



COUNTYWIDE TRANSPORTATION MASTER PLAN CHAPTER 3: STRATEGIZE

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PALM BEACH COUNTY COUNTYWIDE TRANSPORTATION MASTER PLAN

Chapter 3: Strategize

TABLE OF CONTENTS

Chapter 3: Strategize	3-6
3.1. Project Goals, Objectives and Performance Measures	3-6
3.1.1. CTMP Goals and Objectives	3-7
3.1.2. Performance Measures	3-8
3.2. Recommended Design Principles	3-16
3.2.1. Corridor Design Framework	3-16
3.2.2. Design Principles and Best Practices	3-17
3.2.3. Typical Sections Library	3-18
3.2.4. Land Use to Align with CTMP Goals	3-19
3.2.5. Land Use, Human Behaviors and Travel Choice	3-23
How Land Use Shapes Travel Behavior	3-25
Human Behavior and Travel Choices	3-26
Influencing Travel Choices Through Land Use and Policy	3-27
3.3. Corridor Analysis Methodology	3-28
3.3.1. Existing Conditions and Land Use Evaluation	3-31
3.3.2. Safety and Technology Considerations	3-31
3.3.3. Future Conditions and Feasibility Evaluation	3-32
3.3.4. Project Options	3-32
3.3.5. Corridor Analysis	3-33
3.4. Technology and Innovation	3-77
3.4.1. The Future of Access, Business and Public Services	3-78
Access and Transportation	3-78
Physical Access and Advancement	3-79
Virtual Access	3-83



Business and Transportation	3-88
Public Services and Transportation	3-90
3.4.2. Positioning Palm Beach County for the Future of Access, Business and Public Services 3-91	
Pilot Project Portfolio Themes	3-92
“Low Hanging Fruit”	3-95
Dedicated Funds for Transportation Projects.....	3-96
Conclusion.....	3-96
3.5. Automated People Mover	3-98
3.5.1. Need	3-98
3.5.2. Concept and Operations	3-100
3.5.3. Station Area and Intermodal Integration.....	3-100
3.5.4. Phasing and Implementation Strategy.....	3-101
3.5.5. Planning-Level Costs and Funding Considerations.....	3-102
3.6. Endnotes	3-104



List of Tables

Table 3-1: CTMP Goals and Objectives.....	3-7
Table 3-2: Goal 1 Performance Monitoring.....	3-9
Table 3-3: Goal 2 Performance Monitoring.....	3-10
Table 3-4: Goal 3 Performance Monitoring.....	3-11
Table 3-5: Goal 4 Performance Monitoring.....	3-12
Table 3-6: Goal 5 Performance Monitoring.....	3-13
Table 3-7: Goal 6 Performance Monitoring.....	3-14
Table 3-8: Goal 7 Performance Monitoring.....	3-15
Table 3-9: The Two-Way Land Use–Transportation Relationship.....	3-24
Table 3-10: The Five Ds of the Built Environment and Their Influence on Travel Behavior.....	3-25
Table 3-11: Initial Selection Process	3-29
Table 3-12: Final Selection of Corridors for Supplemental Task.....	3-30
Table 3-13: 45th Street Existing Conditions / Future Opportunities.....	3-35
Table 3-14: Congress Avenue Existing Conditions / Future Opportunities	3-37
Table 3-15: CR 880 Existing Conditions / Future Opportunities.....	3-39
Table 3-14: Glades Road Existing Conditions / Future Opportunities	3-41
Table 3-17: Indiantown Road Existing Conditions / Future Opportunities	3-43
Table 3-18: Hypoluxo Road Existing Conditions / Future Opportunities.....	3-45
Table 3-19: Jog Road Existing Conditions / Future Opportunities.....	3-47
Table 3-20: Lake Worth Road Existing Conditions / Future Opportunities	3-49
Table 3-21: Lantana Road Existing Conditions / Future Opportunities.....	3-51
Table 3-22: Military Trail Existing Conditions / Future Opportunities.....	3-53
Table 3-23: Northlake Blvd Existing Conditions / Future Opportunities	3-55
Table 3-24: Okeechobee Blvd Existing Conditions / Future Opportunities.....	3-57
Table 3-25: PGA Blvd Existing Conditions / Future Opportunities.....	3-59
Table 3-26: Southern Blvd Existing Conditions / Future Opportunities.....	3-61
Table 3-27: SR 7 Existing Conditions / Future Opportunities	3-63
Table 3-28: Palmetto Park Rd Existing Conditions/ Future Opportunities	3-65
Table 3-29: Kirk Road Existing Conditions / Future Opportunities.....	3-67
Table 3-30: Haverhill Road Existing Conditions / Future Opportunities	3-69
Table 3-31: Lyons Road Existing Conditions / Future Opportunities	3-71
Table 3-32: Skees Road Existing Conditions / Future Opportunities.....	3-73
Table 3-33: W Atlantic Ave Existing Conditions / Future Opportunities.....	3-75
Table 3-34: Themes for Near-Term Pilot Projects.....	3-93
Table 3-35: Themes for Long-Term Pilot Projects.....	3-94



List of Figures

Figure 3-1: Land Use/Design Type – New Mixed-Use Neighborhood Center.....	3-20
Figure 3-2: Land Use/Design Type – Suburban Retrofit+Infill.....	3-21
Figure 3-3: Land Use/Pattern – Core Urban Village.....	3-22
Figure 3-4: The Land Use and Transportation Connection	3-23
Figure 3-5: 45th Street Safety Analysis, 2020-2025.....	3-36
Figure 3-6: Congress Avenue Safety Analysis, 2020-2025.....	3-38
Figure 3-7: CR 880 Safety Analysis, 2020-2025.....	3-40
Figure 3-8: Glades Road Safety Analysis, 2020-2025	3-42
Figure 3-9: Indiantown Road Safety Analysis, 2020-2025.....	3-44
Figure 3-10: Hypoluxo Road Safety Analysis, 2020-2025.....	3-46
Figure 3-11: Jog Road Safety Analysis, 2020-2025	3-48
Figure 3-12: Lake Worth Road Safety Analysis, 2020-2025	3-50
Figure 3-13: Lantana Road Safety Analysis, 2020-2025	3-52
Figure 3-14: Military Trail Safety Analysis, 2020-2025.....	3-54
Figure 3-15: Northlake Boulevard Safety Analysis, 2020-2025.....	3-56
Figure 3-16: Okeechobee Boulevard Safety Analysis, 2020-2025.....	3-59
Figure 3-17: PGA Boulevard Safety Analysis, 2020-2025.....	3-60
Figure 3-18: Southern Boulevard Safety Analysis, 2020-2025	3-62
Figure 3-19: State Road 7 Safety Analysis, 2020-2025.....	3-64
Figure 3-20: Palmetto Park Road Safety Analysis, 2020-2025	3-66
Figure 3-21: Krik Road Safety Analysis, 2020-2025	3-68
Figure 3-22: Haverhill Road Safety Analysis, 2020-2025.....	3-70
Figure 3-23: Lyons Road Safety Analysis, 2020-2025.....	3-72
Figure 3-24: Skees Road Safety Analysis, 2020-2025.....	3-74
Figure 3-25: W Atlantic Ave Safety Analysis, 2020-2025	3-76
Figure 3-26: Access System.....	3-78
Figure 3-27: "Automobility" Implications.....	3-80
Figure 3-28: Autonomous Driving is Inevitable	3-80
Figure 3-29: American Car-Buying.....	3-81
Figure 3-30: Tailoring Vehicles to Trip Requirements	3-82
Figure 3-31: Carbot Tailored Vehicle	3-82
Figure 3-32: Virtual Access.....	3-84
Figure 3-33: Technology and Innovation Shaping the Future.....	3-85
Figure 3-34: Future of Access.....	3-86
Figure 3-35: Better Quality of Life at Lower Cost for All	3-87
Figure 3-36: Businesses Exist to Create Value.....	3-88



Figure 3-37: Technology and Innovation Will Transform Supply Systems	3-89
Figure 3-38: DJT Downtown Connector Map.....	3-100



Chapter 3: Strategize

3.1. Project Goals, Objectives and Performance Measures

A strategic direction for the CTMP was established to guide priorities through 2050. This framework, developed during the Envision stage, ensures that the Plan's prioritized recommendations reflect regional needs and align with federal and state planning frameworks. The CTMP goals are informed by federal performance-based planning requirements, statewide priorities, and extensive countywide public engagement, including input from the project steering committee (IPARC 2.0+).

The refined set of Goals and Objectives were developed through an inclusive and data-driven process which incorporates community and IPARC 2.0+ input from the Discover stage and alignment with the Palm Beach MPO's 2050 LRTP goals and objectives. The resulting framework is intended to guide future transportation projects and policy decisions across Palm Beach County. Municipalities may opt to adopt the framework as part of their local comprehensive plans.

The CTMP Goals and Objectives were vetted and refined by IPARC 2.0+ during the January 2026 workshop to confirm they:

- Align with federal, state, and local transportation planning factors and frameworks,
- Reflect community consensus from over 1,500 resident and stakeholder responses,
- Position Palm Beach County to incorporate state-of-the-art transportation technologies and innovations, and,
- Support long-term quality of life and mobility needs.

This process included:

- Review of relevant plans, reports, and studies,
- Integration of federal performance measures (Performance Measures 1, 2, 3, and Transit Asset Management (TAM))
- Input from public involvement including 13 public meetings facilitated throughout the county with polling outputs and over 1,500 survey responses received
- Feedback from the project steering committee (IPARC 2.0+), including insights from the pre-workshop homework assignment and outcomes of the January 28 in-person technical workshop.



3.1.1. CTMP Goals and Objectives

The CTMP goals and objectives establish the policy framework for evaluating transportation needs, organizing recommendations, and tracking progress over time. Goals are broad, aspirational, and long-term statements that define the overall direction of the CTMP and align transportation investments with the County's vision. Objectives are more targeted and measurable statements that help translate each goal into trackable outcomes and near-term priorities.

