



COUNTYWIDE TRANSPORTATION MASTER PLAN CHAPTER 2: ENVISION

REVISED
AUGUST 21, 2026



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PALM BEACH COUNTY

COUNTYWIDE TRANSPORTATION MASTER PLAN

Chapter 2: Envision

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Chapter 2: Envision

2.1. Future Demand Assessment

An assessment of future demands for the Palm Beach County transportation network was established using a series of data outputs from the Southeast Regional Planning Model (SERPM9.52), existing, adopted plans and projects and extensive input from the project steering committee. At the time this study began, SERPM9.52 was the model of record for the Southeast Florida region. During the Envision Stage, the project team conducted various analyses and model runs to understand future conditions, engaged with the project steering committee/IPARC 2.0+, MCFEC and the Board of County Commissioners to examine critical areas and needs.

This chapter summarizes how future transportation demand in Palm Beach County was assessed through a combination of technical analysis and stakeholder input. The work was organized around three major components: engagement with IPARC 2.0+ to identify priorities, corridors, activity centers, and project needs; evaluation of future conditions using SERPM9.52 through a no-build baseline and multiple build scenarios; and a countywide corridor needs, project geodatabase, and gap analysis to identify where planned improvements align with or fall short of documented needs. The efforts from the demand assessment analyses inform opportunities in the Strategize and Enact stages to advance project and policy recommendations.

These efforts provide the foundation for understanding how Palm Beach County's transportation system may need to evolve as population, employment, development patterns, and travel needs change over time. The Envision chapter connects stakeholder priorities with model-based analysis by documenting the corridors, activity centers, multimodal needs, land use considerations, transportation hubs, and future scenarios. The results establish a basis to identify candidate projects, evaluate potential gaps, and advance a coordinated set of recommendations that support a multimodal and resilient countywide transportation network.



2.1.1. Stakeholder Engagement

Palm Beach County has established an Intergovernmental Coordination Framework (ICF) (Error! Reference source not found.), which provides a process for collaboration among municipalities, agencies, and community stakeholders. The review process for the Countywide Transportation Master Plan (CTMP) followed a structured, multi-tiered approach:

- Initial review and feedback are provided by the County's Planning, Zoning, Building, and Engineering Departments.
- Findings are evaluated through the steering committee consisting of the Intergovernmental Plan Amendment Review Committee (IPARC) and other technical advisors which created the project steering committee, also known as IPARC 2.0+ for the purposes of developing the CTMP.
- Engagement with IPARC 2.0+ was followed by review through the Multijurisdictional Issues Coordination Forum Executive Committee (MICFEC).

This framework ensures comprehensive consideration of technical, intergovernmental, and regional perspectives to inform the Palm Beach County Board of County Commissioners.

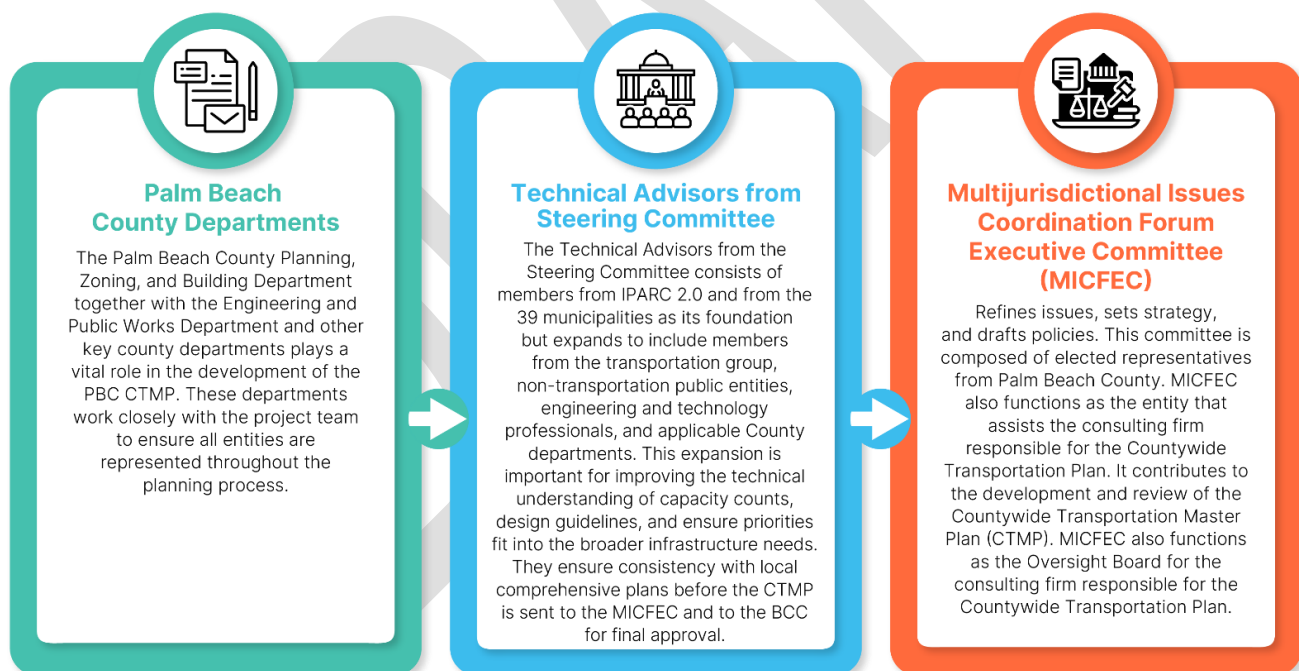


Figure 2-1: Intergovernmental Coordination Framework (ICF)



2.1.2. Intergovernmental Plan Amendment Review Committee PLUS Technical Advisors (IPARC 2.0+)

December 15, 2025: Key Corridors, Activity Centers, Typical Sections, and Scenario Development

On December 15, 2025, members of the CTMP Project Steering Committee participated in a facilitated technical workshop focused on early spatial definition, corridor concept development, and long-range scenario framing. The objectives and description of this workshop are shown in **Table 2-1**. This workshop represented the first milestone in the CTMP corridor and prioritization development process. It is important to note that establishing the geographic, modal, and conceptual foundation for subsequent technical analysis did not include fiscal considerations.

The session brought together municipal, county, regional, state, and consultant stakeholders to review baseline conditions and early findings, identify key activity centers and corridors, explore how right-of-way allocation influences multimodal performance, and translate shared priorities into future transportation scenarios.

Supporting materials were distributed to the committee on December 8, 2025, and included as **Appendix K**.

Table 2-1: December Workshop Purpose

Objective	Description
Activity#1: Develop Location Framework	Identify and validate key corridors, activity centers, and network hotspots
Activity#2: Explore Corridor Concepts and Preferences	Evaluate typical section configurations and multimodal tradeoffs
Activity#3: Future Visioning for Countywide Network	Translate priorities into countywide transportation scenarios to guide subsequent analysis

1. How the December 15 Workshop Informed the CTMP

Input from December 15 workshop established the spatial, modal, and conceptual foundation for subsequent CTMP analyses. Identified activity centers and corridors guided early screening efforts; typical section concepts informed understanding of multimodal tradeoffs and people-moving capacity; and scenario priorities framed how different futures would be evaluated. This foundational work directly informed the January 28 preliminary corridor validation and draft Goals and Objectives discussions with subsequent revisions for the March 11 corridor scoring and project gap analysis. The workshop feedback provided a deliberate progression through the CTMP development process.



2. Activity #1: Key Corridors, Activity Centers, and Network Hotspots

Activity 1 focused on identifying the existing and future activity centers, priority corridors, and network gaps across Palm Beach County. Participants reviewed countywide maps and engaged in a structured, map-based exercise to document observed conditions and desired future connections.

Participants were asked to identify on a series of maps:

- Existing activity centers (e.g., downtowns, TOD locations, employment hubs, institutional and recreational destinations).
- Preferred locations for future activity centers based on land use and density considerations.
- Missing links between activity centers represent gaps in the transportation network for future improvements.



Figure 2-2: December Workshop Photo 1

The preferred modes along identified connections were documented using standardized color coding and ranking to capture priorities of participants across improvement types. The activity concluded with a structured ranking exercise to capture relative priorities across improvement types.



Table 2-2: Common Themes Across All Regions

Category	Common Elements
North-South Transit Corridors	- US-1 (enhanced transit/BRT) - Military Trail (BRT/enhanced transit) - SR-7 (rail/enhanced transit) - Congress Avenue (transit) - FEC Railway (rail)
East-West Connectivity	- Okeechobee Boulevard - Southern Boulevard - Palm Beach Lakes Boulevard - Glades Road - Atlantic Avenue - PGA Boulevard - Northlake Boulevard - Donald Ross Road - Indiantown Road
Transit Technology	- BRT with dedicated lanes - Rail/Light Rail - APM systems - Express bus service
Activity Center Types	- Downtown districts (West Palm Beach, Boca Raton, Delray Beach, Boynton Beach, Lake Worth, Belle Glade) - TOD nodes - CRA areas - Regional employment centers - Institutional centers (hospitals, universities)
Regional Priorities	- Transit-oriented development - Redevelopment and infill - Multimodal connectivity - East-west connectivity improvements



Table 2-3: Geographic Distinctions

Region	Unique Characteristics	Specific Proposals
Southeast	• Highest density of activity centers • Most developed transit network concepts • Concentration of institutional anchors • Multiple CRA areas	• US-1 dedicated transit lanes • APM from airport to downtown WPB • Grassy Waters Preserve roadway crossings • NoRa district connectivity • Lake Worth Beach corridor • Tri-Rail connections to Boca Raton
Northeast	• Focus on coastal communities • Coordination challenges across municipalities • Car-dependent development patterns • FEC rail corridor opportunities	• Park-and-ride at retail locations • Coastal Link • Beeline Highway rail corridor • PGA Boulevard extension to Avenir • Canal system trail networks • Regional east-west connections from western communities
Western	• Rural character • Agricultural employment base • Limited existing transit infrastructure • Focus on capacity improvements	• US-27 rail corridor study • Belle Glade downtown network • Rural roadway capacity projects • Mixed-use district in Belle Glade • Sports complex and recreational facilities • Lake Okeechobee development nodes



Table 2-4: Distinctions by Table

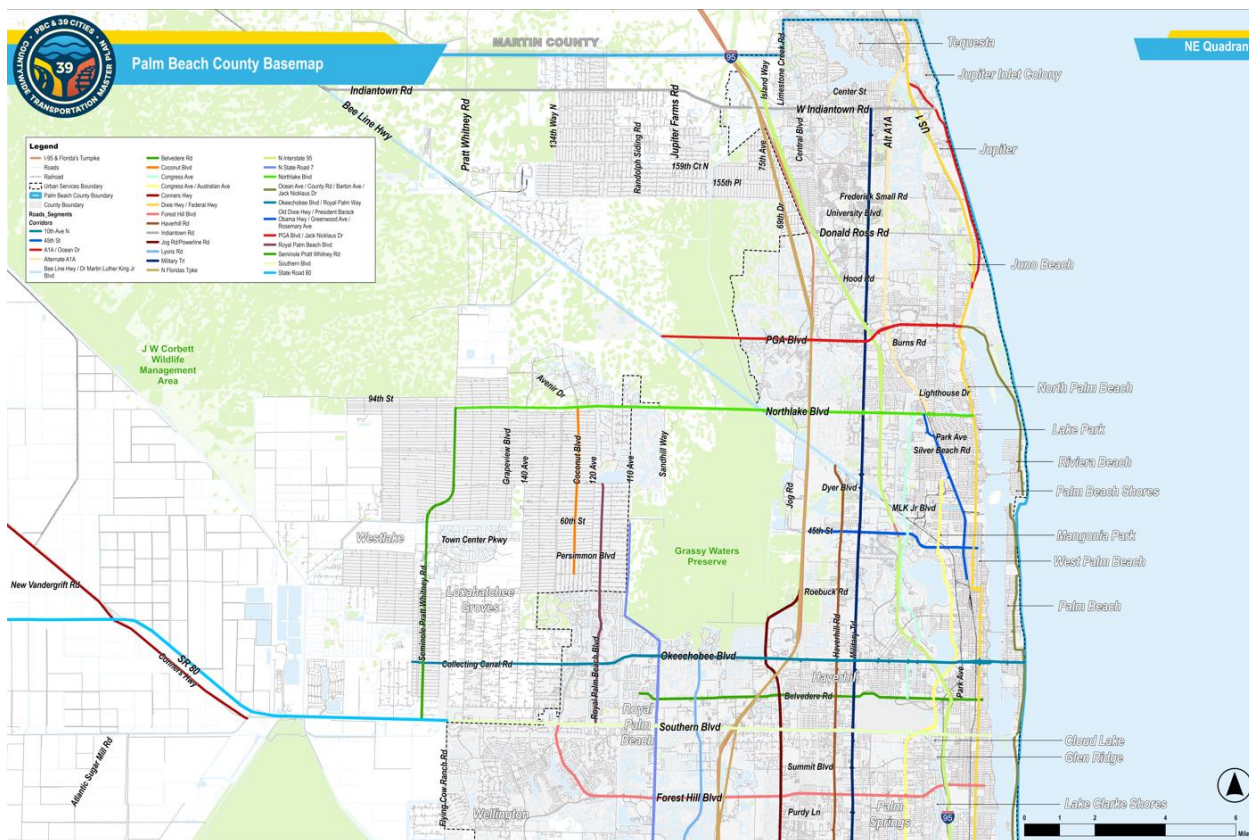
Table	Geographic Focus	Distinguishing Features
Table 9	Southeast comprehensive	• Most extensive activity center list (19 locations) • New preserve crossing proposals
Table 4	Northeast challenges	• Identified systemic barriers (39 municipalities, car culture) • Retail park-and-ride strategy • Priority hierarchy: ○ transit ○ pedestrian/bicycle ○ microtransit ○ automobiles
Table 11	Western employment	• Employment center creation in Westlake • Regional recreational complex • Western-eastern connections emphasis
Table 12	Western rural capacity	• US-27 rail study alignment • Out-of-county Lake Okeechobee connections • Rural roadway capacity focus
Table 1	Northeast connectivity	• PGA Boulevard-Beeline-Avenir connection • Canal system trail integration • Tri-Rail extension concepts
Table 10	Southeast/Western networks	• Lake Worth Beach corridor (K-Park to US-1) • MPO study revision recommendation • Belle Glade comprehensive capacity improvements



The following observations and similarity results from Activity 1, which reflected a countywide preference for transit and multimodal investments over roadway-only improvements, informed the subsequent draft of project Goals and Objectives for IPARC 2.0+ to review in the Strategize stage of the project.

- **Transit Mode Hierarchy:** Participants across all regions prioritized enhanced transit (BRT, rail, APM) over automobile infrastructure, representing a shift from historical transportation planning approaches in Palm Beach County.
- **East-West Connectivity Gap:** All regions identified inadequate east-west connections as a critical deficiency, particularly for connecting western growth areas (Wellington, Royal Palm Beach, Westlake, Belle Glade) to eastern employment centers.
- **Urban-Rural Divide:** Southeast and Northeast tables focused on transit service, TOD, and multimodal networks, while Western tables emphasized roadway capacity for rural communities with limited transit infrastructure.
- **Institutional Coordination:** Table 4 explicitly identified coordination across 39 municipalities as a fundamental challenge, suggesting regional solutions require enhanced intergovernmental cooperation.
- **Repurposing Infrastructure:** Multiple tables proposed innovative uses of existing assets, including retail park-and-rides, canal system trails, FEC railway corridor development, and preserve crossings, maximizing return on prior public and private investments.
- **Growth Area Focus:** Western communities (Westlake, Wellington, Royal Palm Beach) were consistently identified across multiple tables as high-growth areas requiring immediate transportation infrastructure investment.
- **Airport Connectivity:** The APM connection from Donald J. Trump (DJT) International Airport to downtown West Palm Beach received widespread support across multiple tables, indicating recognition of this facility as a critical regional asset requiring enhanced access.

Figure 2-3, Figure 2-4 and Figure 2-5 contain the geographic regions for the discussion tables.



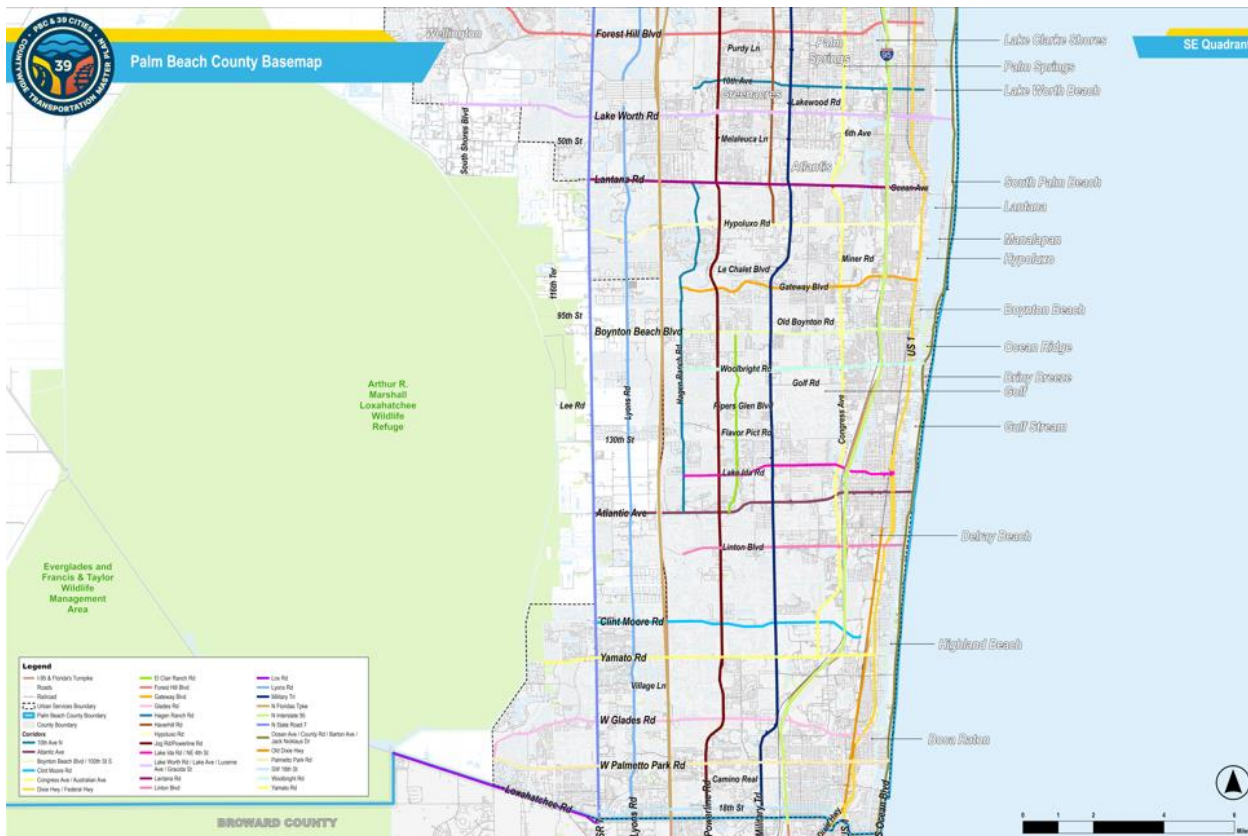
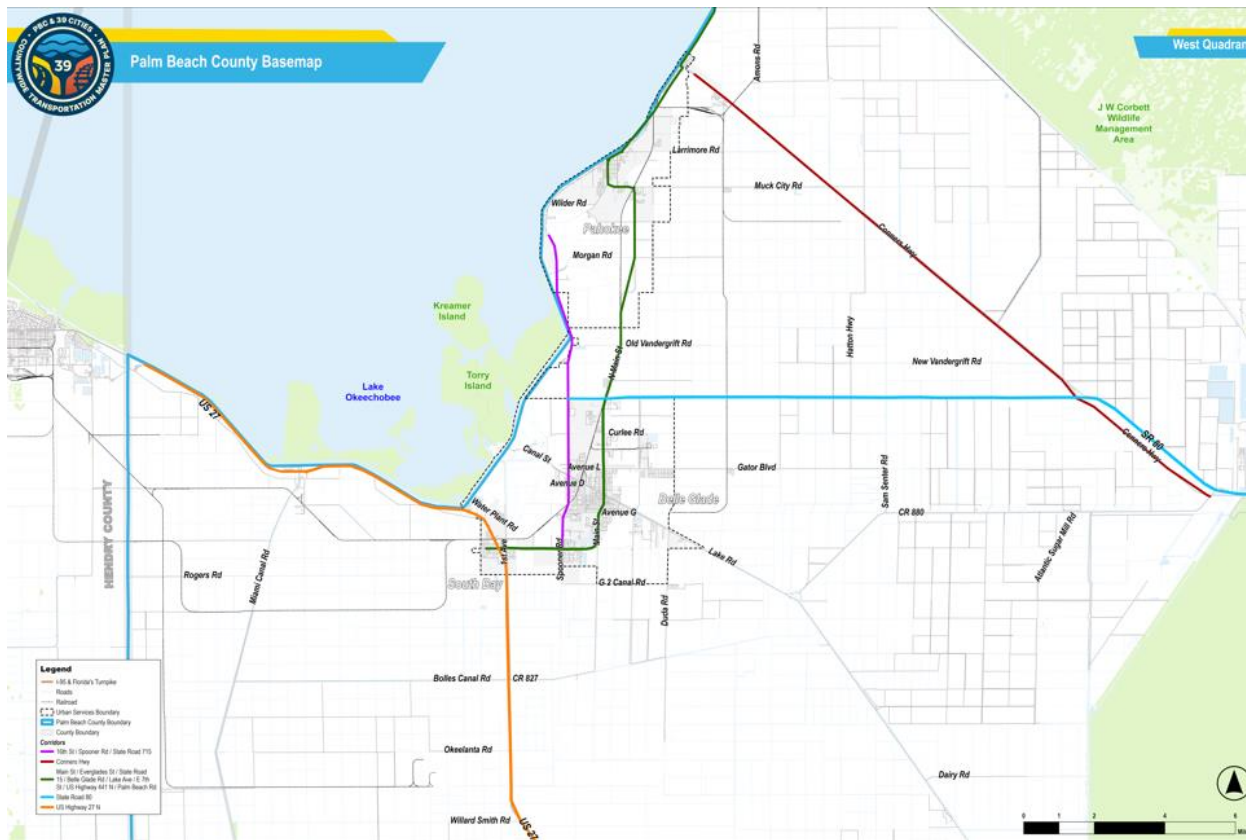


Figure 2-4: Southeast Area References for Workshop Purposes Only



3. Activity #2: Activity Centers and Typical Section Development

Activity 2 focused on identifying corridors suitable for high-capacity transit and Transit-Oriented Development (TOD) through the exploration of how various right-of-way allocation can support those outcomes.

Participants evaluated corridors for BRT and LRT potential based on current conditions and future growth projections, then participated in a hands-on “Build-a-Corridor” exercise to redesign typical street cross-sections. Using modular elements, the participant groups allocated limited right-of-way among transit lanes, vehicle lanes, bicycle facilities, sidewalks, and streetscape elements. The activity emphasized development of complete street concepts that increase people-moving capacity and support urban form and context.



Figure 2-6: December Workshop Photo 2

Typical Section Comparison

The typical section exercise evaluated 80-foot and 120-foot right-of-way configurations, to compare how different layouts balance transit capacity, vehicle movement, bicycle safety, pedestrian comfort, and streetscape quality. **Table 2-5** depicted Typical Section Themes, **Table 2-6** listed seven 80-foot typical sections, and **Table 2-7** listed six 80-foot typical sections

Observations noted:

- 80-foot sections were generally associated with neighborhood-scale service, mixed land uses, and constrained contexts.
- 120-foot sections were consistently associated with regional connections, higher-capacity transit, and stronger multimodal separation.
- Transit-dominant configurations demonstrated substantially higher people-moving capacity through reallocation of roadway space.

Participants emphasized that reallocating space toward transit, bicycle, and pedestrian uses can significantly increase corridor performance without expanding right-of-way.



Table 2-5: Typical Section Themes

ROW Context	Characteristics
80-Foot ROW	Neighborhood service, lower speeds, constrained space, emphasis on transit priority and complete streets
120-Foot ROW	Regional mobility, dedicated transit lanes or rail, protected bike facilities, landscaped medians

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Table 2-6: 80' Typical Sections

Table No.	ROW (ft)	Observation	Travel Lanes	Transit Lanes	Bike Facilities	Parking	Pedestrian / Streetscape	Median / Landscaping	Notes
1	80	Multimodal urban corridor	1 lane each direction and center turn	Dedicated bus lanes on outside	None	None	8 ft sidewalk or multiuse paths both sides	None	Basic urban section
5	80	Transit-focused corridor	1 lane each direction	Dedicated bus lanes	None	None	6 ft sidewalk both sides	Street trees	Higher transit emphasis
6	80	Mixed-access corridor	1 lane each direction	Dedicated bus lanes	None	Private off-street parking	Furnishing zone and sidewalk in setback	Landscaping outside ROW	Parking provided via setback
7	80	Complete street	1 lane each direction	Shared center turn / bus lane	Separated protected bike lanes	One side	Furnishing zone and setback	None	Balanced multimodal design
9	80	Transit and streetscape	1 lane each direction	Dedicated center bus lane	None	None	65	None	Strong transit orientation
4	80	High-capacity transit spine	No general traffic	Bus-only lanes	Separated protected bike lanes	None	10 ft sidewalk both sides	Three rows landscaping	Approximately 64,000 people/hr capacity
11	80	Urban multimodal	2 lanes total	Two dedicated bus lanes (one side)	Bike lane	Parking lane	10 ft furnishing zone	None	Transit and active modes emphasized. Connect Bell Glade to eastern communities with TOD Corridors

Table 2-7: 120' Typical Sections

Table No.	ROW (ft)	Observation	Travel Lanes	Transit Lanes	Bike Facilities	Parking	Pedestrian / Streetscape	Median / Landscaping	Notes
11	120	Multimodal and rail	2 lanes each direction	Bus and rail on one side	Dedicated bike lane	None	Pedestrian zone	None	Highest transit intensity
3	120	Complete boulevard	2 lanes each direction	Dedicated bus lanes in each direction	Separated protected bike	Separate parking	Pedestrian zone and lighting	Landscaped median	Fully multimodal
10	120	Boulevard design	2 lanes each direction	None specified	Separated protected bike	None	Pedestrian zone	Landscaped median	Multimodal
13	120	Transit boulevard	2 lanes each direction	Dedicated bus lanes on outside	None	None	Pedestrian zone	Landscaped median and center turn	Hybrid access
12	120	Urban mixed corridor	2 lanes one direction / 1 lane opposite	Dedicated bus lane one side	Separated protected bike	On-street	Pedestrian zone	Landscaped median	Urban context
5	120	Traditional arterial	2 lanes each direction and center turn	Dedicated transit lane outside	None	None	Pedestrian zone	Landscaping outside	Conventional arterial form

4. Activity #3: Scenario Building

Activity 3 guided participants in creating future transportation scenarios for Palm Beach County by translating the priorities identified in Activities 1 and 2 into comprehensive planning visions. Participants first ranked various planning drivers (such as transit readiness, resiliency, safety, employment access, funding availability, and environmental protection) based on what matters most for the county's future. They then used a scenario matching matrix to align their ranked priorities with predefined scenario types, such as Transit Priority, Redevelopment and Infill, Resiliency and Climate, Technology and Automation, Growth Corridor, Budget-Constrained, or Hybrid scenarios. Through group discussion and consensus-building, participants selected the top scenarios that best reflect their collective priorities. These scenarios will ultimately inform the transportation master plan's recommended goals, policies, service levels, and project prioritization, helping planners understand the range of possible futures and the tradeoffs associated with different planning approaches.

Scenario Concepts

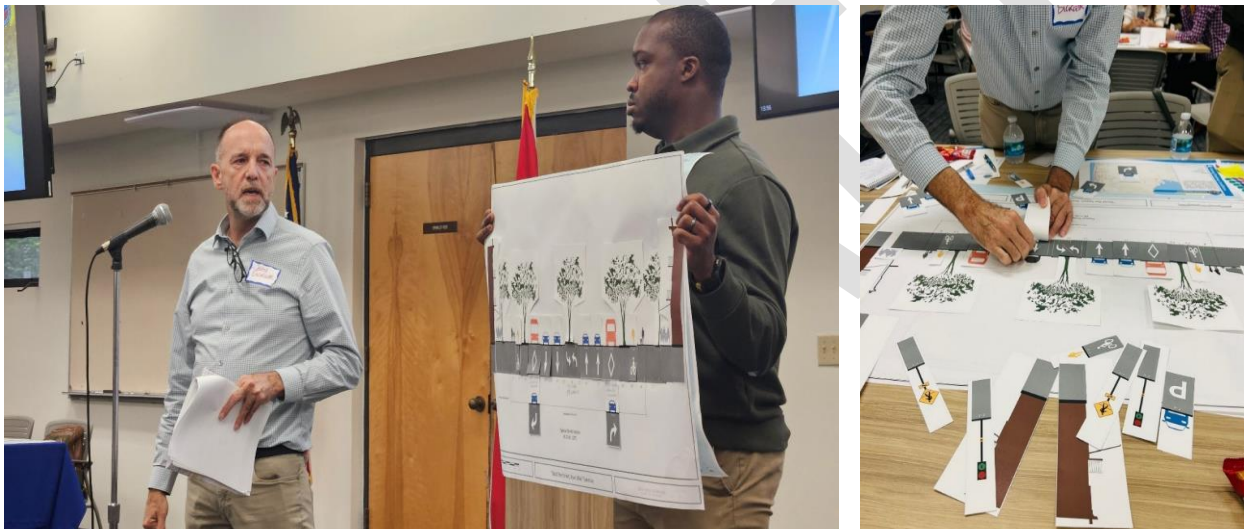


Figure 2-7: December Workshop Photo 3

Transit Priority emerged as the most strongly supported scenario, emphasizing:

- High-capacity transit (BRT short-term; LRT/APM long-term)
- Core north-south and east-west transit corridors
- Equity-driven access to employment and activity centers
- Transit-oriented land use and parking management

Growth Corridor scenarios addressed westward expansion and emerging employment centers, emphasizing roadway capacity, new connections, and future transit preservation.



Budget-Constrained scenarios focused on operational improvements, quick-build transit priority, lane repurposing, and maximizing system performance with limited resources.

Redevelopment and Infill scenarios emphasized reinvestment in downtowns and CRAs through complete streets, TOD-supportive transit, and reuse of existing infrastructure.

Scenario Prioritization Results

Across all groups, the highest-ranked planning drivers included:

- **Transit readiness / transit need**
- **Employment hubs and job access**
- **Safety and Vision Zero**
- **Land use efficiency**
- **Equity and access**

The activity results prioritize Transit Readiness/Transit Need and Employment Hubs and Job Access emerged as the highest-ranked priorities. Safety and Vision Zero priorities also ranked consistently high, along with Land Use Efficiency. Multiple groups emphasized Equity and Access considerations as critical planning drivers. Participants consistently emphasized the need for improved east–west transit connectivity to complement north–south investments.

Table 2-8: Scenario Summary

No.	Scenario	Tables Supporting
1	Transit Priority	X*, 1, 3, 4, 6, 7, 9, 10, 11, 12, 13
2	Budget-Constrained	X*, 3, 6, 7, 9, 11, 12
3	Redevelopment and Infill	1, 4, 6, 7, 9, 12, 13
4	Growth Corridor	X*, 1, 4, 6, 7, 9, 11, 12, 13
5	Resiliency and Climate	9
6	Technology and Automation	9, 12

*Unknown table at workshop

5. Activity Feedback Themes

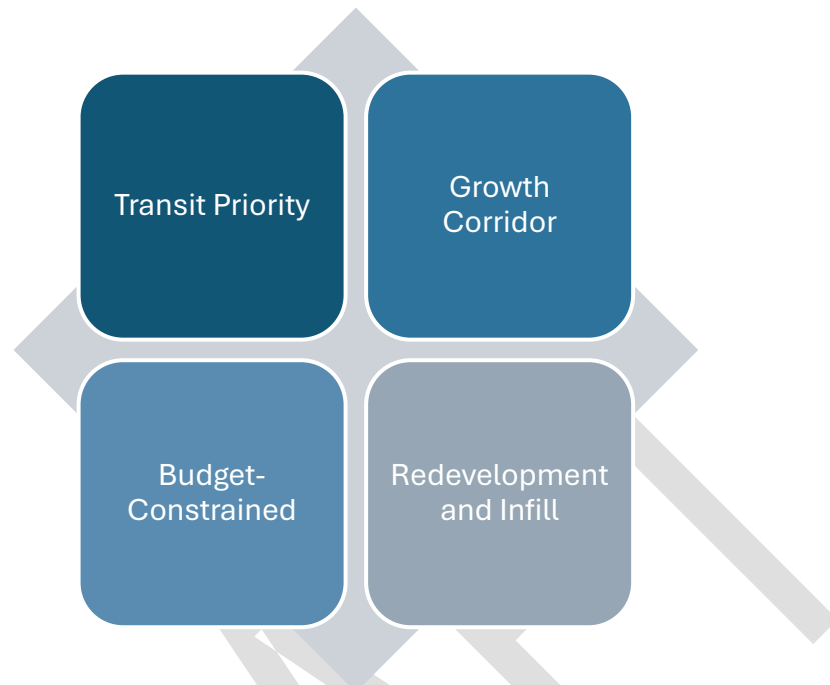


Figure 2 8: Activity Feedback Themes

Transit Priority

There was overwhelming support for Transit Priority scenario from Activity 2, the typical section development and transition to Activity 3 for the need of north-south and east-west connectivity. The Transit Priority scenario emphasizes development of high-capacity transit systems as the primary transportation investment strategy for Palm Beach County. This scenario prioritizes transit readiness, increased ridership, Bus Rapid Transit (BRT) which is most likely being supported for quick-build and short-term implementation and Light Rail Transit (LRT) / Automatic People Mover (APM) for longer term implementation, and establishment of core transit corridors connecting major activity centers. The key drivers for this scenario include transit readiness or transit need, population growth and density changes, employment hubs and job access, and equity and access considerations. This scenario is most appropriate when high-demand corridors, job centers, or underserved areas require better transit access. It fits conditions where existing or planned population densities can support frequent transit service, major employment centers lack adequate transit connections, equity concerns require improved mobility options for transit-dependent populations, land use patterns support transit-oriented development, corridor studies indicate demand for enhanced transit service beyond conventional bus routes, and regional connections between municipalities require coordinated transit infrastructure.

The Transit Priority scenario works best in urbanized areas of southeast Boca Raton Glades Corridor, Boynton Beach and Lake Worth corridor and northeast Palm Beach Gardens where densities, activity centers, and travel patterns justify capital-intensive transit investments. Although some transit amenities were mentioned within the western community but not supported with the TOD corridor in the summary notes. For implementation of this scenario typically includes dedicated transit lanes



(like typical sections) or guideway infrastructure, high-frequency service with 15-minute or better headways, premium station amenities and passenger facilities, transit signal priority and queue jump lanes, integrated fare systems and real-time passenger information, and supportive land use policies including TOD zoning and parking management.

Growth Corridor

The Growth Corridor scenario addresses rapid population growth, western expansion, new employment centers such as the Tuttle Royale Development (Village of Royal Palm Beach) at the southwest corner of Southern Blvd. and SR-7 and the K-Park Development (Village of Wellington) at Stribling and SR-7, and other suburban development patterns requiring expanded mobility networks. This scenario emphasizes roadway capacity improvements needed for key intersections, new roadway connections (PGA Blvd. Extension), and establishing transportation infrastructure in developing areas. Key drivers include population growth and westward expansion, new employment hubs in developing areas, roadway capacity demand and congestion, and expanding mobility networks to serve new development. This scenario is most appropriate when pressure for new housing, suburban growth in West Lake, the Acreage and Belle Glade, or expanding mobility networks is the dominant planning concern. It fits conditions where population projections indicate significant growth in previously undeveloped areas like the Avenir project which triggers a demand for new and expanded network such as the Northlake Blvd. roadway widening to support new residential communities require transportation connections, employment centers are developing in suburban locations, agricultural or rural areas are transitioning to suburban land uses, existing roadway networks cannot accommodate projected traffic volumes, new development creates need for regional connections, and master-planned communities require integrated transportation infrastructure.

