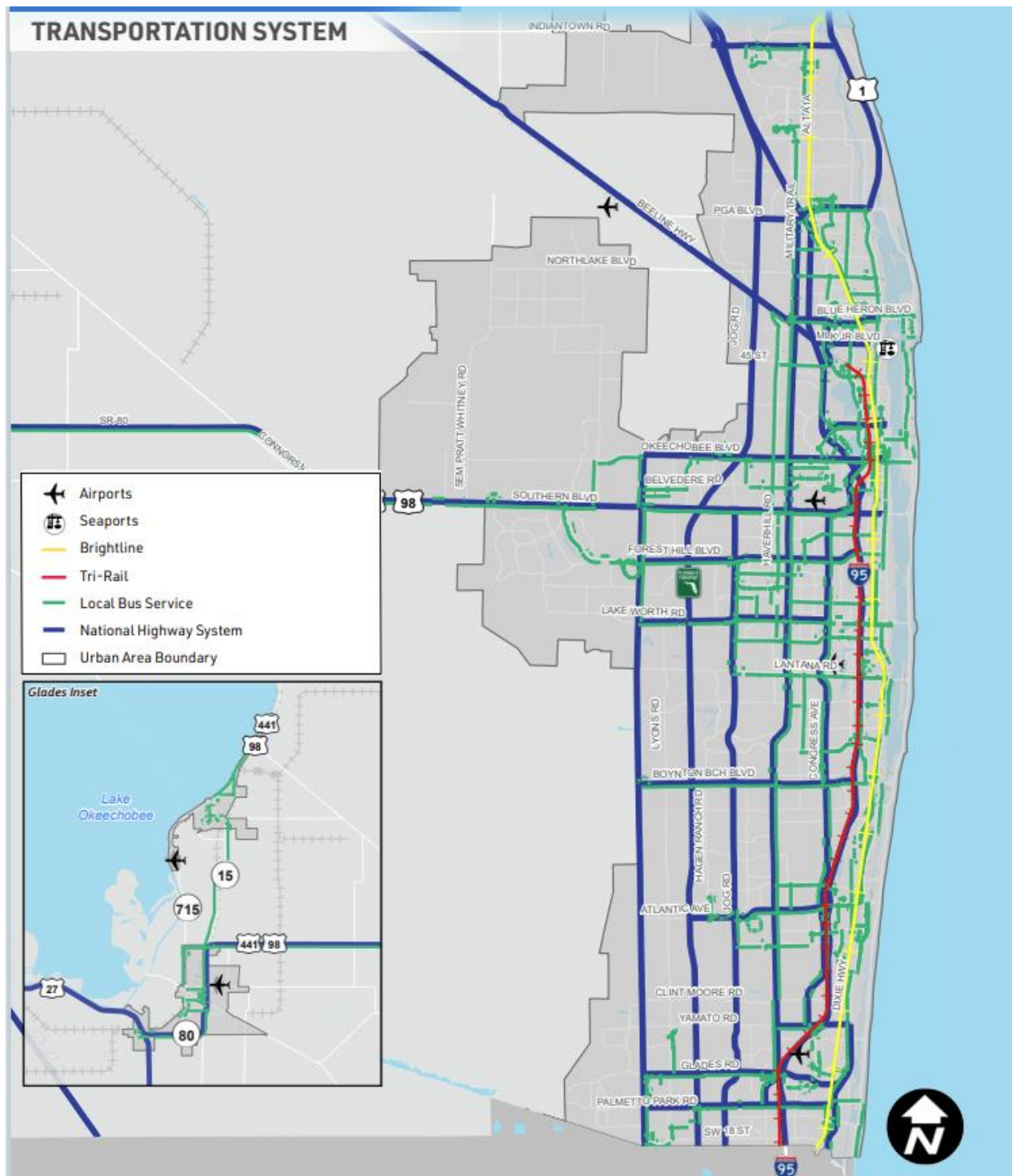
Constrained Area	Relevant Restriction or Governance Consideration	CTMP Implementation Implication
Loxahatchee Groves	The Town's Comprehensive Plan was updated through Ordinance No. 2024-01, including amendments to the Future Land Use, Transportation, Infrastructure, Conservation, Recreation and Open Space, Intergovernmental Coordination, and Capital Improvements Elements. The Comprehensive Plan references rural community design objectives and Rural Vista Guidelines, which are also incorporated through the Town's land development framework.	Roadway, trail, drainage, and access improvements should be screened for rural design compatibility, right-of-way impacts, equestrian and multimodal accommodation, and consistency with adopted Town policies before being advanced, to the extent the local policies align with regional mobility goals.
Agricultural Reserve	The Agricultural Reserve is established in the Palm Beach County Comprehensive Plan Future Land Use Element under Objective 1.5. The County identifies its purpose as preserving unique farmland and wetlands to enhance agricultural activity, environmental and water resources, and open space by limiting uses primarily to agriculture, conservation, low-density residential development, and limited nonresidential uses serving farm workers and Ag Reserve Tier residents. The Transportation Element was updated by Ordinance No. 2024-018. July 14, 2026, BCC meeting discussed the current state of the Ag Reserve, mix of preserved agricultural lands, developable lands, county-owned lands leased for agricultural operations, entitled but unbuilt development, and limited mixed-use commercial nodes at Boynton Beach Boulevard/Lyons Road and Atlantic Avenue/Lyons Road. The discussion noted additional analysis required for potential policy updates to preservation objectives, agricultural viability, farmworker and essential housing needs, commercial demand, traffic concurrency, drainage constraints, and utility service limitations.	Capacity, access, and transit-supportive recommendations should be evaluated for consistency with preservation objectives, development limits, preserve requirements, drainage, environmental impacts, and the rural/agricultural context of the Ag Reserve Tier to the extent they align with regional mobility goals. CTMP recommendations in or adjacent to the Ag Reserve should acknowledge the need for early cross-departmental coordination among transportation, planning, utilities, drainage, and lighting functions; should be reviewed for consistency with the Palm Beach County Utilities Master Plan and applicable utility service policies; and should consider whether roadway, drainage, water, sewer, lighting, and other infrastructure improvements can be coordinated to avoid redundant construction and reduce conflicts during project delivery. Project screening should recognize the area's unique western-community drainage challenges, the role of entitled but unbuilt development in future travel demand, the importance of maintaining agricultural and environmental preservation commitments, and the need to evaluate alternatives to major roadway concepts where preservation, community character, or engineering feasibility concerns are identified. Project screening should also consider alternative connections that support agricultural transport and equestrian access. Stakeholder input from the equestrian industry and the Zoning Division identified opportunities to better use and support existing trail networks; however, these concepts will require further review of liability, ownership, maintenance responsibilities, and access conditions, particularly where trails are located on County-owned lands or along Lake Worth Drainage District canals.
Indian Trail Improvement District	ITID was created by the Florida Legislature in 1957 as a Chapter 298, Florida Statutes, independent special district for water control, water supply, drainage, and related infrastructure. Its current responsibilities include canals, drainage facilities, parks, and more than 458 miles of roads. County roadway work within ITID may also require interlocal coordination, as reflected in Palm Beach County agreements for road maintenance and improvements.	Projects within ITID should align with regional mobility goals and be coordinated with the District early to confirm roadway ownership, drainage obligations, water-control plan consistency, maintenance responsibilities, permitting, and cost-sharing or interlocal agreement needs.
Grassy Waters Preserve	Grassy Waters Preserve is a 23-square-mile wetlands ecosystem and freshwater supply area owned and operated by the City of West Palm Beach. City materials identify the Preserve as the freshwater supply for the City of West Palm Beach and the Towns of Palm Beach and South Palm Beach. The City's codified ordinances and Comprehensive Plan framework should be reviewed for any transportation near the Preserve, together with applicable watershed, water-quality, and environmental permitting requirements.	Transportation projects near the Preserve should prioritize environmental review, stormwater and water-quality protection, wildlife and habitat considerations, context-sensitive access, and coordination with the City of West Palm Beach to align with the regional mobility goals.



1.4.4. Existing Transportation System

Palm Beach County's transportation system (**Figure 1-30** and **Figure 1-31**) is an extensive, multimodal network that has historically been shaped by automobile-oriented development and now serves a large, growing, and diverse population within the Miami metropolitan area. The roadway network includes facilities on the National Highway System (NHS), Florida's Strategic Intermodal System (SIS), state highways, county arterials, and local roads that collectively accommodate more than 22 million daily vehicle miles traveled. Despite increased telework following the COVID-19 pandemic, congestion remains a persistent issue on key north-south and east-west corridors, and a notable share of NHS facilities experience heavy peak-period congestion. Safety is a significant concern, as the county continues to record a high number of traffic crashes and fatalities, with pedestrians and bicyclists disproportionately affected due to roadway designs that historically prioritized vehicle mobility over multimodal safety.

The county's existing multimodal system includes transit, passenger rail, freight, aviation, seaport, and active transportation facilities that play a critical role in supporting mobility, economic activity, and tourism. Palm Tran, the county's public transit provider, operates fixed-route bus and paratransit services countywide and delivers millions of passenger trips annually, while the South Florida Regional Transportation Authority's Tri-Rail commuter rail service provides regional connectivity and has rebounded to exceed pre-pandemic ridership levels. Intercity passenger rail is provided by Brightline, offering higher-speed service along the Florida East Coast corridor. Palm Beach International Airport and the Port of Palm Beach serve as key aviation and maritime gateways for passengers and freight, supported by designated freight corridors on SIS and state highway facilities. Active transportation infrastructure includes more than a thousand miles of sidewalks and an expanding network of bicycle lanes and shared-use paths; however, these facilities remain discontinuous in many areas and vary widely in comfort and safety. Overall, while Palm Beach County possesses a diverse and strategically important transportation system, existing conditions reflect ongoing challenges related to congestion, safety, network connectivity, and equitable access across all modes.



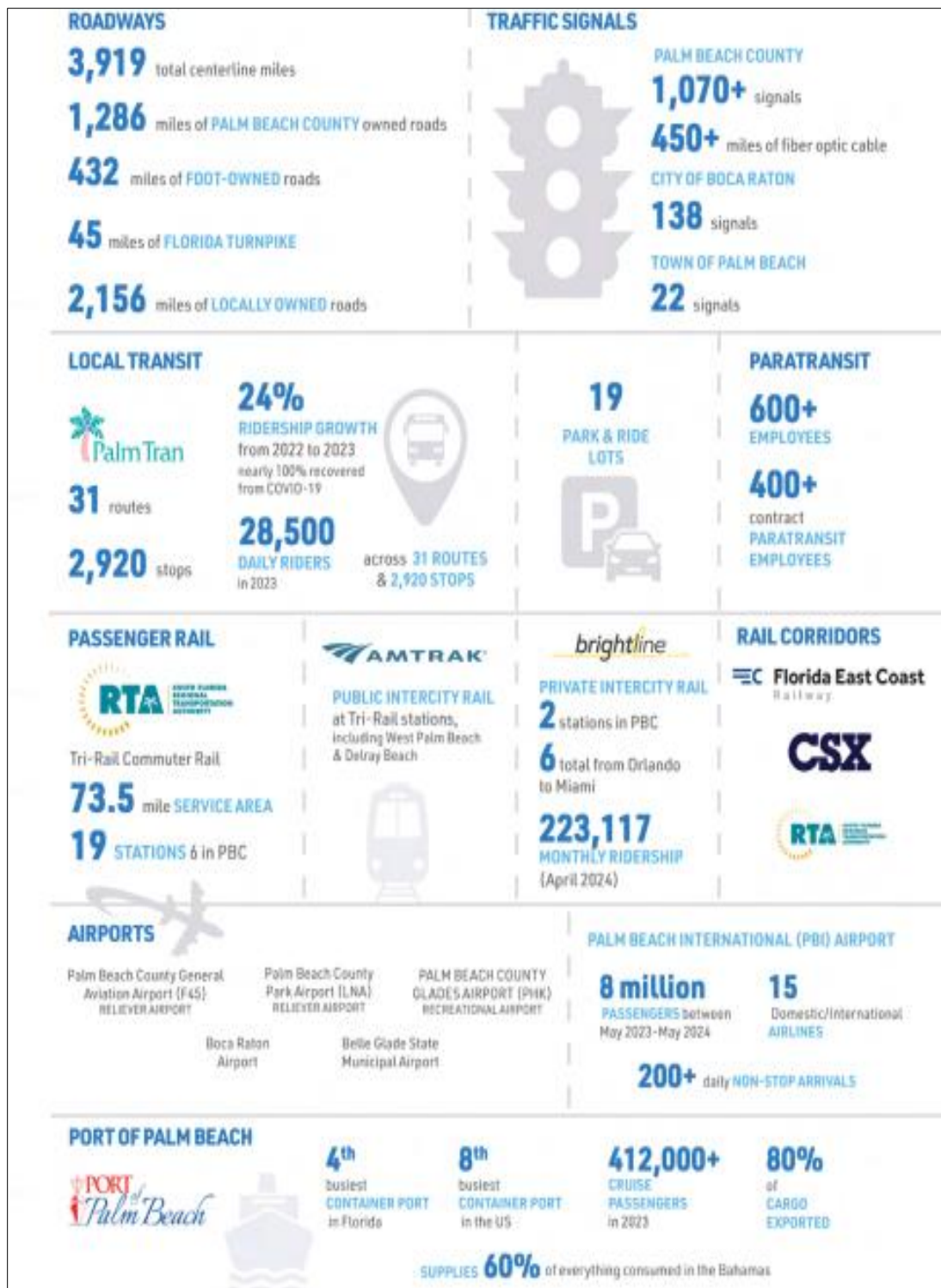


Figure 1-32: Existing Transportation System Characteristics, Palm Beach County VISION 2050 Long Range Transportation Plan Summary



1.4.5. Roadway Network

The transportation data summarized in this section highlights the main characteristics of the arterial network in Palm Beach County related to traffic demand, capacity, speeds, and roadway classification. Many of these characteristics were taken into consideration when estimating the level of service for the different transportation modes in subsequent analysis within the **Network Assessment** chapter.

Functional Classification

Palm Beach County's roadway network is categorized by **functional classification** and by **maintaining agency**. Functional classification, assigned by the Federal Highway Administration (FHWA), describes the role each facility plays in the overall network and the balance between mobility and access. **Arterials** provide higher levels of mobility and support longer-distance travel, while **collectors** connect local streets to the arterial system and place greater emphasis on access to adjacent land uses. Interstates and expressways are limited-access facilities and are represented in both travel directions.

In Palm Beach County, FDOT maintains most principal arterials, while the County and municipalities maintain the majority of minor arterials, collectors, and local roads. **Table 1-4** summarizes roadway *centerline miles* by functional classification and maintaining agency. (In this report, *centerline miles* represent roadway length regardless of the number of lanes, while *lane miles* represent centerline miles multiplied by the number of lanes.)

Table 1-5. Centerline Miles by Functional Classification and Maintaining Agency

Functional Classification	FDOT	County	City/Private	Total	Federal Aid Eligibility
Principal Arterial - Interstate	92	0	0	92	Yes
Principal Arterial - Expressway	89	0	0	89	Yes
Principal Arterial - Other	337.1	86	1	424.1	Yes
Minor Arterial	83.6	172	15	270.6	Yes
Major Collector	56	188	94	338	Yes
Urban Minor Collector	0	95	140	235	Yes
Rural Minor Collector	0	28	7	35	No
Local	0	722	4,745	5,467	No
Total	657.7	1,291	5,002	6,950.7	

Figure 1-32 illustrates the spatial distribution of functional classifications across the county, including the limited-access north–south spine (I-95 and Florida’s Turnpike), key east–west arterials, and the supporting network of minor arterials, collectors, and local streets that provide neighborhood access.

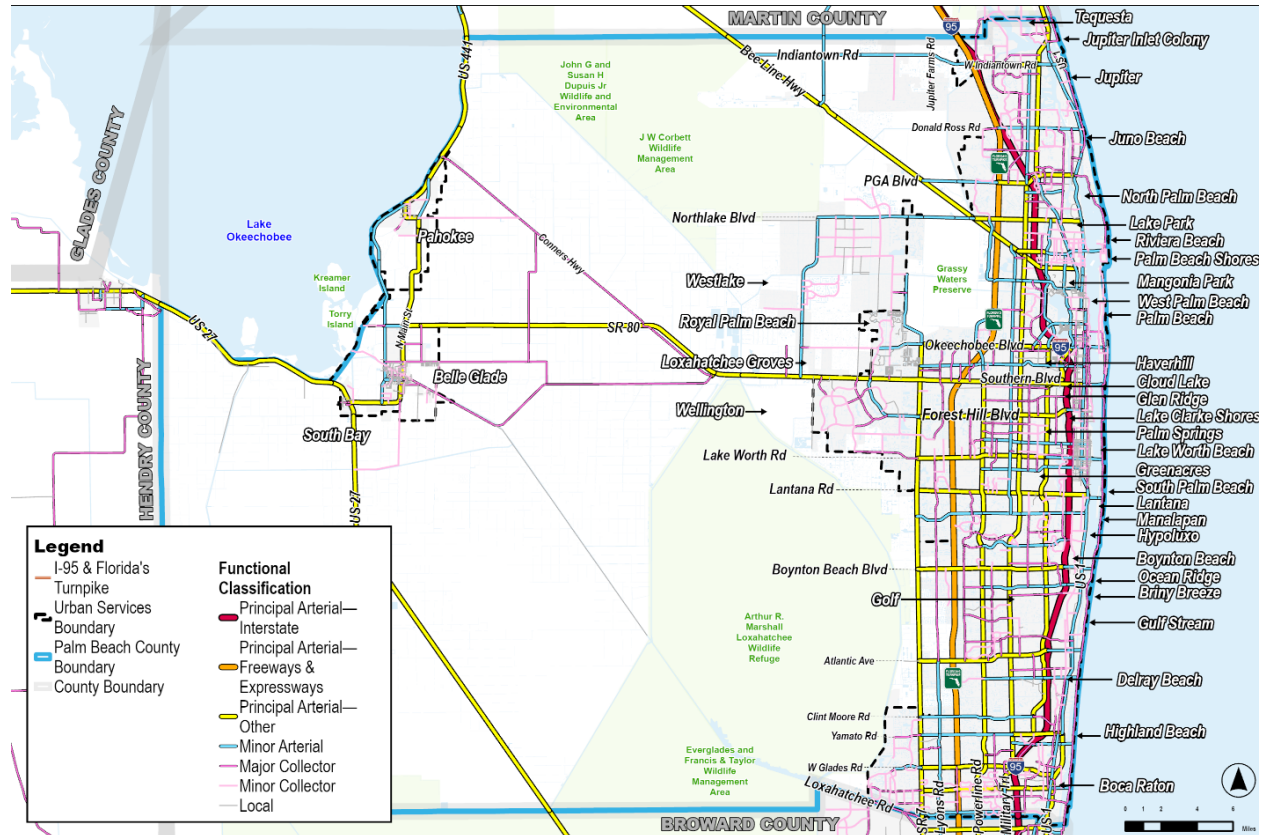


Figure 1-33: Functional Classification of the Roadway Network within Palm Beach County

Palm Beach County includes more than 6,900 centerline miles of roadways. To summarize ownership and maintenance responsibility, the project team used the County Road Centerlines dataset and FDOT mileage summaries to tabulate total mileage by entity (government-controlled versus private), as presented in **Table 1-5**. A countywide map of roadway jurisdiction is provided in **Figure 1-33**.



Table 1-6. Total Mileage and Percentages by entity (Government Controlled versus Private)

Functional Classification	FDOT	County	City/Private	Total	Federal Aid Eligibility
Principal Arterial - Interstate	92	0	0	92	Yes
Principal Arterial - Expressway	89	0	0	89	Yes
Principal Arterial - Other	337.1	86	1	424.1	Yes
Minor Arterial	83.6	172	15	270.6	Yes
Major Collector	56	188	94	338	Yes
Urban Minor Collector	0	95	140	235	Yes
Rural Minor Collector	0	28	7	35	No
Local	0	722	4,745	5,467	No
Total	657.7	1,291	5,002	6,950.7	
Percent by Jurisdiction of Total roadway mileage					
Government Controlled	9.46%	18.57%	31.34%		
Private Controlled			40.63%		

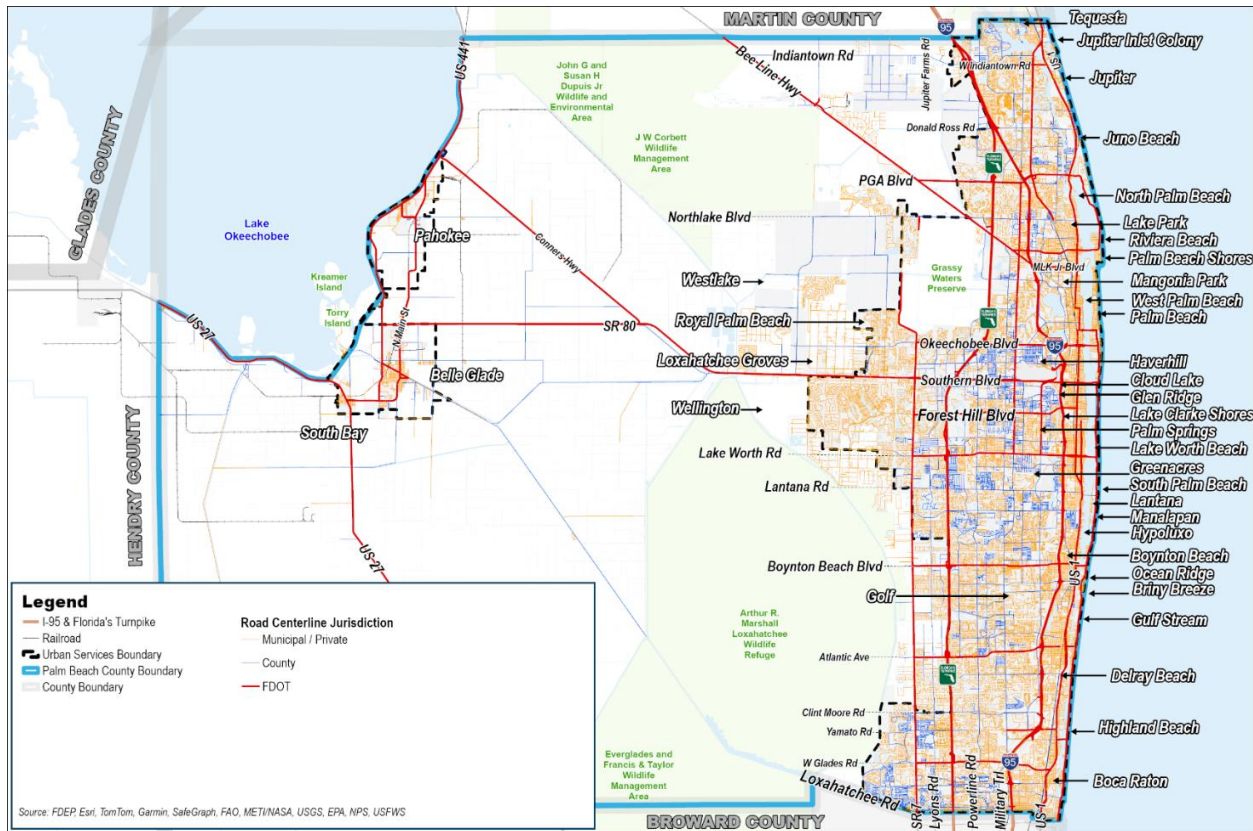


Figure 1-34: Road Centerline Jurisdiction for the entire Palm Beach Roadway Network

Roadway mileage and characteristics in this section are based on FDOT's Transportation Data and Analytics (TDA) reporting (including the annual City/County Road Mileage Report) and GIS-based summaries using shapefiles from Palm Beach County and FDOT. These annual submissions support statewide and national reporting and inform federal highway funding apportionment; local governments provide required data consistent with Chapter 218.322, Florida Statutes.

Mileage totals were obtained from FDOT's Reports of Highway Mileage and Travel (DVMT) and the City/County Road Mileage Report (data as of September 30, 2024). Key totals include:

- **State Roads:** Total number of miles of paved roadway under the jurisdiction of FDOT District 4 is 476.7 Miles (State Highway System), 89 Miles Directional (Turnpike) and 92 Miles Directional (Interstate).
- **Palm Beach County Roads:** Total number of miles of roadway under the jurisdiction of Palm Beach County is 1,290.94 Miles of which 1249.78 miles are paved and 41.160 miles unpaved.



- **Municipal Roadways:** Total number of miles of roadway under the jurisdiction of Palm Beach County Municipalities is 2,178.594 Miles of which 2104.177 miles are paved and 74.417 miles are unpaved.

Using GIS analysis, the project team also summarized miles and percentages of streets maintained by FDOT, the County, and municipalities. Palm Beach County includes 39 municipalities, 36 primarily along the eastern portion of the county and three in the western Glades area (Belle Glade, Pahokee, and South Bay). Roadway mileage by municipality is provided in **Appendix C**.

County-Level Roadway Planning

While the functional classification system described in **Section 4.4.1** defines the role and hierarchy of each roadway in the transportation network, PBC's **Thoroughfare ROW Identification Map (TIM)** serves a different but complementary purpose. The TIM, shown in **Figure 1-34** and viewable in full detail [online](#), is a county-specific planning tool that visually designates both existing and future planned thoroughfare corridors, along with their required right-of-way widths. This map identifies where major transportation corridors are located or planned, and prescribes the minimum ROW needed to accommodate current and future travel demand, multimodal facilities, and design standards. For each corridor, the map specifies the width necessary for features such as travel lanes, sidewalks, bike lanes, medians, and landscaping, provided by the county design standards for each right of way width identified in the TIM.

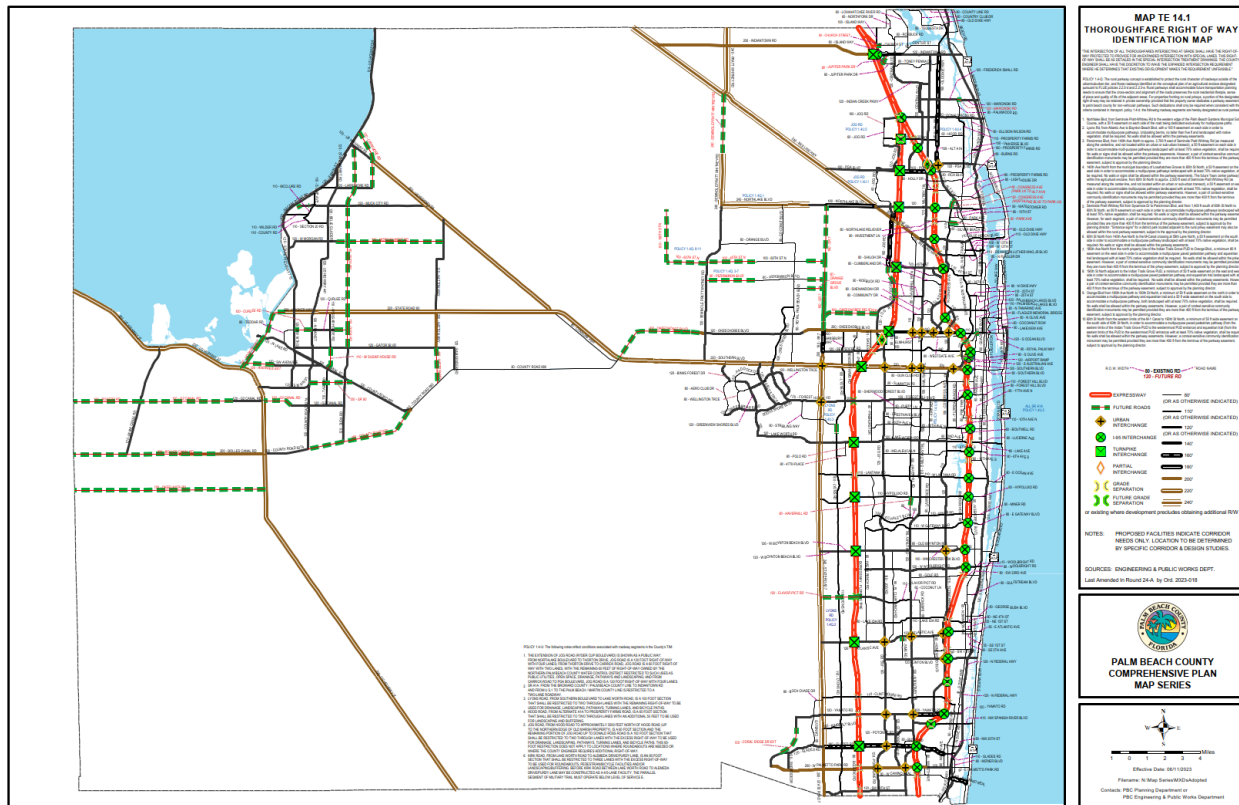


Figure 1-35: Palm Beach County Thoroughfare ROW Identification Map

The TIM assists PBC with planning to ensure that identified corridors are preserved and designed to meet their intended function, supporting long-term mobility, safety, and land use goals. TIM is a resource for planners, engineers, and developers to guide land use decisions, capital project planning, and coordination among agencies and municipalities.

Appendix B reflect Palm Beach County Standard Typical Sections for Thoroughfare Roads. These include:

- Two, three and five lane undivided roadways within 80-ft road right of ways. Five lanes being the ultimate number of lanes.
- Two and four lane divided roadways, within 100-ft road right of way. Four lanes divided or five lanes undivided being the ultimate number of lanes.
- Two, four and six lane divided roadways, within 110-ft and 120-ft road right of way. Six lanes divided being the ultimate number of lanes.



Operational Features

The following figures provide key data collected reflecting the current conditions within the roadway network. These figures describe basic roadway elements which will be utilized in evaluating current and future level of services of the portions of the network being evaluated in Chapter 5. The focus is on roadways within Palm Beach County's data collection program and State Highway System (SHS) and State Expressway facilities inclusive of federally designated arterials and interstate roadways:

- **Figure 1-35** shows the Annual Average Daily Traffic (AADTs) for State and County facilities throughout Palm Beach County in 2024, obtained from the FDOT Geographic Information System (GIS) database. These daily volumes include weekdays and weekends.
- **Figure 1-36** shows the number of lanes (directional) for State and County facilities throughout Palm Beach County in 2024, obtained from the FDOT GIS database.
- **Figure 1-37** shows the Roadway Daily Capacity for State and County facilities as of 2020, obtained from the base year model in SERPM 9.5.2. Note that the street network within the SERPM model also includes local roads and centroid connectors that are not part of the scope of this study. A spatial GIS analysis was performed to filter out State and County facilities within Palm Beach County from the SERPM model.
- **Figure 1-38** shows the speed limits along State and County facilities in 2024 obtained from the FDOT GIS database. The speed limits were arranged in three categories: 1) ≤ 35 mph 2) 40 – 50 mph and 3) ≥ 55 mph.

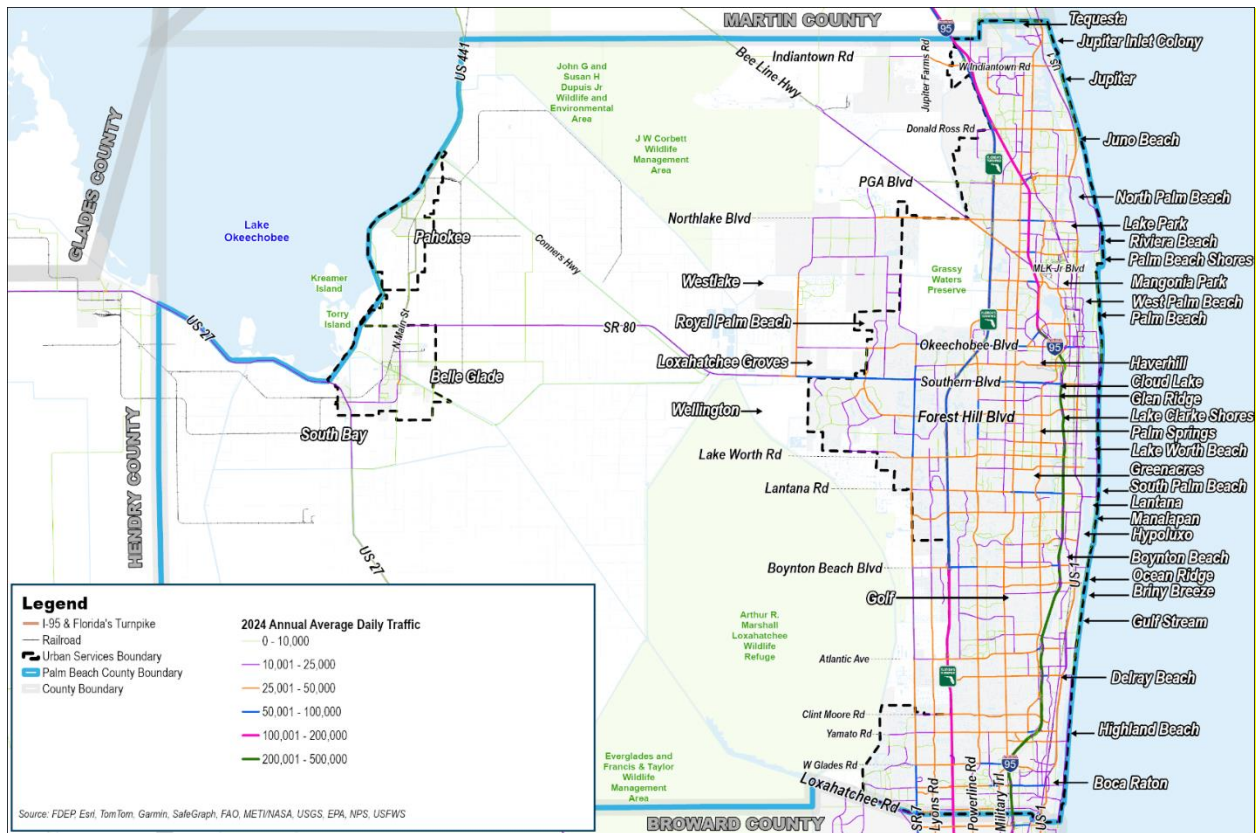
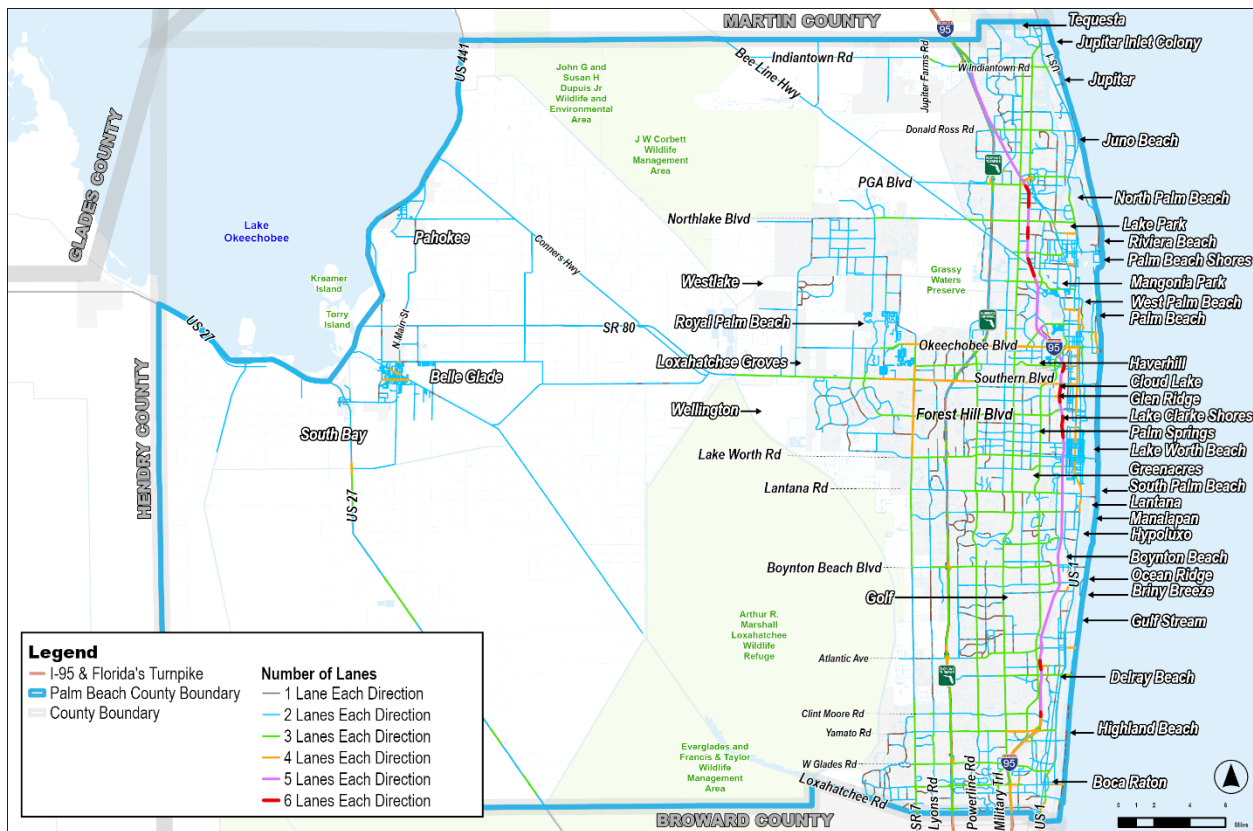


Figure 1-36: 2024 Annual Average Daily Traffic (AADTs) for State and County Facilities



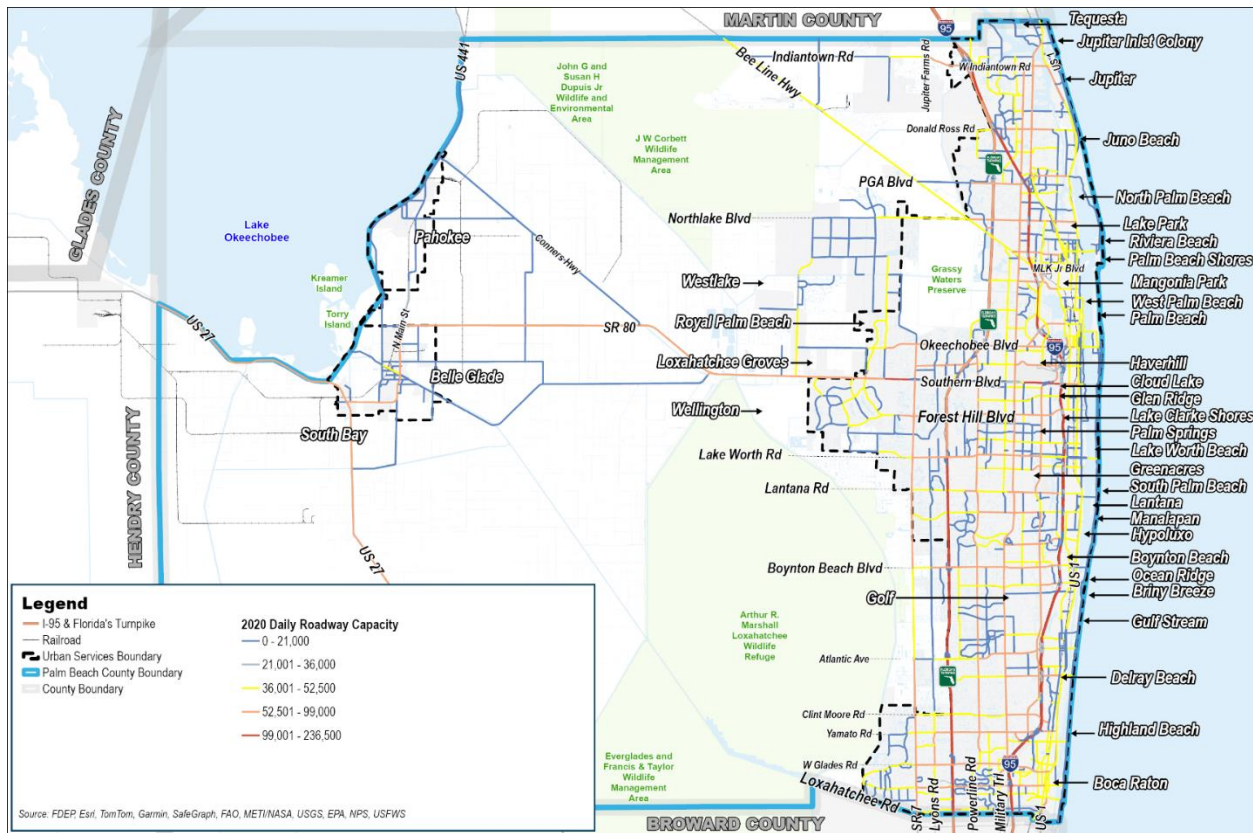


Figure 1-38: 2020 Daily Roadway capacity for State and County Facilities obtained from the base year model in SERPM 9.5.2

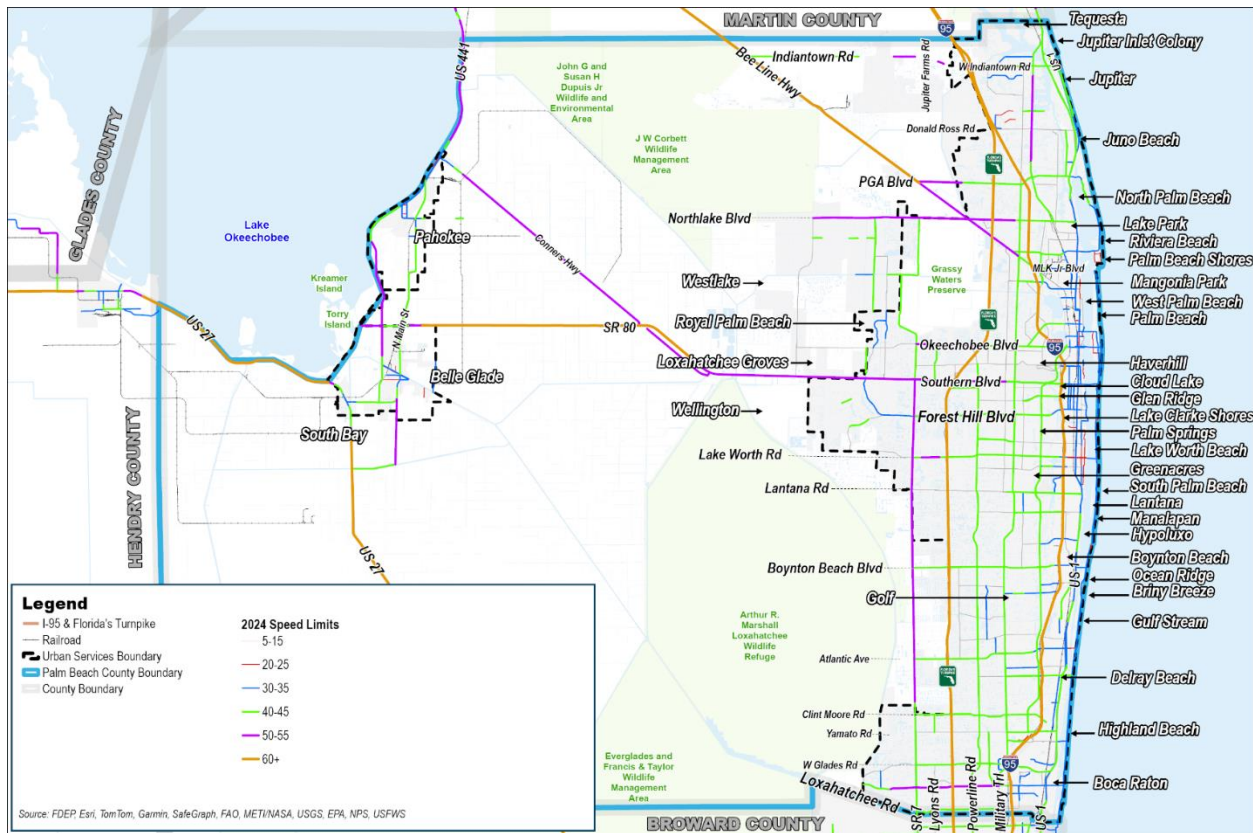


Figure 1-39: 2024 Speed limits along State and County

The AADT, lane, capacity, and speed limit maps (Figures 35 – 38) indicate that the highest traffic volumes and lane counts are concentrated along the county's primary north-south facilities (I-95 and Florida's Turnpike), major state highways, and key east-west arterials serving the coastal urbanized area. Higher posted speeds are more common on limited-access facilities and rural/western corridors, while lower speeds are prevalent within the denser coastal corridor and municipal centers. These conditions will be used in later analyses to identify high-demand corridors, evaluate operational constraints and safety considerations, and support the assessment of multimodal needs and priority investments.

1.4.6. Transit Network

Palm Tran's Accelerate 2031 (10-Year) Transit Development Plan (TDP), published in 2021, and its most recent update (2024, published in the first quarter of 2025) were reviewed to establish context for the current and future transit system plan. Palm Tran has served as the major public transit provider in Palm Beach County since 1971. Palm Tran currently provides three types of public transit services: **fixed route bus**, **paratransit (Connection)**, and mobility on demand **Go Glades** in Belle Glade, Pahokee, and South Bay areas of the county. A brief summary of each of these services is provided below.



Fixed Route Bus: The fixed route bus system includes 29 routes that serve nearly 3,000 bus stops and 17 park-and-ride locations. Palm Tran's main hub is the West Palm Beach Intermodal Transit Center. This transit hub connects ten Palm Tran routes within the county with other local, regional and intercity services such as Tri-Rail, Amtrak, Greyhound, and the West Palm Beach Trolley system. Other transfer locations include: the Mall at Wellington Green, Boynton Beach Mall, West Palm Beach VA Medical Center, Boca Town Center Mall, and the Gardens Mall. Connections to the neighboring counties (Broward, Miami-Dade and Martin) are provided with service connections to all six Tri-Rail stations and the West Palm Beach Brightline station. The Brightline service consists of intercity passenger rail connecting Palm Beach County to Orlando to the north and Miami to the south.

Connection (Paratransit): This service provides paratransit service for eligible individuals unable to ride the fixed route bus. Three types of services are provided by Connection.

- Complementary paratransit service for people with disabilities.
- Transportation disadvantaged service for customers who live more than $\frac{3}{4}$ -mile from a fixed route and have other qualifying conditions (e.g., physical or mental disabilities, income status, or age); and
- Division of Senior Services for people aged 60 or older to transport them to senior centers and meal sites on weekdays.

Go Glades: Palm Tran commenced operating the Go Glades service in 2018 and since then has transformed into a dial-a-ride service connecting Belle Glade, Pahokee, and South Bay service areas based solely on demand from scheduled rider trips. This service is available to the public and requires no eligibility application process.

Figure 1-39 depicts the location of all Palm Tran service routes described above as well as new regional express bus services (Enhanced Service on the 561 Corridors) and connection to the various regional and intercity commuter services by others such as Amtrak, Brightline, Tri-Rail, as well as other rail network service providers such as CSX, FEC, SFRC and SCFE.

1.4.7. Rail Network

Palm Beach County is served by a network of passenger and freight rail operators utilizing two primary north-south rail corridors — the Florida East Coast (FEC) Railway corridor along the eastern portion of the county and the CSX/South Florida Rail Corridor (SFRC) in the interior — as well as short-line service around Lake Okeechobee (as depicted in **Figure 1-39**).

Passenger Rail: Palm Beach County is served by three passenger rail operators: Tri-Rail,



Brightline, and Amtrak. Tri-Rail, operated by the South Florida Regional Transportation Authority (SFRTA), provides regional commuter rail service on the South Florida Rail Corridor, connecting Palm Beach County with Broward and Miami-Dade counties, with stations at Mangonia Park, West Palm Beach, Lake Worth Beach, Boynton Beach, Delray Beach, Boca Raton. Brightline provides privately operated intercity higher-speed passenger rail service on the Florida East Coast Railway corridor, with stations in West Palm Beach and Boca Raton and service extending to Fort Lauderdale, Aventura, Miami, and Orlando. Amtrak provides long-distance intercity passenger rail service on the South Florida Rail Corridor via the Silver Meteor and Floridian/Silver Star, with Palm Beach County stops at West Palm Beach and Delray Beach.

Freight Rail: Freight rail service in Palm Beach County is provided primarily by Florida East Coast Railway (FEC), CSX Transportation, and South Central Florida Express (SCXF). The FEC corridor runs along the eastern portion of the county, providing freight connections between South Florida, the Port of Palm Beach in Riviera Beach, and the statewide and national rail network. CSX operates freight service on the CSX/South Florida Rail Corridor, which is shared with Tri-Rail and Amtrak passenger services. In western Palm Beach County, the South Central Florida Express — owned and operated by U.S. Sugar Corporation provides freight service to agricultural, industrial, and related customers in and around the Glades area, with connections to both the FEC and CSX networks.

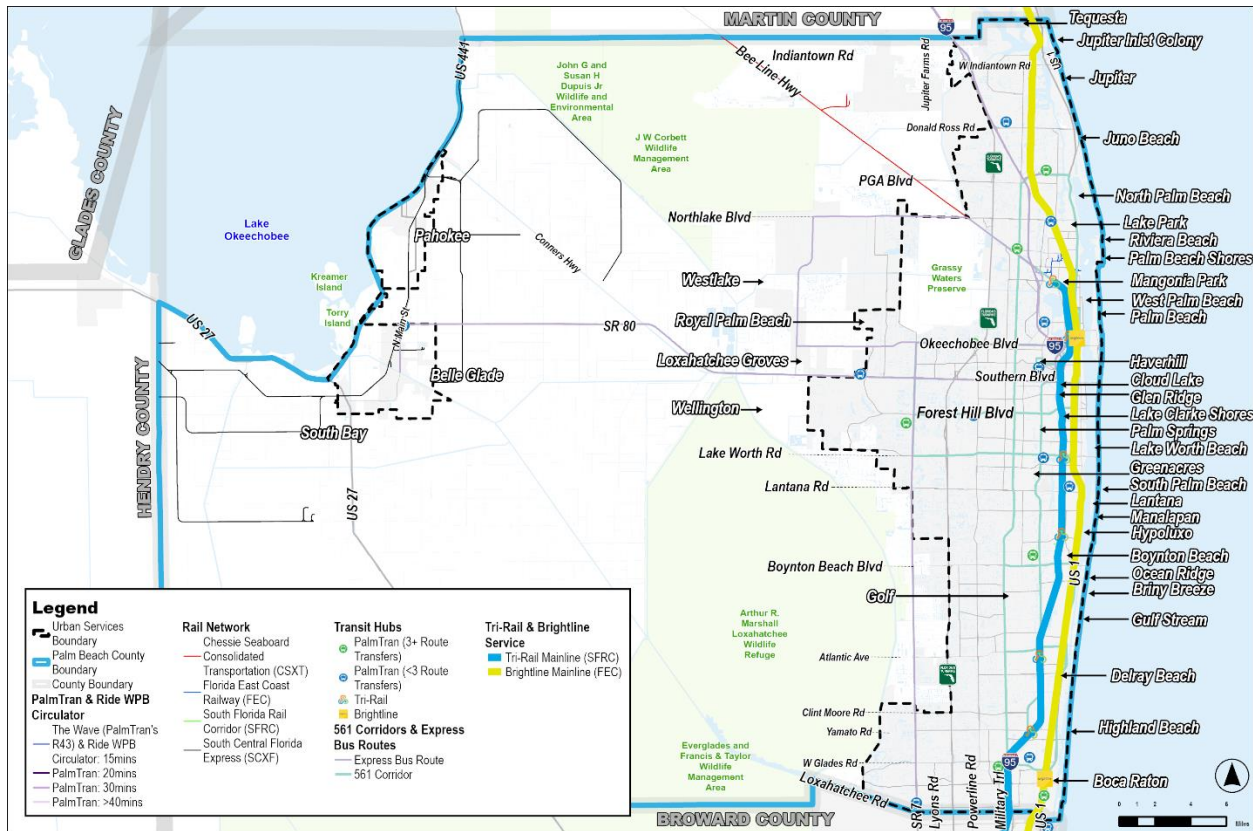


Figure 1-40: Transit System and Services offered within Palm Beach County

1.4.8. Pedestrian and Bicycle Network

Palm Beach County MPO's "Complete Streets" policy emphasizes pedestrian safety and overall experience and recognizes the need to accommodate all transportation users through a defined modal hierarchy. This hierarchy prioritizes pedestrians, followed by bicyclists, public transit, commercial vehicles, and personal vehicles. This framework is intended to support a connected and multimodal transportation system that serves residents across the county. **Figure 1-40** illustrates the existing pedestrian network, identifies in these facilities and highlights priority corridors (Tier 1 to Tier 3) targeted for improvement to support Palm Beach County's 2050 Vision Zero safety targets. Figure 1-41 identifies the Palm Beach County Pedestrian Priority Network.

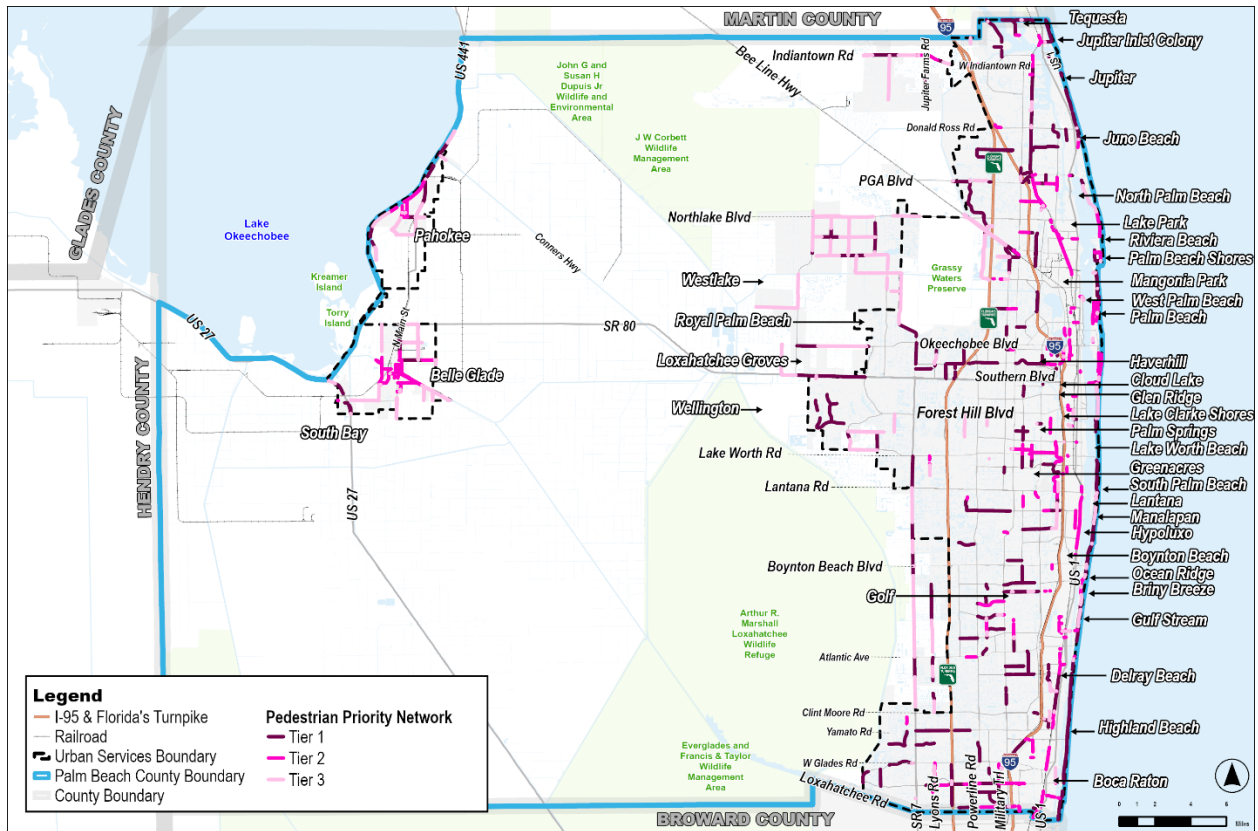


Figure 1-42: Palm Beach County Pedestrian Priority Network

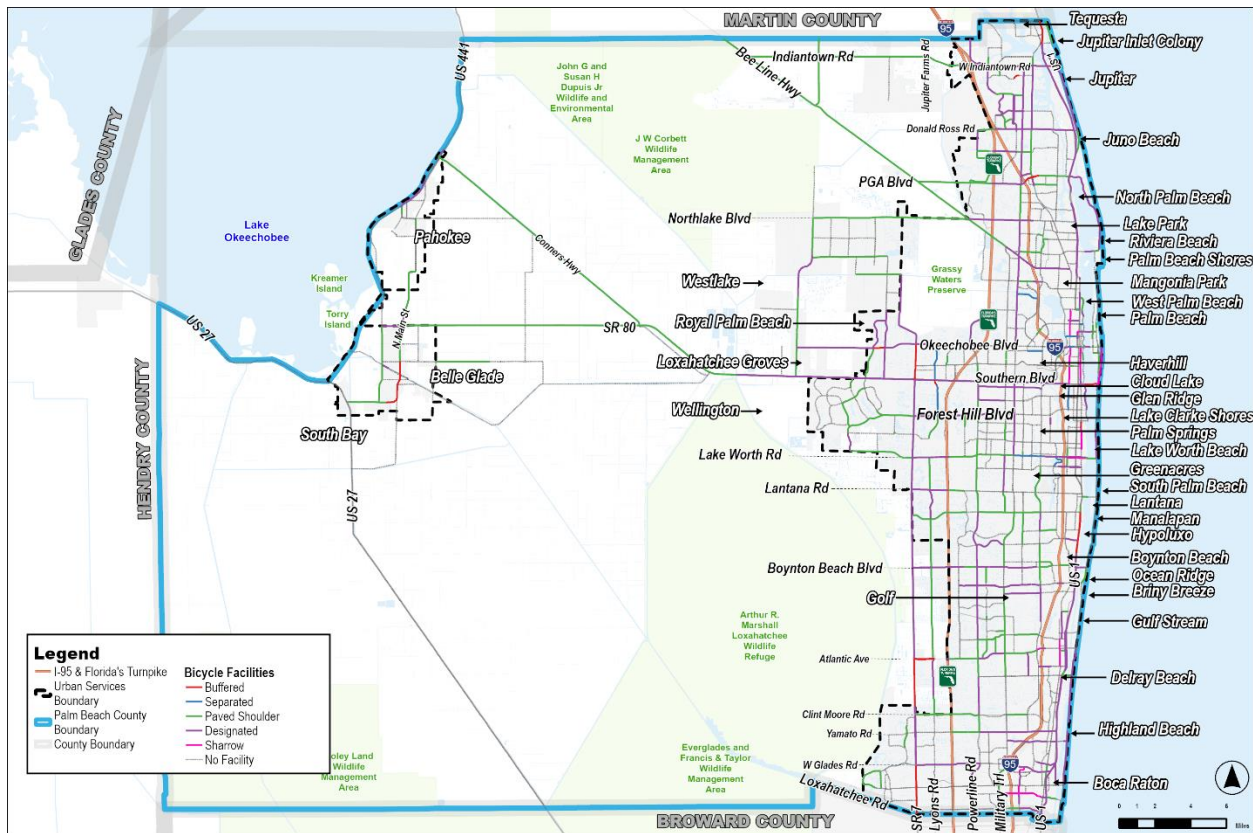


Figure 1-43: Palm Beach County Existing Bicycle Facility Network

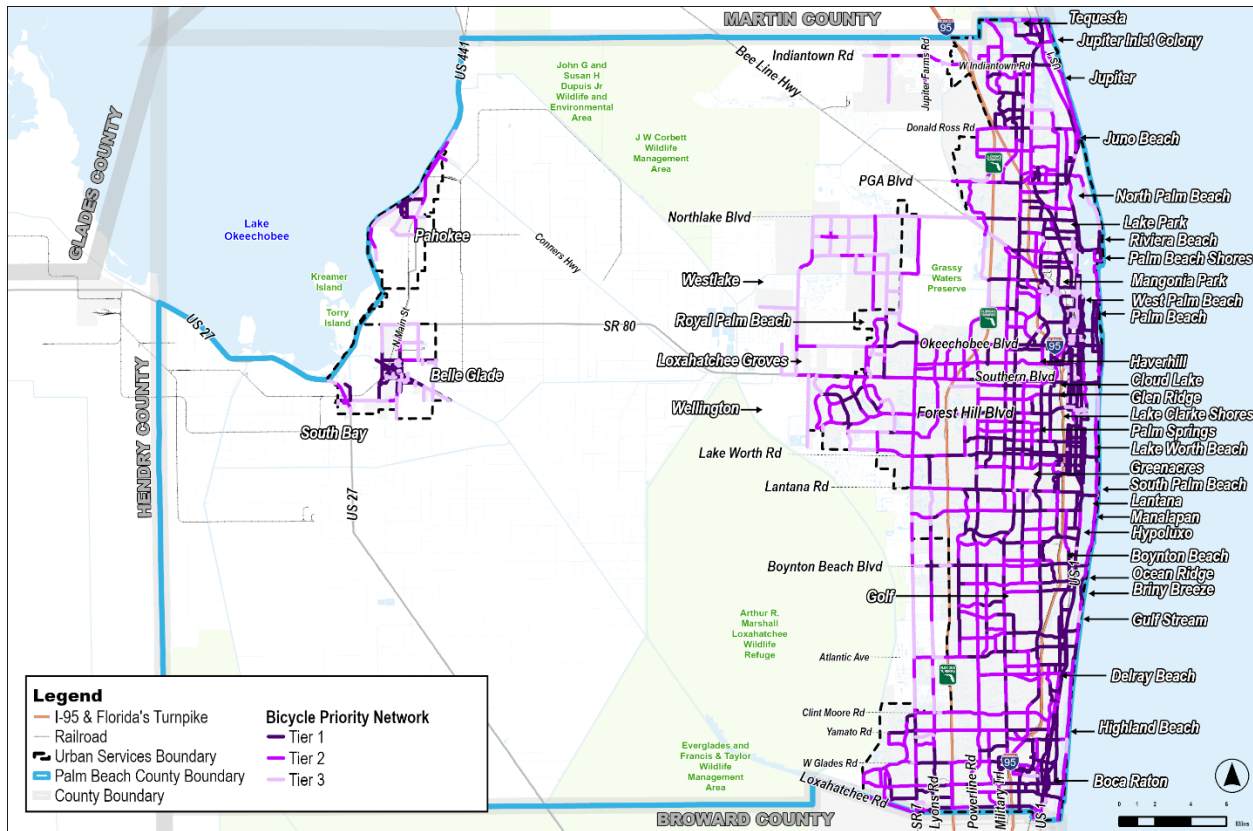


Figure 1-44: Palm Beach County Bicycle Priority Network

Bicyclists in South Florida operate under the same traffic laws as motor vehicles, including compliance with traffic control devices and right-of-way rules. Within Palm Beach County, bicycle accommodations include a range of on-street facilities such as shared lane markings (sharrows), designated and undesignated bicycle lanes, and buffered bicycle lanes. The county's bicycle network also includes off-street facilities, such as shared-use paths and greenways which provide increased separation from vehicular traffic and a more comfortable experience for cyclists of all ages and abilities. **Figure 1-42** illustrates the distribution of existing bicycle facilities across the county. **Figure 1-43** identifies the Palm Beach County Bicycle Priority Network.