Table 3-1: CTMP Goals and Objectives

Goal Title	Goal Statement	Objectives
Goal 1: Safe & Secure Multimodal Transportation System	Ensure the safety and security of all users across all transportation modes including vehicles, bicycles, pedestrians, and transit by implementing comprehensive measures that address physical safety, perceived security, and equitable access.	Eliminate fatalities and serious injuries across all modes of transportation while enhancing security through proactive approaches and measurable targets.
Goal 2: Efficient and Reliable Multimodal Mobility	Deliver a transportation system that optimizes efficiency and reliability, and reduces congestion across all modes including vehicles, transit services (Palm Tran, Tri-Rail, Brightline), bicycles, and pedestrian pathways to further equitable access and reduce congestion.	Improve system efficiency and reliability for all users by expanding underutilized modes, enhancing connectivity, and implementing clear, measurable performance indicators that reflect real-world travel experience.
Goal 3: Integrated, Accessible, and Low-Stress Multimodal Connectivity	Create a seamless transportation network that connects all modes transit, freight, bicycles, and pedestrians while prioritizing comfort, safety, and efficient use of existing infrastructure. Leverage technology and innovation to serve all modes.	Provide a safe, low-stress, and well-connected multimodal network that enhances accessibility, optimizes infrastructure utilization, and supports expanded commuter transit options.
Goal 4: Resilient and Sustainable Infrastructure	Develop and maintain infrastructure that withstands environmental, economic, and operational challenges while minimizing environmental impacts and supporting long-term community needs through data-driven investments.	Protect and strengthen infrastructure against vulnerabilities and reduce environmental impacts by incorporating risk-based planning, measurable sustainability indicators, and adaptive strategies.
Goal 5: Integrated Land Use and Economic Development for Sustainable Mobility	Align transportation planning with land use and economic development strategies to reduce travel demand, support efficient mobility, and encourage balanced growth across the county.	Coordinate transportation investments with land use and economic development policies to minimize vehicle miles traveled (VMT), encourage multimodal accessibility, and promote data-driven decision-making.
Goal 6: Financially Sustainable and Value-Driven Investments	Deliver transportation solutions that maximize return on investment, align with community priorities, and maintain fiscal responsibility through transparent, data-driven funding strategies.	Ensure transportation investments are cost-effective, fundable, and strategically prioritized by leveraging diverse funding sources, controlling cost escalation, and tracking performance against measurable financial and quality-of-life outcomes.
Goal 7: Consensus-Driven and Meaningful Public Engagement	Facilitate transparent, inclusive, and purposeful engagement processes that balance expert recommendations with community input, ensuring feedback is actionable and aligned with project timelines.	Design engagement activities that promote broad participation, generate consensus-based feedback, and measure the effectiveness and realism of engagement opportunities.



3.1.2. Performance Measures

The CTMP performance measures translate the Plan's goals and objectives into a framework for tracking progress over time. Consistent with federal performance-based planning requirements and the County's long-range transportation vision, the measures are intended to help evaluate whether future investments improve safety, mobility, accessibility, and overall quality of life. They provide a consistent way to assess how well projects, policies, and corridor improvements advance the CTMP priorities.

The performance measures are intended to capture both system outcomes and implementation readiness. They support evaluation of how corridor concepts respond to existing and future conditions such as safety risk, level of traffic stress for pedestrians and bicyclists, roadway context, travel demand, right-of-way constraints, and transit opportunities. Each measure can help connect the Plan's high-level goals to corridor-level decision-making to provide a basis for prioritizing improvements.

The CTMP performance measures include core themes:

- Reduce fatal and serious injury crashes;
- Improve multimodal comfort and accessibility;
- Reduce vehicular congestion to improve travel times and support the movement of people and goods;
- Align transportation investments with land use and future growth; and
- Incorporate technology and innovation where they improve operations and user experience.

These measures are intended to function as an integrated set of indicators that can be used to compare alternatives, guide programming decisions, and monitor improvements.

Detailed in **Table 3-2** through **Table 3-8**, the CTMP SMART performance measure framework includes baseline benchmarks, primary data sources, and recommended frequency for updates to each measure across the Plan's seven goals. Where datasets do not yet exist, the table notes that a baseline should be established as part of the CTMP implementation program.

Each CTMP performance measure identifies the baseline dataset to be used as the starting point for benchmarking, the primary data source, responsible party, and recommended update frequency for each. Benchmarking updates are intended for annual review and updates where needed to ensure measures are refreshed on a consistent cycle. Entities such as the municipalities, County, MPO, and FDOT are identified to participate in the implementation program to support current data.



Table 3-2: Goal 1 Performance Monitoring

Goal 1: Safe & Secure Multimodal Transportation System				
Performance Measure	SMART Criteria	Benchmark / Baseline Dataset (Starting Point)	Primary Data Source	Update Frequency & Notes
Multimodal fatalities & serious injuries (KSI)	Specific: Reduce KSI across all modes countywide. Measurable: Count KSI annually by mode. Achievable: Uses existing crash data systems. Relevant: Supports Vision Zero & safety goals. Time-Bound: Report annually; set 2030/2050 targets.	2024 calendar-year crash data (most recent full year available). Countywide Safety Action Plan reviewed 5 years of crash data: 134,000+ total crashes, ~2,400 serious-injury crashes, and 700+ fatality-related crashes reviewed to build the High Injury Network.	Signal 4 Analytics (FDOT crash data); Palm Beach County Safety Action Plan	Annual – refresh with each calendar-year release; measure change against 2024 baseline toward 2030/2050 Vision Zero targets
Near-miss & conflict incident rate	Specific: Identify risk before crashes occur. Measurable: # of reported incidents. Achievable: Uses sensors, field audits, SSMs. Relevant: Improves proactive safety. Time-Bound: Quarterly updates.	No existing countywide baseline – establish at first sensor/Surrogate Safety Measures (SSM) pilot deployment	Field audits, roadway sensors, SSMs	Quarterly – pilot technology-dependent; expand as sensor coverage grows
Security incident rate at transit stops/trails	Specific: Improve security at transit stops/trails. Measurable: # of reported incidents. Achievable: Supported by transit PD data. Relevant: Aligns with “secure system” focus. Time-Bound: Annual target setting.	Most recent published annual Palm Tran security/Transit PD report	Palm Tran security reports / Transit Police	Annual – align with Palm Tran's annual security reporting cycle
Perceived safety & security score	Specific: Measure user comfort. Measurable: Survey results, 1–5 scale. Achievable: Surveys already occur. Relevant: Ensures user-centric safety. Time-Bound: Annual survey cycle.	CTMP Discover-stage public survey: 1,500+ resident/stakeholder responses across 13 in-person countywide public meetings (2025–26), scored on a 1–5 scale	Public surveys (1–5 scale) / County PIO	Annual – align with CTMP/TPA public survey cycle
High-injury network (HIN) improvements	Specific: Upgrade unsafe corridors. Measurable: % of segments improved. Achievable: CIP + adopted plans. Relevant: Directly reduces harm. Time-Bound: Track per fiscal year.	276 miles of HIN roadway (414 mapped segments) identified in the Palm Beach MPO 2024/2025 HIN update; existing FY2025–2029 CIP program is the current adopted project list to be measured against	Palm Beach MPO HIN dataset; CIP tracking, adopted plans	Per fiscal year – track % of HIN segments improved against FY CIP budget cycle
Speed management compliance	Specific: Reduce speeds on high-risk roads. Measurable: Operating vs. posted speeds. Achievable: Existing ATSPM data. Relevant: Key part of Safe System. Time-Bound: Quarterly reviews.	Baseline ATSPM pull from first full monitoring quarter (operating vs. posted speed comparison)	ATSPM (Automated Traffic Signal Performance Measures)	Quarterly – leverages existing ATSPM signal data feeds



Table 3-3: Goal 2 Performance Monitoring

Goal 2: Efficient & Reliable Multimodal Mobility				
Performance Measure	SMART Criteria	Benchmark / Baseline Dataset (Starting Point)	Primary Data Source	Update Frequency & Notes
Transit on-time performance (OTP)	Specific: Improve Palm Tran & Tri-Rail reliability. Measurable: OTP % by route/corridor. Achievable: Existing AVL data. Relevant: Key to reliability. Time-Bound: Monthly reporting.	Most recently published Palm Tran/Tri-Rail OTP report (current FY), tracked via Palm Tran's Performance Management Office Balanced Scorecard (originally benchmarked in 2016 against 9 CUTR peer agencies). FY2025 context: January 2025 fixed-route ridership of 751,102 boardings (17.2 riders/revenue hour)	Palm Tran / Tri-Rail Automatic Vehicle Location (AVL) data	Monthly – pulled from existing AVL systems; compare current FY to prior FY
Multimodal travel time reliability (Buffer Index, 95th percentile)	Specific: Reduce variability across modes. Measurable: Buffer Index; 95th percentile. Achievable: Accessible via big data. Relevant: Supports network efficiency. Time-Bound: Annual benchmarks.	2024 RITIS analysis, Jan 1-Dec 31, 2024, weekday AM/PM peak periods (existing CTMP corridor baseline)	RITIS Traffic Analytics Platform	Annual – consistent Jan 1-Dec 31 weekday peak-period pull, matching 2024 baseline methodology
Person-throughput per lane-mile	Specific: Shift focus from vehicle flow. Measurable: Throughput counts. Achievable: Existing counters + model. Relevant: Supports multimodal priority. Time-Bound: Annual.	2050 Existing + Committed (E+C) SERPM 9 scenario (current adopted baseline)	Roadway counters + SERPM 9 model outputs	Annual – re-run with updated AADT counts; full model refresh tied to LRTP update (~5 years)
Bike & pedestrian travel time consistency	Specific: Improve delay & variability. Measurable: Avg. travel time delay. Achievable: Uses field audits. Relevant: Addresses non-SOV reliability. Time-Bound: Annual.	Most recent FDOT Statewide Non-Motorized Traffic Monitoring Program count year (2025 data)	Field audits / FDOT Non-Motorized Traffic Monitoring	Annual – coordinate with FDOT Non-Motorized Traffic Monitoring cycle
Mode utilization rates	Specific: Increase use of underutilized modes. Measurable: Ridership, counts. Achievable: Existing systems. Relevant: Supports mode shift. Time-Bound: Quarterly.	Current 12-month rolling Hopthru ridership baseline. January 2025 snapshot: Fixed-Route 751,102 riders; Palm Tran Connection 71,524; Go Glades 12,247	Hopthru / Palm Tran ridership systems	Quarterly – aggregate to annual summary for benchmark reporting
ITS / signal uptime	Specific: Improve operational efficiency. Measurable: % uptime. Achievable: ITS tools exist. Relevant: Critical to reliability. Time-Bound: Monthly.	Current-year TSM&O/ITS monitoring baseline report	County ITS / TSM&O monitoring tools	Monthly – aggregate to annual for CTMP benchmark reporting



Table 3-4: Goal 3 Performance Monitoring

Goal 3: Integrated, Accessible & Low-Stress Multimodal Connectivity				
Performance Measure	SMART Criteria	Benchmark / Baseline Dataset (Starting Point)	Primary Data Source	Update Frequency & Notes
LTS 1-2 (low-stress) network coverage	Specific: Expand low-stress network. Measurable: % of low-stress miles. Achievable: GIS-based, feasible. Relevant: Reduces barriers to active modes. Time-Bound: Annual.	Existing Pedestrian/Bicycle Level of Traffic Stress (PLTS/BLTS) analysis per FDOT 2023 Multimodal Quality/LOS Handbook	FDOT RCI + GIS Open Hub (LTS/BLTS methodology)	Annual – recalculate using same LTS/BLTS methodology as RCI data updates
Low-stress intersections upgraded	Specific: Improve crossings. Measurable: # intersections upgraded. Achievable: CIP-driven. Relevant: Supports safe connectivity. Time-Bound: Annual.	Existing FY2025–2029 CIP program (current adopted project list)	CIP tracking	Annual – track against annual CIP delivery
Network completeness index	Specific: Strengthen multimodal networks. Measurable: Mode-specific index. Achievable: GIS and LOS tools available. Relevant: Core to connectivity. Time-Bound: Annual.	Current Palm Beach County Open Data GIS inventory (road centerlines, bike/ped facilities, TAZs)	GIS + LOS tools	Annual – refresh with Palm Beach County Open Data updates
First/last-mile access to transit	Specific: Improve access to transit. Measurable: # gaps closed. Achievable: TDP integration. Relevant: Supports mobility & access. Time-Bound: Annually evaluated.	Palm Tran Accelerate 2032 TDP baseline (FY24 update + 2025 data)	Palm Tran TDP integration	Annual – align with Palm Tran TDP (Accelerate 2032) update cycle
Transit frequency access (population/jobs within ½-mile)	Specific: Expand frequent transit. Measurable: Pop/jobs within ½-mile. Achievable: Uses GTFS. Relevant: Supports transit viability. Time-Bound: Annual.	Current published GTFS schedule baseline	GTFS data	Annual – refresh with each GTFS service change
Freight connectivity / reliability to hubs	Specific: Improve intermodal goods movement. Measurable: Reliability to hubs. Achievable: Freight model exists. Relevant: Supports economy. Time-Bound: Biennial.	Current FDOT Strategic Intermodal System (SIS) network / Freight Activity Areas inventory	FDOT freight model / SIS network data	Biennial – aligns with FDOT Freight Mobility & Trade Plan update cycle
Technology & innovation adoption	Specific: Leverage technology across modes. Measurable: % network coverage. Achievable: Existing ITS & data systems. Relevant: Supports all users and modes. Time-Bound: Annual.	No existing baseline – establish at first countywide technology-deployment inventory (CTMP adoption)	County ITS/TSM&O data, CTMP project database	Annual – track expansion of signal coordination, detection, and connected/autonomous-vehicle readiness across the network