The Growth Corridor scenario is most relevant for western Palm Beach County communities, including Wellington, Royal Palm Beach, Westlake, The Acreage, and rural areas transitioning to suburban development, as well as developing areas in northern communities such as Palm Beach Gardens and Jupiter. A key consideration for this scenario is improved east-west connectivity for western communities. In particular, a new east-west roadway connection between Okeechobee Boulevard and Northlake Boulevard would provide significant mobility benefits by expanding network capacity and reducing reliance on existing congested corridors. Such a connection could result in substantial travel time savings, lower vehicle fuel consumption, and reduced vehicle exhaust emissions, while improving access to employment centers, services, and regional destinations.

Implementation characteristics include strategic new roadway construction and capacity expansion, extension of existing roadway networks into developing areas, intersection improvements to accommodate increased traffic demand, and preservation of future transit corridors within new developments. The scenario also incorporates pedestrian and bicycle facilities integrated into new roadway design, park-and-ride facilities serving suburban commuters, express bus service connecting suburban communities to major employment centers, context-sensitive roadway design that balances capacity needs with community character, and access management strategies that preserve roadway function as development continues to occur.



Budget-Constrained

The Budget-Constrained scenario focuses on maximizing transportation system performance within limited fiscal resources by prioritizing low-cost, high-impact improvements, operational efficiency, system maintenance, and quick-build projects that deliver measurable benefits without major capital expenditures. Key drivers include funding availability and fiscal constraints, safety needs requiring immediate attention, operational reliability, cost-effectiveness, and maintenance backlogs. This approach would concentrate on “speed and reliability” upgrades along the county’s core transit corridors and east-west connectors identified in the workshop, using paint, signal operations, stop improvements, and targeted spot treatments rather than full reconstruction. This will require Palm Beach County to consider a lane repurpose policy for transit priority. Priority segments include US-1 from downtown Boca Raton to downtown West Palm Beach to Lake Park for enhanced transit and TOD-supportive improvements, Military Trail as an enhanced transit spine, SR-7, and Congress Avenue, paired with east-west reliability projects on Okeechobee Boulevard and Southern Boulevard to better connect western communities to eastern job centers.

Implementation would focus on targeted queue-jump lanes and transit signal priority at key intersections, stop consolidation with ADA upgrades, restriping and repurposing, and corridor-level signal timing optimization to improve bus speeds and person-throughput. To support growth without new fixed-guideway infrastructure, the scenario would pair express bus service on regional facilities (such as I-95) with low-cost first/last-mile connections in developing areas, and it would expand park-and-ride access at existing retail locations already discussed (for example, Walmart in Wellington and Target at SR-7 and Okeechobee Boulevard) to capture suburban commute trips without building new garages or park and ride at the VA Hospital in Riviera Beach. In the western communities, emphasize practical capacity and safety spot improvements on the existing network (for example, along US-27 and the local street grid supporting Belle Glade, Pahokee, and key connectors), along with maintenance-first investments that stabilize the system before any expansion.

Redevelopment and Infill

This scenario focuses on supporting reinvestment in existing developed areas, particularly Community Redevelopment Areas (CRAs), downtown districts, and underutilized commercial corridors. From Activity #1, TOD corridors are focused along US-1/Dixie Highway through Lake Worth Beach, Boynton Beach, and Delray Beach, where underutilized commercial frontage can transition to mixed-use. Key drivers include CRA activity and redevelopment initiatives, land use efficiency and smart growth principles, equity and access for existing communities, environmental protection through reduced sprawl, and existing infrastructure capacity utilization.

This scenario is most appropriate when infill development, mixed-use redevelopment, and core area reinvestment are top community priorities such as the Village of Palm Springs 2nd Ave. project and high demand for Lake Worth Blvd. transit corridor to connect to TriRail. It fits conditions where CRA plans identify specific redevelopment areas requiring transportation support, downtown revitalization efforts need infrastructure improvements, underutilized commercial corridors present redevelopment opportunities, existing infrastructure capacity exists but requires enhancement for higher-density development, environmental or fiscal concerns favor infill over greenfield



development, community character preservation requires focusing growth in established areas, and brownfield sites or obsolete retail centers present redevelopment opportunities.

This is relevant for established communities in southeast Palm Beach County, including downtown districts in West Palm Beach, Boca Raton, Delray Beach, Boynton Beach, and Lake Worth, Lake Park as well as CRA areas identified throughout the county.

Implementation include complete streets reconstruction in redevelopment areas, streetscape improvements supporting pedestrian activity, structured parking to support higher-density mixed-use development, transit service enhancements to support residential and employment densities, bicycle and pedestrian infrastructure connecting redevelopment sites to surrounding neighborhoods, green infrastructure and stormwater management improvements, traffic calming to support neighborhood-oriented development, and adaptive reuse of transportation infrastructure such as underutilized parking lots for development.

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January 28, 2026: Preliminary High Needs Corridors and Project Goals, Objectives and Performance Measures

On January 28, 2026, members of the CTMP Project Steering Committee participated in a facilitated technical workshop focused on establishing the policy and analytical foundation for subsequent corridor and project evaluations. This workshop represented an early milestone in the CTMP development process. The emphasis was preliminary corridor screening and consensus-building around countywide Goals and Objectives to support the CTMP framework and direction. The objectives and description of this workshop are shown in **Table 2-9**.

The session brought together municipal, county, regional, state, and consultant stakeholders to review initial technical analyses, align perspectives across jurisdictions, and confirm the planning principles that would guide later prioritization and refinement.

Supporting materials that built on results from the December 15th workshop were transmitted to the committee in advance of the January 28 workshop as a ‘Homework Assignment’. The assignment consisted of preliminary prioritization framework.

Table 2-9: January Workshop Purpose

Objective	Description
Activity #1: Validate Preliminary Corridor Identification for Task 10	Review and validate initial high-need corridor screenings and identify gaps or additional areas for consideration
Activity #2: Policy Framework Alignment	Advance consensus on countywide Goals and Objectives to inform development of the project prioritization framework

Discussions focused on:

- Confirming and refining draft Goals and Objectives
- Previewing the project review workflow supporting the 2050 Existing + Committed (E+C) baseline
- Presenting the technical approach used to identify preliminary high-need corridors for further evaluation

Participants provided feedback through facilitated discussions, map-based comments, written annotations, and value rankings.



6. How the January 28 Workshop Informed the CTMP

Input from the January 28th workshop informed several refinements to the identification of the High Needs Corridors. The selected corridors and segments expanded from the original list of twelve to twenty-one after feedback was presented and solicited from the Board of County Commissioners. The feedback was also used to advance the Strategize stage of the CTMP with refined draft Goals and Objectives for project ranking criteria and guide the subsequent corridor scoring and project gap analysis for the committee to review during the March 11 workshop.

7. Activity #1: Preliminary High-Need Corridors

Activity #1 focused on validating the results of an initial corridor screening process and gathering input on future improvement concepts. Participants reviewed mapped corridor conditions, discussed observed performance issues, and identified additional corridors or considerations requiring further evaluation. The benefits of new east-west roadways were discussed as part of the conversations which included the Okeechobee Blvd Extension and other new roads identified in the county's TIM.

The preliminary screening integrated multiple datasets, including MPO and FDOT plans, crash history, SERPM 2050 model outputs, reliability checks, and bicycle/pedestrian Level of Traffic Stress indicators. The analysis emphasized residual needs projected to remain in 2050 after accounting for Existing plus Committed projects.

Discussions reinforced the importance of evaluating corridors holistically, recognizing that near-term funded projects may address isolated issues while broader corridor-level constraints persist.

Feedback from Corridor Activity

Across all tables and map-based input, several recurring themes emerged:

- East–west connectivity was consistently identified as a countywide gap, particularly between coastal and western communities.
- Participants emphasized multimodal solutions over roadway widening alone, citing safety, induced demand, and access concerns.
- North–south spine corridors, including Military Trail and US-1, were identified as high-conflict, high-crash corridors requiring integrated multimodal investment.
- Safety hotspots, including interchanges and major intersections, were repeatedly flagged.
- Participants from western Palm Beach County emphasized equity, access, and long-distance commute challenges.
- Questions were raised regarding transparency in corridor designation, highlighting the need for clear criteria and thresholds.

8. Activity #2: Goals and Objectives Review

Activity #2 focused on refining the countywide Goals and Objectives through a structured review exercise. Participants ranked priorities, provided targeted comments, and suggested refinements to improve applicability to corridor-level decision-making.

Feedback emphasized:

- Prioritizing safety and low-stress multimodal access
- Clarifying how efficiency, capacity, and equity tradeoffs will be evaluated
- Strengthening the linkage between Goals, performance measures, and corridor improvements
- Ensuring transparency and realism in financial and implementation considerations



Figure 2-8: January Workshop Photos



March 11, 2026 Steering Committee Workshop Corridor Needs Assessment and Project Gap Analysis

On March 11, 2026, members of the CTMP Project Steering Committee participated in a follow-up technical workshop which focused on applying the previously established framework to evaluate the preliminary corridor-level needs analysis and alignment with the existing CTMP project database. This workshop represented the next milestone in the CTMP development process, to build directly on the January 28 consensus outcomes for *application and validation efforts of the CTMP*. The objectives and description of this workshop are shown in **Table 2-10**.

Two homework assignments were distributed ahead of the meeting consisting of: the CTMP project geodatabase for review and feedback and draft framework for ranking criteria and weights. Feedback from both exercises enabled the project team to revise ahead of the workshop for refined discussions.

At the workshop, committee members were assigned to one of three geographic subareas, Northeast, Southeast, or West to provide a balanced countywide review and representation.

The workshop brought together municipal, county, regional, and state agency staff, along with consultant team members, to review data-driven corridor needs, assess alignment with existing projects, and identify gaps where additional solutions may be needed. Workshop activities were structured to combine technical review, facilitated discussion, and documented feedback for direct incorporation of participant input into subsequent analysis.

Table 2-10: March Workshop Purpose

	Objective	Description
Activity #1	Evaluate Corridor Needs	Review corridor scores projected to 2050 to validate areas of highest need
	Identify Gaps	Determine where high-need corridors lack corresponding CTMP projects
Activity #2	Align Projects	Assess whether existing projects adequately address identified needs
	Generate Solutions	Identify candidate new projects to better address corridor gaps

9. How the March 11 Workshop Informed the CTMP

Input from the March 11 workshop informed refinements to the Corridor Needs and Existing Projects analysis by validating high-need segments, confirming project alignment, and identifying gaps requiring further evaluation. Worksheet feedback was incorporated into updates to corridor scoring, project screening, and the draft prioritization framework, ensuring consistency with the Goals and Objectives established earlier in the process.



Input from the March 11 workshop informed refinements to the Corridor Needs methodology which allowed the project team to refine the metrics used to define needs and reevaluate the high-need segments. Review of the Existing Projects database by participants helped confirm project alignment and identify gaps requiring further evaluation. Worksheet feedback was incorporated into updates to corridor scoring and project screening.

10. Activity Summary

Activity #1: Corridor Needs & Project Review

- **Focus:** Review scored corridors and CTMP project overlays.
- **Outputs:** Identification of projects that address needs; documentation of gaps.

Activity #2: Gap Assessment & New Projects

- **Focus:** Identify unmet needs and potential solutions.
- **Outputs:** Candidate new projects and refinements.

11. Countywide Segment-Level Review and Gap Analysis

Participants reviewed **vehicular, transit, and bicycle/pedestrian corridor scoring maps** and validated high-need segments across the county network. Worksheets completed during the workshop were collected and incorporated into the final scoring and prioritization framework. See **Table 2-11** for regional observations, and



Table 2-12 for countywide themes.

Table 2-11: Regional Observations

Region	Themes
Southeast (SE)	Prioritize east–west corridors; focus on transit and bicycle/pedestrian safety; emphasize closing multimodal gaps; ROW constraints increasingly challenging and costly
Northeast (NE)	Okeechobee Boulevard identified as highly congested with limited bicycle facilities; additional emphasis requested for Northlake Boulevard corridor planning; mixed support for expanded bike lanes and transit in constrained coastal areas
West	Capacity improvements requested on US-27/N Main Street and SR-715; CR-880 improvements including bike lanes; high-growth corridors highlighted (Boynton Beach Blvd, Okeechobee Blvd, PGA Blvd, SR-7, US-1)

Table 2-12: Countywide Themes

Common Theme	Description
Safety	Crash reduction consistently identified as the top priority
Multimodal Connectivity	Emphasis on low-stress, connected walking, biking, and transit networks
East–West Mobility	Continued concern regarding east–west corridor continuity
Transparency	Need for clear and understandable project scoring and prioritization decisions



Figure 2-9: March Workshop Photo 1

12. Corridor Evaluation and Scoring Methodology

Corridor segments were evaluated using roadway, transit, and bicycle/pedestrian metric categories, derived from SERPM9 2050 outputs and supporting GIS datasets (**Table 2-13**). Metrics were standardized using percentile-based binning, distribution-based breaks, or step/binary scoring, as appropriate. Each category was weighted equally, and the total corridor score was calculated as the simple average of the three category scores.

Table 2-13: Scoring Framework Overview



Category	Data Source	Scoring Approach	Weighting
Roadway	SERPM9 2050	Percentile-based (1–10)	Equal (25% per metric)
Transit	SERPM9 2050 demographics	Distribution-based (2–10)	Equal (25% per metric)
Bicycle/ Pedestrian	MPO GIS, OSM, L RTP	Step & binary scoring (0–10)	Equal (12.5% per metric)
Total Score	Combined	Simple average of categories	Equal across categories



13. Gap Analysis and Project Overlay

CTMP projects were spatially joined to highest-need corridor segments, with emphasis on corridors receiving the highest total scores. Gaps were identified where corridor needs existed but were not clearly addressed by existing projects.

Table 2-14 includes five steps of Gap Assessment Process.



Figure 2-10: March Workshop Photo 2

Table 2-14: Gap Assessment Process

Step	Description
Corridor Scoring Review	Facilitators reviewed scored corridors by mode
Project Overlay Review	Projects overlaid on high-need corridors
Gap Identification	Segments with unmet needs identified
Solution Development	Candidate new projects documented
Consolidation	Findings summarized and confirmed

14. Corridor Needs Definition

For the March 11 workshop, corridor needs were defined as segments with the highest relative performance concerns. Scores ranged from 1–3 (lowest need) to 7–10 (highest need). Corridors receiving total scores of 7 or 8 (32 corridors) were advanced for detailed mapping, project overlays, and gap analysis for the workshop exercise. The following approach and metrics were used to generate the preliminary modal scoring for later refinements, following feedback from the workshop participants. **Table 2-15** shows elements of vehicle needs, **Table 2-16** shows elements of transit needs, and **Table 2-17** shows elements of bicycle and pedestrian needs

Table 2-15: Vehicle Needs

Element	Description
Data Source	SERPM9 2050
Metrics	PM peak V/C > 1 lane miles; Vehicle Hours of Delay; PM speed change from free flow; average PM V/C
Scoring	Percentile-based (1–10)
Weighting	Equal (25% per metric)

Table 2-16: Transit Needs

Element	Description
Approach	Demographic indicators within ¼-mile buffer
Metrics	Low-income population; zero-car households; population under 18; population over 65
Scoring	Distribution-based (2–10)
Weighting	Equal (25% per metric)

Table 2-17: Bicycle and Pedestrian Needs

Indicator Type	Metrics	Scoring
Key Destinations	Schools, universities, parks (¼ mile)	Step scoring (0–10)
Priority Networks	Bicycle and pedestrian priority networks	Binary (0 or 10)
Facility Gaps	Absence of bike/ped facilities	Binary (0 or 10)
Level of Traffic Stress	Bicycle & Pedestrian LTS	Binary (0 or 10)
Weighting	8 indicators	Equal (12.5% each)

15. Summary of Regional and Countywide Themes

Feedback from the March 11 workshop reinforced and expanded upon themes identified during the January 28 session:

- Safety and crash reduction remained the highest priority across all regions.
- Participants emphasized multimodal connectivity and low-stress networks, particularly along east–west corridors.
- East–west connectivity continued to be identified as a countywide concern.
- Participants reiterated the importance of transparency in scoring and prioritization decisions.



Figure 2-11: March Workshop Photo 3



2.1.3. Intergovernmental Coordination Multi-Jurisdictional Issues Coordination Forum Executive Committee (MICFEC)

December 18, 2025

On December 18, 2025, the project team delivered a CTMP status update to the joint stakeholder meeting of the MICFEC/Issues Forum and IPARC members. The purpose of the update was to maintain collaboration with the group and gather input on planning priorities, corridor suitability for Transit-Oriented Development (TOD), and strategies for corridor development in Palm Beach County.

Members were provided with an overview of the December 15th IPARC 2.0+ meeting and asked to provide feedback on four key targeted questions, building off the IPARC 2.0+. The following summary provides an overview of participant responses. **Appendix L** contains detailed responses.

16. 1. Prioritize Improvements for Corridors, Activity Centers, and Hotspots

Stakeholders were asked to rank the most important improvements for Palm Beach County's transportation corridors and activity centers. The top priorities emerged as:

- Develop or upgrade mixed-use districts and close missing links between activity centers, especially through enhanced Bus Rapid Transit (BRT), rail, and active transportation networks (bike paths, sidewalks, trails).
- Improve access to employment hubs, residential communities, and recreational destinations.
- Advance Transit-Oriented Development (TOD) growth was also cited as a key strategy for sustainable urban development.

17. 2. Identify Strained or Suitable Corridors for TOD

Participants identified several corridors as most strained or best suited for new or expanded TOD:

- Okeechobee Boulevard (often paired with Military Trail), Southern Boulevard, US-1, Lake Worth Road, Congress Avenue, and SR7 to Northlake were repeatedly mentioned.
- Other notable corridors included Federal Highway, Northlake, Atlantic Avenue and Lyons Road, and the Tri-Coastal Link Line.

18. 3. Strategies to Support Corridor Development

Stakeholders cited a range of strategies to support the development of identified corridors:

- Transit Enhancements: Calls for improved transit service quality and frequency, dedicated BRT lanes, and even monorail systems.



- Land Use and Density: Recommendations to increase densities, incentivize development through greater height and mixed-use overlays, and review TOD nodules for optimal connectivity.
- Urban Design and Infrastructure: Emphasis on walkability, smart signalization, safe street implementation, and interceptor parking before transit nodes.
- Policy and Collaboration: Suggestions for cross-jurisdictional collaboration, educating local officials on best practices, and examining zoning and development patterns for feasibility.
- Funding and Equity: Proposals to increase or charge parking fees to support transit ridership, prioritize funding for roadway and rail improvements, and ensure equity and community needs are addressed.
- Other Considerations: Some participants stressed the importance of not widening roads further and expressed the need for more holistic planning and stakeholder engagement to address specific local issues such as the SR7 extension to Northlake.

19. 4. Drivers and Opportunities for Transportation Investment

When asked about the most important drivers and opportunities for prioritizing transportation investments, stakeholders ranked:

- Population growth and density were identified as the top driver.
- Funding availability, roadway connectivity and access, and future employment demands followed closely.
- Transit expansion potential, technology and innovation, equity and community needs, and resiliency planning rounded out the list. The group feedback expressed the need for transportation planning that balances growth, access, innovation that is reflective of the local community preferences.

January 23, 2026

On January 23, 2026, the project team provided a status update to MICFEC. The purpose of the update was to inform MICFEC of the IPARC 2.0+ activities and overall progress with the CTMP tasks. MICFEC was not requested to review information ahead of the meeting. For this cycle, the MICFEC meeting update was requested ahead of the January 28 IPARC 2.0+ meeting, which limited the ability to reflect feedback for their consideration.



2.2. Land Use Considerations

Land use patterns support the understanding of how people move and how they choose to move through the county establishing a spatial framework within which the transportation system operates. As the County moves toward a long-term vision for mobility, the integration of land use and transportation planning is essential to managing growth, enhancing accessibility, and ensuring that infrastructure investments align with broader community objectives. Existing and future land use conditions directly influence travel demand, trip characteristics, and multimodal needs along key corridors.

The Future Land Use maps reflect a transition toward more diversified, compact, and connected development patterns, particularly within the County's eastern and central urbanized areas. Planned growth emphasizes the expansion of mixed-use development, higher-density residential uses, and redevelopment within established corridors and activity centers.

Corridors such as Congress Avenue, Southern Boulevard, Glades Road, and State Road 7 are expected to accommodate increased development intensity, including expanded commercial activity and higher-density housing. These areas intersect with designated Urban Redevelopment Areas (URAs), where policies encourage infill development, compact land use patterns, and improved multimodal connectivity.

The future land use pattern also reflects a strategic balance between growth and preservation. While the eastern and central areas of the County are anticipated to experience continued urbanization/suburbanization, additional conservation areas and recreational spaces are planned to protect communities' character and environmental resources. In the western portion of the County, agricultural are a dominant feature, and as such reflect the different needs of the transportation network to support freight needs.

The relationship between land use and transportation is central to achieving the vision outlined in the CTMP. Land use patterns directly influence the feasibility and effectiveness of transportation investments, particularly in supporting multimodal travel and reducing reliance on single-occupancy vehicles. Corridors with higher densities, mixed-use development, tourist activity and active redevelopment are well positioned to support enhanced transit services, complete street designs, and improved first- and last-mile connectivity. These environments create opportunities for shorter trips, increased transit ridership, and greater accessibility to jobs, services, and amenities. In contrast, suburban and transitioning areas require a more balanced approach that accommodates continued growth while maintaining mobility, safety and community character. These areas may continue to rely more heavily on vehicular travel but can benefit from targeted multimodal improvements and strategic land use planning that supports incremental change over time.

The envisioned future for Palm Beach County is grounded in a coordinated approach to land use and transportation that supports sustainable growth and enhanced mobility. By aligning development patterns with transportation investments, the County can create a more efficient and connected system that meets the needs of its residents, visitors and businesses.



Key implications include:

- Supporting higher-density, mixed-use development in targeted corridors and activity centers
- Promoting multimodal connectivity through transit-oriented and walkable environments
- Understanding technological advancements and changes to travel behavior
- Balancing growth with preservation in rural and environmentally sensitive areas
- Enhancing accessibility by layering multimodal networks
- Leveraging infill and redevelopment to maximize the use of existing infrastructure

Building on the land use considerations described above, first/last mile connections and transportation hubs provide opportunities to support the relationship between development patterns and mobility choices. As Palm Beach County continues to grow and redevelop, targeted investments in localized mobility options, multimodal access, and transfer points can help extend the reach of transit and improve access to activity centers. These strategies are especially important in areas with concentrated short trips, higher development intensity, and planned or existing transit service. Improved connections support a more integrated and accessible transportation network.

2.2.1. First/Last Mile Opportunities, Interceptor Parking and Transportation Hubs

Origin-destination analysis from the CTMP Discover stage showed areas with high “in-city/area” trips. This analysis provided a listing of areas for potential microtransit services including robovan/robo taxi, rail stations and scooter/bike share opportunities.

- Boca Raton
- Boynton Beach
- Delray Beach
- Jupiter
- Palm Beach Gardens
- West Palm Beach

Transportation hubs are central, strategically located facilities where multiple modes of transportation including regional rail, express bus, local transit, microtransit, rideshare, bikeshare, scooters, and emerging mobility services connect to provide seamless travel options. Beyond serving as transfer points, transportation hubs can function as mobility gateways that improve regional access, reduce congestion, and support economic activity.



For downtown areas, the long-term success of a premium circulator service depends on serving a broader market than transit riders alone. While downtown circulators provide significant mobility benefits, fare revenue generated solely from transit trips is often insufficient to support the high service frequencies, reliability, and customer experience necessary to attract choice riders. To achieve a viable and sustainable operating model, a premium circulator should be integrated with a strategically located interceptor parking hub adjacent to major regional corridors such as I-95.

An interceptor hub located at the edge of downtown would allow commuters to park once and complete the final portion of their trip using a high-frequency, free or low-cost premium circulator. This approach expands the customer base beyond traditional transit users by serving both transit riders and drivers who may otherwise continue their trip into congested downtown streets. The hub could also serve visitors, residents, and employees making short trips between offices, restaurants, retail destinations, civic buildings, and entertainment venues throughout the day.

The transportation and urban design benefits of this approach extend well beyond transit ridership. By removing hundreds of vehicles from downtown streets during peak periods, a premium circulator and interceptor parking system can reduce traffic congestion, lessen parking demand, improve travel reliability, and create a more productive and less frustrating “last mile” experience for drivers who still choose to commute by car. Fewer vehicles circulating in search of parking can also improve pedestrian safety, reduce conflicts between transportation modes, and support a more walkable and vibrant downtown environment.

Environmental benefits are also significant. Consolidating access to downtown through an interceptor facility can reduce vehicle miles traveled within the urban core, lowering fuel consumption, vehicle emissions, and overall transportation-related pollution. As management of curb space and parking becomes increasingly important in growing downtown centers, this strategy provides an efficient method for accommodating demand without continually expanding parking infrastructure.

The availability of free or nominal-cost interceptor parking connected to a premium, frequent circulator creates an incentive for both commuters and employers. Employers can promote the service as a workplace amenity, potentially reducing the need for expensive employee parking while improving accessibility for workers and visitors. The convenience, predictability, and enhanced customer experience associated with a premium circulator can help shift travel behavior and encourage greater adoption of transit and shared mobility options.

Transportation hubs also provide a logical foundation for future mobility technologies. As autonomous and connected vehicle technologies mature, interceptor hubs could serve as staging areas for driverless shared-ride shuttles, on-demand microtransit services, and other first-mile/last-mile solutions. Designing hubs today with flexibility for these emerging services can support long-term mobility innovation while maximizing public investment.

Perhaps most importantly, a premium circulator serves as a critical building block for a broader premium transit network. Frequent, convenient, and highly visible circulator service improves the overall transit experience, introduces new users to transit, and strengthens connections between



regional transit services and major destinations. As a result, premium circulators can play an important role in building ridership, increasing transit attractiveness, and creating the market demand necessary to support future investments in premium transit corridors throughout the region.

As shown in **Table 2-18** and **Figure 2-12**, existing and proposed transportation hub locations in Palm Beach County have been identified.

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Table 2-18: Existing and Proposed Hub Locations

No.	Location / Facility	Address
1	West Palm Beach VA Medical Center	7305 N Military Trl, West Palm Beach, Florida 33410
2	Town Center Mall at Boca Raton	6000 Glades Rd, Boca Raton, Florida 33431
3	The Mall at Wellington Green	10300 Forest Hill Blvd, Wellington, Florida 33414
4	West Palm Beach Tri-Rail Station	203 South Tamarind Avenue, West Palm Beach, Florida 33401
5	The Gardens Mall	3101 PGA Boulevard, Palm Beach Gardens, Florida 33410
6	Camino Real Transfer	1001 S Federal Hwy, Boca Raton, Florida 33432
7	Boynton Beach Mall	801 N Congress Ave Suite 295, Boynton Beach, Florida 33426
8	Boca Raton Tri-Rail Station	680 Yamato Road, Boca Raton, Florida 33431
9	Delray Beach Tri-Rail Station	345 S Congress Avenue, Delray Beach, Florida 33445
10	Boynton Beach Tri-Rail Station	2800 High Ridge Road, Boynton Beach, Florida 33426
11	Lake Worth Tri-Rail Station	1703 Lake Worth Road, Lake Worth, Florida 33460
12	Mangonia Park Tri-Rail Station	1415 45th Street, West Palm Beach, Florida 33407
13	Tanger Outlets Palm Beach	1751 Palm Beach Lakes Blvd, West Palm Beach, Florida 33401
14	West Palm Beach Brightline Station	260 Quadrille Plaza Drive, West Palm Beach, FL 33401
15	Palms West Hospital	13001 Southern Blvd, Loxahatchee, Florida 33470
16	Belle Glade Transfer	2990 N Main St, Belle Glade, Florida 33430
17	Florida Atlantic University (FAU) Boca Raton Campus	Palm Beach Ave, Boca Raton, Florida 33431
18	Florida Atlantic University (FAU) Jupiter Campus	5353 Parkside Dr, Jupiter, Florida 33458
19	Northlake Transfer	1218 Northlake Blvd, Lake Park, Florida 33403
20	Palm Beach International Airport (PBI)	1000 Palm Bch Intl Airport, West Palm Beach, Florida 33406
21	Okeechobee Shopping Center Transfer	6841 Okeechobee Blvd, West Palm Beach, Florida 33411
22	Sandalfoot Square Transfer	22973 FL-7, Boca Raton, Florida 33428
23	Lantana Sport Complex Transfer	903 N 8th St, Lantana, Florida 33462
24	Palm Beach State College	4200 S Congress Ave, Lake Worth Beach, Florida 33461
25	River Bridge Centre Transfer	6826 Forest Hill Blvd, Greenacres, Florida 33413
26	Boca Raton Brightline Station	101 NW 4th St, Boca Raton, Florida 33432
27	SR 808 (Glades Rd) Transit Hub at US 1	US-1 and Glades Road, Boca Raton, Florida 33432
28	SR 808 (Glades Rd) Transit Hub at SR 7	SR-7 and Glades Road, Boca Raton, Florida 33498
29	Boca Raton Intermodal Center (SFRC)	NW 53rd St, Boca Raton, Florida 33487
30	Tri-Rail Boca Raton Glades Rd - New Station	1800 N Military Trl, Boca Raton, Florida 33486
31	SR 80 (Southern Blvd) Intermodal Center at US 27	US 27 and Southern Blvd, South Bay, Florida 33493
32	SR 80 (Southern Blvd) Intermodal Center at US 1	US-1 and Southern Blvd, West Palm Beach, Florida 33405
33	SR 80 (Southern Blvd) Intermodal Center at US 441 / SR 7	SR-7 and Southern Blvd, Royal Palm Beach, Florida 33411



No.	Location / Facility	Address
34	US 1 Transit Hub at Boca Raton (Camino Real Rd)	Camino Real Rd and US-1, Boca Raton, Florida 33432
35	FEC Corridor Commuter Rail Jupiter–Toney Penna Drive Station	Adjacent to Jupiter Medical Center, Jupiter, FL 33458
36	FEC Corridor Commuter Rail Palm Beach Gardens–PGA Boulevard Station	RCA Center Dr, Palm Beach Gardens, FL 33410
37	FEC Corridor Commuter Rail Riviera Beach–Blue Heron Boulevard Station	W 26 th to W 29 th St, Riviera Beach, FL 33404
38	FEC Corridor Commuter Rail West Palm Beach–Downtown Station	Near the NORA District, West Palm Beach, FL 33401
39	FEC Corridor Commuter Rail Lake Worth Beach–Lake Avenue Station	2 nd Ave S to Lake Ave, Lake Worth Beach, FL 33460
40	FEC Corridor Commuter Rail Boynton Beach–Boynton Beach Boulevard Station	East Boynton Beach Blvd to East Ocean Ave, Boynton Beach, FL 33435
41	FEC Corridor Commuter Rail Delray Beach–Atlantic Avenue Station	SE 1 st to SE 2 nd St, Delray Beach, FL 33483
42	FEC Corridor Commuter Rail Boca Raton–Palmetto Park Road Station	W Royal Palm Rd to SE 1 st St, Boca Raton, FL 33432

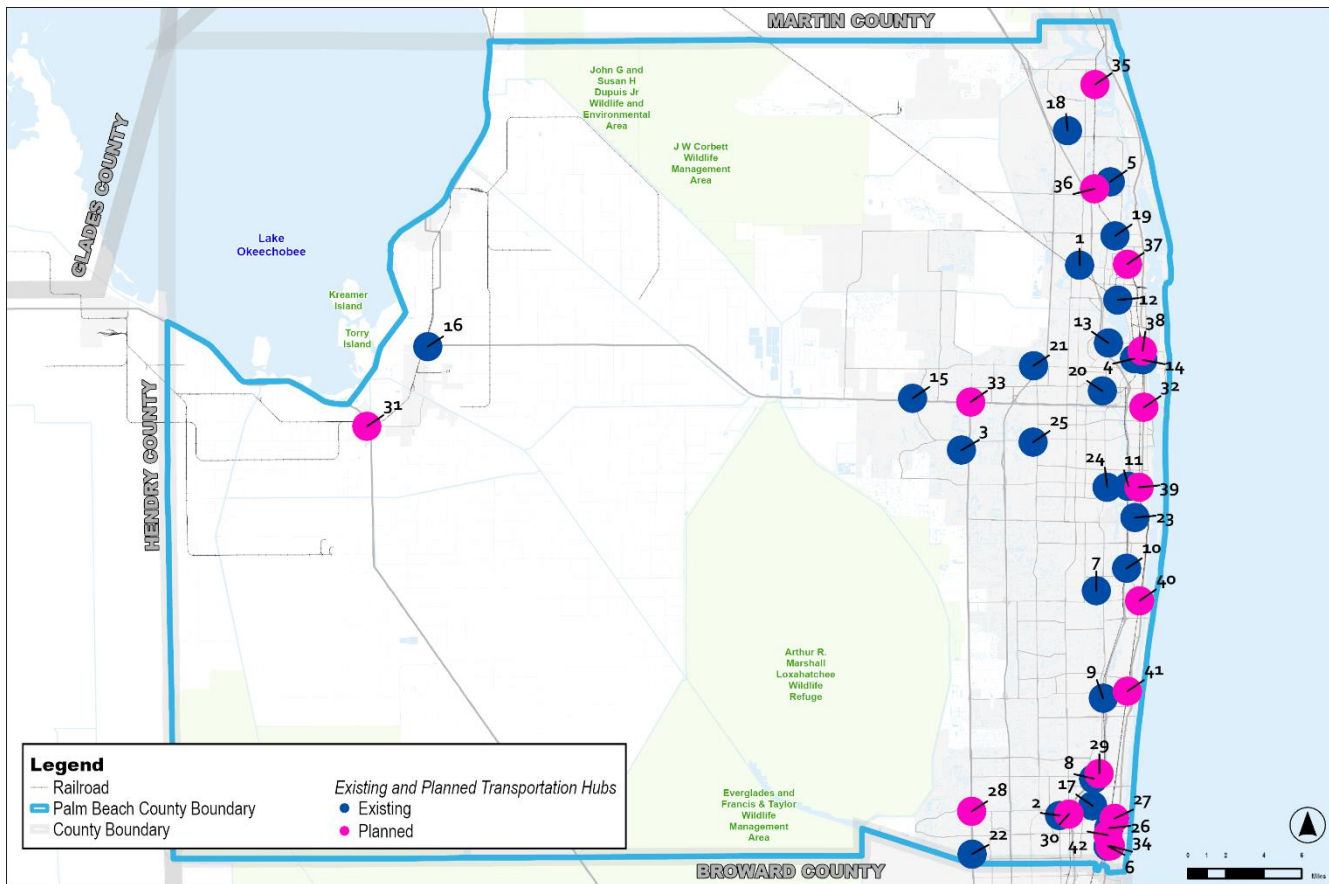


Figure 2-12: Existing and Proposed Hub Locations

The existing and proposed transit hub locations for transit, rail, park and ride uses all present opportunities to connect lower-density or auto-oriented areas to higher-capacity transit and major activity centers. Opportunities for the locations at the edge of dense activity centers, near limited-access highway interchanges, along major corridors such as Southern Boulevard, Glades Road, SR 7, Congress Avenue, and PGA Boulevard, and at regional destinations such as mall sites, Tri-Rail and Brightline stations, PBIA, the VA Medical Center, and planned redevelopment areas. Many of these locations support interceptor parking and shared automated service because they combine regional vehicular access with opportunities to shift the final portion of trips to transit, microtransit, or other shared mobility options. They minimize the need for large new parking facilities in constrained downtown, coastal, and redevelopment areas. Interceptor parking generally functions as a strategically located park-and-ride or transfer point that captures longer auto trips before they enter more congested urban corridors.