As mentioned earlier, FDOT District 4 is in the process of updating the 2018 District 4 Pedestrian and Bicycle Master Plan, which is expected to be complete by the end of 2026. At the time of this report, the District had not yet released a draft of the Plan, however, a series of Presentations of the Master Plan Update were presented in early 2026 (See **Appendix D**). The Master Plan Update aims to implement FDOT's context-sensitive approach for planning, designing, and implementing Complete Streets in Florida and focuses on identifying gaps in Pedestrian and Bicycle Facilities on State Highway System Roadways. FDOT developed an existing conditions summary and a detailed prioritization process for identifying needed

pedestrian and bicycle infrastructure. Below are excerpts and sample slides from one of the recent presentations, including:

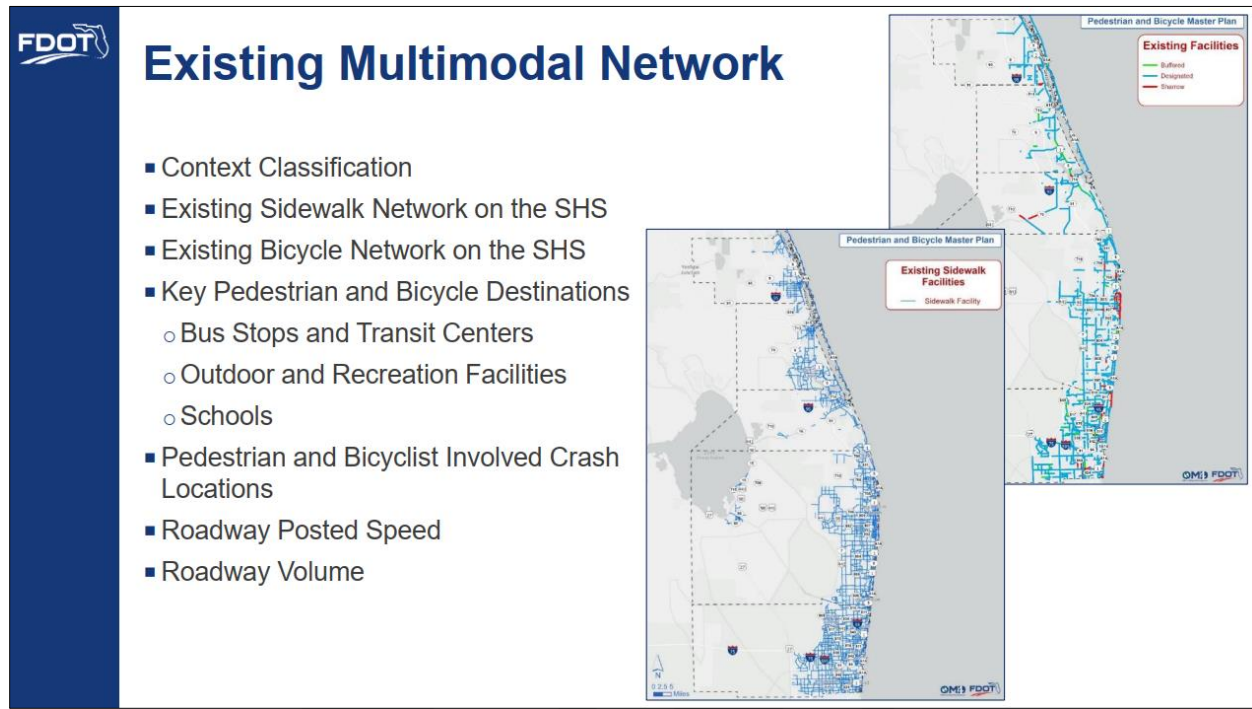


Figure 1-45: FDOT District 4 Pedestrian and Bicycle Master Plan Update - Existing Multimodal Network Sample Slide



Key Corridor Locations – Palm Beach

- **A. US 441 from Old Hammock Way to Stribling Way**
 - Shared Use Path
- **B. Lake Worth Rd from Bellevue Ave to South A St**
 - Widen Sidewalk; Separated Bike Lane
- **C. US 1 from N of Bailey St to 47th St**
 - Shared Use Path
- **D. Forest Hill Blvd from Congress Ave to US Hwy 1**
 - Designated Bike Lane; Widen Sidewalk
- **E. US 1 from Glades Rd to 13th St**
 - Separated Bike Lane; Widen Sidewalk

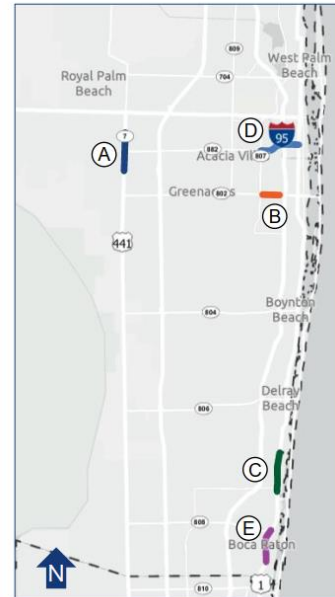


Figure 1-46: FDOT District 4 Pedestrian and Bicycle Master Plan Update – Prioritization Process Sample Slide



Prioritization Process

Accessibility	Demand	Connectivity	Safety
Transportation Access	High Trip Origins	Proximity to Schools	Vulnerable Road User
	High Trip Destinations	Proximity to Parks	
Transportation Cost Burden	High Employment Density	Proximity to Trails	Transportation Safety
	High Population Density	Proximity to Bus Stops Proximity to Train Stations	

Accessibility Max. Points: 2
Demand Max. Points: 4
Connectivity Max. Points: 5
Safety Max. Points: 2
Total Max. Points: 13



Additional Screening Criteria

- High Injury Network
- Historic Crash Locations (Signal 4)
- Work Program Overlap

Figure 1-47: FDOT District 4 Pedestrian and Bicycle Master Plan Update – Key Corridor Locations – Palm Beach Sample Slide

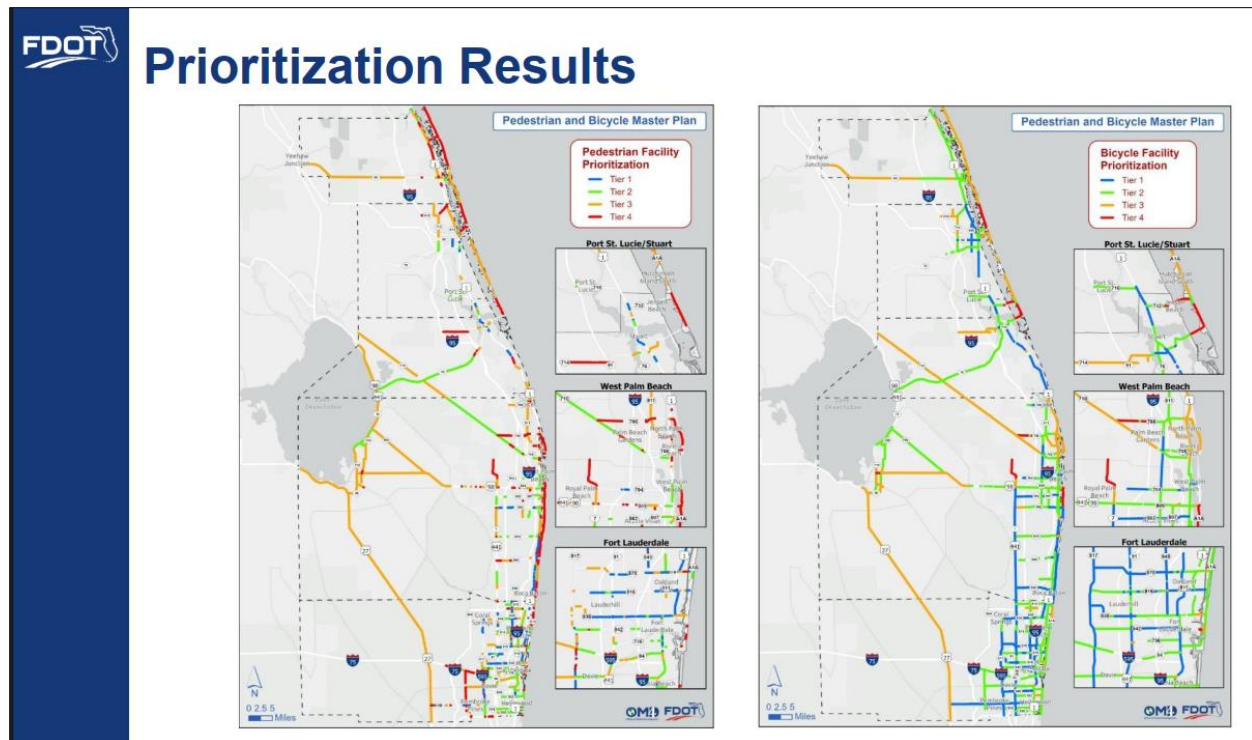


Figure 1-48: FDOT District 4 Pedestrian and Bicycle Master Plan Update – Prioritization Results Sample Slide

Palm Beach MPO's Vision Zero Advisory Committee (VZAC) is working with FDOT District 4 and recently supported a number of Bicycle and Pedestrian Future improvements on Palm Beach MPO's List of Priority Projects (LOPP) FY 2027-2031 (Scheduled for Adoption July 17, 2025 (See Appendix E).

1.4.9. Equestrian Trail System

Palm Beach County has a significant equestrian industry attracting visitors from across Florida and beyond. There are several equestrian trails throughout the county both under public and private jurisdiction. **Table 1-6** highlights some of the major communities currently supporting equestrian trail systems for mobility and recreational purposes.



Table 1-7. Largest Equestrian Trail Networks in Palm Beach County (as of 2025)

Rank	Entity / Jurisdiction	Primary Areas / Parks	Length (Miles)	Ownership
1	Village of Wellington	Village wide Bridle Trail System & Environmental Preserve (Section 24)	103.6	Mixed (Public + Private Easements)
2	Palm Beach County Parks & Recreation	Jim Brandon Equestrian Center (Okeechobee South – 9 miles; Riverbend Park – 7 miles; Loxahatchee Groves Park – 1 Mile) = 17 Miles	17	Public
3	Palm Beach County Environmental Resources Management (ERM)	Cypress Creek, Loxahatchee Slough, Royal Palm Beach Pines (equestrian-permitted natural areas)	8	Public – ERM Natural Areas with designated equestrian use limited to specific tracts.
4	Town of Jupiter / Palm Beach Gardens (joint Bluegill Trail)	Bluegill Trail + Historic Jupiter–Indiantown Trail segments. Equestrian Use permitted along SFWMD C-18 Canal and Historic Jupiter Indiantown Corridor.	7	Public
5	Indian Trail Improvement District (The Acreage)	Canal-side and right-of-way trails	5-10	Public (special district ROW)
6	Town of Loxahatchee Groves	Municipal greenways and roadway easements	5	Public (municipal ROW)
7	Florida Fish & Wildlife Conservation Commission (J.W. Corbett WMA)	Equestrian routes on designated grades/roads	17	Public (State)

The Village of Wellington has by far the largest trails system and has developed standards and a long-term plan to grow the system. The Village most recently expanded the Wellington Loop Trail consisting of 20+ miles of multi-modal, multi-surfaced trail that provides residents with many opportunities for recreation, exercise, and leisure around Wellington. When completed, the trail will offer pedestrians, cyclists, golf cart riders, equestrians, among others, opportunities to enjoy the 20-mile pathway that encompasses the majority of Wellington's perimeter, as shown in **Figure 1-48**. Additionally, **Table 1-7** describes how Wellington's pathways are classified within the Village's Bicycle & Pedestrian Circulation Plan.

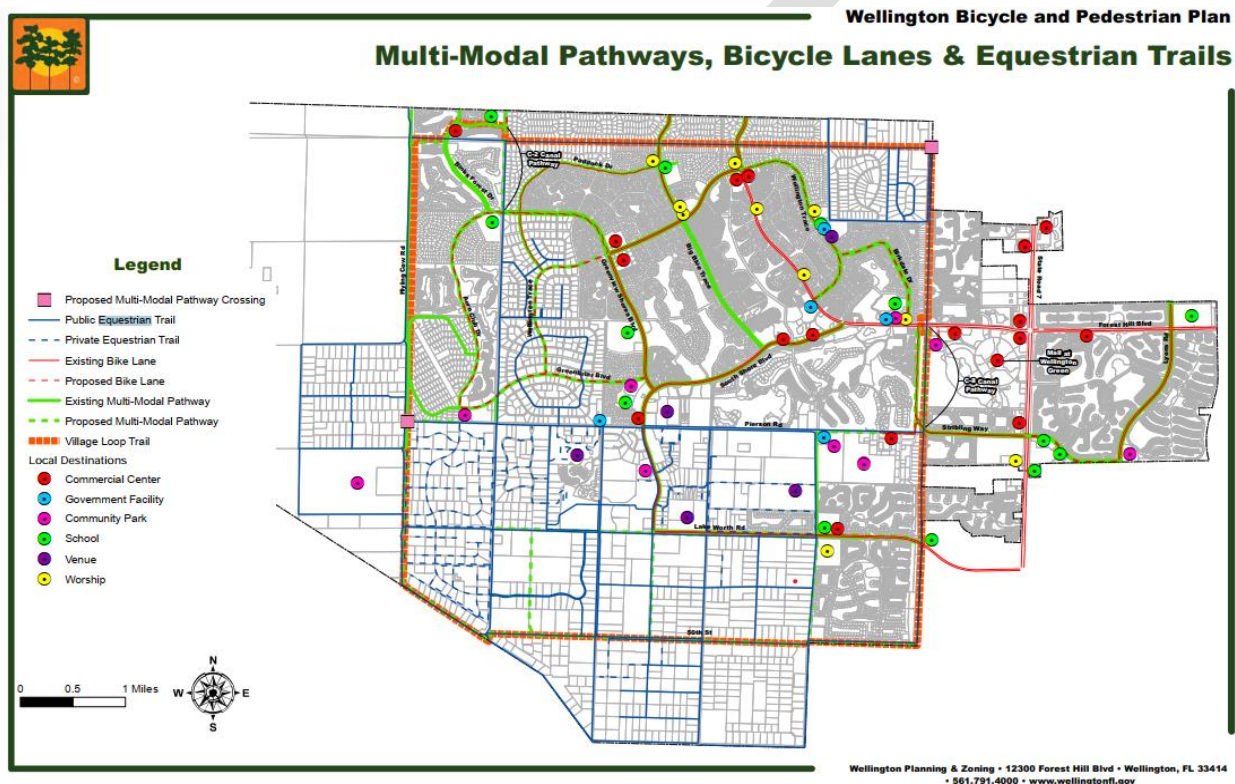


Figure 1-49: Village of Wellington Multimodal Pathways, Bicycle Lanes and Equestrian Trails

Source: Village of Wellington – Bicycle & Pedestrian Circulation Plan – 2022



Table 1-8: Wellington Trails and Pathway Classification

Type	Surfacing	Area(s)	Use	Width
Equestrian Trails	Grass or Asphalt Millings	Equestrian	Horses	Min. 12 ft. Width
Multi-modal Pathways	Asphalt, Concrete or Sheel Rock	Urban and Equestrian	Pedestrians, Bicycles, and Motorized Vehicles	Varies 8ft. – 12 ft. Min. 8 ft. Width
Sidewalks	Asphalt or concrete	Urban and Equestrian	Pedestrians and Non-Motorized Vehicles	4-6 ft.
Bicycle Lanes	Asphalt or concrete	Urban	Non-motorized Vehicles	Min. 4 ft. Width

The Multi-Modal Pathways, Bicycle Lanes & Equestrian Trails Map referenced in Figure 1-49 is an overall composite of all existing and proposed multi-modal pathways, bicycle lanes, and equestrian trails within the Village of Wellington. Equestrian trails were included in the overall composite map because pedestrian and bicycle use are allowed on these trails and they provide accessibility in the Equestrian Preserve Area. The overall plan includes sidewalks, which are four to six feet in width, to facilitate additional pedestrian circulation, but not reflected on the map due to scale and readability. The equestrian trails system consists of 57 miles of grass and asphalt milling trails within the Equestrian Preserve Area (EPA). Typically, the public bridle trails that exist are secondary to primary use which coincides with their location within road or canal rights-of-ways and/or easements. Annual maintenance of these bridle trails includes mowing, tilling, and erosion control. Capital projects include the addition of millings, to improve the footing, the addition of fencing to address safety issues and the addition of culverts, to interconnect and expand trail usage. There are plans to create a paved multi-modal pathway system to allow for safer golf cart travel within the EPA, including proposed crossings at the C-8 Canal in the northeast corner of the Little Ranches neighborhood.

Equestrian trails require a 12' minimum width, a minimum 20' easement/right-of-way is needed, and a 15' clear height distance from overhead objects is required for the safety of the horse and rider. A typical equestrian trail cross section is shown in Figure 1-50.

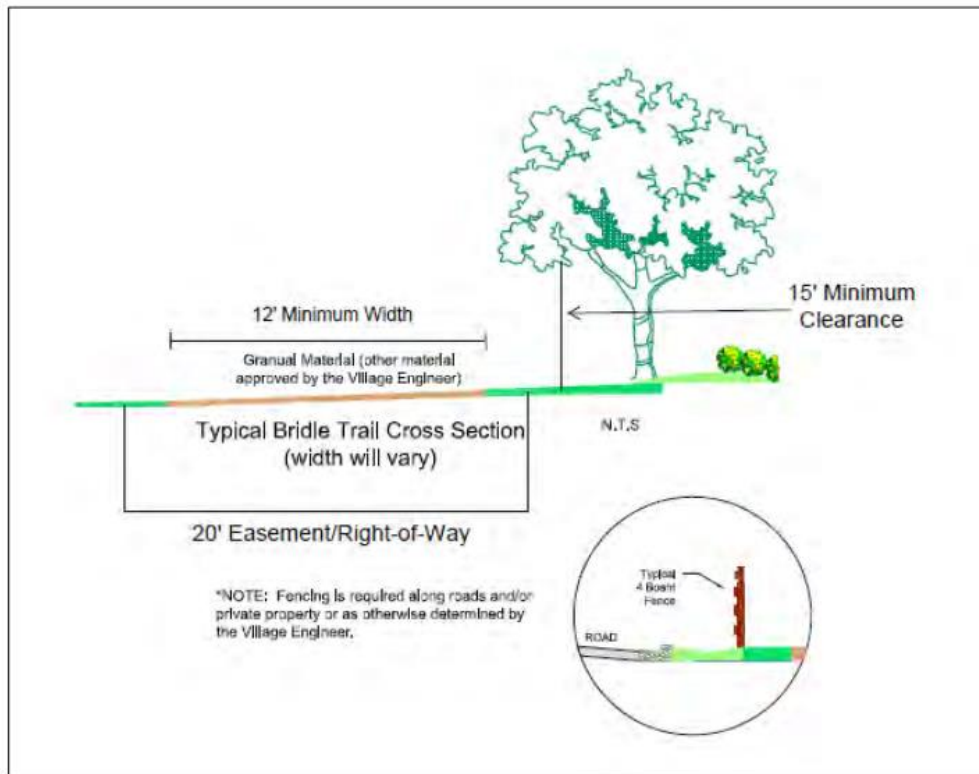


Figure 1-50: Typical Equestrian Trail Cross Section

Source: Village of Wellington—Bicycle & Pedestrian Circulation Plan - 2022



1.4.10. Golf Cart System

The operation of golf carts is allowable under [Section 316.212 of the 2025 Florida Statutes](#)ⁱⁱ. While not exhaustive of the entire range of restrictions pertaining to the use of golf carts on public roads, applicable excerpts of this statute are included below.

316.212 Operation of golf carts on certain roadways. *The operation of a golf cart upon the public roads or streets of this state is prohibited except as provided herein:*

(1) *A golf cart may be operated only upon a county road that has been designated by a county, a municipal street that has been designated by a municipality, a two-lane county road located within the jurisdiction of a municipality designated by that municipality, or a road that is owned and maintained by a water control district and has been designated by that water control district, for use by golf carts. Before making such a designation, the responsible local governmental entity must first determine that golf carts may safely travel on or cross the public road or street, considering factors including the speed, volume, and character of motor vehicle traffic using the road or street, and if such designation is to be made by a water control district, the district must also receive approval from the county in which the road to be designated is located. Upon a determination that golf carts may be safely operated on a designated road or street, the responsible governmental entity shall post appropriate signs to indicate that such operation is allowed.*

(2) *A golf cart may be operated on a part of the State Highway System only under the following conditions:*

(a) *To cross a portion of the State Highway System which intersects a county road or municipal street that has been designated for use by golf carts if the Department of Transportation has reviewed and approved the location and design of the crossing and any traffic control devices needed for safety purposes.*

(8) *A local governmental entity may enact an ordinance relating to:*

(a) *Golf cart operation and equipment which is more restrictive than those enumerated in this section. Upon enactment of such ordinance, the local governmental entity shall post appropriate signs or otherwise inform the residents that such an ordinance exists and that it will be enforced within the local government's jurisdictional territory. An ordinance referred to in this section must apply only to an unlicensed driver.*

(b) *Golf cart operation on sidewalks adjacent to specific segments of municipal streets, county roads, or state highways within the jurisdictional territory of the local governmental entity if:*



1. *The road is the only available public road along which golf carts may travel or cross or the road provides the safest travel route among alternative routes available; and*
2. *The speed, volume, and character of motor vehicular traffic using the road is considered in making such a determination.*

By way of this statute, there are a number of communities within Palm Beach County which currently allow the operation of golf carts on their municipal roadway system and have active golf cart communities within their jurisdiction (Table 1-8). The City of Westlake, Town of Lake Park, Town of Loxahatchee Groves, Villages of North Palm Beach, Tequesta, and Wellington are the primary municipal partners for any countywide golf-cart policy or network planning. The Village of Wellington and City of Westlake are the most formalized, with multimodal path components and, in Wellington's case, a public map (Figure 1-51).

DRAFT



Table 1-9. Palm Beach County Municipal Ordinances related to Golf Cart Operations

Municipality	Ordinance / Effective Date*	Where Golf Carts May Operate on Public ROW	Relationship to County / State Roads	Type of Golf-Cart Network
City of Westlake	City Golf Cart Ordinance 2023-06, amended Oct 3, 2023 (City of Westlake)	All city streets except listed prohibited roads; plus permitted sidewalks, shared-use paths, and multimodal paths with equipment and speed requirements. (City of Westlake)	Does not authorize use in travel lanes of county/state roads (e.g., Seminole Pratt Whitney Rd); sidewalks/paths adjacent to such roads must meet state standards. (City of Westlake)	Citywide network on most municipal streets + planned system of sidewalks/shared-use paths.
Town of Lake Park	Municipal ordinance updated 2024 (Palm Beach County)	Golf carts on all municipal streets $\leq$ 25 mph; LSVs on streets $\leq$ 35 mph. (Palm Beach County)	No authority over state roads; carts limited to local streets; crossings of state/county roads governed by state law. (Online Sunshine)	Implicit village-wide network on all low-speed municipal streets.
Town of Loxahatchee Groves	Ordinance 2013-07 (Palm Beach County)	Golf carts on town streets with speed $\leq$ 30 mph. (Palm Beach County)	Town ordinance does not extend to state/county highways (e.g., Southern Blvd); carts limited to local town roads. (Town Crier)	Town-wide low-speed network on most local roads (semi-rural).
Village of North Palm Beach	Golf Cart Ordinance effective May 2021 (Palm Beach County)	Golf carts allowed on all village-owned streets. (Village of North Palm Beach)	Ordinance does not apply to Northlake Blvd, US-1, Alt A1A, Prosperity Farms Rd (not village streets). (Village of North Palm Beach)	Full local-street network within the village, bounded by major state/county roads.
Village of Tequesta	Ordinance 14-23 (amending Ch. 46) (Tequesta)	Golf carts allowed only on streets the ordinance designates; these are primarily local residential streets identified after a traffic study. (Tequesta)	Operation limited to designated village streets; carts must still obey state rules for any crossings of county/state facilities. (Tequesta)	Route-based local network formed by the designated streets.
Village of Wellington	Golf Cart Ordinance effective Mar 28, 2022 (Palm Beach County)	Designated village roads $\leq$ 25 mph; designated multimodal paths (min. 8 ft, paved) at 15 mph. Night use allowed with required lighting. (Palm Beach County)	No golf carts in travel lanes of roads >25 mph or on state highways; some multimodal paths run adjacent to major roads and canals in public ROW. (wellingtonfl.gov)	Mapped, multimodal golf-cart network of roads + paths (interactive GIS map and PDF).

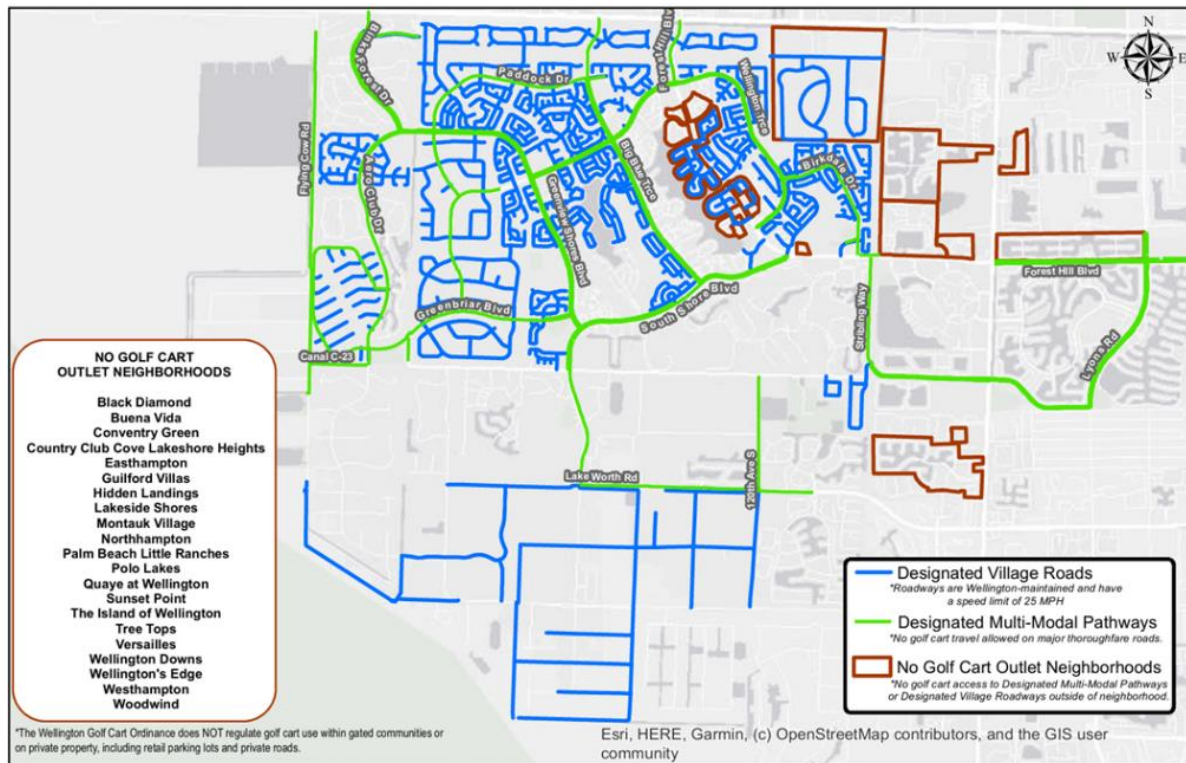


Figure 1-51: Village of Wellington Golf Cart Operation designated roadways

The Town of Loxahatchee Groves, Town of Lake Park, and Village of North Palm Beach have functionally created village-wide low-speed cart networks through broad street eligibility. The Village of Tequesta has a more conservative, street-by-street network. At present, the County provides parking and land-development standards for carts but has not designated county roads for operation.

On October 9, 2025, Palm Beach County's Engineering and Public Works Office provided an Interoffice Memorandum with recommendations to the County Mayors Office on options for the Board of County Commissioners to consider in allowing golf cart use in certain areas of the county to promote alternative modes of transportation. These alternatives include:

Option 1 – Recommendation to allow operation of Golf Carts on sidewalks adjacent to Acme Dairy Road from Malear Palm Drive to Boynton Beach Boulevard; and

Option 2 – Allow Golf Carts on Certain County-Maintained Roads Countywide.

The above options are under evaluation and the details explained in the referenced Memorandum can be seen in **Appendix F**.



1.5. Network Assessment

This chapter provides a comprehensive assessment of Palm Beach County's transportation network, building on the baseline conditions established in the previous sections. The analysis evaluates the current performance of roadway, transit, and active transportation systems, with a focus on identifying existing deficiencies, capacity constraints, and areas of unmet demand. Special attention is given to systemwide issues such as backlogged facilities, cross-jurisdictional travel patterns, and the distribution of maintenance responsibilities among the County, municipalities, and FDOT. The findings from this assessment will inform the development of needs, priorities, and strategies in subsequent phases of the Countywide Transportation Master Plan.

1.5.1. Network Assessment Methodology

A data collection program was undertaken to obtain available mobility characteristics data for functionally classified arterial and collector roads in Palm Beach County from various sources. The data included equestrian, golf carts, sidewalks, bike lanes, travel lanes, traffic pedestrian, bike counts for specific street segments, speed limits, LOS standards and service volumes, transit or ridership data, and any additional available multimodal data. These sources included:

- Palm Beach County Engineering and Public Works as well as the Transportation Planning Agency (MPO) to identify readily available data from the relevant stakeholders.
- Equestrian and golf cart data was collected from Palm Beach County and its municipalities with existing facilities such as Wellington.
- Sidewalk, Shared Use Path, Bicycle Lane (On-Street and Off-Street facilities), and speed limit information were collected from FDOT GIS files and complemented with information from Palm Beach County and municipalities where available.
- Number of lanes was collected from information in the Palm Beach County data collection plan, SERPM Model, and FDOT Roadway Characteristics Inventory.
- LOS standards and service volumes will initially be determined from the FDOT 2023 Multimodal Quality/Level of Service Handbook. Preliminary analysis was conducted using this methodology. The Analysis presented in this report was based on the SERPM 9.5.2 model capacity values based on the CAPCLASS for facilities identified in the SERPM 9.5.2 Model (2020) base year per the final methodology document.
- Bicycle counts were gathered from the [FDOT Statewide Non-Motorized Traffic Monitoring Program](#).



- Transit Ridership data was gathered through the [“hophtru” application](#). Access to the application was coordinated with Palm Tran.

A countywide multimodal analysis based on the assessed conditions and the data collection program was conducted. The Multimodal Analysis focused on providing Level of Service metrics for Vehicular, Transit (Local County), Pedestrian, Bicycle and Special Use Cases (Equestrian, and Golf Cart) which are unique to certain municipalities within the County. For non-motorized modes of transportation, a level of service or a level of traffic stress (when applicable) was calculated with the methodology presented in each respective section, which was developed based on information found in the **FDOT 2023 Multimodal Quality/Level of Service Handbook**.

Some municipalities have adopted comprehensive multimodal plans to address transportation mobility and safety needs. One such example is the City of Boynton Beach, which has adopted their Complete Streets Mobility Plan. This plan looks to adopt quality and/or levels of service for pedestrians, bicycles, transit and other multi-modal facilities included in the Plan. The Quality-of-Service standards relate to the overall travel experience of the user with higher standards established in areas where walking, bicycling, transit and other non-vehicular modes of travel are encouraged. Level of Service standards also relate to the width or size of pedestrian, bicycle and non-vehicular facilities with wider and larger facilities in areas where non-vehicular modes of travel are encouraged and frequency of transit service with greater frequencies and spans of service in areas where transit is encouraged.

1.5.2. Travel Patterns

The study team collected origin-destination data and summarized average trip distances between all the municipalities in Palm Beach County, as well as select communities outside of Palm Beach County, using Replica. Replica is a synthetic population model used to represent and analyze real-world data, often related to mobility and the build environment. Replica was used as part of the development of the new Southeast Florida Regional Planning Model (SERPM 9).

Palm Beach County, situated in the heart of South Florida, contributes significantly to overall traffic patterns in the region, with Daily Regional Travel between Palm Beach County and neighboring counties such as St. Lucie, Martin, Broward and Miami-Dade County totaling over 844,200 trips daily occurring between these counties. An additional 100,200 trips per day include travel between other communities in Florida and Palm Beach County. Within Palm Beach County, the 39 municipalities exchange trips with one another on a daily basis. Trips between established municipalities and unincorporated parts of the county account for another 5,474,400 trips internal within the county. These trips are based on a Replica Analysis utilizing Spring 2025 Weekday Trips estimates and are graphically represented in Figure 1-51.

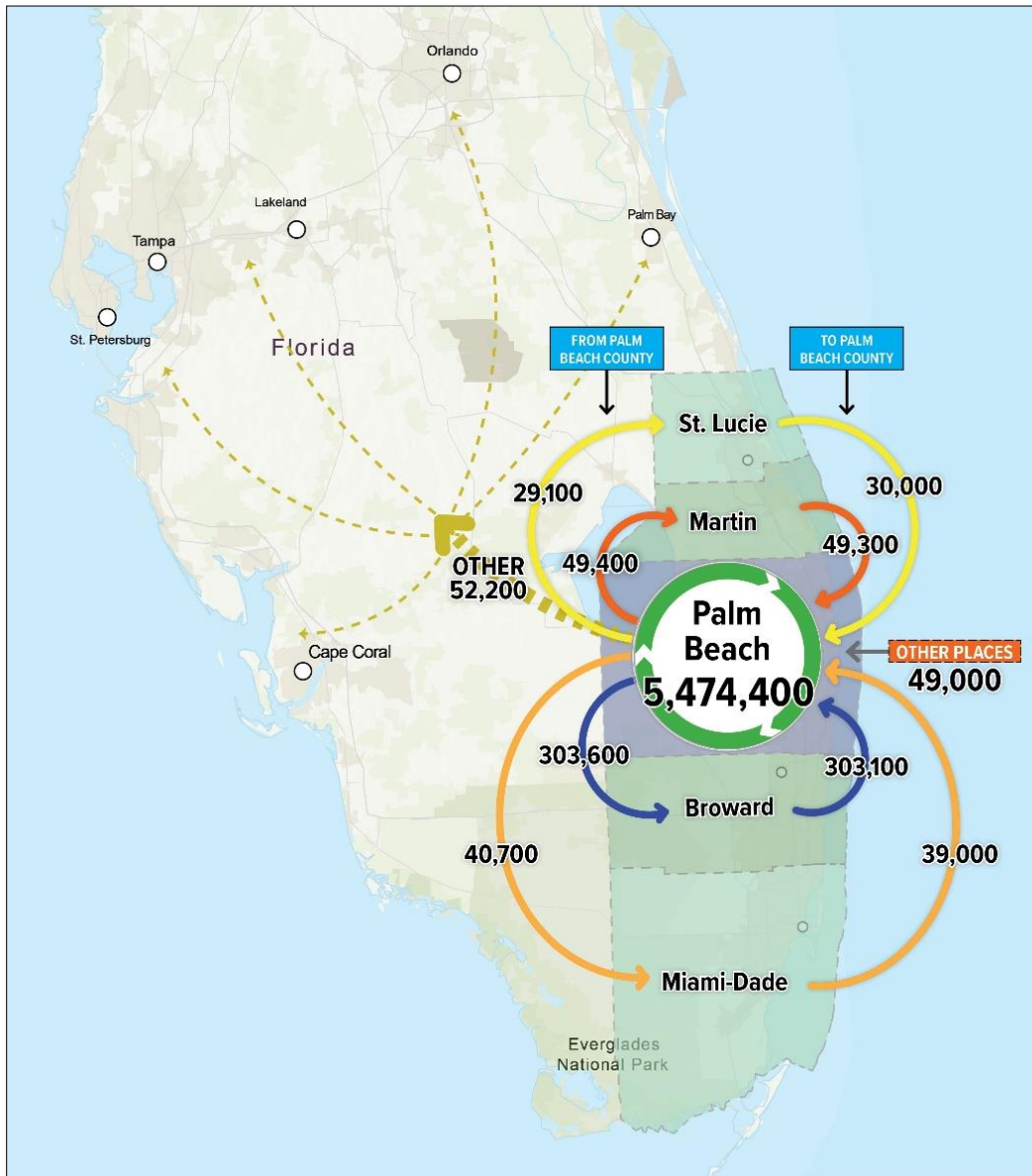


Figure 1-52: Daily Regional Travel – Spring 2025 Weekday Trips

The study team also tracked available information pertaining to cross-jurisdictional travel trips and shorter distance travel using the ArcGIS Pro Origin-Destination (O-D) Cost Matrix Analysis tool to understand cross-jurisdictional travel patterns between municipalities. This analysis was calculated using information from the latest version of the SERPM model and complemented with big data from resources from Replica. Replica's weekly mobility data provided near real time insight into mobility patterns for each census tract within Palm Beach

County. This robust dataset contained information about trip origin-destination volumes for trips starting in a selected geographic area, over a selected time period. The O-D Cost Matrix Solver finds the least-cost paths between each origin and its four closest destinations and then stores the values in an attribute table. Figure 1-52 illustrates the number of trips between each municipality, symbolized by line color and thickness, with darker and thicker lines illustrating more trips. The colored lines represent trips within each city area with the largest number of internal trips starting and stopping within the city limits of Boca Raton, Boynton Beach, Delray Beach, Jupiter, Palm Beach Gardens and West Palm Beach. The heaviest travel is between Boca Raton and Delray Beach in the south, and between Riviera Beach and West Palm Beach in the north.

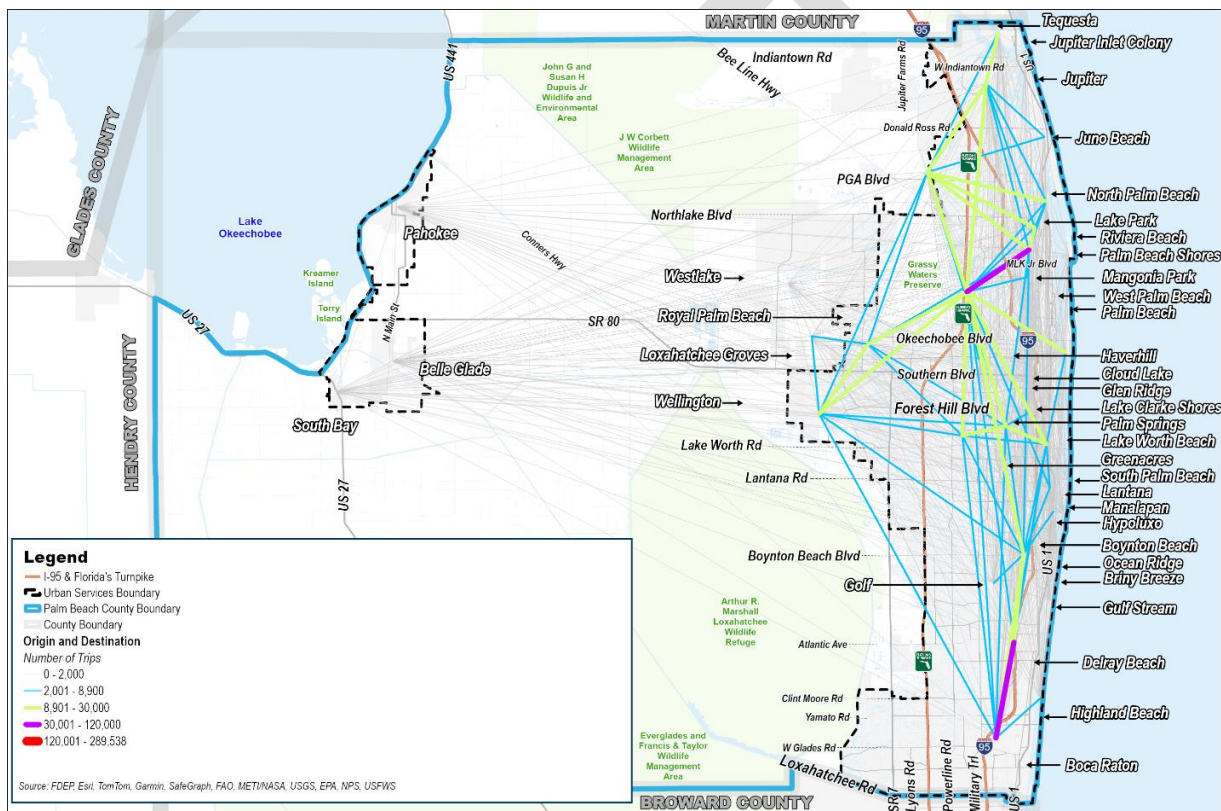


Figure 1-53: Cross Jurisdictional Travel Between Cities with Palm Beach County

Non-Motorized Traffic Data: FDOT District 4 provided available Multimodal Count Data as part of their Statewide Non-Motorized Traffic Monitoring Program. FDOT's Transportation Data and Analytics (TDA) Office has been collecting short-term non-motorized traffic data since 2019 and continues to do so. During the 2021-2022 period, FDOT and partnering agencies collected on-peak and off-peak data from multiple locations in every district. The results of this round of short-term counts (2-week deployments) are accessible through the repository mapⁱⁱⁱ. **Figure 1-53** to the right identifies current count locations and **Table 1-9** lists the most recent available data within Palm Beach County. FDOT's TDA Office continues to coordinate with local agencies regarding where future short-term count deployments will occur. Short-term non-motorized traffic count data collection follows national guidelines so the data collected can be submitted to FHWA.

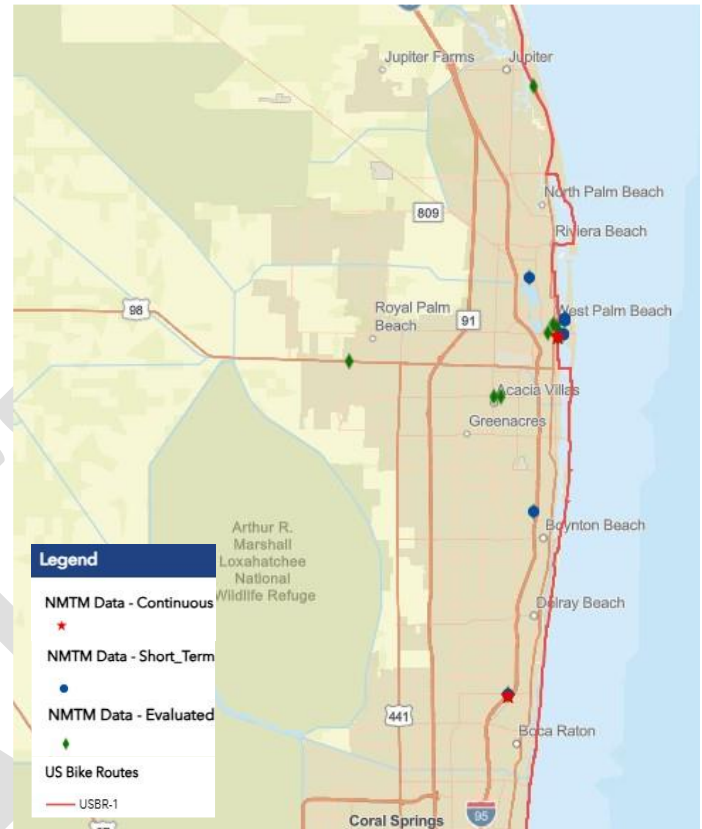


Figure 1-54: FDOT Non-Motorized Traffic Monitoring Count Sites

Table 1-10. FDOT Statewide Non-Motorized Traffic Monitoring Program (2025 Data)

Site ID	First Site Name	Weekday Avg	Weekend day Avg	ADT	ADPT	ADBT
93C002	S Flagler Dr at Palm Beach Atlantic University (Dual Site)	985	1168	1032	507	525
93C005	East Coast Greenway at S Beach Park	388	628	456	388	69
93C001	Boca Raton Tri-Rail Station at El Rio Trail	406	527	440	183	247
93C003	East Coast Greenway at Lake Worth Creek	275	364	300	270	30
93C004	Central Palm Beach County Greenway at HCA Florida Palms West Hospital	49	42	47	10	36
93C007	N Flagler Dr at Brian H Chappell Park					

Source: FDOT [Microsoft Power BI](#)



1.5.3. Roadway Performance

Existing Level of Service

An initial evaluation of existing Level of Service conditions was conducted to identify current backlogged roadway facilities and determine if there are existing system-wide roadway deficiencies. The existing conditions evaluation was required to demonstrate links between new growth and development and existing system wide roadway deficiencies, if any exist. This was based on the **Analysis Methodology Memorandum** prepared for this study (See **Appendix G:**). The roadway segments included in this analysis were initially limited to roads included in Palm Beach County's Data Collection Program and later expanded to include State Roadways within the County as reflected in the Southeast Florida Regional Planning Model (SERPM 9.5.2).

To determine which roadways would be flagged as backlogged facilities, a Level of Service (LOS) analysis was performed on FDOT, County, and local roads as described above for a base year of 2024. A roadway LOS analysis is a qualitative measure used to assess the quality of traffic flow on roadways. It categorizes traffic conditions into levels ranging from A (free flow) to F (congested), based on factors such as speed, volume, and traffic control. LOS is utilized in transportation planning, design, and operations to evaluate performance and improve traffic flow. The LOS determination is based on Volume to Capacity (V/C) Ratios aligned to each respective letter grade (LOS A to F) as outlined in **Figure 1-54**.

The volumes for the V/C calculation were obtained from the 2024 historical daily traffic volumes collected by Palm Beach County in their data collection program, as well as 2024 volumes collected from FDOT TDA Office Data, which were recently published in October of 2025.

Roadway capacities were derived from capacities estimated in the latest version of the Southeast Florida Regional Planning Model (SERPM 9.5.2) for the base year (validation year of the model) 2020. The following table was used to calculate LOS based on V/C ratios.



CMP Level of Service Criteria for Arterials^a Based on Volume-to-Capacity Ratios

Level of Service	Description	V/C ^b
A	Free-flow conditions with unimpeded maneuverability. Stopped delay at signalized intersection is minimal.	0.00 to 0.60
B	Reasonably unimpeded operations with slightly restricted maneuverability. Stopped delays are not bothersome.	0.61 to 0.70
C	Stable operations with somewhat more restrictions in making mid-block lane changes than LOS B. Motorists will experience appreciable tension while driving.	0.71 to 0.80
D	Approaching unstable operations where small increases in volume produce substantial increases in delay and decreases in speed.	0.81 to 0.90
E	Operations with significant intersection approach delays and low average speeds.	0.91 to 1.00
F	Operations with extremely low speeds caused by intersection congestion, high delay, and adverse signal progression.	Greater Than 1.00

^a For arterials that are multilane divided or undivided with some parking, a signalized intersection density of four to eight per mile, and moderate roadside development.

^b Volume-to-capacity ratio.

≥ greater than or equal to.

< less than.

Source: Transportation Research Board, *Highway Capacity Manual, Special Report 209* (Washington, D.C., 1994).

Figure 1-55: Level of Service Criteria for Arterials “Based on Volume to Capacity Ratios”

The State of Florida sets LOS targets for how congested a roadway can be during peak periods, independent of roadway functional classification and more closely aligning with local land-use context. This policy allows LOS D in urbanized areas and LOS C outside of urbanized areas. However, as part of each Municipalities Comprehensive Plan and associated Traffic Circulation Element, each municipality has adopted LOS standards for local roadways under their jurisdiction and typically support LOS designations for County and State roadways as identified above. **Appendix H** lists each municipality’s adopted LOS guidelines. This table also identifies municipalities that encourage alternatives modes of transportation, multimodal travel and unique modes such as equestrian trails and golf cart travel.

Figure 1-55 shows that the worst roadway level of service conditions in Palm Beach County are concentrated along major corridors such as I-95, Florida's Turnpike, Lyons Road, Indiantown Road, and SR-7. Additional pockets of poor LOS are present near the Broward County line and in the central part of the county, where congestion is more pronounced. In contrast, the western portion of the county shows relatively few LOS concerns, reflecting lower traffic volumes and less congestion compared to the more urbanized eastern and central areas.

Figure 1-56 shows that the highest AM peak level of service conditions in Palm Beach County are concentrated along the central and southern portions of I-95. Additional high AM peak LOS is also visible on Loxahatchee River Road near the Martin County line, reflecting congestion on key commuter routes during the morning travel period.

Figure 1-57 shows that PM peak level of service conditions are generally higher than during the AM peak and are similar to the daily LOS patterns across Palm Beach County. The most backlogged roadways during the PM peak include I-95, Florida's Turnpike, Lyons Road, SR-7, Indiantown Road, and Loxahatchee River Road. In contrast, the western portion of the county shows relatively few PM peak LOS compared to the more heavily traveled eastern and central corridors.

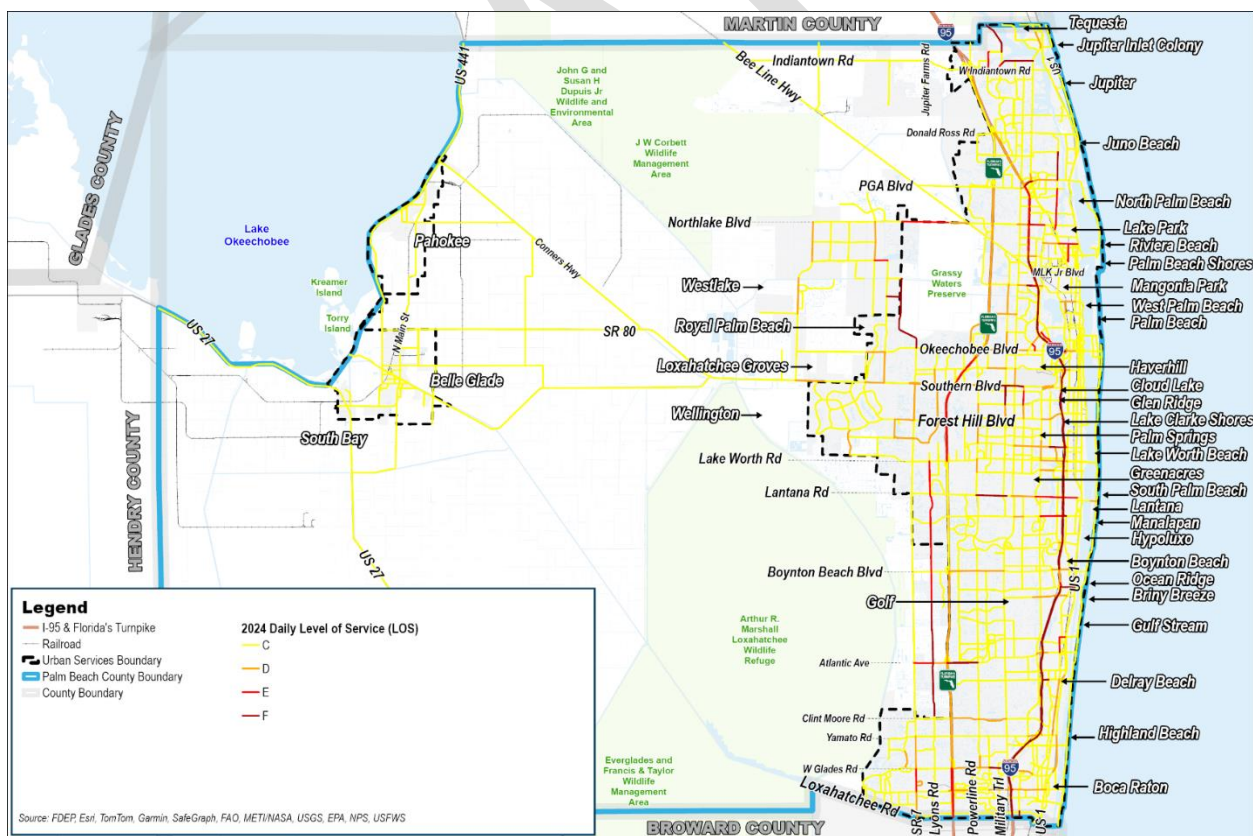


Figure 1-56: Current Backlogged Roadways within Palm Beach County Roadway Network – Reflects 2024 Daily Level of Service (LOS)

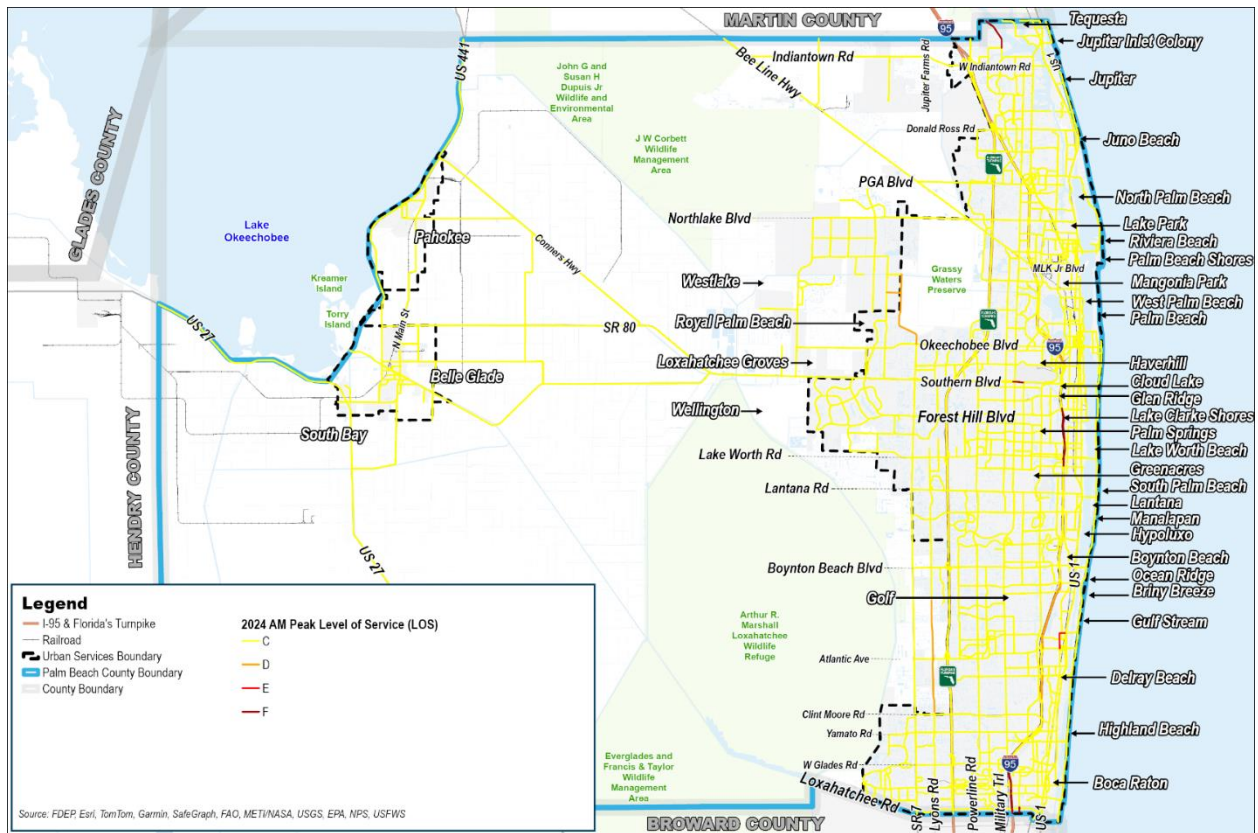


Figure 1-57: Current Backlogged Roadways within Palm Beach County Roadway Network – Reflects 2024 AM Peak Level of Service (LOS)

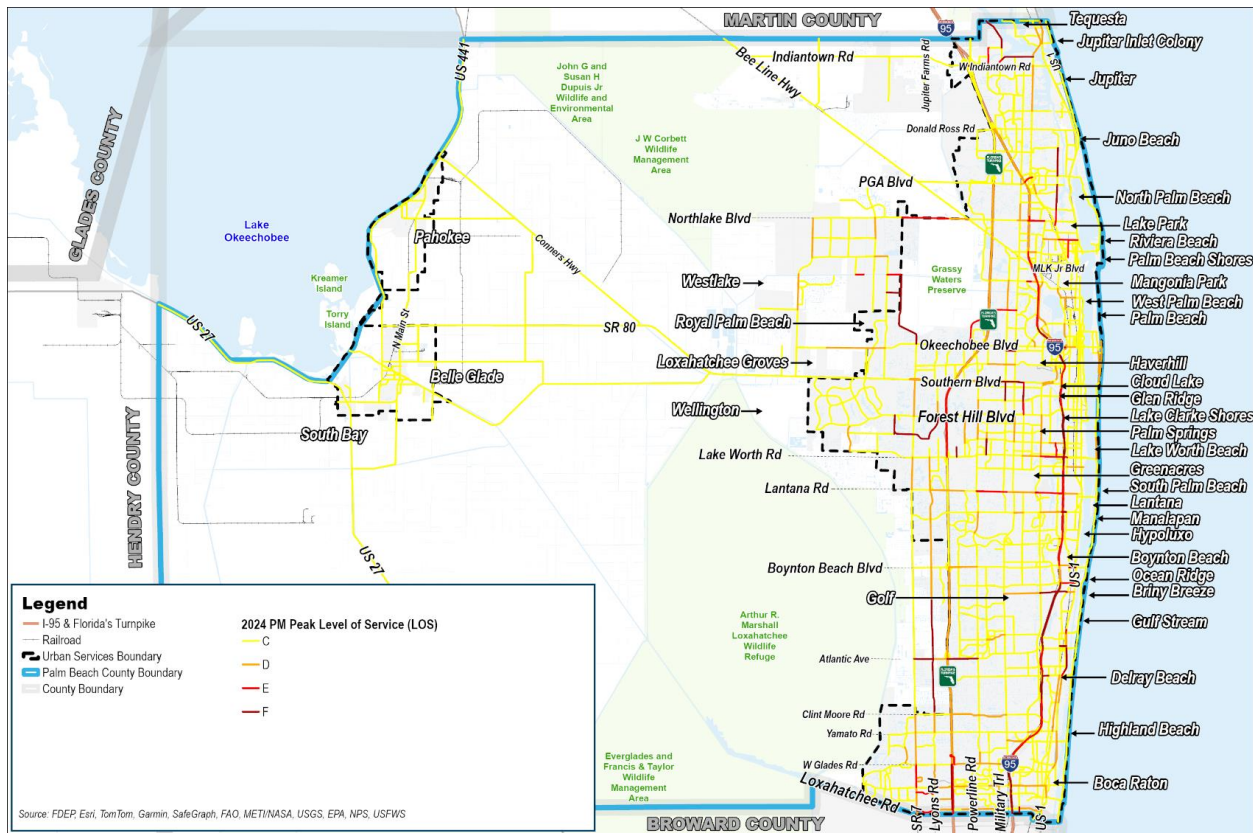


Figure 1-58: Current Backlogged Roadways within Palm Beach County Roadway Network – Reflects 2024 PM Peak Level of Service (LOS)

FDOT District 4 TSM&O Master Plan Update 2025 completed on June 2025 provides information on Bottleneck Roadway data obtained from RITIS, based on HERE from 2023. The following measures were considered the most relevant from this dataset:

- **Base Impact:** The sum of queue lengths throughout the bottleneck.
- **Weighted Base Impact:** The base impact is weighted by speed differential, congestion, or total delay and provides additional insight into the effects of bottlenecks on traffic in your area.
- **Speed Differential:** Base impact is weighted by the difference between free-flow and observed speeds. This metric should be used to identify and rank bottlenecks from the individual vehicle perspective.

- **Congestion:** The base impact is weighted by the measured speed as a percentage of free-flow speed. Similar to the speed differential metric, the congestion metric should be used to identify and rank bottlenecks from the individual vehicle perspective. Congestion is "measured speed as a percent of the free-flow speed."
- **Total Delay:** Base impact is weighted by the difference between free-flow travel time and observed travel time multiplied by the average daily volume (AADT), adjusted by a day-of-the-week factor. This metric should be used to rank and compare the estimated total delay from all vehicles within the bottleneck. Conceptually, the delay is the difference between running and posted speed times. Delays can be operational due to other vehicles or signal delays (due to intersection traffic signals). Therefore, the delay is expressed in seconds.

The individual score was calculated for the current TSM&O master plan based on the ranking provided by the main source of this data. **Figure 1-58** shows the average maximum length (in miles) and the average impact per county with FDOT District 4 from the analyzed bottleneck data. The impact combines average duration and average length by the number of occurrences. Therefore, the units are not included in the figure. We can observe that the base impact in Broward County is significantly larger than that of other counties. Palm Beach County takes the second place in magnitude, while Indian River and Martin County show similar patterns. **Figure 1-59** shows the Map of Bottleneck Scores. The bottleneck scoring process was adapted to the data measurements for each county. The score levels were analyzed for Palm Beach County with the following threshold values: 250, 500 and 750.

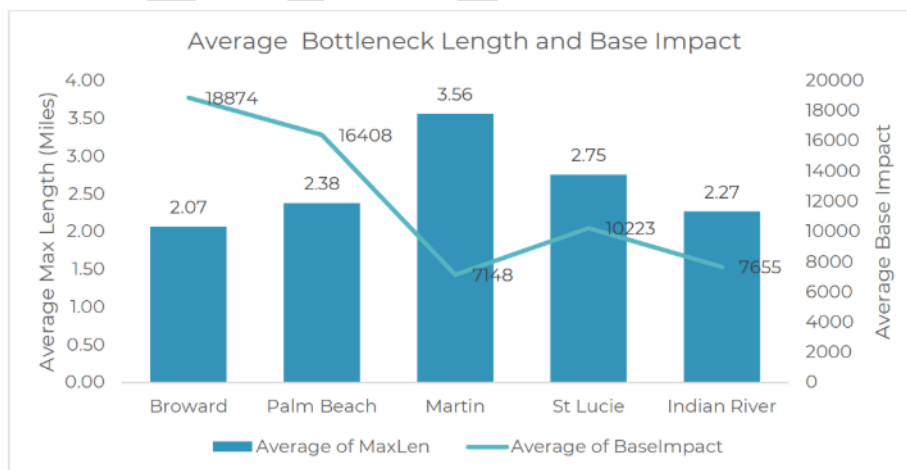


Figure 1-59: Bottleneck Roadways Average Maximum Length (in miles) and the average impact per county within Palm Beach County Roadway Network

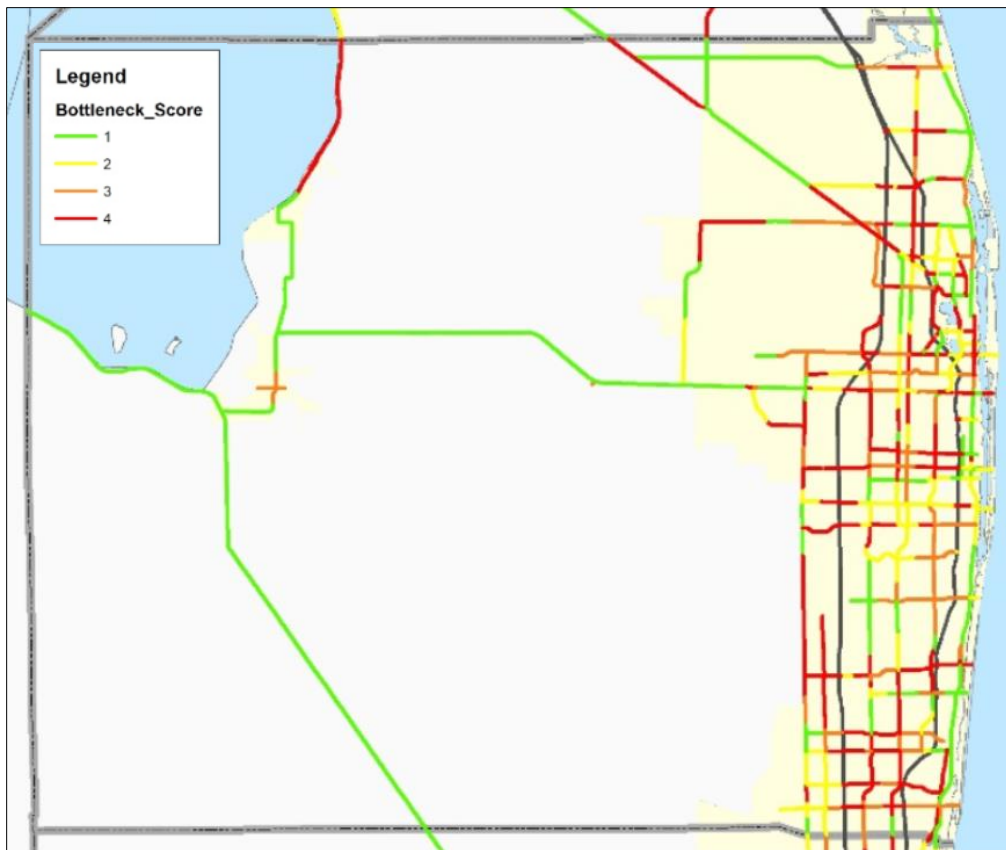


Figure 1-60: Bottleneck Roadways within Palm Beach County Roadway Network
Source: FDOT District Four TSM&O Master Plan Update 2024 (Published June 2025)

A list of fourteen (14) of the more congested roadway segments in Palm Beach County was created based on a 2024 peak direction volume to capacity calculation performed by Palm Beach County's Engineering and Public Works Department and further refined based on feedback received from different County departments. Operating 24-hour speed distribution profiles, included in **Appendix J**, were developed using the RITIS platform between January 1st and December 31st of 2024 for weekdays only. The posted speed limit for each roadway corridor is included in the speed distribution profile to visualize how congestion affects operating speeds. RITIS is one of the leading big data aggregation and dissemination platforms used in transportation projects. RITIS data comes from information collected by agencies and third parties from roadway sensors, radar, video, and probe-based systems like HERE Technologies, INRIX and TomTom.