Table 3-5: Goal 4 Performance Monitoring

Goal 4: Resilient & Sustainable Infrastructure				
Performance Measure	SMART Criteria	Benchmark / Baseline Dataset (Starting Point)	Primary Data Source	Update Frequency & Notes
Lane-miles affected by extreme weather	Specific: Reduce weather-related closures. Measurable: # & % lane-miles. Achievable: Uses maintenance logs. Relevant: Climate resilience priority. Time-Bound: Annual.	Most recent completed hurricane-season damage assessment	County maintenance logs	Annual – compile post-storm-season (hurricane season close, Nov 30)
High-risk corridor mitigation	Specific: Harden vulnerable corridors. Measurable: % mitigated. Achievable: Based on resilience plans. Relevant: Supports SLR/flood resilience. Time-Bound: Annual.	Current County/regional resilience plan corridor inventory	County/regional resilience plans	Annual – update as resilience/sea-level-rise plans are revised
Asset condition trends	Specific: Track longevity of infrastructure. Measurable: 3–5 year trends. Achievable: Existing PMS/BMS. Relevant: Supports SGR focus. Time-Bound: Multi-year cycle.	Current Pavement/Bridge Management System (PMS/BMS) condition ratings	PMS/BMS	Multi-year (3–5 yr) cycle – matches standard asset management inspection cycle
GHG reduction per project	Specific: Reduce emissions. Measurable: Tons reduced. Achievable: Standard tools available. Relevant: Supports sustainability. Time-Bound: Annual.	Baseline emissions estimate to be established at CTMP adoption	Standard emissions estimation tools	Annual – apply at project completion/CIP close-out
Green infrastructure (acres, # projects)	Specific: Improve stormwater & cooling. Measurable: Acres; # projects. Achievable: CIP/LID projects. Relevant: Environmental relevance. Time-Bound: Annual.	Current CIP/Low Impact Development (LID) project inventory at CTMP adoption	CIP / LID project tracking	Annual – track against annual CIP reporting
Preventive maintenance ratio	Specific: Increase life-extending maintenance. Measurable: % preventive vs reactive. Achievable: Budget-controlled. Relevant: Fiscal sustainability. Time-Bound: Annual.	Current fiscal-year budget allocation ratio (preventive vs. reactive spend)	Asset management system / budget records	Annual – refresh with fiscal year budget close-out



Table 3-6: Goal 5 Performance Monitoring

Goal 5: Integrated Land Use & Economic Development for Sustainable Mobility				
Performance Measure	SMART Criteria	Benchmark / Baseline Dataset (Starting Point)	Primary Data Source	Update Frequency & Notes
VMT per capita	Specific: Reduce travel demand. Measurable: Daily VMT per resident. Achievable: Based on model & big data. Relevant: Supports sustainability & demand mgmt. Time-Bound: Annual.	SERPM 9 base year 2019 / 2050 E+C scenario (existing adopted baseline). Statewide VMTIndex context: ~21 home-based vehicle-miles/person/day; ~15 home-based-work miles/worker	SERPM 9 model + Replica big data	Annual – full model re-run tied to LRTP cycle (~5 yrs); Replica data can refresh annually in interim
Commute VMT to job centers	Specific: Improve land use-mobility balance. Measurable: VMT between home-jobs. Achievable: Model data exists. Relevant: Supports economic mobility. Time-Bound: Biennial.	SERPM 9 base year model output (existing baseline scenario)	SERPM 9 model data	Biennial – aligns with model scenario updates
Cars per household	Specific: Reduce auto-dependence. Measurable: Avg. cars/unit. Achievable: Census, ACS. Relevant: Supports mode shift. Time-Bound: Annual.	Most recent published ACS 5-year estimate (Palm Beach County)	U.S. Census / American Community Survey (ACS)	Annual – refresh with annual ACS 1-year or 5-year data release
Development aligned with plans	Specific: Strengthen growth in correct areas. Measurable: % new development aligned. Achievable: Review dev apps. Relevant: Supports comp plan. Time-Bound: Annual.	Current comprehensive plan consistency review baseline	County development application review	Annual – track against comprehensive plan consistency reviews
Bonus density utilization	Specific: Track smart growth incentives. Measurable: # applications/approvals. Achievable: County tracking. Relevant: Supports economic development. Time-Bound: Annual.	Current zoning/development approval log baseline	County planning application tracking	Annual – refresh with annual zoning/development approval log
Jobs accessible by transit/bike (30–45 min)	Specific: Improve multimodal access. Measurable: # jobs reachable in 30–45 min. Achievable: Model + GTFS. Relevant: Highly relevant. Time-Bound: Annual.	SERPM 9 baseline scenario + current GTFS schedule	SERPM 9 model + GTFS	Annual – refresh with GTFS service changes and model updates



Table 3-7: Goal 6 Performance Monitoring

Goal 6: Financially Sustainable & Value-Driven Investments				
Performance Measure	SMART Criteria	Benchmark / Baseline Dataset (Starting Point)	Primary Data Source	Update Frequency & Notes
External funding leveraged	Specific: Increase grant competitiveness. Measurable: \$ leveraged per \$ local. Achievable: Trackable via budget. Relevant: Core to financial success. Time-Bound: Annual.	Most recent completed fiscal-year grant awards baseline (e.g., FTA, FDOT)	County/MPO budget tracking	Annual – refresh with annual grant cycle reporting (FTA, FDOT)
On-time & on-budget delivery	Specific: Improve project delivery. Measurable: % delivered as planned. Achievable: Standard PM metric. Relevant: Addresses rising costs. Time-Bound: Quarterly.	Current FY2025–2029 CIP performance baseline	Standard project management metrics / CIP tracking	Quarterly – aligns with quarterly CIP status reporting
Cost escalation mitigation	Specific: Reduce overruns. Measurable: % projects with mitigation plans. Achievable: Procurement tools exist. Relevant: Supports sustainability. Time-Bound: Annual.	Current procurement cost-trend baseline	Procurement tracking tools	Annual – review with annual procurement/cost trend analysis
Preventive maintenance ratio (lifecycle cost)	Specific: Optimize lifecycle cost. Measurable: % preventive. Achievable: Asset mgmt system. Relevant: Supports transparency. Time-Bound: Annual.	Current fiscal-year budget allocation ratio (same source as Goal 4 measure)	Asset management system	Annual – same source/cycle as Goal 4 preventive maintenance measure
Public savings realized	Specific: Track community benefit. Measurable: \$ saved. Achievable: Ops/maintenance records. Relevant: Supports transparency. Time-Bound: Annual.	Current operations/maintenance cost baseline	Operations/maintenance records	Annual – refresh with fiscal year close-out



Table 3-8: Goal 7 Performance Monitoring

Goal 7: Consensus-Driven & Meaningful Public Engagement				
Performance Measure	SMART Criteria	Benchmark / Baseline Dataset (Starting Point)	Primary Data Source	Update Frequency & Notes
Participation representativeness	Specific: Improve inclusivity. Measurable: Demographic match index. Achievable: Surveys + sign-in sheets. Relevant: Supports equitable engagement. Time-Bound: Annual.	CTMP Discover/Envision engagement baseline: 1,500+ survey responses and 13 in-person public meetings held countywide (2025–26)	Surveys, meeting sign-in sheets, demographic match index	Annual – compare against U.S. Census demographic benchmarks each cycle
Engagement realism & access	Specific: Ensure opportunities are feasible. Measurable: Accessibility score. Achievable: Uses standard rubric. Relevant: Supports meaningful engagement. Time-Bound: Per engagement cycle.	Baseline accessibility audit to be established at CTMP adoption	Standard accessibility rubric	Per engagement cycle – apply at each major round (IPARC 2.0+, BCC workshops)
Comments with documented responses	Specific: Demonstrate transparency. Measurable: % with documented response. Achievable: PIP process. Relevant: Responds to “check-the-box” concerns. Time-Bound: Each round.	Existing CTMP comment tracker (current log, as of latest engagement round)	Public Involvement Plan (PIP) tracking / comment trackers	Each engagement round – update tracker after each comment period closes
Consensus-building sessions	Specific: Strengthen shared understanding. Measurable: # sessions. Achievable: Staff-supported. Relevant: Relevant to consensus. Time-Bound: Annual.	IPARC 2.0+ / MICFEC session count to date: 5 Steering Committee workshops, 2 MICFEC/Issues Forum updates, 13 public meetings, and 1 BCC update recorded through August 2026	Staff-maintained meeting log	Annual – tally sessions (IPARC 2.0+, MICFEC, workshops) each year
Satisfaction & trust scores	Specific: Track public sentiment. Measurable: Survey rating. Achievable: Regular surveys. Relevant: Reflects public sentiment. Time-Bound: Annual.	CTMP Discover-stage public survey baseline (same source as Goal 1 perceived safety score)	Public surveys	Annual – align with same survey cycle as Goal 1 perceived safety score
Engagement influence on decisions	Specific: Show real impact of input. Measurable: % of decisions shaped by input. Achievable: Decision matrix. Relevant: Critical to meaningful engagement. Time-Bound: Annual.	Current comment-to-recommendation crosswalk (as of CTMP draft adoption)	Decision matrix / comment-to-recommendation crosswalk	Annual – update crosswalk as recommendations are finalized/adopted



3.2. Recommended Design Principles

This section presents the Countywide Transportation Master Plan (CTMP) design principles for creating safe, accessible, and context-sensitive transportation corridors throughout Palm Beach County. Drawing from right-of-way conditions, land use context, multimodal best practices, and long-term growth objectives, these principles provide a framework for corridor design that balances mobility, safety, sustainability, and community character while supporting the County's vision for a connected and multimodal transportation network.