2.3. Future Conditions

To evaluate future transportation needs and opportunities in Palm Beach County, the project team developed and tested a series of 2050 scenarios using the Southeast Regional Planning Model (SERPM 9.52). The analysis considered **future population, employment, land use, and transportation network conditions to assess how different investment strategies may influence mobility, accessibility, congestion, and multimodal travel demand**. Scenarios were developed based on stakeholder input received through the CTMP engagement process and included a 2050 Existing plus Committed (E+C) baseline, premium transit investments, increased socioeconomic growth, enhanced transit service frequencies, and implementation of future Thoroughfare Identification Map (TIM) roadway connections. These scenarios were intended to help understand potential future conditions, identify transportation challenges, and evaluate the relative benefits and tradeoffs of alternative transportation strategies. Supporting land use policies, first/last-mile connections, transit-supportive development patterns, transportation demand management strategies, and multimodal investments are discussed further in the Strategize chapter and should be viewed as complementary components of scenario implementation.

While the scenario testing relied on SERPM outputs such as travel demand, congestion, delay, speeds, vehicle miles traveled, vehicle hours traveled, and transit ridership, the scenarios were developed within a broader multimodal planning framework. Scenario concepts were informed by stakeholder priorities related to safety, transit accessibility, complete streets, land use integration, east-west connectivity, and transportation choice. The scenario results were subsequently combined with corridor screening, safety analyses, land use considerations, multimodal accessibility measures, and stakeholder input to inform project and policy recommendations.

A key component of the analysis was the use of Palm Beach County's 2025 Population Model, prepared by the Planning, Zoning and Building (PZB) Department. Consistent with the County's Population Model Documentation Report (2025), the population forecasts incorporate the most current information available regarding existing demographic trends, approved and anticipated development activity, redevelopment potential, migration patterns, housing availability, and other local growth factors. **The County's 2050 population forecasts were used to update and refine the SERPM socioeconomic inputs, ensuring that future travel demand estimates reflect local planning assumptions and the latest understanding of future growth patterns within Palm Beach County.** The resulting 2050 socioeconomic datasets provided the foundation for all scenario testing presented in this chapter.

Together, the updated socioeconomic forecasts and scenario analyses provide a framework for understanding how demographic growth, land use evolution, and transportation investments may shape future travel patterns and mobility needs across Palm Beach County through 2050.

2.3.1. Scenario Development

The CTMP scenarios were developed to evaluate the performance of alternative packages of roadway and transit strategies under projected demographic and land-use conditions. The analysis



assesses changes in travel behavior, congestion patterns, and multimodal connectivity, and provides insight into how each scenario advances the County's long-term mobility, accessibility, and sustainability goals.

The land use component is one of the most important inputs to SERPM because it defines where people live, work, attend school, stay overnight, shop, and participate in recreational activities. Land use inputs are maintained at both the TAZ (Traffic Analysis Zone) and MAZ (Micro Analysis Zone) levels to provide the appropriate level of detail for different model components.

Residential characteristics are stored primarily in the TAZ control file and describe the population and household composition within each TAZ. Key variables include:

- Total population
- Total households
- Household size categories
- Household income categories
- Workers per household
- Age categories
- Housing type information
- Group quarters population

These variables are used to estimate the number and type of trips generated by residents. For example, households with more workers generally produce more work trips, while age and income distributions influence travel behavior, auto ownership, and mode choice.

Commercial and nonresidential land use within SERPM is represented primarily through detailed employment data maintained at the Micro Analysis Zone (MAZ) level. Using MAZs allows the model to capture the location of jobs and activity centers at a finer geographic resolution than TAZs, improving the representation of travel destinations and local accessibility. Employment data are maintained at the more detailed MAZ level to better represent concentrations of jobs and activity centers. **Employment is categorized by industry sector, including:**

- Agriculture
- Construction
- Utilities
- Manufacturing



- Wholesale and warehousing
- Transportation
- Retail
- Professional and business services
- Private K-12 education employment
- Health care
- Personal services and office uses
- Amusement and recreation
- Hotels
- Restaurants and bars
- State and local government enterprises
- Public education
- Total employment

These employment categories attract different trip purposes and travel patterns. For example, retail employment attracts shopping trips, office employment attracts work-related travel, and hotel employment supports visitor travel demand.

Educational activity is represented through:

- College enrollment
- K-8 enrollment
- High school enrollment

These variables are used to estimate student travel, school trips, and educational workforce travel.

Tourism and visitor travel are represented through:

- Hotel and motel room inventory
- Hotel employment



These variables are particularly important in South Florida because visitor travel represents a significant portion of regional travel demand.

Parking availability influences destination attractiveness and mode choice. The model includes:

- Hourly parking cost
- Daily parking cost
- Monthly parking cost

Parking costs affect travelers' decisions regarding auto use versus transit and influence destination selection.

Certain destinations generate travel beyond what would normally be expected from population and employment alone. SERPM accounts for these through specific attraction variables such as:

- Regional shopping mall flag
- Beach acreage

These special generators attract trips from across the region and are important for modeling shopping, recreational, and tourism travel.

Together, the TAZ-level residential data and MAZ-level employment and activity data define the spatial distribution of trip origins and destinations. These land use inputs serve as the foundation for trip generation, trip distribution, destination choice, mode choice, and ultimately traffic and transit assignment throughout the SERPM modeling process.

CTMP Scenarios

Using SERPM 9, several scenarios were evaluated for the 2050 horizon year, as listed below:

1. No-Build Scenario: Existing plus Committed (E+C)
2. Build Scenario #1: Okeechobee Boulevard / SR7 Premium Transit
 - Alternative 1: Bus Rapid Transit (BRT)
 - Alternative 2: Light Rail Transit (LRT)
- 3. Build Scenario #2: Increased Socioeconomic Growth
 - Alternative 1: BEBR's Medium-High Projection
 - Alternative 2: BEBR's High Projection

- 4. Build Scenario #3: Frequent Transit
- 5. Build Scenario #4: TIM Future

Each of these scenarios is discussed in detail in the following sections.

2.3.2. No-Build Scenario: 2050 Existing plus Committed (E+C) Network

The Existing Plus Committed (E+C) scenario served as the No-Build baseline against which the Build scenarios were evaluated. The 2050 E+C highway network was developed by coding all funded projects identified in the MPO's most recent Transportation Improvement Program (TIP) for fiscal years 2026–2030, as well as projects included in the County's 2025 Adopted 5-Year Road Plan.

Figure 2-13 illustrates the resulting 2050 E+C highway network as coded in the CUBE travel demand modeling environment, with committed projects highlighted in red. **Table 2-19** lists all projects included in the 2050 E+C highway network.

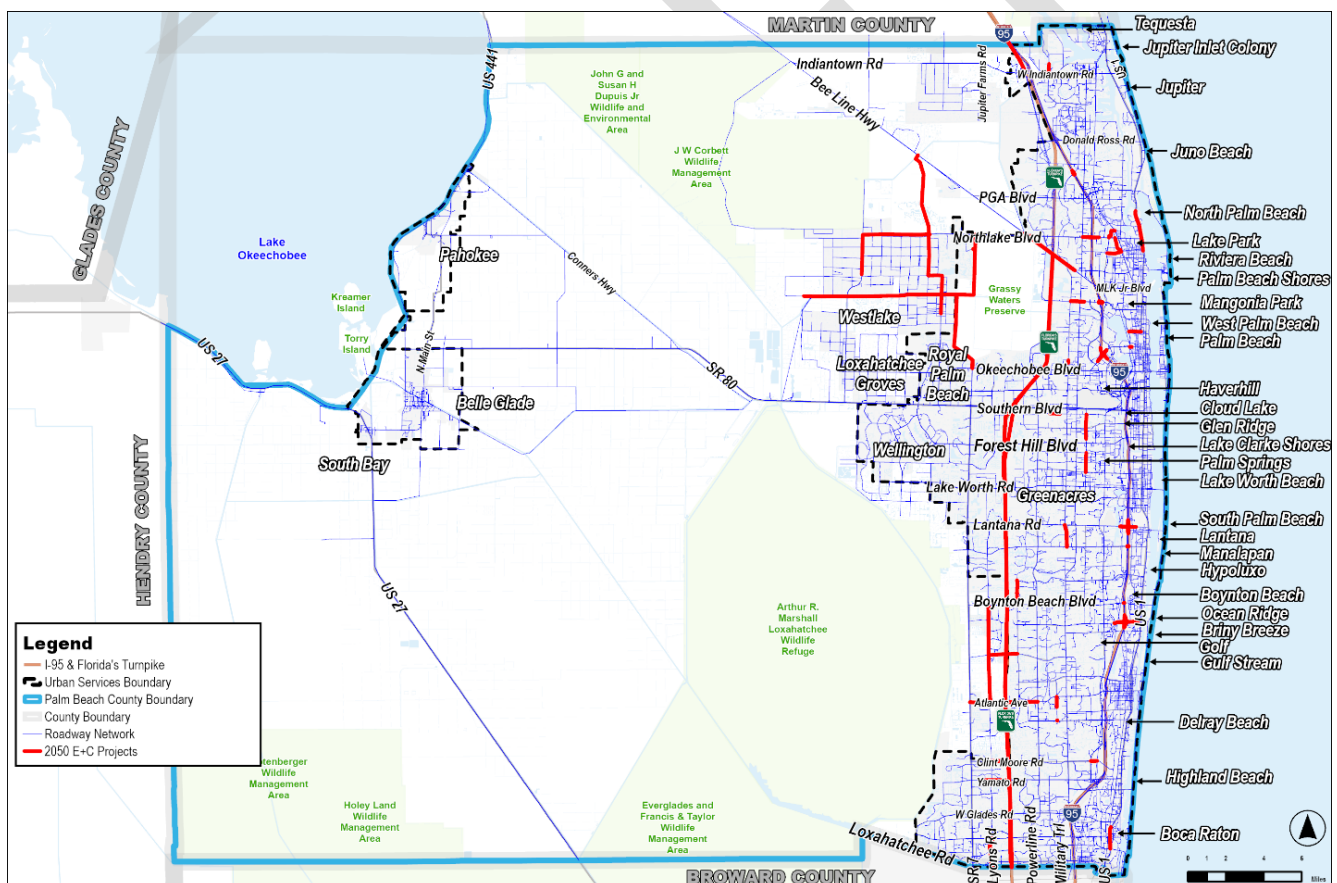


Figure 2-13: 2050 E+C Highway Network

The 2050 transit network was developed using the 2025 General Transit Feed Specification (GTFS) data from Palm Tran and reflects all service updates implemented since the SERPM9 base year (2019). Key changes incorporated into the 2050 E+C transit network include:



- Discontinuation of Routes 21 and 52
- Updates to route alignments, headways, park-and-ride facilities, and stop locations consistent with 2025 operating conditions

In addition, traffic analysis zone (TAZ)-level population forecasts for 2050 were updated using projections from the County's 2025 Population Model prepared by the Planning, Zoning, and Building (PZB) Department's Planning Division which takes into account the most recent land use data. **Figure 2-14** compares the 2050 TAZ-level population from SERPM9.52 with the County's 2025 Population Model. The red 45-degree line represents a perfect match between the two datasets. While most TAZs show close agreement, notable differences exist in select locations. To address these discrepancies, WSP developed an updated 2050 synthetic population using the County's 2025 Population Model control totals.

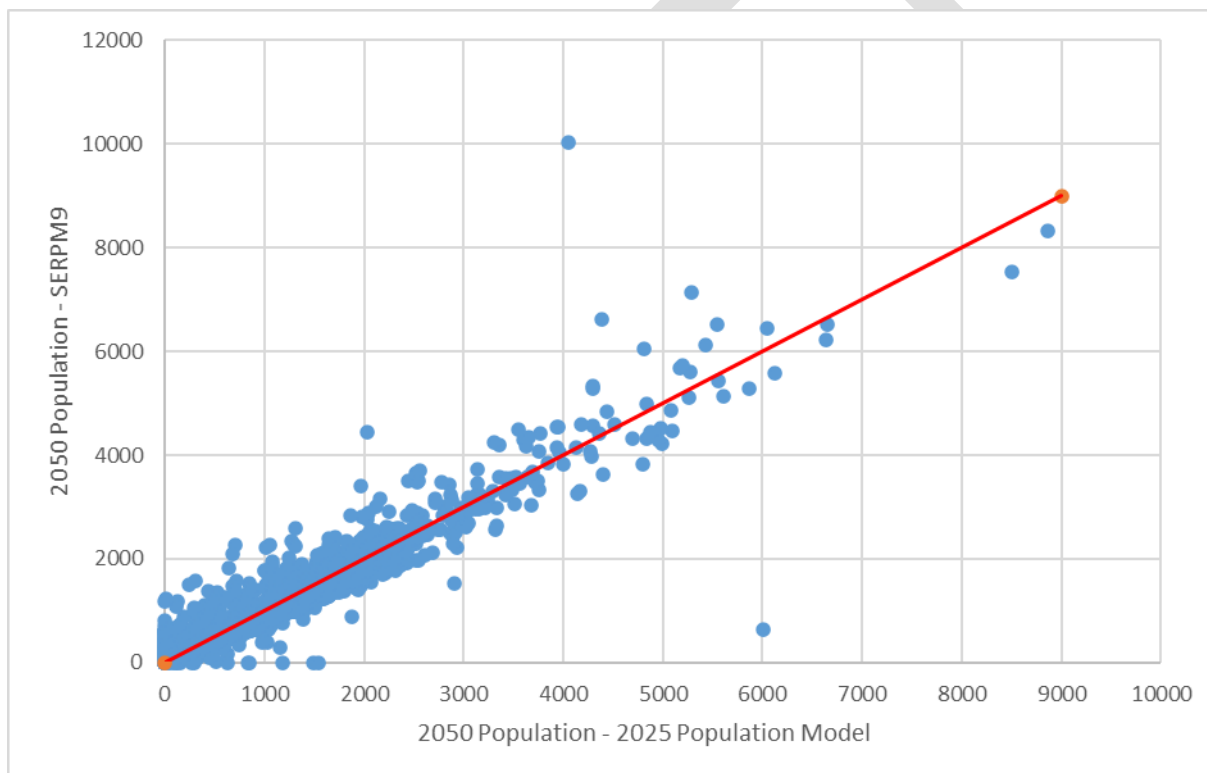


Figure 2-14: 2050 TAZ-level Population Comparison
Source : SERPM9.52 vs. 2025 Population Model



Table 2-19: Projects on 2050 E+C highway network

MPO Project Number / LRTP GIS ID	Facility Name	Project Description
2016501	45th St from E of Haverhill Rd to E of Military Trl	Widen from 4 & 5 lanes to full 6 through lanes.
PAL0046	60th St N from Seminole Pratt Whitney to 140th Ave N	New 4 lanes divided with left turns
2296584	Atlantic Ave/SR-806 from SR-7/US-441 to W of Lyons Rd	Widen from 2 to 4 lanes
4405752	Atlantic Ave/SR-806 from W of Lyons Rd to FL Turnpike	Widen from 4 lanes to 6 lanes, including 10'+ shared-use pathway.
4405754	Atlantic Ave/SR-806 from FL Turnpike to Cumberland Dr	Widen from 4 lanes to 6 lanes, including 10'+ shared-use pathway.
4405755	Atlantic Ave/SR-806 from Cumberland Dr to Jog Rd	Widen from 4 lanes to 6 lanes, including 10'+ shared-use pathway.
4192511	Beeline Hwy/SR-710 from Northlake Blvd to Blue Heron Blvd	Widen from 4 lanes to 6 lanes.
4192511	Beeline Hwy/SR-710 from Northlake Blvd to Blue Heron Blvd	Widen roadway from 4 lanes to 6 lanes and reconstruct Northlake intersection to include displaced N/S left turn lanes.
2015510	Clint Moore Rd from E of Congress Ave to E of LWDD E-4 Canal	Widen to 6 lanes
2017516	Clint Moore Rd from Oaks Club Drive to Long Lake Dr	Widen to 6 lanes
20239903	Coconut Blvd from S of 78th Place to S of Northlake Blvd	Divided with left turns
2012517	Congress Ave from Northlake Blvd to Alt A1A	add center turn lanes
4061441	FL Turnpike from N of Boynton Beach Blvd to Lake Worth Rd	Widen from 4 lanes to 8 lanes, with improvements for future managed lanes.
4171321	FL Turnpike from N of Glades Rd to N of L-38 Canal	Widen from 6 lanes to 10 lanes, with improvements for future managed lanes.
4061436	FL Turnpike from Okeechobee Blvd to Beeline Hwy/SR-710	Widen from 4 lanes to 8 lanes, with improvements for future managed lanes.
4061438	FL Turnpike from Southern Blvd/SR-80 to Okeechobee Blvd	Widen from 4 lanes to 8 lanes, with improvements for future managed lanes.
4061435	FL Turnpike from WPB Service Plaza to Southern Blvd	Widen from 4 lanes to 8 lanes, with improvements for future managed lanes.
2045-PBC036	Flavor Pict Rd from Lyons Rd to Hagen Ranch	new 4 lanes roadway extension over Turnpike
20209920	Haverhill Rd from Hypoluxo Rd to Lantana Rd	Widen to 4 lanes
20209915	Haverhill Rd from S of Ceceile Ave to N of Century Blvd	Intersection improvements, widen to 6 lanes.
4365191	I-95 Interchange at 45th St	Modify existing interchange at I-95 and 45th Street to a Diverging Diamond Interchange (DDI) configuration. Project will also include new lighting, mastarms, sidewalks, and bike lanes.
4358041	I-95 Interchange at Boynton Beach Blvd	Reconstruct interchange to increase capacity by adding a WB through lane, EB to NB and WB to SB left turn lanes, off ramp turn lanes, and on ramp turn lanes. Construct complete streets improvements including bike lanes and wide sidewalks.
4132571	I-95 Interchange at Hypoluxo Rd	Reconstruct bridge over I-95 and the SFRC railroad tracks to accommodate Diverging Diamond Interchange (DDI) configuration. Reconstruct all entrance and exit ramps to/from I-95. Reconfigure Hypoluxo Road approaches between the median opening just east of High Ridge Road to Seacrest Blvd.
20259910	Jog Rd from Glades RD to Yamato Rd	Widen to 6 lanes
20229918	Kirk Rd from Forest Hill Blvd to Summit Blvd	Widen to 3 and 5 lanes



MPO Project Number / LRTP GIS ID	Facility Name	Project Description
20239901	Kirk Rd from Summit Blvd to Gun Club Rd	Widen to 3 and 5 lanes
2014506	Lawrence Rd from Ponza Place to Lantana Rd	Widen to 3 lanes
20209924	Lyons Rd from Atlantic Ave to S of Flavor Pict Rd	Widen to 4 lanes, add designated bike lanes
20239905	Lyons Rd from S of Flavor Pict Rd to Boynton Beach Blvd	Widen to 4 lanes, add designated bike lanes
20035031	Northlake Blvd from E of Hall Blvd to Coconut Blvd	Widen to 6 lanes
20259911	Palm Beach Lakes Blvd from Australian Ave to Tamarind Ave	Widen to 5 lanes
2014501	Royal Palm Beach Blvd from 60th St to Orange Blvd	Widen to 5 lanes
20239904	Royal Palm Beach Blvd from N of Persimmon Blvd to N of M Canal	Widen to 5 lanes
PAL0122	Sims Rd from Lakes of Delray Blvd to Atlantic Ave	New 2 lanes roadway
2296643	SR-7 from 60th St to Northlake Blvd	Construct new 4-lane roadway.
2296647	SR-7 from Okeechobee Blvd to 60th St	Widen from 2 lanes to 4 lanes.
2017518	Yamato Rd from Lakeridge Blvd to W of Florida's Turnpike	Widen to 5/6 L
PAL0044	60th St North from 190th St N to M-Canal	New 4L
PAL0045	60th St North from M-Canal to Seminole Pratt Whitney Rd	Widen 2L to 4L
20259925	60th St North from W of 140th St N to SR 7	Widen 3L to 5L
2021502	Boca Rio Rd from Palmetto Park Rd to Glades Rd	Widen from 2/3L to 5L
ROY0006	Coconut from Coconut Blvd to PGA Blvd through Avenir development	Provide a direct connection from Coconut Blvd. to PGA Blvd.
2045-SIS008	I-95 from At Central Blvd to	Reconstruct into a Tight Diamond interchange.
20289902	Lyons Rd from SW 18th St to Palmetto Park Rd	Widening from 4 to 6 lanes, Improvement Segment in Miles = 1.3
20259920	Old Dixie Hwy from Park Ave to Northlake Blvd	Widen 3L to 5L
PAL0067	Orange Blvd from Coconut Blvd to Royal Palm Beach Blvd	Widen 2L to 5L
2045-PBC108	Seminole Pratt Whitney Rd from Orange Blvd to Northlake Blvd	Widen to 4L
4383867	US-1/SR-5 FROM NORTHLAKE BLVD/SR-850 TO PARKER BRIDGE	Lane Repurposing from 6L to 4L with shared-use paths, bicycle lanes, landscaping and furnishing zone.
20299902	BOCA RIO RD FROM SW18TH ST TO PALMETTO PARK RD	Widening to 5 lanes.
4383865	US-1/SR-5 FROM CAMINO REAL TO NE 8TH ST/MIZNER BLVD	Lane Repurposing from 6 lanes to 4 lanes between Camino Real and SE Mizner Blvd, separated/buffered bike lanes, on-street parking, new mid-block pedestrian crossings and enhanced pedestrian crossings.
20279904	HAGEN RANCH RD FROM BOYNTON BEACH BLVD TO GATEWAY BLVD	Widen to 5 lanes.



MPO Project Number / LRTP GIS ID	Facility Name	Project Description
4132581	I-95 AT LANTANA RD	Reconstruct into a Diverging Diamond Interchange (DDI). Includes replacing existing bridge, widening Lantana Rd to 6 lanes from High Ridge Rd to Andrew Redding Rd, and widening NB and SB I-95 exit ramps.
20289901	KIRK RD FROM 10TH AVE TO PURDY LN	Widen to 3 lanes.
20249917	GUN CLUB RD FROM FOREST ESTATES DR TO LWDD E-3 CANAL	Widen to 3 lanes
4460901	25TH ST FROM N 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 improvements, sidewalks.
4132601	I-95 AT PALM BEACH LAKES BLVD	Interchange improvements.
4462181	FL TURNPIKE FROM INDIANTOWN RD/SR-706 TO MARTIN COUNTY LINE (MP117-117.7)	Widen from 4 lanes to 8 lanes.
20209914	CENTRAL BLVD FROM INDIANTOWN RD TO CHURCH ST	Widen to 3 lanes and provide 2nd NB thru lane on Central Blvd, starting at Indiantown Road and ending before the C-18 bridge. -Provide exclusive NB right turn lane extending from Indiantown Road to Riverwalk Lane.
4371691	FL TURNPIKE NORTH OF ATLANTIC AVE TO NORTH OF L-30 CANAL	Widen from 6 lanes to 10 lanes, with improvements for future managed lanes.
4371694	FL TURNPIKE FROM NORTH OF L-30 CANAL TO NORTH BOYNTON BEACH BLVD	Widen NB off-ramp to a dual exit ramp; extend mainline auxiliary lane; addition of turn lanes and storage lengths; signing and pavement markings; and signalization upgrades at the NB ramps/BBB intersection.
4372791	I-95 AT WOOLBRIGHT RD	Add lane to I-95 NB on ramp; lengthen EB and WB storage on Woolbright Rd to access NB & SB I-95 off ramps; widen EB Secret Blvd to accommodate additional left turn lanes and add dedicated right turn lanes.
4358031	I-95 INTERCHANGE AT NORTHLAKE BLVD	Widening of Northlake Blvd with a fourth EB through-lane just west of Keating Dr / Gardens Town Square to Sunrise Dr; a fourth WB lane from east of Sandtree Dr to Military Trl; and providing triple right- and left-turn lanes at I-95 NB & SB ramp exits.



2.3.3. Build Scenario #1: Okeechobee Boulevard / SR7 Premium Transit

The Build scenario #1 evaluates the implementation of premium transit along the SR 7/Okeechobee Boulevard corridor, extending from the Mall at Wellington Green to Downtown West Palm Beach. The premium transit investment is intended to improve transit travel time reliability, reduce congestion impacts for transit users, and enhance connectivity between major activity centers along the corridor. The analysis examined how the premium transit service influences traffic diversion, transit ridership, and overall corridor performance. To do so, two premium transit alternatives were examined: Bus Rapid Transit (BRT) and Light Rail Transit (LRT).

Bus Rapid Transit (BRT) and Light Rail Transit (LRT) are both high-capacity transit investments, but they differ in how they operate and interact with the roadway. BRT typically uses buses operating in dedicated lanes, which may be located along the curb, in the median, or on a combination of roadway segments. As a result, implementing BRT often requires repurposing one or more existing travel lanes or reallocating roadway space. In contrast, LRT operates on fixed rail infrastructure, typically within an exclusive guideway located in the roadway median or a separate right of way. Because LRT stations are usually located in the median, passengers must access them via designated crossings, which can influence intersection design and circulation patterns. While both modes can require roadway modifications and right of way allocation, LRT generally involves more substantial infrastructure changes and a greater permanent commitment of corridor space than BRT.

Table 2-20 summarizes the BRT operating plan assumptions used in the SERPM9 modeling. The BRT operates every 15 minutes between 5:00 AM and 10:00 PM, with 15 stations over a 14-mile corridor. Vehicles operate in dedicated outside lanes, achieved by repurposing one general-purpose traffic lane in each direction.

Initial modeling results indicate that the BRT service attracts more than 7,000 daily boardings. This level of ridership necessitates increased pedestrian crossing times at station locations to safely accommodate access to and from platforms. The resulting impacts to intersection operations were represented in the model by reducing highway capacity along the project corridor by 20 percent during assignment.



Table 2-20: SR7/Okeechobee BRT Operating Plan Assumptions

Attribute	Assumption
Headway	15 minutes
Hours of Operation	5:00 AM – 10:00 PM
Average Speed	22 mph
Number of Stations	15
Corridor Length	14 miles
End-to-End Travel Time	38 minutes
Running Way	Dedicated outside lane (one lane per direction repurposed)

Table 2-21 summarizes the LRT operating plan assumptions used in the SERPM9 modeling. The LRT operates in dedicated inside lanes, requiring the repurposing of one general-purpose lane in each direction. This configuration also assumes additional geometric modifications, including the conversion of dual left-turn lanes to single left-turn lanes and the closure of select median openings. The operational impacts of these changes were captured in the model by applying a turning penalty of 0.3 at affected intersections.

Similar to the BRT scenario, the LRT service is projected to attract more than 7,000 daily boardings. To reflect increased pedestrian activity at station locations, highway capacity along the corridor was reduced by 20 percent during model assignment.

Table 2-21: SR7-Okeechobee LRT Operating Plan Assumptions

Attribute	Assumption
Headway	15 minutes
Hours of Operation	5:00 AM – 10:00 PM
Average Speed	25 mph
Number of Stations	15
Corridor Length	14 miles
End-to-End Travel Time	34 minutes
Running Way	Dedicated inside lane; conversion of dual left-turn lanes to single left-turn lanes; closure of select median openings

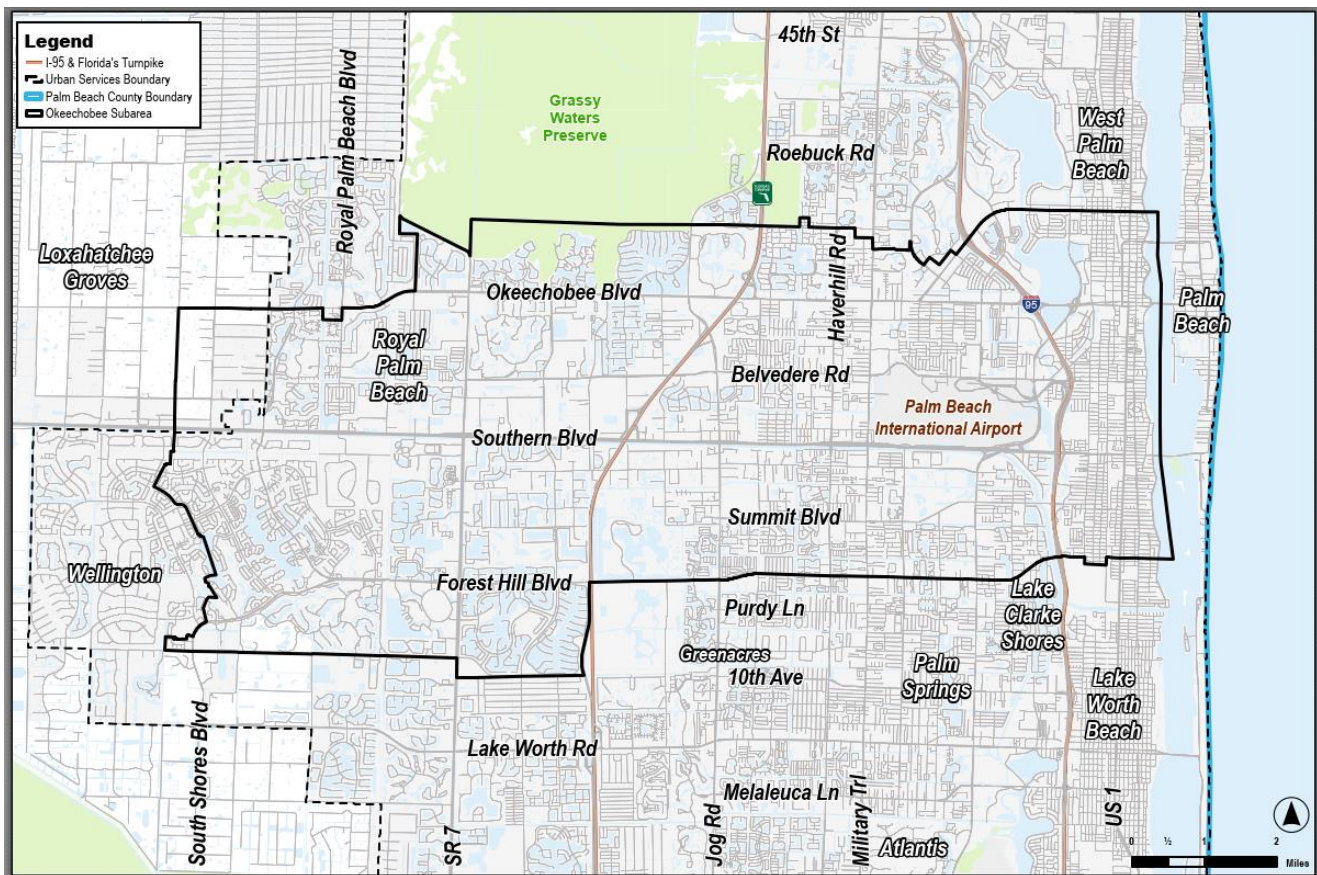


Figure 2-15 illustrates the BRT and LRT alignments and station locations as coded in the SERPM9 model. The alignment and station spacing are consistent with the Palm Beach County 2050 Long Range Transportation Plan (LRTP) Desired Plan. Both premium transit services operate every 15 minutes between the Mall at Wellington Green and the West Palm Beach Intermodal Transit Center (ITC), serving a total of 15 stations.

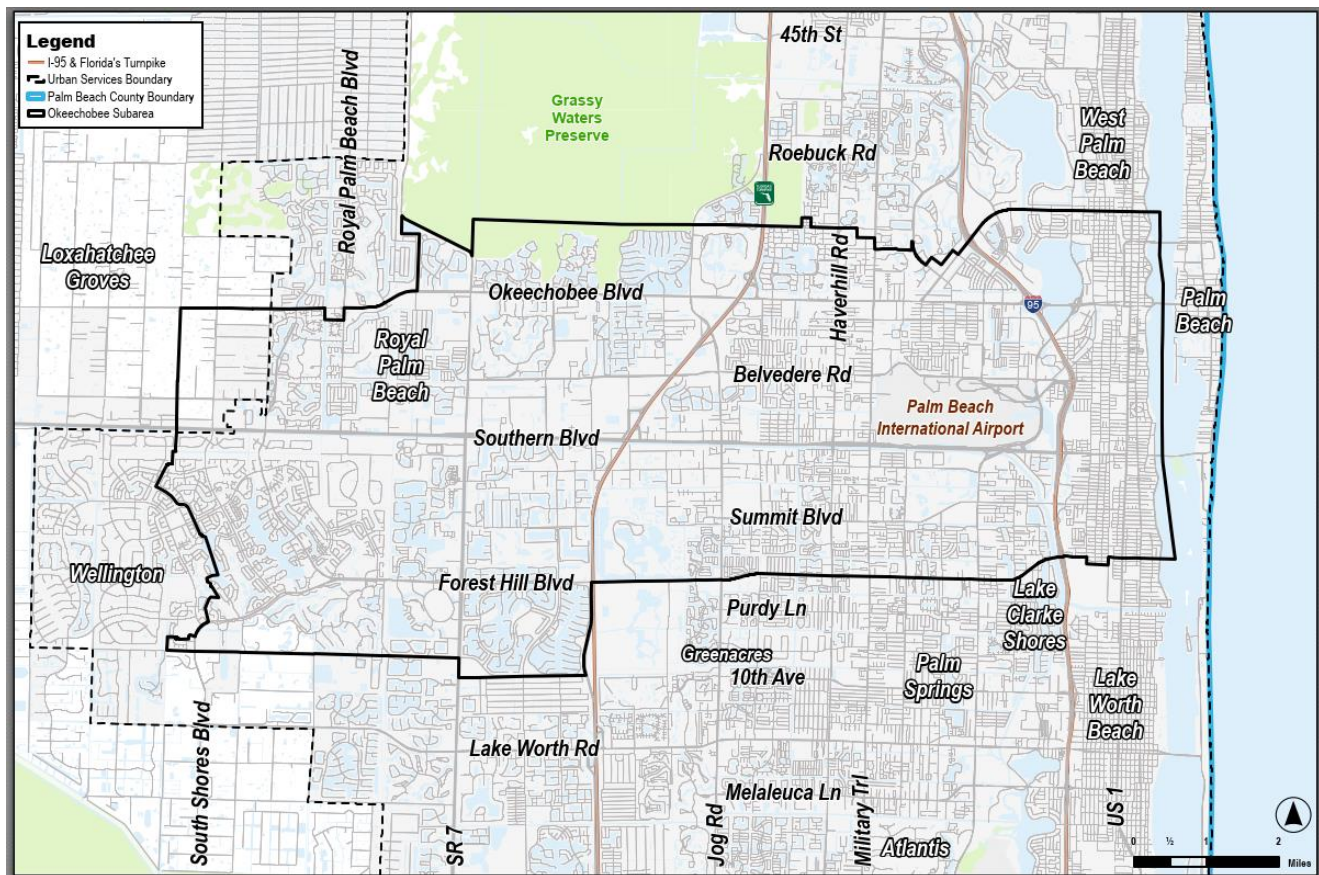


Figure 2-15: SR7-Okeechobee BRT/LRT Alignment Model Output

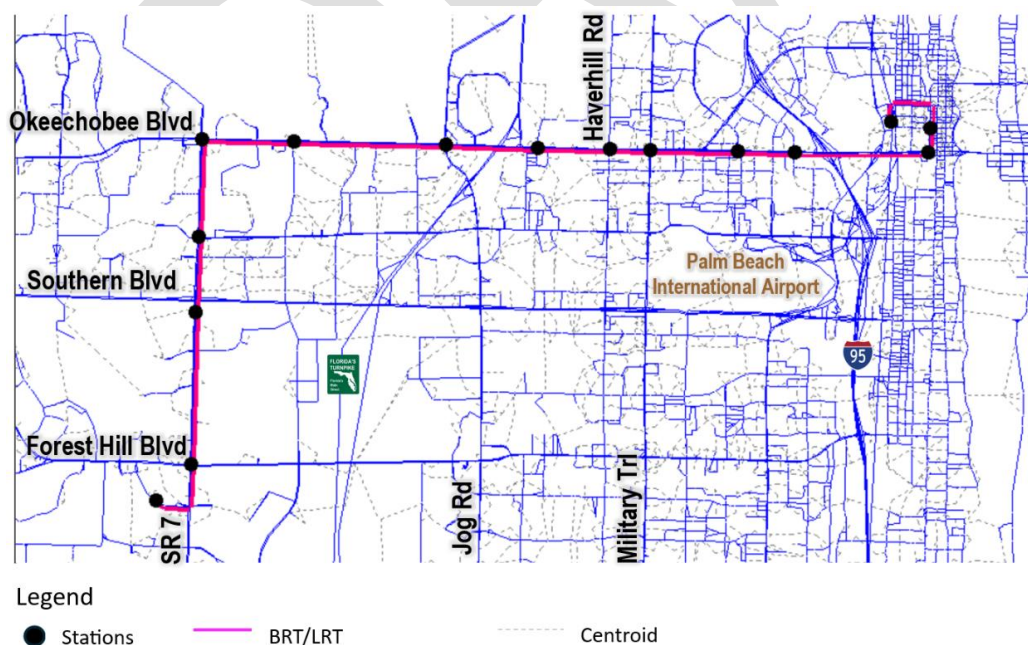


Figure 2-16 shows the analysis subarea used to summarize modeling results. The subarea was defined based on the anticipated area of influence (AOI) of the BRT and LRT investments on traffic diversion and network performance.