Table 1-10 shows a comparison between operating and posted speed limits along major roadway segments determined to be operating over capacity. The table calculates the reduction in operating speed when compared to the posted speed limit as a percentage during the AM and PM peak hours. All of the segments analyzed show a speed reduction that varies



between 3 and 68 percent. The segment of 10th Avenue N between Congress Avenue and I-95, the segment of Indiantown Road between I-95 and Island Way, and the segment of Glades Road between the Florida's Turnpike and St. Andrews Boulevard experienced the highest speed reduction during both the AM and PM peak hours. Appendix I, contains a full detailed list.

DRAFT



Table 1-11: 2024 Operating Speed Reduction when Compared to Posted Speed Limit during AM and PM Peak Hours

Roadway	From	To	AM Peak		PM Peak		Note
			EB/NB	WB/SB	EB/NB	WB/SB	
US-1 (NB)	NE 4th St	Atlantic Ave	No speed drop	-	29%	-	A drop in speed during AM Peak is not clearly defined. PM peak from 3-4 pm.
Atlantic Ave	Turnpike	Jog Rd	44%	33%	42%	47%	Eastbound AM peak from 8-9 am and PM peak from 4 to 5 pm. Westbound AM peak from 8-9 am and PM peak from 4 to 5 pm.
Coconut Blvd	Northlake Blvd	Temple Blvd	10%	13%	3%	38%	Northbound AM peak from 7 to 8 am and PM peak from 5 to 6 pm. Southbound AM peak from 8 to 9 am and PM peak is from 5 to 6 pm
Lyons Rd	Southern Blvd	Forest Hill Blvd	33%	28%	25%	25%	Northbound AM peak from 7 to 8 am and PM peak from 2 to 3 pm. Southbound AM peak from 7 to 8 am and PM peak is from 2 to 3 pm.
Indiantown Rd	I-95 Interchange	Island Way	64%	34%	42%	46%	Eastbound AM peak from 8 to 9 am and PM peak from 5 to 6 pm. Westbound AM peak from 8 to 9 am and PM peak is from 4 to 5 pm.
SR-7	Orange Grove Blvd	Okeechobee Blvd	No speed drop	16%	No speed drop	11%	Northbound has no drop in speed. Southbound AM peak from 7 to 8 am and PM peak is from 4 to 5 pm.
Glades Rd	Turnpike Entrance	St. Andrews Blvd	47%	33%	31%	58%	Eastbound AM peak from 8 to 9 am and PM peak from 3 to 4 pm. Westbound AM peak from 8 to 9 am and PM peak is from 5 to 6 pm.
Australian Ave	Okeechobee Bl	Belvedere Rd	18%	22%	Not clearly defined	56%	Northbound AM peak from 8 to 9 am and PM peak is not clearly defined. Southbound AM peak from 8 to 9 am and PM peak is from 5 to 6 pm.
Indiantown Rd	Jupiter Farms Rd	Florida Turnpike	38%	Not clearly defined	20%	Not clearly defined	Eastbound AM peak from 8 to 9 am and PM peak is from 4 to 5 pm. Westbound AM peak nor PM peak is clearly defined.
10th Ave N	Congress Ave	I-95	68%	50%	55%	68%	Eastbound AM peak from 7 to 8 am and PM peak from 4 to 5 pm. Westbound AM peak from 7 to 8 am and PM peak is from 5 to 6 pm.
Clint Moore Rd	Lyons Rd	Military Tr	20%	10%	13%	13%	Eastbound AM peak from 8 to 9 am and PM peak from 2 to 3 pm. Westbound AM peak from 7 to 8 am and PM peak is from 2 to 3 pm.
Haverhill Rd	Community Dr	Okeechobee Bl	15%	25%	20%	40%	Northbound AM peak from 7 to 8 am and PM peak from 3 to 4 pm. Southbound AM peak from 11 am to 12 pm and PM peak is from 5 to 6 pm.
Northlake Blvd	Seminole Pratt Whitney Rd	Coconut Blvd	47%	22%	25%	49%	Eastbound AM peak from 7 to 8 am and PM peak is from 3 to 4 pm. Westbound AM peak from 8 to 9 am and PM peak is from 5 to 6 pm.
Okeechobee Blvd	Crestwood Blvd	Royal Palm Beach Blvd	30%	23%	23%	23%	Eastbound AM peak from 8 to 9 am and PM peak is from 2 to 3 pm. Westbound AM peak from 7 to 8 am and PM peak is from 2 to 3 pm.



Vehicular Level of Services Projections

A LOS evaluation for a design year of 2050 was performed for the roadway segments included in the Palm Beach County data collection program and State Highway System (SHS) Roads within Palm Beach County. The level of service for FDOT, County and local roads for a horizon year 2050 was determined from a volume to capacity (V/C) ratio calculation using the same approach as explained in **Section 5.3.1**. The volumes for the V/C calculation were derived from the projected 2050 volumes in the SERPM 9.5.2 model. The capacity aligned with the values defined in the SERPM 9.5.2 model for the 2050 horizon year. The traffic demand from the SERPM model was reviewed for accuracy and a smoothing (post processing) conducted to ensure that future model volumes are within an acceptable range when compared to existing counts. If a forecasted volume is outside of an acceptable range, those values were replaced by extrapolating existing volume using an annual growth rate calculated when comparing the base year 2020 and the horizon year 2050 in SERPM 9.5.2. Roadways Figure 1-60, Figure 1-61, and Figure 1-62 represent projected 2050 Daily, AM Peak Period and PM Peak Period Level of Services (LOS) Analysis results for Palm Beach County and State Highway System Roadways. Continued growth in traffic along the I-95 Corridor and LOS F values show support for improvements being planned by FDOT along the I-95 Corridor. LOS F are also noted along portions of Southern Boulevard, Military Trail, Indiantown Road, and several other arterial roadway feeders into I-95. These corridors will be evaluated further in subsequent tasks as part of the CTMP development.

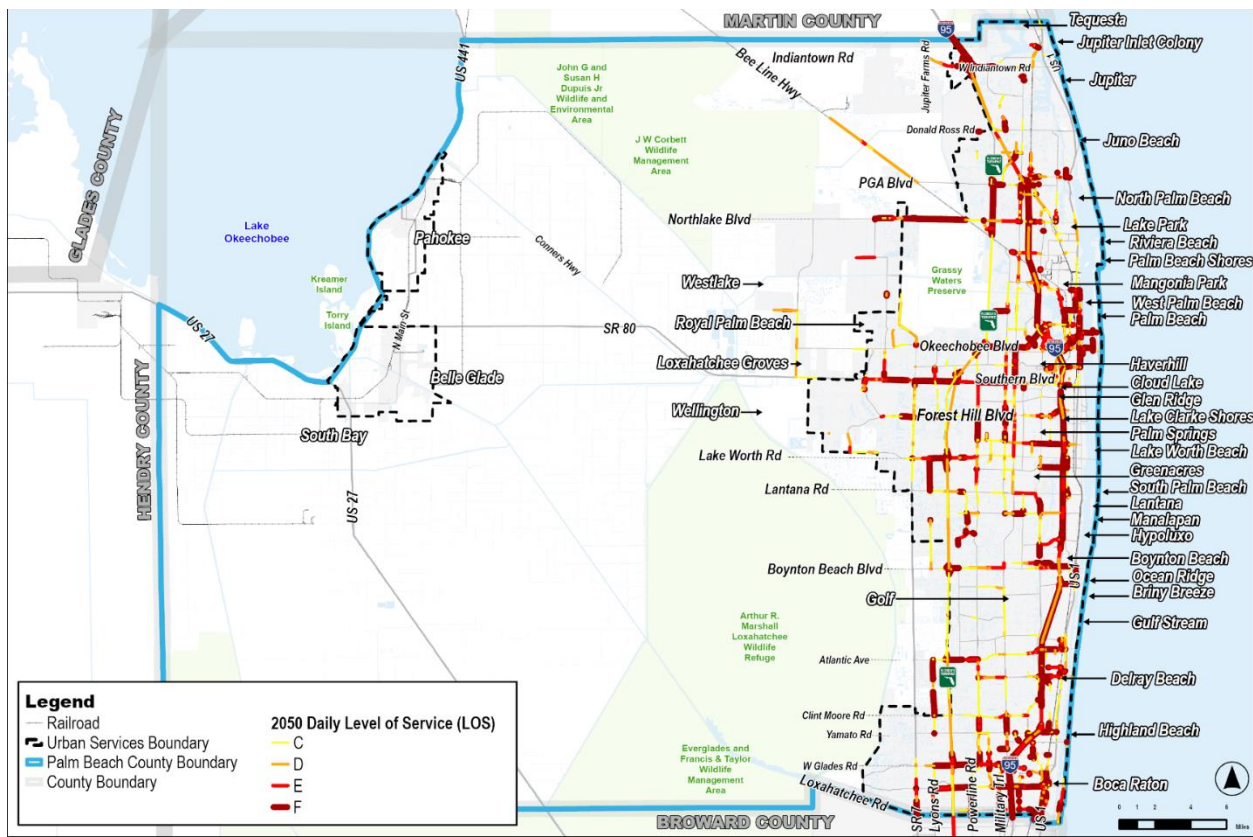


Figure 1-61: 2050 Daily Level of Services (LOS) Analysis for Palm Beach County and State Highway System Roadways

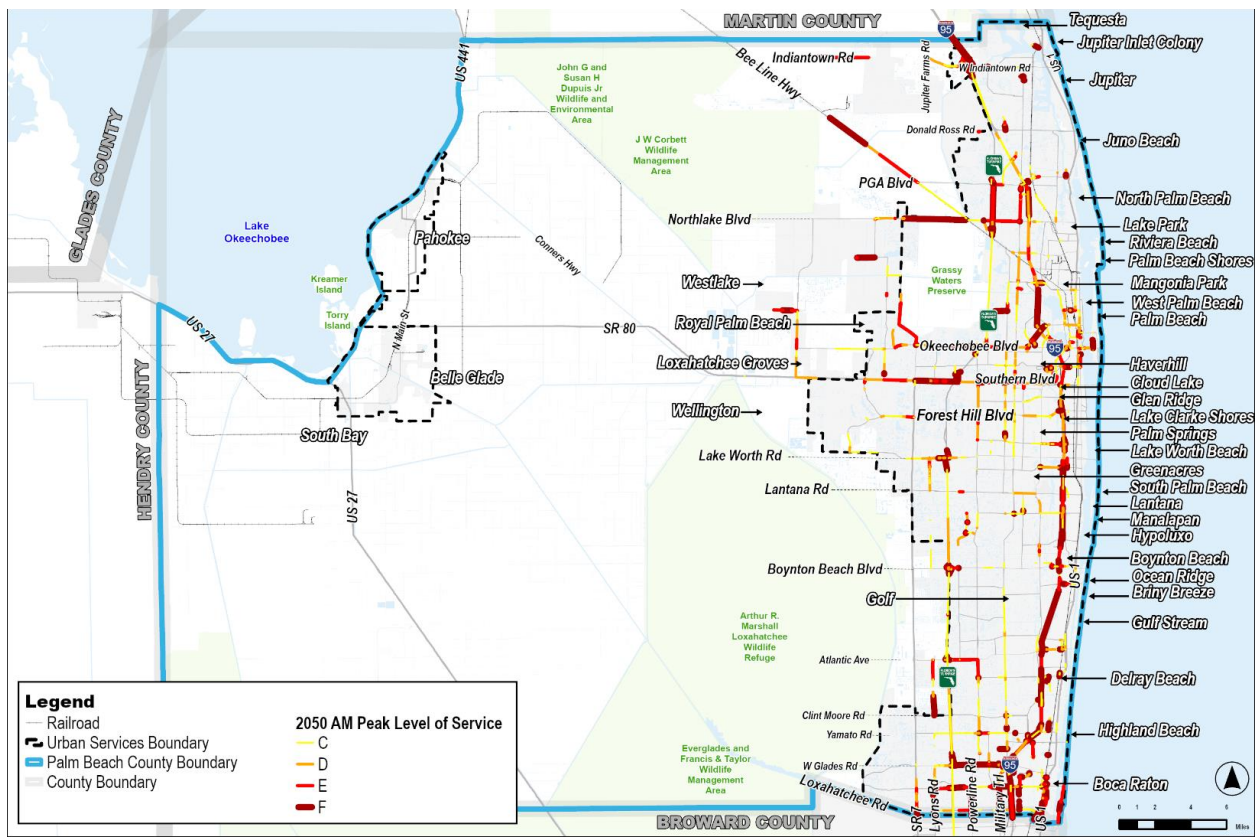


Figure 1-62: 2050 AM Peak Period Level of Services (LOS) Analysis for Palm Beach County and State Highway System Roadways

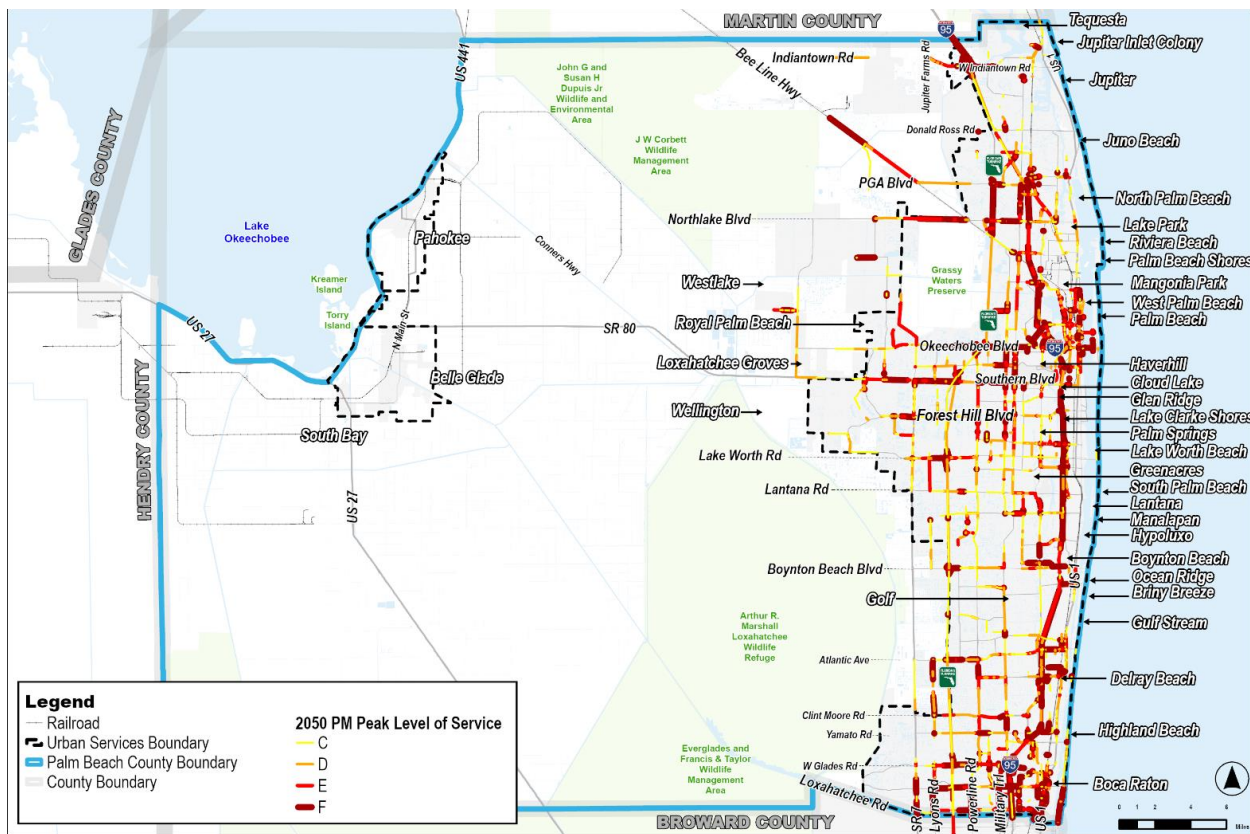


Figure 1-63: 2050 PM Peak Period Level of Services (LOS) Analysis for Palm Beach County

Review of Figure 1-58, Figure 1-59, and Figure 1-60 indicate that roadway improvements currently planned for construction through 2050 generally align with mobility needs identified in the 2024 daily and peak-period LOS analysis. However, several corridors are projected to continue experiencing operational deficiencies and may require additional improvements beyond those currently committed. This includes portions of SR 710, Northlake Boulevard from SR-7 to east of Military Trail, Southern Boulevard and Okeechobee Boulevard from west of SR 7 to I-95, segments of Lyons Road, Jog Road, Indiantown Road near I-95, and various segments of I-95 throughout the county.

Roadway Network Projected 2050 Operational Performance

The following figures provide key data collected reflecting the projected 2050 horizon year conditions within the roadway network describing basic roadway elements which were utilized in evaluating current and future level of services of the portions of the network being evaluated. The focus is on roadways within Palm Beach County's data collection program and State Highway System (SHS) and State Expressway facilities inclusive of Federally designated arterials and interstate roadways:

- Figure 1-63 shows Projected 2050 Annual Average Daily Traffic (AADTs) for State and County facilities throughout Palm Beach County obtained from the FDOT Geographic

Information System (GIS) database. These daily volumes include weekdays and weekends.

- Figure 1-64 shows the Projected 2050 Number of Lanes (directional) for State and County facilities throughout Palm Beach County obtained from the FDOT GIS database.
- Figure 1-65 shows the 2050 Roadway Daily Capacity for State and County facilities obtained from the base year model in SERPM 9.5.2. Note that the street network within the SERPM model also includes local roads and centroid connectors that are not part of the scope of this study. A spatial GIS analysis was performed to filter out State and County facilities within Palm Beach County from the SERPM model.
- Figure 1-66 shows the Speed Limits along State and County facilities in 2024 obtained from the FDOT GIS database. The speed limits were arranged in three categories: 1) ≤ 35 mph 2) 40 – 50 mph and 3) ≥ 55 mph.

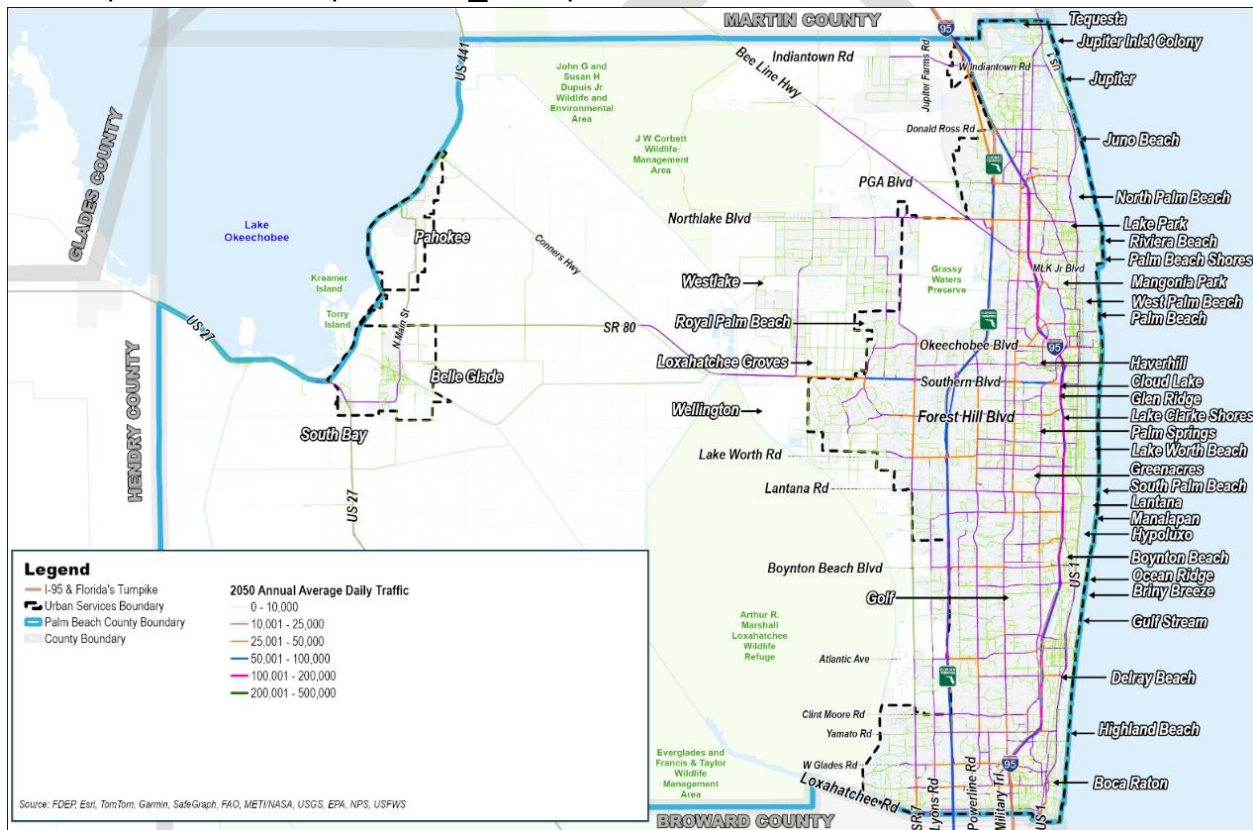


Figure 1-64: Projected 2050 Annual Average Daily Traffic (AADTs) for State and County Facilities

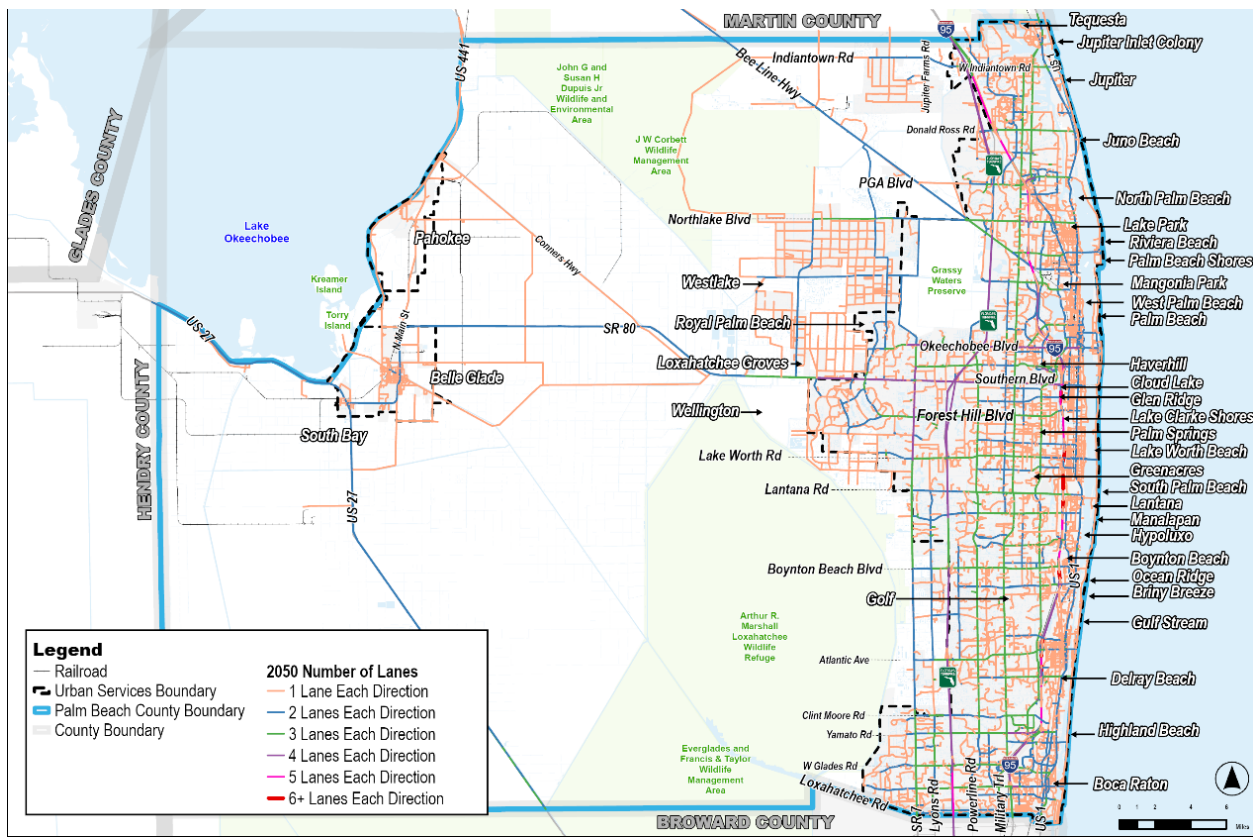


Figure 1-65: 2050 Projected Number of Lanes for State and County Facilities

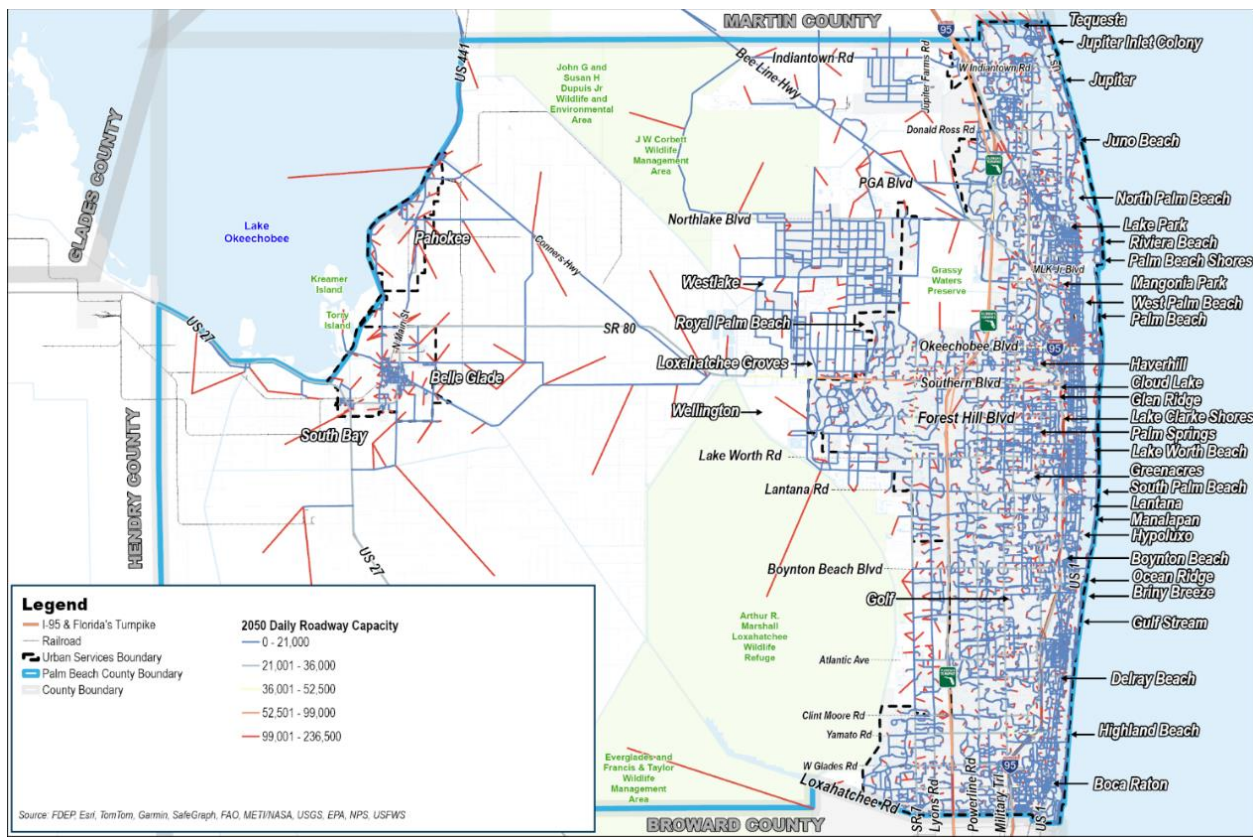


Figure 1-66: Projected 2050 Daily Roadway capacity for State and County Facilities (from the base year model in SERPM 9.5.2)

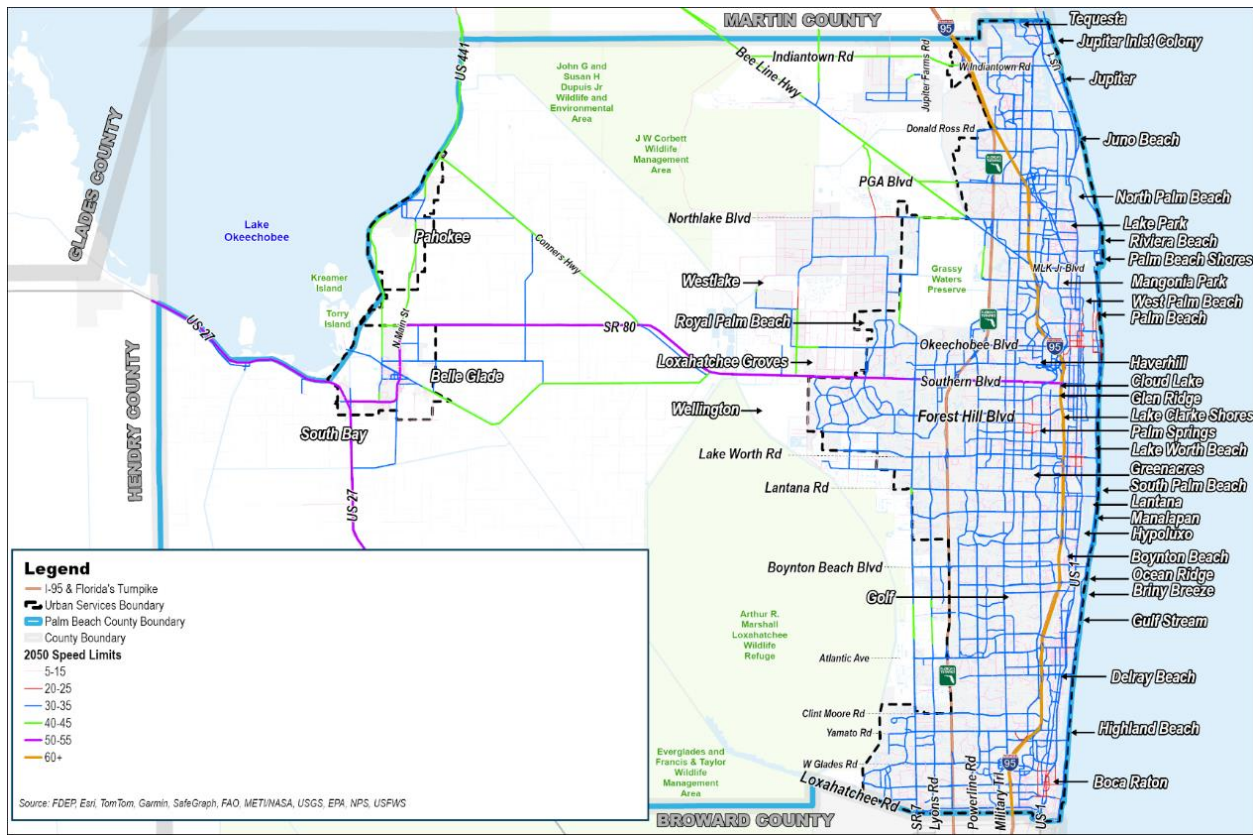


Figure 1-67: Projected 2050 Speed limits along State and County Facilities

1.5.4. Transit Performance

Palm Tran's Accelerate 2031 Transit Development Plan (TDP) FY 2024 Annual update provides annual comparisons of Palm Tran Fixed Route Ridership data between October to September corresponding to each fiscal year. In FY 2024, there were 8,540,280 boardings, while in FY 2023 there were only 7,394,860 boardings. This represented a 15% increase. The greatest change in average weekday ridership by month from FY 2023 to FY 2024 was a 27% increase observed in November 2023. The highest weekday ridership by month in FY 2024 occurred in April 2024 at 30,305 average weekday boardings, while the lowest monthly ridership occurred in December 2023 at 25,517 average boardings. Supplemental data for FY 25 Ridership (October 2024 – September 2025) was obtained and added to the values reflected in the Palm Tran TDP. Several Routes (i.e., Routes 3, 33, 40, 60, 71 and 95X) had significant increases in ridership while others experienced declines. An overall comparison between FY 24 and FY 25 is only an increase of 0.4%. These numbers need to be verified. These can be seen in Table 1-11 below.



Table 1-12: Palm Tran Fixed Route Ridership Comparison

Route	FY 23 Ridership (Oct 2022 – Sept 2023)	FY 24 Ridership (Oct 2023 – Sept 2024)	FY 25 Ridership (Oct 2024 – Sept 2025)	Percent Change (FY 24–25)
1	1,680,936	1,844,824	1,856,454	0.6%
2	718,191	837,673	823,201	-1.7%
3	935,714	1,130,624	1,219,864	7.9%
4	87,110	107,650	109,587	1.8%
10	65,308	75,013	68,055	-9.3%
20	210,988	246,924	217,955	-11.7%
21*	46,595	48,676	-	-
30	97,551	111,526	118,590	6.3%
31	276,056	325,143	332,646	2.3%
33	161,243	201,801	246,120	22.0%
40	136,135	166,288	193,618	16.4%
41	11,932	14,370	12,228	-14.9%
43	522,585	595,212	623,929	4.8%
44	46,319	46,647	46,081	-1.2%
46	244,108	283,418	274,196	-3.3%
47	193,820	236,437	227,393	-3.8%
52*	51,967	56,574	-	-
60	53,225	56,589	74,250	31.2%
61	157,247	174,678	181,010	3.6%
62	560,342	660,710	645,654	-2.3%
63	164,108	197,206	195,343	-0.9%
64	85,495	96,458	96,554	0.1%
70	174,276	198,645	172,929	-12.9%
71	43,728	51,374	59,784	16.4%
73	143,557	165,992	167,296	0.8%
80	60,495	69,572	63,476	-8.8%
81	72,288	78,671	78,486	-0.2%
88	75,045	84,894	84,171	-0.9%
91	101,521	120,180	121,680	1.2%



Route	FY 23 Ridership (Oct 2022 – Sept 2023)	FY 24 Ridership (Oct 2023 – Sept 2024)	FY 25 Ridership (Oct 2024 – Sept 2025)	Percent Change (FY 24–25)
92	65,601	71,449	69,377	-2.9%
94	151,374	184,842	181,354	-1.9%
95**	0	220	12,857	5744.1%
Total	7,394,860	8,540,280	8,574,138	0.4%
Route	FY 23 Ridership (Oct 2022 – Sept 2023)	FY 24 Ridership (Oct 2023 – Sept 2024)	FY 25 Ridership (Oct 2024 – Sept 2025)	Percent Change (FY 24–25)

*Routes 21 and 52 were discontinued on September 22, 2024.

**Route 95X (Port St. Lucie Express) began service on September 23, 2024.

Existing Transit Level of Service (TLOS) was calculated for Palm Tram Bus Service based on fixed bus routes headways. The current Transit Level of Service is based on the current operating parameters for Service Frequency (vehicles/hour) and Service Headways in minutes, which is reflected in Table 1-12 below.

Table 1-13: Transit Level of Services Standards

Level of Service	Service Frequency (vehicles/hour)	Headway (minutes)	Comments
A	>6	<10	Passengers don't need schedules
B	5-6	10-14	Frequent service, passengers consult schedules
C	3-4	15-20	Maximum desirable time to wait if transit vehicle missed
D	2	21-30	Service unattractive to choice riders
E	1	31-60	Service available during hour
F	<1	>60	Service unattractive to all riders

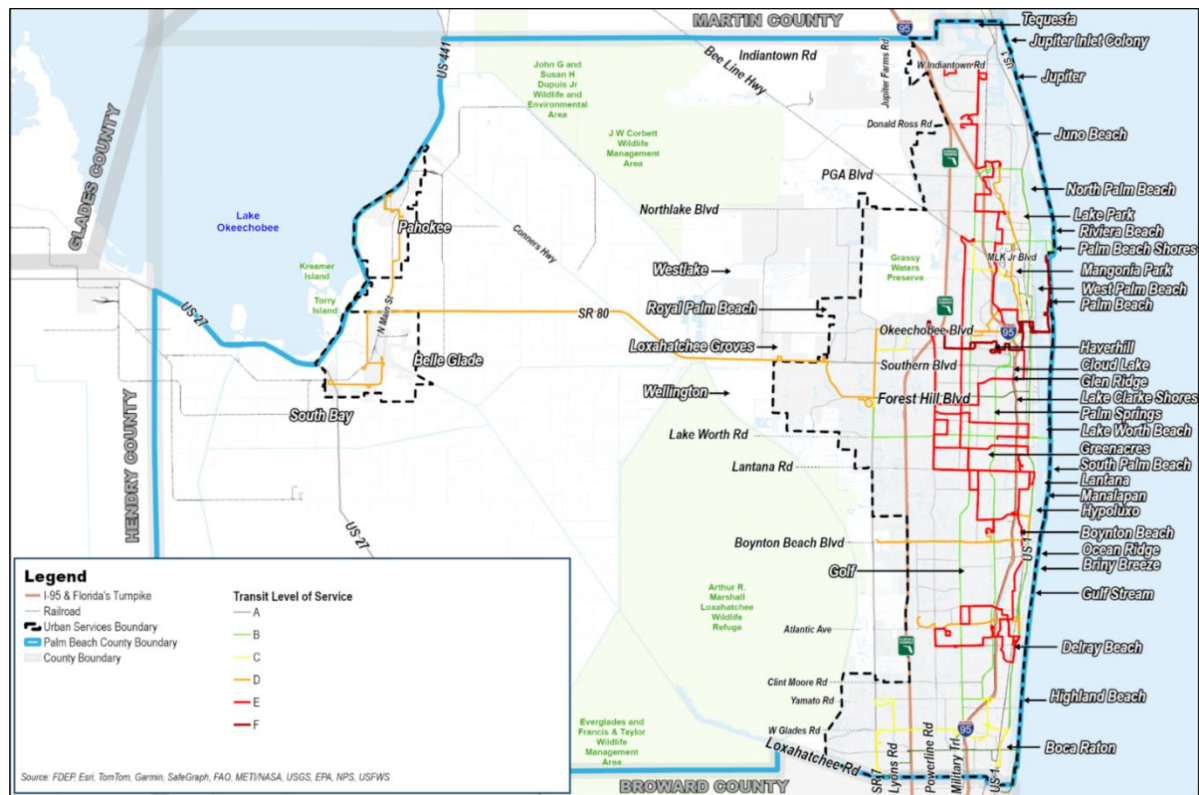


Figure 1-68: Palm Tran Transit Level of Service (LOS) Analysis



Table 1-14. Palm Tran Fixed Route Transit Level of Services (LOS)

Route Number	Route Name	Frequency (Minutes)	Min Headway	Max Headway	Frequency Vehicles per Hour	LOS
1	Palm Tran Route 1	20	11	60	3.0	B
2	Palm Tran Route 2	30	12	120	2.0	B
3	Palm Tran Route 3	20	13	60	3.0	B
4	Palm Tran Route 4	>40	42	60	1.5	E
10	Palm Tran Route 10	>40	46	60	1.5	E
20	Palm Tran Route 20	>40	58	59	1.5	E
30	Palm Tran Route 30	30	13	30	2.0	B
31	Palm Tran Route 31	20	17	52	3.0	C
33	Palm Tran Route 33	>40	26	60	1.5	D
40	Palm Tran Route 40	30	29	60	2.0	D
41	Palm Tran Route 41	>40	65	80	1.5	F
43	Palm Tran Route 43	20	20	60	3.0	C
44	Palm Tran Route 44	>40	118	120	1.5	F
46	Palm Tran Route 46	30	9	45	2.0	A
47	Palm Tran Route 47	30	29	60	2.0	D
60	Palm Tran Route 60	>40	36	60	1.5	E
61	Palm Tran Route 61	>40	36	60	1.5	E
62	Palm Tran Route 62	>40	11	29	1.5	B
63	Palm Tran Route 63	>40	47	64	1.5	E
64	Palm Tran Route 64	>40	59	59	1.5	E
70	Palm Tran Route 70	>40	58	75	1.5	E
71	Palm Tran Route 71	>40	60	60	1.5	E
73	Palm Tran Route 73	>40	25	60	1.5	D
80	Palm Tran Route 80	>40	59	60	1.5	E
81	Palm Tran Route 81	>40	21	60	1.5	D
88	Palm Tran Route 88	>40	59	95	1.5	E
91	Palm Tran Route 91	>40	18	60	1.5	C
92	Palm Tran Route 92	>40	9	60	1.5	A
94	Palm Tran Route 94	20	18	60	3.0	C

The City of Boynton Beach has adopted Multimodal Transit Quality of Service (QOS) standards for corridors with existing or future transit service. The city recognizes that headways provided by future express bus or bus service are set by the County. They, however, will pursue higher QOS standards for micro-transit and trolley circulators. The City of Boynton Beach is pursuing five proposed circulator routes which will connect ten potential mobility hubs, making transfers between travel modes easier and more convenient. The following multimodal QOS standards are for future transit based on the frequency of service and the type of transit service provided (Figure 1-68).

MOVING TOWARDS VISION ZERO CITY OF BOYNTON BEACH TRANSIT QUALITY OF SERVICE (QOS) STANDARD				
	REGIONAL TRANSIT PROVIDERS		REPRESENTATIVE OF CITY TRANSIT	
FREQUENCY OF SERVICE	RAIL	BUS	MICROTRANSIT	TROLLEY
10 MINUTES OR LESS	A	A	A	A
15 MINUTES	A	A	B	A
20 MINUTES	A	B	C	B
30 MINUTES	B	C	D	C
45 MINUTES	C	D	E	D
60 MINUTES	D	E	E	E

SOURCE: QOS STANDARDS ESTABLISHED BY NJE URBAN CONCEPTS, LLC.
 INTENT: EVALUATE PERFORMANCE OF EXISTING OR PROPOSED TRANSIT SERVICE.

NOTES: A SPAN OF SERVICE EXCEEDING 16 HOURS WOULD RESULT IN AN INCREASE IN ONE ADDITIONAL LETTER GRADE.
 A FUNCTION OF BEING ABLE TO ACHIEVE QOS A AND B FREQUENCY IS THE PROVISION OF MULTIMODAL LANES AND WAYS, DEDICATED TRANSIT LANES, AND HOV LANES.

NJE URBAN CONCEPTS
 1000 10th Avenue, Suite 100
 Palm Beach, FL 33480
 561.833.1111
 www.njeurbanconcepts.com

Figure 1-69: City of Boynton Beach Transit Quality of Services (QOS) Standard

Palm Tran intends to operate Premium Transit/Enhanced Transit Corridors known as the “561 Plan”. This plan will serve as the Transit Element of the Palm Beach Transportation Planning Agency’s (MPO) 2045 LRTP and includes 11 enhanced transit corridors within the county. The 561 Plan is named for the five (5) north/south corridors [Trail-Rail, Tri-Rail Coastal Link, US-1 (Palmetto Rd to PGA Blvd) and Military Trail (Glades Rd to PGA Blvd) and six (6) east/west corridors (Okeechobee Blvd (SR-7 to US-1 and SR-7 from Forest Hill Blvd to Okeechobee Boulevard, Forest Hill Boulevard (SR-7 to US-1), Lake Worth Road (SR-7 to US-1 and SR-7 from Lake Worth Road to Forest Hill Boulevard), Boynton Beach Boulevard (Military Trail to US-1), Atlantic Avenue (Military Trail to US-1), and Glades Road (Butts Road to US-1) in the plan, resulting in a single connected system.

Palm Tran operates services in all but the Tri-Rail and Tri-Rail Coastal Link corridors. In the context of the 561 Plan, frequent and convenient transit service with limited stops, branded



vehicles/stations, level boarding, off-board fare payment, and transit signal priority (TSP), along with associated multimodal improvements, is envisioned.

Corridor enhancement studies on the 561 Transit Corridors have already been initiated. In FY 2022, planning studies were completed for US-1 and Okeechobee Boulevard, the first two of eleven planned. Funding has been identified for enhancements including TSP, bus stop improvements, level boarding, and large shelters. Forest Hill Boulevard, Lake Worth Road, and other corridor enhancement studies are pending further development.

New Regional Express Services: As housing costs in Palm Beach County continue to increase, more workers are moving north to Martin and St. Lucie counties for more affordable housing situations while still commuting to Palm Beach for work. In the Accelerate 2031 TDP, Palm Tran identified three new regional service alternatives. Palm Tran has begun to operate the newly approved Port St. Lucie Express (PSL Express) service between Port St. Lucie and West Palm Beach. It connects passengers to the major intermodal transfer center (ITC) in West Palm Beach where riders can access jobs in West Palm Beach, connect to the Palm Tran bus network, or transfer to Tri-Rail and Brightline. Combined, this new service connects riders to major employment destinations and activity centers in Palm Beach County, Broward County, and Miami-Dade County. The PSL Express is initially funded by a three-year FDOT grant; the grant agreement was received and was approved by the Board of County Commissioners in FY 2024. The new express service began operation on September 23, 2024.

- **Port St. Lucie “Jobs” Express (Phase 1)** - Non-stop service between the Gatlin Park-and-Ride, just east of the I-95 and Gatlin Boulevard interchange in Port St. Lucie, and the Intermodal Transit Center. Initially, 2 trips in the morning and 2 trips in the evening (4 trips total) are provided each way, with travel time around 60 minutes for the 51-mile trip. Service began operation on September 23, 2024.
- **Port St. Lucie “Jobs” Express (Phase 2)** - Add 2 or 3 interim stops and increase the number of trips to 4 in the morning and 4 in the evening (8 trips total). Study Complete: Pending Implementation.
- **I-95/West Palm Beach (WPB) to Boca Raton** - I-95/West Palm Beach (WPB) to Boca Raton: Extend regional express service south from the Intermodal Transit Center to the Congress Avenue Park-and-Ride to provide direct access to south county jobs and add 2 mid-day trips (10 trips total). Study Complete: Postpone Implementation.

The L RTP enhanced transit corridors are corridors established in the MPO’s 2045 L RTP that have the greatest potential for enhanced transit service. All corridors are programmed to be studied in Fiscal Years 2025-2030. Palm Beach MPO’s “Active Enhanced Transit Corridors” ArcGIS Layer (November 26, 2025) identifies the potential corridor improvements.

Figure 1-69 illustrates the planned project corridors and Table 1-14 provides a tabulation of the enhanced transit corridors, their locations, lengths, transit vehicle types and counts, and associated studies being conducted.

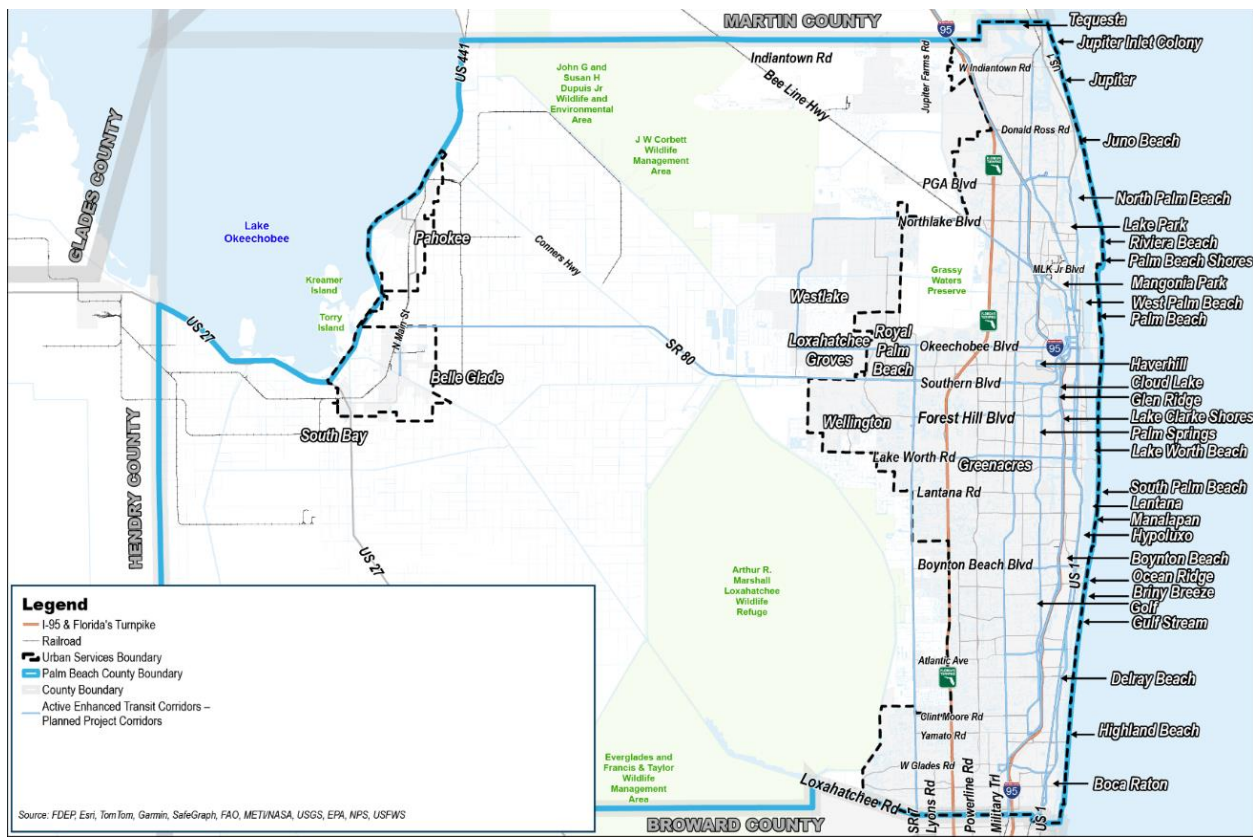


Figure 1-70: Active Enhanced Transit Corridors—Planned Project Corridors

Table 1-15: Active Enhanced Transit Corridors

Enhanced Transit Corridors	Corridor Length (Miles)	Corridor Studies	Vehicle Type	Vehicle Count
Express Route 95 Port St. Lucie to West Palm Beach	51.329	Express Route	Bus	
US-1 [Palm Beach Gardens to Boca Raton]	43.762	561 Plan, US-1 Multimodal Corridor Study	Bus	18
Military Trail [PBG to Glades Road]	35.081	561 Plan	Mixed BRT	16
Congress Ave [WPB to Yamato Road]	24.366	561 Plan	Mixed BRT	12
Glades Rd [Boca del Mar to Boca Raton]	3.309	561 Plan	Light Rail	2
Atlantic Ave [Military Trail to US-1]	3.488	561 Plan	Light Rail	2



Enhanced Transit Corridors	Corridor Length (Miles)	Corridor Studies	Vehicle Type	Vehicle Count
Boynton Beach Blvd [Military Trail to US-1]	4.026	561 Plan	Light Rail	3
Forest Hill Blvd [SR 7 to US-1]	9.863	561 Plan	Light Rail	5
Okeechobee Blvd [Westlake to WPB]	14.381	561 Plan, Okeechobee Blvd & SR-7 Multimodal Corridor Study	Light Rail	7
Lake Worth Rd [SR 7 to US-1]	11.616	561 Plan	Light Rail	6
Tri-Rail [Magnolia Park to BCL]	31.127	561 Plan	Commu ter Rail	
Tri-Rail Coastal Link [Jupiter to Deerfield Beach]	44.97	561 Plan, Tri-Rail Coastal Link Study	Commu ter Rail	
Tri-Rail VA Extension	3.112	561 Plan, VA Extension Plan	Commu ter Rail	
PBIA Connector	3.634	561 Plan, PBIA Connector Study	Light Rail	
Express Route 100x Palm Beach Gardens	14.704	Express Route	Bus	
Express Route Westlake to WPB (Okeechobee)	19.128	Express Route	Bus	
Express Route 105x Boca Raton [PBG to Boca Raton]	34.243	Express Route	Bus	
Express Route S.R.7 Okeechobee to Broward Couty Line	26.02	Express Route	Bus	
Express Route Westlake to WPB (Northlake)	23.393	Express Route	Bus	
Express Route Glades to WPB (SR 80) [Belle Glade to West Palm Beach]	42.964	Express Route	Bus	



1.5.5. Pedestrian and Bicycle Conditions

Pedestrian Facilities Level of Traffic Stress Projections

As previously mentioned for non-motorized modes of transportation, a level of traffic stress methodology is utilized when calculating pedestrian comfort in utilizing existing and planned facilities. The Florida Department of Transportation's Pedestrian Facilities GIS Data Set utilized by Palm Beach County MPO was evaluated to review existing facility data. This included existing pedestrian sidewalks and shared use path widths, placement of existing facilities (both sides, right side or left side of the corridor) and separation from the travel lanes to evaluate the Pedestrian Level of Stress per the procedure is based on information found in the **FDOT 2023 Multimodal Quality/Level of Service Handbook**. The **Pedestrian Level of Traffic Stress (PLTS)** is determined based on the flow chart depicted in Figure 1-70.

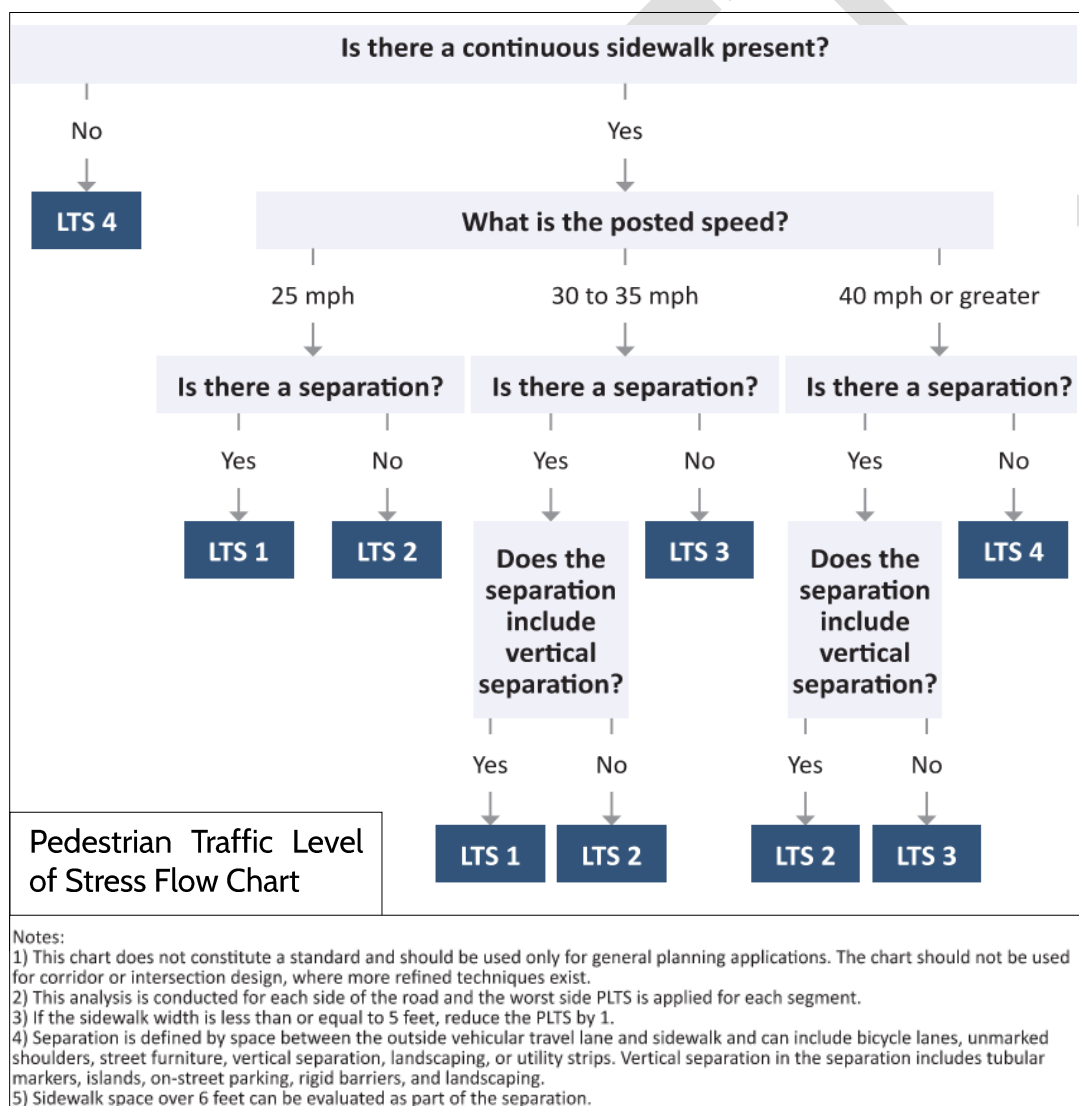


Figure 1-71: Pedestrian Traffic Level of Stress Flow Chart

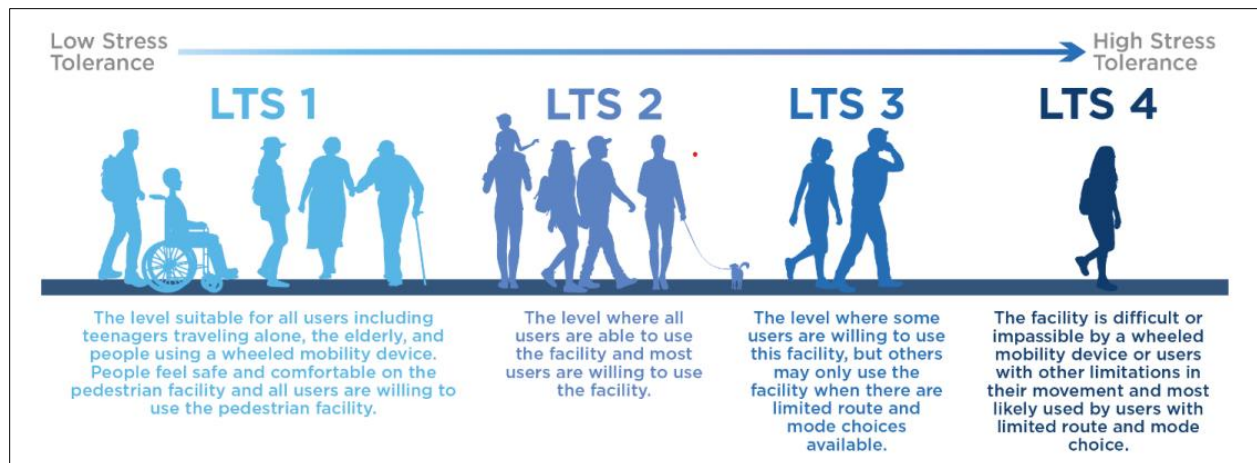


Figure 1-72: Pedestrian Level of Traffic Stress (PLTS) Descriptions

Following the procedure reflected in Analysis Process and Flow Chart, existing conditions were analyzed to determine the Level of Traffic Stress, ranging from LTS 1 to LTS 4. These are measures of Low Stress Tolerance to High Stress Tolerance based on the descriptions in Figure 1-71 as shown above. The Florida Department of Transportation's Roadway Characteristics Inventory (RCI) data was used to identify existing features along the various corridors being evaluated. This includes a review of GIS Data obtained from FDOT's GIS Open Hub as well as GIS Data obtained from Palm Beach MPO Interactive Map layers. The analysis reviews the physical characteristics of the pedestrian facilities as previously described. Sidewalk and Shared Use Path Widths were key features as well as separating distance from the roadway. Posted speed limits on roads adjacent to the pedestrian facilities were also taken into consideration in the PLTS calculation. Separation is defined by space between the outside vehicular travel lane and sidewalk and can include bicycle lanes, unmarked shoulders, street furniture, vertical separation, landscaping, or utility strips. Vertical separation includes tubular markers, islands, on-street parking, ridge barrier, and landscaping. In locations where sidewalk space is greater than 6 feet these areas contribute to having separation. The concept is that sidewalks near a high-speed roadway negatively impact the safety and comfort for pedestrians, therefore increasing the level of traffic stress. Sidewalk Barriers were also considered and included in the PLTS denomination when physical barriers were found separating motorized vehicle lanes from sidewalks. The presence of vertical separation results in a lower level of stress.

In locations with sidewalk widths which are equal to or less than 5-ft in width the stress levels are adjusted by a value of 1 level reflecting the deviation from the preferred standard of having at least 6-ft sidewalks. Pedestrian facilities throughout Palm Beach County and their assessed level of stress are reflected in Figure 1-72.

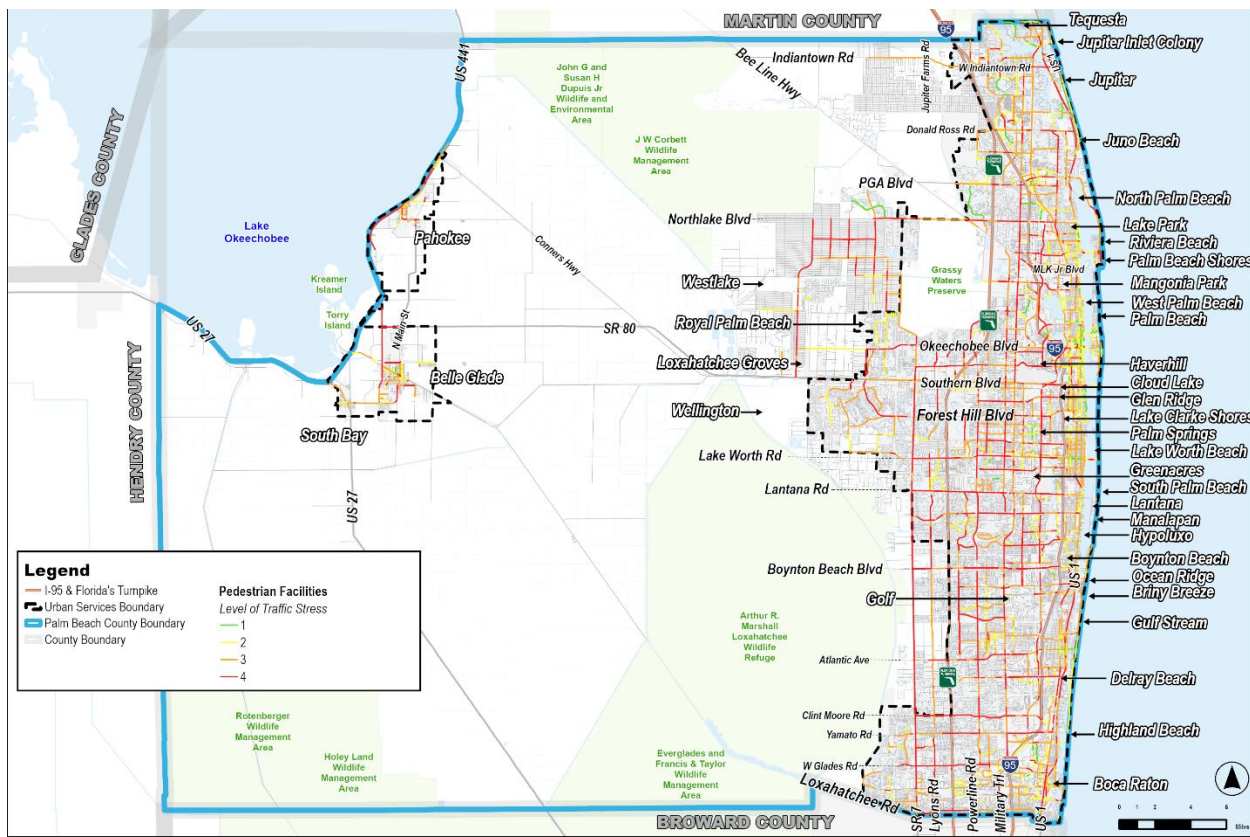


Figure 1-73: Pedestrian Traffic Level of Stress for County and State Roads System

The existing pedestrian network exhibits relatively strong coverage in select areas of Palm Beach County. However, the PLTS analysis confirmed that there are several areas which require further investment to expand and/or address the existing gaps within the network. As seen in Figure 1-72, there are numerous corridors identified with PLTS levels of 3 and 4 which will be evaluated further as part of prioritization efforts to expand the system. Many of these corridors are located within western communities. Palm Beach MPO has been working with the various municipalities and FDOT in addressing enhancement to a number of corridors over the years. Several of these corridors have fewer desirable ratings not necessarily from lack of facilities, but from existing facilities with smaller sidewalks than the preferred minimum of 6-ft. In some cases, although sidewalks have separation, vertical separation is often not provided with lack of landscape to serve visual buffers and shade trees that promote use of the facilities.