3.2.1. Corridor Design Framework

The Countywide Transportation Master Plan establishes a context-sensitive framework for corridor design that aligns transportation investments with right-of-way conditions, functional needs, and surrounding community characteristics across Palm Beach County. The recommended design principles are based on the County's Thoroughfare Right-of-Way Identification Map (TIM), the Florida Department of Transportation (FDOT) context classification framework, and the draft library of typical sections developed for the CTMP. Together, these resources provide the foundation for a countywide approach to recommended right-of-way sections that reflect the range of physical and operational conditions present throughout the county.

A primary consideration in corridor design is the amount of space available within the right-of-way. As identified in the TIM, right-of-way widths across Palm Beach County range from 80 to 240 feet, with most County roadways falling between 80 and 140 feet. Where proposed right-of-way is identified, the recommended design principles correspond to those future right-of-way requirements. Where proposed right-of-way is unavailable, design is based on existing right-of-way constraints while recognizing that easements may support project objectives where appropriate. This defines the available design envelope and establishes the basis for selecting a corridor section that responds to both current conditions and long-term corridor function.

Existing and future context classification is also integral to the design process. The [FDOT Context Classification Mapping Tool](#) provides the starting point for reviewing current corridor context, but corridor design also reflects future needs identified through corridor plans, development proposals, public input, and transit plans. This ensures that recommended corridor sections correspond not only to present land use conditions, but also to the multimodal demands and development patterns anticipated over time.



3.2.2. Design Principles and Best Practices

The CTMP design principles prioritize multimodal transportation and establish a framework for corridor sections that support safety, mobility, and accessibility across modes. The design approach emphasizes shared use paths, micromobility accommodations, and safe pedestrian and bicycle infrastructure as core elements. The CTMP planning process documented predominant themes from IPARC 2.0+. Multimodal infrastructure was cited as critical to improving travel options throughout the county and to support transit access along urban corridor contexts.

The design framework is supported by multimodal best practices that identify minimum widths for key corridor elements, including transit lanes, vehicular lanes, buffered bike lanes, sidewalks, shared use paths, on-street parking, shade trees, and equestrian facilities. These dimensions provide a consistent basis for allocating right-of-way among modal needs while maintaining safe and functional operations. The use of multimodal best practices also supports corridor designs that correspond to adjacent land use context and reinforce CTMP goals.

Shared use paths are a key design feature because they accommodate micromobility and support safer, more walkable, and more bikeable environments. Palm Beach County currently uses the latest edition of the Florida Greenbook for engineering design regulations. Current guidance for context-sensitive design is evaluated alongside project constraints, project goals, and multimodal best practices to determine whether design variances are needed to achieve the project goals. The determination of the number of travel lanes is informed by travel demand, modal split, and operational analysis during project development.

For areas without curbs, additional consideration is given to landscaping opportunities and shoulder widths to support safer streets for all modes. Design speed is also a major consideration. Best practice is to design streets to the target speed, defined as the highest speed at which vehicles operate on a corridor. Consistent speeds among modal users contribute to safer outcomes. Additional design considerations include safety and resilience in space allocation. Safety considerations include target speed and the need for appropriate design safety countermeasures. Sustainability considerations include reducing impervious pavement areas, increasing native vegetation, supporting stormwater collection, incorporating LED lighting, and expanding shade canopy.

Utilities are a major consideration in right-of-way allocation and corridor layout. Overhead power facilities are typically located at the back of right-of-way and require offsets from large trees. Locating shared use paths or multi-use paths between overhead utility lines and the landscape buffer allows space for both. Underground utilities such as water and sewer facilities are best aligned under the inside lane of pavement closest to the roadway centerline, with offsets based on local jurisdiction requirements. Dry underground utilities, including cable and fiber or telephone facilities,



are best placed in line with the power utility lines within a utility easement. Installing utilities under the pavement or at the edge of right-of-way provides the greatest flexibility for corridor design.

Roadway design and operations also remain adaptable to evolving autonomous and connected vehicle technologies. This consideration is part of the broader design framework and reflects the need for corridor sections that support both current multimodal needs and future operational flexibility.

3.2.3. Typical Sections Library

To support consistent application of design principles and best practices, the final CTMP will include a library of typical sections organized by context classification and right-of-way width. As of August 2026, these sections are being revised to support the County's safety, mobility, sustainability, and economic objectives and to guide future corridor design. The final library will include typical sections for C1/C2, C3R/C3C, C4, and C5/C6 contexts and will reflect the range of right-of-way conditions found throughout the County's roadway network.

The final typical sections will provide countywide guidance for allocating available right-of-way among different modal elements in various contexts. Rather than prescribing a single solution, the library will show how corridor sections may vary based on surrounding land use, right-of-way width, and multimodal needs. This approach allows corridor concepts to be evaluated within a standardized framework while remaining responsive to the context in which they are applied.

Placeholder for Updated Typical Sections - Early September 2026



3.2.4. Land Use to Align with CTMP Goals

Land use provides context for understanding the development patterns and growth dynamics of Palm Beach County as well as how these conditions are expected to evolve. Existing land use patterns help illustrate where residential, employment, commercial, institutional, and conservation activities are currently concentrated, while future land use designations indicate areas targeted for redevelopment, expansion, or preservation.

These trends help inform expectations for travel demand, trip types, and multimodal needs along the county's major corridors. Understanding current and planned land use conditions is essential to identifying transportation improvements that support growth, enhance accessibility, improve safety and efficiency, and ensure that the recommendations from this chapter are consistent with the county's long-term development objectives.

In addition to right-of-way design, the CTMP identifies land use development patterns that support the seven CTMP goals. These development and redevelopment concepts align transportation and land use in ways that optimize multimodal transportation and support more integrated growth patterns.

The CTMP aligns with existing land use development patterns by using current and future land use conditions as a core input in corridor planning, typical section selection, and project screening. The CTMP recognizes the county's varied urban, suburban, rural, agricultural, conservation, and redevelopment contexts. In established urban and suburban corridors, recommended solutions include retrofit and lane repurposing for improved transit access, safer pedestrian and bicycle facilities, and context-sensitive roadway design. In lower-density, rural, agricultural, and preservation areas, recommendations are intended to respect community character, right-of-way limitations, environmental constraints, drainage and utility needs, and adopted land use policies before projects advance into programming or design.

This land use alignment is carried forward in the Enact chapter through policy recommendations to update the County's approach to traffic analysis and development review. The Enact chapter recommends the transportation analyses consider multimodal performance in addition to vehicle traffic performance. This shift allows the County to evaluate how development and redevelopment contribute to the overall mobility network. As a result, future traffic analysis can better support compact mixed-use centers, suburban retrofit and infill, transit-oriented activity areas, and context-sensitive improvements. This approach balances vehicle operations with broader CTMP goals for safety, access, mobility choice, and coordinated growth.

Chapter 3: Strategize

LAND USE / DESIGN TYPE: NEW MIXED-USE NEIGHBORHOOD CENTER



LEGEND:

- | | |
|------------------------------------|----------------------|
| ① Variety of Housing Types & Sizes | ⑤ Mid-block Parking |
| ② Mid-block Community Gardens | ⑥ Transit Corridors |
| ③ Mid Density Single Family | ⑦ Recreational Areas |
| ④ Main Street | ⑧ Agriculture |

Figure 3-1: Land Use/Design Type - New Mixed-Use Neighborhood Center

One concept is a new mixed-use neighborhood center on a former greenfield site along a bus rapid transit corridor. This pattern includes a variety of housing types and sizes, mid-block parking, community gardens, transit corridors, mid-density single-family development, recreational areas, main street elements, and agriculture. This type of place can be integrated with new and existing surrounding neighborhoods and schools, shortening trips and supporting a range of household needs. Compact, mixed-use development combined with reliable and frequent transit and walkable street design reduces dependence on car trips, reduces land dedicated to parking, and supports neighborhood commerce.

Chapter 3: Strategize

LAND USE / DESIGN TYPE: SUBURBAN RETROFIT + INFILL



LEGEND:

- | | |
|---|---|
| ① Attached Homes and Midrise Multi-Family | ⑤ Local Streets |
| ② Structured Parking | ⑥ Transit Corridor |
| ③ Public Square | ⑦ Workplaces, Lodging & Civic Buildings |
| ④ Courtyards | |

Figure 3-2: Land Use/Design Type – Suburban Retrofit+Infill

A second concept is suburban retrofit and infill redevelopment. This pattern applies to aging strip shopping centers, obsolete office parks and warehouse tracts, and declining malls. The concept includes attached homes and mid-rise multifamily housing, local streets, structured parking, transit corridors, public squares, workplaces, lodging, civic buildings, and courtyards. These locations are typically situated along well-traveled corridors and present an opportunity to replace excessive asphalt parking and underutilized commercial land with a more connected and multimodal development pattern, while improving property values and the tax base.

LAND USE / PATTERN: CORE URBAN VILLAGE



LEGEND:

- | | |
|------------------------------------|---------------------|
| ① Variety of Housing Types & Sizes | ④ Main Street |
| ② Structured Parking | ⑤ Mid-block Parking |
| ③ Mid Density Single Family | ⑥ Train Station |

Figure 3-3: Land Use/Pattern - Core Urban Village

A third concept is the core urban village pattern. This pattern represents a town center emerging within one of the County's legacy cities. It includes a variety of housing types and sizes, main street elements, structured parking, mid-block parking, mid-density single-family development, and a train station. An interconnected network of streets and blocks leads to the transit station, making short walks and bicycle trips to transit service and neighborhood destinations practical and convenient. The concept supports denser residential housing in proximity to transit and directs growth to transit-oriented locations, reducing pressure on surrounding single-family areas and limiting traffic congestion.

Across these development concepts, several common multimodal features are emphasized: tree-lined walkable streets, mixed land uses, clustered and denser development around stations and

Chapter 3: Strategize

stops, safe and reliable frequent transit service, and networks of protected bike lanes and trails that connect to transit stops or stations. These place types illustrate how land use and development form align with the CTMP goals by supporting multimodal transportation access and more integrated growth patterns.

3.2.5. Land Use, Human Behaviors and Travel Choice

Land use and transportation are inextricably linked. The way land is used with density, mix, and design determines where trips begin and end, how far people must travel, and which travel options are practical. Transportation investments influence where development occurs, how communities grow, and the value of land. Neither system can be planned in isolation. For this reason, the CTMP treats land use and travel behavior as central drivers of future transportation demand rather than as external conditions to which the transportation system must simply react.

Existing and future land use patterns establish the underlying demand for travel. Where homes, jobs, schools, shopping, and services are located and how they are arranged relative to one another determines the number and length of trips residents must make each day. Low-density, single-use development separates daily destinations, lengthens trips,

and makes driving the only practical choice. Compact, mixed-use development places destinations closer together, shortens trips, and makes walking, bicycling, micromobility, and transit viable alternatives. The land use context documented across the county's 21 key corridors illustrates this relationship directly: corridors surrounded by predominantly residential or preservation land generate different travel patterns than corridors anchored by mixed-use, commercial, or institutional activity centers.