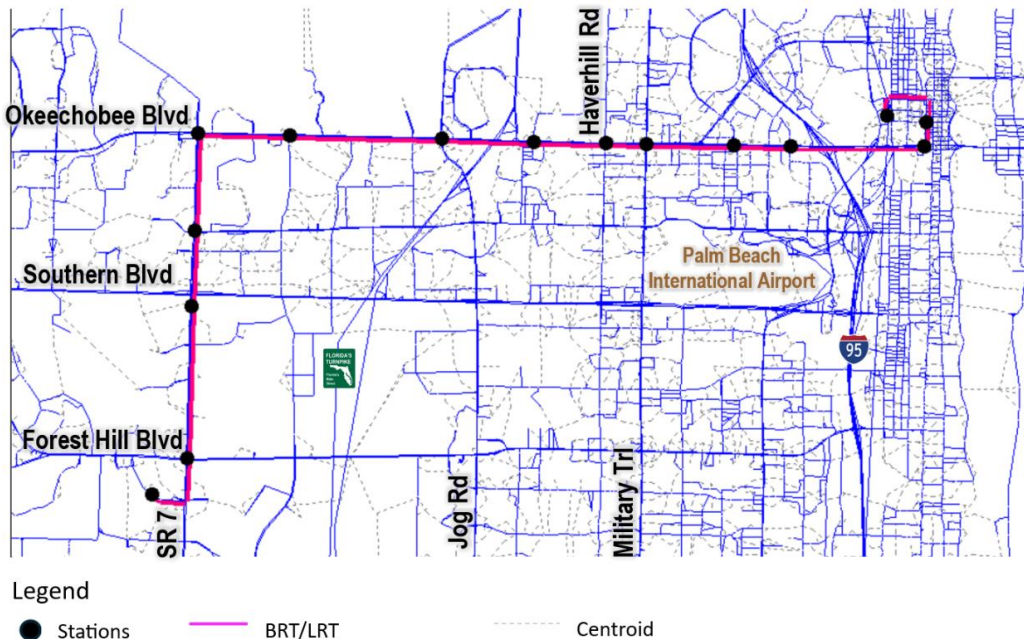


Figure 2-16: SR7-Okeechobee BRT/LRT Analysis Subarea

Table 2-22 summarizes key SERPM9 results for the No-Build, BRT, and LRT alternatives for daily and PM peak period as the most congested time periods of the day. While both Build alternatives substantially increase transit ridership within the corridor, the benefits are concentrated among a relatively small share of travelers. Daily transit person trips increase by approximately 44 percent compared to the No-Build scenario, and transit mode share increases from 0.67 percent to 0.97 percent. However, the increase in transit use translates into only a marginal reduction in auto travel demand, with auto person trips declining by just 0.1 percent under the BRT alternative and 0.3 percent under the LRT alternative. These results suggest that the vast majority of travelers continue to rely on the roadway network even after implementation of the premium transit service.

The model results indicate that the conversion of general-purpose roadway capacity to dedicated transit facilities results in substantial impacts to roadway operations throughout the corridor. Despite modest reductions in vehicle miles traveled (less than 1 percent), both Build alternatives increase vehicle hours traveled by approximately 2 percent and vehicle hours of delay by 36 to 37 percent. The impacts are particularly pronounced during the PM peak period, when lane miles operating above capacity increase by 53 percent under the BRT alternative and 66 percent under the LRT alternative. Average delay for trips within the study area increases by approximately 37 to 39 percent.



Travel conditions on the major corridor roadways are also significantly affected. On SR 7, PM peak travel times increase by 31 percent under the BRT alternative and 39 percent under the LRT alternative, while average speeds decline by 24 percent and 28 percent, respectively. Similarly, travel times on Okeechobee Boulevard increase by approximately 21 percent, accompanied by an 18 percent reduction in average operating speeds. In addition, person throughput declines substantially on both corridors, with reductions ranging from 22 to 27 percent relative to the No-Build scenario. These results indicate that roadway capacity reductions and related operational changes divert traffic to surrounding roadways and increase congestion for the overwhelming majority of corridor users who continue to travel by automobile.

The two Build alternatives produce similar transit benefits, with the LRT alternative generating only 104 additional daily transit trips compared to the BRT alternative (7,364 versus 7,260 daily trips). However, the LRT alternative consistently produces greater adverse roadway impacts. Vehicle delay, lane miles operating above capacity, travel times, and speed reductions are all higher under the LRT scenario, primarily due to additional geometric constraints, including the conversion of dual left-turn lanes to single left-turn lanes and the closure of selected median openings. These modifications also reduce station accessibility, partially offsetting the operating speed advantage of LRT over BRT



Table 2-22: SR7-Okeechobee BRT/LRT SERPM9 Subarea Results Summary

		2050 Scenarios			Difference		% Difference	
		No Build	BRT	LRT	BRT - No Build	LRT - No Build	BRT - No Build	LRT - No Build
Daily	Trips on Project	NA	7,260	7,364	NA	NA	NA	NA
	Transit Person Trips	9,780	14,044	14,068	4,264	4,288	44 %	44 %
	Auto Person Trips	1,353,168	1,351,848	1,349,140	-1,320	-4,028	-0.1 %	-0.3 %
	Transit Mode Share	0.67 %	0.97 %	0.97 %	0.29 %	0.30 %	43 %	44 %
	New Transit User	NA	4,264	4,288	NA	NA	NA	NA
	Vehicle Miles Travelled (VMT)	5,661,039	5,621,663	5,627,185	-39,376	-33,854	-0.7 %	-0.6 %
	Vehicle Hours Travelled (VHT)	176,689	179,842	180,295	3,154	3,606	1.8 %	2.0 %
	Vehicle Hours Delayed (VHD)	12,719	17,273	17,482	4,555	4,763	36 %	37 %
	Person Throughput - State Road 7	45,396	33,189	34,844	-12,207	-10,552	-27 %	-23 %
	Person Throughput - Okeechobee Blvd	51,466	40,215	40,131	-11,251	-11,335	-22 %	-22 %
PM Peak	Lane Miles with v/c > 1	51.8	79.2	86.2	27.3	34.4	53 %	66 %
	Delay / Trip (minutes) - Trips within Subarea	3.3	4.5	4.6	1.2	1.3	37 %	39 %
	State Road 7 Travel Time (minutes)	7.4	9.7	10.4	2.3	2.9	31 %	39 %



		2050 Scenarios			Difference		% Difference	
		No Build	BRT	LRT	BR T - No Build	LRT - No Build	BR T - No Build	LRT - No Build
	State Road 7 Speed (mph)	32.3	24.6	23.2	-7.6	-9.1	- 24 %	- 28 %
	Okeechobee Blvd Travel Time (minutes)	18.4	22.3	22.3	3.9	3.9	21%	21%
	Okeechobee Blvd Speed (mph)	29.4	24.2	24.2	-5.2	-5.2	- 18%	- 18%



As shown in **Table 2-23**, Premium transit service along the corridor results in a more than threefold increase in average weekday boardings compared to existing Route 43 service alone. Corridor-level weekday boardings increase by over 200 percent under both Build scenarios.

Station-level boarding patterns indicate the highest demand near Downtown West Palm Beach, particularly at Quadrille Boulevard/Fern Street and West Palm Beach ITC stations (see **Table 2-24**). Approximately 82 to 84 percent of boardings occur along Okeechobee Boulevard, with the remaining demand concentrated along SR 7.

Overall, both BRT and LRT alternatives demonstrate strong ridership potential (see **Table 2-25**) and meaningful shifts toward transit use, while also highlighting the operational trade-offs associated with reallocating roadway space in a constrained urban corridor.

Table 2-23: SERPM9 2050 Scenarios – Corridor-level Average Weekday Boardings

Scenario	Route 43	Project	Total	Difference	%Difference
2050 E+C	2,681	0	2,681	-	-
2050 BRT	1,086	7,260	8,346	5,665	211%
2050 LRT	1,055	7,364	8,419	5,738	214%

Table 2-24: SERPM9 2050 Scenarios - Station-Level Boardings

Station	BRT	LRT
Wellington Mall	260 (4%)	352 (5%)
Forest Hill Rd / US 441	188 (3%)	192 (3%)
US 441 / Acme Rd	216 (3%)	200 (3%)
US 441 / Belvedere Rd	236 (3%)	176 (2%)
US 441 / Okeechobee Blvd	372 (5%)	264 (4%)
Okeechobee Blvd / Golden Lakes Blvd	148 (2%)	164 (2%)
Okeechobee Blvd / Jog Rd	392 (5%)	352 (5%)
Okeechobee Blvd / West Dr	476 (7%)	440 (6%)
Okeechobee Blvd / Haverhill Rd	392 (5%)	376 (5%)
Okeechobee Blvd / Military Trail	596 (8%)	684 (9%)
Okeechobee Blvd / Spencer Dr	648 (9%)	752 (10%)
Okeechobee Blvd / Church St	604 (8%)	644 (9%)
Okeechobee Blvd / Quadrille Blvd	964 (13%)	1,048 (14%)



Station	BRT	LRT
Quadrille Blvd / Fern St	1,160 (16%)	1,056 (14%)
WPB ITC	608 (8%)	664 (9%)
Total	7,260 (100%)	7,364 (100%)

Table 2-25: SERPM9 2050 Scenarios - Boardings by Section

Section	BRT	LRT
SR-7	1,272 (18%)	1,184 (16%)
Okeechobee Blvd	5,988 (82%)	6,180 (84%)
Total	7,260 (100%)	7,364 (100%)

20. Summary of LRT/BRT Scenario Modeling

Overall, the SR 7/Okeechobee premium transit scenario modeling confirmed that the corridor represents a documented area of need and that both BRT and LRT concepts could attract substantial ridership and improve transit use along a major east-west connection between western Palm Beach County and Downtown West Palm Beach. The analysis also highlighted the operational tradeoffs associated with repurposing roadway space in a constrained corridor, including increased delay and reduced vehicular throughput under both build alternatives. These findings should be considered as planning-level insights to inform the CTMP rather than as a final recommendation on project type or design. In particular, because FDOT District 4 is currently advancing a Project Development and Environment (PD&E) study for the Okeechobee corridor, ultimate decisions regarding the preferred transit mode, alignment, station locations, roadway configuration, and other project elements will be determined through that separate PD&E process and its associated technical analysis and public engagement.



2.3.4. Build Scenario #2: Increased Socioeconomic Growth

The adopted SERPM9 model uses the Bureau of Economic and Business Research (BEBR) medium population projection as the control totals for Palm Beach County's 2050 forecasted population. BEBR publishes three tiers of population projections of low, medium, and high for future planning horizons, reflecting a range of plausible demographic growth trajectories. It is worth noting that the currently adopted SERPM9 applies the medium-high projection for both Broward County and Miami-Dade County, reflecting the relatively more aggressive growth expectations for those counties.

Build Scenario #2 is designed to examine the potential mobility and traffic implications of stronger-than-anticipated population and employment growth in Palm Beach County by 2050. Specifically, this scenario explores how elevating the socioeconomic inputs to the medium-high and high BEBR projection levels may affect overall transportation system conditions. To capture this range of outcomes, two alternatives are evaluated:

- Alternative 1: BEBR Medium-High Projection — In this alternative, zonal-level population and employment in Palm Beach County are increased by 9 percent relative to the baseline assumptions in the currently adopted SERPM9. This adjustment raises the county's projected 2050 population from 1,786,000 to approximately 1,947,000, aligning Palm Beach County's growth assumptions with those applied to Broward and Miami-Dade counties in the regional model.
- Alternative 2: BEBR High Projection — In this alternative, zonal-level population and employment in Palm Beach County are increased by 18 percent relative to the currently adopted SERPM9 baseline. This adjustment raises the county's projected 2050 population from 1,786,000 to approximately 2,107,000, representing an upper-bound growth scenario that accounts for the possibility of accelerated in-migration, economic expansion, and continued development pressure across the county.

Together, these two alternatives provide a bracketed assessment of how higher socioeconomic growth could stress the transportation network beyond what is captured under current baseline assumptions, offering planners and decision-makers insight into the long-term resilience of the system under a range of demographic futures.

Table 2-26 presents the SERPM9 results summary for these alternatives. The two alternatives apply uniform increases of 9% and 18% to both population and employment in Palm Beach County relative to the Existing plus Committed (E+C) baseline. Under the Medium-High Projection, the county's 2050 population grows from 1,786,000 to 1,947,000 (an increase of 161,000 residents) and employment rises from 1,078,000 to 1,175,000 (an increase of 97,000 jobs). Under the High Projection, population reaches 2,107,000 (an increase of 321,000 residents) and employment reaches 1,272,000 (an increase of 194,000 jobs).

The increase in socioeconomic activity translates directly into higher travel demand across the network. Total vehicle volumes on all links increase by approximately 9.8% under the Medium-



High Projection and 17.3% under the High Projection, with average directional volumes rising from 5,996 in the baseline to 6,584 and 7,033, respectively. Total Vehicle Miles Traveled (VMT) increases by 8.0% under the Medium-High Projection and 14.4% under the High Projection.

Of particular note, Vehicle Hours Traveled (VHT) grows at a faster rate than VMT under both alternatives, increasing by 12.6% under the Medium-High Projection and 21.5% under the High Projection. This divergence between VMT and VHT growth indicates that the additional travel demand is not only generating more vehicle miles but also significantly more time spent in congestion, reflecting a network operating under increasing stress with lower average travel speeds.

Table 2-26: Build Scenario #2 SERPM9 Results Summary

	Scenarios			Difference Relative to E+C Scenario			
				Absolute Difference		% Difference	
Palm Beach County Metrics	2050 E+C	2050 Medium High Projection	2050 High Projection	2050 Medium High Projection	2050 High Projection	2050 Medium High Projection	2050 High Projection
Population	1,786,000	1,947,000	2,107,000	161,000	321,000	9.0%	18.0%
Employment	1,078,000	1,175,000	1,272,000	97,000	194,000	9.0%	18.0%
Total Volume All Links	393,835,000	432,423,000	461,970,000	38,588,000	68,135,000	9.8%	17.3%
Average (Directional) Volumes of All Links	5,996	6,584	7,033	588	1,037	9.8%	17.3%
Total VMT All Links	44,415,000	47,967,000	50,819,000	3,552,000	6,404,000	8.0%	14.4%
Total VHT All Links	1,239,000	1,395,000	1,506,000	156,000	267,000	12.6%	21.5%
Lane Miles at LOS F (PM Peak)	426	606	752	180	326	42.3%	76.5%
Lane Miles at LOS F (AM Peak)	198	265	339	67	141	33.8%	71.2%



The most pronounced impacts are observed in the number of lane miles operating at Level of Service F (LOS F), which represents severely congested conditions. Under the Medium-High Projection, LOS F lane miles increase by 180 lane miles (42.3%) during the PM peak and 67 lane miles (33.8%) during the AM peak, relative to the baseline values of 426 and 198 lane miles, respectively. Under the High Projection, the impacts are considerably more severe, with PM peak LOS F lane miles increasing by 326 lane miles (76.5%) and AM peak LOS F lane miles increasing by 141 lane miles (71.2%). These results indicate that even a moderate upward revision to growth assumptions produces a disproportionately large expansion of congested conditions across the network, with the PM peak period consistently experiencing greater impacts than the AM peak under both alternatives.

Figure 2-17 and **Figure 2-18** illustrate the spatial distribution of roadway segments that experience a degradation in Level of Service to LOS F under the Medium-High and High Projection alternatives, respectively, relative to the 2050 E+C baseline. In both maps, the red lines highlight the segments that have downgraded to LOS F.

Both figures confirm that LOS degradation is concentrated almost entirely in the eastern, more urbanized portion of Palm Beach County, where the roadway network is denser and travel demand is highest. The western rural areas of the county show little to no LOS degradation under either alternative, reflecting the comparatively lower development intensity and travel demand in those areas.

Comparing the two figures, the High Projection scenario (**Figure 2-18**) shows a noticeably greater extent and density of red segments relative to the Medium-High Projection (**Figure 2-17**

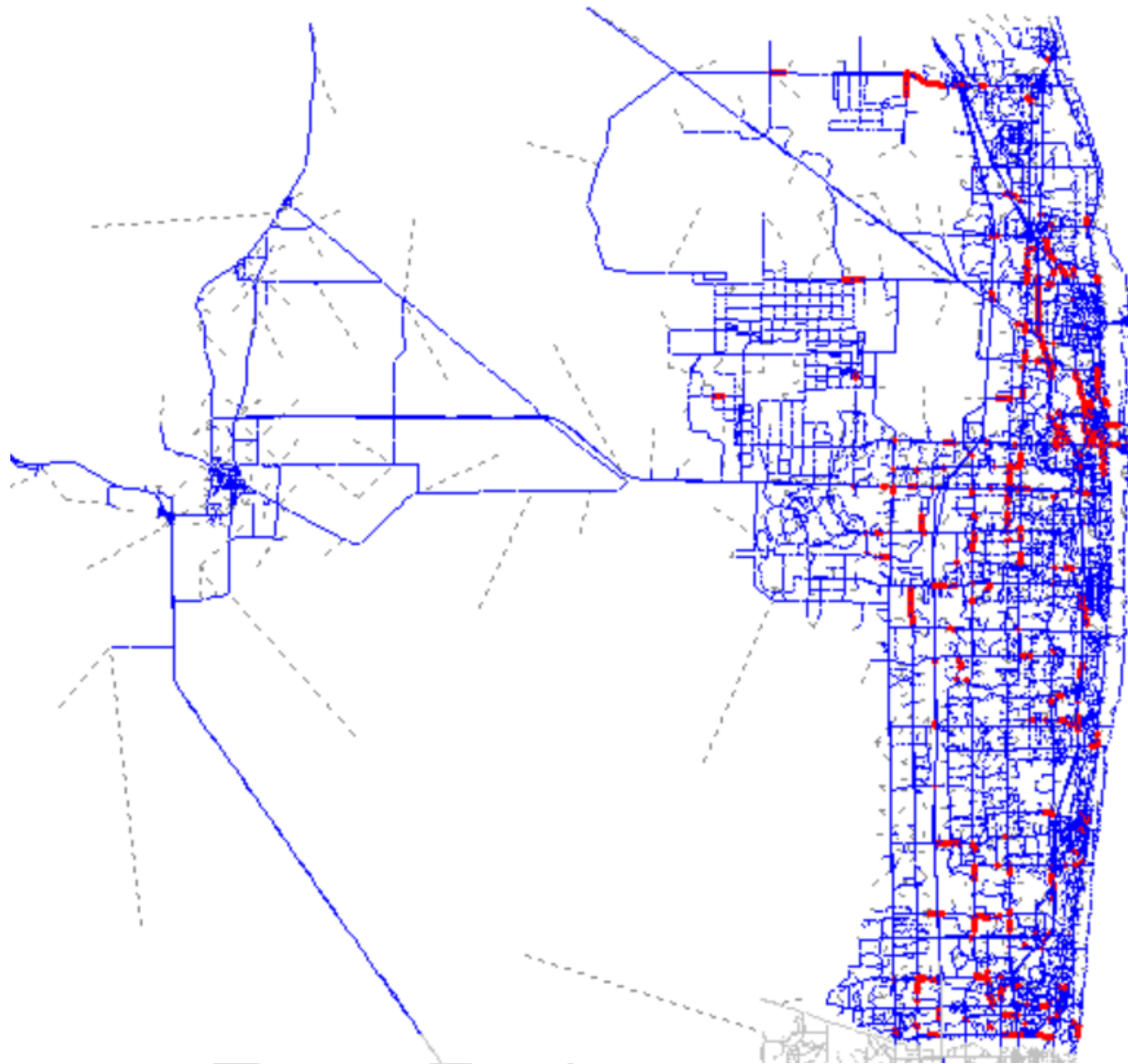


Figure 2-17). Under the High Projection, LOS F conditions appear along longer continuous stretches of major north-south and east-west corridors, suggesting that the degradation is not limited to isolated intersections or short segments but rather reflects broader, systemic congestion across key arterials and collector roadways in the urbanized eastern portion of the county.

This spatial pattern is consistent with the quantitative findings presented earlier, where PM peak LOS F lane miles increase by 42.3% under the Medium-High Projection and nearly 76.5% under the High Projection relative to the E+C baseline. The maps reinforce that higher socioeconomic growth places disproportionate stress on the already congested eastern corridor of Palm Beach County, underscoring the need for targeted capacity and demand management investments in that area.

The results demonstrate that the transportation network is highly sensitive to socioeconomic growth beyond the currently adopted SERPM9 baseline. A relatively modest 9% increase in population and employment produces congestion impacts that are more than three times larger in proportional terms, as measured by LOS F lane miles and vehicle hours traveled. Under the upper-bound High Projection, congested lane miles during the PM peak nearly double relative to the baseline. These findings underscore the importance of proactive infrastructure investment and demand management strategies to maintain acceptable mobility conditions should Palm Beach County experience growth closer to the medium-high or high BEBR projection levels by 2050.

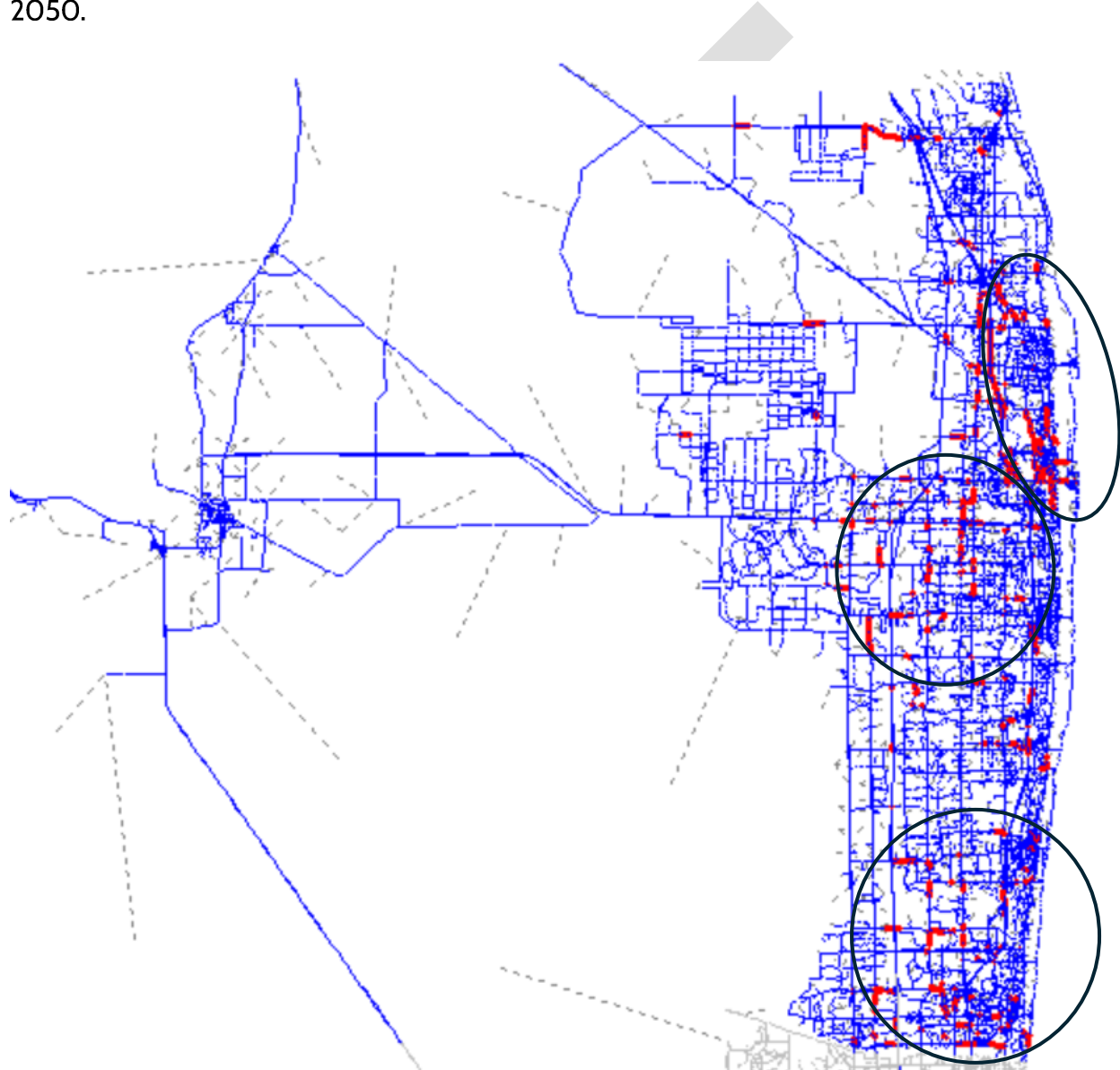


Figure 2-17: Roadways Downgraded to LOS F in 2050 Medium High Projection

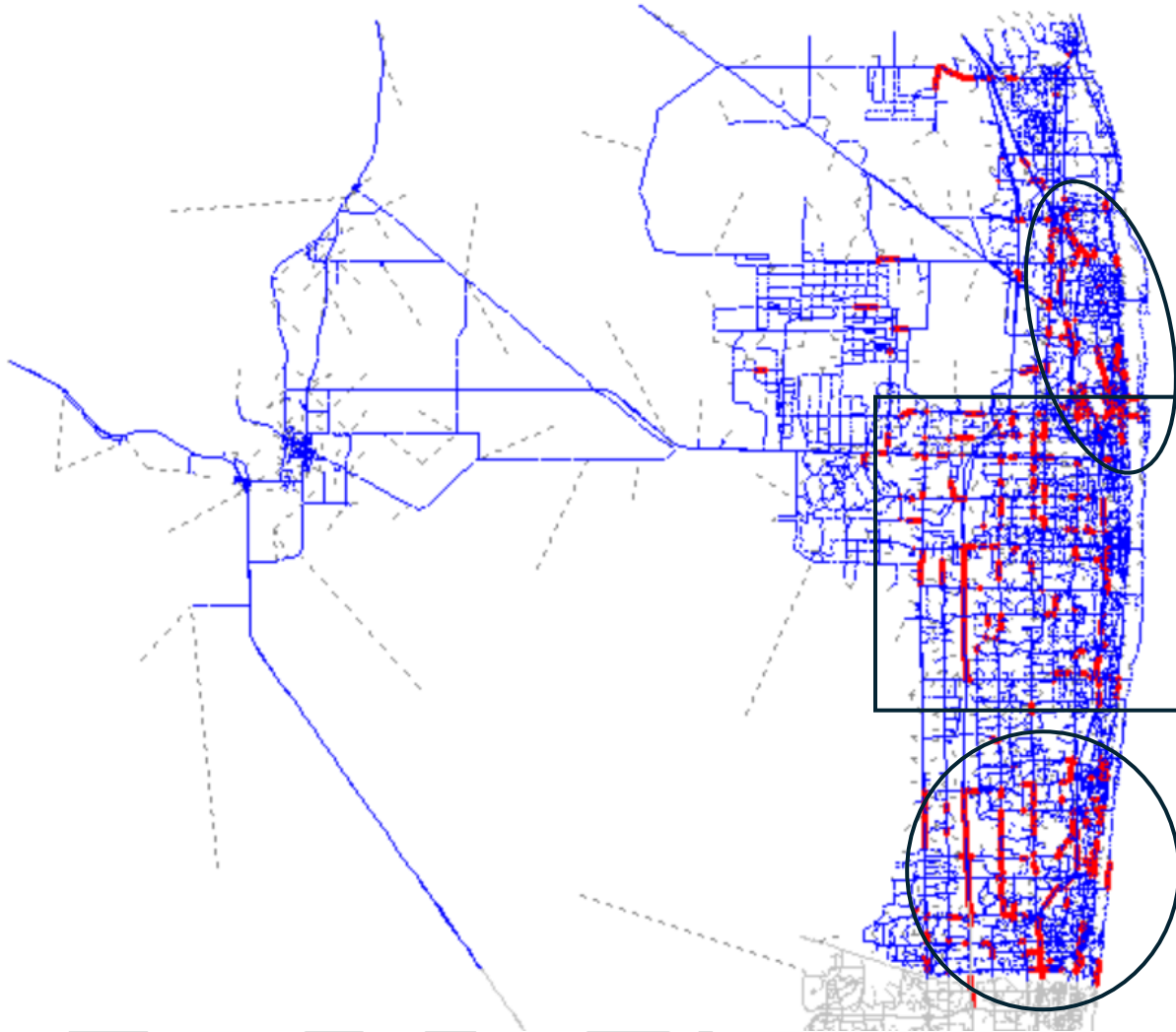


Figure 2-18: Roadways Downgraded to LOS F in 2050 High Projection



2.3.5. Build Scenario #3: Frequent Transit

Build Scenario #3 evaluates the potential ridership benefits of a systemwide improvement to PalmTran bus service frequency. Under this scenario, headways for all PalmTran routes are standardized to 15 minutes throughout the day, representing a significant upgrade in service quality relative to the 2050 E+C baseline, where many routes operate at headways of 30, 60, or even longer intervals. The primary objective of this scenario is to identify routes and geographic areas with the highest latent demand for transit service, thereby informing future investment priorities for the PalmTran network.

Table 2-27 present the SERPM9 results summary for this scenario. The modeling results demonstrate a substantial system-wide ridership response to improved service frequency. Total average weekday boardings across the PalmTran network increased from 36,051 under the E+C scenario to 57,569 under the Frequent Transit scenario, representing a gain of 21,518 daily boardings, or approximately 59.7%.

While this increase is significant from a transit ridership perspective, it should be viewed within the context of the overall travel market in Palm Beach County. The transit mode share increases from approximately 0.6 percent under the E+C scenario to 1.0 percent under the Frequent Transit scenario. In other words, despite the nearly 60 percent increase in ridership, transit continues to account for only about one percent of all daily person trips in the county, with the overwhelming majority of travelers still relying on automobiles. Nevertheless, the results indicate that service frequency is a key driver of transit demand and that meaningful ridership gains can be achieved through bus service improvements without the need for major capital investments.

The ridership response varies considerably across individual routes, largely reflecting the degree of headway improvement applied to each route relative to its E+C baseline service level. The results can be broadly grouped into three categories:

- **Routes with the Largest Absolute Ridership Gains.** Routes that currently operate at long headways of 60 minutes or more in the E+C scenario exhibit the most dramatic ridership increases under the Frequent Transit scenario. Route 92 records the largest absolute gain, adding 1,596 daily boardings (+203.6%), followed by Route 20 with 1,619 additional boardings (+148.1%), Route 3 with 1,576 additional boardings (+36.0%), Route 4 with 1,556 additional boardings (+303.3%), and Route 91 with 1,325 additional boardings (+168.1%). These routes serve corridors with meaningful travel demand that is currently underserved by infrequent service.
- **Routes with Modest or Minimal Gains.** Routes that already operate at or near 15-minute headways in the E+C scenario show comparatively modest ridership increases, as expected. Route 43, which already operates at a 15-minute headway, records only a 6.1% increase (164 additional boardings), confirming that the scenario's headway improvement has little incremental effect on routes that are already well-served. Route 94 (+3.7%) and Route 1 (+7.5%) similarly show limited gains, reflecting their relatively frequent baseline service levels.



- **Route with Declining Ridership.** Notably, Route 62 is the only route to record a decrease in ridership under the Frequent Transit scenario, with a modest decline of 129 daily boardings (–6.5%). This result likely reflects a redistribution of transit demand toward nearby parallel routes that experience more significant frequency improvements, making them more attractive alternatives for some travelers currently using Route 62.

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Table 2-27: Build Scenario #3 – Frequent Transit SERPM9 Results Summary

PalmTran Route	Headways (minutes) - 2050 E+C Scenario			Avg. Weekday Boardings		Change	% Change
	AM Headway (minutes)	Off-peak Headway (minutes)	PM Headway (minutes)	E+C Scenario	Frequent Transit Scenario		
1	20	20	20	8,009	8,613	604	7.5%
2	28	30	32	3,657	4,755	1,098	30.0%
3	30	30	30	4,382	5,958	1,576	36.0%
4	60	60	60	513	2,069	1,556	303.3%
10	60	60	60	980	2,180	1,200	122.4%
20	60	60	60	1,093	2,712	1,619	148.1%
30	30	30	30	548	612	64	11.7%
31	20	20	20	750	829	79	10.5%
33	37	40	40	1,111	1,716	605	54.5%
40	45	30	45	744	1,355	611	82.1%
41	80	150	120	21	1,108	1,087	5176.2%
43	15	15	15	2,681	2,845	164	6.1%
44	60	60	60	254	382	128	50.4%
46	35	60	37	777	1,568	791	101.8%
47	30	30	30	1,272	1,632	360	28.3%
60	60	60	60	261	1,214	953	365.1%
61	60	60	60	351	1,316	965	274.9%
62	20	20	20	1,981	1,852	-129	-6.5%
63	60	60	60	781	1,759	978	125.2%
64	44	46	48	485	1,388	903	186.2%
70	40	37	48	566	1,033	467	82.5%
71	60	60	60	439	1,012	573	130.5%
73	60	60	54	633	1,571	938	148.2%
80	60	60	60	128	482	354	276.6%
81	60	60	54	414	944	530	128.0%
88	60	60	60	276	748	472	171.0%
91	60	60	60	788	2,113	1,325	168.1%
92	48	60	80	784	2,380	1,596	203.6%
94	16	21	14	1,372	1,423	51	3.7%
PalmTran				36,051	57,569	21,518	59.7%

Figure 2-19 illustrates the stop-level changes in boardings between the Frequent Transit scenario and the 2050 E+C baseline. The map provides a geographically granular view of where ridership gains are most concentrated, complementing the route-level findings in **Table 2-27**. Areas with the most significant stop-level boarding increases are expected to align with the corridors served by routes exhibiting the largest absolute ridership gains, particularly in the more densely developed eastern portion of Palm Beach County.