The Pedestrian Priority Gap network (see Figure 1-73 below) was developed as part of the 2045 Long Range Transportation Plan (LRTP) "Active Transportation" work, using:

- Sidewalk inventory on federal-aid eligible roads,
- An active transportation demand model (where people live/work/play/learn + transit access),



- Vision Zero high-injury corridors and crash data.

The L RTP explicitly identified “Pedestrian Priority Gaps” and uses them, together with Bicycle Priority Networks and the Enhanced Transit Network, to guide investment. Tier 1 projects are considered highest priority sidewalk gaps. This generally occurs on high-demand, high-injury corridors (Vision Zero); on federal-aid eligible arterials / collectors with strong transit, jobs and population; and typically, within urban / suburban eastern Palm Beach County locations. Tier 2 projects are just as important, but lower in priority. Tier 3 projects are considered medium priority.

Palm Beach MPO’s Transportation Improvement Program **List of Priority Projects (LOPP) FY 2027-2031 Adopted July 17, 2025 (See Appendix E which includes full list of projects)** identifies a series of Tier 1 and Tier 2 Pedestrian Priority Gap Projects. Some of these include:

- **Atlantic Ave from SR-7 to E of Lyons Rd (FM No. 2296584)** - Widen from 2L to 4L, including buffered 7' bike lanes and 6' sidewalks. Construction identified for FY 2027 by FDOT.
- **Atlantic Ave from Florida's Turnpike to Cumberland Drive (FM No. 4405754)** - Widen from 4L to 6L, including 7' buffered bike lanes and 10' shared-use-paths where feasible. Construction identified for FY 2029 by FDOT.
- **Atlantic Ave from Cumberland Dr to Jog Road (FM No. 4405755)** - Widen from 4L to 6L, including 7' buffered bike lanes and 10' shared-use-paths where feasible. Construction identified for FY 2029 by FDOT.
- **561 Plan Transit Corridor [US-1: Camino Real Rd to Indiantown Rd]** - New enhanced transit service with associated multimodal facilities.
 - **US-1: Palmetto Park Rd to Northlake Blvd (FM No. 4383864)** - Construct 14 enhanced transit shelters within existing ROW. Construction identified for FY 2027 by Palm Tran and FDOT.
 - **US-1: 25th St to 45th St in West Palm Beach (FM No. 4383866)** - Reconstruct roadway to include pedestrian and bicycle facilities and safety enhancements. Construction identified for FY 2030 by West Palm Beach and FDOT.
 - **US 1: Northlake Blvd to Parker Bridge in North Palm Beach (FM No. 4383867)** - Lane Repurposing from 6L to 4L with shared-use paths, bicycle lanes, landscaping and furnishing zone. Construction identified for FY 2030 by West Palm Beach and FDOT [Requesting State, SU and TRIP funding].
 - **US-1: Dixie/Federal Junction to Gregory Rd in Lake Worth Beach (FM No. TBD)** - Speed Mitigation; Safety Improvements; Pedestrian and Bicycle

Improvements; Signalization. Construction has been identified as a Long-Range Funding Need to be constructed by Lake Worth Beach and FDOT.

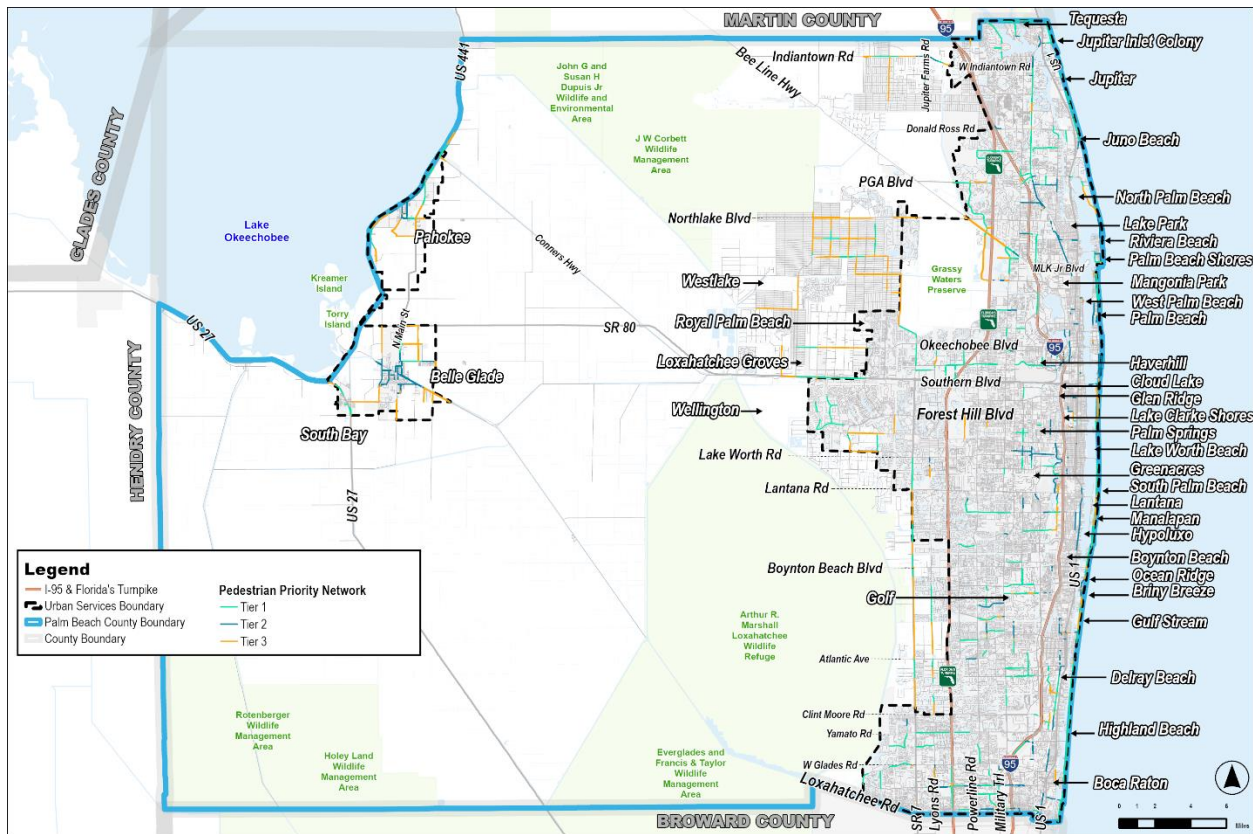


Figure 1-74: Pedestrian Priority Gaps (Tier 1 through Tier 3)

Source: Palm Beach MPO Mapping Interactive Map ([MPO Mapping](#))

Bicycle Facilities Level of Traffic Stress Projections

For the evaluation of bicycle facilities, a level of traffic stress methodology is also utilized when calculating bicycle comfort in utilizing existing and planned facilities. The Florida Department of Transportation's Pedestrian Facilities GIS Data Set utilized by Palm Beach County MPO was evaluated to review existing facility data. This included existing on-street (parallel to traffic lanes and sharrow (combined mixed use vehicular and bicycle operations in the same lane) facilities and off-street bicycle facilities including greenway and shared use path widths, placement of existing facilities (both sides, right side or left side of the corridor) and separation from the travel lanes to evaluate the Bicycle Level of Stress per the procedure is based on information found in the **FDOT 2023 Multimodal Quality/Level of Service Handbook**. The Pedestrian Level of Traffic Stress is determined based on the following flow charts:

A **Bicycle Level of Traffic Stress (BLTS)** will be calculated based on the flow chart in Figure 1-74 when no bicycle facility is present or when there are sharrows present:

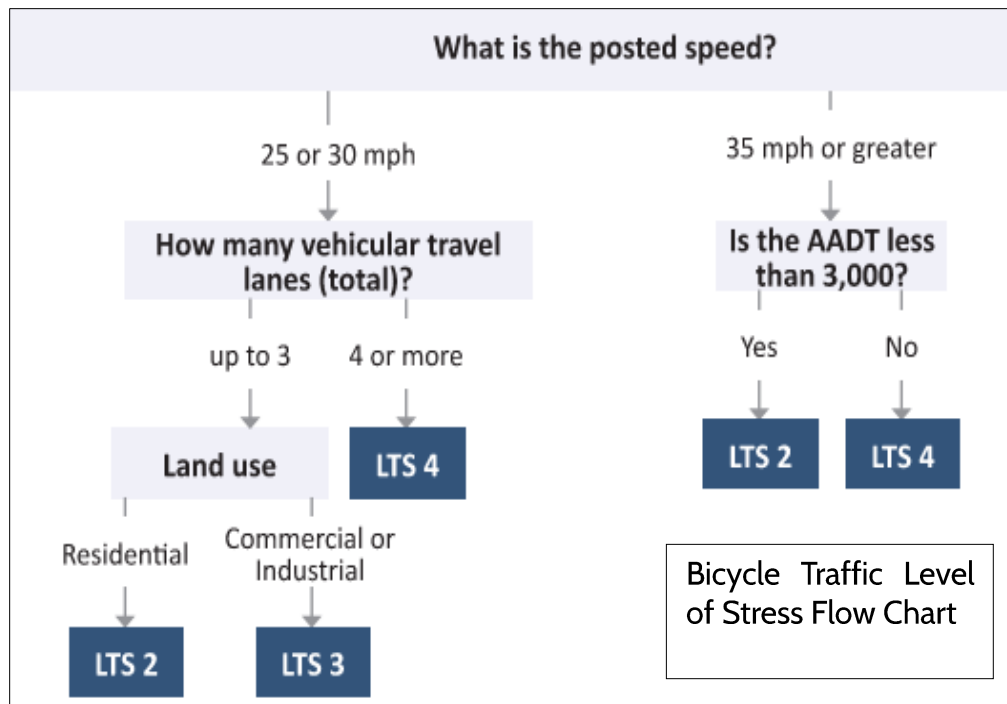


Figure 1-75: Bicycle Traffic Level of Stress (BTLS) Analysis Process and Flow Chart (No Bicycle Facilities Present or Sharrow Bicycle Facility in mixed Traffic)

A **Bicycle Level of Traffic Stress (BLTS)** will be calculated based on the flow chart in Figure 1-75 when a bicycle facility is present:

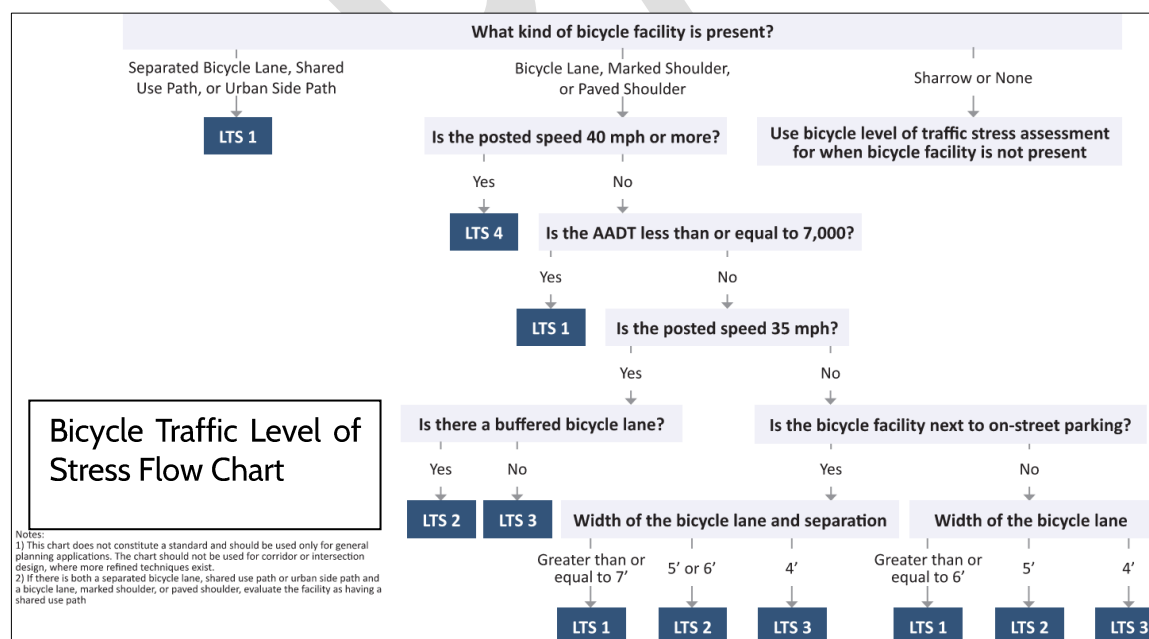


Figure 1-76: Bicycle Traffic Level of Stress (BTLS) Analysis Process and Flow Chart when Bicycle Facilities are Present

Following the appropriate process reflected in either Figure 1-74 or Figure 1-75, based upon facility type, existing conditions were analyzed to determine the Level of Traffic Stress ranging from LTS 1 to LTS 4. These are measures of Low Stress Tolerance to High Stress Tolerance based on the descriptions outlined in Figure 1-76.

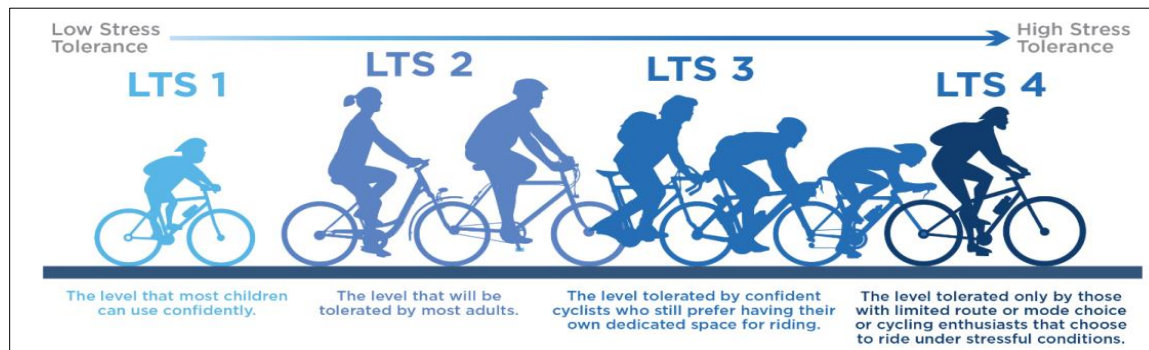


Figure 1-77: Bicycle Level of Traffic Stress (BLTS)

Source: FDOT 2023 Multimodal Quality/Level of Service Handbook

The Florida Department of Transportation's Roadway Characteristics Inventory (RCI) data was used to identify existing features along the various corridors being evaluated. This includes a review of GIS Data obtained from FDOT's GIS Open Hub as well as GIS Data obtained from Palm Beach MPO Interactive Map layers. The analysis reviews the physical characteristics of the bicycle facilities as previously described. Key features analyzed included Bicycle facility type, Bicycle facility width, Posted speed, Separation from traffic and Average Annual Daily Traffic (AADT). This analysis has two distinct evaluation processes, one for facilities with no existing bicycle facilities or when sharrows exist resulting in mixed vehicle and bicycle traffic. The other for designated on-street or off-street facilities. Unlike pedestrian facilities that are typically separated from the vehicular travel lanes. Bike lanes are often adjacent to active traffic lanes or in between through and turn lanes at intersections. Therefore, traffic volumes are included in the analysis due to higher levels of traffic stress experienced by users when cycling along with heavier volume and higher speed facilities. In establishing the appropriate Traffic Stress Level, if there is both a separated bicycle lane, shared use path or urban side path and a bicycle lane, marked shoulder, or paved shoulder, these facilities are evaluated as having a shared use path, thus lowering the potential traffic stress level. Bicycle facilities throughout Palm Beach County are reflected in Figure 1-77.

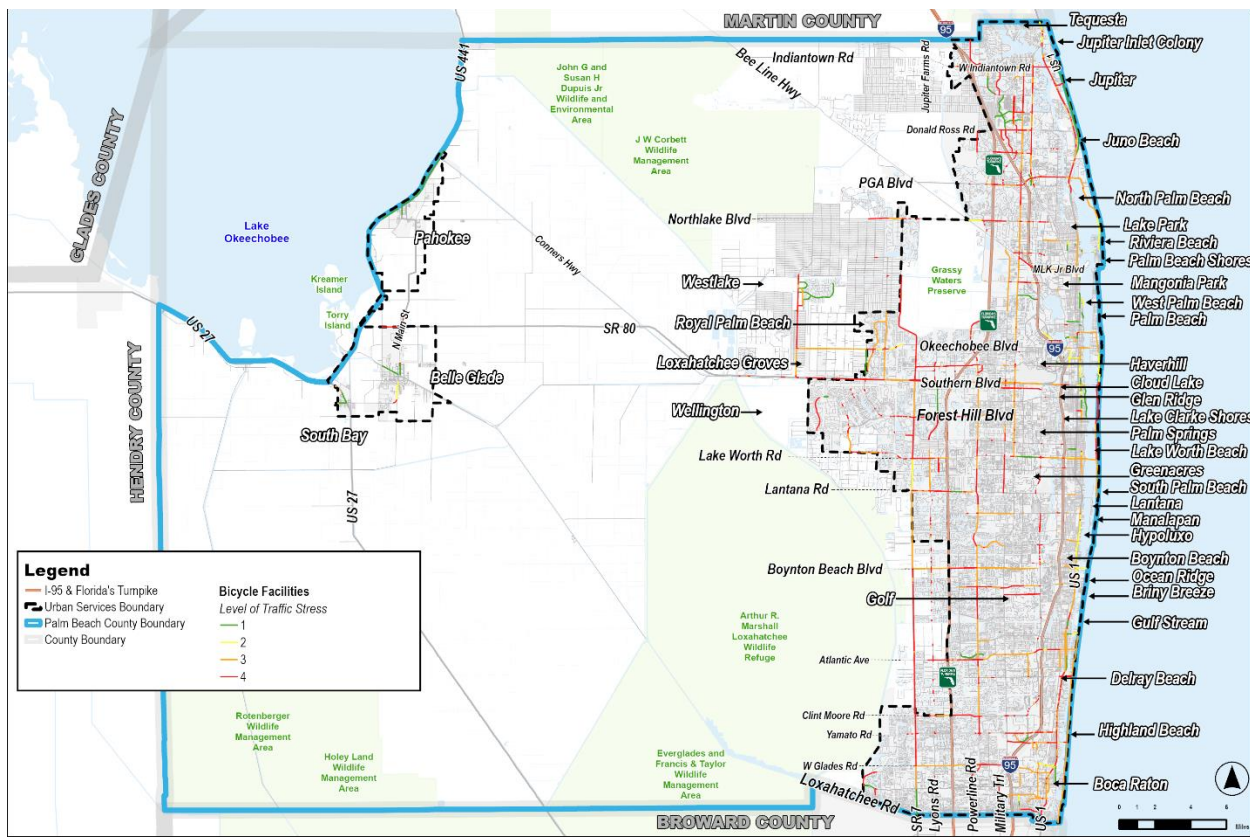


Figure 1-78: Bicycle Traffic Level of Stress for County and State Roads System

The Bicycle Priority Gap network (see Figure 1-78 below) was developed as part of the 2045 Long Range Transportation Plan (LRTP) “Active Transportation” work, using:

- *Bicycle inventory on federal-aid eligible roads,*
- An active transportation demand model (where people live/work/play/learn + transit access),
- Vision Zero high-injury corridors and crash data.

The LRTP explicitly identified “Pedestrian Priority Gaps” and uses them, together with Bicycle Priority Networks and the Enhanced Transit Network, to guide investment. Tier 1 projects are considered highest priority bicycle gaps. This generally occurs on high-demand, high-injury corridors (Vision Zero); on federal-aid eligible arterials / collectors with strong transit, jobs, and population; and typically, within urban / suburban eastern Palm Beach County locations. Tier 2 projects are just as important, but lower in priority. Tier 3 projects are considered medium priority.

The existing bicycle network has good coverage in several parts of Palm Beach County, as represented in Figure 1-42. The Analysis confirmed that there are several areas which require further investment to expand and/or address the existing gaps within the network. As can be seen in Figure 1-77 there are numerous corridors identified with PLTS levels of 3 and 4 which



will be evaluated further as part of prioritization efforts to expand the system. Roadways such as SR 7 that accommodate bicycle traffic on the shoulders are considered BLTS 4 due to traffic speeds greater or equal to 40 mph. Palm Beach MPO has been working with the various municipalities and FDOT in addressing enhancement to a number of corridors over the years. A review of several arterial corridors indicated that several corridors have designated bicycle lanes along only portions of the corridor. Below are examples of this situation.

- Along Lyons Road from SW 18th Street to Southern Boulevard there are keyhole bicycle lane facilities at intersections, but between intersections no designated bike lanes are reflected in the GIS data, but shoulders do exist that can be used as bike lanes.
- Along S. Congress Avenue, from Delray West Road to Forest Hill Road there are keyhole bicycle lane facilities at intersections, but between intersections no designated bike lanes are reflected in the GIS data, but shoulders do exist that can be used as bike lanes.
- Along Forest Hill Boulevard, from Southern Boulevard to S. Military Trail, there are keyhole bicycle lane facilities at intersections, but between intersections no designated bike lanes are reflected in the GIS data, but shoulders do exist that can be used as bike lanes.
- Along Jog Road, from SW 18th Street to Roebuck Road there are keyhole bicycle lane facilities at intersections, but between intersections no designated bike lanes are reflected in the GIS data, but shoulders do exist that can be used as bike lanes.

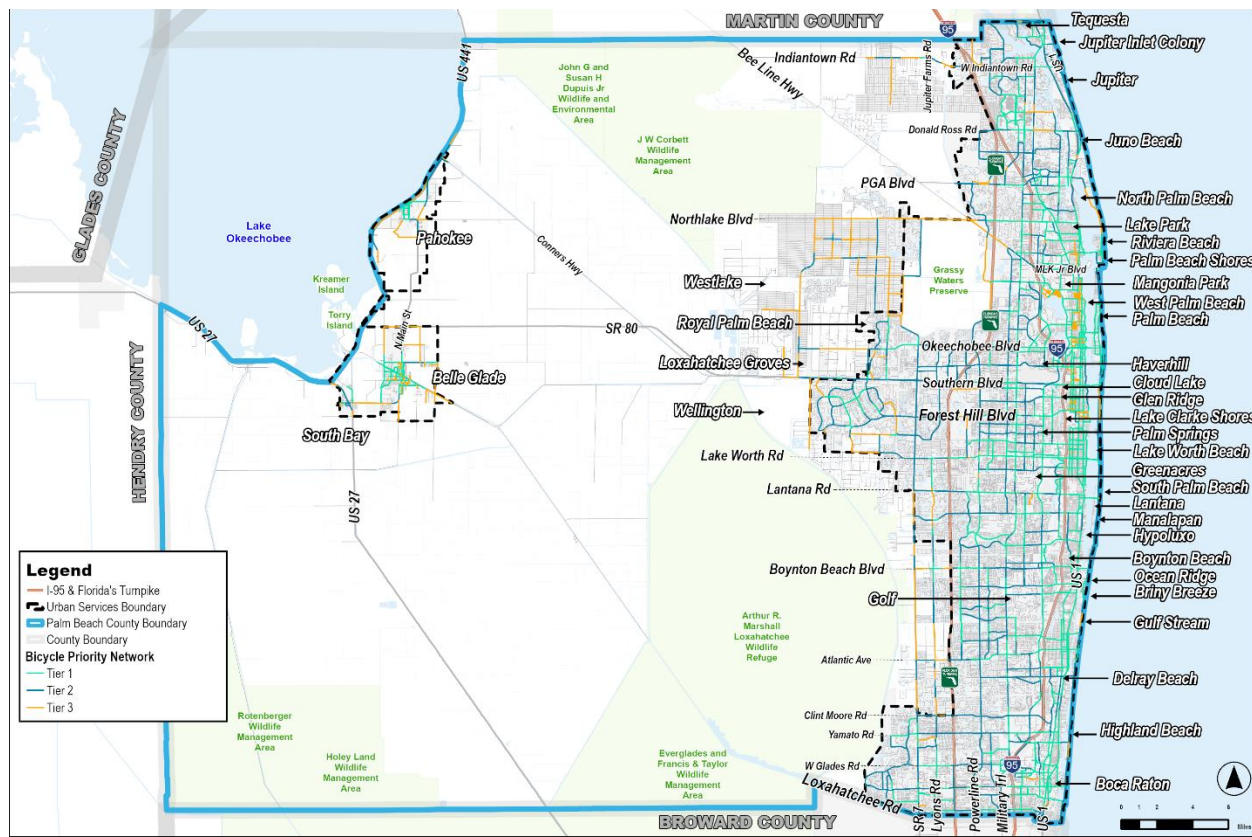


Figure 1-79: Bicycle Priority Network (Tier 1 to Tier 3).

Source: Palm Beach MPO Mapping Interactive Map [MPO Mapping](#)

1.5.6. Safety

The Palm Beach County Safety Action Plan provides the most current countywide safety assessment. The Safety Action Plan analyzed crashes on state and county-maintained roadways from January 2019 through December 2023 and was developed to identify the locations, factors, and strategies to reduce fatal and serious injury crashes. The plan was developed from December 2024 through May 2026 and was adopted by the Palm Beach County Board of County Commissioners on May 5, 2026.

During the 2019–2023 analysis period, Palm Beach County recorded 134,735 total crashes on state- and county-maintained roadways. These crashes included 712 fatal crashes and 2,480 serious injury crashes. On average, approximately two people were killed or seriously injured every day on the state- and county-maintained roadway network during this period. While fatal and serious injury crashes decreased by 21 percent for all modes combined, fatal and serious injury crashes involving people walking and biking increased by 1 percent.

The Safety Action Plan establishes a long-term target to reduce fatal and serious injury crashes on the High Injury Network by 50 percent by 2035 and reach zero fatal and serious injury



crashes by 2045. This target provides a clear benchmark for evaluating whether future CTMP recommendations support the County's adopted safety goals. It also reinforces the importance of advancing projects that address crash severity, not only projects that improve travel time, capacity, or congestion.

The Safety Action Plan identifies a High Injury Network to focus safety investments where severe crashes are most concentrated. The High Injury Network was developed using road segments and intersections ranked in the top 50 percent for fatal and serious injury crashes. This approach helps distinguish corridors and locations where crash severity is not isolated, but instead reflects recurring safety risk. For the CTMP, the High Injury Network provides an important overlay for evaluating future transportation needs because it highlights where safety improvements may have the greatest benefit when combined with roadway, transit, pedestrian, bicycle considerations. The HIN data will be most useful during CTMP implementation, since the SAP was completed after the CTMP analysis stages were already underway.

Recent research from the Insurance Institute for Highway Safety found that autonomous Level 4 driverless vehicles operating in Phoenix, San Francisco, Los Angeles, and Austin were involved in substantially fewer crashes than comparable human-driven vehicles, including 68 percent fewer police-reported crashes per mile traveled and 85 percent fewer crashes involving injuries. The Insurance Institute for Highway Safety also noted that the available evidence does not yet provide a continuous national monitoring system for automated vehicle safety, but the findings indicate that carefully governed Level 4 autonomous vehicle operations may become an important safety tool as part of a broader Safe System strategy.

Accordingly, the later chapters of the CTMP position autonomous vehicle pilots, data-sharing partnerships, and controlled deployment learning as safety-relevant strategies for Palm Beach County. This does not require endorsing any specific private company or technology provider but will recognize that autonomous driving may offer safety benefits that exceed those achievable through conventional roadway design, enforcement, education, and operational countermeasures alone.

The top five County-maintained priority corridors identified in the Safety Action Plan are:

1. 6th Avenue S / Melaleuca Lane from Pine Hov Boulevard to US 1
2. 10th Avenue N from Jog Road to Barnett Drive
3. Linton Boulevard from Jog Road to A1A
4. Jog Road from Winston Trails Boulevard to Summit Boulevard
5. Military Trail from Clint Moore Road to Woolbright Road



These five corridors account for approximately 20 percent of all fatal and serious injury crashes on County-maintained roadways. These locations are important for the CTMP implementation because they overlap with several broader transportation themes documented in the Network Assessment.

1.5.7. Parking

Parking is an important part of the countywide transportation system because it influences travel behavior, roadway operations, development patterns, and access to major destinations. While parking is often managed locally through municipal codes, private development requirements, and district-specific programs, its effects extend beyond individual sites. Parking availability, pricing, location, and design can affect congestion, transit use, walking and biking activity, curbside operations, and the overall efficiency of the transportation network.

Within Palm Beach County, parking conditions vary significantly by context. Coastal communities, downtowns, redevelopment areas, major employment centers, hospitals, colleges, beaches, parks, and entertainment districts may experience localized parking constraints during peak periods or special events^{iv}. In contrast, lower-density suburban areas often provide abundant off-street parking, which can increase development footprints, lengthen walking distances, and reinforce auto-oriented travel patterns. These differences suggest that parking strategies should be tailored to local context.

Local jurisdictions in Palm Beach County^v are already treating parking as part of broader mobility management. The City of West Palm Beach has established a Parking & Mobility Administration that manages more than 3,600 public spaces^{vi}, including approximately 1,500 on-street spaces, and has begun using modern parking access systems, mobile payment tools, EV charging, and smart curb management technology to improve access and operations downtown^{vii}. The City of Delray Beach^{viii} has prepared a Parking and Curbside Management Plan focused on downtown parking, valet operations, curbside conflicts, employee parking, and market-based occupancy thresholds, including the use of an 85 percent occupancy trigger before considering new parking facilities.^{ix} The Town of Palm Beach has also evaluated traffic and parking conditions through a detailed study of intersections, business district parking demand, valet activity, residential parking decals, paid parking expansion, and short-term parking strategies. Boca Raton is addressing parking as part of downtown multimodal planning, including the East Palmetto Park Road study and a short-term parking pilot that provides 29 minutes of free parking in selected spaces to support business access and turnover.^x Lake Worth Beach^{xi} has linked parking management with downtown redevelopment, public parking lots, beach parking, permits, and mobility planning.

Curbside management is an emerging parking-related issue that will become increasingly important as travel behavior changes. Delivery vehicles, transportation network companies, micromobility, paratransit, shuttles, transit stops, autonomous vehicles, and passenger pick-up and drop-off activity all compete for limited curb space in activity centers. Managing curb access through designated loading zones, short-term parking, flexible curb regulations, and



technology-enabled monitoring can improve safety, reduce conflicts, and support more efficient movement of people and goods.

1.5.8. E-Commerce

E-commerce is changing how goods move through Palm Beach County and should be considered as part of the countywide transportation network assessment. Growth in online retail, direct-to-consumer shipping, grocery delivery, restaurant delivery, and third-party logistics has increased the number of smaller, more frequent delivery trips serving homes, businesses, multifamily buildings, downtowns, campuses, hotels, and activity centers. E-commerce relies heavily on last-mile delivery activity distributed throughout the county.

Palm Beach County is well positioned within Florida's logistics and distribution network because of its access to I-95, Florida's Turnpike, freight rail, Palm Beach International Airport, the Port of Palm Beach, and the broader South Florida consumer market. The Business Development Board of Palm Beach County identifies logistics and distribution as an important local industry, noting that Palm Beach County is home to major distribution and logistics companies including Amazon, Aldi, Costco Wholesale, DHL, FedEx, Publix Distribution Center, Sysco Southeast Florida, UPS, US Foods, Walgreens, and others. The same source reports 668 logistics and distribution companies, 6,260 jobs, and approximately \$814.5 million in gross regional product associated with the sector.^{xii}

The transportation implications of e-commerce are most visible in the "last mile," where goods are moved from fulfillment centers, distribution facilities, retail stores, or local staging areas to final destinations. FHWA guidance notes that e-commerce and omni-channel fulfillment have increased attention on the traffic impacts of last-mile deliveries, including dispersed delivery activity, neighborhood-level circulation issues, loading needs, and curb space management. These trends create both challenges and opportunities for public agencies and the private sector because delivery efficiency, neighborhood livability, roadway operations, and curb access are increasingly connected.^{xiii}

Within Palm Beach County, e-commerce delivery activity affects different contexts in different ways. In downtowns, coastal communities, mixed-use districts, and major employment centers, delivery vehicles compete for limited curb space with parking, transit stops, ride-hailing, micromobility, valet operations, passenger pick-up/drop-off, and pedestrian activity. In suburban neighborhoods and multifamily communities, parcel delivery increases vehicle circulation on local streets and creates demand for safe access to building entrances, package rooms, and loading areas. In industrial and logistics districts, fulfillment and distribution facilities can increase truck volumes, driveway activity, employee trips, and demand for efficient access to regional freight corridors.

E-commerce also has implications for safety and multimodal operations. Delivery vehicles that stop in travel lanes, block bicycle facilities, obstruct sidewalks, or make frequent short-duration stops can create conflicts with people walking, biking, driving, using transit, or accessing



curbside services. These issues are especially important in high-activity areas where curb space is constrained and where pedestrian and bicycle volumes are higher. As delivery activity continues to grow, the CTMP should treat curb management and last-mile goods movement as part of complete streets, safety, parking, freight, and land use planning.

Local parking and curb management examples in Palm Beach County provide a foundation for addressing e-commerce-related delivery needs. West Palm Beach has established parking and mobility programs and has begun using smart parking and curb technologies to manage downtown activity. Delray Beach has prepared a Parking and Curbside Management Plan that addresses downtown parking, valet activity, curbside demand, and loading conflicts. The Town of Palm Beach has evaluated parking supply, demand, valet activity, business district operations, and parking management strategies through its traffic and parking study. These local examples demonstrate that curb access is already an important mobility issue in the county and that e-commerce will likely increase the need for more coordinated curbside policies.

From a countywide perspective, the CTMP should recognize e-commerce as both a mobility challenge and an economic opportunity. Efficient goods movement supports local businesses, residents, tourism, healthcare, institutional campuses, and the broader regional economy. However, unmanaged delivery growth can increase congestion, curb conflicts, safety risks, emissions, and wear on local streets. Addressing e-commerce therefore requires coordination among Palm Beach County, municipalities, FDOT, the Palm Beach TPA, freight and logistics operators, property owners, business districts, and technology providers.

1.6. Florida County Benchmarking

This section benchmarks transportation planning practices from selected Florida counties to identify approaches that may be relevant to Palm Beach County. The benchmark review focuses on counties and regional agencies with comparable growth, multimodal needs, safety challenges, and implementation responsibilities.

In recent years, Florida counties are moving beyond traditional roadway capacity planning toward more holistic mobility strategies. Common themes include multimodal transportation planning, complete streets implementation, mobility fee or transportation impact fee programs, transit-supportive land use, safety action planning, and data-driven project prioritization. These practices align closely with the CTMP's guiding principles, particularly the need to coordinate across jurisdictions, leverage data, design streets for all users, advance safety through a Safe System approach, and establish implementation processes.

1.6.1. Benchmarking Approach

The peer review uses examples from Miami-Dade County, Broward County, Hillsborough County, Orange County, Pinellas County, Sarasota County, Collier County and statewide guidance from the Florida Department of Transportation. These counties were selected



because they represent a range of large urban counties, coastal growth counties, tourism-oriented counties, and multimodal planning contexts that provide useful comparisons.

The benchmarking review focused on the following transportation planning topics:

- Countywide or regional transportation master planning
- Mobility fee, impact fee, or multimodal funding programs
- Complete streets and context-sensitive design
- Transit governance, service expansion, and transit-supportive land use
- Safety action planning and Vision Zero strategies
- Transportation demand management and emerging mobility
- Regional coordination and implementation partnerships

1.6.2. Countywide Transportation Planning

Miami-Dade County provides one of the most relevant examples of countywide transportation planning in Florida. Its countywide transportation planning framework^{xiv} integrates transit investment, roadway needs, freight movement, active transportation, land use coordination, and major regional corridors. The county's transportation planning efforts are supported by a regional transportation planning organization and tied to the Strategic Miami Area Rapid Transit (SMART) program, which identifies rapid transit corridors and supportive improvements across the county.

For Palm Beach County, the most transferable lesson is using the CTMP as a coordinating framework that connects local priorities, regional corridors, transit investments, and future growth areas. Miami-Dade's experience demonstrates that a countywide plan can help organize major mobility decisions across multiple agencies and jurisdictions.

Broward County also provides a useful benchmark because of its emphasis on coordinating transportation investments across urbanized, multi-jurisdictional environment. Like Palm Beach County, Broward includes many municipalities, regional corridors, and constrained east-west travel patterns. Broward's experience aligns county transportation priorities with metropolitan planning organization processes, transit agency planning, local land use decisions, and regional transportation investments.

1.6.3. Mobility Fees and Multimodal Funding

Several Florida counties have adopted transportation impact fee or mobility fee programs to help fund transportation improvements. Orange County maintains a transportation impact fee program that supports roadway and transportation infrastructure improvements needed to



serve new development^{xv}. Hillsborough County has used a mobility fee framework to connect development activity with multimodal transportation infrastructure needs.^{xvi} Miami-Dade County has also adopted a mobility fee ordinance that links development review and transportation mitigation with mobility objectives.^{xvii}

These programs offer important lessons for Palm Beach County. First, transportation funding tools should be designed to support multimodal improvements and roadway capacity. Second, fee structures should be coordinated with land use policy so that compact, mixed-use, transit-supportive development is not discouraged by the same transportation mitigation requirements that apply to lower-density, auto-oriented development. Third, fee revenues should be transparent, geographically rational, and connected to a prioritized project list so that municipalities, developers, and the public can understand how funds are used.

For the CTMP, mobility fee benchmarking suggests that Palm Beach County should evaluate whether existing transportation funding tools adequately support the types of improvements identified in the plan. A countywide mobility funding framework could help align growth with the multimodal infrastructure needed to support it.

1.6.4. Complete Streets and Context-Sensitive Design

Complete streets programs are a common feature among Florida peer counties and municipalities. Hillsborough County's Complete Streets guidance provides an example of using street typologies, context classifications,^{xviii} and multimodal design principles to support safer and more comfortable streets for all users. FDOT's statewide Complete Streets resources provide a framework to integrate land use context, roadway function, modal needs, and design speed into transportation decisions.

For Palm Beach County, complete streets benchmarking is especially relevant because the county includes a wide range of contexts, from dense coastal downtowns and suburban activity centers to rural agricultural areas and equestrian communities. A single design approach will not be appropriate everywhere. The CTMP should therefore use context-sensitive complete streets principles to define appropriate treatments by corridor type, surrounding land use, user needs, and safety conditions.

Peer county practices suggest that successful complete streets implementation requires more than policy language. It also requires design guidance, project development procedures, maintenance coordination, interagency agreements, and funding eligibility for pedestrian, bicycle, transit, and safety improvements. Palm Beach County can use the CTMP to identify where complete streets retrofits are most needed and to establish a framework for matching street design to local context.

1.6.5. Transit Governance

Florida counties with large and growing populations are using transit as a core element of countywide transportation planning. Miami-Dade County's SMART program demonstrates the



value of identifying priority rapid transit corridors and aligning them with regional mobility needs. Pinellas County and Hillsborough County^{xix} provide additional examples of transit planning in constrained urbanized counties where roadway expansion alone cannot address long-term mobility demand.

For Palm Beach County, the key takeaway is that transit planning should be integrated with roadway, land use, housing, and economic development decisions. Palm Tran's Transit Development Plan and MPO's 561 Plan already identify enhanced transit corridors, service improvements, and opportunities for transit signal priority. The CTMP can build on that foundation by identifying where pedestrian access, bicycle connections, park-and-ride facilities, mobility hubs, and transit priority treatments should support future transit investment.

1.6.6. Safety and Vision Zero

Miami-Dade County's Vision Zero program provides an example of a regional safety framework focused on eliminating traffic deaths and serious injuries through data analysis, high-injury network identification, street design, speed management, and interagency coordination^{xx}. Palm Beach County's recently adopted Safety Action Plan provides a similar foundation and should be integrated into the CTMP implementation efforts. The county's SAP was completed after the CTMP analysis stages were already underway however, the safety data source can be carried forward with future programming efforts.

Benchmarking suggests that the most effective safety programs are embedded into project selection, corridor planning, maintenance, design standards, signal operations, enforcement partnerships, and capital programming. Safety should be a core CTMP prioritization factor, especially for corridors where crash severity overlaps with transit activity, pedestrian and bicycle demand, limited vehicle availability, and disadvantaged communities.

1.6.7. Regional Coordination

Regional coordination is particularly important in Southeast Florida, where travel patterns, labor markets, freight movement, and transit connections cross county boundaries. The Southeast Florida Transportation Council^{xxi} provides a regional forum for coordination among Miami-Dade, Broward, and Palm Beach transportation planning agencies. Regional transportation planning helps address corridors and services that extend beyond county lines, including passenger rail, freight routes, managed lanes, and regional transit connections.

For Palm Beach County, it is important to continue coordination with Broward County, Miami-Dade County, Martin County, FDOT^{xxii}, the Palm Beach Transportation Planning Agency, Palm Tran, SFRTA, Brightline, and major economic partners. The CTMP should clearly identify which mobility needs are countywide, which are regional, and which require state or multi-county coordination. This distinction will help focus implementation responsibilities and increase competitiveness for state and federal funding.



1.6.8. Transportation Demand Management and Emerging Mobility

Peer counties increasingly recognize that roadway expansion alone is not sufficient to address congestion, growth, and changing travel behavior. Transportation demand management strategies, parking management, employer-based commute programs, mobility hubs, shared mobility, microtransit, and emerging technologies are becoming more common elements of countywide mobility planning.

For Palm Beach County, TDM and emerging mobility are especially relevant in major employment centers, downtowns, university and medical districts, coastal activity centers, and constrained corridors where adding roadway capacity is difficult or inconsistent with community goals. Benchmarking suggests that these strategies should be treated as implementation tools rather than standalone concepts. They are most effective when connected to land use policy, employer partnerships, transit service, parking strategy, and technology-enabled mobility options.

The CTMP should also position Palm Beach County to learn from and pilot emerging transportation technologies, including autonomous vehicles, connected infrastructure, curb management tools, real-time traveler information, and advanced traffic operations. These tools should be evaluated based on safety, equity, reliability, accessibility, and scalability.

1.6.9. Key Lessons for Palm Beach County

The Florida county benchmarking review identifies several lessons that can help shape the CTMP implementation framework:

- Countywide plans are most effective when they connect local priorities with regional corridors, funding tools, and implementation responsibilities.
- Mobility fees and transportation impact fee programs should be evaluated for their ability to fund multimodal improvements and roadway capacity.
- Complete streets implementation requires context-sensitive design guidance, funding eligibility, and coordination across project development and maintenance processes.
- Transit investment should be coordinated with land use, pedestrian and bicycle access, housing, and major activity centers.
- Safety action plans should be embedded into project prioritization and capital programming.
- Regional coordination is essential for rail, freight, managed lanes, intercounty transit, and major economic corridors.
- TDM and emerging mobility strategies should be used to expand mobility choices in constrained corridors and major employment areas.



- Data-driven prioritization should be transparent, repeatable, and linked to measurable outcomes.

1.6.10. Implications for the CTMP

The benchmarking findings support a CTMP framework that is multimodal, safety-focused, implementation-oriented, and coordinated across jurisdictions. Palm Beach County's size, diversity, and growth patterns require a flexible approach that can respond to different community contexts. Peer county practices suggest that the CTMP should provide a project and policy implementation framework. This approach helps the County and its partners decide which investments are most important, how they should be funded, and how they should be delivered.



Appendices

DRAFT



Appendix A: Municipal Plans - Detailed Summaries

Municipal Plans – Detailed Summaries

Countywide Transportation Master Plan (CTMP)

Prepared for



Prepared by:

WSP USA Inc.

April 2026



Detailed summaries of recent planning documents for each of the 39 PBC municipalities are included below:

1.1.1 Atlantis

The City of Atlantis maintains a residential-focused transportation system designed to preserve neighborhood character while managing regional traffic flow. The city coordinates with Palm Beach County to monitor arterial roads (Lantana Road, Military Trail, Congress Avenue) that carry most through-traffic.

1.1.1.1 Comprehensive Development Plan - Transportation Policies:

- Level of Service (LOS): The City adopts LOS "C" for all city streets, both for average daily and peak hour/season traffic. Surrounding roadways (Lantana Road, Military Trail, Congress Avenue) follow Palm Beach County's LOS standards, which Atlantis recognizes and updates as necessary.
- State Strategic Intermodal System Facilities: Atlantis will recognize LOS as set by Palm Beach County and/or FDOT.
- Multimodal Transportation: The City encourages alternative transportation modes, expansion of sidewalks, and multimodal options during major arterial reconstruction (Policy TE 3.1).
- Transit Support: Atlantis monitors the need for additional bus stops and supports Palm Beach County Transportation Authority (PALMTRAN) efforts to provide alternative transportation for residents (Policy TE 3.2).
- Neighborhood & Environment: Policies emphasize preserving neighborhood integrity and environmental resources, ensuring development does not degrade traffic service levels.

1.1.1.2 Zoning Code

In the zoning code a LOS "C" is required for city-maintained transportation facilities, both for average annual daily and peak hour/season traffic conditions.

The city established a Proportionate Fair-Share Program which is a method for mitigating development impacts on transportation facilities through cooperative public-private efforts, consistent with Florida Statutes (F.S. § 163.3180(16)).

1.1.1.3 Conclusion

- Active planning framework; limited expansion planned to maintain residential character
- Atlantis maintains a consistent LOS "C" standard for transportation.
- Development impacts on transportation must be mitigated through fair-share programs.



1.1.2 Belle Glade

Belle Glade is addressing aging roadway infrastructure, limited pedestrian/bicycle facilities, and connectivity gaps between neighborhoods, schools, and employment centers. Focus is on multimodal improvements and transit-oriented development in the Central Business District.

1.1.1.4 2045 Comprehensive Plan

- The City adopted Palm Beach County's minimum level of service (LOS) "D" for most roadways during peak hour/peak direction, and LOS "C" for local residential roads.
- It promotes connectivity by requiring that new developments must include internal connections to existing/proposed roadways to disperse traffic and alleviate congestion.
- The City established a transportation demand management (TDM) program to reduce peak hour and single occupancy vehicle trips.
- The City committed to undertake an inventory and improve sidewalks, bike paths, and shared use paths, targeting ADA compliance for non-compliant facilities.
- The city also plans to develop a Greenway Master Plan to determine the feasibility of recreational paths connecting residents to destinations like Torrey Island and Lake Okeechobee will be evaluated.
- To promote transit the city supports the county's transit agency, Palm Tran, initiatives and helps identify transit facility needs, and coordinates to improve service for disadvantaged populations.
- The city encourages mixed-use, pedestrian-oriented development in the Central Business District and ensures public educational facilities are accessible on foot or by bicycle.

1.1.1.5 Community Redevelopment Agency (CRA) Plan Update 2024

- The city planned improvements to Avenue A, SW 8th Street, MLK Blvd, 5th Street, Main Street, Hillsborough Canal, and downtown alleyways.

1.1.1.6 Complete Streets Plan (W Avenue A)

- The city also developed a complete streets project for W Avenue A.
- The study consisted of an existing conditions evaluation which identified poor sidewalk and transit infrastructure, drainage issues, and uneven building frontage.
- The outcome of the studies were recommended improvements such as widening sidewalks, adding sharrows, designing better defined roadways, adding lighting, parklets, landscaping, and on-street parking options to enhance pedestrian and bicycle safety and comfort.



1.1.1.7 Conclusion

- Belle Glade’s planning emphasizes multimodal connectivity, pedestrian and bicycle infrastructure, and transit-oriented development.
- Policies support sustainable growth, improved safety, and accessibility for all users.
- Coordination with county and state agencies is central to maintaining LOS and implementing improvements.
- Infrastructure upgrades and complete streets concepts are prioritized for key corridors and redevelopment areas.

1.1.3 Boca Raton

Boca Raton is developing an integrated multimodal transportation system focused on the Downtown Campus, with emphasis on walkability, transit-oriented development, and reducing vehicle dependency. The city has five planning areas with targeted mobility objectives.

1.1.1.8 Comprehensive Development Plan (2020)

- The city has five planning areas each with targeted objectives to support mobility, connectivity, and unique identities. The overlay districts generally encourage flexible, diverse uses and internal trip capture.
- Downtown is emphasized as a civic and cultural destination, prioritizing pedestrian orientation and discouraging incompatible uses (e.g., gas stations, drive-throughs).
- All forms of transit are supported, including passenger rail, shuttles, and circulators.
- Interconnected street patterns are prioritized over widening existing streets. Complete Streets standards are considered for major corridors.
- The city proposes a transportation demand management (TDM) program to reduce peak hour and single occupancy vehicle trips.

1.1.1.9 Strategic Plan (2025–2035)

- The city led a community survey which found that 46% of residents rate transportation as excellent or good, but public transit services have low satisfaction.
- The city developed a Downtown Campus Master Plan which promotes walkability, connectivity, and multimodal access. “Complete Streets” approaches and transit-oriented development nodes are also prioritized.
- Strategic Projects in this plan include walkability and traffic improvements, and multimodal expansion.



1.1.1.10 Sustainability Plan

- The plan aims to reduce vehicle miles traveled (VMT) by encouraging mixed-use zoning, affordable workforce housing, and implementing transit incentives.
- It also suggests to study potential shuttle routes, adopt complete streets policies, develop bike/pedestrian plans, and conduct public outreach.

1.1.1.11 Complete Streets Policy (2022)

- The city aims to eliminate traffic fatalities and reduce serious injuries through safe system approaches, equitable engineering, enforcement, education, and data-driven decision making.

1.1.1.12 Vision Zero Action Plan (2025)

- Action Plan development underway with consultant Kimley-Horn; estimated completion mid-2025
- \$300,000 federal funding (February 2023) for initial planning
- \$4 million SS4A grant (May 2024) for implementation
- Public engagement: meetings held October 2024-January 2025

1.1.1.13 Conclusion

- The city's plans emphasize integrated land use and transportation, multimodal connectivity, and transit-oriented development.
- There is a strong focus on walkability, public transit, and reducing car dependency.
- Strategic planning and public-private partnerships support future mobility and development.
- On June 2025, the City of Boca Raton unveil a TOD plan for South Florida Mixed Use project with the South Florida Regional Transportation Authority. This connects to the established El Rio Trail network with other planned projects to tunnel under critical roadway network such as Spanish River Blvd.
- In November 2025, the Boca Raton Mobility launched the MiCa Autonomous Vehicle route connecting Mizner Park into its connecting neighborhoods adjacent to the Downtown Bright Line Station.
- The City launched it's first protected intersection project in the Mizner Park at the NE Mizner Blvd. And 2nd Street to showcasing principles of "Protected Intersections" demonstration project out of the Zicla quick build materials.



1.1.4 Boynton Beach

Boynton Beach is transitioning from a car-centric system to a people-focused, multimodal network. The city has adopted Complete Streets principles and established quality-based service standards that prioritize walking, biking, and transit.

1.1.1.14 Mobility Plan (2025)

- The plan aims to shift Boynton Beach from a car-centric system to a people-focused, multimodal network, supporting sustainable growth and improved quality of life.
- The plan adopts complete streets principles by setting standards for all travel modes (walking, biking, transit, vehicles), aiming to improve mobility and accessibility based on projected development and travel demand.
- The plan establishes Quality Level of Service (QLOS) which relates to user experience. It sets higher standards on their experience by prioritizing walking, biking, and transit.
- A one-time fee for new development or redevelopment was implemented to offset transportation impact and incentivize infill, affordable housing, and multimodal-supportive projects.
- Major and minor corridors connect neighborhoods, schools, parks, and major destinations, supporting both east-west and north-south travel.
- The study proposes five circulator routes to connect ten potential mobility hubs, making transfers between travel modes easier and more convenient.
- Mobility projects include improvements to streets, sidewalks, bike lanes, transit, water taxi service, and various mobility programs (e.g., Vision Zero, ADA curb ramps, micromobility).

1.1.1.15 Comprehensive Redevelopment Plan (2016)

- The CRA is divided into six districts, each with a unique vision and role, with recommendations tailored to its character and needs.
- Major streets within the CRA are to be redesigned using Complete Streets principles to improve connectivity and walkability.
- The city adopted urban design guidelines which is a comprehensive framework to ensure high-quality buildings and vibrant public spaces.
- The CRA Plan will guide redevelopment for the next 20 years, informing policy, private development, public improvements, and annual budgeting decisions.
- There are three Palm Tran bus routes that serve the CRA area, with direct connection to the Tri-Rail commuter station.



1.1.1.16 Conclusion

- Boynton Beach is prioritizing multimodal transportation, sustainable redevelopment, and improved connectivity.
- In 2024, City of Boynton Beach CRA launched the Coastal Cruiser by Circuit on demand microtransit for downtown connectivity into the beaches and neighborhoods as part of the mobility program.
- In November of 2025, the City of Boynton Beach created a vision for lane repurposing and creating a complete streets corridor planning study on Seacrest Blvd. From Woolbright Road to Boynton Beach Blvd. This project focus on multimodal connectivity to City Hall and the proposed redevelopment surrounding City Hall. The project provides midblock crosswalks, transit shelters, landscaped medians and a roundabout at Seacrest Blvd. And 1st Street.
- Policies and projects focus on creating a safe, efficient, and accessible environment for all users—residents, workers, commuters, and visitors.
- The plans emphasize flexible land use, multimodal connectivity, and urban design to support long-term growth and quality of life.



1.1.5 Briny Breezes

Briny Breezes maintains a compact, low-traffic residential environment with strict development controls to preserve existing roadway capacity and neighborhood character.

1.1.1.17 Title XV: Land Usage

- New developments are only approved if there is enough transportation capacity to maintain required LOS standards.
- LOS standards for all roads, major collectors, minor arterials, and minor collectors are set at "B." There are no principal arterials in the town.
- The future land use plan prohibits widening collector or arterial streets.
- The town does not operate its own mass transit system but is served by the county-wide COTRAN system.
- The town coordinates with the county to maintain and improve transit service as needed.

1.1.1.18 Conclusion:

- Briny Breezes prioritizes maintaining transportation service levels, limits road widening, ensures that new development do not degrade transportation capacity and relies on county transit services.

1.1.6 Cloud Lake

1.1.1.19 Comprehensive Plan (2009)

- The comprehensive plan establishes a level of service A for the local streets.

1.1.7 Delray Beach

1.1.1.20 Comprehensive Plan

- The plan emphasizes multimodal transportation, integrating facilities for pedestrians, bicycles, transit, and vehicles. It prioritizes transit-oriented development (TOD), especially near the Tri-Rail station, and encourages mixed-use, walkable environments.
- The plan calls for a policy to establish a Quality Level of Service (QLOS) that will be developed by referencing FDOT resources. The City will periodically measure levels of service for motorists, pedestrians, and bicyclists, maintaining a balance of QLOS for all users. Regular measurements and improvements are required.
- The plan also sets of objective of creating a citywide Mobility Plan creating a one-time Mobility Fee to support all travel modes and retrofit streets for multimodal use.



- The plan has several policies which promote TOD patterns, local transit links, and station improvements for Tri-Rail and future Coastal Link stations.
- The plan calls for interconnected street networks, context-sensitive and Complete Streets, and collaboration with FDOT and Palm Beach County for regional improvements.
- The study outlines transportation concurrency exception area (TCEA) which supports alternatives to expanding road capacity, maintaining downtown's scale and character.

1.1.1.21 Transit-Oriented Development (TOD) Master Plan

- The plan outlined TOD district centers around the FEC Railway and E Atlantic Avenue, extending a half-mile in all directions.
- It recommends infrastructure and streetscape improvements, revised development regulations (height, density, parking), workforce housing requirements, and innovative parking solutions (e.g., NEV parking).
- Short- & Intermediate-Term Improvements proposed by these plans are pedestrian enhancements, corridor upgrades, and connectivity improvements are prioritized, with collaboration among city agencies and integration with the Capital Improvement Plan (CIP).

1.1.1.22 Downtown Master Plan

- This plan was adopted in 2002 with public input showcased a high demand for narrowing major roads, widening sidewalks, and creating more pedestrian-friendly environments.
- The outcome of this plan to implement projects that will improve vehicular circulation, parking, and mass transit while supporting pedestrian accessibility and neighborhood revitalization.

1.1.1.23 Bicycle & Pedestrian Master Plan (May 2024)

- The purpose of this plan is to guide the city in developing and prioritizing bicycle and pedestrian projects, updating regulations, and securing funding.
- The plan identified significant gaps exist, especially west of I-95. The plan aims to fill these gaps and create a safe, integrated network for all ages and abilities.
- The study recommends the addition of 10 miles of shared-use paths to improve key corridors and intersections, and continue non-infrastructure programs (e.g., safety campaigns, tours, wayfinding).



- Projects are prioritized using data-driven analysis (Level of Traffic Stress, crash data, demand).

1.1.1.24 Vision Zero Action Plan (currently under development)

- Delray Beach emphasizes neighborhood bikeway projects utilizing local streets with some elements of street bike lane on 2nd Ave. From 4th Street to the North City limits. In the past, the City's lane repurposing project on US-1 for a on street bike lane has created a new network connecting Lake Worth and Boca Raton. A1A bicycle lane continue to serve residents as a beach access connecting communities.
- Delray utilizes Freebee as an on-demand microtransit service to serve the Delray Beach CRA limits. This service does not connect to Tri-Rail.
- Delray Beach's plans prioritize multimodal connectivity, TOD, and Complete Streets.
- Collaboration with agencies and strategic partners is central to implementation.
- The city is actively working to fill network gaps, improve safety, and support sustainable growth through innovative mobility strategies.



1.1.8 Glen Ridge

No information available for this review.

1.1.9 Golf

1.1.1.25 Comprehensive Plan

- Key Roads: Golf Road and Woolbright Road are the main east-west minor arterials connecting the village to Military Trail.
- Local Circulation: Country Road forms a loop around the residential area, serving as the primary local road.
- Primary Mode: Most residents rely on cars, with limited bus service available via Palm Tran.
- Bike Paths: The village is considering a program to evaluate and potentially build bike paths.
- Development Policy: Golf Road will remain a two-lane road, and the village will coordinate with the county to ensure new development does not reduce the road's level of service.

1.1.10 Greenacres

1.1.1.26 Comprehensive Plan

- Mixed Land Uses: Promotes a mix of land uses in compact neighborhoods to encourage walking.
- Diverse Housing: Provides a variety of housing options for people of all ages, family types, and income levels.
- Walkable Environments: Create and maintain neighborhoods that are easy and pleasant to walk in.
- Community Assets: Build upon and enhance existing community resources and strengths.
- Distinctive Communities: Foster attractive, unique communities with a strong sense of place.
- Open and Green Spaces: Preserve and enhance open spaces, natural areas, and environmentally important sites.
- Efficient Land Use: Encourage infill development and redevelopment to strengthen existing communities and use land more efficiently.
- Transportation Choices: Support multiple transportation options—walking, cycling, and transit—to reduce reliance on driving and ease traffic congestion.
- Fair Development Review: Maintain a predictable and fair development review process to encourage smart growth.
- Community Engagement: Encourage active collaboration and participation from community members and stakeholders in planning and decision-making.



1.1.1.27 Safe Streets Action Plan

- **Arrive Greenacres:** Defines a roadway typology with recommended design approaches for four types of city roads, including specific designs for over a dozen key corridors. These projects consider factors like road dimensions, traffic volumes, and posted speeds, and are expected to be implemented in phases as funding allows.
- **Bike Greenacres:** Proposes a 25-mile bicycle network, featuring over 15 miles of premium (safest) routes on low-volume, slower roads and nearly 10 miles of connector routes on wider, higher-speed roads. Sherwood Forest Boulevard/South 57th Avenue and Biscayne Drive are prioritized as the core spine of this network.
- **Complete Streets Micro-Projects:** Introduces small-scale, quickly implementable projects that provide safety upgrades and traffic calming in neighborhoods and near schools, delivering visible improvements to address transportation challenges.

1.1.1.28 Vision & Strategic Action Plan

- **Identity and Market Positioning:** Highlight and promote Greenacres' unique assets and opportunities to attract and retain residents, businesses, and visitors.
- **Economic Development:** Support private and commercial investment through new development and redevelopment, aiming to enhance the tax base, expand markets, and create jobs.
- **Sustainability & Mobility:** Improve infrastructure and aesthetics through capital projects and public improvements, indirectly supporting both commercial and residential investment.
- **Community Connections: Neighborhood Pride and Housing:** Enhance quality of life by fostering neighborhood pride, supporting residential development, and strengthening Greenacres' reputation as a desirable place to live.
- **Economic (Re)development Support:** Strengthen the city's and its partners' ability to implement the plan through supportive strategies and partnerships.

1.1.11 Gulf Stream

1.1.1.29 Code of Ordinance

- The town is divided into districts based on land use and development intensity.
- Regulations are designed to reduce traffic congestion, improve safety, and ensure adequate light, air, and privacy.
- The code aims to prevent overcrowding, protect open space and sensitive resources, and focus growth where community facilities exist.
- Development is managed to protect property values, the tax base, and prevent negative impacts on neighboring properties.



- The town commission has authority to adopt ordinances to support good governance and community welfare.

1.1.12 Haverhill

1.1.1.30 Comprehensive Plan

- Development along Belvedere Road is subject to specific restrictions to manage impacts.
- Motorized and non-motorized vehicle parking, as well as bicycle and pedestrian facilities, are regulated.
- On-street parking is prohibited on all arterial and major collector roads.
- Sidewalks are required in all new development areas.
- The town works with the MPO to reduce vehicle miles traveled and discourage single-occupant vehicle trips, supporting air quality improvements through initiatives like Tri-Rail, alternative fuels, ridesharing, flexible work hours, public transit, and parking management.
- Haverhill coordinates with agencies to implement the Central Palm Beach County Transportation Corridor Study, aiming to provide Bus Rapid Transit (BRT) connections in the region.

1.1.13 Highland Beach

1.1.1.31 Comprehensive Plan

- The town protects the existing 80-foot right of way for S.R. A1A through its development permitting process and opposes widening the road to accommodate increased traffic.
- Minor improvements to S.R. A1A for safety and efficiency are supported if proposed by the Florida Department of Transportation.
- The town aims to limit greenhouse gas emissions by reducing vehicle miles traveled.
- Strategies to reduce emissions include promoting mass transit, bicycle, and pedestrian facilities, and requiring Transportation Demand Management Programs for new development approvals.