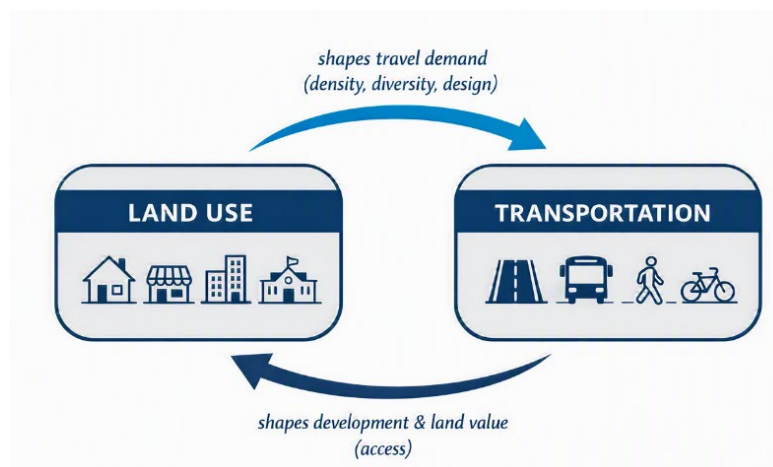


Figure 3-4: The Land Use and Transportation Connection

*Table 3-9: The Two-Way Land Use-Transportation Relationship*

Relationship Direction	How It Works	Palm Beach County Example	Planning Implication
Land Use → Travel Demand	The density, mix, and design of development determine the number, length, and mode of trips residents make.	Corridors anchored by mixed-use activity centers generate shorter, more walkable trips than low-density, single-use or preservation areas.	Focus compact, mixed-use growth where multimodal travel is already practical.
Transportation → Land Use	Transportation investments improve access to specific locations, raising their development potential and land value.	Enhanced transit corridors and station areas catalyze redevelopment and concentrate future population and employment.	Align higher-capacity mobility with the places best suited for growth.

The relationship also operates in reverse. Transportation investments shape land use by improving access to specific locations, which raises their development potential and value. A new transit station, an enhanced multimodal corridor, or an improved interchange can catalyze redevelopment and concentrate growth. This feedback loop means that transportation decisions are also land use decisions. Aligning the two so that higher-capacity, higher-quality mobility serves the places best suited for growth allows the county to accommodate additional population and employment without proportional increases in congestion, roadway expansion, or public cost.



How Land Use Shapes Travel Behavior

Research and practice consistently show that the design of the built environment influences how people choose to travel. Several characteristics of land use and urban form are especially important in shaping travel behavior:

Table 3-10: The Five Ds of the Built Environment and Their Influence on Travel Behavior

Factor	What It Means	Influence on Travel Behavior
Density	The concentration of homes, jobs, and activities within a given area.	Places more origins and destinations within a short distance, increasing walking, bicycling, and transit trips and supporting the ridership needed for frequent service.
Diversity	The mix of complementary land uses: residential, commercial, retail, civic, and recreational.	Allows daily needs to be met locally, shortening trips and enabling trip-chaining without a vehicle.
Design	The character of the street network and public realm—connectivity, sidewalks, shade, bicycle facilities, and building frontages.	Makes walking and bicycling safer and more comfortable, directly lowering the level of traffic stress documented along many county corridors.
Destination Accessibility	Proximity and ease of reaching major activity centers, jobs, and regional facilities.	Strongly influences mode choice; well-connected places generate a larger share of non-automobile trips.
Distance to Transit	The convenience of reaching a stop or station, ideally within a short, comfortable walk.	One of the most reliable predictors of whether residents will use transit for a given trip.

These factors reinforce one another. Density without a mix of uses still requires travel to reach daily needs; a mix of uses without walkable design still favors driving. When density, diversity, and design are combined around high-quality transit and multimodal corridors, the built environment expands the range of realistic travel choices available to residents. Applying these principles selectively at neighborhood centers, along enhanced transit corridors, and in redevelopment areas identified in the CTMP can measurably shift travel behavior while respecting the diverse urban, suburban, and rural contexts found across Palm Beach County.



Human Behavior and Travel Choices

Land use establishes the range of travel options that are physically possible, but individual behavior determines which options people actually choose. Travel decisions reflect a combination of time, cost, reliability, comfort, safety, habit, and personal preference. As noted in the Discover Chapter, nearly 96 percent of Palm Beach County households own at least one vehicle, and residents place a high value on the freedom, convenience, and flexibility that private automobiles provide. Any strategy to influence travel choices must acknowledge this baseline preference and compete on the travelers' preferences.

People generally choose the option that minimizes their perceived cost in time, money, and effort. This means alternatives to driving are most competitive when trips are short, when destinations are clustered, and when walking, bicycling, or transit is safe, direct, and reliable. It also means that travel decisions such as combining errands into a single trip, travel during off-peak periods, work remotely, or forgo a trip entirely can have cumulative effects on system performance. Small shifts in behavior across many travelers can relieve congestion more effectively than incremental increases in roadway capacity.

Technology is also reshaping these choices. Virtual access with remote work, e-commerce, telehealth, online learning, and videoconferencing reduce the need to travel for many activities and adds flexibility to when and where the remaining trips occur. Real-time information, mobile navigation, ride-hailing, and micromobility give travelers more ways to plan and complete trips without owning or driving a personal vehicle. These tools are changing travel behavior independently of land use, and their effects compound where the built environment already supports multimodal travel.



Influencing Travel Choices Through Land Use and Policy

Because travel choices respond to both the built environment and the relative attractiveness of each option, the county can influence behavior through a coordinated set of land use and policy strategies. These strategies do not seek to limit mobility or eliminate driving; rather, they expand realistic choices and allow residents to select the option that best fits each trip. Key approaches include:

- **Focus growth around activity centers.** Direct new development and redevelopment toward compact, mixed-use centers and enhanced transit corridors where multimodal travel is already viable, consistent with the place types described in the Envision Chapter.
- **Support transit-oriented development.** Concentrate housing and employment near stations and high-frequency service to build the ridership that sustains quality transit and to shorten first- and last-mile connections.
- **Complete the multimodal network.** Close sidewalk and bicycle-facility gaps, reduce level of traffic stress, and provide safe, continuous connections so that walking, bicycling, and micromobility become practical for everyday trips.
- **Enable virtual access.** Support remote work, digital public services, and reliable connectivity that reduce the number of peak-period trips and add flexibility to travel timing.
- **Use demand-management tools.** Consider parking management, employer-based programs, flexible scheduling, and usage-based pricing to encourage off-peak travel, trip-chaining, and mode shift where appropriate.
- **Coordinate across jurisdictions.** Align county, municipal, and agency land use and transportation decisions so that growth, development review, and mobility investments reinforce rather than undermine one another.



3.3. Corridor Analysis Methodology

Palm Beach County's transportation system includes a diverse roadway network that supports regional travel, local access, goods movement, transit operations, and first- and last-mile connections. This supplemental task identified key corridors for evaluating future transportation opportunities and helped inform the subsequent CTMP task of establishing overall priorities.

This analysis provides a high-level summary of corridor conditions, mobility needs, and planning-level opportunities to support the CTMP goals and objectives. This section provides an inventory of prior plans as inputs to test against corridor-specific data, including existing and 2050 traffic volumes, safety conditions, land use context, multimodal stress, right-of-way constraints, and transit opportunities.

The corridor selection process began with an initial list of 16 transportation corridors identified for further analysis based on a combination of roadway congestion, multimodal deficiencies, future level of service (LOS) concerns, operating speed conditions, and stakeholder input from the December 2015 IPARC 2.0+ workshop. As shown in **Table 3-11** the initial screening considered current and future LOS, RITIS operating speed analysis, pedestrian, bicycle, and transit deficiencies, and feedback received during the workshop.

The list was then refined and expanded through additional coordination with project stakeholders to better represent the range of roadway functions, land use contexts, travel demands, and multimodal needs across Palm Beach County. This process resulted in the final selection of 21 corridors and corridor segments for supplemental analysis, as shown in **Table 3-12**. The final list includes corridors with documented congestion and multimodal needs, as well as additional corridors that provide geographic coverage and reflect local and regional priorities.

The corridor selection also considered overlap with ongoing safety planning efforts, including corridors identified through the County's Safe Streets and Roads for All (SS4A) work. For example, portions of Jog Road between Winston Trails Boulevard and Summit Boulevard and Military Trail between Clint Moore Road and Woolbright Road overlap with SS4A safety priorities, reinforcing the need to evaluate these corridors for future improvements.



COUNTYWIDE TRANSPORTATION MASTER PLAN

Table 3-11: Initial Selection Process

No.	Initial List of Corridors for Analysis	Corridor Limits	County Commission District	2025 LOS	2050 LOS ¹	Operating Speed Analysis (RITIS)	Ped/Bike LTS 4 + LOS E/F + Transit LOS E/F	IPARC 2.0+ Feedback (12/15 Workshop)
1	45th St	Turnpike to Greenwood Ave	7	B	E			✓
2	Congress Ave	Northlake Blvd to Belvedere Rd.	7	B	E			
3	CR 880	SR-80 to Duda Rd	6	A	B			✓
4	Glades Rd	Turnpike to St. Andrews Blvd	4	D	F	✓		
5	Hypoluxo Rd	SR-7 to US-1	7 and 2	D	E			
6	Indiantown Rd	Turnpike to Central	1	F	F	✓	✓	
7	Jog Rd	Roebuck Rd to Yamato Rd	2, 7, 3, and 5	C	E		✓	✓
8	Lake Worth Rd	SR-7 to US-1	2 and 3	D	E			
9	Lantana Rd	SR-7 to US-1	2, 5, and 7	C	D		✓	
10	Military Trail	Southern Blvd to Lake Worth Road	3	B	E		✓	✓
11	Northlake Blvd	Coconut Blvd to Alt A1A	1	E	F	✓	✓	✓
12	Okeechobee Blvd	Seminole Pratt Whitney Rd to Flagler Dr	6,2,7	D	E	✓		✓
13	PGA Blvd	Military to US-1	1	D	D		✓	
14	Southern Blvd	East of SR7 to Cleary Road	6	D	F			✓
15	SR-7	Glades Rd to County Line	2 and 6	D	F	✓		✓
16	Palmetto Park Rd	Lyons Rd to US-1	5 and 6	D	F			

¹ • Due to corridor lengths, the 2025 and 2050 LOS were determined based on high-level review of segments within the corridor limits. It does not mean the entire corridor has that LOS. These draft determinations will be further analyzed to provide a breakdown of each segment on the corridors with average volume over capacity percentages. Same for "All LOS/LTS"; Okeechobee does have all 4 but not all 4 are at the same location on the corridor.