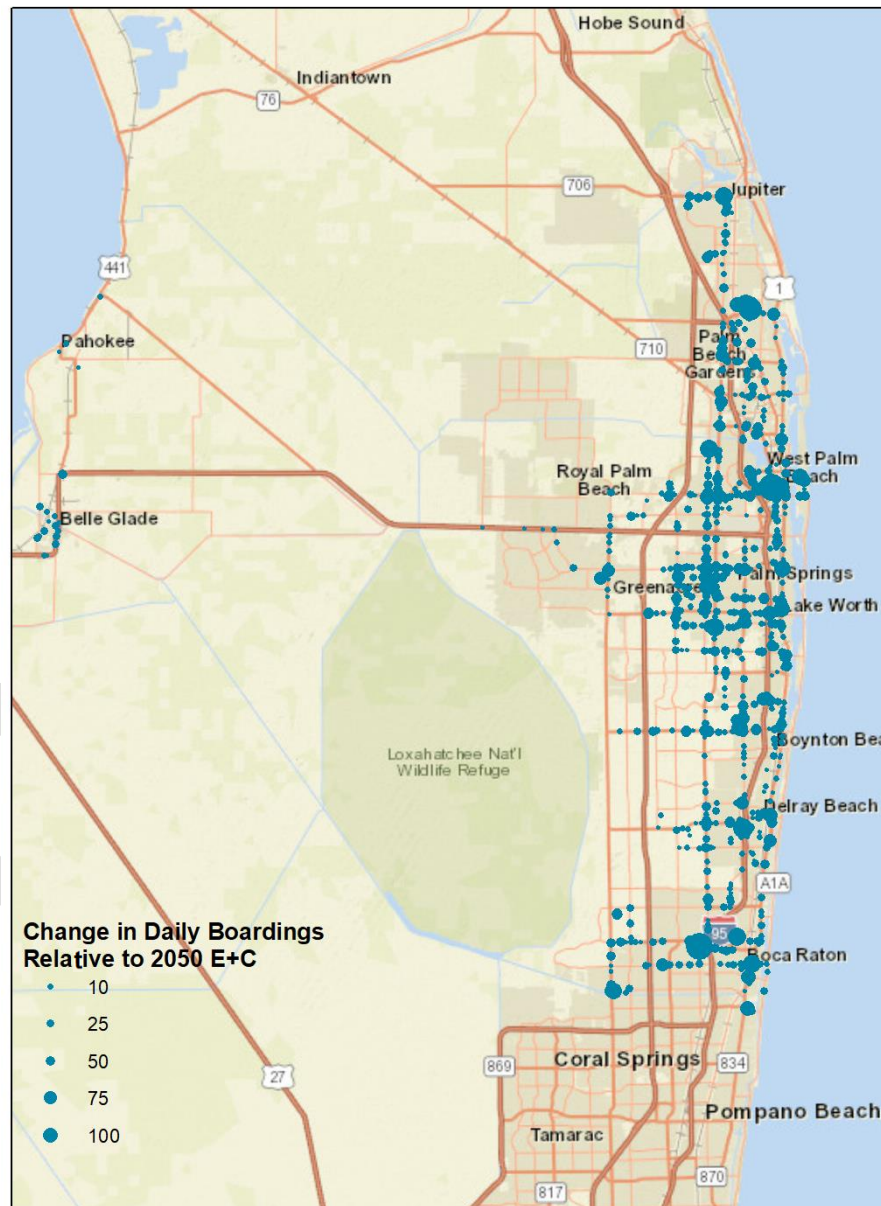


Figure 2-19: Change in Stop-level Boardings (Frequent Transit Scenario – E+C Scenario)



2.3.6. Build Scenario #4: TIM Future

The Palm Beach County Thoroughfare Right-of-Way Identification Map (TIM) is a long-term planning instrument that designates the rights-of-way required to accommodate future roadway expansions across the county. TIM-designated corridors typically range from 80 to 260 feet in width and are intended to preserve sufficient land area for future capacity improvements, including the addition of travel lanes, intersection enhancements, and the potential development of transit corridors. It is important to note that, in some areas, the TIM conflicts with local land use plans adopted by the municipalities along certain corridor segments.

Build Scenario #4 evaluates the potential network-wide traffic benefits of constructing the future roadway projects designated in the TIM, commonly referred to as TIM Future Roads. These projects represent new roadway connections and extensions that are not included in the 2050 E+C baseline network but are identified as long-term needs to improve connectivity, relieve congestion, and support anticipated growth across the county. A total of 13 projects were coded into the SERPM9 highway network for this scenario, ranging from short connectors and bridge crossings to multi-mile roadway extensions. **Table 2-28** presents the full list of TIM Future Road projects included in this scenario, and **Figure 2-20** illustrates their locations as coded in the SERPM9 highway network, shown in red.

Table 2-28: Build Scenario #4 – TIM Future Projects

ID	Project	Lanes
1	Okeechobee Blvd extension from Cheetham Hill Blvd to Sothern Blvd	2
2	190th St N / Hays Trail extension from 60th S to Hamlin Blvd	2
3	Seminole Rd to Bee Line Hwy Connector	2
4	Persimmon extension from Avocado Blvd to Seminole Rd	2
5	Jog Rd extension and Roebuck Rd extension (Okeechobee Reliever)	4
6	Jupiter Park Dr extension	2
7	Church St extension to Island Way	2
8	Small Rd / Marcinski Rd connector/bridge	2
9	Old Okeechobee Rd connector under I-95	2
10	Old Okeechobee Rd extension to Okeechobee Blvd	2
11	Lyons Rd connector between Stribling Way and El Paso Dr	2
12	Haverhill Rd / Miner Rd extension from Hypoluxo Rd to south	2
13	Coral Ridge Dr extension to Glades Rd	2

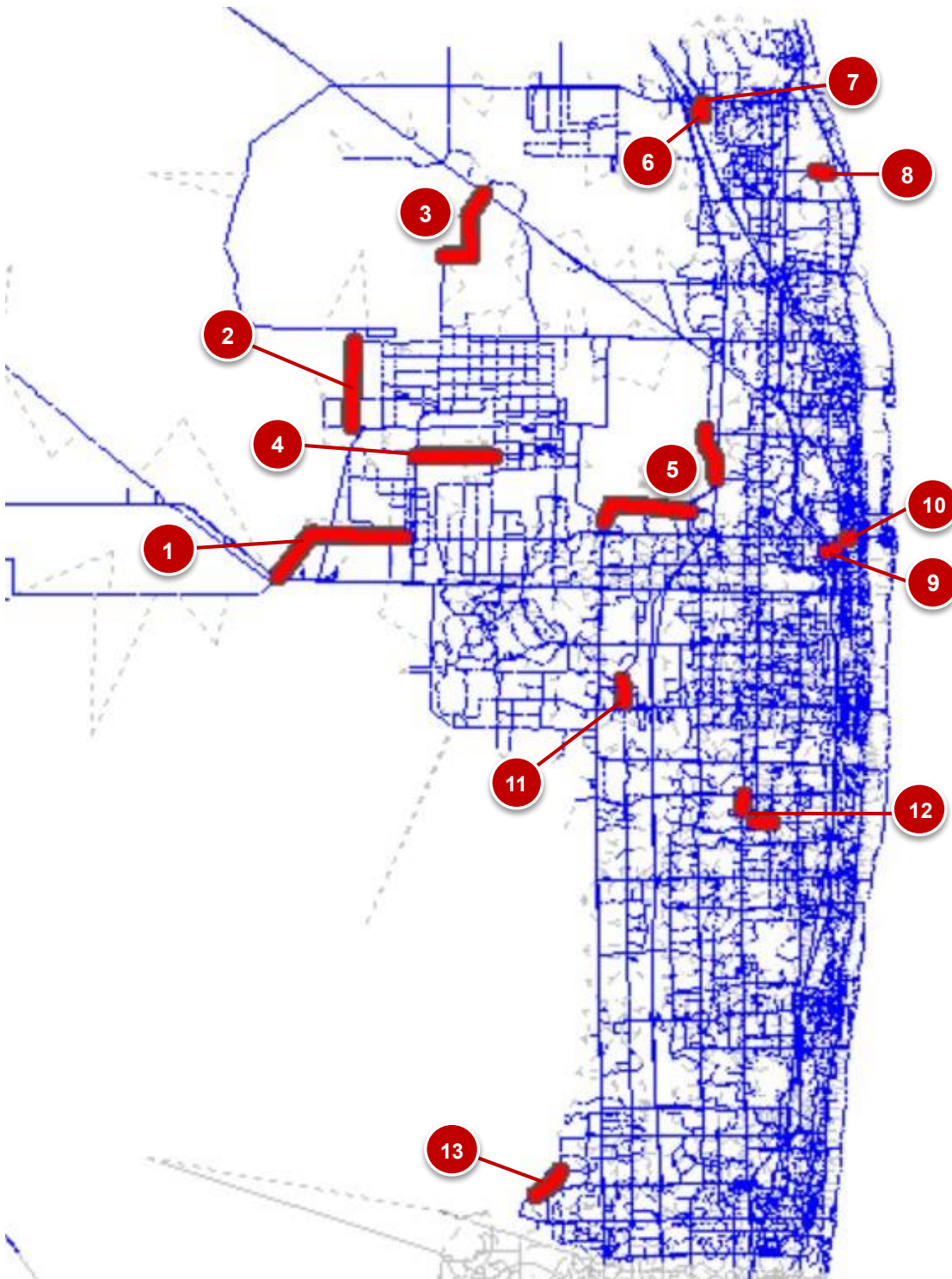


Figure 2-20: Build Scenario #4 – TIM Future Projects



Table 2-29 presents the SERPM9 system-level results for Build Scenario #4, comparing the 2050 TIM Future Roads network against the 2050 E+C baseline. The modeling results indicate that the addition of the 13 TIM Future Road projects produces modest but consistent improvements across all key performance metrics relative to the 2050 E+C baseline. Average directional volumes across all network links decrease slightly from 5,996 to 5,955, reflecting a modest redistribution of travel demand onto the new roadway connections. Total Vehicle Miles Traveled (VMT) declines by approximately 109,000 miles (0.2%), and total Vehicle Hours Traveled (VHT) decreases by approximately 5,355 hours (0.4%), suggesting that the new connections enable travelers to reach their destinations more efficiently by reducing out-of-direction travel and alleviating bottlenecks on the existing network.

The congestion relief benefits are also reflected in the reduction of lane miles operating at Level of Service F (LOS F). During the PM peak period, LOS F lane miles decreased from 426 to 404, a reduction of 22 lane miles (5.2%). During the AM peak period, LOS F lane miles decreased from 198 to 184, a reduction of 14 lane miles (7.1%). While these reductions are relatively modest in the context of the overall network, they represent a meaningful improvement in localized congestion conditions, particularly along corridors where the new TIM Future Roads provide critical gap closures and alternative routing options.

The results of Build Scenario #4 demonstrate that the full buildout of TIM-designated future roads can deliver tangible, network-wide congestion relief benefits, even though the individual projects are relatively modest in scale. The consistent reductions across all performance metrics, including VMT, VHT, and LOS F lane miles during both peak periods, confirm that the TIM Future Roads collectively contribute to a more efficient and better-connected roadway network. These findings reinforce the importance of preserving the rights-of-way identified in the TIM to ensure that Palm Beach County retains the capacity to implement these improvements as growth pressures intensify over the coming decades.

Table 2-29: Build Scenario #4 – TIM Future SERPM9 Results

Countywide Metrics	2050 E+C	2050 TIM	Change
Average (Directional) Volumes of All Links	5,996	5,955	-41
Total VMT All Links	44,415,285	44,306,166	-109,119
Total VHT All Links	1,239,135	1,233,780	-5,355
Lane Miles at LOS F (PM Peak)	426	404	-22
Lane Miles at LOS F (AM Peak)	198	184	-14

Figure 2-21 illustrates the change in average annual daily traffic (AADT) relative to the 2050 No-Build scenario. Roadway links shown in red indicate locations where AADT increases by more

than 500 vehicles, while links shown in green represent locations where AADT decreases by more than 500 vehicles.

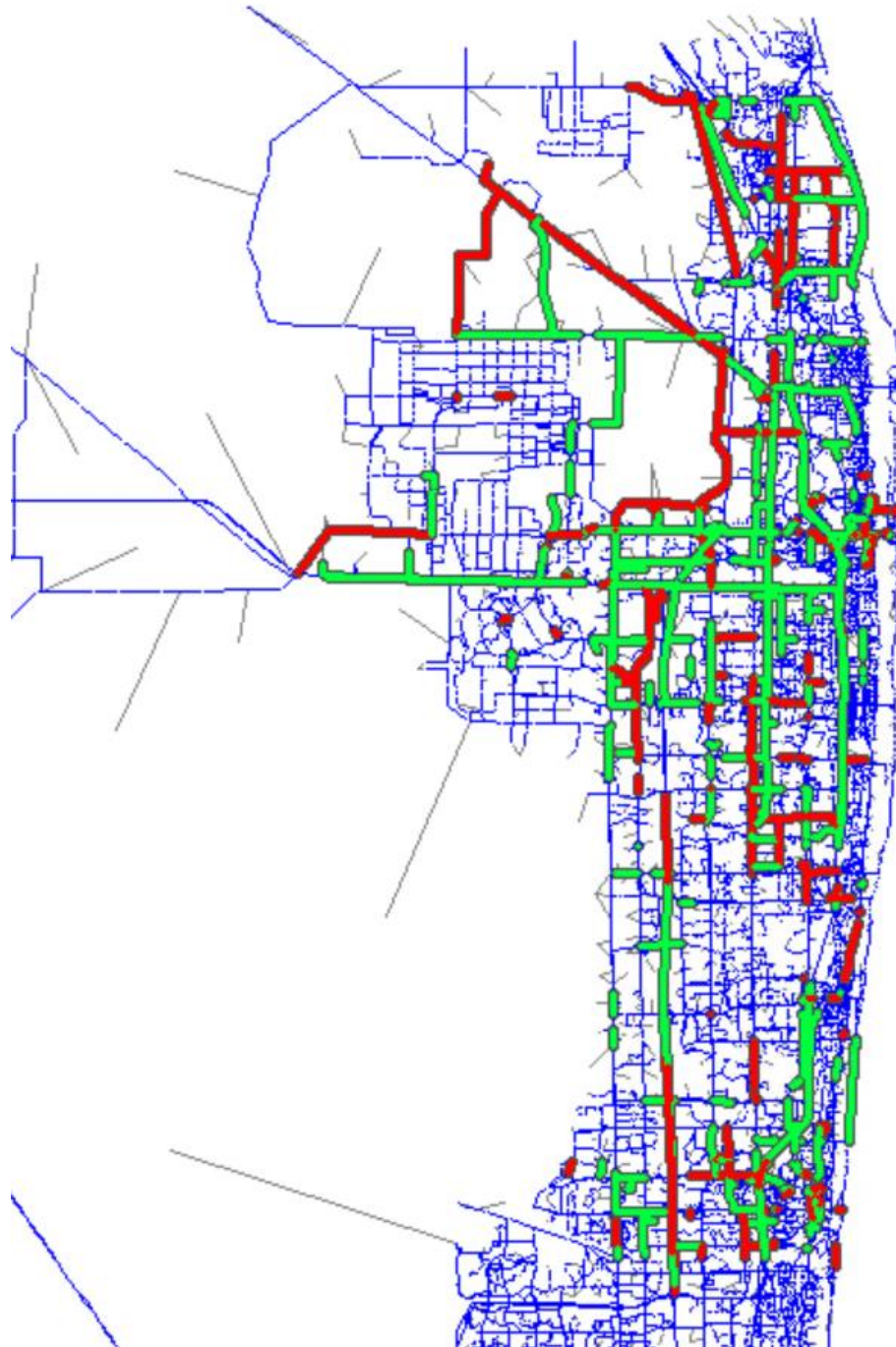


Figure 2-21: Change in AADT (2050 TIM – 2050 E+C)



Figure 2-22 illustrates the spatial distribution of roadway segments that experience a meaningful improvement in volume-to-capacity (V/C) ratio under the 2050 TIM Future scenario relative to the 2050 E+C baseline. Specifically, the map highlights segments where V/C ratios that exceeded 0.90 (indicating near-capacity or over-capacity conditions) in the E+C scenario have been reduced to below 0.90 in the TIM Future scenario, representing a transition from congested to acceptable operating conditions. In the map, red links identify the specific roadway segments that benefit from this improvement.

The spatial pattern of improvements is concentrated almost entirely in the eastern, more urbanized portion of Palm Beach County, which is consistent with where the majority of the TIM Future Road projects are located and where existing congestion is most severe.

The red links are distributed across a broad geographic area spanning from the northern portions of the county near Jupiter and Palm Beach Gardens down through West Palm Beach, Lake Worth Beach, Boynton Beach, and Delray Beach in the south. This wide north-south distribution suggests that the TIM Future Roads collectively provide congestion relief across multiple communities and corridors rather than being limited to a single localized area. The improvements appear to be particularly concentrated along and near major north-south arterials and east-west connectors, where the new TIM road connections provide alternative routing options and relieve demand for parallel over-capacity facilities.

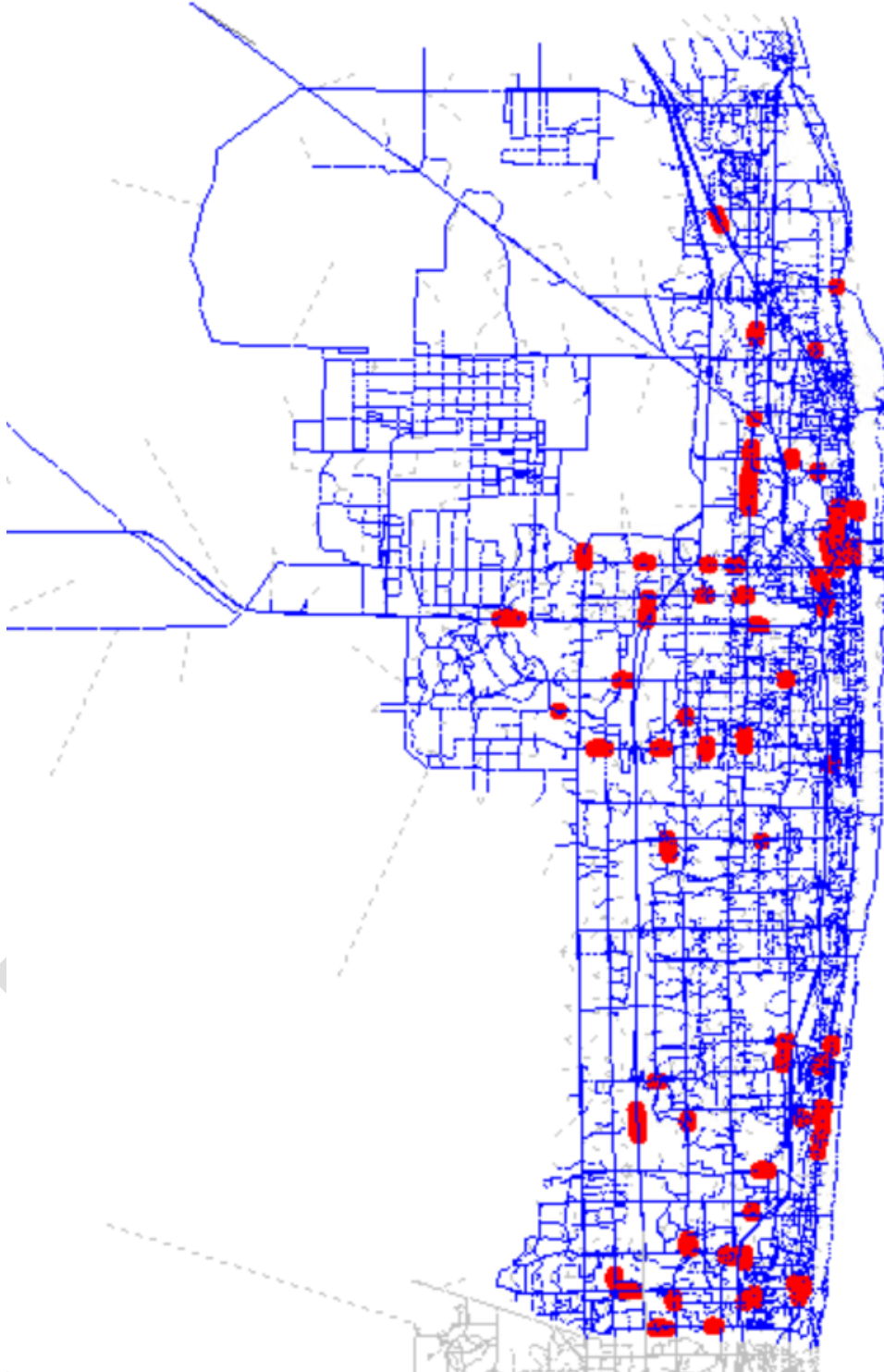


Figure 2-22: Impact of TIM on V/C Improvements:

Red Links Show Roadways with PM Peak V/C > 0.90 in 2050 E+C (without TIM) that with Implementation of TIM Projects their V/C drops to below 0.90



2.4. Corridor Needs, Project Geodatabase and Gap Analysis

2.4.1. Purpose and Approach

This screening framework to understand corridor needs provided a foundation for prioritization efforts. The results inform corridor needs for evaluation, stakeholder discussions, and project development in the Envision stage.

The methodology developed for corridor needs and gap analyses reflect revisions based on feedback received during the IPARC 2.0+ workshop held on March 11, 2026. Members of the project steering committee were presented with the initial corridor screening scores represented by three main categories, Vehicle, Transit and Bicycle/Pedestrian. Each category utilized specific metrics to provide indicators of needs (detailed in **Section 2.4.2.** of this chapter).

The feedback received from the group allowed the project team to update the methodology by expanding the underlying performance measures used in the corridor scoring. Following the March 11 IPARC 2.0+ workshop, local stakeholders recommended adding Average Annual Daily Traffic (AADT) to the vehicle metric set and adding population density and employment density to the transit metric set. The project team incorporated these measures into the metric scoring, which resulted in updated modal and total segment scores and a revised set of high-need corridors. Stakeholders also emphasized prioritizing the Palm Beach MPO 561 Transit Network Plan; therefore, the project team added an additional transit metric to elevate corridor segments that overlap the 561 transit routes, ensuring those segments reflect near-term transit priority. These refinements generated updated metric scores and corridor need maps, which were then overlaid with the CTMP project geodatabase.

Corridor Screening and Scoring Methodology

To support an objective approach to identify priority transportation corridors, a countywide corridor screening analysis was conducted. This methodology evaluates roadway segments across multiple indicators of vehicular performance, bicycle and pedestrian conditions, and transit access considerations using consistent, data-driven criteria. The intent of the screening was to identify corridors with the greatest relative needs to understand project needs and opportunities for project priorities.

Corridor Segmentation

Major arterial corridors throughout the county were divided into individual roadway segments based on logical termini such as major intersections, jurisdictional boundaries, or changes in roadway characteristics. Each segment was evaluated independently to capture localized conditions that may vary along a corridor.



Evaluation Categories and Metrics

Each segment was scored across three primary categories: Vehicle, Bicycle/Pedestrian, and Transit. Each category incorporates multiple metrics that reflect system performance, safety, connectivity, and user need.

Vehicle Conditions

These measures describe how heavily a roadway is used, how congested it becomes during peak travel times, and the extent to which drivers experience delays. The vehicle category assessed congestion, reliability, and delay using the following metrics:

- Lane miles operating over capacity during the PM peak period
- Average Annual Daily Traffic (AADT)
- Percent change in PM peak speed relative to free-flow conditions
- PM peak period volume-to-capacity ratio
- PM peak period vehicle hours of delay

Bicycle and Pedestrian Conditions

These metrics captured both existing conditions and unmet needs for safe and connected walking and bicycling facilities. The bicycle and pedestrian category evaluated safety, comfort, and network connectivity using a combination of contextual and network-based indicators, including:

- Proximity to key destinations such as schools, universities, and parks
- Presence on designated bicycle and pedestrian priority networks
- Identification as a bicycle network gap
- Bicycle and pedestrian Level of Traffic Stress (LTS), which reflects how comfortable or stressful a corridor is for non-motorized users

Transit and Community Access Conditions

These indicators helped identify corridors where transit investment may provide the greatest mobility benefits and support access to jobs, services, and daily needs. The transit category focused on access, ridership potential, and the presence of populations who are more likely to rely on transit services. Metrics include:

- Percentage of low-income households
- Percentage of zero-vehicle households



- Percentage of youth (under 18) and older adults (65 and over)
- Population density and employment density
- Presence on the County's 561 transit network

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2.4.2. Scoring Approach

Standardized 1–10 Scoring

To allow meaningful comparison across corridors with different characteristics, most quantitative metrics were converted to a standardized **1–10 score** based on countywide distributions. Values were ranked and divided into ten equal percentile groups (10-percent increments):

- Segments in the lowest 10 percent received a score of **1**
- Segments in the highest 10 percent received a score of **10**
- Intermediate values were scored proportionally

This relative scoring approach ensures that each segment is evaluated consistently and reflects how it performs compared to other corridors in the county, rather than relying on fixed or arbitrary thresholds.

Binary and Network-Based Metrics

Certain metrics, such as presence on a priority network or identification as a high-stress facility, were scored using a binary approach:

- **0** = condition not present
- **10** = condition present

This approach highlights corridors that meet clearly defined planning or policy criteria.

Application and Limitations

The resulting scores are intended for planning-level screening and comparative analysis and should not be interpreted as detailed operational or design evaluations. The methodology provides a consistent, transparent framework for identifying corridors and segments that exhibit higher multimodal needs and may warrant further study or refinement.



2.4.3. Data Sources

Vehicle Performance Data

The Southeast Regional Planning Model Version 9 (SERPM 9) 2050 projection serves as the primary data source for all vehicle-related metrics. This regional travel demand model, maintained by the Florida Department of Transportation (FDOT) and regional planning agencies, provides comprehensive traffic projections for the Southeast Florida region.

Bicycle and Pedestrian Data

Bike/Ped metrics were derived from spatial analysis of existing and planned facilities using data from HIFLD (Homeland Infrastructure Foundation-Level Data), Palm Beach County Open Data, and the Palm Beach 2050 Long Range Transportation Plan (LRTP). All proximity-based metrics use a ¼-mile buffer from corridor centerlines.

School and university locations were obtained from HIFLD, while park locations were sourced from Palm Beach County Open Data. Existing bicycle and pedestrian priority network data came from Palm Beach MPO. Bicycle and pedestrian level of traffic stress (LTS) data was also provided by the 2050 LRTP.

Transit Data

Like the vehicle metrics, the transit demographic data was derived from SERPM 9 2050 projections. Transit metrics incorporate socioeconomic and demographic indicators from 2050 demographic projections to identify corridors with transit-dependent populations and development densities supportive of transit service. The analysis was also informed by the 561 Plan, which outlines Palm Beach County's long-range vision for a connected, equitable, and high-capacity transit network, helping ensure that transit-supportive corridors align with broader regional mobility goals.

Results

Within each category, individual metric scores were combined using equal weighting to produce a single Vehicle Score, Bicycle/Pedestrian Score, and Transit Score for each segment. These category scores were then combined using policy-based weights to calculate an overall Total Corridor Score. The resulting total scores reflect considerations of congestion, safety, access, and community need, consistent with Countywide Transportation Master Plan goals and objectives.

Higher scores indicate corridors with greater relative need or opportunity for improvement, not corridors that are performing well. For example:

- A high vehicle score reflects congestion or delay
- A high bicycle/pedestrian score reflects safety concerns, network gaps, or proximity to key destinations



- A high transit score reflects potential benefits for transit riders and communities with limited transportation options

Countywide averages were used for reference to distinguish corridors performing above or below average across each category. **Table 2-30** depicts the detailed scores of the corridor segments and **Figure 2-23**, **Figure 2-24**, **Figure 2-25**, and **Figure 2-26** depict the locations of the corridor segments and their respective vehicle, bike/ped, transit, and total weighted scores. **Appendix M** provides a reference for implementation purposes.

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Table 2-30: Metric Scores by Corridor Segment

Corridor	Segment	Weighted Vehicle Score	Weighted Bike/Ped Score	Weighted Transit Score	Average Weighted Score
10th Ave N	1	3	7	7	6
10th Ave N	2	7	8	7	7
10th Ave N	3	4	7	7	6
16th St / Spooner Rd / State Road 715	1	2	8	7	5
45th St	1	2	7	6	5
45th St	2	7	7	7	7
A1A / Ocean Dr	1	1	8	5	5
A1A / Ocean Dr	2	1	7	5	5
Alternate A1A	1	6	10	7	8
Alternate A1A	2	4	5	5	5
Alternate A1A	3	5	8	5	6
Atlantic Ave	1	3	7	5	5
Atlantic Ave	2	9	7	7	8
Atlantic Ave	3	6	6	7	6
Atlantic Ave	4	8	5	7	7
Bee Line Hwy / Dr Martin Luther King Jr Blvd	1	7	8	5	7
Bee Line Hwy / Dr Martin Luther King Jr Blvd	2	4	7	7	6
Belvedere Rd	1	3	8	6	6
Belvedere Rd	2	6	7	6	6
Belvedere Rd	3	4	5	7	5
Boynton Beach Blvd / 100th St S	1	2	6	6	5
Boynton Beach Blvd / 100th St S	2	9	5	7	7
Boynton Beach Blvd / 100th St S	3	6	6	7	7
Boynton Beach Blvd / 100th St S	4	7	5	8	7
Clint Moore Rd	1	3	7	5	5
Clint Moore Rd	2	6	5	6	6
Clint Moore Rd	3	4	7	7	6
Coconut Blvd	1	1	7	3	4
Congress Ave	1	4	6	6	5
Congress Ave	2	8	7	6	7
Congress Ave	3	4	7	6	6
Congress Ave / Australian Ave	1	6	5	7	6
Congress Ave / Australian Ave	2	4	6	7	6



Corridor	Segment	Weighted Vehicle Score	Weighted Bike/Ped Score	Weighted Transit Score	Average Weighted Score
Congress Ave / Australian Ave	3	9	6	7	7
Congress Ave / Australian Ave	4	5	7	7	6
Congress Ave / Australian Ave	5	4	9	7	7
Congress Ave / Australian Ave	6	6	8	7	7
Congress Ave / Australian Ave	7	8	7	7	8
Congress Ave / Australian Ave	8	1	7	6	5
Conners Hwy	1	1	2	5	3
Dixie Hwy / Federal Hwy	1	9	8	8	8
Dixie Hwy / Federal Hwy	2	7	9	8	8
Dixie Hwy / Federal Hwy	3	6	8	7	7
Dixie Hwy / Federal Hwy	4	5	7	7	7
Dixie Hwy / Federal Hwy	5	2	7	7	5
Dixie Hwy / Federal Hwy	6	2	6	8	5
Dixie Hwy / Federal Hwy	7	2	7	7	5
Dixie Hwy / Federal Hwy	8	6	6	8	7
Dixie Hwy / Federal Hwy	9	8	4	8	7
Dixie Hwy / Federal Hwy	10	4	7	7	6
Dixie Hwy / Federal Hwy	11	3	9	7	6
Dixie Hwy / Federal Hwy	12	3	8	4	5
Dixie Hwy / Federal Hwy	13	3	7	5	5
El Clair Ranch Rd	1	1	7	7	5
Forest Hill Blvd	1	8	9	6	8
Forest Hill Blvd	2	5	6	7	6
Forest Hill Blvd	3	7	7	8	7
Forest Hill Blvd	4	3	6	7	5
Gateway Blvd	1	2	7	6	5
Gateway Blvd	2	5	5	7	6
Gateway Blvd	3	2	5	7	5
Glades Rd	1	1	7	4	4
Glades Rd	2	8	7	7	7
Glades Rd	3	10	7	7	8
Glades Rd	4	8	8	8	8
Hagen Ranch Rd	1	1	7	6	5
Hagen Ranch Rd	2	4	7	6	6



Corridor	Segment	Weighted Vehicle Score	Weighted Bike/Ped Score	Weighted Transit Score	Average Weighted Score
Haverhill Rd	1	4	7	4	5
Haverhill Rd	2	5	8	5	6
Haverhill Rd	3	7	6	7	7
Haverhill Rd	4	7	6	7	7
Haverhill Rd	5	6	8	7	7
Haverhill Rd	6	1	7	5	4
Hypoluxo Rd	1	2	5	5	4
Hypoluxo Rd	2	5	7	6	6
Hypoluxo Rd	3	7	7	6	7
Hypoluxo Rd	4	1	7	5	5
Indiantown Rd	1	2	2	3	2
Indiantown Rd	2	5	5	3	4
Indiantown Rd	3	9	9	5	7
Jog Rd/Powerline Rd	1	8	7	6	7
Jog Rd/Powerline Rd	2	6	7	7	6
Jog Rd/Powerline Rd	3	8	8	7	8
Jog Rd/Powerline Rd	4	3	7	6	5
Jog Rd/Powerline Rd	5	5	7	5	6
Jog Rd/Powerline Rd	6	7	6	7	6
Jog Rd/Powerline Rd	7	9	6	7	7
Jog Rd/Powerline Rd	8	5	7	6	6
Jog Rd/Powerline Rd	9	2	7	6	5
Lake Ida Rd / NE 4th St	1	2	7	7	5
Lake Ida Rd / NE 4th St	2	4	5	7	5
Lake Ida Rd / NE 4th St	3	5	7	7	6
Lake Worth Rd / Lake Ave / Lucerne Ave / Gracida St	1	2	5	6	4
Lake Worth Rd / Lake Ave / Lucerne Ave / Gracida St	2	9	5	6	7
Lake Worth Rd / Lake Ave / Lucerne Ave / Gracida St	3	6	8	7	7
Lake Worth Rd / Lake Ave / Lucerne Ave / Gracida St	4	4	6	7	5
Lake Worth Rd / Lake Ave / Lucerne Ave / Gracida St	5	2	9	7	6
Lantana Rd	1	4	5	4	4
Lantana Rd	2	6	6	7	6
Lantana Rd	3	5	7	6	6
Lantana Rd	4	3	6	7	5



Corridor	Segment	Weighted Vehicle Score	Weighted Bike/Ped Score	Weighted Transit Score	Average Weighted Score
Linton Blvd	1	4	7	7	6
Linton Blvd	2	5	7	7	6
Linton Blvd	3	7	7	7	7
Lox Rd	1	6	3	4	5
Lyons Rd	1	9	7	5	7
Lyons Rd	2	6	7	7	7
Lyons Rd	3	8	7	5	7
Lyons Rd	4	2	7	6	5
Lyons Rd	5	4	4	4	4
Lyons Rd	6	6	5	5	6
Lyons Rd	7	3	6	6	5
Lyons Rd	8	3	7	5	5
Main St / Everglades St / State Road 15 / Belle Glade Rd / Lake Ave / E 7th St / US Highway 441 N / Palm Beach Rd	1	1	10	6	6
Military Trl	1	8	7	5	7
Military Trl	2	6	8	7	7
Military Trl	3	9	7	7	8
Military Trl	4	6	8	7	7
Military Trl	5	5	7	7	6
Military Trl	6	6	6	7	6
Military Trl	7	8	7	7	7
Military Trl	8	9	7	7	8
Military Trl	9	6	8	7	7
Military Trl	10	5	7	7	7
Military Trl	11	9	6	7	7
Military Trl	12	4	5	6	5
N State Road 7	1	10	5	7	7
N State Road 7	2	7	5	7	6
N State Road 7	3	3	7	4	5
N State Road 7	4	2	5	3	3
N State Road 7	5	1	5	4	3
N State Road 7	6	5	3	5	5
N State Road 7	7	7	6	6	6
N State Road 7	8	4	7	5	6