1.1.14 Hypoluxo

1.1.1.32 Comprehensive Plan

1.1.15 Juno Beach

1.1.1.33 Comprehensive Development Plan

- The plan aims to create a safe, integrated traffic circulation system for both vehicles and non-vehicles within the community.



- Objectives include efficient coordination between traffic circulation and land use and ensuring safe movement for all types of traffic.
- Right-of-way needs and lane requirements are identified and protected through site plan reviews and land development processes.
- The plan ensures adequate traffic circulation and access for existing developments.
- Beautification and improvement programs are developed for public areas such as roads, sidewalks, bike paths, parks, and open spaces.
- The town maintains a high level of roadway maintenance and scrutinizes public expenditures for traffic network development.
- Alternative modes of travel are supported, and the town participates in multi-jurisdictional transportation planning with regional agencies.
- The plan supports efforts to reduce air pollution from vehicles by collaborating with transportation and health agencies.

1.1.16 Jupiter

1.1.1.34 Strategic Plan

- Improve mobility for all modes of transit, including cars, bikes, pedestrians, and public transportation.
- Enhance traffic flow using light timing, speed limit control, and traffic calming to meet level of service standards.
- Implement traffic mitigation strategies for roadways not meeting standards.
- Manage parking effectively without introducing new parking fees.
- Enforce traffic laws, including speeding, red-light running, and parking violations.
- Encourage alternative transportation modes such as shuttles, carpooling, public transit, and off-peak travel to reduce congestion.
- Expand and improve bike paths, bike lanes, and bike parking, especially in high-hazard areas.
- Address impacts of school drop-off and pick-up on traffic.
- Support growth and commerce that helps manage traffic flow, such as encouraging industries with off-peak trips.
- Enhance public safety with pedestrian crossings, vehicle crossings, bridges, and quiet zones along rail corridors.
- Foster a pedestrian-friendly community with effective sidewalks and bike paths.
- Promote safe boating and boat mobility.



- Regularly update traffic mitigation plans to reduce accidents and conflicts between vehicles, bikes, and pedestrians.
- Pursue roadway capacity improvements and traffic solutions for the western portion of Indiantown Road.
- Monitor construction and impacts of the US 1 Bridge.
- Advance improvements for South Island Way.

1.1.1.35 Comprehensive Plan

- Coordinate transportation issues with local, regional, and state agencies to ensure integrated planning and solutions.
- Provide current and future public transportation options for both residential and non-residential users.
- Develop a safe, energy-efficient, convenient, and economical multimodal transportation system that supports the movement of people, goods, and services throughout the town.
- Accommodate regional, intercounty, intercounty, and local traffic demands in ways that minimize congestion, encourage walking, reduce travel for daily needs, and protect neighborhood integrity.

1.1.17 Jupiter Inlet Colony

N/A

1.1.18 Lake Clarke Shores

1.1.1.36 Resolution NO 2024-25

- The town council of Lake Clarke Shores passed a resolution supporting the hiring and oversight of consultants to develop a countywide transportation plan.
- The resolution also endorses the creation of a technical advisory committee to assist with the transportation planning process.
- An effective date for these actions is specified in the resolution.
- Lake Clarke Shores supports Quiet Zones being managed by City of West Palm Beach. Residents support traffic calming programs.

1.1.19 Lake Park

1.1.1.37 Mobility Plan

- The plan establishes Quality Level of Service (QLOS) which relates to user experience. It sets higher standards on their experience by prioritizing walking, biking, and transit.



- Launch a town beautification program to increase tree canopy, improve stormwater management, and enhance residential and public streets.
- Adopt a Complete Streets policy to guide the planning, design, and implementation of transportation projects.
- Develop and enforce a residential traffic calming program to reduce vehicle speeds, improve safety for vulnerable users, and enhance quality of life.
- Initiate corridor planning projects, including improvements to 10th Street North, Park Avenue, Flagler Boulevard, and Silver Beach.
- Adopt a micromobility and low-speed electric vehicle program.
- Implement a green alleys program to support environmental sustainability and improve the transportation network.

1.1.1.38 Comprehensive Plan

- Coordinate with agencies like FDOT, Palm Beach County, MPO, Palm Tran, and others to address roadway deficiencies and meet current and future multimodal transportation needs.
- Develop a Mobility Plan focused on safe and convenient improvements for walking, bicycling, micro-mobility, shared mobility, and motor vehicles.
- Consider adopting a Mobility Fee to address travel demand from new development and redevelopment.
- Prioritize making streets safer and more attractive for all users.
- Coordinate traffic circulation planning with future land use and transportation improvement plans from various agencies.
- Identify and prioritize right-of-way acquisition needs and include them in the Capital Improvements Schedule.
- Maintain a high level of roadway maintenance.
- Ensure adequate multimodal circulation and access to new developments and redevelopment.
- Encourage both private and public micro-transit and transit systems to provide mobility options.
- Coordinate transportation planning and multimodal connectivity with neighboring cities to avoid conflicting regulations.
- Participate in the West Palm Beach Metropolitan area's transportation planning process to ensure integration with the broader network.



1.1.20 Lake Worth Beach

1.1.1.39 Arts & Culture Master Plan

- Explore opportunities to increase parking and improve public transport options to and around the downtown area.
- Continue efforts to make the community more “bike and board-friendly,” promoting alternative transportation methods such as walking.
- Expand the “safer roads” program to improve pedestrian safety and increase the walkability of the downtown area.

1.1.1.40 Bicycle Network Plan

- On-street designated bicycle lanes
- On-street curb bicycle lanes
- Bicycle Boulevards with Sharrow Markings, Share the Road, and Bike Route Signs
- Shared right-of-way with Share the Road and Bike Route Signs
- Off-street recreational bicycle paths

1.1.1.41 Lake Worth Beach Mobility Plan

- The City is actively developing what it calls a “Mobility Plan” to address how people and goods move through the city via roads, sidewalks, trails, transit, micromobility, and emerging technologies.
- A mobility fee is currently underway and will be adopted as a funding mechanism next year.
- The plan emphasizes safety, access, equity, sustainability, multimodal networks (walking, biking, transit, micro-mobility), not just vehicle traffic.
- The plan identifies 25 intersections and 10 corridors for improvement within the city boundaries.
- It proposes network-level enhancements (e.g., crosswalk visibility, leading pedestrian intervals, low-stress bike network) plus area/corridor-specific improvements.

1.1.1.42 Transit Oriented Development – The Citizens’ Master Plan

- Make walking and biking the easiest forms of transportation to support mass transit.
- Identify unmet transit needs and determine whether to enhance Palm Tran service or start a new city service.
- Improve routing to connect Tri Rail to the FEC corridor.
- Investigate additional alternative transportation modes.
- Convert one-way streets to two-way streets in neighborhoods to save energy, reduce congestion, and increase safety.



- Complete and formalize the street and alley systems, including creating a tertiary street system.
- Encourage building outbuildings for attainable housing and natural surveillance of alleys.
- Relocate pedestrian crossings at the Lake Worth Roundabout for greater convenience.
- Modify approaches to the Lake Worth Roundabout to improve safety for vehicles and cyclists.
- Improve transit safety by converting front-in angle parking to back-in angle parking.

1.1.21 Lantana

1.1.1.43 Comprehensive Plan

- Develop a convenient, safe, financially feasible, and energy-efficient multi-modal transportation system for all residents and travelers.
- Maintain adopted level of service standards for the town's circulation system.
- Coordinate with FDOT and the County MPO to implement federal transportation policies, such as the FAST Act.
- Regulate parking for both motorized and non-motorized vehicles to ensure orderly and safe use of public spaces.
- Emphasize safety throughout the transportation network.
- Integrate transportation planning with future land use, the FDOT Five-Year Transportation Plan, and neighboring jurisdictions' plans.
- Identify and protect rights-of-way from building encroachment through enforcement of subdivision, zoning, and building codes.
- Maintain roadway infrastructure at current standards.
- Issue development permits only when transportation level of service standards are met.
- Coordinate with Palm-Tran to improve intra-county public transportation.
- Continue developing a sustainable, energy-efficient transportation system that includes roadways, transit, pedestrian, and bicycle facilities, coordinated with land use planning.
- Design each component of the transportation network for convenience, efficiency, cost-effectiveness, and safety, ensuring consistency with population, housing, and employment patterns.
- Provide modal choices in public rights-of-way whenever feasible.
- Coordinate transportation planning with regional agencies and local transit providers.



- Consider sidewalk and bikeway needs in land use and transportation planning, as well as in capital programming.
- Select capital improvement projects based on criteria that ensure priority needs are met, supporting a comprehensive, multimodal, and sustainable transportation system.

1.1.1.44 Master Plan

- Encourage investment and revitalization in downtown Lantana, especially along Ocean Avenue.
- Provide well-designed additional parking to support future downtown reinvestment.
- Facilitate redevelopment of underutilized parcels along US-1, including allowing residential use through overlay zoning where retail growth is limited.
- Improve bicycle and pedestrian infrastructure along US-1.
- Manage the scale and nature of redevelopment for larger parcels to fit community needs.
- Plan for medium- and long-term improvements at Lantana Beach.
- Explore options to retain the town's historic architectural character.
- Address transit access issues, such as the lack of sidewalks and shelters at bus stops and pursue funding for needed improvements.
- Consider micro-transit options, as used in other cities, to enhance in-town mobility for the downtown district.

1.1.22 Loxahatchee Groves

1.1.1.45 Capital Improvement Plan

- There are no traffic improvements planned, such as road widening.
- The only transportation-related project is the "North Road Trail," with a budget of \$20,000 scheduled for 2025.

1.1.1.46 Comprehensive Plan

- The Multiple Land Use (MLU) designation allows parcels to include more than one land use category within a unified development plan, supporting sustainable living, environmental preservation, joint traffic impact assessment, alternative transportation modes, economic growth, and mitigation of adverse impacts.
- To qualify for MLU designation, a parcel must be at least 50 acres.
- Major roads in the area include Southern Blvd, Okeechobee Blvd, and Folsom Rd, with five service levels of road classifications.
- The town aims to discourage cut-through traffic on local roads and plans to develop a greenway and multi-use system for residents.



- There are also plans for roadway improvements along Okeechobee Blvd.

1.1.23 Manalapan

N/A

1.1.24 Mangonia Park

1.1.1.47 Comprehensive Plan

- Maintain a sustainable local transportation system that supports pedestrians, bicycles, automobiles, and transit, prioritizing safety, energy efficiency, and convenience throughout the town.
- Implement strategies to reduce greenhouse gas emissions by encouraging efficient movement, minimizing vehicle miles traveled, and safely separating vehicular and non-vehicular traffic.
- Ensure transportation planning aligns with the town's land use map, population projections, housing, and employment patterns to meet actual demand.
- Improve the quality of local streets by maintaining roadway and drainage programs.
- Annually coordinate the town's transportation system with agencies such as FDOT, Palm Beach MPO, Martin County MPO, and neighboring municipalities.
- Promote non-vehicular transportation modes, including mass transit, walking, and cycling.
- Coordinate with FDOT and other entities on expanding access to the Port of Palm Beach and related facilities.
- Encourage Palm Tran to provide public paratransit services for ADA-eligible residents.
- Support the Palm Beach MPO's efforts to coordinate transportation services for disadvantaged populations.
- The former Palm Beach Jai Alai site in Mangonia Park, owned by Don King, spans roughly 52 acres at 1415 45th Street and sits directly next to the Tri-Rail station. The Town's Comprehensive Plan designates it as "Commercial Flex," allowing uses such as office, light industrial, and distribution while requiring the developer to lease a 3.38-acre portion to Tri-Rail for parking. Although previous redevelopment attempts stalled, the property is now listed for sale and considered a prime opportunity for large-scale, transit-oriented redevelopment. With its location beside the county's northernmost Tri-Rail stop and potential for a zoning rewrite to permit higher-density mixed use, the site could become a key hub for employment, logistics, and transit-supportive growth in northern Palm Beach County.



1.1.25 North Palm Beach

1.1.1.48 Master Plan Report

- The report assesses current and future vehicle volumes on US 1 and considers the potential for the Florida Department of Transportation's Lane Elimination Process.
- There is interest in establishing a water taxi service within the Village of North Palm Beach to connect with other waterfront locations.
- Low-density development has made it difficult to support a viable transit system, limiting transportation options for disadvantaged residents.
- A grid street system provides more route options for riders, improving overall connectivity.
- Two-lane parallel routes are identified as the most efficient for moving traffic, and their narrower design increases safety and comfort for pedestrians and cyclists, encouraging alternative transportation modes.
- Compact development patterns are highlighted as beneficial for supporting walking, cycling, and mass transit.
- The plan emphasizes the importance of compactness, grid networks, and multimodal options to improve transportation efficiency and accessibility in the village.

1.1.26 Ocean Ridge

1.1.1.49 Comprehensive Plan

- Ocean Ridge is focused on protecting and enhancing its residential character and natural environment.
- The town is committed to maintaining a transportation system that safely and efficiently meets circulation needs.
- Transportation planning is designed to avoid negative impacts on residential, public, or preservation/conservation areas.

1.1.27 Pahokee

Go Glades is a pilot on-demand shared mobility service launched in late 2018 to serve the Glades region of Palm Beach County (including communities like Pahokee and Belle Glade) using small vehicles and flexible routing rather than traditional fixed bus lines. It carries a \$2 one-way fare and operates 7 days a week with app, website or call-in scheduling.

1.1.1.50 Comprehensive Plan (2024 EAR)

- The city will annually evaluate the needs for deficient signage, signalization, and striping.
- Local land development will be revised to ensure safe off-street parking.
- Bike paths will be constructed on the Lake Okeechobee Bike Trail.



- The city will coordinate with Palm Tran to encourage transit-ready corridors with new developments.

1.1.28 Town of Palm Beach

1.1.1.51 Comprehensive Plan

- Intensification of commercial use is expected to increase traffic congestion and put additional strain on already limited parking, negatively impacting the quality of life for town residents.
- It is important to ensure that future land use and zoning are coordinated to correct any inconsistencies.

1.1.1.52 Traffic Analysis and Parking Study

- The city is considering replacing transportation concurrency and road impact fees with a Mobility Fee based on an adopted Mobility Plan.
- There is support for extending the Tri-County Commuter Rail on the FEC railroad track.
- Planned improvements will address last-mile accessibility connections to transit, and parkway system improvements will be required in newly developed areas.
- The city will enforce design standards to minimize roadway hazards, including requirements for storage and weaving areas, turn lanes, limited direct access from driveways, and standard signing and marking for all transportation modes.
- The use of roundabouts is encouraged at suitable locations to improve traffic flow.
- Key projects include road impact projects such as the Avenir Collector Road, new traffic signals, and Sandhill Crane Drive improvements.
- Mobility impact projects focus on pedestrian and school crossing enhancements, upgrades to major roads, and the implementation of driver feedback and warning systems.

1.1.29 Palm Beach Gardens

1.1.1.53 Comprehensive Plan

- The city may replace transportation concurrency and road impact fees with a Mobility Fee based on an adopted Mobility Plan, potentially in coordination with Palm Beach County.
- There is support for extending the Tri-County Commuter Rail on the FEC railroad track.
- Improvements from the mobility plan will address last-mile accessibility connections to transit, and parkway system improvements will be required in newly developed areas.



- The city will enforce design standards to minimize roadway hazards, including requirements for storage and weaving areas, turn lanes, limited direct access from driveways, and standard signing and marking for all transportation modes.
- The use of roundabouts is encouraged at suitable locations to improve traffic flow.
- Key projects include road impact projects such as the Avenir Collector Road, new traffic signals, and Sandhill Crane Drive improvements.
- Mobility impact projects focus on pedestrian and school crossing enhancements, upgrades to major roads, and the implementation of driver feedback and warning systems.

1.1.1.54 Mobility Plan

- The Mobility Plan is organized into sub-plans – People Walking & Bicycling, People Riding Transit, and Roads & Intersections.
- The plan includes the extension of RCA Center Drive, conversion of drive-aisles to complete streets in Legacy Place, and completion of roads within the County Government Center between PGA Blvd and Fairchild Avenue.
- RCA Blvd is proposed to be widened to a boulevard with four travel lanes, a landscape median, shared-use paths, and bicycle lanes.
- Several roads, including Ironwood Road and others in Legacy Place, are slated for upgrades to complete streets; Sandhill Crane Drive will also be upgraded with multimodal and streetscape elements.
- Numerous new roadways are being constructed in western Palm Beach Gardens, along with widening and interchange reconstruction projects for the Florida Turnpike and Interstate 95.
- Project Development and Environment (PD&E) studies are proposed for RCA Blvd between Alternate A1A and Prosperity Farms Road, PGA Blvd from the C-18 Canal to Beeline Highway, and a potential Beeline to Coconut Connector as a parallel corridor to Northlake Blvd.
- Roundabouts are planned at Kyoto Gardens Drive at Fairchild Gardens Avenue, Garden Lakes Drive at Garden Square Blvd, and RCA Blvd at North Corp Parkway.
- The plan features a curb less shared street between PGA Blvd and Johnson Dairy Road as a multimodal alternative to Military Trail.
- Two elevated pedestrian bridges are identified for Alternate A1A and the Florida East Coast (FEC) railway.
- Addressing sidewalk gaps is a priority, especially at Gardens Square Blvd and Garden Lakes Drive.
- Funding is allocated for bike lanes, buffered bike lanes, and separated bike lanes on the Beeline Highway, Burns Road, Fairchild Avenue, Northlake Blvd, Prosperity Farms, and US Highway 1.



- The People Riding Transit Plan proposes transit circulators, mobility hubs, a future rail station, and a transit corridor study along Northlake Blvd, aiming to provide first and last mile connectivity to a future rail station within the city's Transit Oriented Development (TOD) Master Plan.

1.1.1.55 Vision Zero Action Plan

- The city has officially adopted a resolution (Resolution 36-2024) that designates Palm Beach Gardens as a "Vision Zero City" it commits to eliminating traffic-related fatalities and serious injuries.
- The city is developing a formal Vision Zero Action Plan (currently draft) which will be considered for adoption at the City Council meeting on November 6, 2025.

1.1.30 Palm Beach Shores

1.1.1.56 Comprehensive Plan

- The town aims to preserve and enhance its community character as a high-quality, low-density residential and resort area that is energy efficient and reduces greenhouse gas emissions.
- Development that could damage or destroy natural or historic resources is restricted where appropriate.
- The plan supports safe, energy-efficient, and cost-effective multimodal transportation for vehicles and pedestrians, promoting reduced greenhouse gas emissions.
- The town focuses on providing safe, decent, and sanitary housing at a range of costs and types, using energy-efficient design and renewable energy resources to meet current and future needs.

1.1.31 Palm Springs

1.1.1.57 Comprehensive Plan

- The Village of Palm Springs aims to develop and maintain a multimodal transportation system that ensures safety for all users and promotes sustainability, reduces congestion, and improves mobility.
- The plan emphasizes providing a variety of transportation options for motorized vehicles, pedestrians, and cyclists to ensure efficient and smooth movement throughout the network.
- The village is committed to being a safe, vibrant, and healthy community with a high-quality mix of uses, ensuring residents and visitors have access to necessary services, activities, and amenities.
- The Community Redevelopment Agency (CRA) is recognized as a key factor in the village's success.



- The village will avoid urban sprawl and prioritize economic development as a comprehensive goal.

1.1.1.58 Mobility Plan

- The GO Palm Springs Mobility Plan and Fee graphic you uploaded provides clear quantitative metrics and project highlights for the Village of Palm Springs Mobility Plan.
- 11 miles of separated or protected bike lanes
- 14 miles of new sidewalks and ADA curb ramps.
- 49 miles of traffic-calmed streets that incorporate features such as speed management, raised crosswalks, and narrowed lanes.
- 9 miles of Complete Streets projects that combine multimodal facilities, new crosswalks, lighting, shade trees, and wayfinding elements.
- Additional initiatives include a future Village-wide lighting upgrade, transit shuttle planning, and Vision Zero implementation to reduce crashes and fatalities.
 - Pedestrian signals will be installed along Lake Worth Road to improve crossing spacing, especially at Gulfstream Road and the Swap Shop crossing.
 - Several intersections, such as Kirk Road and Lakewood Road, Davis Road and 2nd Avenue North, and Kirk Road and Park Lane, are proposed for conversion to roundabouts if feasible.
 - Traffic calming measures include installing speed radar signs on 10th Avenue, Congress Avenue, Lake Worth Road, and evaluating neighborhood traffic circles and speed tables along Alameda Drive, Davis Road, Lillian Road, Lorene Drive, and Park Lane/Greenbrier Drive.
- The plan aims to enhance safety and manage traffic flow through operational improvements and targeted calming strategies across key road segments and intersections in Palm Springs.
- The plan focus on demand micro transit for internal circulation of the Village network into the newly established CRA.

1.1.1.59 Vision Zero Action Plan

- The Village of Palm Springs Vision Zero Action Plan focuses on reducing severe crashes through quick-build strategies and safer street design. Along Forest Hill Boulevard and Military Trail, the plan identifies opportunities to repurpose existing lanes for protected bike facilities and landscaped medians that calm traffic while maintaining vehicle capacity. Quick-build curb extensions and hardened centerlines can tighten turning movements at intersections, improving pedestrian visibility. The plan also recommends reconfiguring the existing midblock crosswalk near the Swap Shop Drive-In Theater into a fully signalized intersection with pedestrian refuge islands, high-visibility crosswalks, and connected



sidewalks, transforming a high-risk midblock crossing into a safer, multimodal gateway that supports both local access and corridor mobility

1.1.32 Riviera Beach

1.1.1.60 Broadway Corridor MP Report

- Riviera Beach is in the process of amending the Land Development Code for the downtown Community Redevelopment Area (CRA).
- The new code will place greater emphasis on building form and allow for more flexible regulations regarding land use.
- The Regulating Plan assigns most properties in the study area to either Downtown Core or Downtown General, both of which are mixed-use districts that permit residential, office, retail, and commercial uses.

1.1.1.61 CRA Plan

- The CRA strategy is focused on enhancing property value through prioritized redevelopment, including investments in infrastructure, business development, affordable housing, and job creation.
- Key projects include the beautification and revitalization of the Broadway Corridor, which is intended to support growth in one of the city's major business districts.
- A community-wide sidewalk improvement program is underway, replacing deteriorated sidewalks with ADA-compliant pathways to improve safety and accessibility.
- The Avenue E Corridor Streetscape project will add a comprehensive pedestrian sidewalk system and enhance adjacent properties, aiming to attract new investment and foster economic vitality within the area.

1.1.1.62 Transportation Report

- The transportation plan aims to provide a safe, connected, and accessible multi-modal transportation system that aligns with land use patterns and improves mobility for all users.
- The plan also focuses on developing a safe, convenient, and efficient public transit system for residents, businesses, and visitors.
- Many of the original policies were removed, leaving only these two primary goals.

1.1.33 Royal Palm Beach

1.1.1.63 Comprehensive Plan

- Land uses are planned to meet the needs of village residents, enhance community character, and avoid negative impacts on existing neighborhoods, with development occurring alongside necessary infrastructure.



- Growth and development are managed through regularly updated land development regulations.
- The plan prioritizes protecting, maintaining, and improving the major roadway network, including thoroughfare rights-of-way, in line with transportation and future land use elements.
- An integrated transportation system is established to align with the village's future development.
- The village aims to develop a safe bicycle and pedestrian transportation system that is accessible to all major public and private facilities.
- Coordination on transportation issues is maintained with agencies such as FDOT, the Treasure Coast Regional Planning Council, Palm Beach County, the MPO, the Department of Community Affairs, and other relevant organizations.

1.1.1.64 Capital Improvement Plan – Transportation

- Royal Palm Beach is implementing several projects to improve traffic flow and enhance pedestrian and bicycle infrastructure.
- Ongoing projects include village-wide traffic calming, new parking and pathway at Park Rd N, Heron & Bobwhite pedestrian and bike pathway, Rec Center to Crestwood pathway, improved pedestrian and bicycle access to the Pond Cypress Trail System, ADA Improvement Phase II, and other pedestrian and bike improvements.

1.1.34 South Bay

1.1.1.65 Comprehensive Plan – Recreation and Open Space Element

- South Bay's plan focuses on providing a variety of high-quality parks and open spaces for recreational opportunities for all residents and visitors.
- The plan emphasizes making parks and open spaces safe and accessible to people of all ages and abilities.
- There is a strong commitment to preserving and enhancing natural and environmentally sensitive lands, including Lake Okeechobee and The Village by The Lake.
- The plan promotes public-private partnerships and seeks additional funding opportunities to acquire, maintain, and enhance parks, open spaces, and recreational facilities.

1.1.1.66 State of the City Report

- South Bay's strategy is focused on leveraging current assets to drive economic development, improve community welfare, and prioritize environmental stewardship.
- Key development priorities include economic diversification, infrastructure modernization, education, healthcare, and environmental protection.



- The city is committed to incorporating citizen input into decision-making, ensuring community perspectives are considered in all aspects of governance and planning.

1.1.1.67 Economic Development Strategy

- South Bay aims for robust economic growth by increasing employment opportunities, enhancing payroll growth, and expanding the number of businesses.
- The town plans to upgrade housing and urban infrastructure to meet current and future needs, improving overall livability and attractiveness.
- Efforts are focused on fostering a vibrant, safe, and connected community through improved public spaces, community services, and environmental practices.
- Local educational outcomes are aligned with economic needs to ensure the workforce is prepared for high-demand sectors.
- The business environment is designed to support innovation and entrepreneurship, with improved access to resources and a supportive regulatory framework.
- Strong city pride and active civic engagement are promoted through transparency, participation, and collaboration across all sectors of the community.

1.1.35 South Palm Beach

1.1.1.68 Comprehensive Plan

- South Palm Beach seeks to maximize the enjoyment of natural and man-made resources for residents while minimizing threats to health, safety, and welfare from hazards, nuisances, incompatible land uses, and environmental degradation.

1.1.36 Tequesta

1.1.1.69 Comprehensive Plan

- The Village of Tequesta is focused on developing and redeveloping land uses that preserve and enhance community character, encourage sustainability, and protect natural resources.
- The Village of Tequesta aims to develop and redevelop land uses that are suitable and compatible, ensuring they preserve and enhance the community's established character.
- This approach promotes a strong sense of community, encourages sustainability, and protects natural resources.

1.1.1.70 Capital Improvement Plan

- Tequesta's capital improvement plan includes upgrades to roads, bridges, sidewalks, parks, and public facilities.
- The plan features multi-year projects for road, bridge, and sidewalk improvements, as well as engineering and planning for these areas.



- Additional projects include building improvements, playground replacement, fire training tower development, and enhancements to parks such as Remembrance Park and Tequesta Park.
- Mobility-focused transportation planning and safety improvements are also part of the plan.

1.1.37 Wellington

The Village adopted its Multimodal Impact Fee via its code revision dated October 11, 2022 (Chapter 10 – Impact Fees). The fee applies to new development and redevelopment within Wellington that impacts its multimodal transportation system and is designed to ensure that the costs of modifications or expansions to bike lanes, sidewalks, trails, turn-lanes, new through lanes, roundabouts, signals and related infrastructure are borne in part by those developments. Eligible uses for the fee proceeds include design and construction of new multimodal facilities, right-of-way or land acquisition, ADA upgrades, utility relocation, traffic signals, medians, bike lanes, sidewalks/trails, and repayment of debt issued for multimodal improvements.

1.1.1.71 Capital Improvement Plan

- Projects include the installation of a traffic signal at Lake Worth Road and Isles View in 2025.
- Multi-purpose paths and bicycle lanes are planned for development from 2026 to 2029.
- A streetscape program will run from 2025 to 2029.
- Improvements are also planned for the intersection of Lake Worth Road and 120th in 2025

1.1.1.72 Bike and Ped Circulation Plan

- New bicycle lanes are planned for Greenview Shores Boulevard from Wellington Trace to Aero Club Drive (constructed in 2022) and on Greenbriar Boulevard from Aero Club Drive to Greenview Shores Boulevard (scheduled for 2025).
- The plan continues the installation of European-style crosswalks at four locations, with projects along the C-2 Canal from Bent Creek Road to Greenview Shores Boulevard and the C-8 Canal east of Stribling Way, providing connections to Wellington Green Park.
- A multi-modal pathway is proposed for South Shore Boulevard from Lake Worth Road to 50th Street.
- Where grant funding is unavailable for new bicycle lanes, the plan suggests adding four-foot-wide asphalt shoulders or "share the road" signs on roads such as Birkdale Drive, Paddock Drive, and Stribling Way.
- Additional multi-modal pathways are planned for Paddock Drive, Binks Forest Drive and Bent Creek Drive, Greenview Shores (north side), Greenbriar Boulevard, Stribling Way, 120th Avenue South, Lake Worth Road, Paddock Drive (within the EPA), Wellington Trace (within the EPA), Lyons Road, Wellington Trace (Forest Hill Boulevard to Greenview Shores), and South Shore Boulevard.



1.1.1.73 Comprehensive Plan

- Wellington aims to enhance the quality and character of its neighborhoods, commercial districts, corridors, and equestrian community to maintain its status as a Great Hometown.
- The town is committed to protecting established land use patterns, preserving community characteristics, discouraging urban sprawl, promoting energy efficiency, and maintaining high aesthetic standards while respecting environmental constraints.
- Development and reinvestment efforts are focused on environmental sensitivity, fostering social and economic sustainability, and reducing public facility and service costs.
- Wellington plans to provide a safe and effective mobility system accessible to all users, meeting residents' needs while preserving neighborhoods, protecting natural resources, and promoting economic development.
- The town's investment in the mobility system is designed to be financially feasible, ensuring effective access, connectivity for all modes, and a high quality of life.

1.1.1.74 Vision Zero Action Plan

- The goals include eliminating traffic fatalities and incapacitating injuries, improving safety for vulnerable road users, enhancing crash and injury data quality, and strengthening local and regional partnerships.
- Intersections are identified as the greatest challenge for vulnerable roadway users, with recommended technology solutions such as bicycle and pedestrian detection, wayfinding devices for the visually impaired, and accessible pedestrian signals.

The plan emphasizes partnering with transit agencies to improve safety for transit patrons by evaluating and implementing new transit priority treatments and vehicle engineering principles. Additional attention in this plan is paid to implementing roundabouts and alternative signalization design, as well as the and the Wellington trail network.

- Additional measures include providing protected crossings for transit users and securing funding for the design, installation, and maintenance of safety countermeasures such as RRFBs (Rectangular Rapid Flashing Beacons) and PHBs (Pedestrian Hybrid Beacons).

1.1.38 West Palm Beach

1.1.1.75 Downtown West Palm Beach Downtown Mobility Plan

The West Palm Beach Mobility Plan outlines a series of projects categorized by implementation timelines.

- Short-term (0–3 years) projects focus on sidewalk infill, multi-use paths, bike lanes, and feasibility studies to enhance mobility, safety, and connectivity, with a targeted investment of \$8.9 million.



- The Downtown plan was adopted in 2018, and the Mobility Fee were executed in 2025. This downtown plan incorporates critical projects such as the Fern Street Extension project as the 3rd viable gateway into the downtown and alleviate more than 10k trips off Okeechobee Blvd. And Banyan Blvd during peak hour.
- The City CRA along with WPBGo launched the first MiCa Autonomous Vehicle pilot program with Circuit and was the first City to have an expanded on demand microtransit program.
- Medium-term (3–5 years) projects require coordination with agencies like FDOT, Palm Beach County, and the MPO, and represent an estimated investment of \$63.4 million, focusing on multimodal enhancements, streetscape improvements, and additional feasibility studies.
- Long-term (5–10 years) projects are more complex, require significant resources and coordination, and aim to enhance multimodal infrastructure with an estimated investment of \$99.47 million.

1.1.1.76 Bike Master Plan

- In 2018 the City adopted their bicycle masterplan and expanded over 10 miles of neighborhood bike way and on street bike lanes through their quick build program.
- The City piloted many bike projects on for the first ever one-way cycle track on a state route, Okeechobee Blvd. As a result, in 2025, the City along with FDOT and the MPO funded the expansion of this project throughout downtown on Okeechobee Blvd. Follow by Banyan Blvd. Through a CRA funded project making it the 2nd major connection to the Flagler Waterfront.
- The City built their first protected roundabout for bicycle in collaboration with AAIP on Cumberland Drive. The project utilizes Zicla as a protected barrier pilot. This project was followed by the Lake Ave. Quick build protected bike lane.
- The City built their first Dutch style advisory bike lane from Spruce from 25th to 36th street utilizing low speed design, traffic calming and streetscape element. This project was expanded into the program and received MPO LAP Funding for 2027 future expansion to 40th Street.
- The City built their first raised bike lane on Washington Ave. On the South end, Flagler Drive as part of a utilities project.
- 59% of bike trips in West Palm Beach are 20 minutes or less, and 60% of trips are 4 miles or less.
- The primary destinations for cyclists are shopping, school, eating, and work.
- West Palm Beach has the longest average bike trip time compared to other areas.
- Recreational bike trips account for only 4% of all bike trips in the city.
- Bicycle-involved crashes are clustered along major roads such as US-1, Okeechobee Boulevard, Palm Beach Lakes Boulevard, and 45th Street.



1.1.39 Westlake

In this Town-Crier article dated May 2024, the Westlake Mayor JohnPaul O'Connor proposed reserving space in the city's upcoming 50-acre regional park for a vertiport—a facility for electric vertical take-off and landing (eVTOL) aircraft.

1.1.1.77 Comprehensive Plan

- The plan ensures transportation systems support future growth, maintain safety and level of service standards, and offer accessible alternatives like bike lanes and sidewalks.
- Coordination with local agencies and jurisdictions in Palm Beach County is emphasized for efficient transportation planning and implementation.
- Maintaining adopted LOS standards on arterial roads that connect to designated evacuation routes is a priority.
- Safe and accessible alternatives to motorized transportation are provided through bicycle lanes, shared use paths, and sidewalks.
- The plan includes provisions for mass transit options as they become available.
- Strategies to promote energy efficiency and reduce greenhouse gas emissions are incorporated.



Appendix B: Palm Beach County Standard Roadway Typical Sections



Section 100

Street Sections

100 STREET SECTIONS

1. General Design Considerations

All street design shall be in accordance with the Palm Beach County Unified Land Development Code. See particularly Article 11.E.2.A.

2. Construction in Muck or Clay Areas [ref. Article 11.E.2.A.5]

When streets or alleys are to be constructed in muck areas, the muck or peat shall be completely removed from the centerline ten (10) feet beyond the edge of the pavement on each side. When gumbo or other plastic clays are encountered, they shall be removed within the roadway area one foot below the subgrade extending horizontally to the outside edge of the shoulder area. The design of streets proposed in excessive muck area shall be considered on an individual basis.

3. Dead-End Streets [ref. Article 11.E.2.A.14]

a. Non-plan Collector Streets

Turnaround design for a temporary dead-end shall comply with the "T" turnaround standard as shown in Drawing 100.8. Turnaround for a permanent dead-end shall comply with the Cul-de-sac standard as shown in Drawing 100.10.

b. Local Streets

Turnaround design for a permanent dead-end shall comply with the Cul-de-sac standard as shown in Drawing 100.5A or 100.5B. Turnaround design for a temporary dead-end shall comply with the "T" turnaround standard as shown in Drawing 100.5E or 100.5F.

c. Residential Access Streets

Special turnaround designs for permanent dead-ends on residential access streets are provided to accommodate clustering of units and encourage efficient land use. Dead-ends may be designed with a Shunt Turnaround (Drawing 100.6C) or Wye Turnaround (Drawing 100.5D). Residential access street dead-ends may also be designed with a standard cul-de-sac, adapted from either Drawing 100.5A or 100.5B, or standard "T" turnaround, adapted from either Drawing 100.5E or 100.5F.

4. Sodding of Stabilized Shoulders [ref. Article 11.E.2.A.16]

In streets to be maintained by the County, the developer shall sod with bahia grass in areas which do not abut either a residential lot or a common area planned for building construction.

5. Street Grades [ref. Article 11.E.2.A.17 and 11.E.4.E.2 & 3]

Street grades shall be shown on the construction plans by the direction and percent of fall, along with the centerline lineal distance between and elevation of each PVI.

Longitudinal grading for swale sections and for curb and gutter sections shall be a minimum of 0.30%.

6. Swales

Longitudinal grading for swales shall be a minimum of 0.30%.

7. Alignment, Tangent, Deflection, Radii [Article 11.E.2.A.21]

a. Horizontal Curves

The minimum allowable radius for horizontal curves on residential access streets, local streets and non-plan collector streets shall be determined in accordance with Greenbook Fig. 3-2A, based upon a design speed of twenty (20) m.p.h. for a residential access street, thirty (30) m.p.h. for a local street and forty-five (45) m.p.h. for a non-plan collector street, or as approved by the County Engineer.

b. All required lines of sight shall be accommodated wholly within the limits of the street right-of-way or tract, as applicable. Line of sight shall be measured from points along the center of the travel lane to points along the centerline of pavement, in the direction of travel.

c. Streets shall be laid out to intersect as nearly as possible at right angles.

d. The same design speeds shown in 7.a. shall be used for other roadways design elements such as clear zone.

8. Landscaping of Medians on Public Streets [ref. Article 11.E.2.A.23]

When the developer proposes or is required to install landscaping within streets to be maintained by the County, the landscaping shall be installed in accordance with approved plans prior to acknowledgment of completion and acceptance of the street for County maintenance. As a condition of landscape plan approval, the developer shall be required to execute a maintenance-and-hold-harmless agreement and may be required to record said agreement in the public records. Alternately, the developer may include language for maintenance of the landscape on public streets within the property owner's documents, if applicable and as approved by the County Engineer.

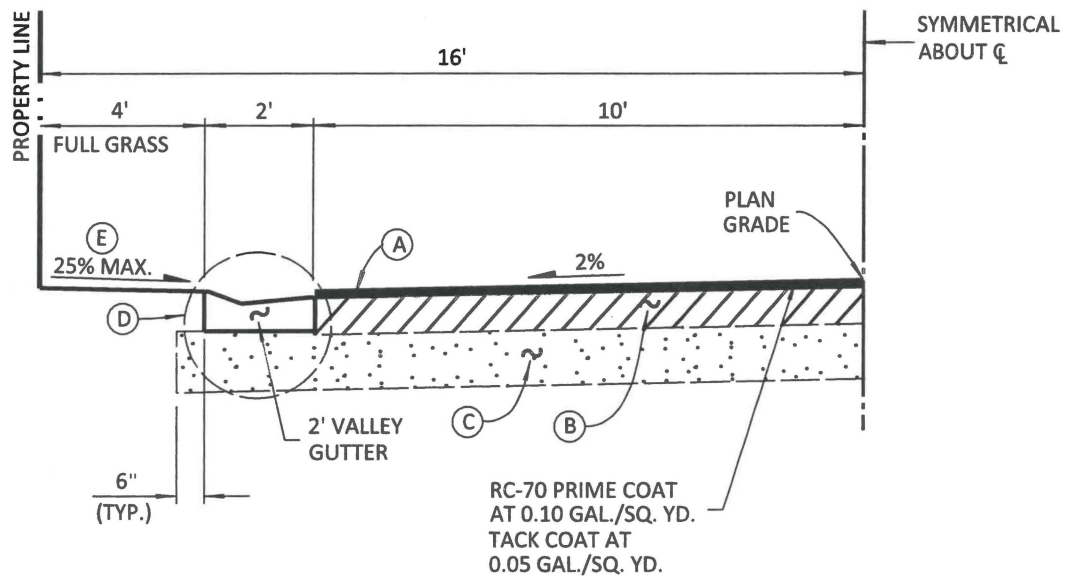
9. Paver Installation

a. Thoroughfare Roadways

A municipality may submit a right-of-way permit application to the Land Development Division for the installation of paver stones on a roadway identified on the County's thoroughfare plan. The application shall include a Paver Installation and Maintenance Agreement and must comply with the standard details included in this section, unless otherwise approved by the County Engineer.

b. Local Roadways

A property owner may submit an executed Palm Beach County Removal Agreement to the Land Development Division for the installation of paver stones for a driveway on a local roadway. Land Development staff will determine whether a right-of-way permit is also necessary to allow the pavers.

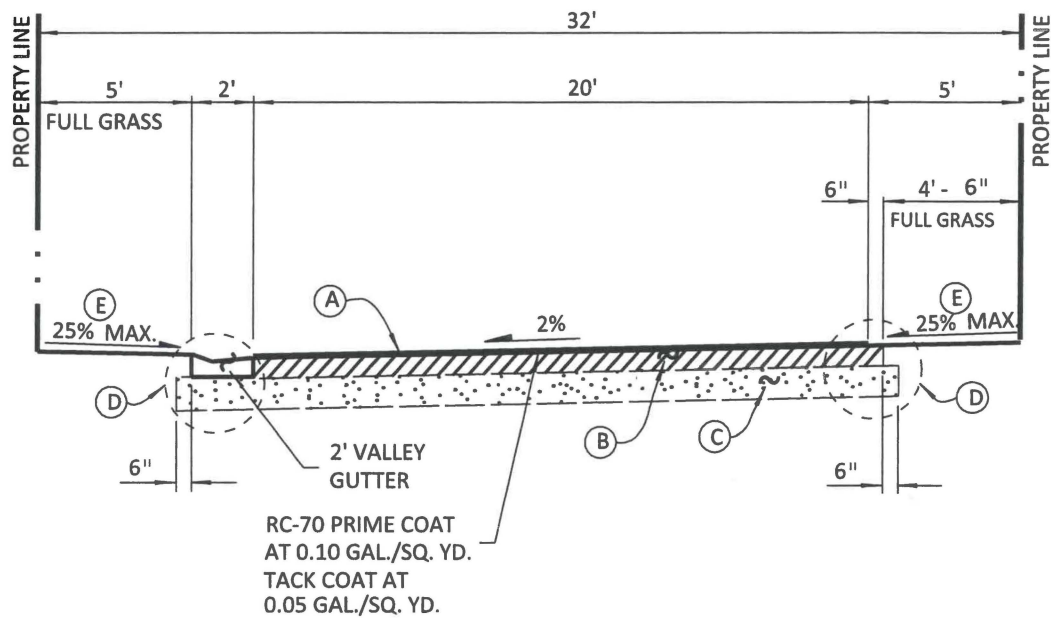


- (A) WEARING SURFACE: SEE TABLE 100.6
- (B) BASE: SEE TABLE 100.6
- (C) SUBGRADE: SEE TABLE 100.6
- (D) PAVEMENT EDGE: SEE 600.5A
- (E) NOT TO EXCEED 10% IN LOT ACCESS & DRIVEWAY AREAS.

NOTE: THIS SECTION TO BE USED FOR PRIVATE STREETS ONLY AND MAY BE USED FOR ACCESS FOR UP TO A MAXIMUM OF FOUR LOTS

FILEPATH: P:/DGN/ENG SER/LAND DEVELOPMENT STANDARDS/DWF FORMAT/100.1A

PALM BEACH COUNTY DEPARTMENT OF ENGINEERING & PUBLIC WORKS				32 FT. RESIDENTIAL ACCESS STREET : CROWN		DRAWING NO. 100.1A
DRAWN BY: K.L.	DATE: 05/23/90	REVISED BY: J.M.K.	DATE: 02/01/2018	APPROVED: <i>Shirley Cornell</i> COUNTY ENGINEER OR DESIGNEE	EFFECTIVE: 2/9/18	



(A) WEARING SURFACE: SEE TABLE 100.6

(B) BASE: SEE TABLE 100.6

(C) SUBGRADE: SEE TABLE 100.6

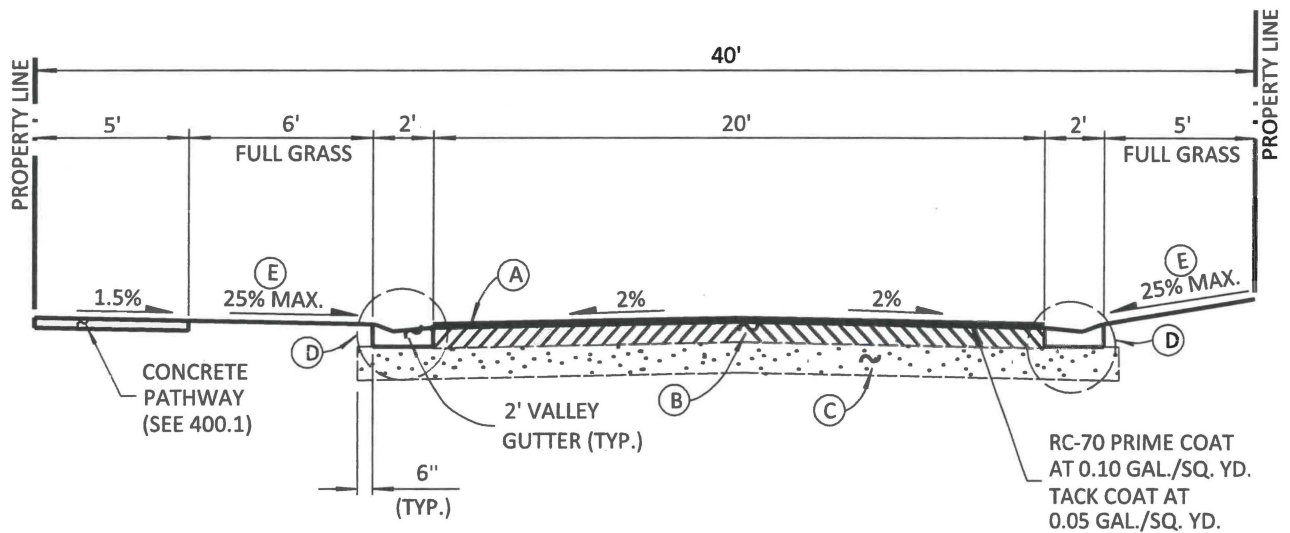
(D) PAVEMENT EDGE: SEE 600.5A

(E) NOT TO EXCEED 10% IN LOT ACCESS & DRIVEWAY AREAS.

NOTE: THIS SECTION TO BE USED
FOR PRIVATE STREETS ONLY
AND MAY BE USED FOR
ACCESS FOR UP TO A MAXIMUM
OF FOUR LOTS

FILEPATH: P:/DGN/ENG SER/LAND DEVELOPMENT STANDARDS/DWF FORMAT/100.1B

PALM BEACH COUNTY DEPARTMENT OF ENGINEERING & PUBLIC WORKS				32 FT. RESIDENTIAL ACCESS STREET: TRANSVERSE SLOPE		DRAWING NO. 100.1B
DRAWN BY:	DATE:	REVISED BY:	DATE:	APPROVED:	EFFECTIVE:	
K.L.	05/23/90	J.M.K	02/01/2018	 COUNTY ENGINEER OR DESIGNEE	219118	

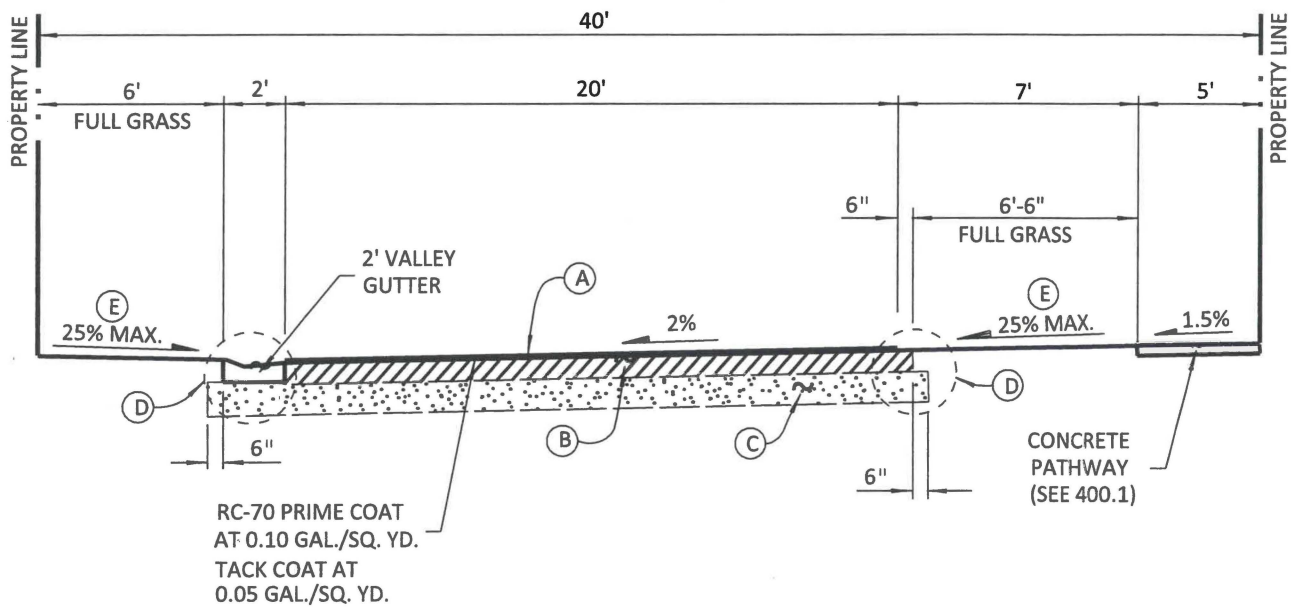


- (A) WEARING SURFACE: SEE TABLE 100.6
- (B) BASE: SEE TABLE 100.6
- (C) SUBGRADE: SEE TABLE 100.6
- (D) PAVEMENT EDGE: SEE 600.5A
- (E) NOT TO EXCEED 10% IN LOT ACCESS & DRIVEWAY AREAS.

NOTE: THIS SECTION TO BE USED
FOR PRIVATE STREETS ONLY.

FILEPATH: P:/DGN/ENG SER/LAND DEVELOPMENT STANDARDS/DWF FORMAT/100.2A

PALM BEACH COUNTY DEPARTMENT OF ENGINEERING & PUBLIC WORKS				40 FT. RESIDENTIAL ACCESS STREET : CROWN		DRAWING NO.
DRAWN BY:	DATE:	REVISED BY:	DATE:	APPROVED:		100.2A
K.L.	05/23/90	J.M.K.	02/01/2018	EFFECTIVE:		
						
				COUNTY ENGINEER OR DESIGNEE 2/9/18		

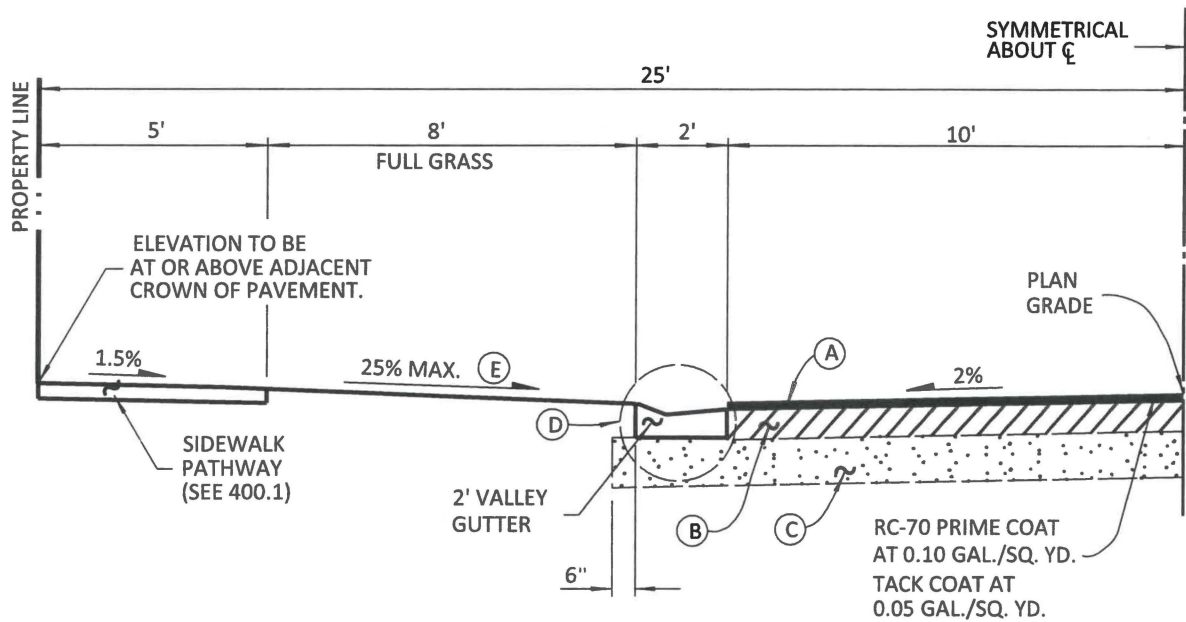


- (A) WEARING SURFACE: SEE TABLE 100.6
- (B) BASE: SEE TABLE 100.6
- (C) SUBGRADE: SEE TABLE 100.6
- (D) PAVEMENT EDGE: SEE 600.5A
- (E) NOT TO EXCEED 10% IN LOT ACCESS & DRIVEWAY AREAS.

NOTE: THIS SECTION TO BE USED FOR PRIVATE STREETS ONLY.

FILEPATH: P:/DGN/ENG SER/LAND DEVELOPMENT STANDARDS/DWF FORMAT/100.2B

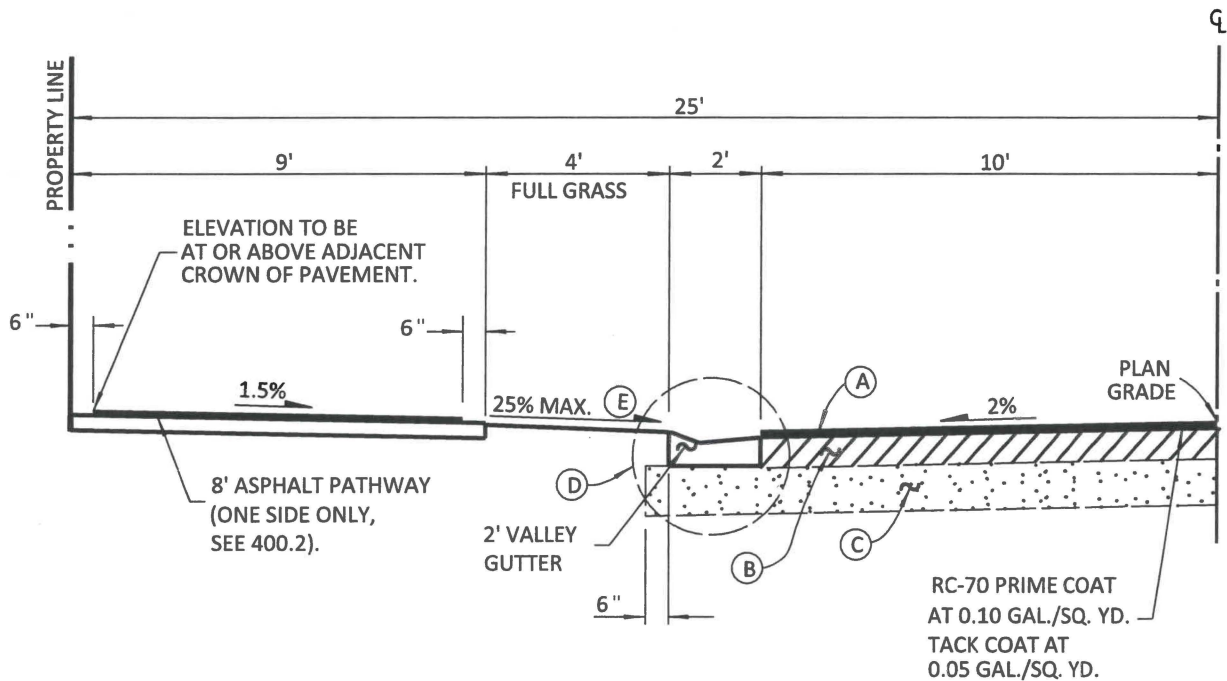
PALM BEACH COUNTY DEPARTMENT OF ENGINEERING & PUBLIC WORKS				40 FT. RESIDENTIAL ACCESS STREET: TRANSVERSE SLOPE		DRAWING NO. 100.2B
DRAWN BY: K.L.	DATE: 05/23/90	REVISED BY: J.M.K.	DATE: 02/01/2018	APPROVED: <i>Heidi Cornwell</i> COUNTY ENGINEER OR DESIGNEE	EFFECTIVE: 2/9/18	



- (A) WEARING SURFACE: SEE TABLE 100.6
- (B) BASE: SEE TABLE 100.6
- (C) SUBGRADE: SEE TABLE 100.6
- (D) SHOULDER AND PAVEMENT EDGE: SEE 600.5A
- (E) NOT TO EXCEED 10% IN LOT ACCESS & DRIVEWAY AREAS.

FILEPATH: P:/DGN/ENG SER/LAND DEVELOPMENT STANDARDS/DWF FORMAT/100.3A

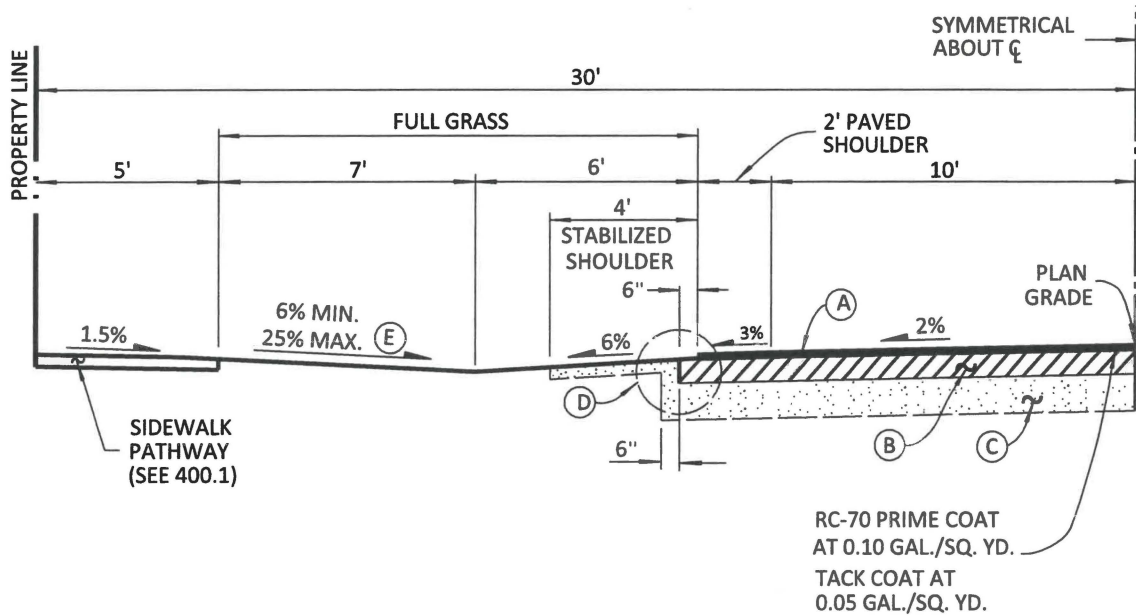
PALM BEACH COUNTY DEPARTMENT OF ENGINEERING & PUBLIC WORKS				50 FT. LOCAL STREET: SIDEWALK PATHWAY		DRAWING NO.
DRAWN BY:	DATE:	REVISED BY:	DATE:	APPROVED:	EFFECTIVE:	100.3A
K.V.	05/23/90	J.M.K	02/01/2018	<i>Theresa Cannell</i>	2/9/18	
				COUNTY ENGINEER OR DESIGNEE		



- (A) WEARING SURFACE: SEE TABLE 100.6
- (B) BASE: SEE TABLE 100.6
- (C) SUBGRADE: SEE TABLE 100.6
- (D) SHOULDER AND PAVEMENT EDGE: SEE 600.5A
- (E) NOT TO EXCEED 10% IN LOT ACCESS & DRIVEWAY AREAS.

FILEPATH: P:/DGN/ENG SER/LAND DEVELOPMENT STANDARDS/DWF FORMAT/100.3B

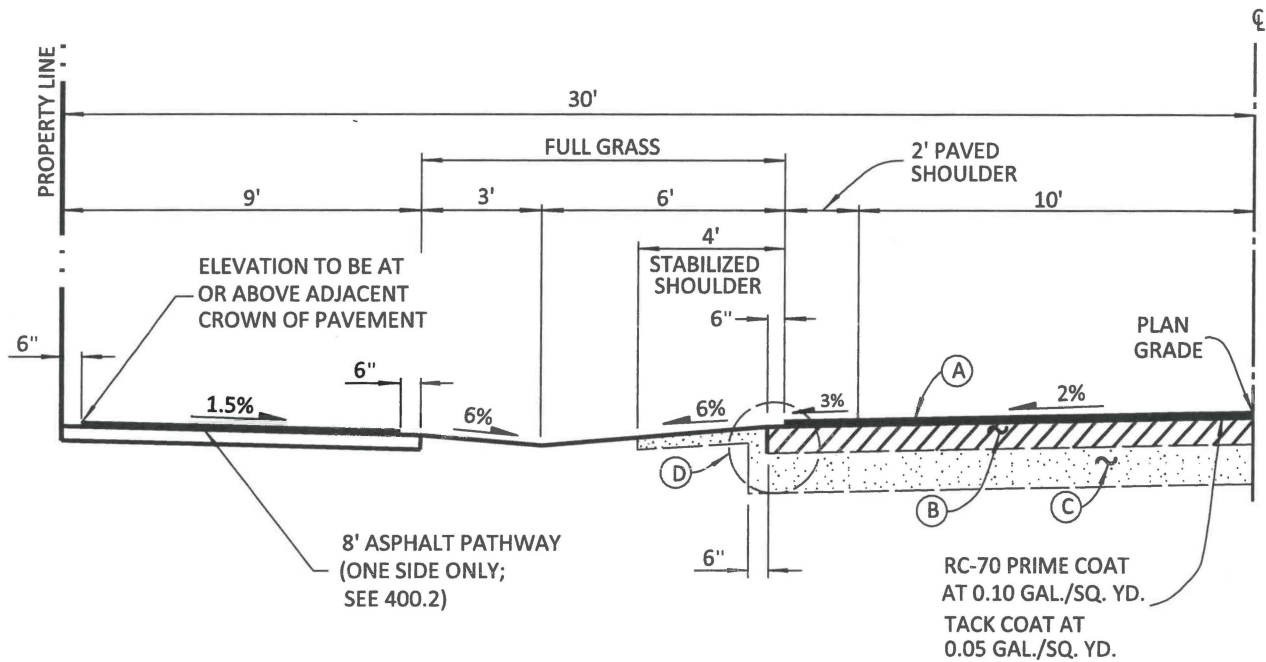
PALM BEACH COUNTY DEPARTMENT OF ENGINEERING & PUBLIC WORKS				50 FT. LOCAL STREET: ASPHALT PATHWAY		DRAWING NO.
DRAWN BY:	DATE:	REVISED BY:	DATE:	APPROVED:	EFFECTIVE:	100.3B
K.L.	05/23/90	J.M.K.	02/01/2018	<i>[Signature]</i>	2/9/18	
				COUNTY ENGINEER OR DESIGNEE		



- (A) WEARING SURFACE: SEE TABLE 100.6
- (B) BASE: SEE TABLE 100.6
- (C) SUBGRADE: SEE TABLE 100.6
- (D) SHOULDER AND PAVEMENT EDGE: SEE 600.5A
- (E) NOT TO EXCEED 8% IN LOT ACCESS & DRIVEWAY AREAS.