Table 3-12: Final Selection of Corridors for Supplemental Task

No.	Corridor	Limits	Miles
1	45th Street	Florida's Turnpike to Greenwood Avenue	4.5
2	Congress Avenue	Belvedere Road to Northlake Boulevard	8.1
3	CR 880	SR-80 to Duda Road	2.2
4	Glades Road	Florida's Turnpike to St. Andrews Boulevard	2.1
5	Hypoluxo Road	SR-7 to US-1	10
6	Indiantown Road	Florida's Turnpike to Central Boulevard	1.2
7	Jog Road	Yamato Road to Roebuck Road	24
8	Lake Worth Road	US-441/SR-7 to US-1	9.2
9	Lantana Road	US-441/SR-7 to US-1	9.5
10	Military Trail	Lake Worth Road to Southern Boulevard	4.1
11	Northlake Boulevard	Coconut Boulevard to Alternate A1A	10
12	Okeechobee Boulevard	Seminole Pratt Whitney Road to Flagler Drive	16
13	PGA Boulevard	Military Trail to US-1	2.6
14	Southern Boulevard	East of SR-7 to Cleary Road	2.75
15	SR-7	Broward County Line to Glades Road	2.8
16	Palmetto Park Road	Lyons Road to US-1	6.22
17	Kirk Road	Summit Boulevard to Southern Boulevard	1
18	Haverhill Road	Okeechobee Boulevard to 45th Street	3.66
19	Lyons Road	Clint Moore Road to Atlantic Avenue	3.11
20	Skees Road	Belvedere Road to Okeechobee Boulevard	1.1
21	West Atlantic Avenue	US-441/SR-7 to Florida's Turnpike	1.88



3.3.1. Existing Conditions and Land Use Evaluation

Each corridor has a unique context, character, lane configuration, speed limit, and right-of-way width. An existing conditions evaluation was completed to understand the current configuration and needs of each corridor. This evaluation included:

- Roadway jurisdiction ownership (FDOT, County, or Local)
- FDOT context classification (C1 through C6)
- Number of through travel lanes
- Posted speed limit
- FDOT Strategic Intermodal System (SIS) designation, where applicable
- 2024 traffic volumes
- Level of Traffic Stress for bicyclists and pedestrians
- Existing right-of-way width

Each corridor was then evaluated for existing and future land use considerations. Land use provides context for understanding the development patterns and growth dynamics of Palm Beach County as well as how these conditions are expected to evolve. Existing land use patterns help illustrate where residential, employment, commercial, institutional, and conservation activities are currently concentrated, while future land use designations indicate areas targeted for redevelopment, expansion, or preservation.

These trends help inform expectations for travel demand, trip types, and multimodal needs along the county's major corridors. Understanding current and planned land use conditions is essential to identifying transportation improvements that support growth, enhance accessibility, improve safety and efficiency, and ensure that the recommendations from this chapter are consistent with the county's long term development objectives.

3.3.2. Safety and Technology Considerations

A safety analysis utilizing the most recent five years of crash data was completed for all 21 corridors to support the County's commitment to reducing fatal and serious injury crashes. Many of these corridors are part of the County's High-Injury Network. A proactive approach to reducing severe crashes includes evaluating operational and design safety countermeasures as corridors advance into planning and design. Reference to the Palm Beach County Safety Action Plan provides additional guidance on appropriate countermeasures and crash reduction strategies.



Technology provides additional safety, mobility, and operational considerations in meeting project goals by enhancing connectivity among vehicles, infrastructure, detectors, and automated data collection systems. These tools are especially useful for warning and guidance in construction zones and near roadway hazards. Safety technologies include protected left-turns, leading pedestrian intervals, vehicle detection systems, school speed enforcement, bicycle signalization, pedestrian countdown signals, speed feedback signs, rectangular rapid flashing beacons, and LED lighting.

Mobility technology continues to evolve and includes devices and services such as golf carts, e-scooters, e-bikes, microtransit, and autonomous rideshare vehicles. Operational technologies include interconnected signal infrastructure for coordination, intelligent transportation system (ITS) messaging for advance warning, and transit signal priority.

Technology is evolving within both transportation vehicles and supporting infrastructure. Each corridor evaluates opportunities to implement coordinated signal systems and technology-based safety countermeasures to improve operations and safety for all users.

3.3.3. Future Conditions and Feasibility Evaluation

Each corridor was evaluated for alignment with future needs and feasibility considerations, including:

- TIM map right-of-way compared to existing right-of-way
- Proposed context classification
- 2050 future traffic volumes (AADT)
- Future transit type, where applicable
- Mobility improvements identified by regional partners

3.3.4. Project Options

The CTMP project database was used to identify mobility improvements for each corridor, including projects related to vehicular capacity, transit, and first- and last-mile connectivity. Due to the length and variability of conditions along each corridor, the analysis was conducted at the corridor level rather than broken into smaller subsections.

The resulting recommendations are options for planning-level improvements intended to enhance safety, mobility, and connectivity. These recommendations are derived from the CTMP database and will require further evaluation and refinement as projects advance through programming, planning, and design to meet specific project goals.



3.3.5. Corridor Analysis

The 21 corridors reflect a broad range of conditions across Palm Beach County, including urban, suburban, rural, and transitional contexts. Corridor characteristics vary by jurisdiction, right-of-way width, context classification, traffic volume, speed, adjacent land use, and level of multimodal stress. Several corridors serve as important east-west regional connectors, while others function as north-south reliever routes or link major activity centers, municipalities, and regional transportation facilities.

The analysis identified substantial opportunities to improve multimodal mobility and connectivity along these corridors. Existing conditions on many corridors indicate high levels of stress for pedestrians and bicyclists, particularly on higher-speed and higher-volume roadways. At the same time, future corridor concepts indicate opportunities to improve conditions through changes in context classification, design speed, multimodal facilities, transit enhancements, and future typical sections. These planning-level concepts are intended to support safer and lower-stress travel conditions while maintaining corridor function.

Land use conditions also play a significant role in corridor performance and future opportunity. Existing and future land use patterns help explain where trips originate and end, how corridor demand may change over time, and what forms of multimodal investment may be most appropriate. In some locations, future land use is generally consistent with existing development patterns, while in others, infill, redevelopment, or expanding mixed-use activity may influence future mobility needs. Across the county, these conditions reinforce the importance of aligning corridor recommendations with both transportation demand and surrounding development context.

The analysis also highlights the importance of integrating transportation technology into corridor planning. Safety technologies, signal coordination, transit priority, and operational improvements can support more efficient and safer corridor performance. In addition, emerging mobility options such as microtransit, micromobility, and autonomous services may provide new opportunities for first- and last-mile access and more flexible travel options, particularly in areas where high in-area trip activity is present.

The proposed mobility improvements identified through this analysis are planning-level recommendations intended to support a balance between current vehicular demand and future multimodal needs. Because of corridor length and variation in conditions, each corridor was evaluated at an overall corridor scale rather than broken into smaller subsections. These recommendations provide a framework for future planning, programming, and design and will require further evaluation as specific projects advance.



Working directly with project stakeholders, 21 key corridors, spanning more than 126 miles were identified for detailed analysis based on their importance to countywide mobility and alignment with the CTMP goals. Because each corridor has a distinct context and function, the analysis considered roadway ownership, context classification, lane configuration, posted speed, traffic volumes, bicycle and pedestrian level of traffic stress, right-of-way, transit service and ridership, land use, safety conditions, and applicable technology.

The following tables provide a side-by-side summary of existing conditions and future opportunities for each corridor. Future opportunities were informed by planned land use, proposed context classifications, 2050 travel demand, right-of-way feasibility, potential transit service, regional partner improvements, safety needs, and opportunities to enhance traffic operations through technology. Together, these factors establish a planning-level framework for balancing vehicular capacity with future transit, first- and last-mile connectivity, and safer multimodal travel. The identified opportunities should be further evaluated as individual corridors advance into project development, planning, and design.



1. 45th Street, FL Turnpike to Greenwood Avenue (4.5 Miles)

Table 3-13: 45th Street Existing Conditions / Future Opportunities

Factors	Existing Conditions	Future Opportunities	
	From FL Turnpike to Greenwood Avenue	From FL Turnpike to Congress Avenue	From Congress Avenue to Greenwood Ave
FDOT Context Class	C4	C4	C4
SIS Highway	Connector/Freight Distribution Route		
Target / Design Speed	40 MPH	40 MPH	35 MPH
Number of Thru Lanes	4 to 6	6 West of I-95 and 8-lanes within the interchange	6
Approximate ROW Width	110 feet to 130 feet	140 feet	115 feet
Jurisdiction	Palm Beach County	Palm Beach County	Palm Beach County
Transit Route / Ridership / Headway	Palm Tran 31- WPB VA Med. Center to WPB/ FY 25 -332,646/ 20 Min	Evaluate for future service via TDP Major Update	15-min Enhanced Fixed Route
Transit Type (per 561 Plan)		None west of Military Trail, Military Trail to Congress Ave 15-min Enhanced Fixed Route	15-min Enhanced Fixed Route
Level of Traffic Stress (LTS) 1 (best) to 4 (worst)	Pedestrian LTS=3 (High Stress) , Bicycle LTS=4 (Very High Stress)	Ped-2, Bike-2 (Moderate Stress)	Ped- 1, Bike-1(Low Stress)
AADT 2025 → Existing, 2050 → Future	38.5K FL Turnpike to Village Blvd; 45.5k to 65.5k Village Blvd to Australian Ave; 27k Australian Ave to Greenwood Ave	38,000	38,000
Land Use	45th St contains preservation/conservation on the south side of the roadway from Florida's Turnpike to N. Haverhill Road. On the north side of the roadway, residential land use is present both west and east of N. Haverhill Rd with a small pocket of mixed use just west of Military Trail. There are additional preservation/conservation land uses just north of the existing residential land use. The remaining portions of the corridor are outside of the county's jurisdiction and traverse West Palm Beach and Mangonia Park.	Consistent with the existing land use, medium density residential present both west and east of N. Haverhill Road with a small pocket of mixed use just west of Military Trail. The preservation/conservation land uses are not shown on the future land use map.	
Project Options for Future Implementation Considerations*		New Tri-Rail commuter rail extension from Mangonia Park Station to West Palm Beach (PBTPA-385, PBTPA-519), I-95 interchange reconstruction with modified diamond (PBTPA-787) [The previous diverging diamond interchange has been modified by FDOT. complete streets with bike lanes, sidewalks, landscaping, and traffic calming on Village Blvd (PBTPA-490), US 1 reconstruction with pedestrian and bicycle facilities (PBTPA-806)	
Future Typical Section		TIM 6-Lane Roadway, Sheet 8/13	See Error! Reference source not found.

* This list of projects was generated from the CTMP database for this corridor and adjacent corridors.