Corridor	Segment	Weighted Vehicle Score	Weighted Bike/Ped Score	Weighted Transit Score	Average Weighted Score
N State Road 7	9	5	5	5	5
Northlake Blvd	1	7	7	3	6
Northlake Blvd	2	10	7	4	7
Northlake Blvd	3	8	7	7	8
Ocean Ave / County Rd / Barton Ave / Jack Nicklaus Dr	1	7	5	5	6
Ocean Ave / County Rd / Barton Ave / Jack Nicklaus Dr	2	4	7	5	5
Ocean Ave / County Rd / Barton Ave / Jack Nicklaus Dr	3	3	7	5	5
Ocean Ave / County Rd / Barton Ave / Jack Nicklaus Dr	4	1	6	5	4
Ocean Ave / County Rd / Barton Ave / Jack Nicklaus Dr	5	1	8	4	4
Ocean Ave / County Rd / Barton Ave / Jack Nicklaus Dr	6	2	7	5	5
Ocean Ave / County Rd / Barton Ave / Jack Nicklaus Dr	7	2	6	4	4
Ocean Ave / County Rd / Barton Ave / Jack Nicklaus Dr	8	1	5	4	3
Ocean Ave / County Rd / Barton Ave / Jack Nicklaus Dr	9	1	7	5	4
Ocean Ave / County Rd / Barton Ave / Jack Nicklaus Dr	10	1	7	5	4
Ocean Ave / County Rd / Barton Ave / Jack Nicklaus Dr	11	1	7	5	5
Okeechobee Blvd / Royal Palm Way	1	3	7	5	5
Okeechobee Blvd / Royal Palm Way	2	7	8	7	7
Okeechobee Blvd / Royal Palm Way	3	9	7	8	8
Okeechobee Blvd / Royal Palm Way	4	8	7	8	8
Old Dixie Hwy	1	9	6	8	8
Old Dixie Hwy	2	7	9	8	8
Old Dixie Hwy	3	5	7	6	6
Old Dixie Hwy / President Barack Obama Hwy / Greenwood Ave / Rosemary Ave	1	2	2	6	4
Old Dixie Hwy / President Barack Obama Hwy / Greenwood Ave / Rosemary Ave	2	3	9	6	6
Palmetto Park Rd	1	2	4	4	3
Palmetto Park Rd	2	7	6	7	6
Palmetto Park Rd	3	9	7	6	7
Palmetto Park Rd	4	10	7	5	7
Palmetto Park Rd	5	6	7	8	7
PGA Blvd / Jack Nicklaus Dr	1	3	5	4	4
PGA Blvd / Jack Nicklaus Dr	2	9	7	7	8
Royal Palm Beach Blvd	1	4	4	5	4
Royal Palm Beach Blvd	2	3	7	4	4



Corridor	Segment	Weighted Vehicle Score	Weighted Bike/Ped Score	Weighted Transit Score	Average Weighted Score
Seminole Pratt Whitney Rd	1	4	7	3	5
Southern Blvd	1	9	7	6	7
Southern Blvd	2	10	7	6	7
Southern Blvd	3	9	7	6	8
Southern Blvd	4	5	7	6	6
Southern Blvd	5	4	7	7	6
State Road 80	1	2	7	4	5
SW 18th St	1	4	3	7	5
SW 18th St	2	8	7	5	7
SW 18th St	3	7	5	5	6
US Highway 27 N	1	1	5	4	3
Woolbright Rd	1	4	7	6	6
Woolbright Rd	2	2	7	7	6
Woolbright Rd	3	8	6	7	7
Yamato Rd	1	2	7	5	5
Yamato Rd	2	6	7	7	7
Yamato Rd	3	4	5	7	5
Yamato Rd	4	6	7	7	7

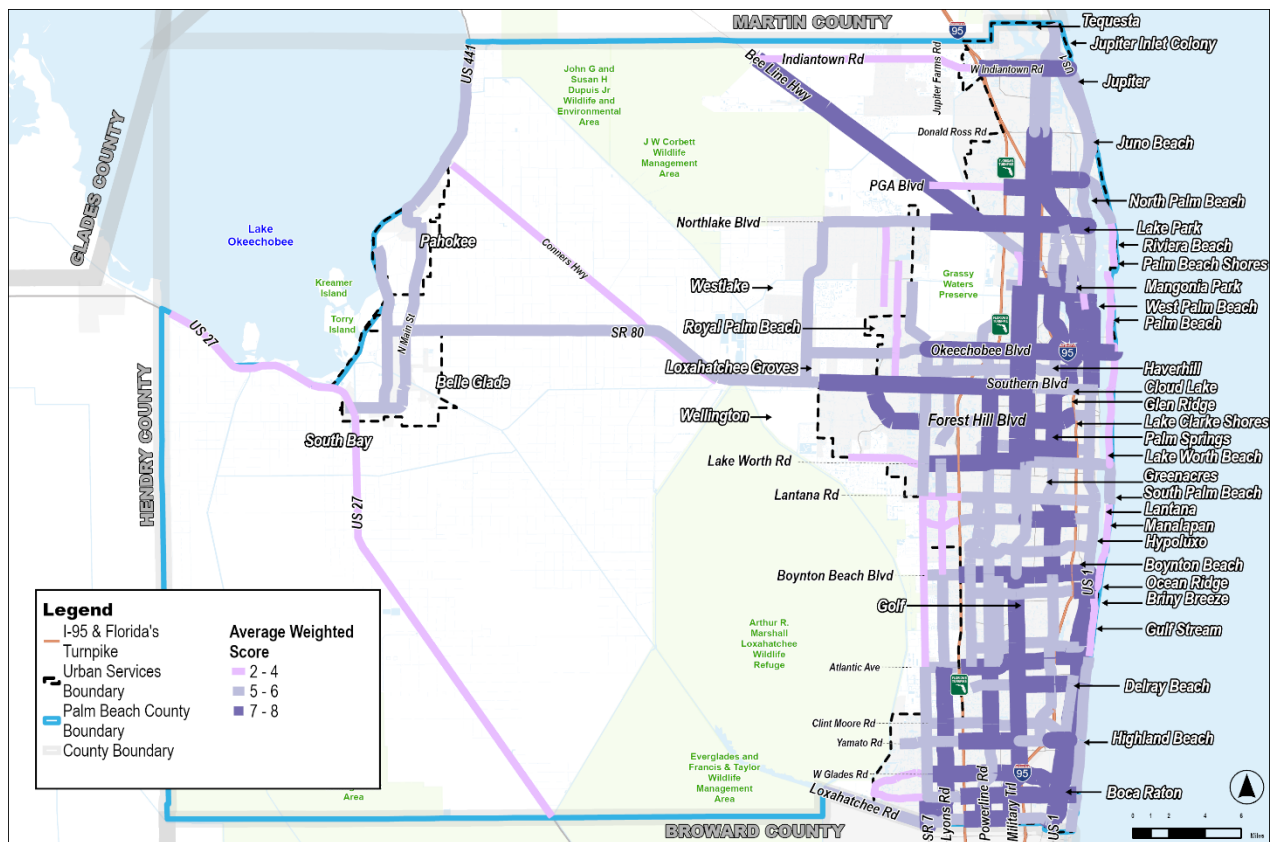


Figure 2-23: Average Weighted Score



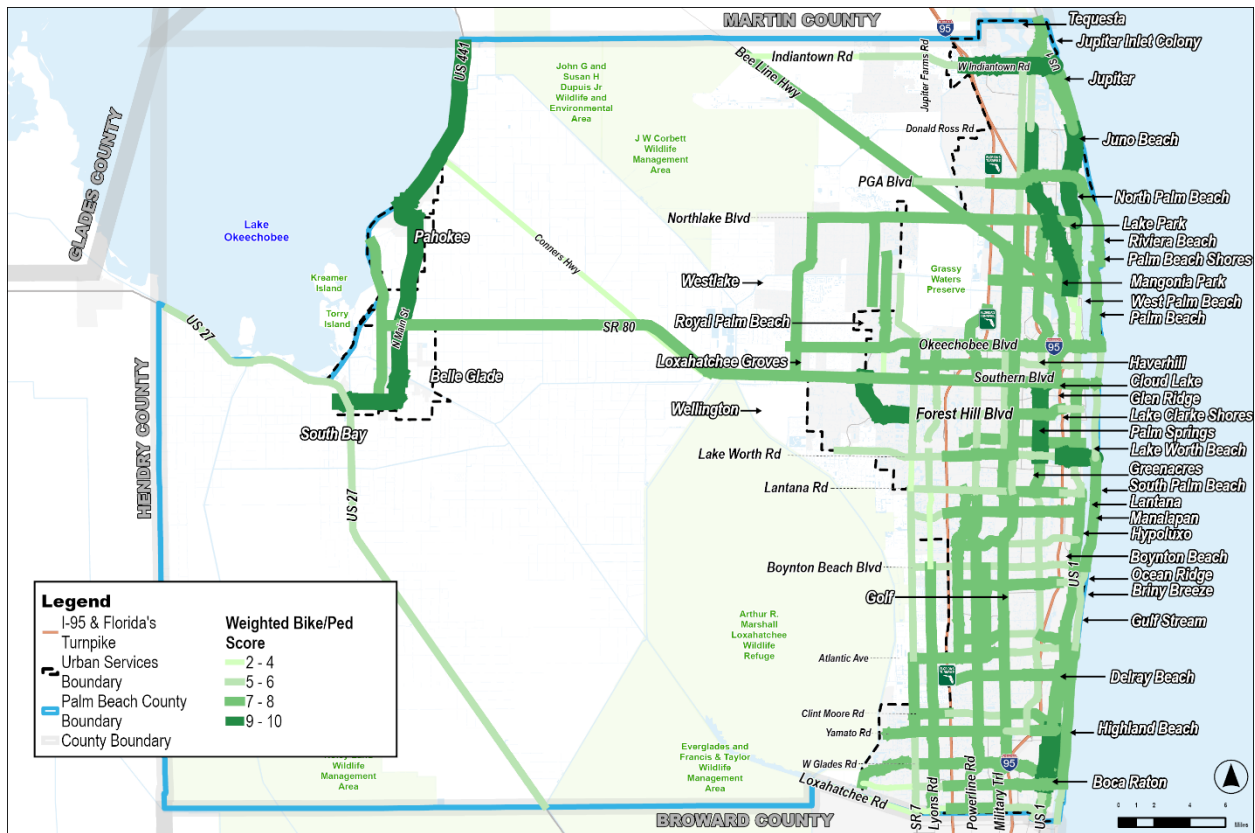


Figure 2-25: Weighted Bike/Ped Score





2.4.4. Project Geodatabase

The CTMP project geodatabase was created to provide a centralized database of planned projects throughout Palm Beach County. It includes projects from the municipalities, MPO, FDOT, county, CRAs. As of August 2026, the CTMP geodatabase contains approximately 2,000 projects and was used as the foundation of the project recommendations later discussed in the Enact chapter.

A large portion of the project inventory was compiled from the Vision 2050 Palm Beach MPO plan. Project sponsors were assigned based on the prior work completed by the MPO and confirmed with the respective sponsors by the CTMP project team. Additional municipal projects were collected from locally adopted plans and other supporting documents; where available, project information was exported from these sources and consolidated into a consistent format. Following compilation, projects were manually mapped by the project team to create spatially referenced project features for visualization and analysis.

To support ongoing coordination and updates, the project team developed an online survey tool and distributed it to municipal stakeholders to submit additional projects for consideration in the CTMP. The final product of the project compilation is presented in the Enact Chapter which includes an online map tool for the purposes of implementation efforts to allow stakeholders to view, amend and track the projects.



2.4.5. Overlay Analysis and Identification of Potential Gaps

To better understand how the existing planned transportation projects in Palm Beach County align with the identified corridor needs of the CTMP, the updated corridor scoring results were overlaid with the CTMP Project Geodatabase. This spatial overlay provided a planning assessment of whether corridors with higher relative needs are being addressed through existing or proposed projects, and where gaps may remain. The gaps occur where high-need corridors lack projects altogether, where projects address only one mode despite multimodal needs, or where identified investments are long-range or unfunded and unlikely to address near-term corridor deficiencies.

The overlay analysis indicated that many high scoring corridor segments do intersect with planned projects. The general alignment between documented needs and previously identified improvements provided a level of validation for the CTMP analysis. In particular, corridors with high vehicle scores frequently include roadway widening, intersection improvements, or TSM&O projects that directly respond to congestion, reliability, and delay conditions identified through the screening process. Similarly, several corridors with high bicycle and pedestrian scores intersect with sidewalk, shared-use path, Complete Streets, or Vision Zero projects aimed at improving safety and connectivity. Corridors with elevated transit scores, especially those overlapping the County's 561 Transit Network, show a concentration of enhanced transit, bus stop improvement, ITS, and service enhancement projects.

However, the overlay also provides potential gaps that warrant further consideration. Some corridor segments with high total or modal scores have few or no associated projects. These locations are areas of where multimodal needs may not be fully addressed through the current project pipeline. In other instances, projects are present along high scoring corridors but focus primarily on a single mode, while other identified needs such as pedestrian safety, bicycle connectivity, or transit access remain unaddressed. These insights provided opportunities for the project team to refine project scopes and identify new projects complementary to better align with corridor specific needs.

Additionally, several project which intersect high-need corridors are either unfunded, in early study phases, or programmed in long-range planning horizons. The inclusion in adopted plans demonstrates recognition of corridor issues however, the implementation timing of these projects may not correspond to the magnitude or urgency of needs identified through the screening analysis. As a result, high-scoring corridors without near-term funded projects may continue to experience performance, safety, or access challenges absent additional prioritization or policy direction.



Appendices

DRAFT



Appendix K: Steering Committee Meeting Agenda Packet



PALM BEACH COUNTY

COUNTYWIDE TRANSPORTATION MASTER PLAN

IPARC 2.0+ Steering Committee # 2

Technical Workshop

Monday, December 15, 2025, from 1:00 pm to 4:00 pm

Clayton E. Hutcheson Services Center

559 North Military Trail, West Palm Beach, FL 33415

AGENDA

I. Welcome

II. Presentation: Project Updates and Early Findings (15 minutes)

III. Breakout Sessions

a. Activity #1: Identify Needs (Key Corridors, Activity Centers and Hotspots) (30 minutes)

This activity will validate project datasets, identify where problems exist and opportunities for improvements. The outputs of this exercise will support growth assumptions, demand patterns and identify subareas and corridors for further analysis by the project team for inclusion in the CTMP.

b. Activity #2: Transit and Constrained Corridors (60 minutes)

This two-part activity will identify opportunities for land use and transportation connections and provide input on corridor design preferences. The outputs of this exercise will inform design principles, define recommended levels of service for roadways and transit needs, and identify policy areas for TOD-supportive zoning and density considerations.

c. Activity #3: Envision (30 minutes)

This activity will inform future scenario development and policy frameworks to inform the project goals and objectives. The outputs of this exercise will support the development of smart corridor design, assist with defining performance measures, and determining drivers and opportunities of scenarios to test.

IV. Report Back: Presentations (30 minutes)

V. Conclusions and Next Steps (10 minutes)

About the CTMP

The Countywide Transportation Master Plan will establish a shared vision for mobility across all modes — driving, walking, biking, transit, freight, and emerging technologies. It is designed to address near-term needs and prepare Palm Beach County for growth through 2050.





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COUNTYWIDE TRANSPORTATION MASTER PLAN

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Agenda Item II.

Project Updates and Early Findings

Presentation will be provided and posted to [PBCMoves.com](https://pbcmoves.com) after the meeting





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COUNTYWIDE TRANSPORTATION MASTER PLAN

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Agenda Item III.

Breakout Sessions

A. Activity #1- Identifying Key Corridors, Activity Centers and Hotspots (30 minutes)

Just before breakout, meeting leaders will define “corridors,” “activity centers,” “high-capacity transit,” “hotspots,” and “population density”, providing examples for each.

Consider:

- Key existing corridors in Palm Beach County
 - o Congestion
 - o Transit needs
 - o Freight circulation
 - o Multimodal improvements
 - o Equestrian
- Current needs in Palm Beach County
 - o Population Growth
 - o Density Projections
 - o Employment Hubs
 - o Transit Potential

Activity:

- What are the current activity centers in Palm Beach County that should be enhanced? Thinking about the following:
 - o Transit Oriented Development
 - o Employment Hubs
 - o Recreational Destinations
 - o Residential Communities
 - o Mixed-Use Districts
- Considering land use and density, which areas in Palm Beach County would you prefer for more activity that would support the following purposes:
 - o Transit Oriented Development
 - o Employment Hubs
 - o Recreational Destinations
 - o Residential Communities
 - o Mixed-Use Districts





PALM BEACH COUNTY

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- What additional links or connections are missing between each activity center?
- For the missing connections, what types of transportation modes should be introduced to close the gaps?
 - o BRT
 - o Rail/ Light Rail
 - o Equestrian/ Trails
 - o Bike Networks
 - o Sidewalks
 - o Road Infrastructure
- Prioritize the recommended improvements that are most important to you.





PALM BEACH COUNTY

COUNTYWIDE TRANSPORTATION MASTER PLAN

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Agenda Item III. A: Reference Materials





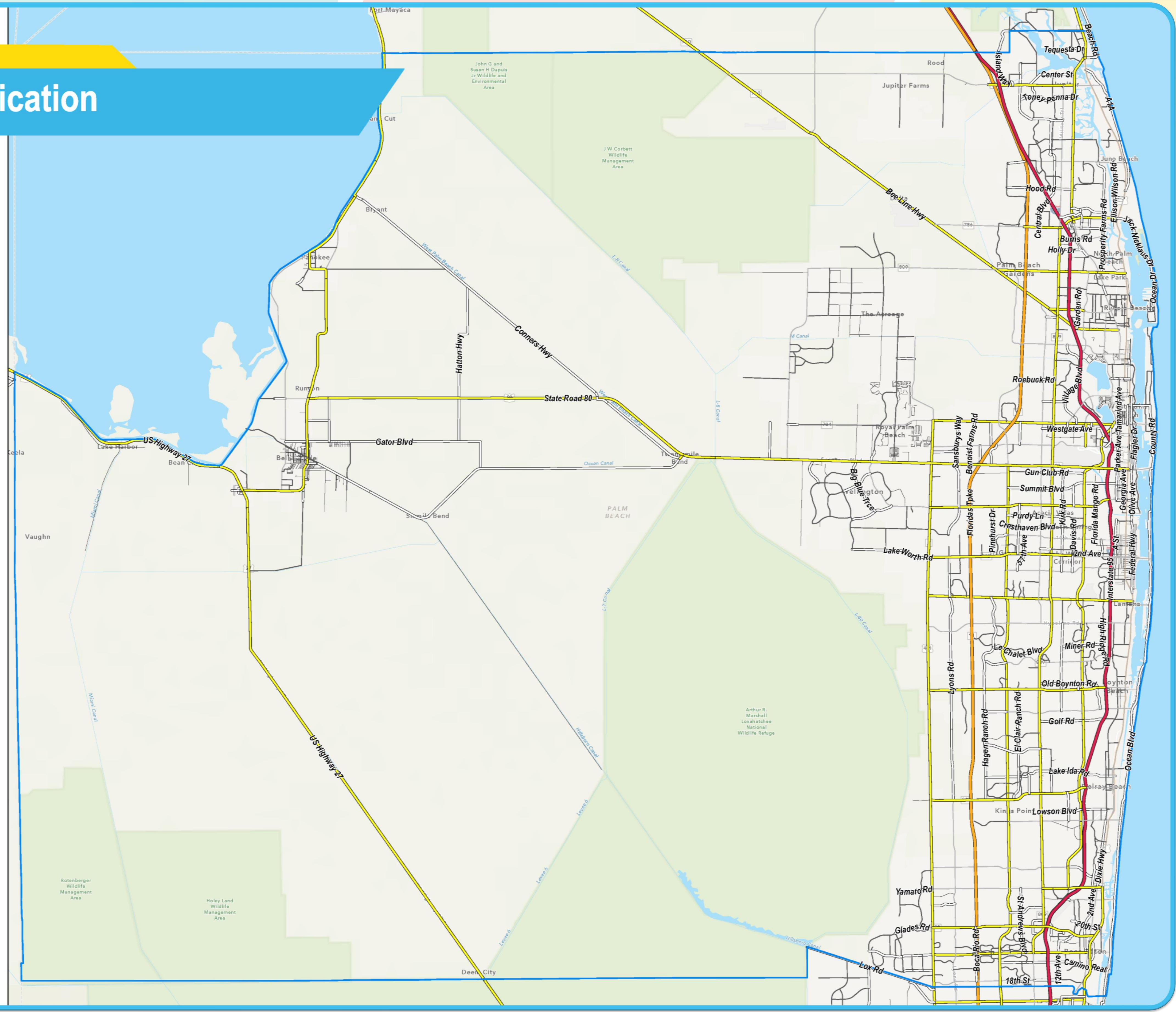
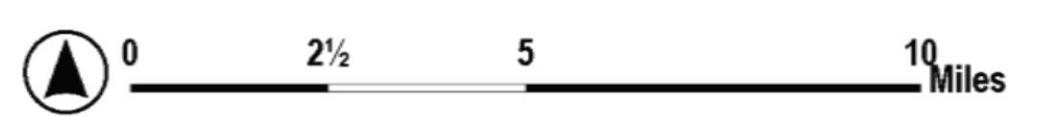
Functional Classification

Palm Beach County's roadways are categorized by functional classification and ownership, with the Federal Highway Administration (FHWA) assigning classifications based on the character of service provided. The county network includes Principal Arterials, Major Collector, Minor Arterials, Minor Collector roadways and Local Roads each serving distinct mobility needs and jurisdiction.

Legend

- Principal Arterial-Interstate
- Principal Arterial-Expressway
- Principal Arterial-Other
- Major Collector
- Minor Arterial
- Minor Collector
- Local

Source: Palm Beach MPO Open Data Portal



Managed Growth Tiers



Managed Growth Tier System

The County adopted the Managed Growth Tier System in 1999, to readdress the framework for managing growth in order to protect the future quality of life.

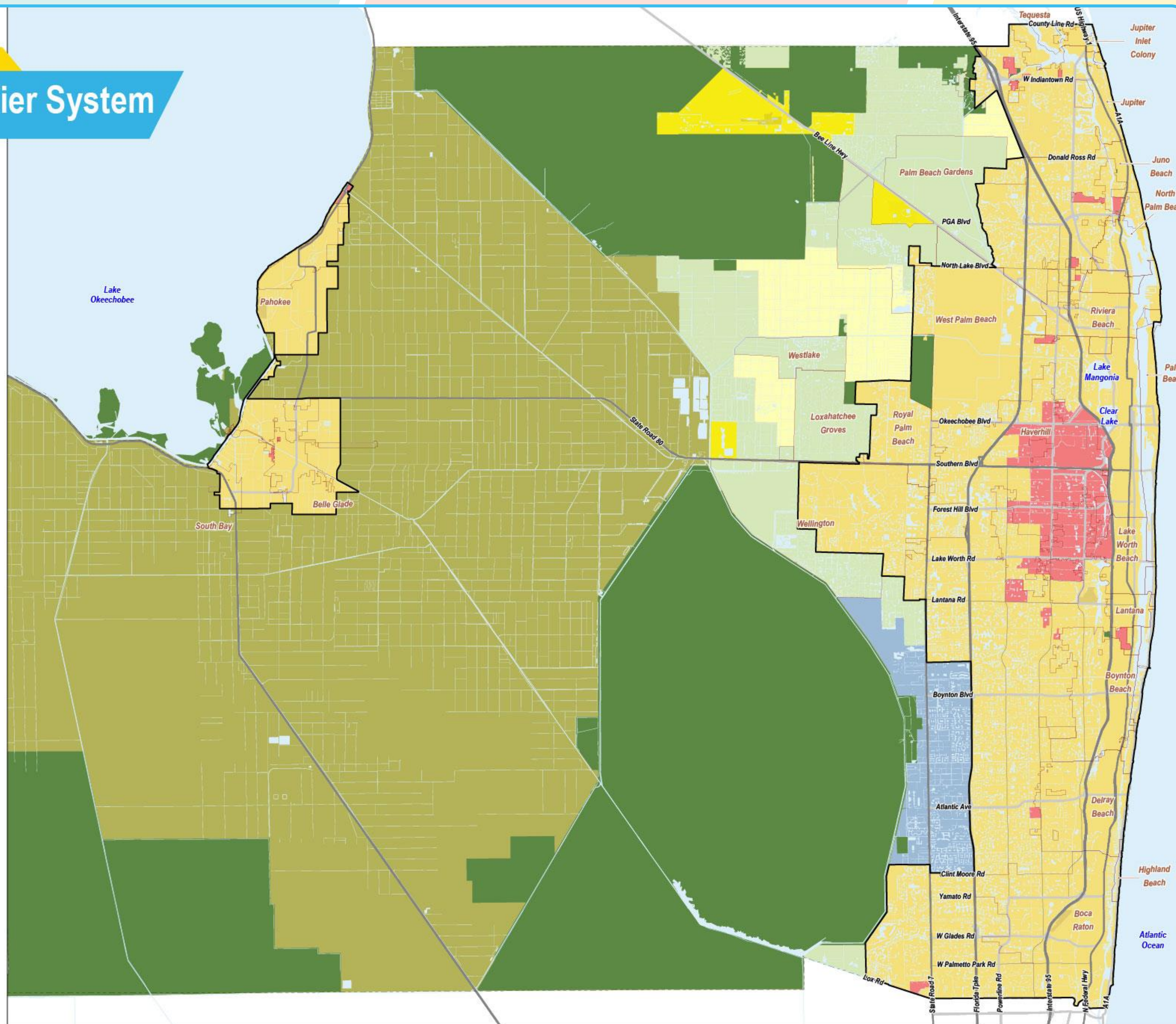
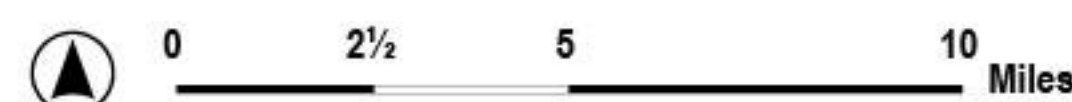
The Tier System delineates five distinct geographic regions. These areas have common characteristics such as development patterns, densities/intensities, and public service availability.

Legend

Managed Growth Tier System

- Urban/Suburban Tier
- Exurban Tier
- Rural Tier
- Agricultural Reserve Tier
- Glades Tier
- United Technologies Area Overlay/
North PBC General Aviation Airport/
Glades Area Protection Overlay Limited Urban Service Area
- Revitalization & Redevelopment Infill Overlay
- Conservation

Source: Palm Beach County



2050 Population Density



2050 Population Density

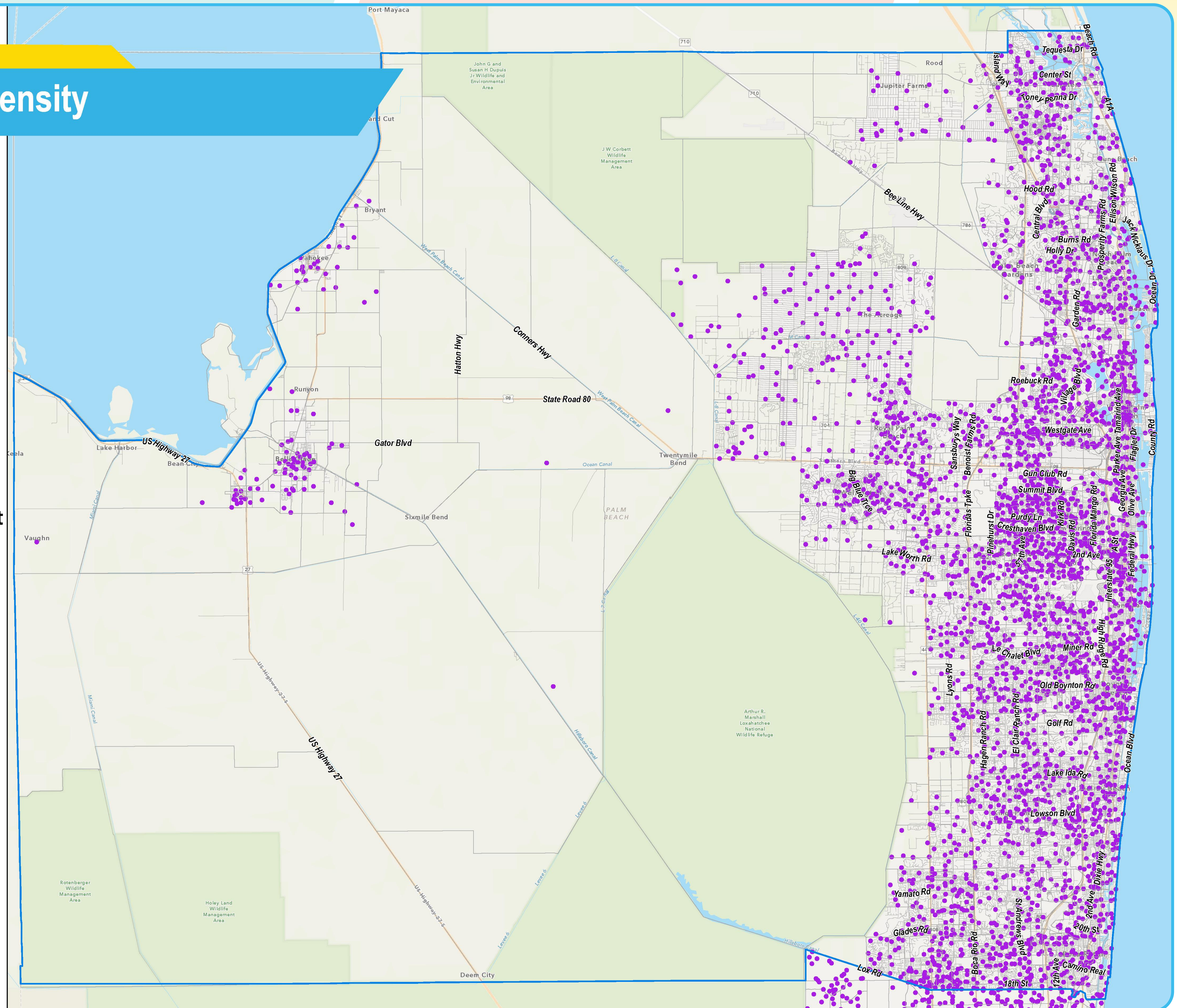
SERPM 9 uses an activity-based modeling framework that incorporates regional socioeconomic data, including population and employment, to forecast travel demand and population distribution at the Traffic Analysis Zone (TAZ) level for planning horizon years.

Population density forecasting relies on disaggregating county-level projections (from sources such as BEBR and TPA) into smaller zones using land use data, zoning maps, and approved developments, to support alignment between growth patterns, infrastructure and planning assumptions.

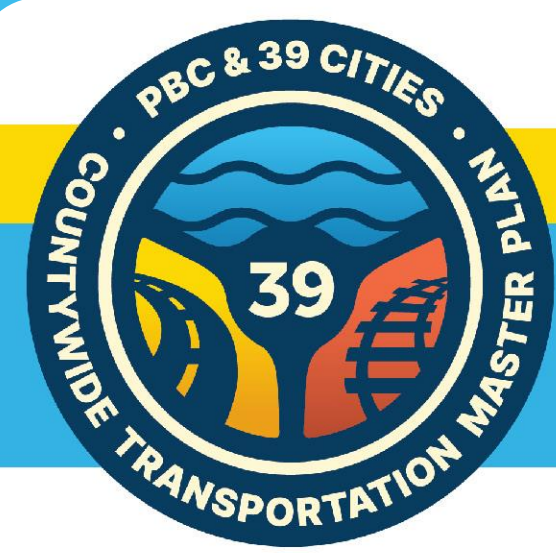
Legend

● 2050 Population
1 Dot = up to 500 People

Source: SERPM 9.5.2



2050 Employment Density



2050 Employment Density

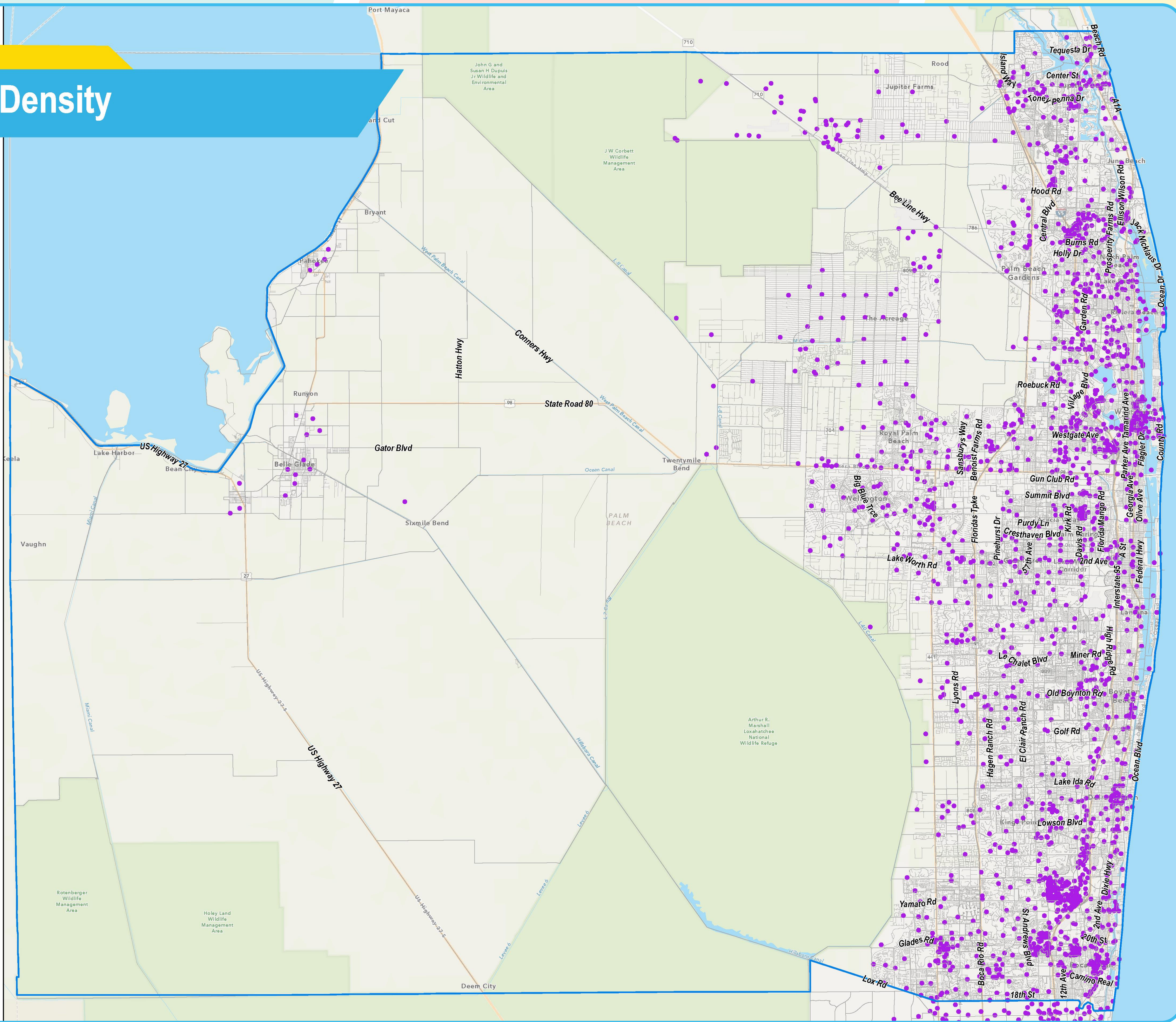
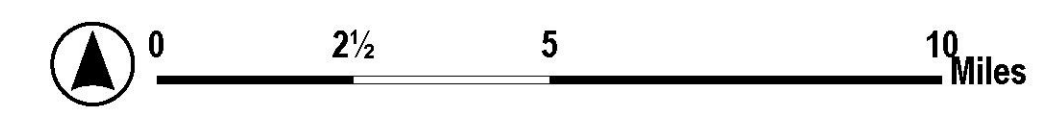
SERPM 9 incorporates employment data as a core socio-economic input, sourced from MPOs and regional planning agencies, to allocate jobs across Traffic Analysis Zones (TAZs) for planning horizon years. This provides representation of where people work in relation to transportation networks.

The model uses an activity-based approach, linking employment locations to travel behavior and accessibility, which helps planners evaluate future commuting patterns and prioritize infrastructure investments for high-employment corridors.

Legend

● 2050 Employment
1 Dot = up to 500 Jobs

Source: SERPM 9.5.2





2024 Level of Service

A Level of Service (LOS) Analysis was performed on FDOT, County and local roads to serve 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. The LOS is based on Volume to Capacity (V/C) Ratios aligned to each respective letter grade (LOS A to F).