FILEPATH: P:/DGN/ENG SER/LAND DEVELOPMENT STANDARDS/DWF FORMAT/100.4A

PALM BEACH COUNTY DEPARTMENT OF ENGINEERING & PUBLIC WORKS				60 FT. LOCAL STREET: SIDEWALK PATHWAY		DRAWING NO. 100.4A
DRAWN BY:	DATE:	REVISED BY:	DATE:	APPROVED:  COUNTY ENGINEER OR DESIGNEE	EFFECTIVE: 2/9/18	
K.L.	05/23/90	J.M.K.	02/01/2018			

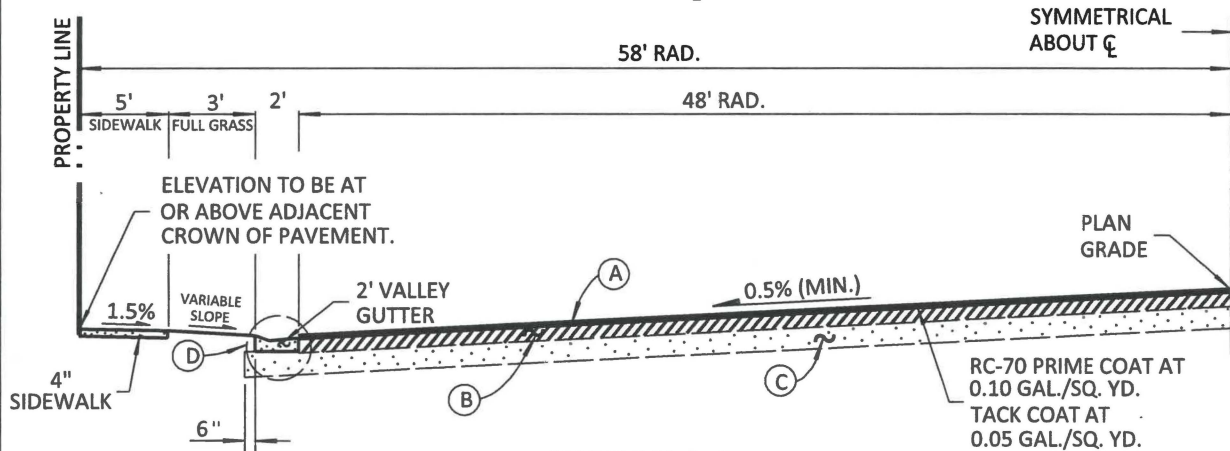
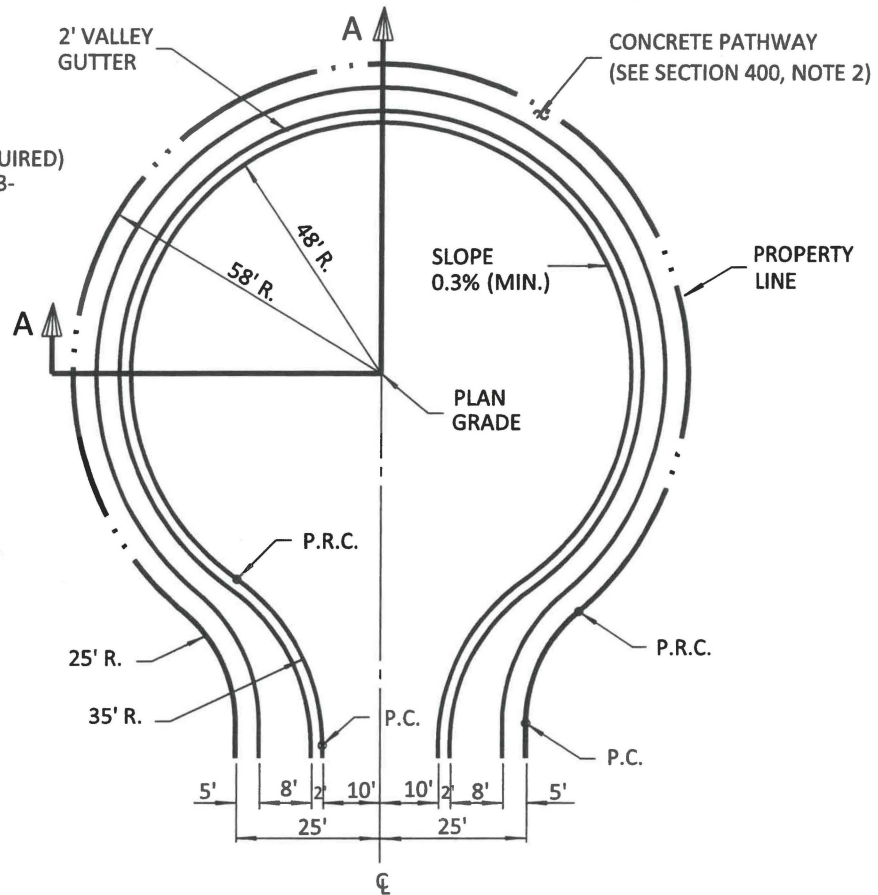


- (A) WEARING SURFACE: SEE TABLE 100.6
- (B) BASE: SEE TABLE 100.6
- (C) SUBGRADE: SEE TABLE 100.6
- (D) SHOULDER AND PAVEMENT EDGE: SEE 600.5A
- (E) NOT TO EXCEED 8% IN LOT ACCESS & DRIVEWAY AREAS.

FILEPATH: P:/DGN/ENG SER/LAND DEVELOPMENT STANDARDS/DWF FORMAT/100.4B

PALM BEACH COUNTY DEPARTMENT OF ENGINEERING & PUBLIC WORKS				60 FT. LOCAL STREET: ASPHALT PATHWAY		DRAWING NO. 100.4B
DRAWN BY: K.L.	DATE: 05/23/90	REVISED BY: J.M.K.	DATE: 02/01/2018	APPROVED: <i>Theresa Cornell</i> COUNTY ENGINEER OR DESIGNEE	EFFECTIVE: 2/9/18	

NOTE: FOR LANDSCAPE ISLAND (WHERE REQUIRED) SEE DWG. NO. 1000.3-DETAIL 2.



SECTION A-A

(A) WEARING SURFACE: SEE TABLE 100.6

(C) SUBGRADE: SEE TABLE 100.6

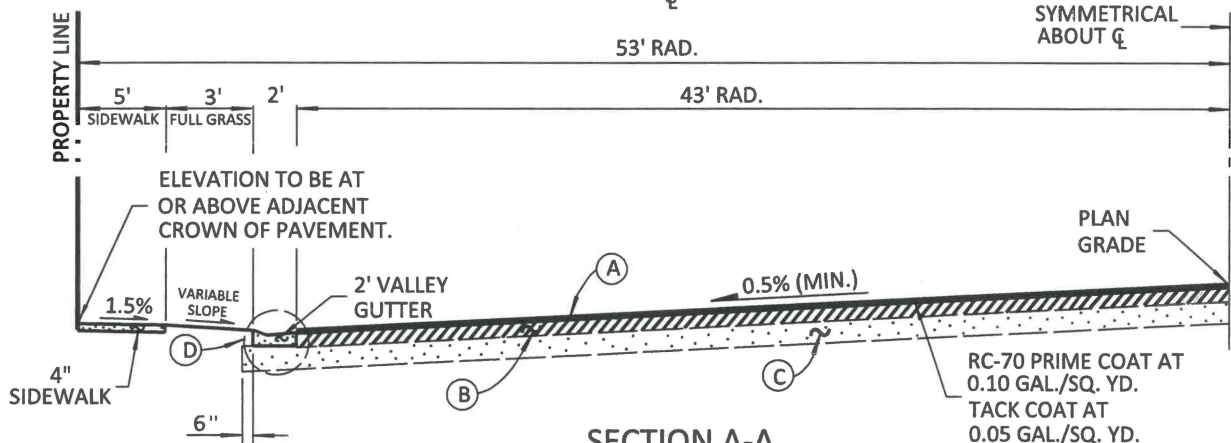
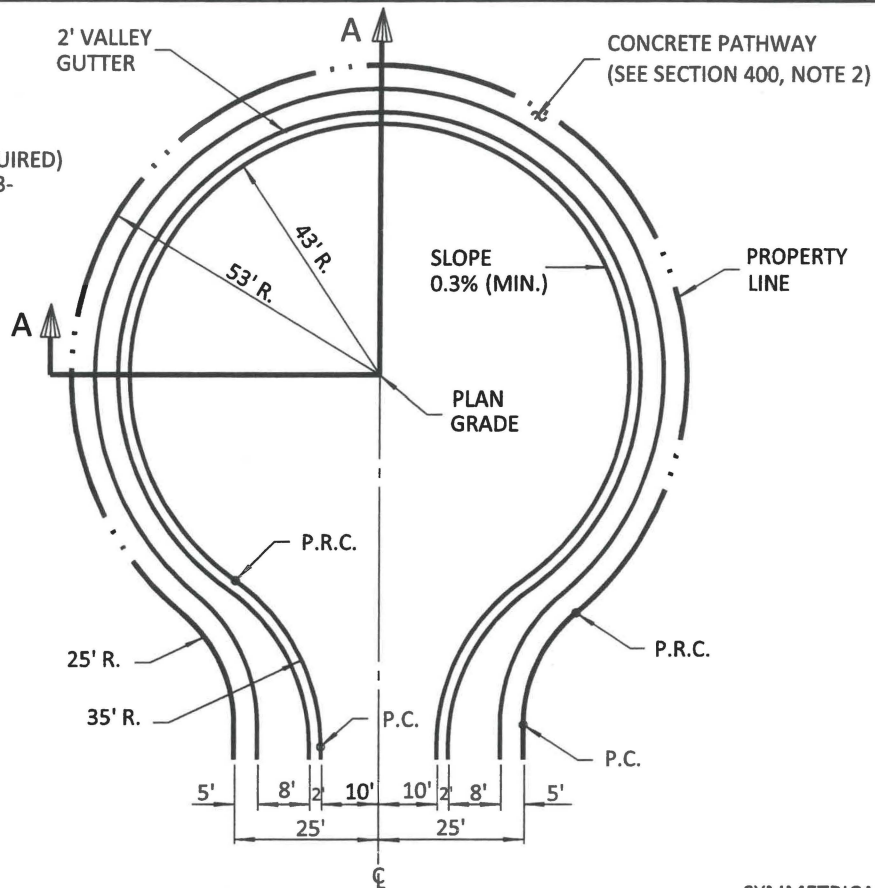
(B) BASE: SEE TABLE 100.6

(D) SHOULDER AND PAVEMENT EDGE: SEE 600.5A

FILEPATH: P:/DGN/ENG SER/LAND DEVELOPMENT STANDARDS/DWF FORMAT/100.5A (Page 1 of 2)

PALM BEACH COUNTY DEPARTMENT OF ENGINEERING & PUBLIC WORKS				CUL-DE-SAC FOR 50 FT. LOCAL STREET		DRAWING NO.
DRAWN BY:	DATE:	REVISED BY:	DATE:	APPROVED:		100.5A
K.A.L.	02/25/04	J.M.K.	02/01/2018	EFFECTIVE:		(PAGE 1 OF 2)
				COUNTY ENGINEER OR DESIGNEE		

NOTE: FOR LANDSCAPE ISLAND (WHERE REQUIRED) SEE DWG. NO. 1000.3-DETAIL 2.



SECTION A-A

NOTE: THIS SECTION MAY BE USED ONLY FOR DEAD END STREETS WITH A TOTAL LENGTH NOT EXCEEDING 150 FT. FROM EDGE OF PAVEMENT OF THE INTERSECTING STREET TO CENTER OF CUL-DE-SAC, AND REQUIRES PRIOR APPROVAL FROM P.B.C. FIRE OFFICIAL.

(A) WEARING SURFACE: SEE TABLE 100.6

(C) SUBGRADE: SEE TABLE 100.6

(B) BASE: SEE TABLE 100.6

(D) SHOULDER AND PAVEMENT EDGE: SEE 600.5A

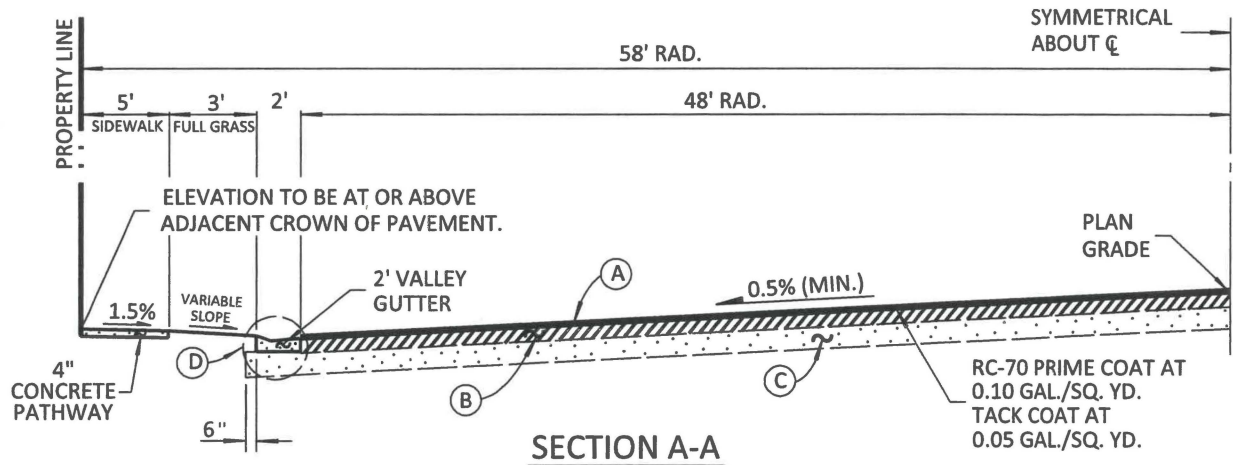
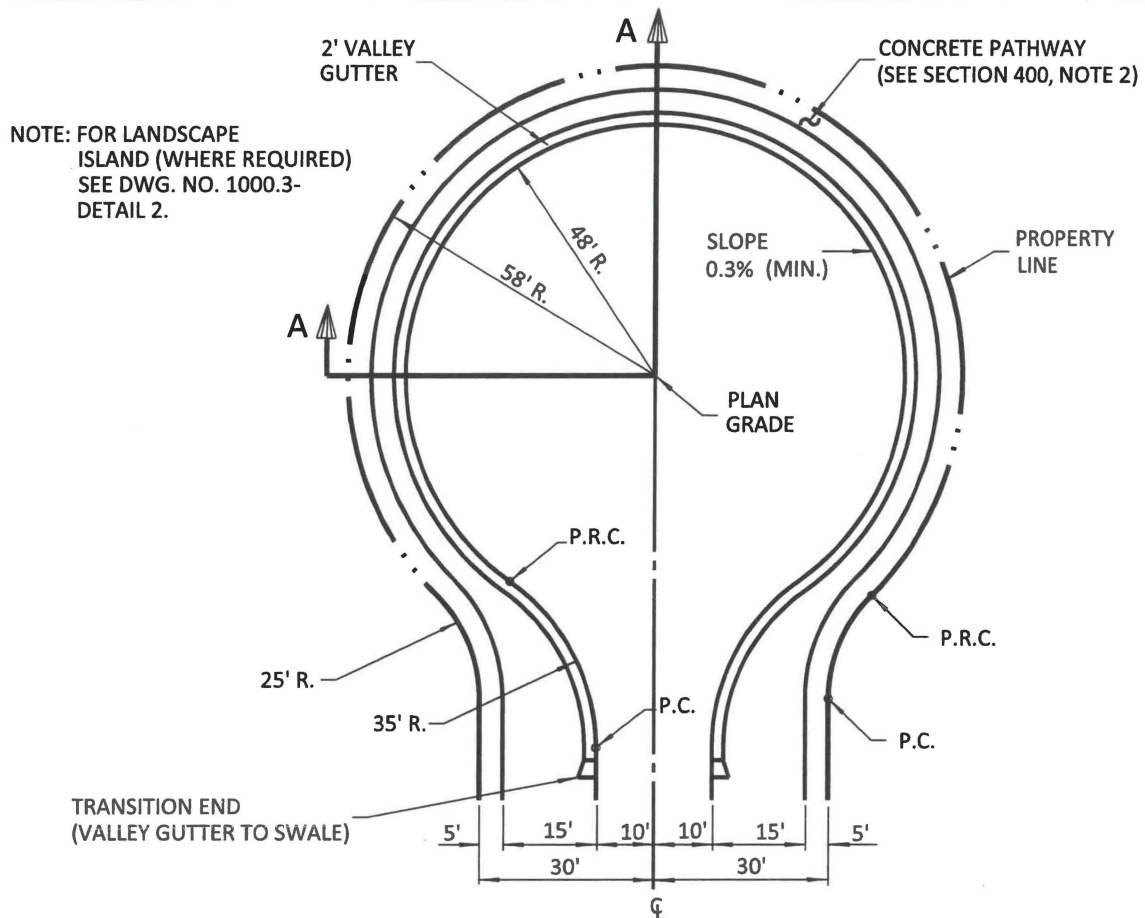
FILEPATH: P:/DGN/ENG SER/LAND DEVELOPMENT STANDARDS/DWF FORMAT/100.5A (Page 2 of 2)

PALM BEACH COUNTY DEPARTMENT OF ENGINEERING & PUBLIC WORKS				CUL-DE-SAC FOR 50 FT. LOCAL STREET (LENGTH OF 150 FT. OR LESS)		DRAWING NO.
DRAWN BY:	DATE:	REVISED BY:	DATE:	APPROVED:		100.5A
K.A.L.	2/25/04	J.M.K.	02/01/2018	 COUNTY ENGINEER OR DESIGNEE		(PAGE 2 OF 2)

EFFECTIVE:

2/19/08

NOTE: FOR LANDSCAPE ISLAND (WHERE REQUIRED) SEE DWG. NO. 1000.3-DETAIL 2.



(A) WEARING SURFACE: SEE TABLE 100.6

(C) SUBGRADE: SEE TABLE 100.6

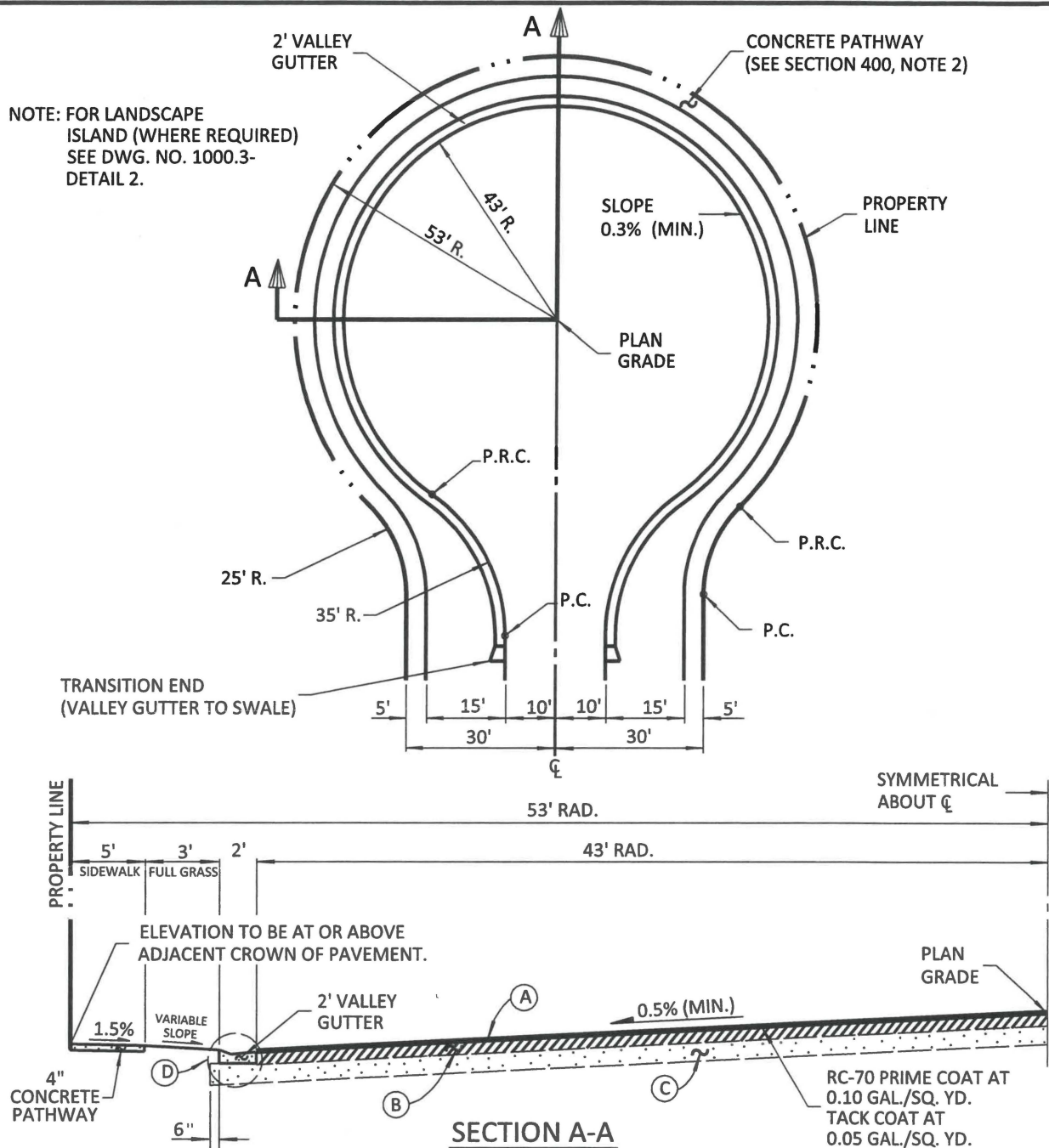
(B) BASE: SEE TABLE 100.6

(D) SHOULDER AND PAVEMENT EDGE: SEE 600.5A

FILEPATH: P:/DGN/ENG SER/LAND DEVELOPMENT STANDARDS/DWF FORMAT/100.5B (Page 1 of 2)

PALM BEACH COUNTY DEPARTMENT OF ENGINEERING & PUBLIC WORKS				CUL-DE-SAC FOR 60 FT. LOCAL STREET		DRAWING NO.
DRAWN BY:	DATE:	REVISED BY:	DATE:	APPROVED:		100.5B
K.A.L.	02/23/04	J.M.K.	02/01/2018	EFFECTIVE:		(PAGE 1 OF 2)
				COUNTY ENGINEER OR DESIGNEE		

NOTE: FOR LANDSCAPE ISLAND (WHERE REQUIRED) SEE DWG. NO. 1000.3-DETAIL 2.



NOTE : THIS SECTION MAY BE USED ONLY FOR DEAD END STREETS WITH A TOTAL LENGTH NOT EXCEEDING 150 FT. FROM EDGE OF PAVEMENT OF THE INTERSECTING STREET TO CENTER OF CUL-DE-SAC, AND REQUIRES PRIOR APPROVAL FROM P.B.C. FIRE OFFICIAL.

(A) WEARING SURFACE: SEE TABLE 100.6

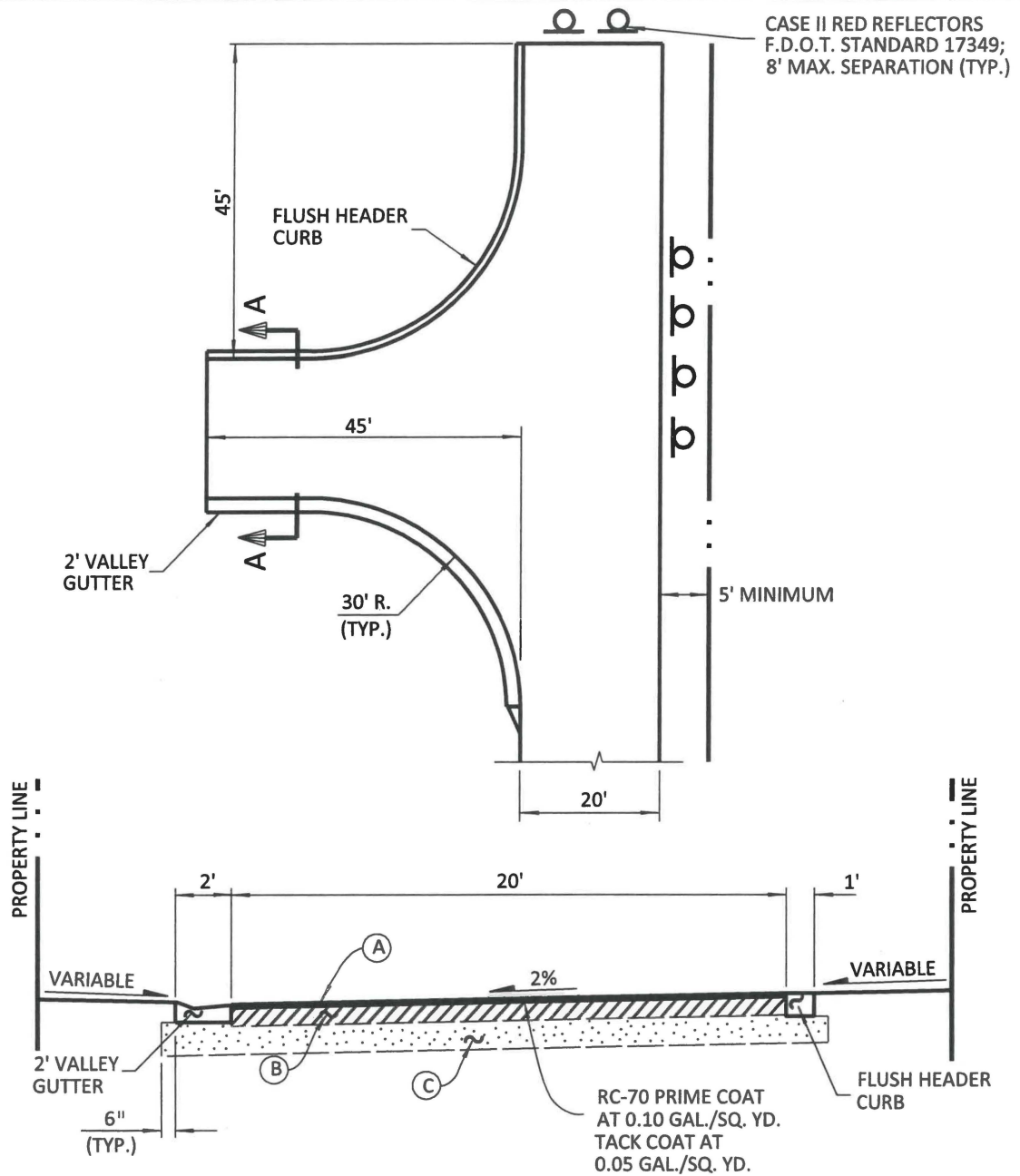
(C) SUBGRADE: SEE TABLE 100.6

(B) BASE: SEE TABLE 100.6

(D) SHOULDER AND PAVEMENT EDGE: SEE 600.5A

FILEPATH: P:/DGN/ENG SER/LAND DEVELOPMENT STANDARDS/DWF FORMAT/100.5B (Page 2 of 2)

PALM BEACH COUNTY DEPARTMENT OF ENGINEERING & PUBLIC WORKS				CUL-DE-SAC FOR 60 FT. LOCAL STREET (LENGTH OF 150 FT. OR LESS)		DRAWING NO.
DRAWN BY:	DATE:	REVISED BY:	DATE:	APPROVED:		100.5B
K.A.L.	02/23/04	J.M.K.	02/01/2018	EFFECTIVE:		(PAGE 2 OF 2)
				COUNTY ENGINEER OR DESIGNEE		



SECTION A-A

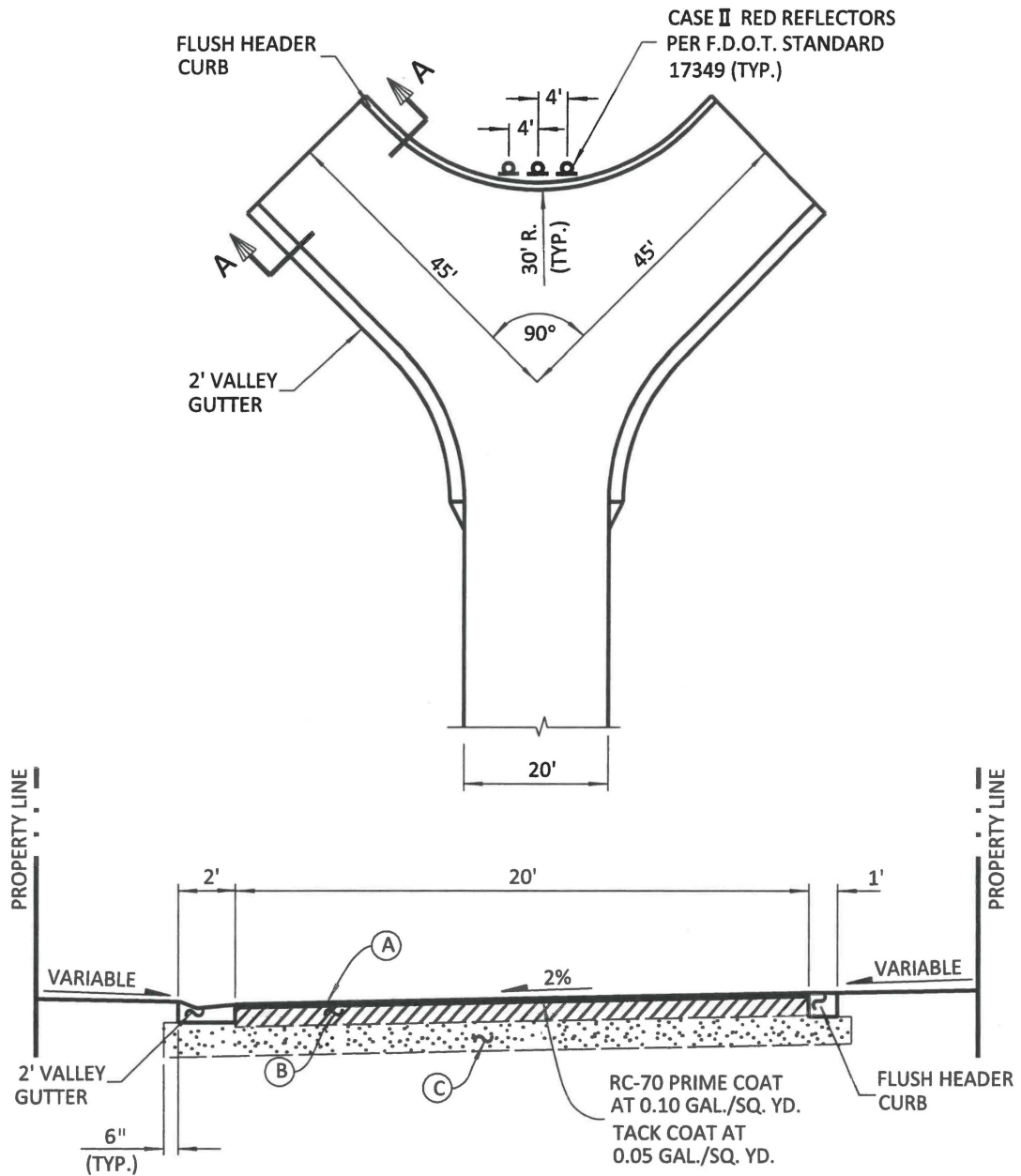
- (A) WEARING SURFACE: SEE TABLE 100.6
 (B) BASE: SEE TABLE 100.6
 (C) SUBGRADE: SEE TABLE 100.6

NOTE:

THIS SECTION SHALL BE ALLOWED ONLY AS A PERMANENT DEADEND TREATMENT ON 32 FT. AND 40 FT. RESIDENTIAL ACCESS STREETS.

FILEPATH: P:/DGN/ENG SER/LAND DEVELOPMENT STANDARDS/DWF FORMAT/100.5C

PALM BEACH COUNTY DEPARTMENT OF ENGINEERING & PUBLIC WORKS				SHUNT TURNAROUND		DRAWING NO.
DRAWN BY:	DATE:	REVISED BY:	DATE:	APPROVED:		100.5C
K.L.	05/23/90	J.M.K.	02/01/2018	EFFECTIVE:		
						
				COUNTY ENGINEER OR DESIGNEE		
				2/9/18		



SECTION A-A

- (A) WEARING SURFACE: SEE TABLE 100.6
- (B) BASE: SEE TABLE 100.6
- (C) SUBGRADE: SEE TABLE 100.6

NOTE:

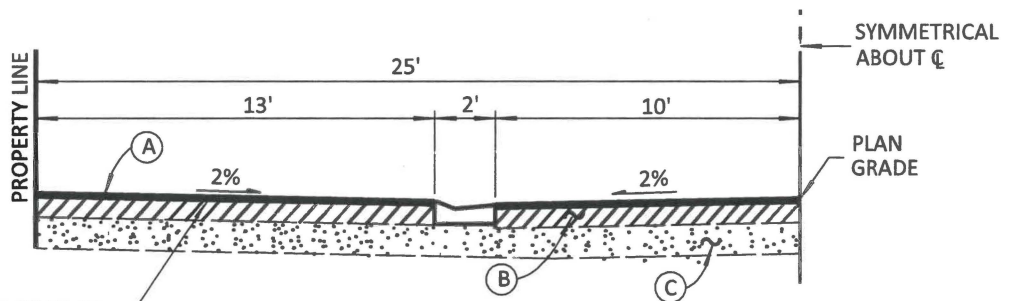
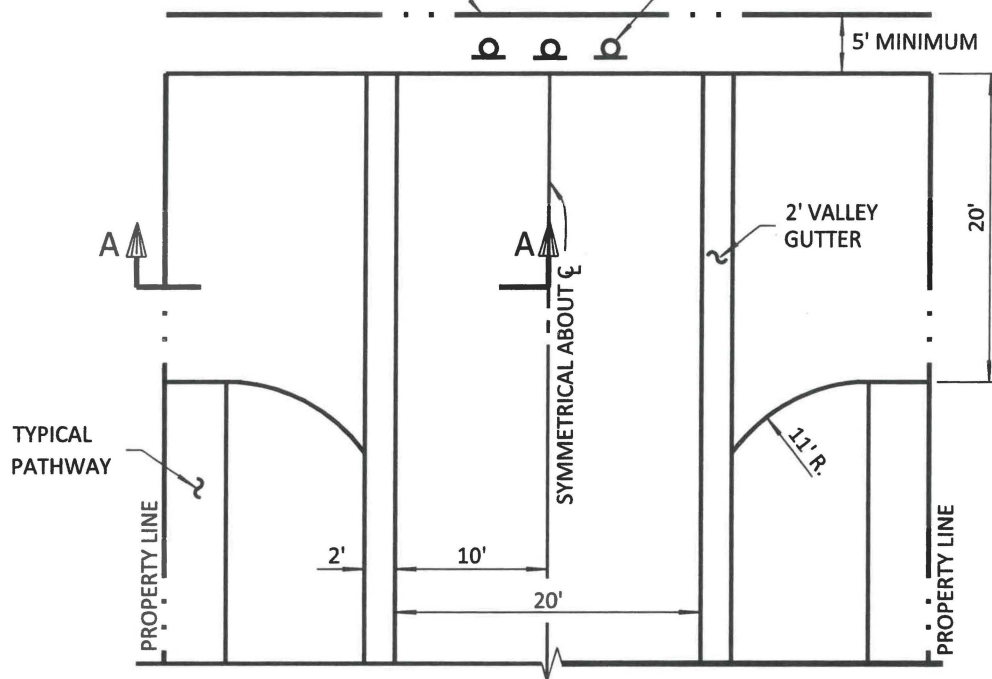
THIS SECTION SHALL BE ALLOWED ONLY AS A PERMANENT DEADEND TREATMENT ON 32 FT. AND 40 FT. RESIDENTIAL ACCESS STREETS.

FILEPATH: P:/DGN/ENG SER/LAND DEVELOPMENT STANDARDS/DWF FORMAT/100.5D

PALM BEACH COUNTY DEPARTMENT OF ENGINEERING & PUBLIC WORKS				WYE TURNAROUND		DRAWING NO.
DRAWN BY: K.L.	DATE: 03/22/91	REVISED BY:	DATE:	APPROVED: <i>[Signature]</i> COUNTY ENGINEER OR DESIGNEE	EFFECTIVE: 2/1/18	100.5D
		E.K.	04/08/1991			
		J.M.K.	02/01/2018			

NOTE: WHERE STREET DEDICATION NOT CONTINUOUS, PROVIDE SUFFICIENT SET BACK TO ACCOMMODATE FILL OR CUT SLOPE AND ANY REQUIRED GUARDRAIL.

CASE II RED REFLECTORS
F.D.O.T STANDARD 17349;
8' MAX. SEPARATION (TYP.)



RC-70 PRIME COAT AT
0.10 GAL./SQ. YD.
TACK COAT AT
0.05 GAL./SQ. YD.

SECTION A-A

NOTES:

1. THIS TURNAROUND TO BE USED FOR TEMPORARY DEAD-END ONLY.
2. UPON EXTENSION OF STREET, EXCESS PAVEMENT TO BE REMOVED. BASE TO BE REMOVED FROM 1 FT. BEHIND VALLEY GUTTER TO PROPERTY LINE. SHOULDER TO BE RECONSTRUCTED TO APPROPRIATE SECTION.

(A) WEARING SURFACE: SEE TABLE 100.6

(B) BASE: SEE TABLE 100.6

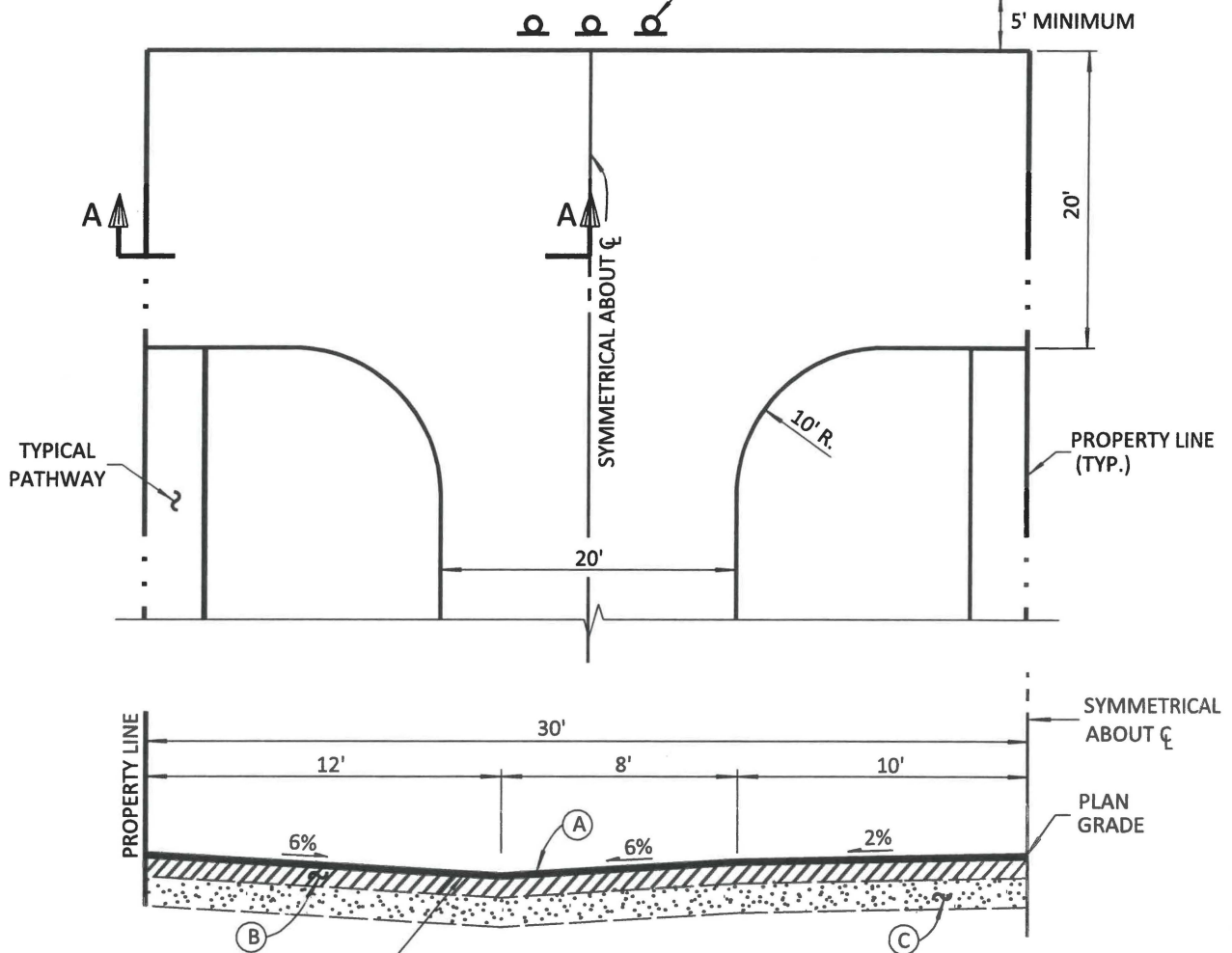
(C) SUBGRADE: SEE TABLE 100.6

FILEPATH: P:/DGN/ENG SER/LAND DEVELOPMENT STANDARDS/DWF FORMAT/100.5E

PALM BEACH COUNTY DEPARTMENT OF ENGINEERING & PUBLIC WORKS				"T" TURNAROUND FOR 50 FT. LOCAL STREET		DRAWING NO. 100.5E
DRAWN BY: K.L.	DATE: 05/23/90	REVISED BY: J.M.K.	DATE: 02/01/2018			
				APPROVED: <i>Heather M. O'Connell</i> COUNTY ENGINEER OR DESIGNEE	EFFECTIVE: 2/9/18	

NOTE: WHERE STREET DEDICATION NOT CONTINUOUS, PROVIDE SUFFICIENT SET BACK TO ACCOMMODATE FILL OR CUT SLOPE AND ANY REQUIRED GUARDRAIL.

CASE II RED REFLECTORS
F.D.O.T STANDARD 17349;
8' MAX. SEPARATION (TYP.)



SECTION A-A

RC-70 PRIME COAT AT
0.10 GAL./SQ. YD.
TACK COAT AT
0.05 GAL./SQ. YD.

NOTES:

1. THIS TURNAROUND TO BE USED FOR TEMPORARY DEAD-END ONLY.
2. UPON EXTENSION OF STREET, EXCESS PAVEMENT TO BE NEATLY SAW-CUT AND REMOVED. BASE TO BE REMOVED FROM 1 FT. BEYOND FINAL EDGE OF PAVEMENT TO PROPERTY LINE. SHOULDER TO BE RE-CONSTRUCTED TO APPROPRIATE SECTION.

FILEPATH: P:/DGN/ENG SER/LAND DEVELOPMENT STANDARDS/DWF FORMAT/100.5F

PALM BEACH COUNTY DEPARTMENT OF ENGINEERING & PUBLIC WORKS				"T" TURNAROUND FOR 60 FT. LOCAL STREET		DRAWING NO. 100.5F
DRAWN BY: K.L.	DATE: 05/23/90	REVISED BY: J.M.K.	DATE: 02/01/2018	APPROVED: <i>Theresa McCormick</i> COUNTY ENGINEER OR DESIGNEE	EFFECTIVE: 2/19/88	

TABLE 100.6

TABLE OF MATERIALS AND CONSTRUCTION STANDARDS: RESIDENTIAL ACCESS AND LOCAL STREETS

Component (1)	Description of Materials	Construction Standards Minimum In Place		Notes
		Thickness (2)	SN (min.) (3)	
A	SP Structural Course	1 ½"	0.66	Traffic Level A
B	Optional Base Group 8	See notes	1.65	Refer to FDOT Flexible Pavement Design Manual Table 5.6
C	Compacted Subgrade (3)	12"	0	
	Total		2.31	

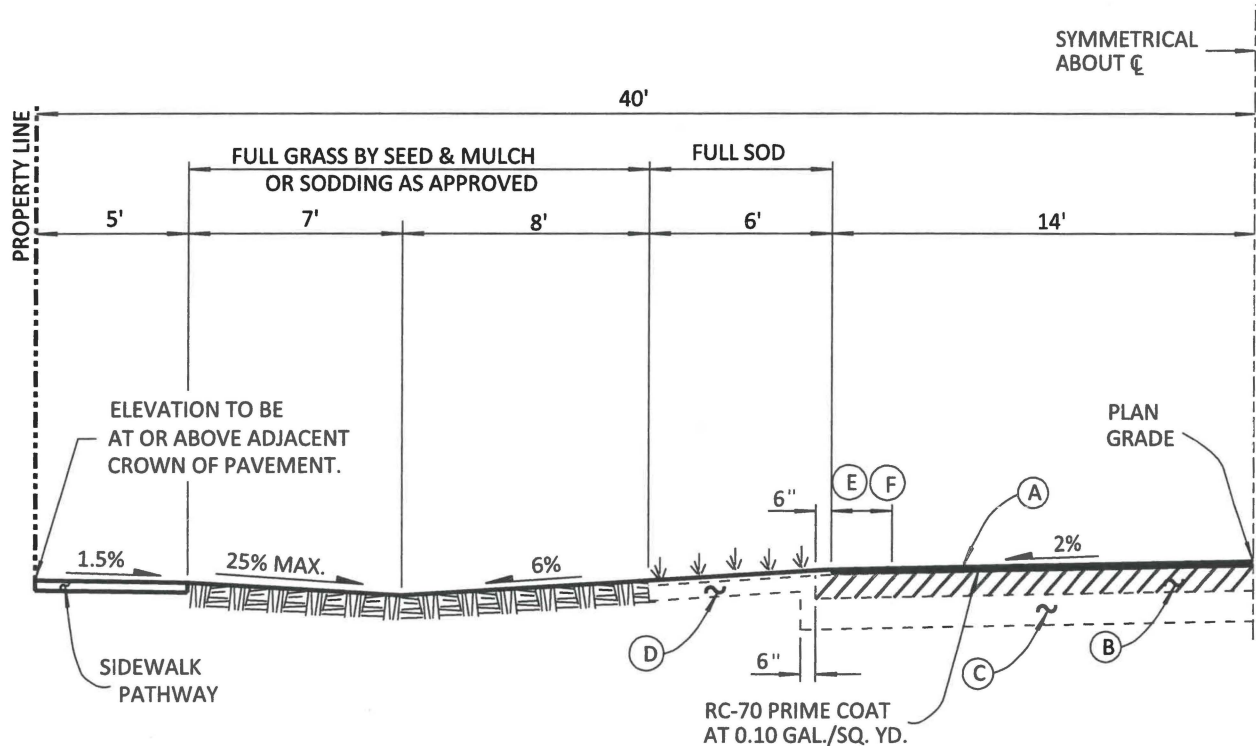
- (1) A = Pavement
B = Base
C = Subgrade
- (2) All Dimensions Refer to Finished Thickness
- (3) Compacted to At Least 98% Maximum Density Per
PER A.A.S.H.T.O. T-180.

FILEPATH: P:/DGN/ENG SER/LAND DEVELOPMENT STANDARDS/DWF FORMAT/100.6

PALM BEACH COUNTY DEPARTMENT OF ENGINEERING & PUBLIC WORKS				TABLE OF MATERIALS AND CONSTRUCTION STANDARDS: RESIDENTIAL ACCESS AND LOCAL STREETS		DRAWING 100.6
DRAWN BY:	DATE:	REVISED BY:	DATE:	APPROVED:	EFFECTIVE:	
K.L.	05/23/90	J.M.K.	02/01/2018		2/9/18	
				COUNTY ENGINEER OR DESIGNEE		

NOTES:

1. THE TERM NON-PLAN REFERS TO A ROADWAY SECTION THAT IS NOT IDENTIFIED AS A MAJOR ROAD ON THE PALM BEACH COUNTY THOROUGHFARE RIGHT-OF-WAY IDENTIFICATION MAP.
2. THE SECTIONS FOR MAJOR STREETS MAY ALSO BE UTILIZED IN LIEU OF THIS SECTION. REFER TO THE ROADWAY PRODUCTION DIVISION'S DESIGN STANDARDS.



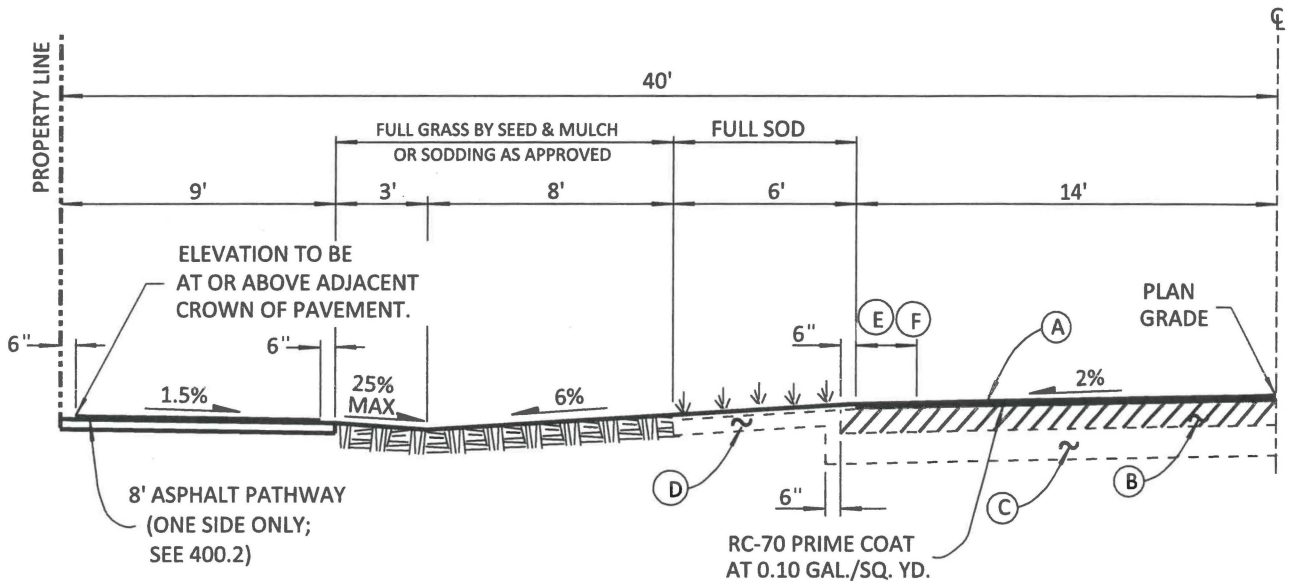
- (A) WEARING SURFACE: SEE TABLE 100.9
- (B) BASE: SEE TABLE 100.9
- (C) SUBGRADE: SEE TABLE 100.9
- (D) COMPACTED SHOULDER STABILIZED TO MIN. FBV 75 P.S.I. TO 6 INCHES DEPTH. SHOULDER TO BE GRADED 0.2 FT. BELOW PLAN GRADE AND FULLY SODDED.
- (E) LANES: 12 FT. WIDE WITH 2 FT. PAVED SHOULDERS
- (F) STRIPING: SEE SECTION 500 NOTES

FILEPATH: P:/DGN/ENG SER/LAND DEVELOPMENT STANDARDS/DWF FORMAT/100.7A

PALM BEACH COUNTY DEPARTMENT OF ENGINEERING & PUBLIC WORKS				80 FT. NON-PLAN COLLECTOR STREET: SWALE, SIDEWALK PATHWAY		DRAWING NO. 100.7A
DRAWN BY: K.L.	DATE: 05/23/90	REVISED BY: J.M.K.	DATE: 02/01/2018	APPROVED: <i>[Signature]</i> COUNTY ENGINEER OR DESIGNEE	EFFECTIVE: 2/19/18	

NOTES:

1. THE TERM NON-PLAN REFERS TO A ROADWAY SECTION THAT IS NOT IDENTIFIED AS A MAJOR ROAD ON THE PALM BEACH COUNTY THOROUGHFARE RIGHT-OF-WAY IDENTIFICATION MAP.
2. THE SECTIONS FOR MAJOR STREETS MAY ALSO BE UTILIZED IN LIEU OF THIS SECTION. REFER TO THE ROADWAY PRODUCTION DIVISION'S DESIGN STANDARDS.



(A) WEARING SURFACE: SEE TABLE 100.9

(B) BASE: SEE TABLE 100.9

(C) SUBGRADE: SEE TABLE 100.9

(D) COMPACTED SHOULDER STABILIZED
TO MIN. FBV 75 P.S.I. TO 6 INCHES DEPTH.
SHOULDER TO BE GRADED 0.2 FT. BELOW
PLAN GRADE AND FULLY SODDED.

(E) LANES: 12 FT. WIDE WITH 2 FT. PAVED SHOULDERS

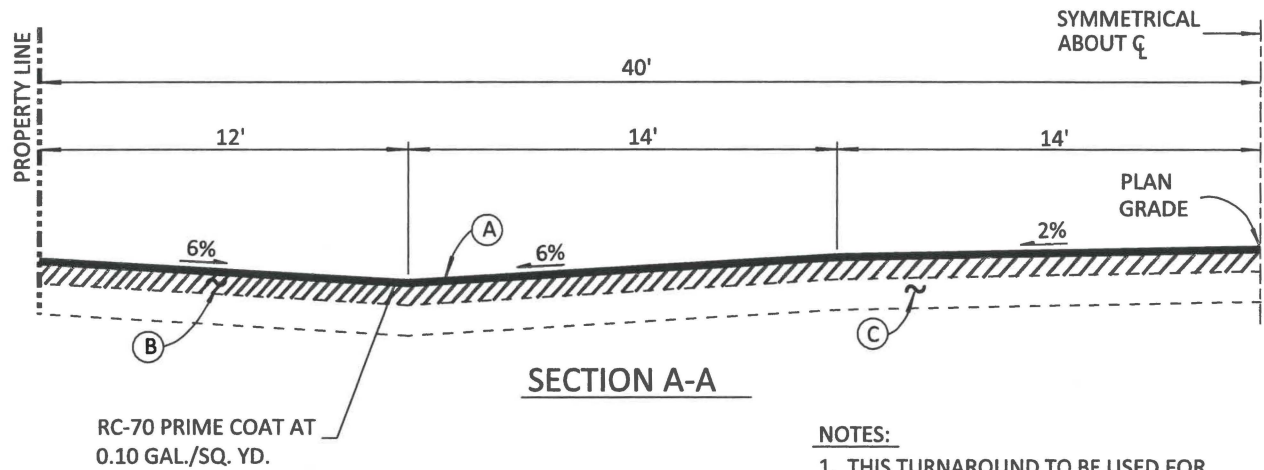
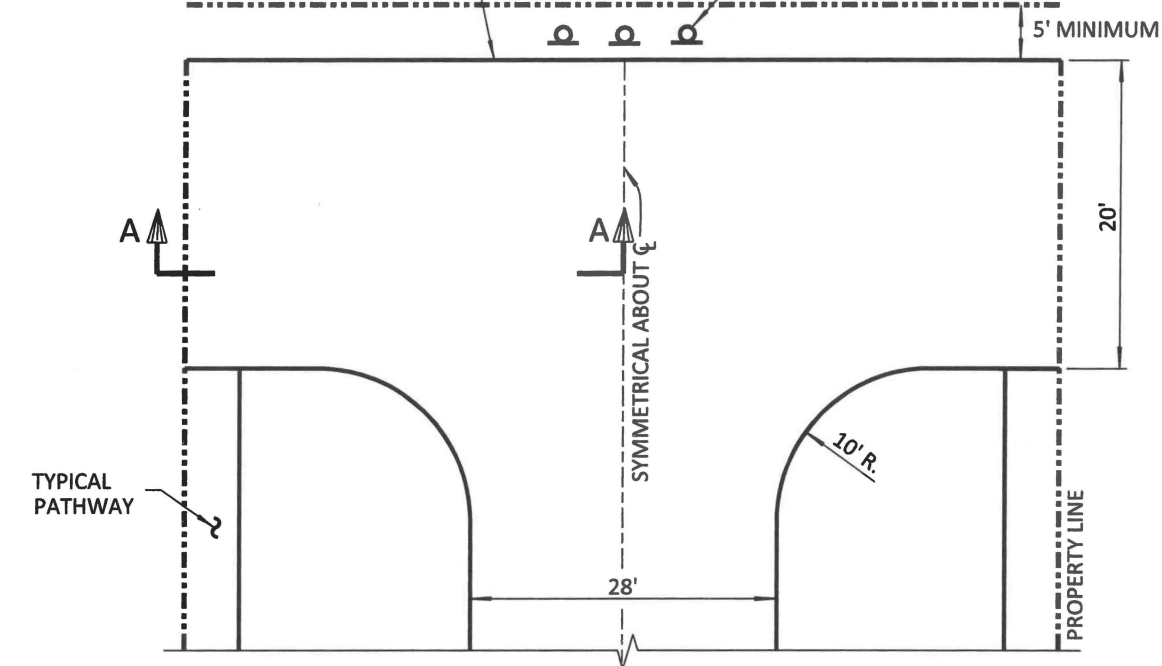
(F) STRIPING: SEE SECTION 500 NOTES

FILEPATH: P:/DGN/ENG SER/LAND DEVELOPMENT STANDARDS/DWF FORMAT/100.7B

PALM BEACH COUNTY DEPARTMENT OF ENGINEERING & PUBLIC WORKS				80 FT. NON-PLAN COLLECTOR STREET: SWALE, ASPHALT PATHWAY		DRAWING NO.
DRAWN BY:	DATE:	REVISED BY:	DATE:	APPROVED:	EFFECTIVE:	100.7B
K.L.	05/23/90	J.M.K.	02/01/2018	 COUNTY ENGINEER OR DESIGNEE 219118		

NOTE: WHERE STREET DEDICATION NOT CONTINUOUS, PROVIDE SUFFICIENT SET BACK TO ACCOMMODATE FILL OR CUT SLOPE AND ANY REQUIRED GUARDRAIL.

CASE II RED REFLECTORS
F.D.O.T STANDARD 17349;
8' MAX. SEPARATION (TYP.)



- (A) WEARING SURFACE: SEE TABLE 100.9
- (B) BASE: SEE TABLE 100.9
- (C) SUBGRADE: SEE TABLE 100.9

NOTES:

1. THIS TURNAROUND TO BE USED FOR TEMPORARY DEAD-END ONLY.
2. UPON EXTENSION OF STREET, EXCESS PAVEMENT TO BE NEATLY SAW-CUT AND REMOVED. BASE TO BE REMOVED FROM 1 FT. BEYOND FINAL EDGE OF PAVEMENT TO PROPERTY LINE. SHOULDER TO BE RE-CONSTRUCTED TO APPROPRIATE SECTION.

FILEPATH: P:/DGN/ENG SER/LAND DEVELOPMENT STANDARDS/DWF FORMAT/100.8

PALM BEACH COUNTY DEPARTMENT OF ENGINEERING & PUBLIC WORKS				"T" TURNAROUND NON-PLAN 80 FT. COLLECTOR STREET		DRAWING NO. 100.8
DRAWN BY: K.L.	DATE: 05/23/90	REVISED BY: J.M.K.	DATE: 02/01/2018			
				APPROVED:  COUNTY ENGINEER OR DESIGNEE	EFFECTIVE: 2/9/18	

TABLE 100.9

TABLE OF MATERIALS AND CONSTRUCTION STANDARDS: NON-PLAN COLLECTOR STREETS

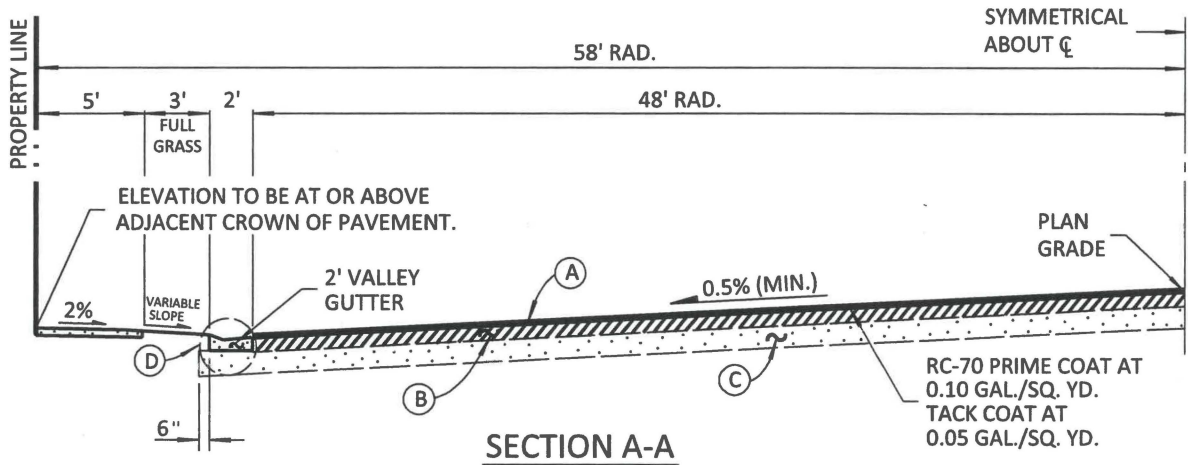
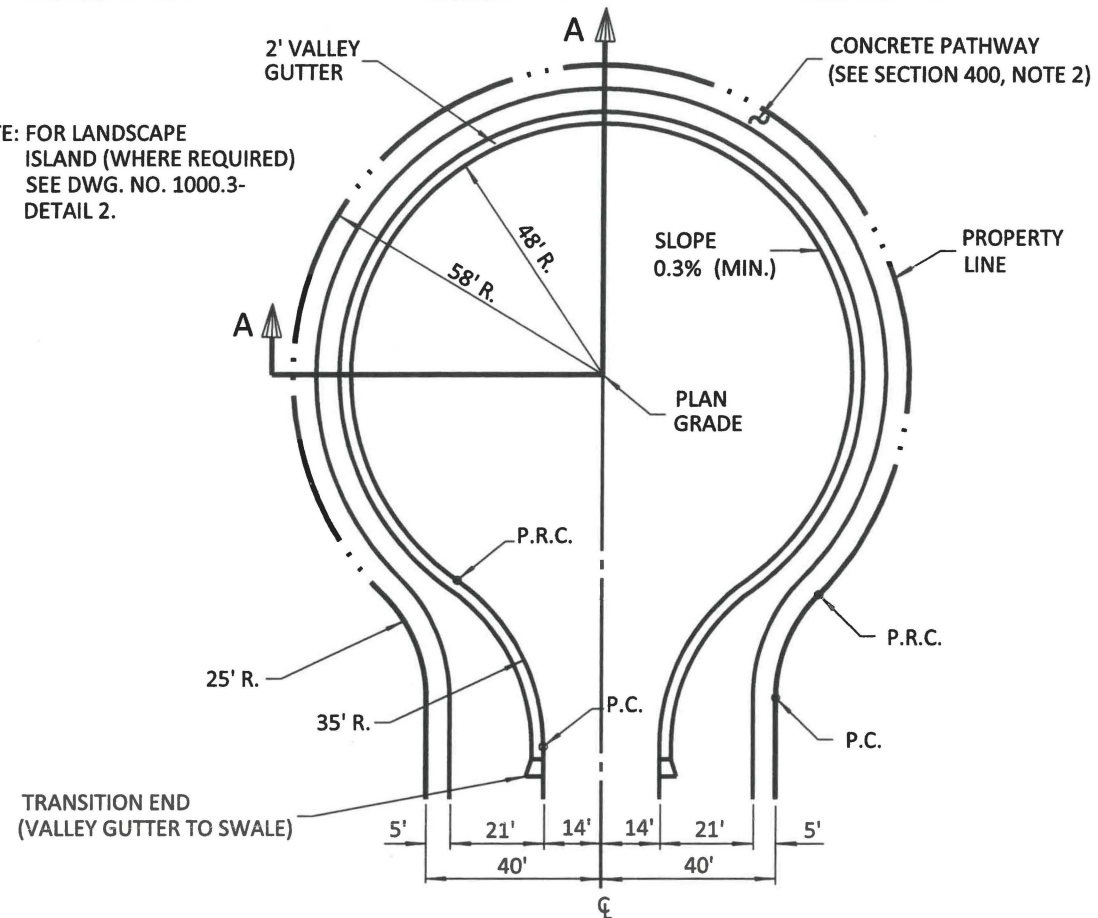
Component (1)	Description of Materials	Construction Standards Minimum In Place		Notes
		Thickness (2)	SN (min)	
A	Friction Course	1"	0.44	FC 9.5
B	SP Structural Course	1 ½"	0.66	Traffic Level A
C	Optional Base Group 3	See notes	0.95	Refer to FDOT Flexible Pavement Design Manual Table 5.6
D	Stabilized Subgrade (3)	12"	0.96	
	Total		3.01	

- (1) A = Friction
B = Pavement
C = Base
D = Subgrade
- (2) All Dimensions Refer to Finished Thickness
- (3) Stabilized Subgrade to Meet LBR-40, Approved Materials for Palm Beach County Include: Limerock, Cemented Coquina and Shell Rock.