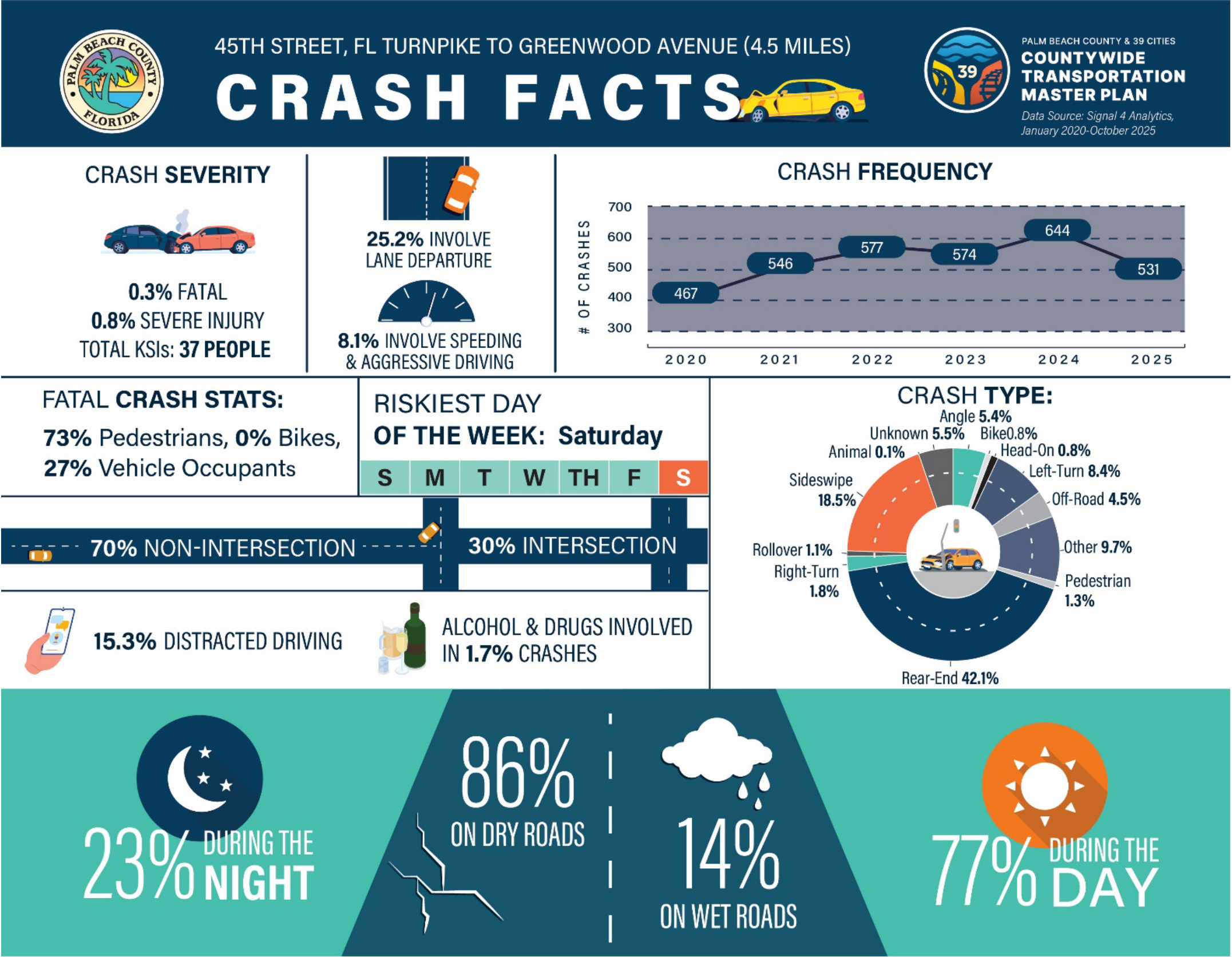


Figure 3-5: 45th Street Safety Analysis, 2020-2025



2. Congress Avenue, Belvedere Road To Northlake Boulevard (8.1 Miles)

Table 3-14: Congress Avenue Existing Conditions / Future Opportunities

Factors	Existing Conditions	Future Opportunities	
	From Belvedere Road To Northlake Boulevard	From Belvedere Rd to Okeechobee Blvd	From Okeechobee Blvd to Northlake Blvd
FDOT Context Class	C4, C3R	C3C	C4
SIS Highway	Port of Palm Beach (Freight) Connector		
Target / Design Speed	40/35 MPH	40 MPH	35 MPH
Number of Thru Lanes	4	4	4
Approximate ROW Width	80 feet to 130 feet	100 ft to 130 ft	80 ft to 130 ft
Jurisdiction	Palm Beach County	Palm Beach County	Palm Beach County
Transit Route / Ridership / Headway	Palm Tran 20- GARDENS MALL TO WPB/ FY 25- 217,956/ 40 Min	Increase service frequency via TDP planning process to reflect 561 Plan recommendations.	Increase service frequency via TDP planning process to reflect 561 Plan recommendations.
Transit Type (per 561 Plan)		10-Minute Enhanced Fixed Route	10-Minute Enhanced Fixed Route
Level of Traffic Stress (LTS) 1 (best) to 4 (worst)	Pedestrian LTS=4, Bicycle LTS=4 (Very High Stress)	Ped-2, Bike-2 (Moderate)	Ped- 1, Bike-1 (Low Stress)
AADT 2025 → Existing, 2050 → Future	16,900 to 36,000	41,000	28,000
Land Use	Existing land use surrounding Congress Ave from Northlake Blvd to Belvedere Blvd is limited. At the intersection of Congress and Okeechobee, land uses include residential, commercial, institutional, and public ownership. The remaining portions, and the majority of Congress Avenue, are outside of the county's jurisdiction and traverses Palm Beach Gardens, Lake Park, Riviera Beach, and West Palm Beach.	Future land use is generally consistent with the current land use map.	
Project Options for Future Implementation Considerations*		Complete streets with 10' widened sidewalks and enhanced/flashing crosswalks (PBTPA-481, PBTPA-1040, PBTPA-1041), enhanced Palm Tran Route 20 (PBTPA-1760), bicycle improvements study from Okeechobee Blvd to Belvedere Rd (PBTPA-356), transit improvements from Okeechobee Blvd to Belvedere Rd (PBTPA-359), shared use paths along Northlake Blvd connecting to Congress Ave (PBG-118), complete street on Park Ave West connecting to Lake Park Greenway (LP-6). FDOT has identified a potential future Congress Ave (Palm Tran – Route 20) Enhanced Transit Vision from Yamato Rd to the Intermodal Center under TPA0004 to leverage Florida's SIS Framework and FTA Funding under the Transit – Fixed Guideway Program.	
Future Typical Section		TIM 4-Lane Roadway, Sheet 8/13	See Typical Section 2 - Congress Avenue, Okeechobee Blvd to Northlake Blvd (C4, Urban)

* This list of projects was generated from the CTMP database for this corridor and adjacent corridors.

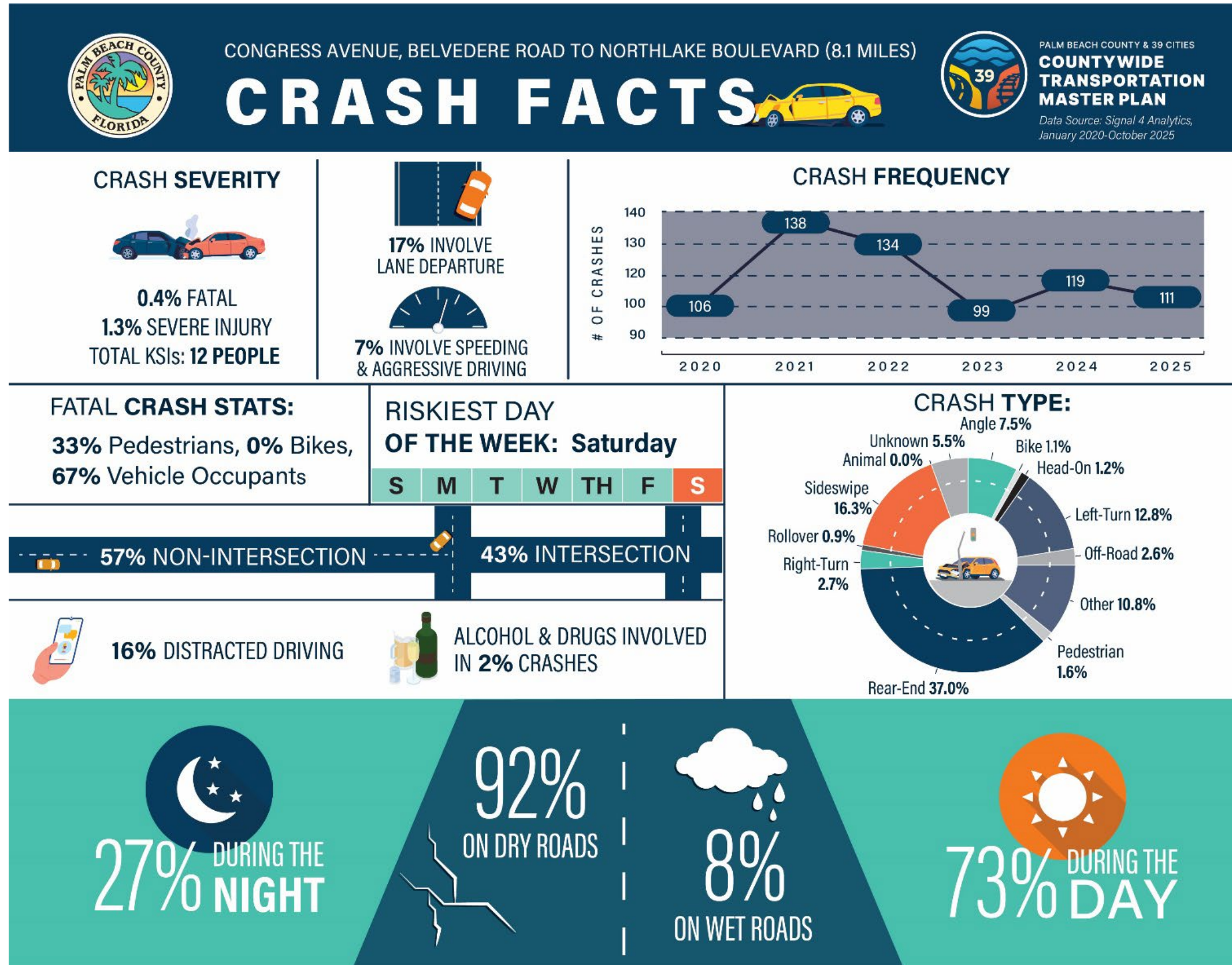


Figure 3-6: Congress Avenue Safety Analysis, 2020-2025



3. CR 880 (East canal street), SR-80 to Duda Road (2.2 Miles)

Table 3-15: CR 880 Existing Conditions / Future Opportunities

Factors	Existing Conditions	Future Opportunities	
	From SR-80 to Duda Road	From SR-80/Main St to Dr. MLK Jr Blvd	From Dr. MLK Jr Blvd to Duda Road
FDOT Context Class	C4, C2	C4	C2
SIS Highway	N/A		
Target / Design Speed	35 to 45 MPH	40 MPH	45 MPH
Number of Thru Lanes	2	2	2
Approximate ROW Width	60 to 65 feet	60 ft to 120 ft	80 ft
Jurisdiction	Palm Beach County	Palm Beach County	Palm Beach County
Transit Route / Ridership / Headway	None	Evaluate for new service deployment per 561 Plan recommendations and TDP planning process	Evaluate demand via TDP planning process for new services
Transit Type (per 561 Plan)		Local Shuttle	N/A
Level of Traffic Stress (LTS) 1 (best) to 4 (worst)	No data	Ped-1, Bike-1	Ped- 2, Bike 2 (Moderate Stress)
AADT 2025 → Existing, 2050 → Future	2,300 (12% Trucks)	4,600	4,600
Land Use	Existing land use surrounding County Road 880 includes residential land uses both north and south of the corridor west of Duda Road. The remaining portions of the corridor traverse the City of Belle Glade.	Low density residential north and south of the corridor in the area west of Duda Road.	
Project Options for Future Implementation Considerations*		Added shoulders, and guardrail installation along CR 880 from MLK Jr Blvd to south of SR 80 (PBTPA-1277), and alternative corridor evaluation study to improve safety and system linkage between US 27 and SR 80 providing travel alternatives through South Bay and Belle Glade (BG-10). This roadway is being transferred to FDOT and will be modified by FDOT.	
Future Typical Section		See Typical Section 3 - CR 880, SR-80/Main St to Doctor MLK JR. Blvd (C2, Rural Town)	TIM 2 Lane Roadway, Sheet 2/13

* This list of projects was generated from the CTMP database for this corridor and adjacent corridors.