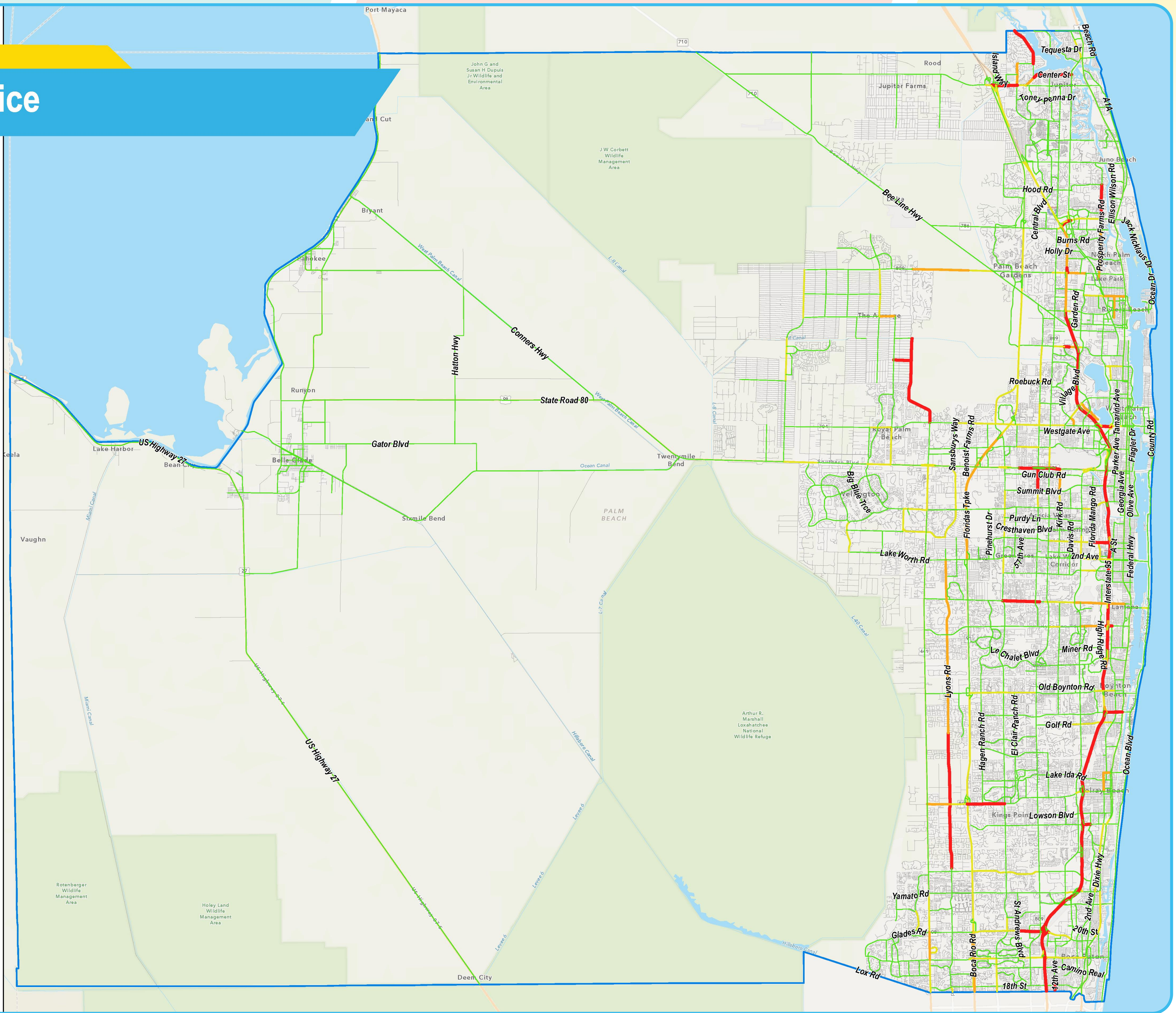
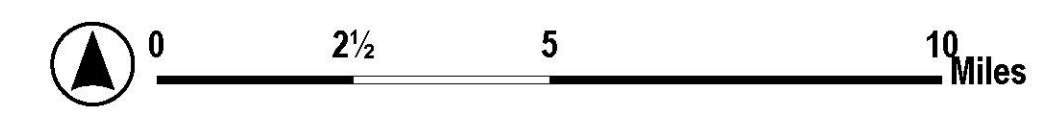
Legend

Daily Level of Service

- C
- D
- E
- F

Sources: SERPM 9.5.2 for capacity and 2024 AADT for volume
* LOS A & B not displayed

* Calculations based on daily volumes



2024 Over Capacity Segments



2024 Over Capacity Segments (V/C > 1)

The 2024 Over Capacity Segments map identifies roadway corridors operating at Level of Service F, where the volume-to-capacity (V/C) ratio exceeds 1, which indicates severe congestion.

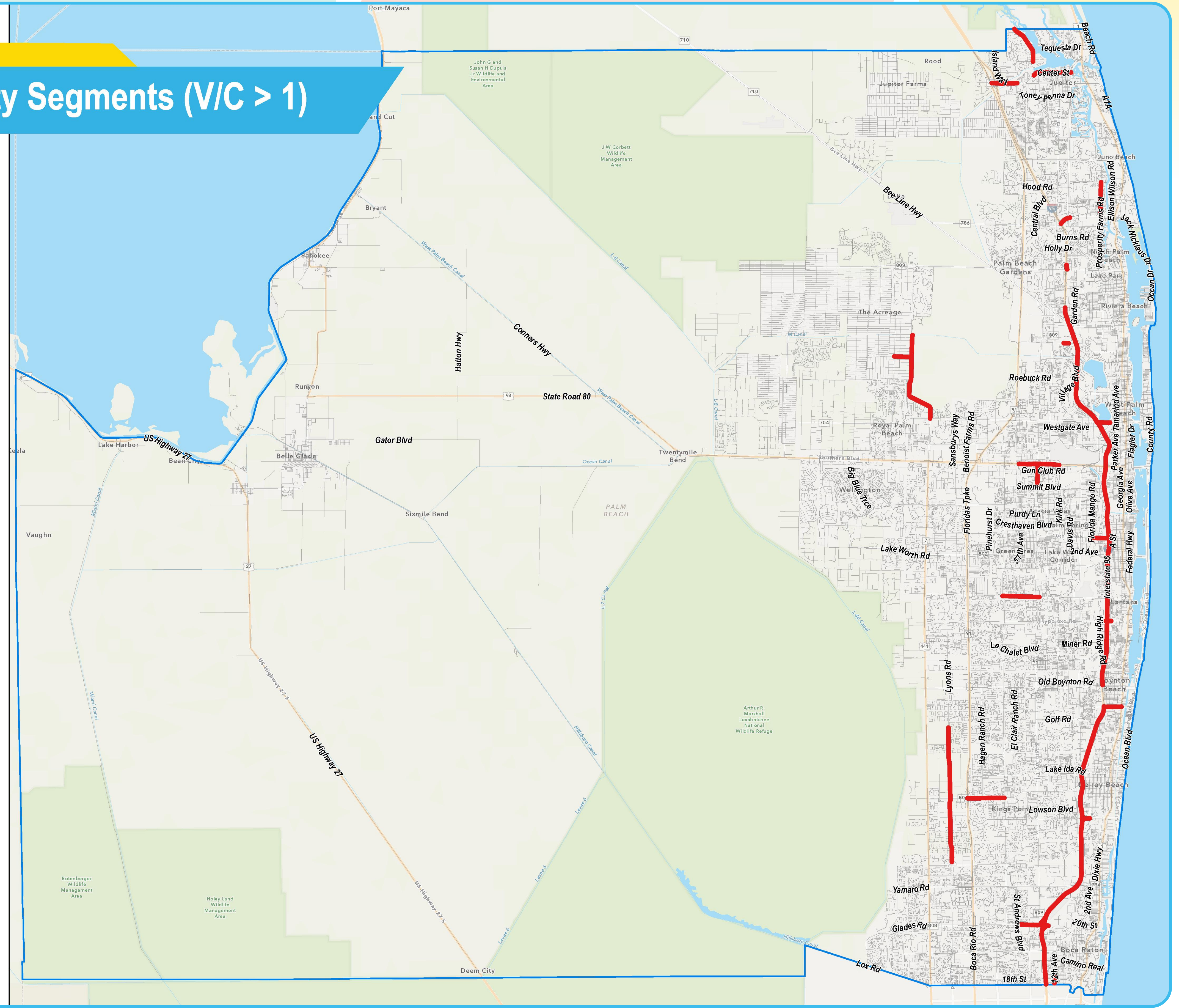
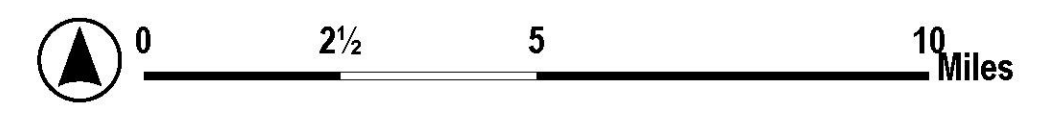
Using the SERPM 9 model, roadway capacities are estimated, while Average Annual Daily Traffic (AADT) data provides actual traffic volumes. Corridors highlighted on the map represent critical bottlenecks that require additional analysis to improve mobility and reduce traffic delays.

Legend

— 2024 Over Capacity Segments (V/C > 1)

Sources: SERPM 9.5.2 for capacity and 2024 AADT for volume

* Daily VC Ratio



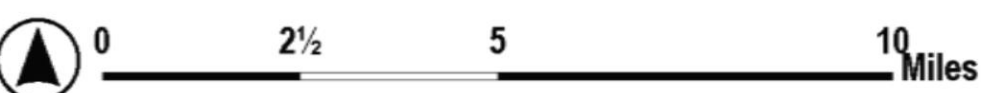


Comparison of Operating Speed vs Posted Speed

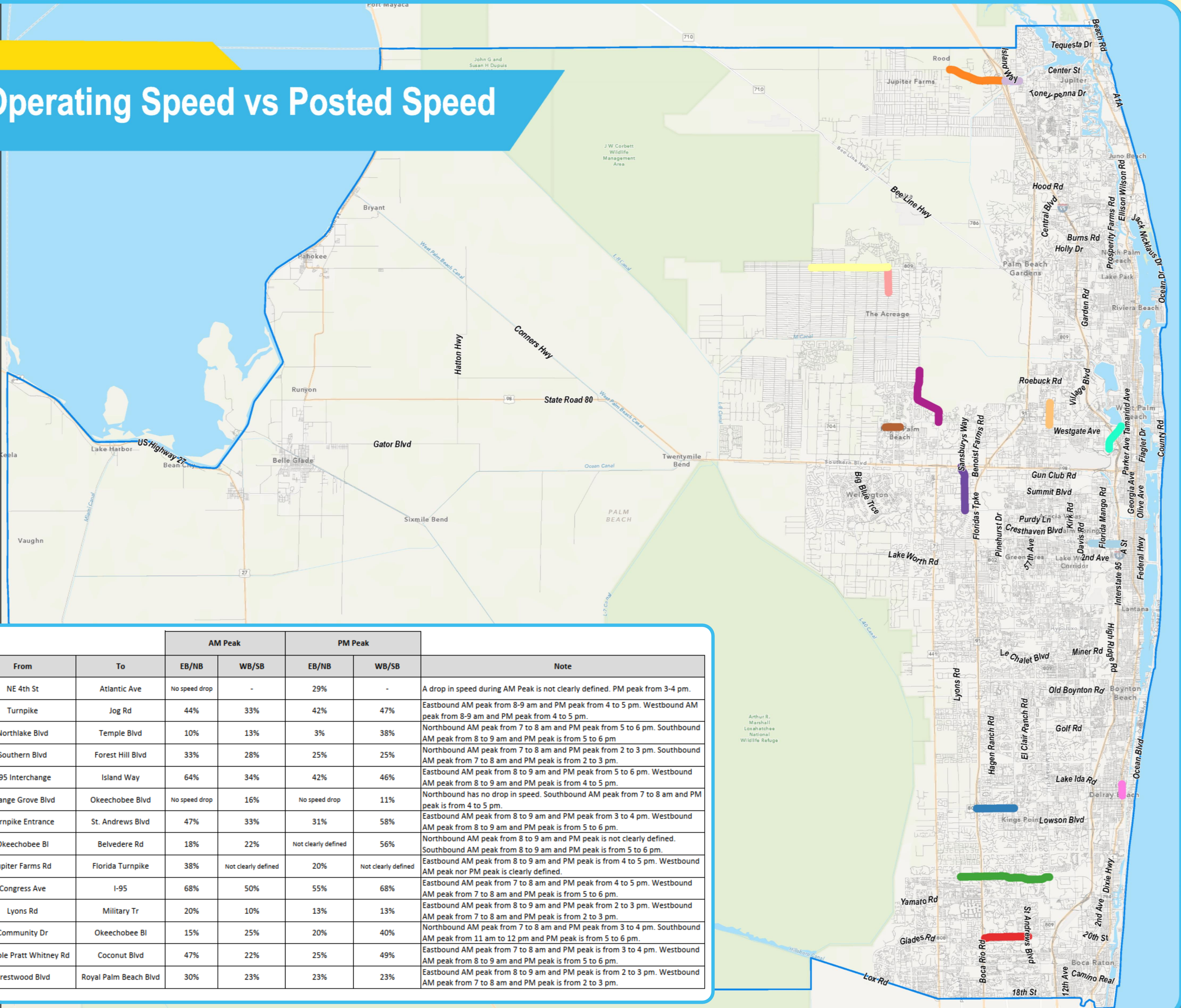
Legend

- 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 (NB) (NE 4th St to Atlantic Ave)

Source: RITIS 2024 - Congested Segments Based on Operating Speed vs. Posted Speed
* List identified by Palm Beach County



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.





2024 AM Peak Level of Service

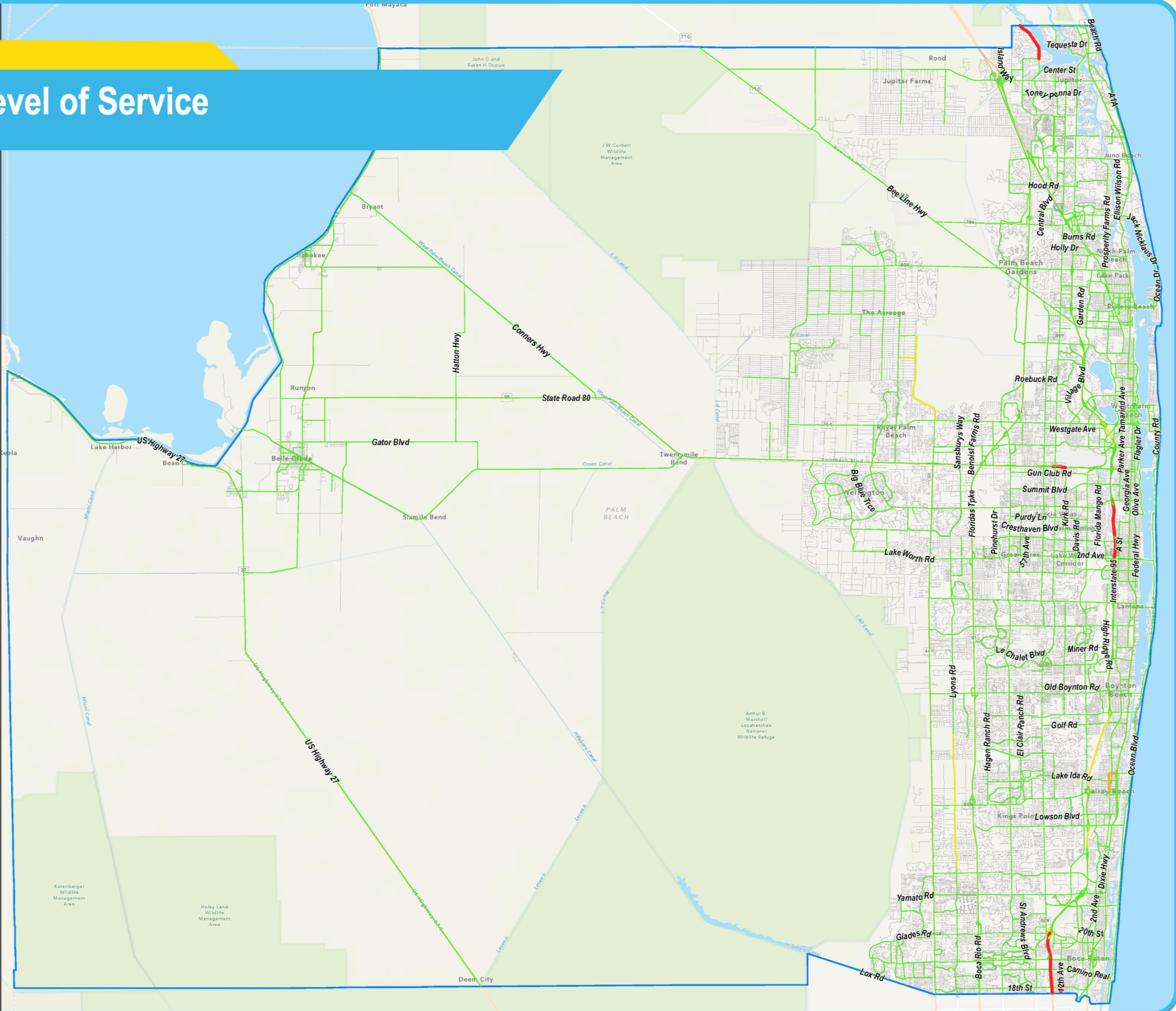
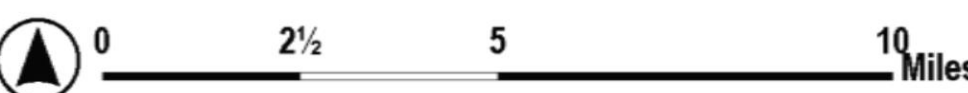
The analysis of the AM (morning) peak level of service for roadways across Palm Beach County and surrounding cities highlights major roads to indicate varying levels of service (C, D, E, F) during peak travel times.

Legend

AM Level of Service

- C
- D
- E
- F

Sources: SERPM 9.5.2 for capacity and 2024 AADT for volume
* LOS A & B not displayed



2024 PM Peak Hour Level of Service



2024 PM Peak Level of Service

The analysis of the PM (afternoon) peak level of service for roadways across Palm Beach County and surrounding cities highlights major roads to indicate varying levels of service (C, D, E, F) during peak travel times.

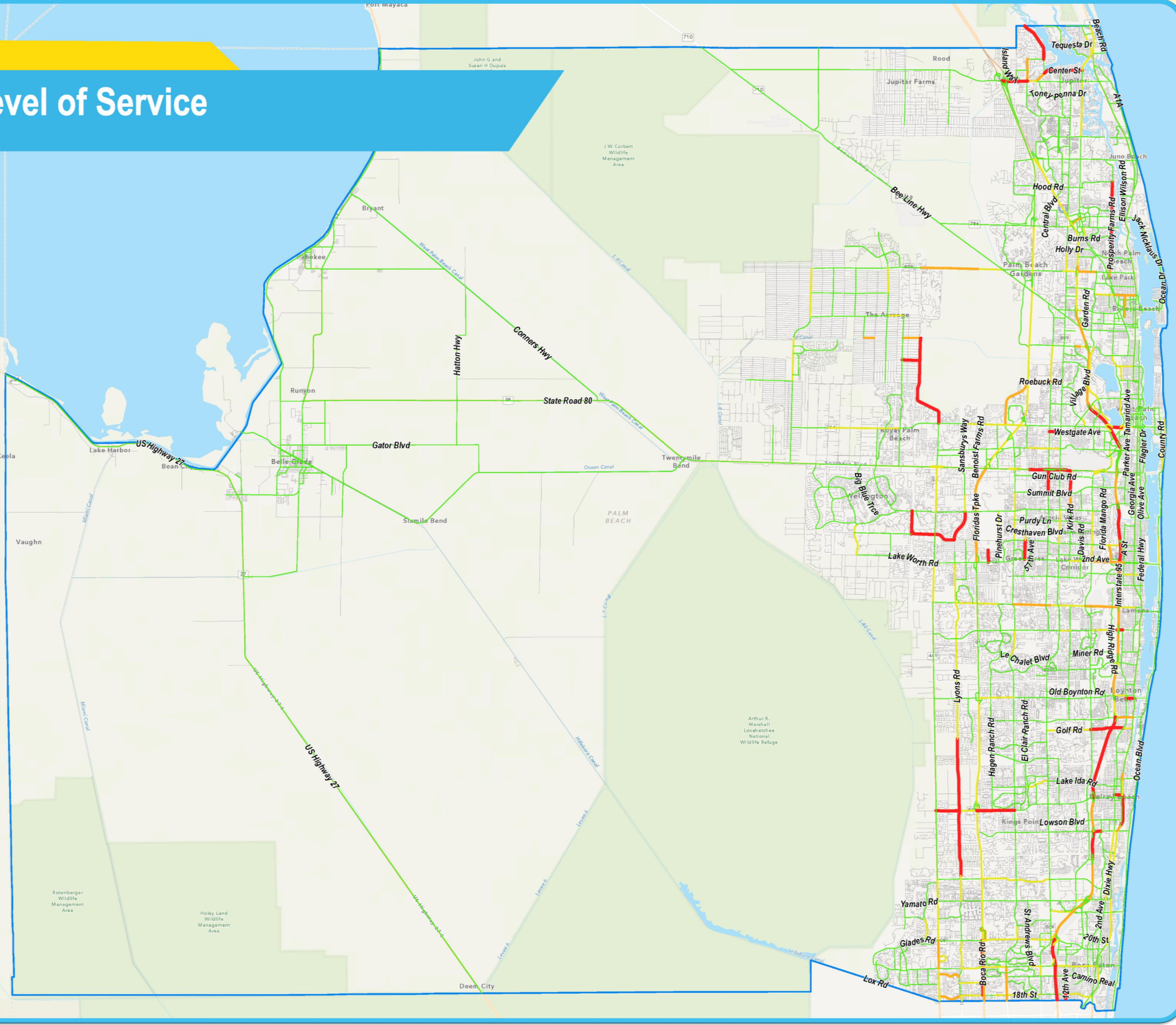
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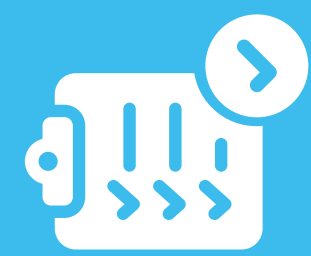
PM Level of Service

- C
- D
- E
- F

Sources: SERPM 9.5.2 for capacity and 2024 AADT for volume
*LOS A & B not displayed

0 2½ 5 10 Miles





FY 26-30 TIP & 2050 LRTP Projects



FY 26 TIP and 2050 LRTP Projects

The FY 26 TIP and 2050 LRTP Projects map illustrates transportation improvements scheduled across different timeframes, including near-term projects and long-range plans. The TIP (Transportation Improvement Program) covers projects programmed for fiscal years 2026–2030, while “long range” refers to projects planned beyond 2030 that align with the 2050 Long Range Transportation Plan (LRTP).

Legend

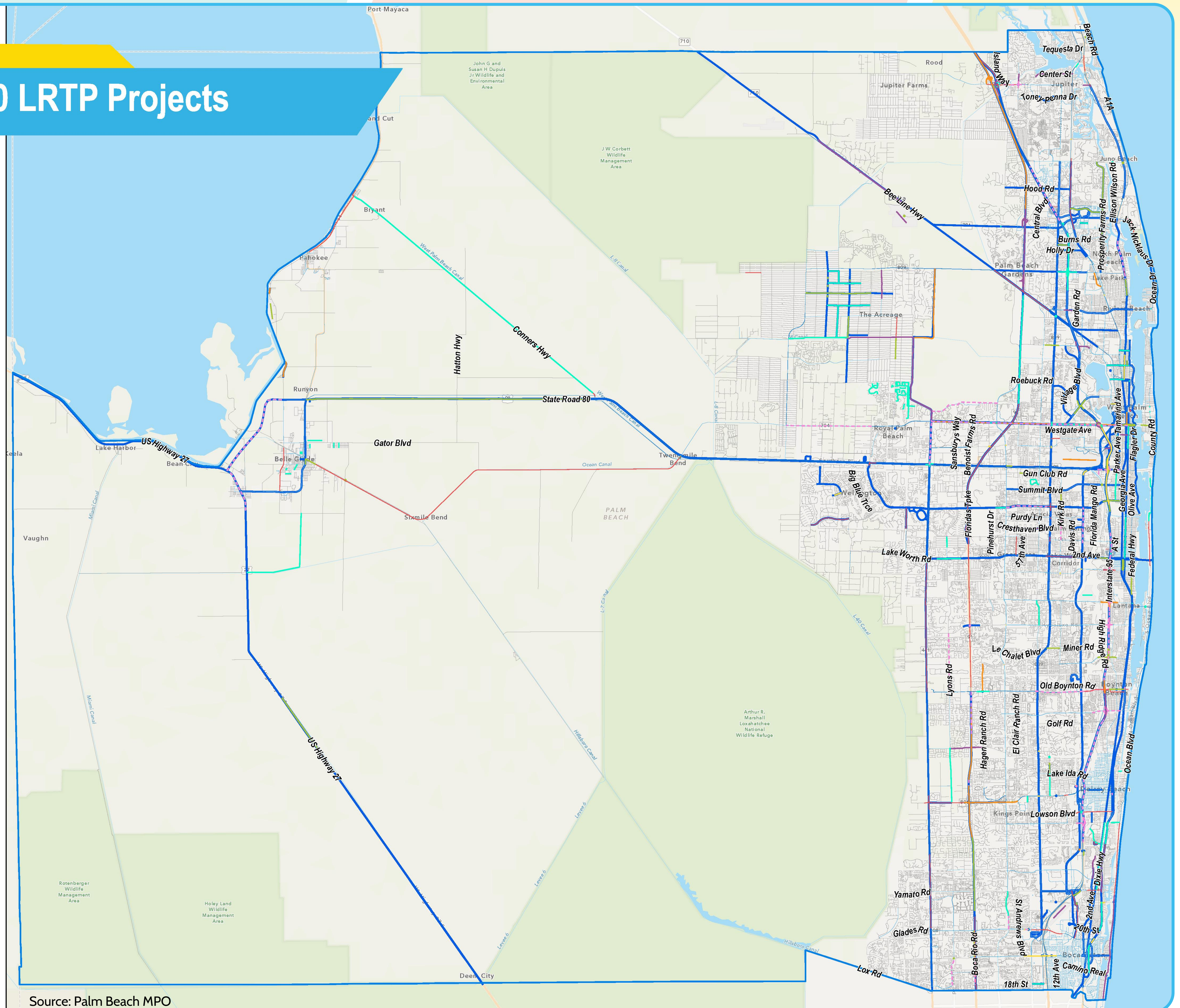
Fiscal Year 2026-2030 TIP Projects

Construction Year

- Before 2026
- 2026
- 2027
- 2028
- 2029
- 2030
- Long Range

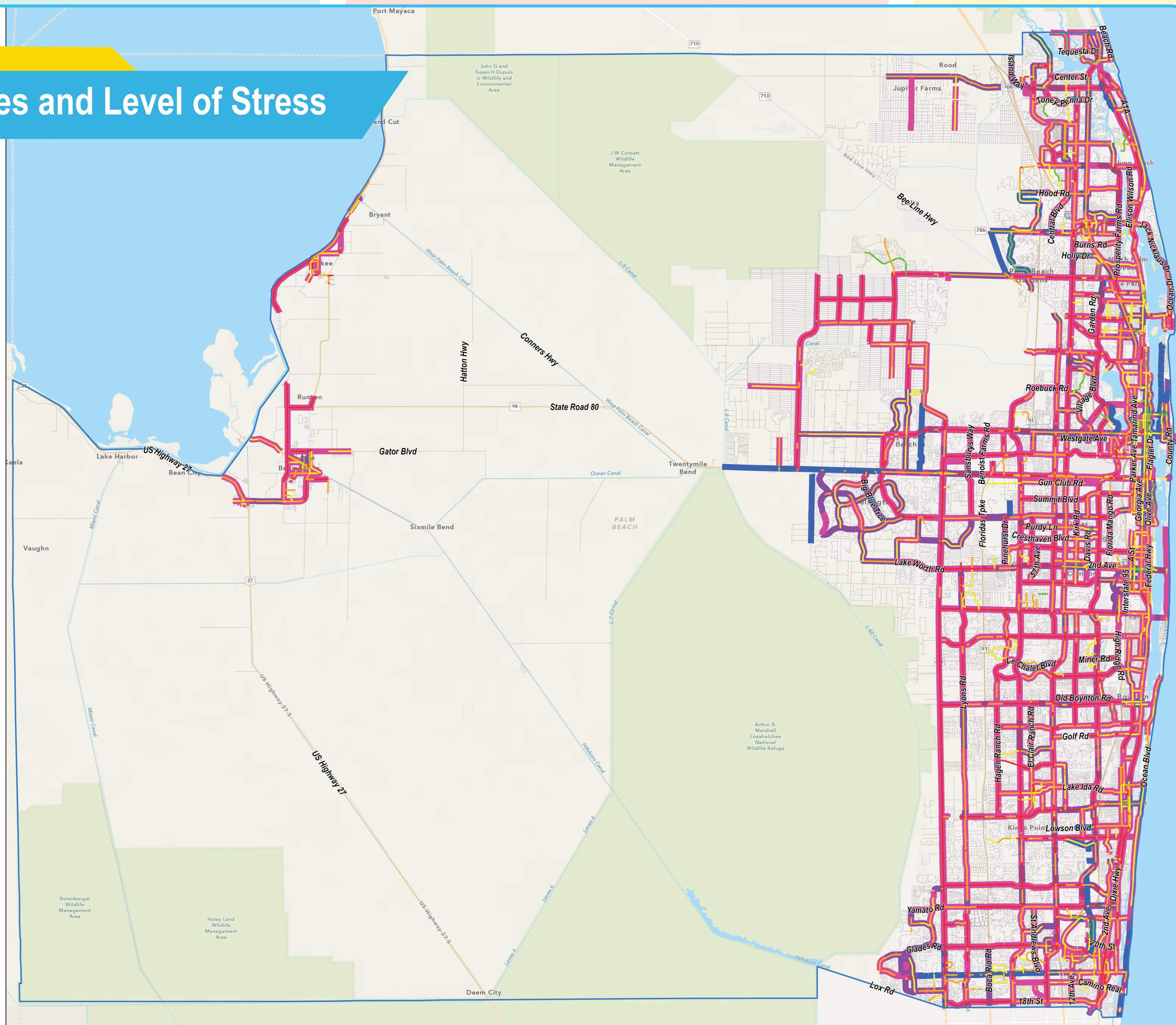
Vision 2050 Projects

- Cost-Feasible Plan Projects
- Illustrative Projects
- Other Local Projects Submitted

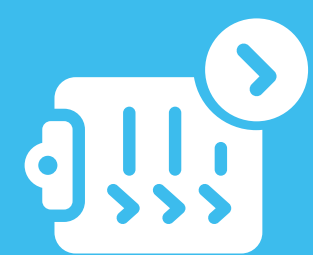


Source: Palm Beach MPO

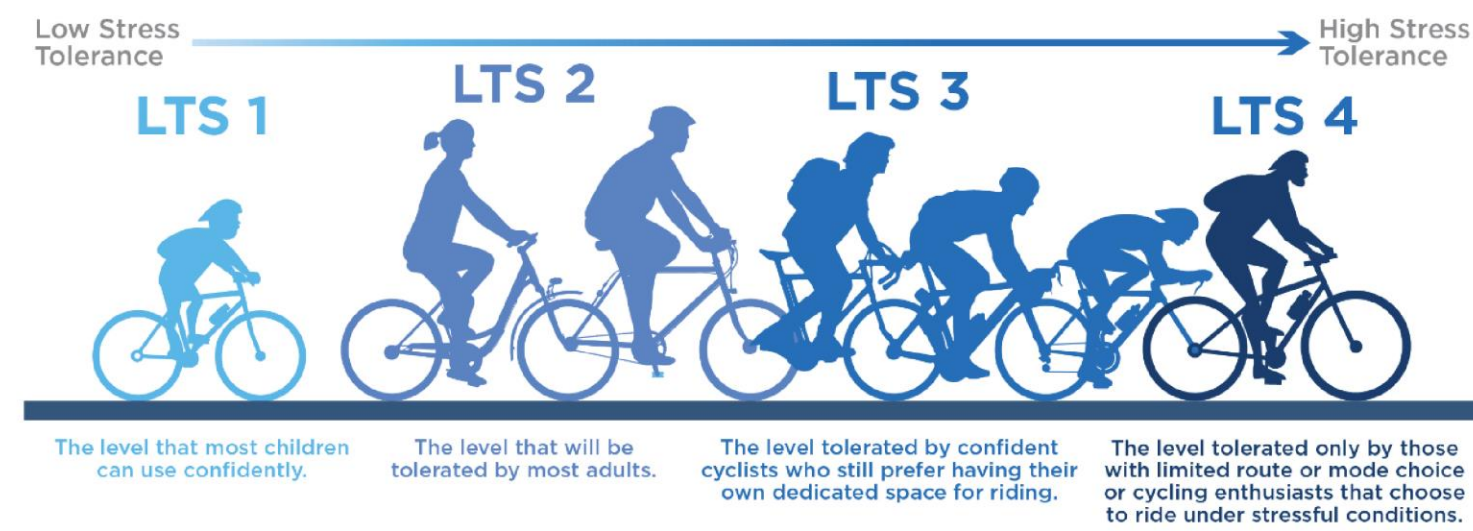




Bicycle Facilities & Level of Traffic Stress Projections



Bicycle Facilities and Level of Stress



Palm Beach County TPA evaluates bicycle comfort using the Level of Traffic Stress (LTS) methodology outlined in the FDOT 2023 Multimodal Quality/Level of Service Handbook. The Bicycle Level of Traffic Stress (BLTS) analysis uses FDOT GIS datasets, Roadway Characteristics Inventory (RCI), and local GIS layers to assess existing and planned facilities.

Stress levels range from LTS 1 (low stress) to LTS 4 (high stress), with higher stress occurring where no designated bicycle facilities exist or where lanes are adjacent to high-speed, high-volume traffic. When both a separated bike lane and shared-use path are present, the path is evaluated to reduce stress.