FILEPATH: P:/DGN/ENG SER/LAND DEVELOPMENT STANDARDS/DWF FORMAT/100.9

PALM BEACH COUNTY DEPARTMENT OF ENGINEERING & PUBLIC WORKS				TABLE OF MATERIALS AND CONSTRUCTION STANDARDS NON-PLAN COLLECTOR STREETS		TABLE 100.9
DRAWN BY:	DATE:	REVISED BY:	DATE:	APPROVED:	EFFECTIVE:	
K.L.	05/23/90	J.M.K.	02/01/2018		2/9/18	
				COUNTY ENGINEER OR DESIGNEE		

NOTE: FOR LANDSCAPE
ISLAND (WHERE REQUIRED)
SEE DWG. NO. 1000.3-
DETAIL 2.



(A) WEARING SURFACE: SEE TABLE 100.11

(C) SUBGRADE: SEE TABLE 100.11

(B) BASE: SEE TABLE 100.11

(D) SHOULDER AND PAVEMENT EDGE: SEE 600.5A

FILEPATH: P:/DGN/ENG SER/LAND DEVELOPMENT STANDARDS/DWF FORMAT/100.10

PALM BEACH COUNTY DEPARTMENT OF ENGINEERING & PUBLIC WORKS				CUL-DE-SAC FOR 80 FT. NON-PLAN COLLECTOR STREET		DRAWING NO. 100.10
DRAWN BY:	DATE:	REVISED BY:	DATE:	APPROVED:		EFFECTIVE:
K.A.L.	02/23/04	J.M.K.	02/01/2018			
				COUNTY ENGINEER OR DESIGNEE		2/9/18



Appendix C: Roadway Mileage by Municipality

Roadway Mileage by Municipality

Countywide Transportation Master Plan (CTMP)

Prepared for



Prepared by:

WSP USA Inc.

April 2026



Municipality	Number of Miles of Municipal Road			% of Mun. Roads
	Paved	Unpaved	Total	
Atlantis	13.700	0.000	13.700	0.629%
Belle Glade	70.740	2.900	73.640	3.380%
Boca Raton	222.000	0.000	222.000	10.190%
Boynton Beach	252.690	0.000	252.690	11.599%
Briny Breezes	1.200	0.000	1.200	0.055%
Cloud Lake	0.800	0.000	0.800	0.036%
Delray Beach	158.751	0.109	158.860	7.292%
Glen Ridge	5.000	0.000	5.000	0.229%
Golf, Village Of	8.000	0.000	8.000	0.367%
Greenacres	25.022	0.000	25.022	1.148%
Gulf Stream	4.330	0.000	4.330	0.198%
Haverhill	9.045	0.000	9.045	0.415%
Highland Beach	3.000	0.000	3.000	0.137%
Hypoluxo	0.000	0.000	0.000	0.000%
Juno Beach	3.620	0.600	4.220	0.194%
Jupiter	151.260	0.300	151.560	6.957%
Jupiter Inlet Colony	2.600	0.000	2.600	0.119%
Lake Clarke Shores	28.120	0.000	28.120	1.291%
Lake Park	30.605	2.500	33.105	1.519%
Lake Worth Beach	104.700	16.790	121.490	5.576%
Lantana	33.623	0.000	33.623	1.543%
Loxahatchee Groves	32.590	23.484	56.074	2.574%
Manalapan	5.000	0.000	5.000	0.229%
Mangonia Park	16.500	0.500	17.000	0.780%
North Palm Beach	33.200	0.000	33.200	1.469%
Ocean Ridge	11.000	2.000	13.000	0.597%
Pahokee	9.900	0.000	9.900	0.454%
Palm Beach	42.000	0.000	42.000	1.928%
Palm Beach Gardens	67.010	0.000	67.010	3.076%
Palm Beach Shores	4.900	0.000	4.900	0.225%
Palm Springs	40.000	0.000	40.000	1.836%
Riviera Beach	85.070	0.600	85.670	3.932%
Royal Palm Beach	148.550	0.000	148.550	6.819%
South Bay	28.500	2.400	30.900	1.418%
South Palm Beach	0.000	0.000	0.000	0.000%
Tequesta	23.750	0.080	23.830	1.094%
Wellington, Village Of	150.337	22.154	172.491	7.918%
West Palm Beach	259.100	0.000	259.100	11.893%
Westlake	18.0	0.0	18.0	0.826%
Totals	2104.177	74.417	2178.594	

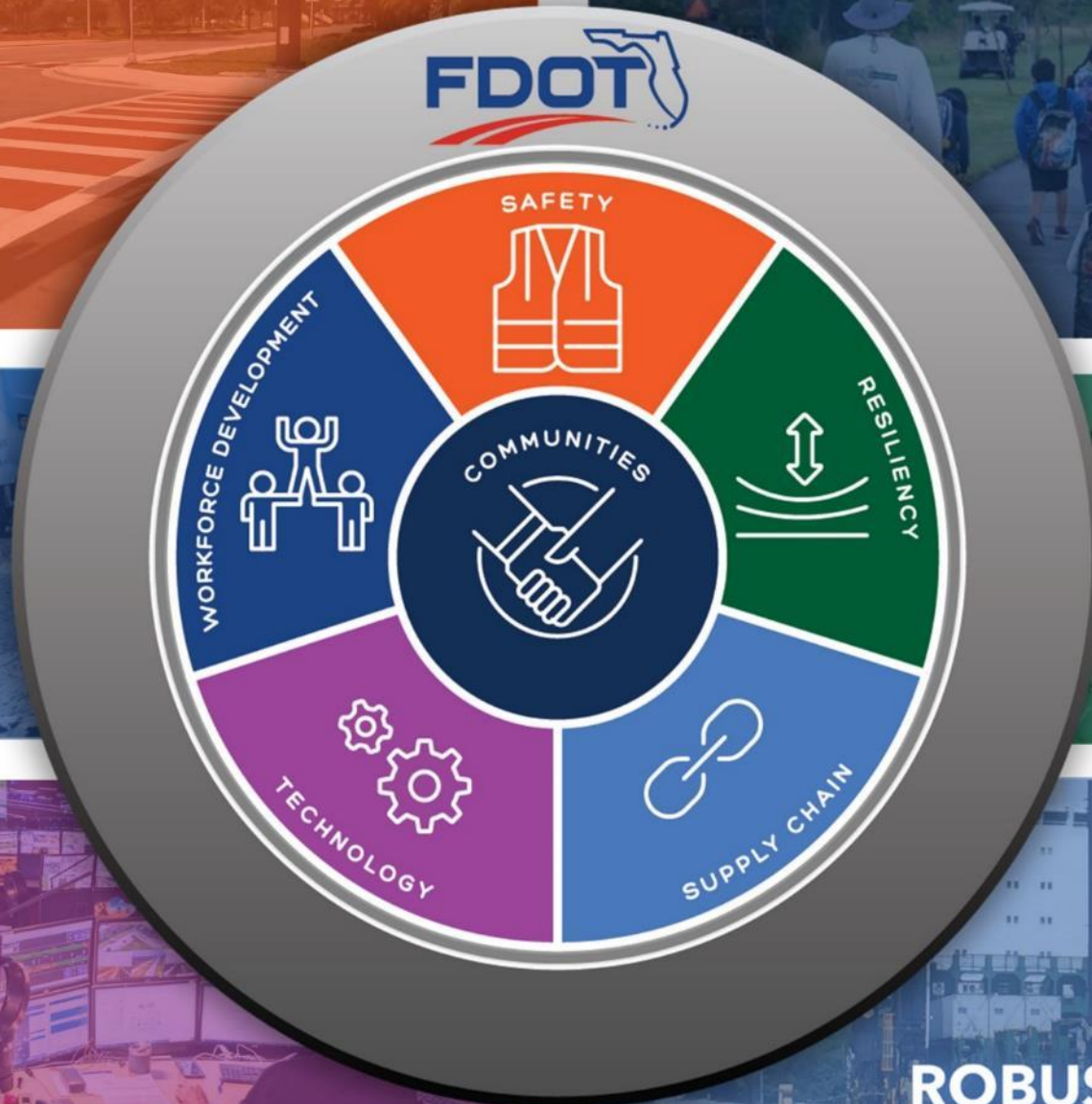


Appendix D: FDOT District Four Pedestrian and Bicycle Master Plan Update



Pedestrian and Bicycle

MASTER PLAN





2055 Florida Transportation Plan



SINGLE, OVERARCHING PLAN



GUIDES FLORIDA'S TRANSPORTATION FUTURE



FOUNDATION FOR FLORIDA'S WORK PROGRAM



UPDATED EVERY 5 YEARS



COLLABORATIVE EFFORT WITH PUBLIC AND PRIVATE PARTNERS

Upcoming Regional Workshops, Focus Group Meetings, Virtual Statewide Webinars, and more!



**Scan to
learn more!**



Get Engaged Today!

FloridaFTP.com

Project Overview

Purpose

Update the 2018 District Four Pedestrian and Bicycle Master Plan

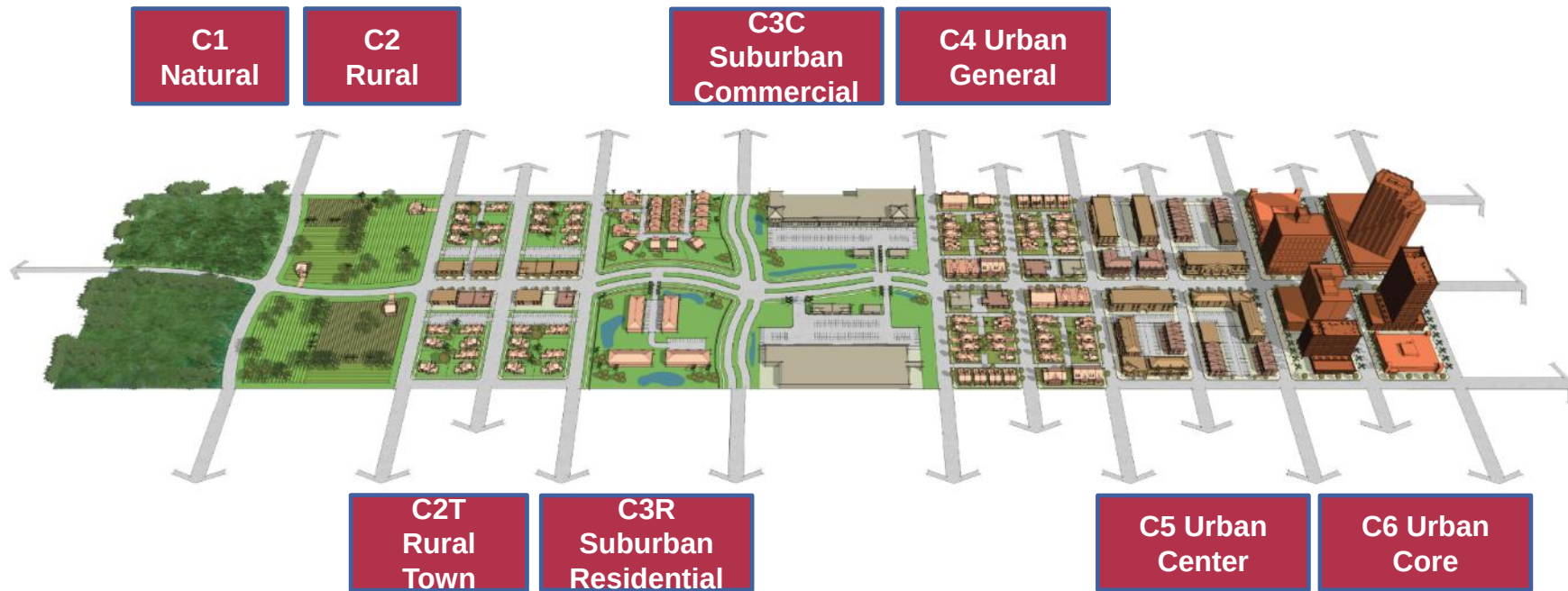
Outcomes

- Develop context-specific project recommendations for pedestrian and bicycle improvements on the State Highway System (SHS)
 - Sidewalks
 - Crossings
 - Bicycle Facilities
 - Shared Use Paths
 - Alternative Bicycle Routes



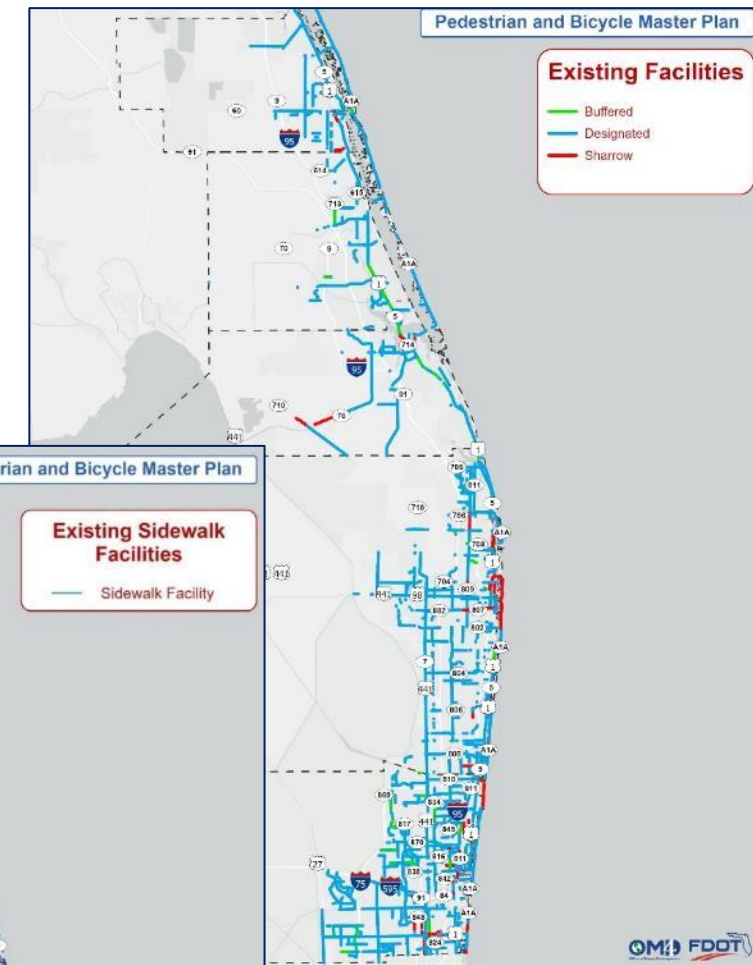
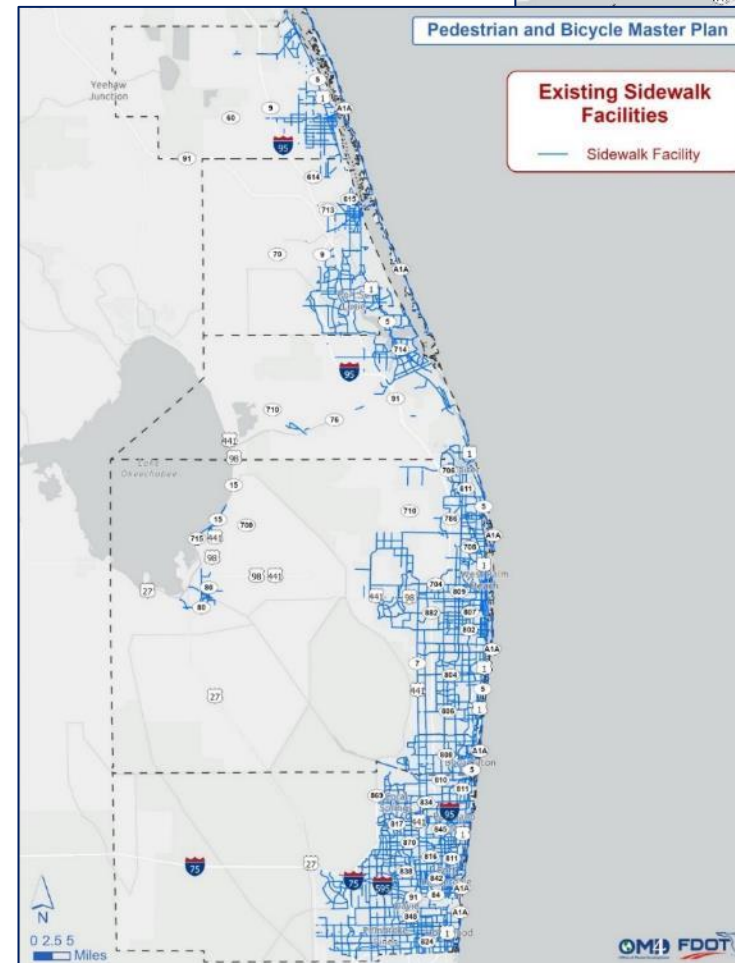
Florida's Complete Streets – A 360° Approach

A context-sensitive approach for planning, designing, and implementing Complete Streets in Florida.



Existing Multimodal Network

- Context Classification
- Existing Sidewalk Network on the SHS
- Existing Bicycle Network on the SHS
- Key Pedestrian and Bicycle Destinations
 - Bus Stops and Transit Centers
 - Outdoor and Recreation Facilities
 - Schools
- Pedestrian and Bicyclist Involved Crash Locations
- Roadway Posted Speed
- Roadway Volume



Key Definitions

Gaps

- Sidewalk or bicycle facility infrastructure is not present on a segment of the State Highway System (SHS)
- *Output: Locations in need of NEW pedestrian or bicycle infrastructure.*

Needs

- Pedestrian or bicycle facility is present on a segment of the SHS but is not appropriate for the segment context classification / facility design standards
- *Output: Locations in need of UPDATED pedestrian or bicycle facilities.*

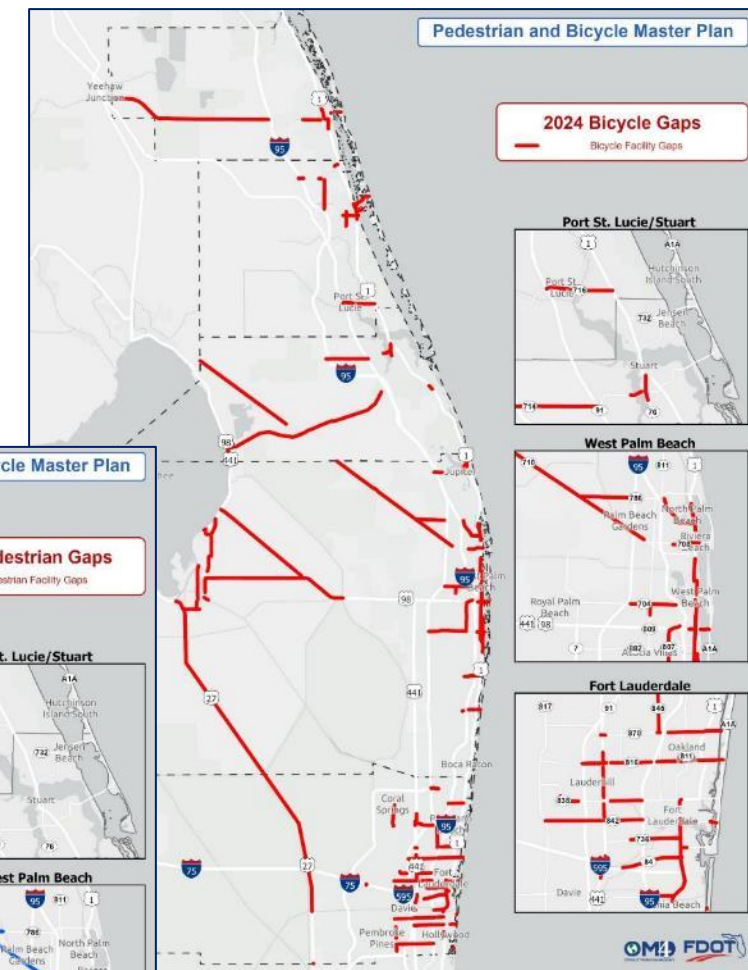
Identification of Gaps

Pedestrian Gaps

- Overlay of 2018 gaps onto existing sidewalk network to assess current gaps in the SHS network

Bicycle Gaps

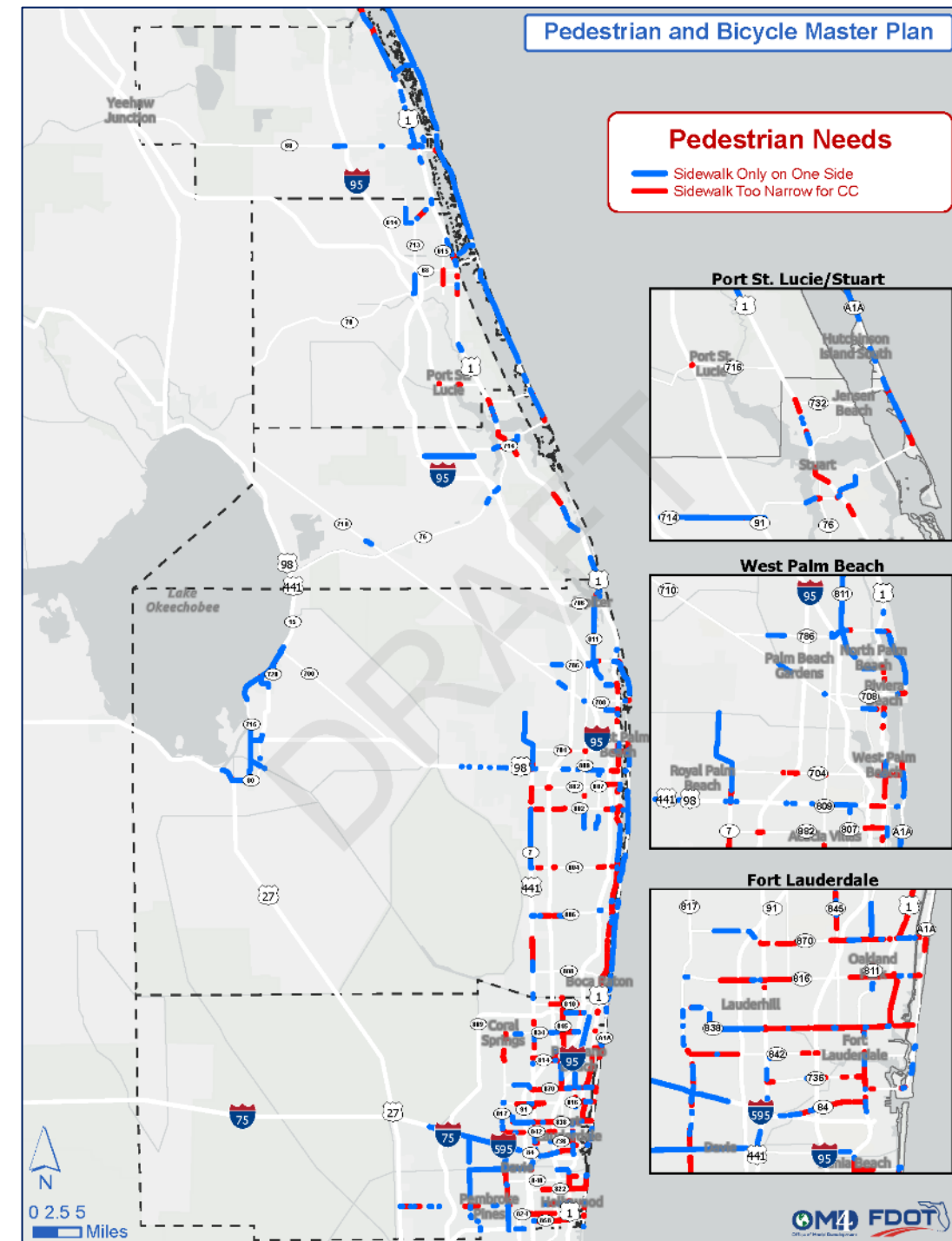
- Overlay of 2018 gaps onto existing bicycle network to assess current gaps in the SHS network



Identification of Pedestrian Needs

Pedestrian Needs

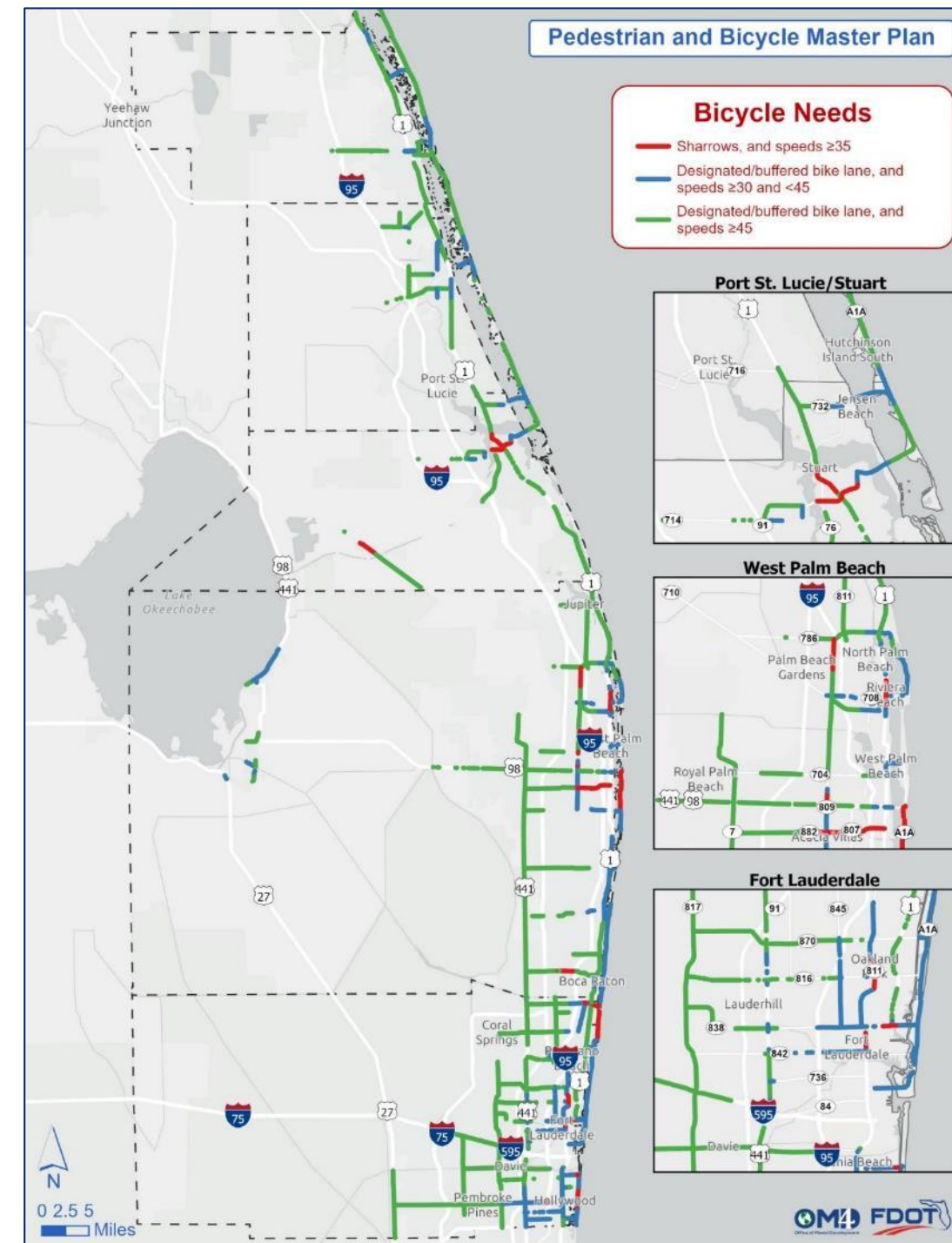
- Overlay of existing sidewalk width and context classification.
- Review of SHS segments with sidewalk only on one side of the roadway.



Identification of Bicycle Needs

Bicycle Needs

- Overlay of existing bicycle facilities and context classification
- Potential Improvements to Address Needs
 - Buffered Bicycle Lanes
 - Separated Bicycle Lanes
 - Shared Use Paths



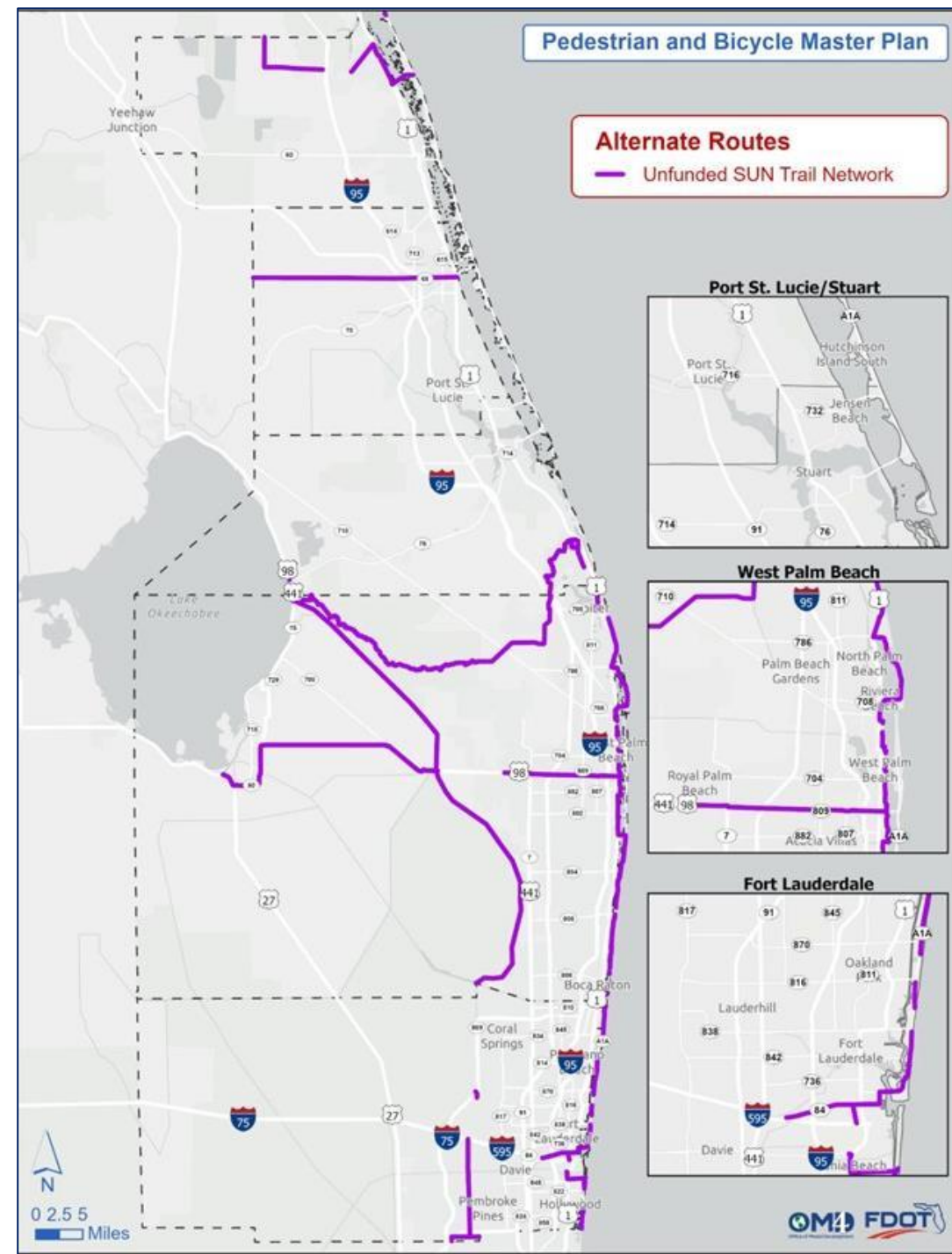
Identification of Other Needs

Shared Use Path Needs

- Review of current shared use path location proximity to SUN trail and key pedestrian and bicyclist destinations

Alternative Routes

- 2018 Master Plan Alternate Routes
- Unfunded SUN Trail Gaps



Prioritization Process

Accessibility	Demand	Connectivity	Safety
Transportation Access	High Trip Origins	Proximity to Schools	Vulnerable Road User
	High Trip Destinations	Proximity to Parks	
Transportation Cost Burden	High Employment Density	Proximity to Trails	Transportation Safety
	High Population Density	Proximity to Bus Stops Proximity to Train Stations	

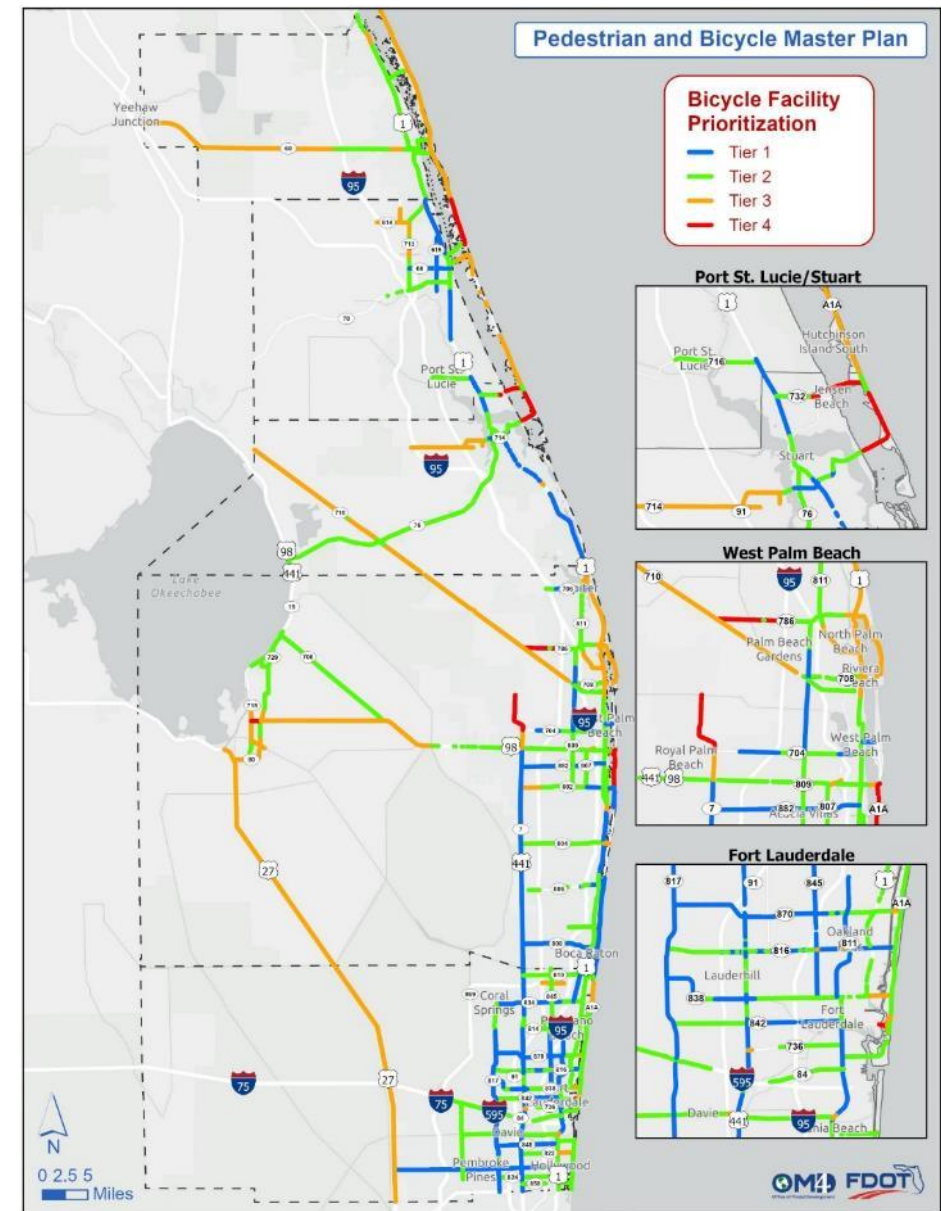
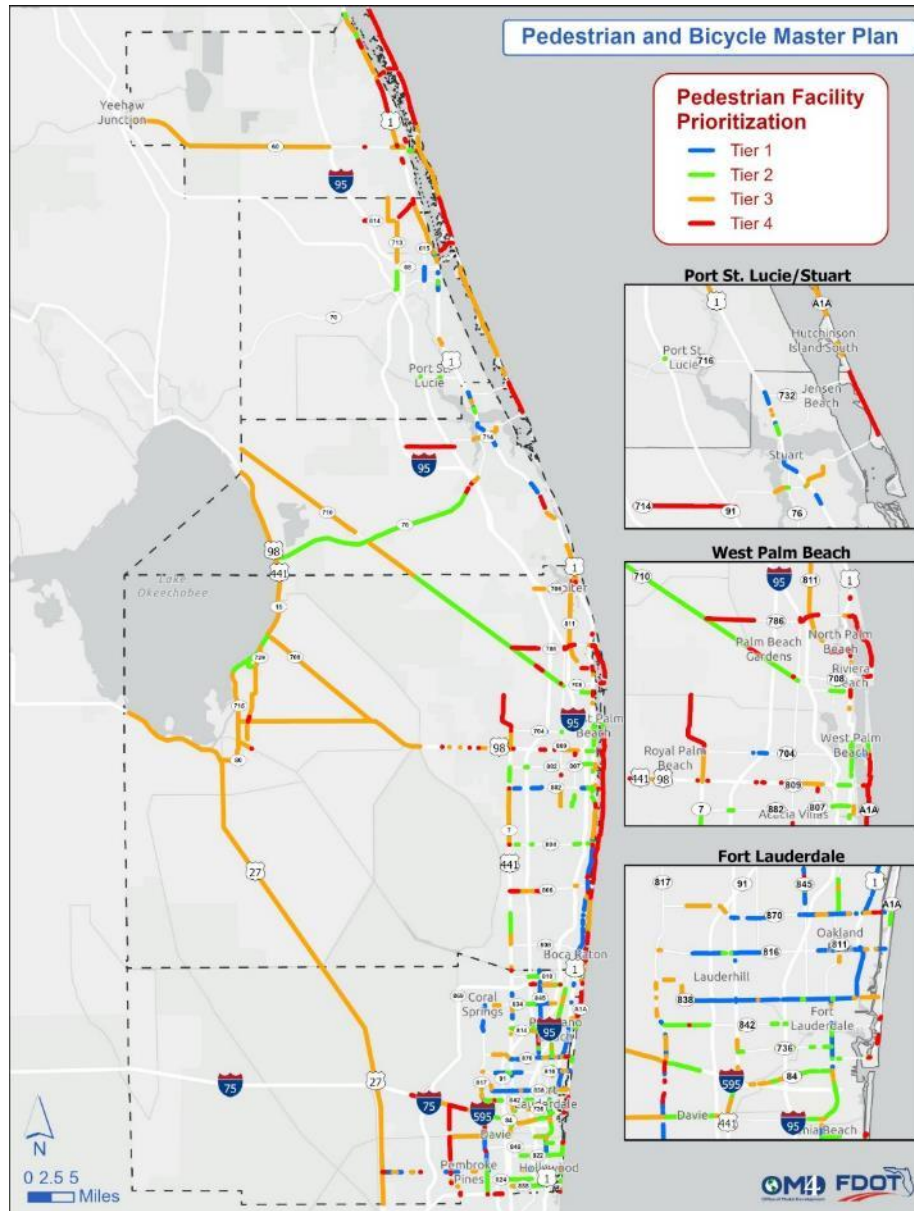
Accessibility Max. Points: 2
Demand Max. Points: 4
Connectivity Max. Points: 5
Safety Max. Points: 2
Total Max. Points: 13



Additional Screening Criteria

- High Injury Network
- Historic Crash Locations (Signal 4)
- Work Program Overlap

Prioritization Results



Key Corridor Locations – Palm Beach

- **A. US 441 from Old Hammock Way to Stribling Way**
 - Shared Use Path
- **B. Lake Worth Rd from Bellevue Ave to South A St**
 - Widen Sidewalk; Separated Bike Lane
- **C. US 1 from N of Bailey St to 47th St**
 - Shared Use Path
- **D. Forest Hill Blvd from Congress Ave to US Hwy 1**
 - Designated Bike Lane; Widen Sidewalk
- **E. US 1 from Glades Rd to 13th St**
 - Separated Bike Lane; Widen Sidewalk



Next Steps

- Identify Top 2 Locations in Each County
 - Planning Level Cost Estimates
 - Planning Level Concepts
- Finalize Master Plan Update



Contact Us

Throughout the project, questions or comments can be submitted via email or phone.

Michael Melendez, P.E.
Office of Modal Development



Michael.Melendez@dot.state.fl.us



(954) 777-7898



FDOT Safety Message

 **MOVE OVER** 

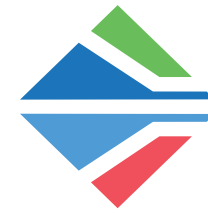
or slow down for emergency lights.

#MoveOverFL

FLHSMV 



Appendix E: Palm Beach Transportation Planning Agency List of Priority Projects FY 2027-2031



PALM BEACH
Transportation
Planning Agency

LIST OF PRIORITY PROJECTS (LOPP)

FY 2027-2031

Scheduled for Adoption on
July 17, 2025

PalmBeachTPA.org/priorities

WHAT IS THE LIST OF PRIORITY PROJECTS (LOPP)?

The Palm Beach Transportation Planning Agency (TPA) Transportation Improvement Program (TIP) for Fiscal Years 2026 through 2030 begins with TPA Board approval of a List of Priority Projects (LOPP). Pursuant to s. 339.175(8), F.S., the TPA must transmit the project list to the Florida Department of Transportation (FDOT) by August 1 of each year to accommodate an accelerated Florida Legislative session schedule. FDOT uses the LOPP to develop its Five-Year Work Program, and the TPA uses the list to develop the TIP.

Existing TPA priorities that have not yet been implemented continue to be shown on the project list. If the lead agency for a Priority Project cannot complete the programmed phase and advance the project to the next logical phase, it is incumbent upon the agency to provide an explanation to the Palm Beach TPA. Changes to the priority list from the previously adopted priority list are identified by underlines and ~~strike-throughs~~ in the following tables.

The TPA prepared the following LOPP, which is multimodal in nature and provides overall direction to FDOT in allocating funds. The public involvement process includes presentation and discussion of the project list at meetings open to the public; agendas for these meetings are posted on the TPA website. The LOPP will be reviewed by the Technical Advisory Committee and Citizens Advisory Committee (July 2, 2025), and Vision Zero Advisory Committee (July 3, 2025). The TPA Governing Board is expected to adopt the Annual LOPP at the meeting on July 17, 2025.

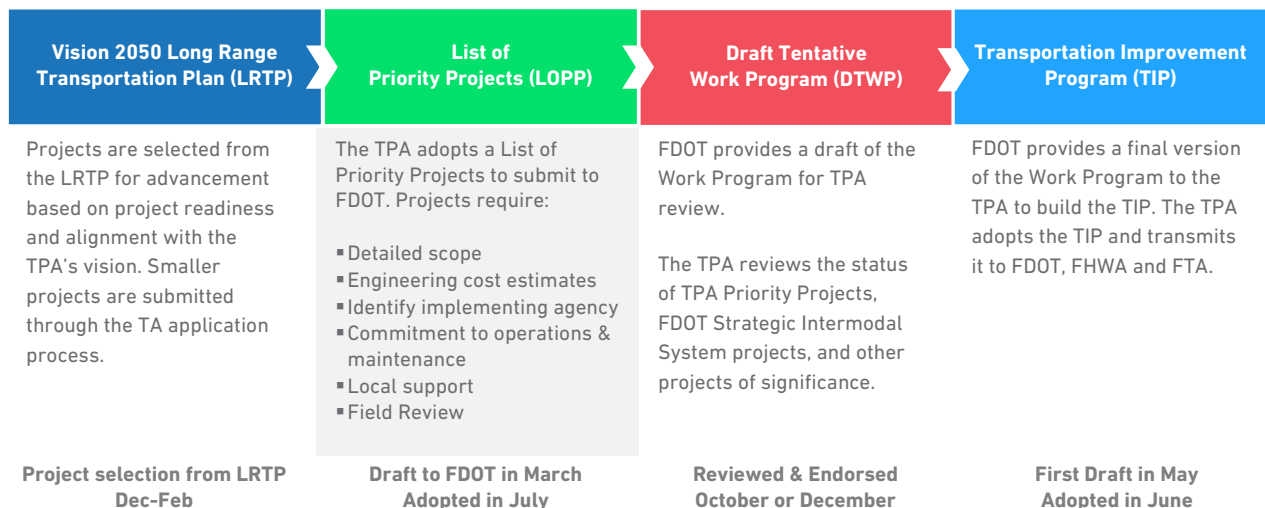
PROJECT SELECTION PROCESS

Projects begin from identification in the TPA's adopted [Long Range Transportation Plan \(LRTP\)](#). The projects are screened for alignment with the LRTP's Goals, Objectives, Strategies, and Performance Measures. Non-motorized, small-scale projects may also be submitted through the Transportation Alternatives (TA) program that aligns with the LRTP.

To be prioritized and programmed into the TIP for construction, projects require detailed scope creation, including precise limits, detailed description, and engineering cost estimates. Projects must also demonstrate local jurisdiction support, identify a constructing entity, identify ongoing operations & maintenance, and undergo a field review.

Projects are ordered by the year the project was first prioritized, followed by the prioritization in that specific year. For example, 20-1 indicates the year 2020 and the top-ranking (first) priority project from 2020.

Long Range Transportation Plan (LRTP) to List of Priority Projects (LOPP) Process



AVAILABLE FUNDING SOURCES

The Federal and State funding sources below are based on long-range revenue forecasts from the TPA's Long Range Transportation Plan (LRTP) and FDOT's Work Program Fund Allocation tables. Federal transportation funding is provided through Federal Transportation Authorizations and subsequent annual appropriations. Long-range forecasts assume similar funding levels to current authorizations and are subject to change. Funding programmed for TPA Priorities may vary year-to-year depending on available revenues and project complexity, and costs.

■ State
 ■ Federal
 ■ Federal/State
 ■ Federal - Transportation Alternatives (TA)

Programs and Funding Sources	Annual Anticipated Funding
------------------------------	----------------------------

Major Projects & Local Initiatives	~\$40,340,000
---	----------------------

Projects originate from line-item Cost Feasible projects in the TPA's 2050 LRTP and align with Goals of Safe, Efficient, Connected, Multimodal, and Resilient. Available funding typically programmed in the "New 5th Year" - FY 2031.

Sources

■ Surface Transportation Block Grant – Urban Area (SU) Federal formula funds to urbanized areas for use on the federal-aid eligible network.	~\$23,800,000
--	---------------

■ State Highway System Funds State funds for use on the state highway system that are not on the Strategic Intermodal System (SIS). Typical funding source is Districted Dedicated Revenue (DDR). Projects are coordinated and typically administered by FDOT.	~\$16,540,000
---	---------------

Transportation Alternatives (TA)	~\$5,100,000
---	---------------------

Projects originate from the annual TA application process. The application process can be found at PalmBeachTPA.org/TA. Available funding programmed in the 3rd year – FY 2029.

Sources

■ Transportation Alternatives – Urban Area (TALU) Federal formula funds to urbanized areas to use for non-motorized transportation.	~\$3,500,000
--	--------------

■ Transportation Alternatives – Any Area (TALT) Federal formula funds to the State to use for non-motorized transportation.	~\$1,600,000
--	--------------

Other Major Funding Sources Pursued for TPA Priorities

The TPA, FDOT, and local partners continuously coordinate to pursue other federal and state revenue sources. Common funding programs outside of the anticipated sources include, but are not limited to:

■ Surface Transportation Block Grant – Any Area (SA) ■ Highway Safety Improvement Program – Local (HSIP) ■ Federal Discretionary Grants	■ Shared-Use Network (SUN) Trails ■ County Incentive Grant Program (CIGP) ■ State Discretionary Grants ■ Transp. Regional Incentive Program (TRIP)
---	---

SUMMARY OF TPA REQUESTS

	Total (\$ millions)
<u>Major Projects and Local Initiatives</u>	
Anticipated Funding	<u>\$40,340</u>
Major Projects Request	\$40,847
Local Initiatives Request	\$4,327
<u>Transportation Alternatives</u>	
Anticipated Funding	<u>\$5,100</u>
Transportation Alternatives Request	\$5,510

Following the funding summary are summary tables providing the status and funding requests of TPA Priority Projects.

- **TPA Major Projects**
- **Local Initiatives**
- **Transportation Alternatives**
- **Shared-Use Network (SUN) Trail Priorities**
- **Active and Under Construction TPA Priorities**

Projects are shown by priority year and ranking, along with the funding amount and phase. A typical project may include a Feasibility or Planning Study (PL), Project Development and Environment (PD&E) phase, a Design (PE) phase, a Right of Way (ROW) phase and a Construction (CST) phase. An explanation of all potential project phases included in the TIP is provided below.

Project Phases

CODE	NAME	CODE	NAME
ALL	All Phases	PDE	Project Development and Environmental
CAP	Capital	PE	Preliminary Engineering
CST	Construction	PL	Planning
DSB	Design Build	ROW	Right of Way Acquisition
ENV	Environmental		

Table 1: Major Projects

Projects are predominantly on state roadways and use both federal and state funding. The TPA "oversubscribes" to ensure programming of all available funds. The TPA pursues additional fed/state sources depending on project eligibility.

Shown in \$1,000s

Year - Rank	Applicant/ Lead Agency	Location	Description	Proj. No.	Total Cost	< FY 27	LOPP FY 2027-2031					Long Range Funding Needs	Notes
							FY 27	FY 28	FY 29	FY 30	FY 31 Request		
	--	Palm Beach TPA	TPA Planning & Administration as detailed in the UPWP	4393255 4393256 4393257	\$21,607	N/A	PL \$2,571 SU \$1,750	PL \$2,571 SU \$1,750	PL \$2,571 SU \$1,750	PL \$2,571 SU \$1,750	PL \$2,571 SU \$1,750		
	04-1	FDOT	SR-7 from 60th St to Northlake Blvd	2296643 2296646	\$104,685	\$16,075		RRU \$24	ENV \$473 CST \$81,003	ENV \$2,369 CST \$4,740			Pending litigation
	04-2	FDOT	SR-7 from Okeechobee Blvd to 60th St	2296644 2296647	\$48,877	\$1,342	RRU \$3	CST \$47,532					Pending litigation
	14-1	FDOT/ SFRTA	Passenger Rail Service on FEC	4170317 4543451	\$542,100	\$1,350						\$540,750	FEC easement/ access fee and O&M needed for PD&E. <u>FDOT Feasibility Study Underway</u>
	14-3	FDOT	Atlantic Ave from SR-7 to E of Lyons Rd	2296584	\$39,901	\$36,635	ROW \$142		ROW \$124	ROW \$3,000			
	16-1b	FDOT	Atlantic Ave from Florida's Turnpike to Cumberland Dr	4405754	\$59,923	\$10,729	ROW \$2,000	ROW \$5,198	CST \$39,989	CST \$2,007			
	16-1c	FDOT	Atlantic Ave from Cumberland Dr to Jog Rd	4405755	\$47,247	\$11,320	ROW \$2,500	ROW \$4,140 RRU \$50	CST \$27,230	CST \$2,007			
	17-1	FDOT/ Palm Tran	US-1: Camino Real Rd to Indiantown Rd	561 Plan Transit Corridor: New enhanced transit service with associated multimodal facilities									
	17-1b	Palm Tran/ FDOT	US-1: Palmetto Park Rd to Northlake Blvd	4383864	\$6,046	\$5,998	CST \$48						
	17-1d	WPB/ FDOT	US-1: 25th St to 45th St in West Palm Beach	4383866	\$14,235	\$578				CST \$13,657			
	17-1f	FDOT/ N Palm Beach	US 1: Northlake Blvd to Parker Bridge in North Palm Beach	4383867	\$12,454				PE \$920		CST \$11,534		Requesting State, SU and TRIP funding.
	17-1g	Lake Worth Beach/ FDOT	US-1: Dixie/Federal Junction to Gregory Rd in Lake Worth Beach	TBD	\$8,904						PE \$1,358	CST \$7,546	
	18-1	TPA & Palm Tran /FDOT	Okeechobee Blvd from SR-7 to US-1; SR-7 from Forest Hill Blvd to Okeechobee Blvd	561 Plan Transit Corridor: New enhanced transit service with associated multimodal facilities									
	18-1b	Palm Tran/ FDOT	Okeechobee Blvd from SR-7 to US-1; SR-7 from Forest Hill Blvd to Okeechobee Blvd	4417584	\$5,900	\$900			CAP \$5,000				
	18-1c	TPA/ FDOT	Okeechobee Blvd from SR-7 to US-1; SR-7 from Forest Hill Blvd to Okeechobee Blvd	4513801	\$2,000	\$2,000							

Table 1: Major Projects

Shown in \$1,000s

Year - Rank	Applicant/ Lead Agency	Location	Description	Proj. No.	Total Cost	< FY 27	LOPP FY 2027-2031					Long Range Funding Needs	Notes
							FY 27	FY 28	FY 29	FY 30	FY 31 Request		
18-2	TPA/ FDOT/FPL	SR-80 from SR-15 to CR-880	Add street lighting and guardrails	4417561 4535581	\$16,806	\$16,791	RRU \$15 CST \$3,545						Under Construction. In phases.
18-3	TPA/ FDOT	US-27 Connector from US-27 to SR-715	Construct new 2-lane road	4417571	\$8,518	\$250				PDE \$1,500	PDE \$2,455	PE \$4,313 ROW \$5,000 CST \$38,605	Request remaining PDE. Alternative Corridor Evaluation (ACE) underway. Long range cost estimates subject to change.
19-1	TPA & Palm Tran /FDOT	Lake Worth Rd from SR-7 to US-1; SR-7 from Lake Worth Rd to Forest Hill Blvd	561 Plan Transit Corridor: New enhanced transit service with associated multimodal facilities										
20-1	Boca Raton/ FDOT	Federal Hwy at Spanish River Blvd	Convert EB to SB right turn only to right/through with bike lane and mast arm conversion	4482641	\$3,014	\$279	PE \$21				CST \$2,714		
20-2 & 20-4	Palm Beach County & Boca Raton/ FDOT	US-1 at Royal Palm Way; US-1 at NE 15th Terr; US-1 at NE 24th Ter; I-95 NB off ramp & SB off ramp at W Palmetto Park Rd; Atlantic Ave at Hamlet Dr; Boynton Beach Blvd at Hagen Ranch Rd; Lake Ave at SR-A1A	Replace span wire traffic signals with mast arms and steel strain pole span wires and upgrade supporting infrastructure. Upgrade ITS, lighting, ped signal & dection, curb ramps, and sidewalks to meet ADA.	4479441	\$8,204	\$566				CST \$3,856	ROW \$158 CST \$3,624		Reorganized with other signal projects.
20-2 & 20-4	Palm Beach County/ FDOT	US-1 at 13th Ave N, 7th Ave N, 10th Ave N; US 1 at Silver Beach Rd; Military Trl at Investment Ln; Boynton Beach Blvd at Military Trl; Okeechobee & Lakeview Ave at Quadrille Blvd; Belvedere at Military Trl	Replace span wire traffic signals with mast arms and steel strain pole span wires and upgrade supporting infrastructure. Upgrade ITS, lighting, ped signal & dection, curb ramps, and sidewalks to meet ADA.	4480731	\$29,129	\$422	PE \$21				ROW \$5,000	ROW \$3,317 CST \$20,369	Reorganized with other signal projects.
20-2, 20-3, & 20-4	Palm Beach County & Boca Raton/ FDOT	US-1 at Hidden Valley Blvd, Glades Rd, SE 1st St; Atlantic Ave at Military Trl; Glades Rd at Town Center Blvd; Boynton Beach Blvd at Seacrest Blvd, US 1, Congress Ave.	Replace span wire traffic signals with mast arms and steel strain pole span wires and upgrade supporting infrastructure. Upgrade ITS, lighting, ped signal & dection, curb ramps, and sidewalks to meet ADA.	4481071	\$20,454	\$1,356		ROW \$547	ROW \$259	ROW \$387 CST \$6,657	ROW \$2,447	CST \$8,802	Reorganized with other signal projects. ROW & CST subject to reprogramming.
20-5	Palm Beach County/ FDOT	SR-715 from Hatcher Rd to Paul Rardin Park SR-715 from Airport Rd to SW 14th St	Construct 6' sidewalk on W side of roadway.	4479451	\$2,263	\$467			CST \$1,796				
21-1	TPA/ FDOT	Forest Hill Blvd from W of Jog Rd to Military Trl	Add roadway lighting on N side and pedestrian lighting, bus bay layover facility, enhanced crosswalks at three signalized intersections, green markings in bicycle conflict zones	4498771	\$2,616	\$670	ENV \$30				CST \$1,916		
21-2	TPA/ FDOT	Congress Ave from Lake Worth Rd to Forest Hill Blvd	Add pedestrian lighting, enhanced crosswalks at six signalized intersections, and bus stop amenities	4498791	\$2,966	\$434	ENV \$30				CST \$2,502		

Table 1: Major Projects

Shown in \$1,000s

Year - Rank	Applicant/ Lead Agency	Location	Description	Proj. No.	Total Cost	< FY 27	LOPP FY 2027-2031					Long Range Funding Needs	Notes	
							FY 27	FY 28	FY 29	FY 30	FY 31 Request			
	21-3	Boca Raton/ FDOT	SR-A1A at Spanish River Blvd and Camino Real (include w/ FM 4476611); US-1 at Jeffery St, NE 32nd St, NE 20th St, Fire Station #1, NE Mizner Blvd, SE Mizner Blvd, and Camino Real; Yamato Rd at NW 2nd Ave (include w/ FM 447657.1); Glades Rd at NW 2nd Ave and Pinehurst Ln; I-95 NB Ramp at Peninsula Corp Dr; I-95 SB Ramp at Peninsula Corp Dr	Replace span wire traffic signals with mast arms and steel strain pole span wires and upgrade supporting infrastructure	4495531	\$9,347		PE \$495 ENV \$30				CST \$5,090		
					4498751			PE \$325 ENV \$30			CST \$3,377			
	21-6	FDOT	Indiantown Rd at Central Blvd	PD&E to evaluate congestion mitigation alternatives with minimal adverse impacts to pedestrians, bicycles, and local businesses	4499351	\$29,755	\$3,310					PE \$857 CST \$9,000	ROW \$16,588	PD&E beginning March 2026. Request for PE of \$857k. Consider National Highway Performance Program (NHPP) funds.
	23-1	TPA/ FDOT	US-1 from Universe Blvd to Indiantown Road	Widen existing sidewalks to shared use paths	TBD	\$10,700							\$10,700	Potential SUN Trail eligibility. Possible Resurfacing project alignment.
	23-2	PBC/ FDOT	Palm Beach County Traffic Signals at a various locations	Flashing Yellow Arrows	4535891	\$2,103						PE \$503	CST \$1,600	
	23-3	PBC/ FDOT	Palm Beach County Traffic Signals at a various locations	Signal Upgrades	4535901	\$4,647						PE \$652	CST \$3,995	
	25-1	TPA/FDOT	US 27 Freight / Rail Corridor from NW 138th St in Miami-Dade County to the CSX and SCFX Rail crossing in Martin County.	Feasibility Study for freight and passenger rail.	TBD	\$1,000						PL \$1,000		Request for Feasibility Study in FY 27 using state funds. SEFTC priority.
Cost Summary						\$1,043,795	\$111,472	\$10,986	\$59,241	\$158,544	\$48,020	\$40,847	\$670,585	

Table 2: Local Initiatives Program

This program is for projects on non-state roadways that are federal-aid eligible. Funding typically comes from the \$23.8 Million/year federal Surface Transportation Block Grant (STBG) program, known locally as SU funds, allocated to the TPA for prioritization. STGB funds allocated to FDOT, known as SA, sometimes supplement the projects.

Shown in \$1,000s

Year - Rank	Applicant/ Lead Agency	Location	Description	Proj. No.	Total Cost	< FY 27	LOPP FY 2027-2031					Long Range Funding Needs	Notes
							FY 27	FY 28	FY 29	FY 30	FY 31 Request		
20-2 21-1 22-2	SFRTA	SFRTA - Tri-Rail Service	Purchase passenger rail cars	4481031	\$15,000	\$10,400	CAP \$4,600						
20-3	Lake Worth Beach	South East Coast Street and S. H Street	Reconstruct roadways to one-way pair with 4' designated bike lanes	4483541	\$7,889	\$5	CST \$7,884						
21-2	Palm Beach County	Prosperity Farms from 800' N of Northlake Blvd to Donald Ross Rd	Construct 4' designated bike lanes	4498471	\$7,700	\$2,452	CST \$3,528						
22-3	Palm Beach Gardens	Gardens Parkway from Alternate A1A to Prosperity Farms Road	5' designated bike lane and 8' sidewalk	4508001	\$4,634	\$5	CST \$4,620						
22-4	Palm Tran	Palm Tran electric buses and Palm Tran Maintenance Facility (Electronics Way) charging stations	Purchase 4 electric buses and install electric charging at maintenance facility	4507981	\$5,000				CAP \$5,000				
22-5	Delray Beach	Barwick Rd from Lake Ida Rd to Sabal Lakes Rd (N) to Boynton Beach City Limits	10' shared use path and new sidewalk	4507931	\$3,361	\$5	CST \$2,091				CST \$1,265		Pending cost estimate. Request FY 27 Funding.
22-6	Palm Tran	Countywide	Bus Stop Improvements	4507971	\$5,000				CAP \$5,000				
22-7	ITID	140th Ave N, Temple Blvd, and Hall Blvd	Seminole Speed Tables	4507951	\$627	\$5	CST \$526					\$526	Federal eligibility on hold. Request delay to outer years.
23-1	ITID	140th Ave N, Temple Blvd, and Hall Blvd	Construct 10' shared use pathways and 8' pathways.	TBD	\$5,369							\$4,109	Federal eligibility on hold. Request delay to outer years.
23-3	Boca Raton	Boca Raton Traffic Signals	Traffic Signal Updates and ITS Improvements Phase 1	4535181	\$2,039				PE \$5	CST \$2,034			
23-4	West Palm Beach	7th Street from Australian Ave to Tamarind Blvd	Construct buffered bike lanes and widen sidewalks	4535201	\$1,851				PE \$5	CST \$1,846			
23-5	SFRTA	SFRTA - Tri-Rail Service	Rolling Stock - New Train	4535271	\$5,000	\$5,000							
23-6	Palm Beach County	Palm Beach County Traffic Signals	Signal Upgrades	4535261	\$5,293				PE \$5	CST \$5,288			
23-7	Wellington	Wellington Trace from east of Draft Horse Ln to Greenview Shores Blvd	Widen sidewalks and construct roundabout at Primrose Lane	4535911	\$2,988					CST \$1,795			
23-8	Palm Beach County	Palm Beach County Traffic Signals	Flashing Yellow Left & Right Turn Arrow Upgrades	4535171	\$4,693						CST \$3,062		
Cost Summary					\$74,571	\$16,609	\$22,723		\$10,015	\$10,963	\$4,327	\$4,635	

Table 3: Transportation Alternatives Program

This program is for non-motorized projects on or off the federal-aid eligible network. Sources of funding are from the approximately \$5.1 Million/year of the federal STBG Transportation Alternatives (TA) set-aside program, known locally as TA, that is allocated to the TPA for prioritization.

Shown in \$1,000s

Year - Rank	Applicant/ Lead Agency	Location	Description	Proj. No.	Total Cost	< FY 27	LOPP FY 2027-2031			Long Range Funding Needs	Notes
							FY 27	FY28	FY 29 Funding Request		
	21-3	ITID	Grapeview Blvd from Key Lime Blvd to 60th St and Key Lime Blvd from Hall to M-1 Canal	4490021	\$1,663	\$1,663				\$1,500	Federal eligibility on hold. Request delay to outer years.
	22-1	ITID	Hamlin Blvd from Hall Blvd to Grapeview Blvd; Grapeview Blvd from Hamlin Blvd to Citrus Grove Blvd; Citrus Grove Blvd from Hall Blvd to Avocado Blvd	4507871	\$1,305	\$1,305				\$1,305	Federal eligibility on hold. Request delay to outer years.
	23-1	Boca Raton	NW 6th Way from South of NW 38th Drive/Circle to Spanish River Blvd	4529981	\$974	\$5	CST \$969				
	23-2	Palm Beach County	Camino Real from Spanish River Rd to South Ocean Blvd	4530021	\$1,367	\$5	CST \$1,362				
	23-3	West Palm Beach	Spruce Ave from 36th St to 40th St	4529991	\$1,583	\$5	CST \$1,578				
	23-4	Palm Beach Gardens	Lilac St from North Military Trl to Plant Dr	4530011	\$1,149	\$5	CST \$1,144				
	23-5	ITID	140th Ave North from Orange St to 61st St North and 61st St North from 140th Ave North to the M-1 Canal	4530001	\$999	\$5	CST \$999			\$999	Federal eligibility on hold. Request delay to outer years.
	24-1	West Palm Beach	Palm St from Lake Ave to US-1/Dixie Hwy	4548781	\$2,012	\$5		CST \$1,969			
	24-2	Boca Raton	NW 2nd Ave from Jeffrey St to Hidden Valley Blvd	4548771	\$2,646	\$5		CST \$1,827			
	24-3	Palm Beach County/Boca Raton	Camino Real from Dixie Hwy to Federal Hwy	4549511	\$1,046	\$5		CST \$1,041			
	25-1	Palm Springs	NE 2nd Ave from Lake Worth Rd to Congress Ave	new	\$1,293		PE \$5		CST \$1,288		Request CST in FY 29
	25-2	Palm Beach Gardens	N Military Trl from Garden Lakes Dr to I-95 & from from Winchester Dr to EPBC-3 Canal	new	\$1,431		PE \$5		CST \$1,426		Request CST in FY 29
	25-3	Delray Beach	NE 4th Ave from Swinton Ave to NE 7th St	new	\$1,505		PE \$5		CST \$1,500		Request CST in FY 29
	25-4	Palm Beach County	Kirk Rd from 10th Ave N to Canal 9 Rd	new	\$1,301		PE \$5		CST \$1,296		Request CST in FY 29
Cost Summary					\$19,486	\$40	\$5,073	\$4,837	\$5,510	\$3,804	

Table 4: Shared Use Network (SUN) Trail Progam

Projects must be located on the SUN Trail Network. SUN Trail projects are through a competitive state application process that must by FDOT in addition to inclusion on the TPA's List of Priority Projects (LOPP).

Shown in \$1,000s

Year	Applicant/ Lead Agency	Location	Description	Proj. No.	Total Cost	<FY 27	LOPP FY 2027-2031					Long Range Funding Needs	Notes
							FY 27	FY 28	FY 29	FY 30	FY 31 Request		
2023	Jupiter	US 1 from Indiantown Rd to Village of Tequesta Limits	All project phases to close gap in SUN Trail and East Coast Greenway Network	4545791	\$6,847	\$300					\$6,847		
2023	Boca Raton	A1A from Camino Real to Beach Club Way	Feasibility Study and Design for SUN Trail Connection across the Camino Real Inlet Bridge	TBD	\$3,000						\$3,000		
Cost Summary											\$9,847		

Table 5: Active and Under Construction TPA Priorities

The table below summarizes projects that are close to construction or are currently under construction. The list includes previously funded TPA Priorities that do not appear in the 5-Year TIP. However, the list may include some projects that still have funding in the TIP. Projects are noted until the project reaches completion.

Shown in \$1,000s

Year - Rank	Applicant/ Lead Agency	Location	Description	Proj. No.	Total Cost	Status
Major Projects						
14-3	FDOT	Atlantic Ave from SR-7 to E of Lyons Rd	Widen from 2L to 4L, including buffered 7' bike lanes and 6' sidewalks	2296584	\$41,204	Under Construction. Estimated Completion: Apr 2028.
16-1a	FDOT	Atlantic Ave from east of Lyons Rd to Florida's Turnpike	Widen from 4L to 6L, including 7' buffered bike lanes and 10' shared-use-paths where feasible	4405752	\$8,265	Under Construction. Estimated Completion: Apr 2028.
17-1a	Palm Tran	US-1: Palmetto Park Rd to Northlake Blvd	Implement Transit Signal Prioritization for entire corridor	4383863	\$2,000	Public meetings in 2025; implementation in 2026.
17-1c	Boca Raton/ FDOT	US-1: Camino Real to NE 8th St/Mizner Blvd in Boca Raton	Lane Repurposing from 6L to 4L between Camino Real and SE Mizner Blvd; associated multimodal facilities	4383865	\$9,390	Anticipated Construction October 2026.
17-2	Boynton Beach/ FDOT	Boynton Beach Blvd from I-95 to US-1	Reconstruct to narrow vehicle lanes, construct 9' sidewalk on N, 15' shared use path on S, pedestrian lighting	4440791	\$10,177	Construction Completed Apr 2025.
18-1a	Palm Tran	Okeechobee Blvd from SR-7 to US-1; SR-7 from Forest Hill Blvd to Okeechobee Blvd	Implement Transit Signal Prioritization for entire corridor	4417582	\$1,000	Funding to be flexed in 2025.
18-1c	TPA/ FDOT	Okeechobee Blvd from SR-7 to US-1; SR-7 from Forest Hill Blvd to Okeechobee Blvd	FDOT feasibility study based on TPA planning study recommendations	4513801	\$2,000	
18-2	TPA/ FDOT/FPL	SR-80 from SR-15 to CR-880	Add street lighting and guardrails	4417561 4535581	\$20,341	Under Construction. Project is in phases. Guardrail programmed in FY 27.
20-6	TPA/ FDOT	SR-715 from SR-80 to W of Canal St South	Modify resurfacing project to add buffered bicycle lanes, missing sidewalk connections to SR-80 and to PB State College entrance, and roadway lighting.	4398451	\$5,661	Under Construction. Estimated Completion Aug 2025.
20-8	Lake Worth Beach/ FDOT	Lake Ave/Lucerne Ave/SR-802 from E of A St to E of Golfview Rd	Modify resurfacing project to add stamped concrete crosswalks, replacement of sidewalk pavers, and improved stormwater drainage.	4461041	\$5,207	Construction Completed Apr 2025.
21-4	TPA/ FDOT	SR-7 from Glades Rd to Bridgebrook Dr	Modify resurfacing project to add sidewalk on E side and green markings in bicycle conflict zones	4476701	\$12,629	Under Construction.
17-1e	TPA/ FDOT	US-1: 59th St to Northlake Blvd in Riviera Beach and Lake Park	Reconstruct as 4L, add bike lanes and medians; move barrier wall on bridge to protect bike lanes;-add street lights/ped-scale lights where feasible	4383862	\$14,622	Under Construction May 2025.
19-1a	Palm Tran	Lake Worth Rd from SR-7 to US-1; SR-7 from Lake Worth Rd to Forest Hill Blvd	Implement Transit Signal Prioritization	4463361	\$1,000	In Procurement.
21-5	TPA/ FDOT	Boynton Beach Blvd from Congress Ave to E of I-95	Modify resurfacing project and interchange capacity project to provide wider sidewalks and buffered bike lanes on both sides of roadway	4358041 4476671	\$94,874	In Design. Notice to Proceed June 2025.

Table 5: Active and Under Construction TPA Priorities

Shown in \$1,000s

Year - Rank	Applicant/ Lead Agency	Location	Description	Proj. No.	Total Cost	Status
Local Initiatives						
14-5	Lake Park/ FDOT	FEC Railroad Crossings Countywide	Install Safety/Quiet Zone infrastructure on FEC corridor	4353432	\$3,506	Under Construction. Estimated Completion: Summer/Fall 2025.
14-6	SFRTA	Tri Rail Northern Layover Facility: CSX tracks E of I-95 in Mangonia Park/WPB	Construct new facility to enhance O&M for existing system and support Jupiter extension	4297671 4537741 2368542	\$46,045	100% design plans and cost estimates expected in Summer 2025. \$46 M in SU/GMR funding.
14-7	Delray Beach	Lowson Blvd/SW 10th St from Dover Rd to SE 5th Ave	Consruct designated bike lanes and sidewalks. Includes standalone pe	4368961	\$6,501	Under Construction. Anticipated Completion: Summer 2025
15-2	West Palm Beach	West Palm Beach: 25th St to Tri-Rail Station to SR 80	Purchase seven (7) vehicles to support new N/S trolley service	4383901	\$1,505	Project cancellation underway.
15-3	Palm Tran	Various locations along existing Palm Tran bus routes	Construct 30 transit shelters	4383921	\$600	Design underway; improvements to start by end of 2025.
15-4	West Palm Beach	Various locations along existing WPB trolley lines	Construct seven (7) trolley shelters	4383961	\$571	Project cancellation underway.
17-1 & 17-5	West Palm Beach/ FDOT	36th St & bridge from Australian Ave to Poinsettia Ave in West Palm Beach	Construct buffered bike lanes, pedestrian enhancements and bridge	4415701	\$18,244	Anticipated Construction Oct 2026.
17-2	Delray Beach	Lindell Blvd from Linton Blvd to Federal Hwy/US 1	Construct sidewalks and separated bike lanes	4415331	\$12,143	Under Construction. Estimated Completion: June 2026
17-4	Palm Tran	Various Palm Tran bus stops	Replace 40 transit shelters	4415711	\$800	Design underway; improvements to start by end of 2025.
17-6	Delray Beach	Barwick Rd from Atlantic Ave to Lake Ida Rd	Construct sidewalks and separated bike lanes	4415321	\$10,446	Under Construction. Estimated Completion: June 2026
17-7	Delray Beach	Brant Bridge connector from Lindell Blvd to Brant Bridge	Construct sidewalks and separated bike lanes	4415861	\$2,540	Anticipated Construction Nov 2025.
18-2	West Palm Beach	Parker Ave from Forest Hill Blvd to Congress Ave	Install separated bike lanes, pedestrian lighting and street trees.	4443761	\$7,400	Anticipated Construction Mar 2026.
18-6	Delray Beach	Germantown Rd from Old Germantown Rd to Congress Ave	Construct sidewalks and separated bike lanes	4443771	\$6,385	Anticipated Construction May 2025.
19-1	Palm Tran	Palm Tran electric buses and Palm Tran Maintenance Facility (Electronics Way) charging stations	Purchase 3 electric buses and install electric charging at maintenance facility	4460981	\$4,336	Orders expected in 2025, anticipated delivery 1 year after.
19-2	Palm Beach County	Cresthaven Blvd from S Jog Rd to S Military Trl	Construct 7' buffered bike lanes and three intersection modifications	4460861	\$4,603	Design 95% complete. Anticipated Construction Fall 2025.
19-4	West Palm Beach	25th St from Australian Ave to Broadway Ave	Lane Repurposing from 4 lanes to 3, construct R/R gate enhancements, ADA upgrades, buffered bike lane/ designated bike lane, lighting improvments, sidewalks	4460901	\$7,036	Anticipated Construction Oct 2025.
20-1	Palm Tran	Palm Tran electric buses and Palm Tran Maintenance Facility (Electronics Way) charging stations	Purchase 4 electric buses and install electric charging at maintenance facility	4482951	\$5,000	Orders expected in 2025, anticipated delivery 1 year after.
20-4	Wellington	Greenbriar Blvd from Aero Club Drive to Greenview Shored Blvd.	Construct 10' shared-use path on north side of roadway. Upgrade intersections and pedestrian crossings with enhanced visibility and signage.	4482991	\$6,279	Anticipated Construction Jun 2025.
20-6	Royal Palm Beach	Various Locations - Residential Roads	Construct ADA Improvements - Sidewalks and Curb Ramps	4483051	\$671	Anticipated Construction Dec 2025.
23-5	SFRTA	SFRTA - Tri-Rail Service	Rolling Stock - New Train	4535271	\$5,000	In procurement.

Table 5: Active and Under Construction TPA Priorities

Shown in \$1,000s

Year - Rank	Applicant/ Lead Agency	Location	Description	Proj. No.	Total Cost	Status
Transportation Alternatives						
16-2	West Palm Beach/ FDOT	North Shore Bridge in West Palm Beach	Construct pedestrian bridge west of existing roadway bridge	4400151	\$1,812	Under Construction. Estimated Completion: May 2025
17-1	West Palm Beach	Northmore neighborhood	Construct sidewalks and shared use pathways	4415271	\$1,325	Anticipated Construction Jun 2025.
19-2	Boynton Beach	SE 1st St from Boynton Beach Blvd to Woolbright Rd	Construct 10' shared use path on western side of roadway	4460781	\$5,500	Anticipated Construction Nov 2025.
20-1	Lake Worth Beach	Various Locations - Local Roads	Construct ADA Curb Ramps and Sidewalk	4483011	\$1,309	Under Construction. Estimated Completion: Fall 2025
20-3	Westgate CRA/ Palm Beach County	Cherry Rd from Military Trl to Quail Dr	Construct 10-12' shared use path and pedestrian lighting on north side of roadway	4483031	\$1,209	Under Construction. Estimated Completion: Sep 2025.
20-4	Palm Tran	Countywide - 110 bus stops	Install 5' sidewalk connections and ADA bus stop enhancements	4483041	\$281	In procurement.
21-1	Palm Beach Gardens	Burns Rd from Military Trl to Alt A1A	Construct 9.5' separated two-way bicycle track	4490051	\$1,405	Anticipated Construction Nov 2025.
21-2	Boca Raton	El Rio Trail from Glades Rd to Yamato Rd	Install lighting	4489991	\$1,274	Anticipated Construction Nov 2025.
21-4	Wellington	C-8 Canal from Forest Hill Blvd to Stribling Way	Construct 10' shared use path	4490061	\$739	Anticipated Construction Nov 2025.
22-2	Palm Beach Gardens	Fairchild Ave from Fairchild Gardens Ave to Campus Dr	Construct buffered bicycle lanes and 8' pathway on south side of roadway	4508291	\$1,413	Anticipated Construction FY 2026.
22-3	West Palm Beach	49th St from Greenwood Ave to North Flagler Drive	Construct ADA curb ramps and sidewalks, traffic calming speed humps and sharrows	4508621	\$570	Anticipated Construction FY 2026.
22-4	Royal Palm Beach	Various Locations - Local Roads	Install pedestrian and bicycle network wayfinding signage	4508241	\$879	Anticipated Construction FY 2026.
22-5	Boca Raton	SW 18th Street from Military Trl to Addison Ave	Construct 10' shared use paths and missing crosswalks and sidewalks	4507841	\$415	Anticipated Construction FY 2026.
	SFRTA	SW 18th Street from Military Trl to Addison Ave	Construct 10' shared use paths and missing crosswalks and sidewalks	4507842	\$1,155	Anticipated Construction FY 2026.



Appendix F: Palm Beach County Golf Cart Regulations Memo



**Planning, Zoning
& Building Department**

2300 North Jog Road
West Palm Beach, FL 33411-2741
(561) 233-5000

Planning Division 233-5300
Zoning Division 233-5200
Building Division 233-5100
Code Compliance 233-5500
Contractor Regulations 233-5525
Administration Office 233-5005
Executive Office 233-5228
www.pbc.gov/pzb



**Palm Beach County
Board of County
Commissioners**

Maria G. Marino, Mayor
Sara Baxter, Vice Mayor

Gregg K. Weiss

Joel G. Flores

Marci Woodward

Maria Sachs

Bobby Powell Jr.

County Administrator

Joseph Abruzzo

INTEROFFICE MEMORANDUM

DATE: October 9, 2025

TO: Mayor Marino, Vice Mayor Baxter, and Honorable Board of County Commissioners

THRU: Patrick Rutter, Deputy County Administrator 

THRU: Whitney Carroll, Esq., Executive Director
Planning Zoning and Building  Whitney Carroll
Digitally signed by Whitney Carroll
DN: cn=Whitney Carroll, o=Palm Beach County, ou=Enterprise,
c=US, email=whitney.carroll@pbcc.org, serial=1
I am the author of this document
October 2025 10:09:10-05:45:00
Post PDF Editor Version: 12.1.0

FROM: David L. Ricks, P.E., County Engineer  FOR
Engineering and Public Works

RE: Golf Cart Regulations

The following provides an overview of state law and local ordinances regarding the use of golf carts on public roads and sidewalks in Palm Beach County (County). It is important to first note the difference between golf carts and low-speed vehicles (LSV) and to be clear that this memo applies specifically and only to golf carts:

- Golf carts are defined as a motor vehicle that is designed and manufactured for operation on a golf course for sporting or recreational purposes and that is not capable of exceeding speeds of 20 miles per hour.
- LSV are defined in Florida Statutes Section 320.01(41) as any four-wheeled vehicle whose top speed is greater than 20 miles per hour but not greater than 25 miles per hour, including, but not limited to, neighborhood electric vehicles. A golf cart may be converted to an LSV. Section 316.2122, Florida Statutes, requires the LSV to be titled, registered, and insured. An LSV is also required to have certain equipment and features listed in Section 316.2122, must be operated by a licensed driver, and may be operated only on streets with a posted speed limit of 35 mph or less.

Golf Carts on Roadways

Section 316.212, Florida Statutes, titled *Operation of golf carts on certain roadways* (Golf Cart Statute), prohibits operation of golf carts upon the public roads or streets, which are defined to include certain private or limited access roads, except as provided therein. The Golf Cart Statute allows golf carts to be used only on certain roads that a county, municipality, or water control district has designated for use by golf carts. The roadway may be a county road, a

"An Equal Opportunity Employer"



printed on sustainable
and recycled paper



municipal street, or a road owned and maintained by a water control district. A county road within a municipality that is under the municipality's traffic control jurisdiction may also be designated by the municipality for golf cart use if the county-road is a two-lane road. If a local government allows golf cart operation on certain roads and streets and/or enacts an ordinance pertaining to golf carts, the local government is to post appropriate signs designating those roads and streets, and post signs or otherwise inform residents that the ordinance exists.

Golf carts are generally prohibited from operating within a state road right of way except under certain conditions in the State Park Road System. However, golf carts are allowed to cross a state road if the crossing county or municipal road has been designated for golf cart use or at a mid-block crossing of a state road for a golf course or mobile home park.

Overall when golf cart operation is authorized, the golf cart must be equipped with efficient brakes, reliable steering apparatus, safe tires, a rearview mirror, and red reflectorized warning devices in the front and rear. A golf cart that meets the statutory definition and is operated pursuant to the Golf Cart Statute is exempt from the vehicle registration requirements, which includes proof of insurance. Enforcement of these regulations falls to the jurisdiction having traffic enforcement authority.

Golf Carts on Sidewalks

A local government, through an ordinance, may allow golf cart use on sidewalks adjacent to specific streets, if the entity determines that golf carts, bicycles, and pedestrians may safely share the sidewalk. The local government must consider the sidewalk condition, current use, character of the surrounding community, and locations of authorized golf cart crossings. The governmental entity is to consult with the FDOT before adopting an ordinance allowing golf cart operation on sidewalks.

If a local government decides to enact an ordinance allowing golf cart operation on sidewalks, the ordinance shall provide that:

- Golf carts are restricted to a maximum speed of 15mph;
- Use on state road sidewalks is permitted only if the sidewalks are at least 8 feet wide; and
- Golf carts must be equipped with efficient brakes, reliable steering apparatus, safe tires, a rearview mirror, and red reflectorized warning devices in both the front and rear.

The local government is also to post appropriate signs or otherwise inform residents that the ordinance exists and applies to such sidewalks.

Additional Regulations

When authorized, golf carts may be operated only during daylight hours, between sunrise and sunset, unless the responsible governmental entity allows nighttime hours, and the golf cart is equipped with headlights, brake lights, turn signals, and



a windshield.

For golf cart operation on public roads or streets, drivers of a golf cart are not required to have a driver's license if they are at least 18 years old, but they must have a government issued photo identification. Drivers under 18 must have a valid learner's driver license or valid driver license.

Existing County Regulations

Acreage Neighborhood Plan. There is no specific language related to golf carts or off road vehicles in the Acreage Neighborhood Plan.

Land Development Regulations. The ULDC does not address vehicle (including golf carts) operation on private or public rights-of-way other than regulating on street parking. The ULDC does provide for allowance of golf cart parking within residential subdivisions, Planned Development Districts (PDD), and recreation areas. Further, there are currently no County-maintained roads that are "designated" as suitable for golf carts.

Municipal Regulations

City of Westlake

- Municipal Golf Cart Ordinance effective October 2020, recently amended in October 2023
- Allows golf carts on all municipal streets except those specifically excluded (Seminole Pratt Whitney Road, 60th Street, portions of Town Center Parkway East, Persimmon Boulevard east of Ilex Way, and Sycamore Drive West
- Allows golf carts on sidewalks, shared use paths, and multimodal paths that are 8 feet or greater in width at a reduced speed of 15mph

Town of Lake Park

- Municipal Ordinance updated in 2024
- Allows golf carts to be used on all municipal streets with 25mph speed limit or less
- Allows LSVs on all municipal streets with 35mph speed limit or less

Town of Loxahatchee Groves

- Municipal Ordinance 2013-07
- Allows golf carts on town streets with 30mph speed limit or less

Village of North Palm Beach

- Municipal Golf Cart Ordinance effective May 2021
- Allows golf carts to be used on all municipal streets

Village of Tequesta

- Municipal Ordinance 14-23
- Allows golf carts to be used on designated streets



Village of Wellington

- Municipal Golf Cart Ordinance effective March 28, 2022
- Allows golf carts on municipal roads with 25mph speed limit
- Sets speed limit for golf carts on multiuse pathways to 15mph
- Allows night time use
- Golf carts may not drive on roadways with a speed limit greater than 25mph
- Designated municipal roadways golf carts are allowed:
 - Roadways with a speed limit of 25mph or less
 - Marked with signs designating it is a Village road

Roads Owned and Maintained by the Water Control District

- Section 316.212, Florida Statutes, states that:
A golf cart may be operated only upon... a road that is owned and maintained by a water control district and has been designated by that water control district, for use by golf carts. Before making such a designation, the responsible local governmental entity must first determine that golf carts may safely travel on or cross the public road or street, considering factors including the speed, volume, and character of motor vehicle traffic using the road or street, and if such designation is to be made by a water control district, the district must also receive approval from the county in which the road to be designated is located.
- Staff recommends that the County defer to the water control districts for direction on which, if any, roads to review for golf cart use, pursuant to the Statute.

Options for Board of County Commissioners' Consideration

County staff have determined that allowing golf cart use in certain areas is in the public's best interest and that it will help promote alternate modes of transportation. Staff requests direction on each of the following options:

Option 1 – Sidewalks Adjacent to Acme Dairy Road, from Malear Palm Drive to Boynton Beach Boulevard

- Recommendation to allow golf carts on existing sidewalk (not on roadway pavement)
- Existing sidewalk on west side is a minimum of 8-feet wide
- Posted Speed Limit is 30mph
- Documented school traffic issues during drop-off and pick-up operations along that roadway
- If approved, golf carts could be driven along the sidewalk, north to the County park where parents could park and walk students across Senator Joe Abruzzo Avenue to access both schools
- An ordinance will need to be presented to the Board of County Commissioners (BCC) and signs will need to be posted



- Ordinance should include the ability for golf carts to park on County property outside of the road right of way
- Ordinance should also include a revision to County Code Sec. 21-19. – “Regulation of vehicles within parks.” to add in provision to allow golf carts within parking spaces in those certain areas
- Staff will conduct periodic observations and report back to the BCC if the use of the pathway necessitates additional widening

Option 2 – Allow Golf Carts on Certain County-Maintained Roads Countywide

- Recommendation to allow golf cart use on County roads in accordance with Section 316.212(1), Florida Statutes (Designated Roads)
- Requires the County to make a determination that golf carts can be safely operated on the Designated Roads after consideration of factors like speed, volume, and character of motor vehicle traffic
- Designated Roads can be included in same ordinance required as part of Option 1 above
- Note that this permission would only apply to the roadway and not adjacent sidewalks, without consideration of additional factors

cc: Joe Abruzzo, County Administrator
Todd Bonlarron, Chief Deputy County Administrator
Jennifer Cirillo, Director Parks and Recreation
Jason Crosby, Interim Director FDO
Joanne M. Keller, Deputy County Engineer
Steven B. Carrier, Assistant County Engineer
Motasem Al-Turk, Traffic Division Director
Cindy Hoskin, Deputy Executive Director PZB
Lisa Amara, Zoning Division Director

THIS PAGE LEFT BLANK INTENTIONALLY



Appendix G: Analysis Methodology Memorandum

PALM BEACH COUNTY

COUNTYWIDE TRANSPORTATION MASTER PLAN

MEMORANDUM

To: Mayor, Vice Mayor, and Commissioners

From: Claudia Bilotto, WSP

Date: November 30, 2025

Subject: Traffic Analysis Methodology

This memorandum highlights the traffic analysis methodology developed for the Palm Beach Countywide Transportation Master Plan (CTMP), data inputs, and related deliverables.

The Plan will utilize the most recently available traffic data from state, county, and locally maintained count sources as well as real-time data sources including INRIX, Streetlight, Replica, Hopthru, Signal Four Analytics, and the Regional Integrated Transportation Information System (RITIS).

The static traffic count source data is the most recently collected county and FDOT 2024 historical daily traffic volume data. The specific timing of each real-time source noted above vary slightly, but most are updated monthly. This data will be used to inform the decision-making process in the development of the CTMP and to calibrate the base year 2024 Southeast Florida Regional Planning Model (SERPM 9) for future year forecasting to the horizon year of 2050.

Note that as the planning process progresses, this methodology may be updated to accommodate newly available information or analysis that is relevant to the CTMP.

The following section outlines the associated Scope of Work items and includes highlights from the proposed technical methodology:

Task 5 – Existing Roadway Conditions

Task 5 consists of a comprehensive report of the existing roadway conditions, informed by the data inventory and summarized into a baseline conditions assessment.



PALM BEACH COUNTY

COUNTYWIDE TRANSPORTATION MASTER PLAN

Task 5.1 - The consultant will evaluate existing conditions to identify current backlogged roadway facilities and determine if there are existing system wide roadway deficiencies. The existing conditions evaluation is required to demonstrate that new growth is not charged for existing system wide roadway deficiencies.

Approach:

This analysis will focus on roads included in the Palm Beach County data collection program¹ and other major state facilities. Level of Service is a measure of traffic flow ranging from A to F, with A being good flow and F being worse flow. LOS is used to understand where congestion occurs. The LOS for State, County and local roads for a base year 2024 will be calculated from a volume to capacity (V/C) ratio calculation. The volumes for the V/C calculation will come from 2024 historical daily traffic volumes collected by Palm Beach County or FDOT. Roadway capacity will be derived from capacities estimated in the latest version of the Southeast Florida Regional Planning Model (SERPM 9) for the base year (validation year of the model) 2020. The WSP team will use the following table from the Highway Capacity Manual to calculate LOS based on V/C ratios.

¹ <https://discover.pbc.gov/engineering/traffic/PDF/Traffic%20Documents/TURN-Counts.pdf>



PALM BEACH COUNTY

COUNTYWIDE TRANSPORTATION MASTER PLAN

CMP Level of Service Criteria for Arterials^a Based on Volume-to-Capacity Ratios

Level of Service	Description	V/C ^b
A	Free-flow conditions with unimpeded maneuverability. Stopped delay at signalized intersection is minimal.	0.00 to 0.60
B	Reasonably unimpeded operations with slightly restricted maneuverability. Stopped delays are not bothersome.	0.61 to 0.70
C	Stable operations with somewhat more restrictions in making mid-block lane changes than LOS B. Motorists will experience appreciable tension while driving.	0.71 to 0.80
D	Approaching unstable operations where small increases in volume produce substantial increases in delay and decreases in speed.	0.81 to 0.90
E	Operations with significant intersection approach delays and low average speeds.	0.91 to 1.00
F	Operations with extremely low speeds caused by intersection congestion, high delay, and adverse signal progression.	Greater Than 1.00

^a For arterials that are multilane divided or undivided with some parking, a signalized intersection density of four to eight per mile, and moderate roadside development.

^b Volume-to-capacity ratio.

≥ greater than or equal to.

< less than.

Source: Transportation Research Board, *Highway Capacity Manual, Special Report 209* (Washington, D.C., 1994).

Task 5.2 – The consultant will include a summary of the miles and percentage of streets maintained by the County, each City, and FDOT for coordination.

Approach:

A map and table miles and percentage of streets maintained by the County, each City and State will be developed using data provided by Palm Beach County. The analysis will use attributes from the Road Centerline data from the County's geographic information system (GIS) Data.

Task 5.3 – The consultant will assess cross-jurisdictional travel and distance traveled using available emerging big-data sources.

Approach:

Origin and destination data and a summary of average trip distances between all the municipalities in Palm Beach County will be collected using Replica. Replica is a synthetic



COUNTYWIDE TRANSPORTATION MASTER PLAN

population model used to represent and analyze real-world big data, often related to mobility and the built environment. Replica was used in the development of SERPM 9.

Task 6 – Data Collection and Transportation Capacity Analysis

Task 6 includes the assessment of traffic data, based on the analysis of the baseline data inventory to inform the multimodal performance evaluation and the accessibility and equity analysis

Task 6.1 – The consultant will collect any additional readily available mobility characteristics data for functionally classified arterial and collector roads in the County from the relevant stakeholders. The data will include but not limited to equestrian, golf carts, sidewalks, bike lanes, travel lanes, traffic, pedestrian, bike counts for specific street segments, speed limits, LOS standard and service volume, transit or ridership data, and any additional available multimodal data.

Approach:

The following will be collected and analyzed as part of the multimodal capacity analysis.

- Data provided by stakeholders defined in consultation with Palm Beach County Engineering and Public Works and the Metropolitan Planning Organization (MPO), including equestrian and golf cart data.
- Sidewalks, bike lanes and speed limit information from FDOT GIS files and complemented with available information from Palm Beach County and.
- LOS standards and service volumes from the most recent FDOT Multimodal Quality/Level of Service Handbook².
- Bicycle counts from the Statewide Non-Motorized Traffic Monitoring Program³.
- Transit ridership data from the hopthru application and/or ridership reports from Palm Tran.

² https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/planning/systems/systems-management/document-repository/qlos/fdot_qlos_handbook_v6-0_clean_aug-2025_complete-streets-replaced-with-context-based-solutions.pdf?sfvrsn=8c661dac_1

³ <https://fdot.maps.arcgis.com/apps/webappviewer/index.html?id=df6696c128514bb6b0c6710758fd050b>



PALM BEACH COUNTY

COUNTYWIDE TRANSPORTATION MASTER PLAN

Task 6.1 – The consultant will perform a Countywide multimodal analysis based on the assessed conditions.

Approach:

A LOS evaluation for the horizon year of 2050 will be performed for the roadway segments included in the Palm Beach County data collection program and other major state facilities. The LOS for State, County and local roads for a horizon year 2050 will be determined from a volume to capacity (V/C) ratio calculation using the same approach as explained in Task 5.1. The volumes for the V/C calculation will be derived from the projected 2050 volumes in the SERPM 9 model. The capacity will also come from the SERPM 9 model for the 2050 horizon year. The traffic demand from the SERPM 9 model will be reviewed for accuracy and a smoothing (post processing) will be conducted to ensure that future model volumes are within an acceptable range when compared to existing counts. If a forecasted volume is outside of an acceptable range, this value would be replaced by extrapolating the existing volume using an annual growth rate calculated when comparing the base year 2020 and the horizon year 2050 in SERPM 9. A sub segment of roadways already identified by Palm Beach County to be over capacity in 2024 will be further evaluated using Regional Integrated Transportation Information System (RITIS), which is a big data application for assessing traffic, performance and operations. Operating speeds during both AM and PM peak hours will be compared to the posted speed limit to confirm that they are experiencing congestion.

For non-motorized modes of transportation, a level of service or a level of traffic stress (when applicable) will be calculated with the methodology presented below, which was developed based on the FDOT 2023 Multimodal Quality/Level of Service Handbook.

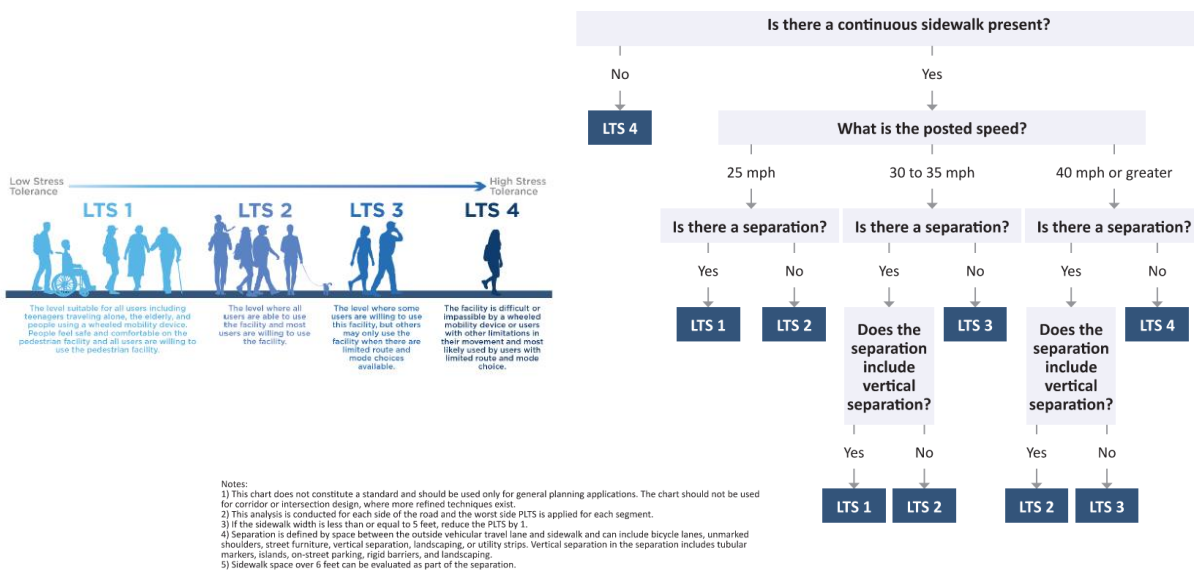
A **transit level of service** will be calculated based on bus routes headways as follows:



PALM BEACH COUNTY COUNTYWIDE TRANSPORTATION MASTER PLAN

Level of Service	Service Frequency (vehicles/hour)	Headway (minutes)	Comments
A	>6	<10	Passengers don't need schedules
B	5-6	10-14	Frequent service, passengers consult schedules
C	3-4	15-20	Maximum desirable time to wait if transit vehicle missed
D	2	21-30	Service unattractive to choice riders
E	1	31-60	Service available during hour
F	<1	>60	Service unattractive to all riders

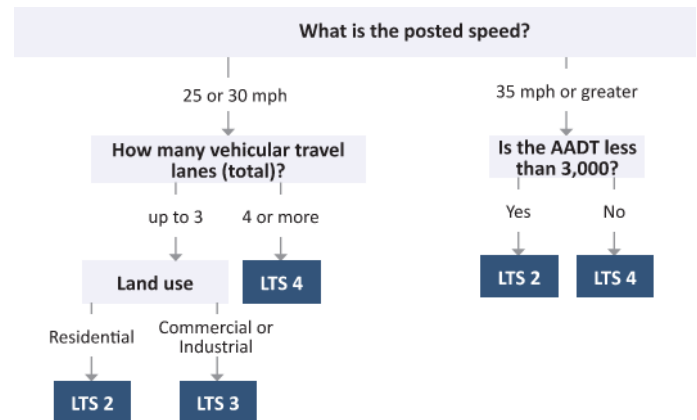
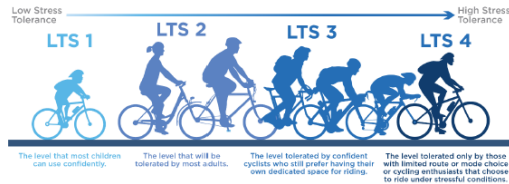
A Pedestrian Level of Traffic Stress will be calculated based on the following Flow Chart:



A Bicycle Level of Traffic Stress will be calculated based on the following chart **when no bicycle facility is present or when there are sharrows present**:

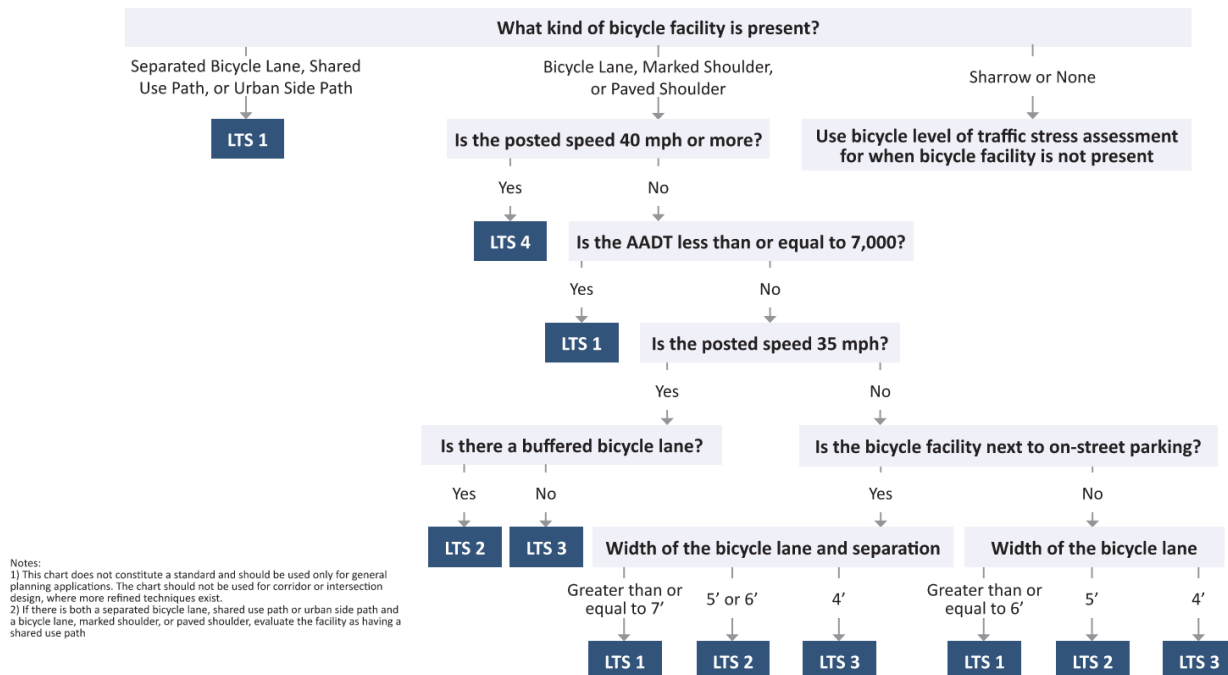


PALM BEACH COUNTY COUNTYWIDE TRANSPORTATION MASTER PLAN



When a bicycle facility **is present**, a Bicycle Level of Traffic Stress will be calculated based on the following chart:

Task 7 – Projection of Future Growth and Transportation Demand



PALM BEACH COUNTY

COUNTYWIDE TRANSPORTATION MASTER PLAN

Task 7 is the projection of traffic data and will be used in the development and assessment of scenarios.

Task 1.2.7.1 – The consultant will establish a long-range planning horizon year for the CTMP.

Approach:

Population and employment growth projections will be updated to be consistent with the long-range planning horizon selected for the CTMP. The most recent projections from the University of Florida's Bureau of Economic and Business Research will inform the population and housing projections. Released in November 2024, these estimates reflect trends for the previous four decennial censuses and are more up-to-date than the projections developed for the 2050 LRTP. Employment projections will be adjusted based on labor force projections. Based on the comparison of the projection data, it was established that 2050 would serve as the horizon year for the CTMP.

Task 1.2.7.2 – The consultant will evaluate the Regional Travel Demand Model developed for the 2050 LRTP to obtain the base year and projected future year vehicle miles of travel (VMT) data.

Approach:

This task begins with a review of the SERPM 9 2050 Existing plus Committed (E+C) and 2050 Cost Feasible Plan (CFP). All the projects coded as part of 2050 E+C and CFP will be verified to make sure all the projects have been coded correctly. An identifier will be added to the networks so the E+C and CFP projects can easily be located and identified. The networks will be updated with the most recent Transportation Improvement Program (TIP) projects as the latest TIP projects coded into SERPM 9 are from the 2024-2028 TIP.

Task 1.2.7.3 – The consultant shall additionally use any other diagnostic tools to assess demands and mobility patterns, including across County lines.”

Approach:



COUNTYWIDE TRANSPORTATION MASTER PLAN

Performance measures will be developed to identify projects and land use changes that support the goals and objectives of the CTMP, as well as support the Corridor and Subarea analysis proposed in Task 10. The updated E+C network from the previous step will be the starting point for assessing future demand and needs.

Task 1.2.7.4 – The consultant will review and take into consideration County demographic data from the latest Census, and/or any other data sources. Employment data, future land use plans, and existing land use patterns also will be evaluated for transportation demand.”

Approach:

In addition to SERPM 9, a Project Prioritization Dashboard will be developed to display comparative transportation outcomes and accessibility metrics for a wide range of population cohorts. This tool will interface with models like SERPM 9 to leverage the detailed information available in the model data. Displaying the model data in a visually attractive and informative way, the tool helps identify projects that improve mobility and for whom. The tool is highly customizable to serve the objectives of the CTMP.

Task 10 – Corridor and Subarea Analysis

Task 10 is the analysis of select corridors and subareas to address specific concerns and recommend solutions in those areas.

Task 10.1 - The consultant shall provide a high-level summary of key corridors and destinations, existing gaps and needed connections and barriers, as well as existing and potential transportation hubs.”

Approach:

Key corridors and destinations as well as existing and potential transportation hubs will be identified after reviewing the information collected and analyzed in Tasks 5 and 6, feedback from stakeholders and a review of future projects identified in the Long-Range Transportation Plan (LRTP) and the Transportation Improvement Program (TIP). The roadway segments that Palm Beach County has already identified as exceeding capacity will be compared against the analyses performed in Tasks 5 and 6 to select key corridors.



COUNTYWIDE TRANSPORTATION MASTER PLAN

“10.2 The CONSULTANT shall evaluate the potential for the enhanced movement of people and/or goods by appropriate modes such as bus rapid transit and first and last mile solutions or any other mobility options.”

Approach:

Strategies for enhanced movement of people and/or goods as well as last mile solutions will be evaluated after reviewing the previous plans from the Palm Beach County TPA, socioeconomic data in the county and taking into consideration feedback from stakeholders.

Task 11 – Develop recommended Quality of Service (QOS) and Level of Service (LOS) Standards and Performance Measures

Task 11 is the development of performance measures and standards to continue to assess the value of investments in the CTMP.

“11.1 The CONSULTANT will develop recommended Quality of Service (QOS) and Level of Service (LOS) standards to be used to establish transportation and mobility capacities taking into account existing mobility plans. The QLOS and LOS standards are to be applied uniformly by each jurisdiction for evaluating capacity and future needs.”

Approach:

Recommend Quality of Service and Level of Service standards for different transportation modes based on processes identified in the FDOT 2023 Quality Level of Service Handbook, the results of the assessments made as part of Task 6 and input from stakeholders.

“11.2 Performance Measures will be adopted to evaluate the effectiveness of the CTMP, and to identify specific projects to be included in future plans.”

Approach:

A comparison will be made between the LOS calculation made for different modes as part of Task 6 and the quality of service and level of service standards defined in the previous task.





Appendix H: Level of Service Standards Adopted by Municipalities

Level of Service Standards Adopted by Municipalities

Countywide Transportation Master Plan (CTMP)

Prepared for



Prepared by:

WSP USA Inc.

April 2026



Municipality	Adopted LOS (1)	Multimodal Encouraged	Unique Modes	Source
Atlantis	D / C	Yes		Comp Plan (2021 EAR)
Belle Glade	D / C	Yes	Greenway Plans	Draft Comp Plan (2045)
Boca Raton	D	Yes		Comp Plan (2020 EAR)
Boynton Beach	D	Yes	New TQLOS	Mobility Plan 2025
Briny Breezes	B	Not Listed		Comp Plan
Cloud Lake	A (Local)	Not Listed		Comp Plan 2009
Delray Beach	D	Yes		Comp Plan 2019
Glen Ridge	D			Information Pending
Village of Golf	D	Yes		Comp Plan
Greenacres	D	Yes	Premium Bike Rt	Comp Plan 2024
Gulf Stream	D	Yes		Code of Ordinances
Haverhill	D	Yes	BRT Connection	Comp Plan 2009
Highlands Beach	D	Yes		Comp Plan 2019
Hypoluxo	D			Information Pending
Juno Beach	D	Yes		Comp Plan 2022
Jupiter	D	Yes		Comp Plan 2023
Jupiter Inlet Colony	D			Information Pending
Lake Clare Shores	D			Information Pending
Lake Park	D	Yes		Comp Plan 2022
Lake Worth Beach	D	Yes		TOD Plan MP
Lantana	D	Yes		Comp Plan 2001
Loxahatchee Groves	D	Yes		Comp Plan 2024
Manalapan	D			Information Pending
Mangonia Park	D	Yes		Comp Plan 2020
North Palm Beach	D	Yes	Water Taxi	Village Master Plan
Ocean Ridge	D	Not Listed		Comp Plan
Pahokee	D	Yes	LO Bike Trail	2024 EAR Adoption
Palm Beach	D	Yes		EAR Based Comp Plan
Palm Beach Gardens	D	Yes		Mobility Plan 2025
Palm Beach Shores	D	Not Listed		Comp Plan 2010
Palm Springs	D	Yes		Mobility Plan 2021
Riviera Beach	D	Yes		RB Transportation Rpt
Royal Palm Beach	D	Yes		Transportation CIP
South Bay	D	Not Listed		State of City Report
South Palm Beach	D	Not Listed		SPB Comp Plan Adopt
Tequesta	D	Not Listed		2024 CIP
Wellington	D	Yes	PB & Equestrian	Comp Plan 2025
West Palm Beach	D	Yes	Bike Master Plan	Mobility Plan 2025
West Lake	D	Yes		Comp Plan 2010

Notes: (1) Daily traffic and peak hour, peak season traffic conditions (Major / Local Road).



Appendix I: Over Capacity Major Roadway Segments – 2024 Level of Service Review

Over Capacity Major Roadway Segments – 2024 Level of Service Review

Countywide Transportation Master Plan (CTMP)

Prepared for



Prepared by:

WSP USA Inc.

April 2026



Number	STA	Roadway	From	To	Existing Lanes	Year	PEAK DIR VC	Roadway Capacity Status	Roadway Geometry Status	AM LOS	PM LOS	DAILY LOS	REMARKS
17	5214	Hagen Ranch Rd	Gateway Blvd	Boynton Beach Blvd	2	2023	1.0102	Above Capacity		C	C	C	Has three segments 1. Gateway Blvd to Treviso Ln 2. Treviso Ln to Palm Isles Dr 3. Palm Isles Dr to Boynton Rd W Has same level of service C during AM, PM, Daily
31	6634	Jog Rd	Yamato Rd	Potomac Rd	4D	2022	1.0113	Above Capacity		C	C	C	
18	3622	Haverhill Rd	45th St	Roebuck Rd	5	2023	1.0153	Above Capacity	Ultimate	C	D	D	Has two-way left turn lanes
59	5303	Woolbright Rd	I-95	US-1	5	2019	1.0181	Above Capacity		C	E	F	
34	6410	Lyons Rd	Palmetto Park Rd	SW 18th St	4D	2023	1.0192	Above Capacity		C	C	C	
21	4674	Haverhill Rd	Lantana Rd	Hypoluxo Rd	2	2023	1.0239	Above Capacity		C	C	C	
47	2829	PGA Blvd	SR 811	Gardens Mall	6D	2019	1.0317	Above Capacity	Ultimate	C	E	F	
10	1803	Center St	Loxahatchee River Rd	Alt. A1A	2	2019	1.0318	Above Capacity		C	F	F	
26	1617	Indiantown Rd	Island Way	Central Blvd	6D	2023	1.0433	Above Capacity		C	F	F	
2	5403	Atlantic Ave	SR 7	Lyons Rd	2	2022	1.0443	Above Capacity		C	F	E	Has 2 lanes on Aerial
16	3655	Gun Club Rd	Kirk Rd	Congress Ave	5	2023	1.0485	Above Capacity	Ultimate	C	C	C	Has two-way left turn lanes
27	3458	Jog Rd	Roebuck Rd	Okeechobee Bl	4D	2023	1.0735	Above Capacity		C	E	D	
14	1801	Donald Ross Rd	Prosperity Farms Rd	Ellison-Wilson Rd	4D	2019	1.0751	Above Capacity		C	C	C	The LOS stays C throughout the segment from Prosperity Farms Rd to Ellison-Wilson Rd
56	6419	SW 18th St	Lyons Rd	Powerline Rd	4D	2023	1.0755	Above Capacity		C	D	C	Has three segments 1. Lyons Rd to FTPK it has LOS of C during AM, D during PM, C during Daily 2. FTPK to Promenade Dr it has LOS of C during AM, C during PM, C during Daily 3. Promenade Dr to Powerline Rd it has LOS of C during AM, D during PM, C during Daily
33	5108	Lyons Rd	Hypoluxo Rd	Boynton Beach Blvd	4D	2023	1.0760	Above Capacity		C	D	E	
24	1201	Indiantown Rd	Florida Turnpike	I-95 Interchange	6D	2022	1.0793	Above Capacity		C	F	F	
11	1612	Central Blvd	Church St	Indiantown Rd	2	2023	1.0864	Above Capacity		C	E	E	
1	4203	10th Ave N	Congress Ave	I-95	5	2020	1.1111	Above Capacity		C	D	F	It has 4 lanes, and has two-way left turn lanes
4		Atlantic Ave	Lyons Rd	Jog Rd	4D		1.1111	Above Capacity		C	C	C	6 lanes on Aerial
5		Australian Ave	L A Kirksey St	7th St	4D		1.1111	Above Capacity		C	C	C	
8		Boynton Beach Blvd	Lyons Rd	Acme Dairy Rd	6D		1.1111	Above Capacity	Ultimate	C	C	C	
9		Boynton Beach Blvd	Turnpike	Jog Rd	6D		1.1111	Above Capacity	Ultimate	C	D	D	
12		Clint Moore Rd	Lyons Rd	Military Tr	4D		1.1111	Above Capacity		C	D	D	Roadway segment from SR 91 to Military Trial has LOS C during AM, has LOS D during PM and LOS D during Daily.
19		Haverhill Rd	Community Dr	Okeechobee Bl	5		1.1111	Above Capacity		C	C	D	4 through lanes
20		Haverhill Rd	Summit Blvd	Foresthill Blvd	5		1.1111	Above Capacity	Ultimate	C	C	D	4 through lanes
22		Hypoluxo Rd	Military Trail	Lawrence Rd	6D		1.1111	Above Capacity	Ultimate	C	D	D	
28		Jog Rd	Southern Blvd	Gun Club Rd	6D		1.1111	Above Capacity	Ultimate	C	C	C	
29		Jog Rd	Summit Blvd	Forest Hill Blvd	6D		1.1111	Above Capacity	Ultimate	C	D	D	
30		Jog Rd	Atlantic Ave	Linton Blvd	6D		1.1111	Above Capacity	Ultimate	C	C	C	
35		Northlake Blvd	Seminole Pratt Whitney Rd	Coconut Blvd	2		1.1111	Above Capacity		C	C	C	
36		Northlake Blvd	Military Tr	I-95	6D		1.1111	Above Capacity	Ultimate	C	D	D	



Number	STA	Roadway	From	To	Existing Lanes	Year	PEAK DIR VC	Roadway Capacity Status	Roadway Geometry Status	AM LOS	PM LOS	DAILY LOS	REMARKS
37		Okeechobee Blvd	F Rd	Folsom Rd	2		1.1111	Above Capacity		C	D	D	
38		Okeechobee Blvd	Crestwood Blvd	Royal Palm Beach Blvd	4D		1.1111	Above Capacity		C	D	D	
39		Okeechobee Blvd	Royal Palm Beach Blvd	Royal Palm Beach HS	6D		1.1111	Above Capacity	Ultimate				
40		Okeechobee Blvd	Sansburys Way	Fla Turnpike	8D		1.1111	Above Capacity	Ultimate	C	D	D	
41		Okeechobee Blvd	I-95 East	Australian Ave	8D		1.1111	Above Capacity	Ultimate	C	F	F	
42		Okeechobee Blvd	Australian Ave	Tamarind Ave	8D		1.1111	Above Capacity	Ultimate	C	D	D	
44		Palm Beach Lakes Blvd	Robins Dr	Congress Ave	6D		1.1111	Above Capacity		C	C	D	
45		Palmetto Park Rd	Powerline Rd	I-95	6D		1.1111	Above Capacity		C	D	D	Has three segments 1. Powerline Rd to Boca Del Mar Dr it has LOS of C during AM, C during PM, C during Daily 2. Boca Del Mar Dr to Military Tr it has LOS of C during AM, D during PM, D during Daily 3. Military Tr to i-95 it has LOS of C during AM, C during PM, D during Daily
46		PGA Blvd	Ballenises	Gardens Mall	6D		1.1111	Above Capacity		C	E	F	Has three segments 1. FAIRCHILD GARDENS AV to I-95 it has LOS of C during AM, E during PM, F during Daily 2. I-95 to SR-809/MILITARY TRL it has LOS of C during AM, D during PM, D during Daily 3. SR-809/MILITARY TRL to FTPK it has LOS of C during AM, C during PM, C during Daily
49		Southern Blvd	Forest Hill Blvd	Royal Palm Beach Blvd	6D		1.1111	Above Capacity		C	C	D	
50		Southern Blvd	Royal Palm Beach Blvd	SR 7	8D		1.1111	Above Capacity	Ultimate	C	C	C	
51		Southern Blvd	SR 7	Fla Turnpike	8D		1.1111	Above Capacity	Ultimate	C	C	C	Has two different segments with different LOS; Model has different lanes
52		Southern Blvd	Military Tr	I-95	8D		1.1111	Above Capacity	Ultimate	F	F	F	Has three segments 1. Militart Tr to Kirk Rd it has LOS of F during AM, F during PM, F during Daily 2. Kirk Rd to GEM LAKE DR it has LOS of C during AM, C during PM, C during Daily 3. GEM LAKE DR to i-95 it has LOS of C during AM, C during PM, C during Daily
55		SR-7	Glades Rd	Palmetto Park Rd	6D		1.1111	Above Capacity		C	E	E	
58		US-1	NE 15th Terrace	NE 8th St	4D		1.1111	Above Capacity		C	C	C	
60		Yamato Rd	Lakeridge Blvd	Boca West Dr	4D		1.1111	Above Capacity		C	C	C	
7	6418	Boca Rio Rd	Palmetto Park Rd	SW 18th St	2	2023	1.1114	Above Capacity					
23	1103	Indiantown Rd	Jupiter Farms Rd	Florida Turnpike	4D	2019	1.1128	Above Capacity		C	C	C	
6	3309	Australian Ave	Okeechobee Bl	Belvedere Rd	4D	2019	1.1199	Above Capacity		C	F	D	
15	6205	Glades Rd	Turnpike Entrance	St. Andrews Blvd	6D	2022	1.1228	Above Capacity		C	D	D	The segment is divided into two parts, from FTPK to JOG Rd and JOG Rd to St Andrews Blvd
53	3673	Southern Blvd	Kirk Rd	Congress Ave	8D	2020	1.1343	Above Capacity	Ultimate	C	C	C	This segment is a part of the above segment
43	5629	Old Boynton Rd	Congress Ave	Boynton Beach Blvd	3	2023	1.1682	Above Capacity		C	C	C	
54	3468	SR-7	Orange Grove Blvd	Okeechobee Blvd	2	2022	1.1763	Above Capacity		D	F	F	
25	1213	Indiantown Rd	I-95 Interchange	Island Way	6D	2022	1.1861	Above Capacity		C	F	F	
32	3466	Lyons Rd	Southern Blvd	Forest Hill Blvd	2	2023	1.2227	Above Capacity		C	D	D	Has two segments 1. Southern Blvd to Dillman Rd has the LOS of C during AM, C during PM, D during Daily 2. Dillman Rd to Forest Hill Rd has the LOS of C during AM, D during PM, D during Daily
13	2404	Coconut Blvd	Northlake Blvd	Temple Blvd	2	2023	1.2254	Above Capacity		C	D	D	Number of lanes are consistent with the model.
48	2402	Royal Palm Beach Blvd	Orange Blvd	M Canal	2	2023	1.2375	Above Capacity		C	C	C	The model shows 4 lanes; 2 lanes in Aerial map which is consistent from county's lane count
3	5209	Atlantic Ave	Turnpike	Jog	4D	2022	1.3486	Above Capacity		C	F	F	Has 4 lanes on Aerial
57	5812	US-1 (NB)	NE 4th St	Atlantic Ave	2	2022	1.4716	Above Capacity		C	C	C	



Appendix J: Operating Speed Profiles

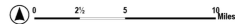


Comparison of Operating Speed vs Posted Speed

Legend

- 10th Ave N (Congress Ave to I-95)
- Atlantic Ave (Turnpike to Jog)
- Australian Ave (Okeechobee Blvd to Belvedere Rd)
- Clint Moore Rd (Lyons Rd to Military Tr)
- Coconut Blvd (Northlake Blvd to Temple Blvd)
- Glades Rd (Turnpike Entrance to St. Andrews Blvd)
- Haverhill Rd (Community Dr to Okeechobee Blvd)
- Indiantown Rd (Jupiter Farms Rd to Florida Turnpike)
- Indiantown Rd (I-95 Interchange to Island Way)
- Lyons Rd (Southern Blvd to Forest Hill Blvd)
- Northlake Blvd (Seminole Pratt Whitney Rd to Coconut Blvd)
- Okeechobee Blvd (Crestwood Blvd to Royal Palm Beach Blvd)
- SR-7 (Orange Grove Blvd to Okeechobee Blvd)
- US-1 (NE) (4th St to Atlantic Ave)

Source: RTIS 2024 - Congested Segments Based on Operating Speed vs Posted Speed
 * Let identified by Palm Beach County



Roadway	From	To	AM Peak		PM Peak		Note
			ES/NB	WL/SB	ES/NB	WL/SB	
US-1 (NB)	NE 4th St	Atlantic Ave	-	-	29%	-	A drop in speed during AM Peak is not clearly defined. PM peak from 3 to 4 pm.
Atlantic Ave	Turnpike	Jog Rd	44%	33%	42%	47%	Eastbound AM peak from 8 to 9 am and PM peak from 4 to 5 pm. Westbound AM peak from 8 to 9 am and PM peak from 4 to 5 pm.
Coconut Blvd	Northlake Blvd	Temple Blvd	32%	13%	3%	36%	Northbound AM peak from 7 to 8 am and PM peak from 5 to 6 pm. Southbound AM peak from 8 to 9 am and PM peak is from 5 to 6 pm.
Lyons Rd	Southern Blvd	Forest Hill Blvd	33%	28%	23%	25%	Northbound AM peak from 7 to 8 am and PM peak from 5 to 6 pm. Southbound AM peak from 7 to 8 am and PM peak is from 5 to 6 pm.
Indiantown Rd	I-95 Interchange	Island Way	64%	34%	42%	66%	Eastbound AM peak from 8 to 9 am and PM peak from 5 to 6 pm. Westbound AM peak from 8 to 9 am and PM peak is from 5 to 6 pm.
SR-7	Orange Grove Blvd	Okeechobee Blvd	No speed drop	16%	No speed drop	11%	Northbound has no drop in speed. Southbound AM peak from 7 to 8 am and PM peak is from 6 to 7 pm.
Glades Rd	Turnpike Entrance	St. Andrews Blvd	47%	33%	31%	58%	Eastbound AM peak from 8 to 9 am and PM peak from 3 to 4 pm. Westbound AM peak from 8 to 9 am and PM peak is from 5 to 6 pm.
Australian Ave	Okeechobee Blvd	Belvedere Rd	58%	22%	Not clearly defined	56%	Northbound AM peak from 8 to 9 am and PM peak is not clearly defined. Southbound AM peak from 8 to 9 am and PM peak is from 5 to 6 pm.
Indiantown Rd	Jupiter Farms Rd	Florida Turnpike	38%	Not clearly defined	20%	Not clearly defined	Eastbound AM peak from 8 to 9 am and PM peak is from 5 to 6 pm. Westbound AM peak from 8 to 9 am and PM peak is from 5 to 6 pm.
10th Ave N	Congress Ave	I-95	68%	50%	55%	68%	Eastbound AM peak from 7 to 8 am and PM peak from 3 to 4 pm. Westbound AM peak from 7 to 8 am and PM peak is from 3 to 4 pm.
Clint Moore Rd	Lyons Rd	Military Tr	20%	10%	13%	13%	Eastbound AM peak from 7 to 8 am and PM peak from 3 to 4 pm. Westbound AM peak from 7 to 8 am and PM peak is from 3 to 4 pm.
Haverhill Rd	Community Dr	Okeechobee Blvd	13%	25%	20%	40%	Northbound AM peak from 7 to 8 am and PM peak from 3 to 4 pm. Southbound AM peak from 7 to 8 am and PM peak is from 3 to 4 pm.
Northlake Blvd	Seminole Pratt Whitney Rd	Coconut Blvd	47%	22%	25%	49%	Eastbound AM peak from 7 to 8 am and PM peak from 3 to 4 pm. Westbound AM peak from 7 to 8 am and PM peak is from 3 to 4 pm.
Okeechobee Blvd	Crestwood Blvd	Royal Palm Beach Blvd	30%	23%	23%	23%	Eastbound AM peak from 8 to 9 am and PM peak from 2 to 3 pm. Westbound AM peak from 7 to 8 am and PM peak is from 2 to 3 pm.

The percentages listed are the operating speeds as compared to the posted speed limits. For example, the segment of US-1 Northbound, PM Peak is only operating at 29% of the posted speed limit.





Endnotes

-
- ii [Section 316.212 of the 2025 Florida Statutes](#)
 - iii [Statewide Non-Motorized Traffic Monitoring Program](#)
 - iv [wpb.org](#)
 - v [palmbeachcivic.org](#)
 - vi [cleverciti.com](#)
 - vii [https://www.wpb.org/Departments/Parking-Mobility-Administration](#)
 - viii [delraybeachfl.gov](#)
 - ix [https://www.delraybeachfl.gov/government/city-departments/development-services/planning-long-range/parking-and-curbside-management-plan](#)
 - x [myboca.us](#), [bocadailynews.com](#)
 - xi [lakeworthbeachfl.gov](#)
 - xii [bdb.org](#)
 - xiii [ops.fhwa.dot.gov](#)
 - xiv [Miami-Dade County's Countywide Transportation Master Plan](#)
 - xv [Orange County's Transportation Impact Fee program](#),
 - xvi [Hillsborough County's Mobility Fee program](#)
 - xvii [Miami-Dade County's Mobility Fee Ordinance](#)
 - xviii [Hillsborough County's Complete Streets Guide](#)
 - xix [hcfl.gov](#)
 - xx [Miami-Dade County Vision Zero](#)
 - xxi [SEFTC 2050 RTP](#)
 - xxii [FDOT Complete Streets resources](#)



PBCMoves.com