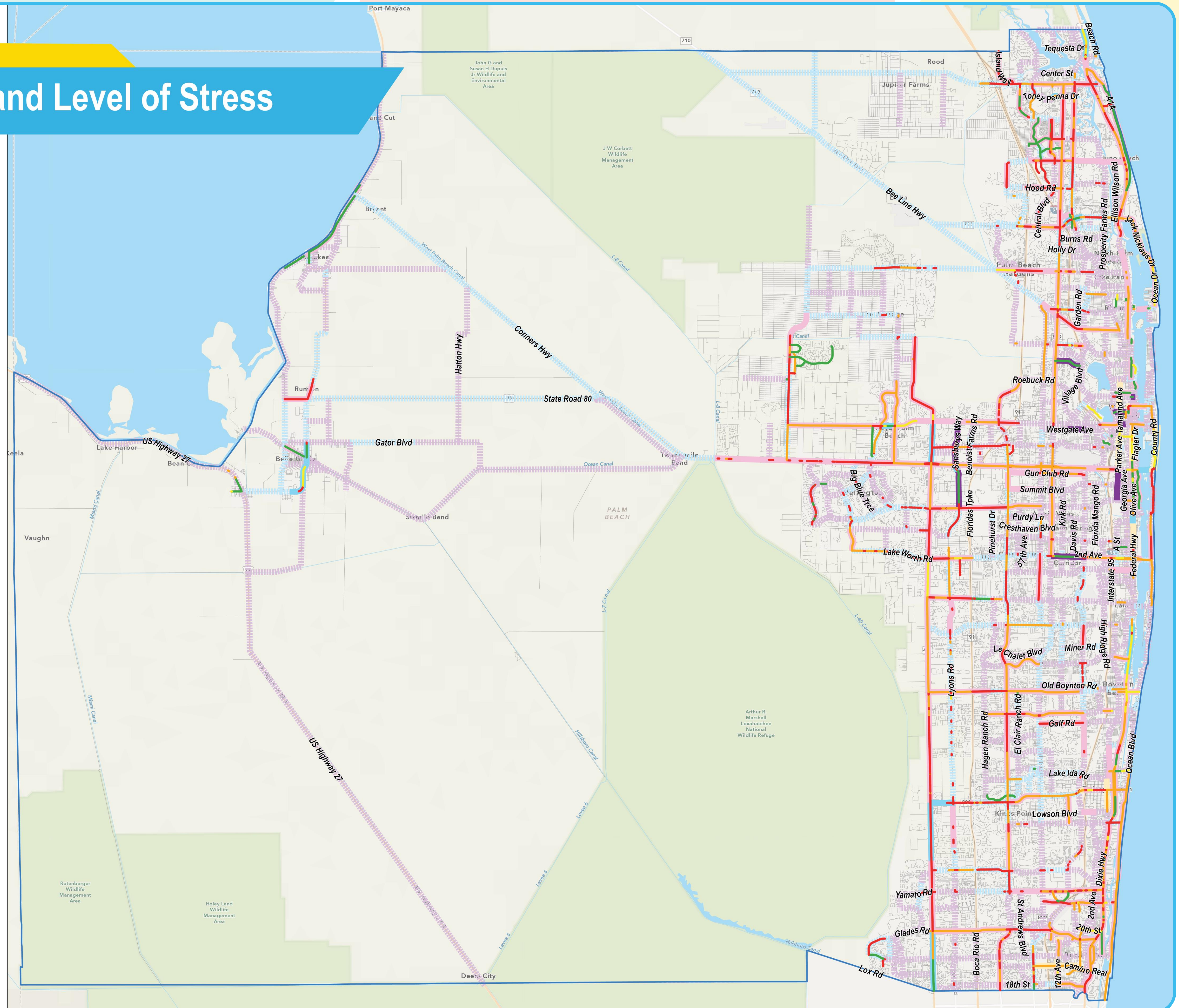
Legend

- Buffered
- Separated
- Paved Shoulder
- Designated
- Sharrow
- No Facility

Level of Traffic Stress

- 1
- 2
- 3
- 4

Sources: FDOT – Roadway Characteristics Inventory (RCI) , FDOT's GIS Open Hub and Palm Beach MPO Interactive Map layers





Transit System and Services

The Transit System and Services includes Palm Beach County, including PalmTran bus routes, Tri-Rail and Brightline rail corridors, designated Park & Ride locations and Go Glades. These services provide regional connectivity and first/last-mile options. This integrated system supports multimodal travel, improves accessibility, and connects major activity centers across the county.

Legend

PalmTran Routes

PalmTran Routes

Freight Rail Network

Freight Rail Network

Tri-Rail & Brightline Service

Tri-Rail Mainline (SFRC)

Brightline Mainline (FEC)

Palm Tran Park & Ride Locations

Palm Tran Park & Ride Locations

Transit Hubs

PalmTran (3+ Route Transfers)

PalmTran (<3 Route Transfers)

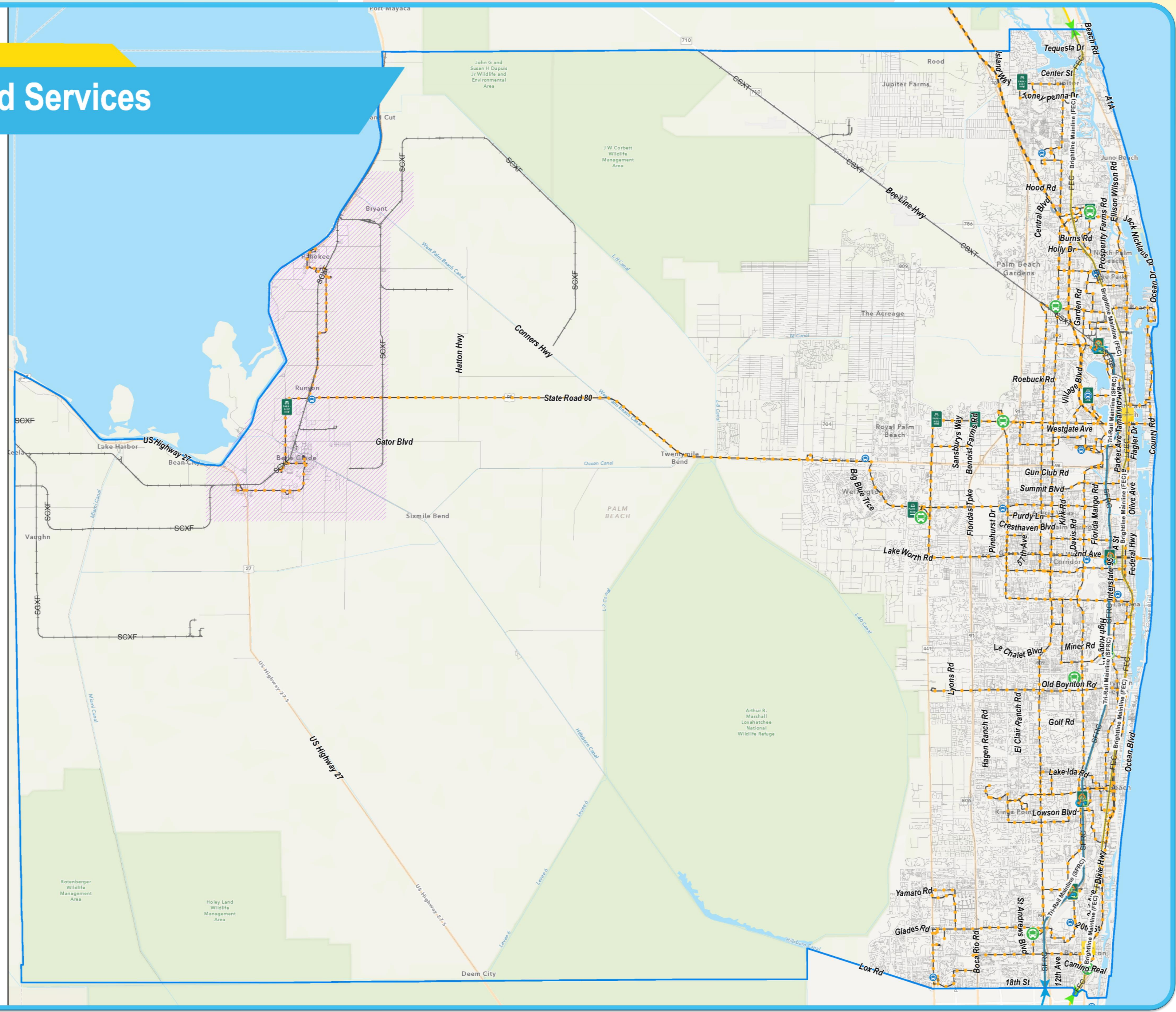
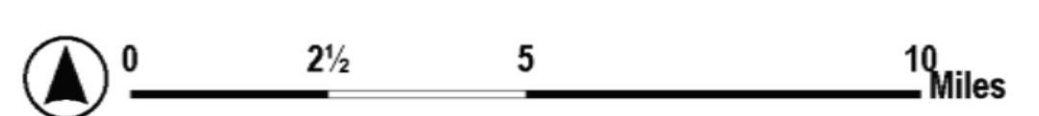
Tri-Rail

Brightline

Go Glades

Go Glades

Source: Palm Tran's Accelerate 2031 TDP FY 2024





PALM BEACH COUNTY

COUNTYWIDE TRANSPORTATION MASTER PLAN

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Technical Workshop

Monday, December 15, 2025, from 1:00 pm to 4:00 pm

Clayton E. Hutcheson Services Center

559 North Military Trail, West Palm Beach, FL 33415

B. Activity #2, Part 1- Transit and Constrained Corridors (30 minutes)

Consider:

- Existing constrained corridors
- Existing TOD locations
- Current needs in Palm Beach County
 - Population Growth
 - Density Projections
 - Employment Demands
 - Employment Hubs
 - Transit

Activity:

- Think about solutions to constrained corridors in terms of:
 - Which TOD locations need the most improvement?
 - What needs to be improved? (Infrastructure, Connectivity, Safety, Extent of Development, etc.)
 - Multilevel interceptor parking w/nominal fee near I-95 served with high quality collector/distributor/circulator system (people mover, robo-van, modern electric trolley, etc. w/ 5 minute headways during peak hours for larger cities such as Palm Beach, Boca Raton, Delray Beach.
- Of the missing connections identified in Activity #1, which ones have the potential to become Transit-Oriented Development Corridors?
- Given your locations for existing and proposed TODs, where should future high-capacity transit be developed? "High-capacity transit" means either Bus Rapid Transit in dedicated lanes, or Light Rail Transit on fixed guideways, or combinations of the two.
- What potential limitations might affect the introduction of TODs in the identified areas?
- Prioritize the recommended TOD locations from most necessary to least necessary.

Part 2 – Build-a-Corridor (30 Minutes)

Consider:

- Of the missing connections identified in Activity #1, pick ONE that has the potential to become Transit-Oriented Development Corridors?
- Consider the Palm Beach County Thoroughfare Right of Way Identification Map

Activity:

- How would you redesign the Right-of-Way of this particular street to accommodate future TOD development?





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- Think about which elements are most important to your table: Should there be dedicated bicycle lanes? Should a dedicated transit be included? Should the street maintain the same number of vehicular thru-lanes and turn lanes? Where should sidewalks and street trees be included or increased?
- Use the puzzle pieces to design an ideal street section that could be applied to this particular corridor.





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Agenda Item III. B Reference Materials

Build-a-Corridor

Each table will receive a different street section segment of the selected streets. The sections are representative of various conditions along the County.

Palm Beach County presents a unique opportunity to explore a variety of configurations and creative solutions to enhance important corridors. Seeking a new street design that improves the needs of all users may require compromises; however, balancing these needs can create better streets that are beautiful and creates a place where people want to be.

Each table will be provided with “playing pieces” that have all the elements that can constitute a street, as well as drawings of preselected street sections as it is currently configured at various locations. Arrange the playing pieces on top of the existing cross-section to show one way the table’s vision could be applied to create a balanced street design.

Process:

1. Work with the facilitator to arrange the playing pieces on the cross-section. Think about which elements are most important to your table: Should there be dedicated bicycle lanes? Should dedicated transit be included? Should the street maintain the same number of vehicular thru-lanes and turn lanes? Where should sidewalks and street trees be included or increased?
2. The playing pieces include travel and bike lanes at fixed dimensions (or with a small range of allowed dimensions). Sidewalks, medians and tree planting areas will need to be cut to the right dimensions to fit your table’s design. Use the 1-foot guidelines at the base of each section to properly size each element.
3. Tables should focus first on the area within the right-of-way; once this is set, additional attention may be given to the potential reconfiguration of space within parcels (such as the location for buildings, parking, trees).
4. Once the table has reached a consensus on the configuration of elements, use the double-stick tape to attach the playing pieces to the sheet.
5. Each table will have one representative present the design to the rest of the attendees.





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C. Activity #3- Envision (30 minutes)

Consider:

- Drivers and opportunities: Based on the information and discussions in activities 1 and 2, what drivers and opportunities should be considered in prioritization criteria? i.e., funding, resiliency planning, etc.

Strategize:

- Create up to three different future scenarios that could inform the planning process.
Examples: East West Connectivity; TOD, and Western Growth

Activity:

How do your scenarios address different needs in Palm Beach County?

- o Roadways
- o Technology
- o Population Density
- o Future Employment Demands
- o Transit
- What potential issues do each of your scenarios raise?
- Flag corridors and key nodes with documented issues where your proposed scenarios would provide practical solutions





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Agenda Item III. C Reference Materials

Scenario Building

The goal of scenario planning is to consider a wide range of possible buildouts. Starting with a no build scenario to a fully realized, complete system. Scenarios explore factors expected to emerge over the planning horizon of this project, including continued growth. These tools will be used to analyze the potential effects on future growth and transportation demand, design principles, environmental impacts, potential Transit-Oriented Development nodes, and necessary public transportation improvements, among other planning objectives.

Once these conditions are evaluated, the scenarios will help inform recommended goals, objectives and policies; desired quality and level of service; and the prioritization of various County projects. While the modeled outcomes are not precise predictions, they represent a range of possible future conditions that should be considered when planning for the years ahead.





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Scenario Selection and Development Worksheet

Use this worksheet during Activity 3 to move from identifying drivers in Activities 1 and 2 to choosing and building a future scenario for Palm Beach County.

How to Complete This Worksheet

1. Rank your top five drivers in Section A.
2. Follow the decision tree and find the matching scenarios.
3. Circle the three scenarios in Section C that best fit your group's priorities.

Section A. Rank Your Drivers

Based on your findings from Activity 1 (corridors, nodes, hotspots) and Activity 2 (TOD corridors), rank the five drivers that matter most for future planning.

Driver	Notes	Rank (1–5)
Transit readiness or transit need		
Resiliency or climate adaptation		
Redevelopment or CRA activity		
Safety and Vision Zero priorities		
Population growth or density changes		
Employment hubs and job access		
Technology and automation		
Funding availability		
Environmental protection		
Land use efficiency		
Equity and access		





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COUNTYWIDE TRANSPORTATION MASTER PLAN

Section B. Scenario Matching Matrix

Match your ranked drivers to the scenario types below. The scenario that appears most often is your primary scenario.

1. Look at your ranked drivers and the Scenario Matching Matrix.
2. Now circle the three scenarios you believe best match Palm Beach County's needs.

Scenario	Drivers That Point to This Scenario	Notes / When This Scenario Fits
Transit Priority	Transit readiness, population/density growth, employment access, equity needs	Best when high-demand corridors, job centers, or underserved areas need better transit (BRT, LRT).
Redevelopment and Infill	CRA activity, land use efficiency, equity and access, environmental protection	Works when infill, mixed-use redevelopment, and core-area reinvestment are top priorities.
Resiliency and Climate	Resiliency/climate risk, environmental protection, infrastructure vulnerability	Ideal if flooding, heat, drainage, or coastal vulnerabilities were highly ranked.
Technology and Automation	Technology readiness, funding efficiency, congestion management	Fits when automation, smart systems, AV shuttles, or digital tools are key to the solution.
Growth Corridor	Population growth, western expansion, employment hubs, roadway demand	Used when pressure for new housing, suburban growth, or expanding mobility networks is dominant.
Budget-Constrained	Funding constraint, safety needs, low-cost efficiency, maintenance backlogs	Best when resources are limited and the focus is low-cost, high-impact, quick-build improvements.
Hybrid Scenario	Any combination of tied top drivers (e.g., resiliency + transit + infill)	Created when groups have multiple top drivers with equal importance.





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Section C. Group Scenario Consensus Table

1. Each participant circles their top three scenarios from Section B.
2. As a group, tally how many people selected each scenario.
3. Use the keywords to guide discussion about what this scenario represents.
4. The top one or two become the scenarios your group will build.

Scenario Consensus Table

Scenario	Number of People Who Selected This	Keywords That Describe This Scenario
Transit Priority	_____	Transit, Ridership, BRT/LRT, Core Corridors
Redevelopment and Infill	_____	CRA Areas, Mixed-Use, Infill, Reinvestment
Resiliency and Climate	_____	Flooding, Heat, Resilience, Coastal, Hardening
Technology and Automation	_____	AV, Smart Signals, Innovation, Digital Tools
Growth Corridor	_____	Housing, Expansion, Suburban Pressure, New Links
Budget-Constrained	_____	Low-Cost, Quick Build, Efficiency, Maintenance
Transit Priority	_____	Transit, Ridership, BRT/LRT, Core Corridors





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Agenda Item IV.

Report Back

Presentations will be provided by each breakout group at the end of each activity.





PALM BEACH COUNTY

COUNTYWIDE TRANSPORTATION MASTER PLAN

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Agenda Item V.

Conclusions and Next Steps

Summary and reiterations of what will be done with today's finding and what to expect at the January 28th meeting.

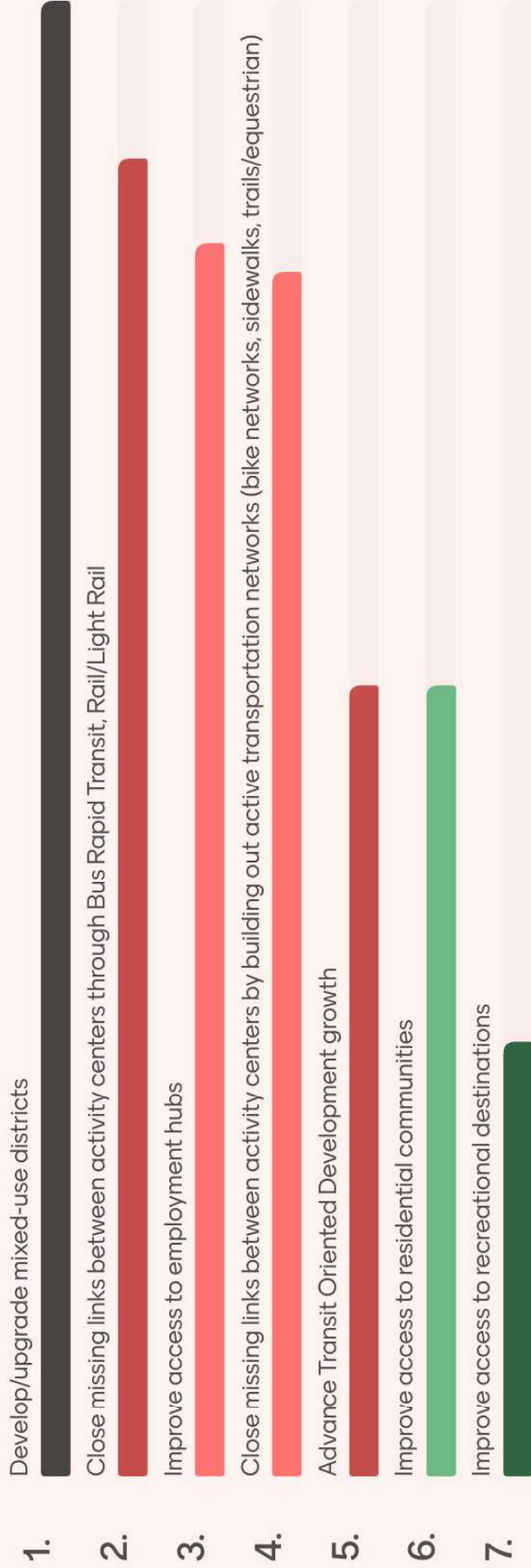




Appendix L: Menti Results

Rank All 7 with 1 Being Most Important

Thinking about Palm Beach County's corridors, activity centers, and hotspots: please rank the improvements that should be prioritized:



Open Ended

Which corridor(s) in Palm Beach County do you consider the most strained or best suited for new/expanded Transit-Oriented Development?

Okeechobee blvd east
of haverhill road

Okeechobee/Military
trail

Don't know

Okeechobee Blvd

Along Tri coastal link line

Okeechobee Blvd.;
Southern Blvd.; SR7

Okeechobee, US-1,
Military Trail

Lake Worth Road
corridor

Open Ended

Which corridor(s) in Palm Beach County do you consider the most strained or best suited for new/expanded Transit-Oriented Development?

Okeechobee Road,
Military Trail, Indiantown
Road

Federal Highway

The FEC rail Corridor US
1 Okeechobee
Boulevard

Okeechobee
Blvd/Military Trail

Congress

Lake Worth Road
corridor between beach
and Wellington

Central and Western
PBC

Lake worth road and
military trail Forest Hill
and Jog

Open Ended

Which corridor(s) in Palm Beach County do you consider the most strained or best suited for new/expanded Transit-Oriented Development?

Okeechobee corridor

Southern Blvd
Okeechobee corridor
Us1

Military trail

US 1

Northlake

Atlantic Ave and Lyons
Rd

Military Trail

Town of Lake Park
(Park/10th/Old Dixie and
surrounding area).

Open Ended

Which corridor(s) in Palm Beach County do you consider the most strained or best suited for new/expanded Transit-Oriented Development?

Number one road project should be the completion of SR7 to Northlake.

Okeechobee Blvd,
Southern Blvd & 441/7,
Military Trail

US1

West Bahamas link

441

Northlake east of I-95

Sr 7 to Northlake

Yamato and Congress

Open Ended

Which corridor(s) in Palm Beach County do you consider the most strained or best suited for new/expanded Transit-Oriented Development?

Seminole Pratt Whitney

Australian

Lake Worth rod and Jog
Road

Open Ended

How would you support the development of the corridor you identified in the previous question?

Brt

Enhanced transit
service quality and
frequency,l

Increased densities and
mix of uses

Incentivize development
through increased
height and density.

Smart signalization

TOD overlays

Examining existing and
proposed development
patterns to determine if
feasible

Increase density

Open Ended

How would you support the development of the corridor you identified in the previous question?

Interceptor parking
before nodes

Safe Street
Implementation

Dedicated BTR lane

Review all TOD nodules
with the best method to
connect.

Walkability - good urban
design

Tod Land use patterns!

Accommodating Zoning;
partners; implementing
BRT ; parking

Overlay district for
increases density/mixed use
development with
workforce housing
requirements.



Open Ended

How would you support the development of the corridor you identified in the previous question?

Create a monorail system

Similar code provisions in adjacent jurisdictions to increase density/intensity

Enhance mixed-use development opportunities; enhance parking options; prioritize funding for roadway improvements and rail opportunities; enhance employment centers

Coordinate and obtain easements as redevelopment occurs along the entire roadway through multiple jurisdictions

Coastal rail link on FECC track

Shade

Make sure LDRs support MXD & enough density to support

More holistic and bigger picture planning with stakeholders versus planning in silos.

Open Ended

How would you support the development of the corridor you identified in the previous question?

Educate local elected
on best practices for
redevelopment

Increase or charge parking
fees to support future
transit ridership

NO MORE WIDENING
ROADS PALM BEACH
COUNTY!

Mixed Use Activity
Centers

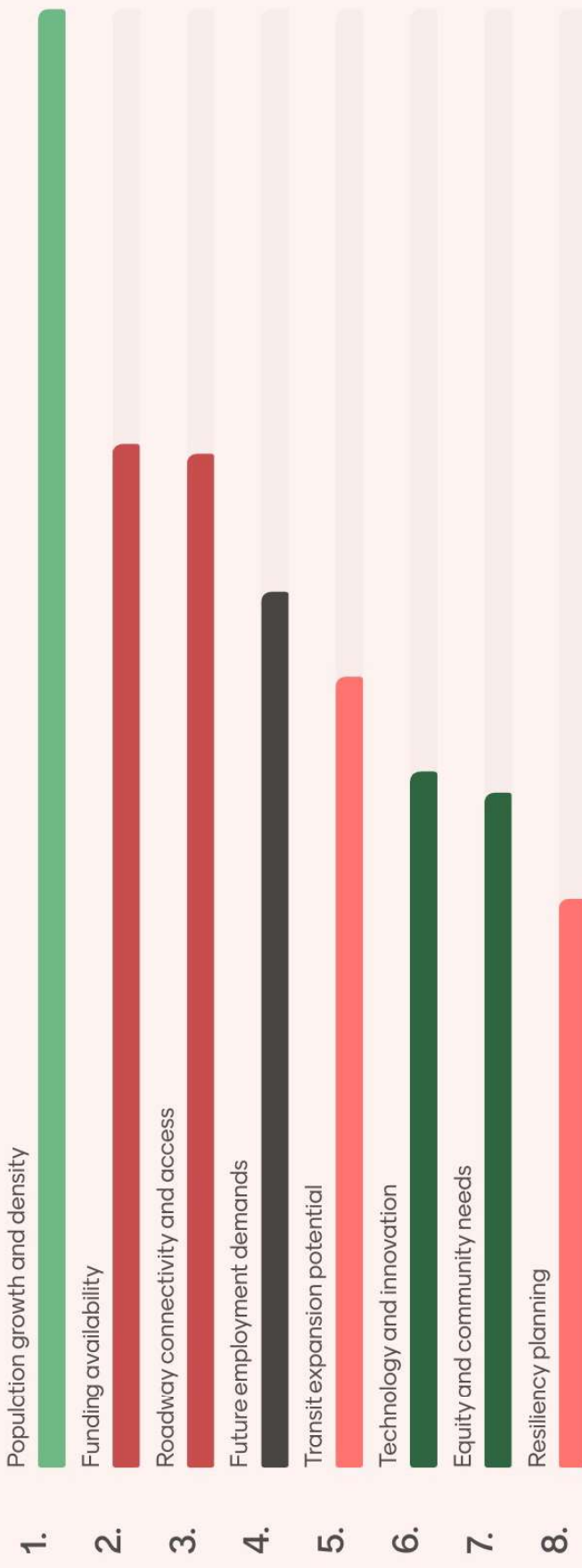
Cross jurisdiction
collaboration

Considering the SR7 extension
to Northlake should have
already been completed, to
support the development of
that corridor relies solely on the
city of WPB and stopping their
interference



Rank All 8 with 1 Being Most Important

Which of the following drivers and opportunities do you consider most important when prioritizing transportation investments in Palm Beach County?





Appendix M: Corridor Scoring



Corridor	Segment	Weighted Vehicle Score	Weighted Bike/Ped Score	Weighted Transit Score	Average Weighted Score
10th Ave N	1	3	7	7	6
10th Ave N	2	7	8	7	7
10th Ave N	3	4	7	7	6
16th St / Spooner Rd / State Road 715	1	2	8	7	5
45th St	1	2	7	6	5
45th St	2	7	7	7	7
A1A / Ocean Dr	1	1	8	5	5
A1A / Ocean Dr	2	1	7	5	5
Alternate A1A	1	6	10	7	8
Alternate A1A	2	4	5	5	5
Alternate A1A	3	5	8	5	6
Atlantic Ave	1	3	7	5	5
Atlantic Ave	2	9	7	7	8
Atlantic Ave	3	6	6	7	6
Atlantic Ave	4	8	5	7	7
Bee Line Hwy / Dr Martin Luther King Jr Blvd	1	7	8	5	7
Bee Line Hwy / Dr Martin Luther King Jr Blvd	2	4	7	7	6
Belvedere Rd	1	3	8	6	6
Belvedere Rd	2	6	7	6	6
Belvedere Rd	3	4	5	7	5
Boynton Beach Blvd / 100th St S	1	2	6	6	5
Boynton Beach Blvd / 100th St S	2	9	5	7	7
Boynton Beach Blvd / 100th St S	3	6	6	7	7
Boynton Beach Blvd / 100th St S	4	7	5	8	7
Clint Moore Rd	1	3	7	5	5
Clint Moore Rd	2	6	5	6	6
Clint Moore Rd	3	4	7	7	6
Coconut Blvd	1	1	7	3	4
Congress Ave	1	4	6	6	5
Congress Ave	2	8	7	6	7
Congress Ave	3	4	7	6	6
Congress Ave / Australian Ave	1	6	5	7	6
Congress Ave / Australian Ave	2	4	6	7	6
Congress Ave / Australian Ave	3	9	6	7	7
Congress Ave / Australian Ave	4	5	7	7	6
Congress Ave / Australian Ave	5	4	9	7	7
Congress Ave / Australian Ave	6	6	8	7	7
Congress Ave / Australian Ave	7	8	7	7	8



Corridor	Segment	Weighted Vehicle Score	Weighted Bike/Ped Score	Weighted Transit Score	Average Weighted Score
Congress Ave / Australian Ave	8	1	7	6	5
Conners Hwy	1	1	2	5	3
Dixie Hwy / Federal Hwy	1	9	8	8	8
Dixie Hwy / Federal Hwy	2	7	9	8	8
Dixie Hwy / Federal Hwy	3	6	8	7	7
Dixie Hwy / Federal Hwy	4	5	7	7	7
Dixie Hwy / Federal Hwy	5	2	7	7	5
Dixie Hwy / Federal Hwy	6	2	6	8	5
Dixie Hwy / Federal Hwy	7	2	7	7	5
Dixie Hwy / Federal Hwy	8	6	6	8	7
Dixie Hwy / Federal Hwy	9	8	4	8	7
Dixie Hwy / Federal Hwy	10	4	7	7	6
Dixie Hwy / Federal Hwy	11	3	9	7	6
Dixie Hwy / Federal Hwy	12	3	8	4	5
Dixie Hwy / Federal Hwy	13	3	7	5	5
El Clair Ranch Rd	1	1	7	7	5
Forest Hill Blvd	1	8	9	6	8
Forest Hill Blvd	2	5	6	7	6
Forest Hill Blvd	3	7	7	8	7
Forest Hill Blvd	4	3	6	7	5
Gateway Blvd	1	2	7	6	5
Gateway Blvd	2	5	5	7	6
Gateway Blvd	3	2	5	7	5
Glades Rd	1	1	7	4	4
Glades Rd	2	8	7	7	7
Glades Rd	3	10	7	7	8
Glades Rd	4	8	8	8	8
Hagen Ranch Rd	1	1	7	6	5
Hagen Ranch Rd	2	4	7	6	6
Haverhill Rd	1	4	7	4	5
Haverhill Rd	2	5	8	5	6
Haverhill Rd	3	7	6	7	7
Haverhill Rd	4	7	6	7	7
Haverhill Rd	5	6	8	7	7
Haverhill Rd	6	1	7	5	4
Hypoluxo Rd	1	2	5	5	4
Hypoluxo Rd	2	5	7	6	6
Hypoluxo Rd	3	7	7	6	7



Corridor	Segment	Weighted Vehicle Score	Weighted Bike/Ped Score	Weighted Transit Score	Average Weighted Score
Hypoluxo Rd	4	1	7	5	5
Indiantown Rd	1	2	2	3	2
Indiantown Rd	2	5	5	3	4
Indiantown Rd	3	9	9	5	7
Jog Rd/Powerline Rd	1	8	7	6	7
Jog Rd/Powerline Rd	2	6	7	7	6
Jog Rd/Powerline Rd	3	8	8	7	8
Jog Rd/Powerline Rd	4	3	7	6	5
Jog Rd/Powerline Rd	5	5	7	5	6
Jog Rd/Powerline Rd	6	7	6	7	6
Jog Rd/Powerline Rd	7	9	6	7	7
Jog Rd/Powerline Rd	8	5	7	6	6
Jog Rd/Powerline Rd	9	2	7	6	5
Lake Ida Rd / NE 4th St	1	2	7	7	5
Lake Ida Rd / NE 4th St	2	4	5	7	5
Lake Ida Rd / NE 4th St	3	5	7	7	6
Lake Worth Rd / Lake Ave / Lucerne Ave / Gracida St	1	2	5	6	4
Lake Worth Rd / Lake Ave / Lucerne Ave / Gracida St	2	9	5	6	7
Lake Worth Rd / Lake Ave / Lucerne Ave / Gracida St	3	6	8	7	7
Lake Worth Rd / Lake Ave / Lucerne Ave / Gracida St	4	4	6	7	5
Lake Worth Rd / Lake Ave / Lucerne Ave / Gracida St	5	2	9	7	6
Lantana Rd	1	4	5	4	4
Lantana Rd	2	6	6	7	6
Lantana Rd	3	5	7	6	6
Lantana Rd	4	3	6	7	5
Linton Blvd	1	4	7	7	6
Linton Blvd	2	5	7	7	6
Linton Blvd	3	7	7	7	7
Lox Rd	1	6	3	4	5
Lyons Rd	1	9	7	5	7
Lyons Rd	2	6	7	7	7
Lyons Rd	3	8	7	5	7
Lyons Rd	4	2	7	6	5
Lyons Rd	5	4	4	4	4
Lyons Rd	6	6	5	5	6
Lyons Rd	7	3	6	6	5
Lyons Rd	8	3	7	5	5
Main St / Everglades St / State Road 15 / Belle Glade Rd / Lake Ave / E 7th St / US Highway 441 N / Palm Beach Rd	1	1	10	6	6



Corridor	Segment	Weighted Vehicle Score	Weighted Bike/Ped Score	Weighted Transit Score	Average Weighted Score
Military Trl	1	8	7	5	7
Military Trl	2	6	8	7	7
Military Trl	3	9	7	7	8
Military Trl	4	6	8	7	7
Military Trl	5	5	7	7	6
Military Trl	6	6	6	7	6
Military Trl	7	8	7	7	7
Military Trl	8	9	7	7	8
Military Trl	9	6	8	7	7
Military Trl	10	5	7	7	7
Military Trl	11	9	6	7	7
Military Trl	12	4	5	6	5
N State Road 7	1	10	5	7	7
N State Road 7	2	7	5	7	6
N State Road 7	3	3	7	4	5
N State Road 7	4	2	5	3	3
N State Road 7	5	1	5	4	3
N State Road 7	6	5	3	5	5
N State Road 7	7	7	6	6	6
N State Road 7	8	4	7	5	6
N State Road 7	9	5	5	5	5
Northlake Blvd	1	7	7	3	6
Northlake Blvd	2	10	7	4	7
Northlake Blvd	3	8	7	7	8
Ocean Ave / County Rd / Barton Ave / Jack Nicklaus Dr	1	7	5	5	6
Ocean Ave / County Rd / Barton Ave / Jack Nicklaus Dr	2	4	7	5	5
Ocean Ave / County Rd / Barton Ave / Jack Nicklaus Dr	3	3	7	5	5
Ocean Ave / County Rd / Barton Ave / Jack Nicklaus Dr	4	1	6	5	4
Ocean Ave / County Rd / Barton Ave / Jack Nicklaus Dr	5	1	8	4	4
Ocean Ave / County Rd / Barton Ave / Jack Nicklaus Dr	6	2	7	5	5
Ocean Ave / County Rd / Barton Ave / Jack Nicklaus Dr	7	2	6	4	4
Ocean Ave / County Rd / Barton Ave / Jack Nicklaus Dr	8	1	5	4	3
Ocean Ave / County Rd / Barton Ave / Jack Nicklaus Dr	9	1	7	5	4
Ocean Ave / County Rd / Barton Ave / Jack Nicklaus Dr	10	1	7	5	4
Ocean Ave / County Rd / Barton Ave / Jack Nicklaus Dr	11	1	7	5	5
Okeechobee Blvd / Royal Palm Way	1	3	7	5	5
Okeechobee Blvd / Royal Palm Way	2	7	8	7	7
Okeechobee Blvd / Royal Palm Way	3	9	7	8	8



Corridor	Segment	Weighted Vehicle Score	Weighted Bike/Ped Score	Weighted Transit Score	Average Weighted Score
Okeechobee Blvd / Royal Palm Way	4	8	7	8	8
Old Dixie Hwy	1	9	6	8	8
Old Dixie Hwy	2	7	9	8	8
Old Dixie Hwy	3	5	7	6	6
Old Dixie Hwy / President Barack Obama Hwy / Greenwood Ave / Rosemary Ave	1	2	2	6	4
Old Dixie Hwy / President Barack Obama Hwy / Greenwood Ave / Rosemary Ave	2	3	9	6	6
Palmetto Park Rd	1	2	4	4	3
Palmetto Park Rd	2	7	6	7	6
Palmetto Park Rd	3	9	7	6	7
Palmetto Park Rd	4	10	7	5	7
Palmetto Park Rd	5	6	7	8	7
PGA Blvd / Jack Nicklaus Dr	1	3	5	4	4
PGA Blvd / Jack Nicklaus Dr	2	9	7	7	8
Royal Palm Beach Blvd	1	4	4	5	4
Royal Palm Beach Blvd	2	3	7	4	4
Seminole Pratt Whitney Rd	1	4	7	3	5
Southern Blvd	1	9	7	6	7
Southern Blvd	2	10	7	6	7
Southern Blvd	3	9	7	6	8
Southern Blvd	4	5	7	6	6
Southern Blvd	5	4	7	7	6
State Road 80	1	2	7	4	5
SW 18th St	1	4	3	7	5
SW 18th St	2	8	7	5	7
SW 18th St	3	7	5	5	6
US Highway 27 N	1	1	5	4	3
Woolbright Rd	1	4	7	6	6
Woolbright Rd	2	2	7	7	6
Woolbright Rd	3	8	6	7	7
Yamato Rd	1	2	7	5	5
Yamato Rd	2	6	7	7	7
Yamato Rd	3	4	5	7	5
Yamato Rd	4	6	7	7	7



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