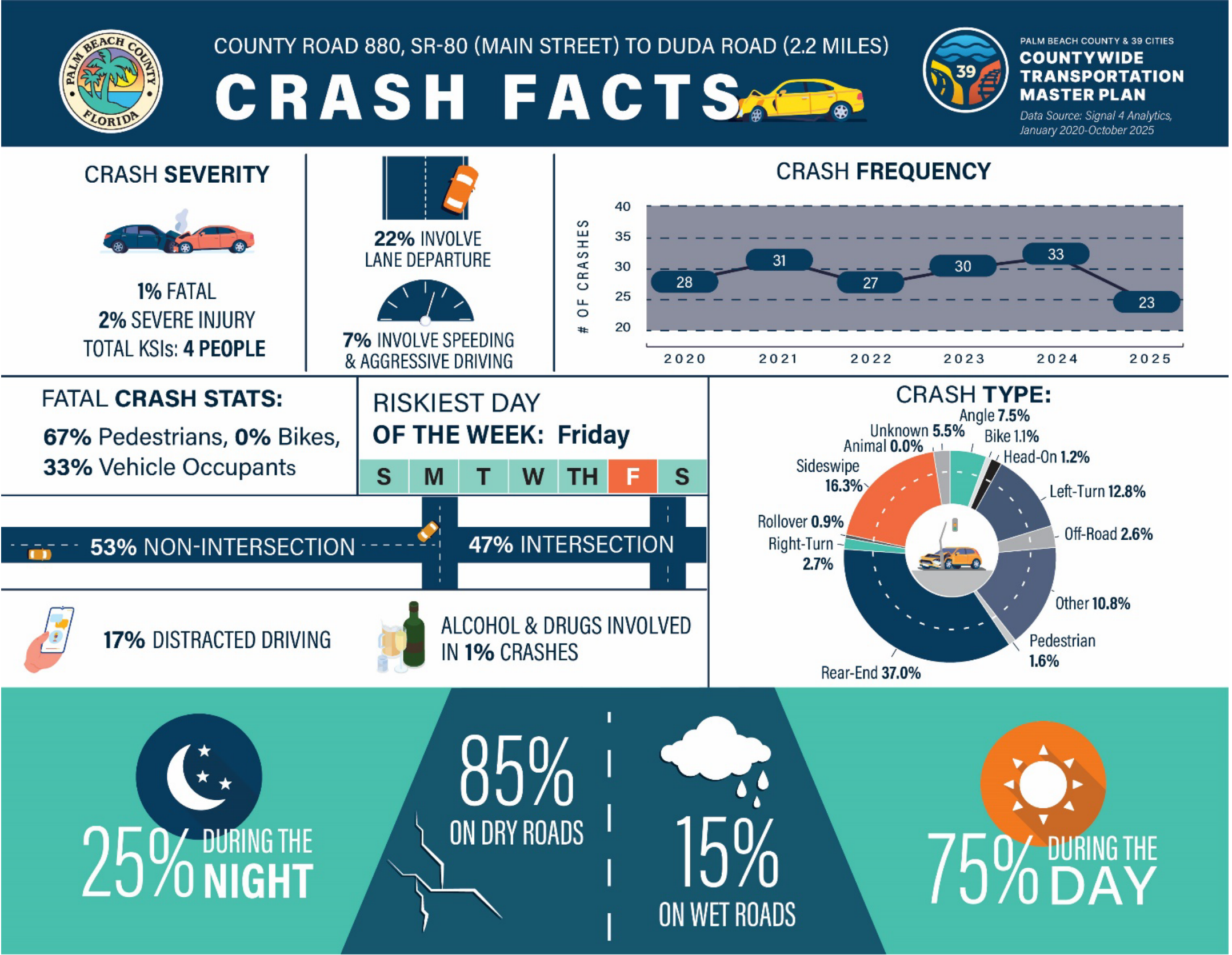


Figure 3-7: CR 880 Safety Analysis, 2020-2025



4. Glades Road, FL Turnpike to St. Andrews Boulevard (2.1 Miles)

Table 3-16: Glades Road Existing Conditions / Future Opportunities

Factors	Existing Conditions	Future Opportunities
	From FL Turnpike to St. Andrews Blvd	From FL Turnpike to St. Andrews Blvd
FDOT Context Class	C3R	C3R
SIS Highway	N/A	
Target / Design Speed	45 MPH	45 MPH
Number of Thru Lanes	6	6
Approximate ROW Width	160 feet	160 feet
Jurisdiction	FDOT	FDOT
Transit Route / Ridership / Headway	PalmTran 91-BCR X-Town via Glades Rd/ FY 25- 121,690/ 60 Min	Optimize services per 561 plan and FDOT plans via TDP updates
Transit Type (per 561 Plan)		Enhanced Fixed Route Bus w/ 15-min headways (Potential Future Fixed Guideway by FDOT)
Level of Traffic Stress (LTS) 1 (best) to 4 (worst)	Pedestrian LTS=4, Bicycle LTS=4 (Very High Stress)	Ped-1, Bike-1 (Low Stress)
AADT 2025 → Existing, 2050 → Future	49,000 to 53,000	63,000
Land Use	Glades Road between Florida's Turnpike and St. Andrews Boulevard includes residential land uses on the north side of the road from Florida's Turnpike to Jog Road. On the south side of the road from Florida's Turnpike to Powerline Road, residential land uses are present with pockets of commercial. East of Jog Road, Glades Road is located within the city limits of Boca Raton.	Includes a utility/transportation land use zone near the Florida Turnpike but is otherwise consistent with the existing land use.
Project Options for Future Implementation Considerations*		Separated bike lanes with 2' buffers along arterials (BR-2, BR-3, BR-24), protected bike lane as part of the FAU campus bike loop (BR-25, BR-27), multiuse paths (BR-29, BR-30), pedestrian bridge over El Rio Canal connecting FAU to residential areas (PBTPA-573), new Tri-Rail station at Glades Rd (PBTPA-613), transit hubs at SR 7 and US 1 (PBTPA-1560), FDOT potential urban fixed guideway from SR 7 to US 1 (PBTPA-392/TPA0001 Enhanced Transit from Butts Road to US-1 to leverage Florida's SIS Framework and FTA Funding under the Transit - Fixed Guideway Program., enhanced PalmTran Route 91/92 transit service.
Future Typical Section		See Typical Section 4 - Glades Road, FL Turnpike to St. Andrews Blvd (C3R, Suburban)

* This list of projects was generated from the CTMP database for this corridor and adjacent corridors.

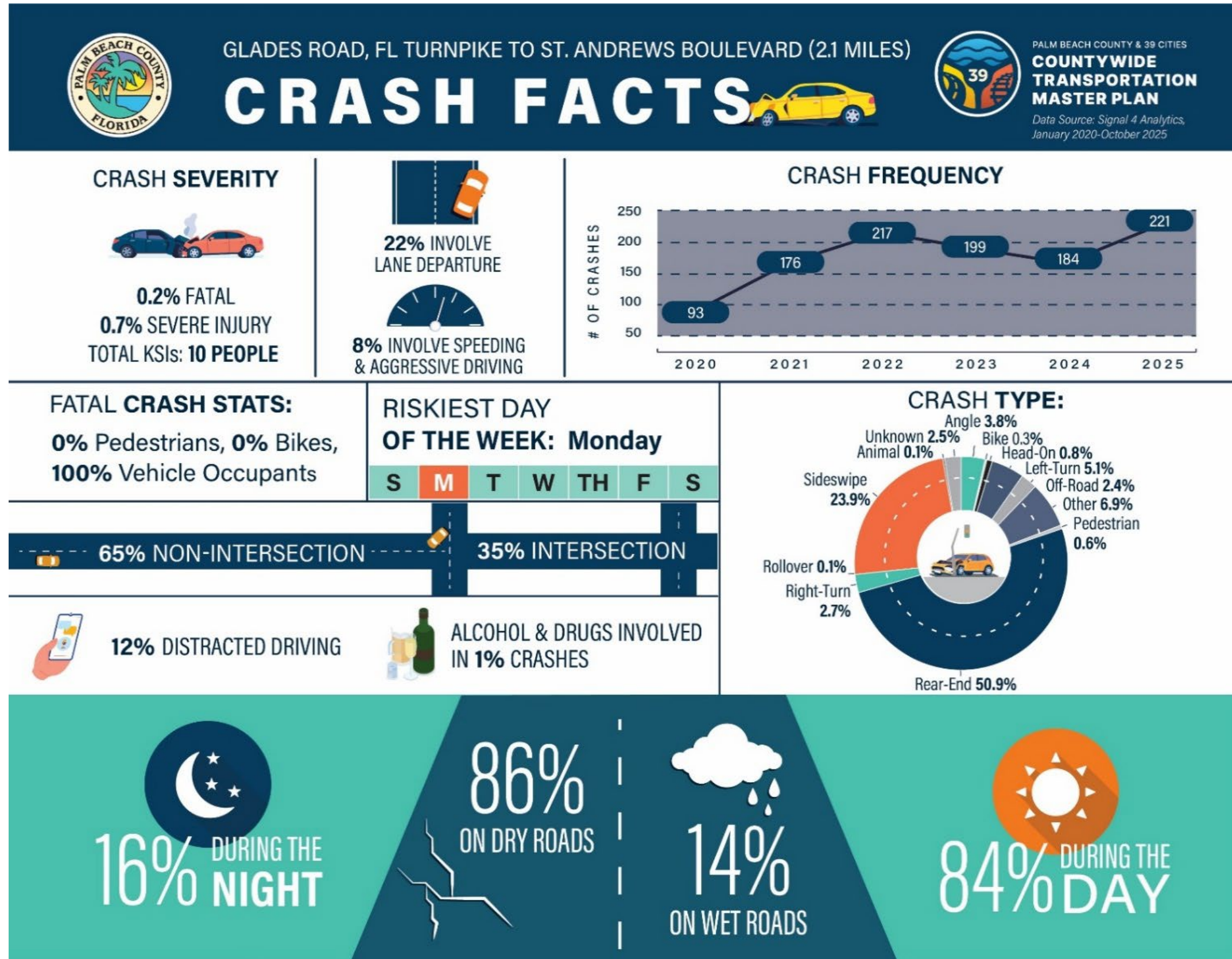


Figure 3-8: Glades Road Safety Analysis, 2020-2025



5. Indiantown Road, FL Turnpike to Central Boulevard (1.2 Miles)

Table 3-17: Indiantown Road Existing Conditions / Future Opportunities

Factors	Existing Conditions	Future Opportunities
	From FL Turnpike to Central Boulevard	From FL Turnpike to Central Boulevard
FDOT Context Class	C2, C3C, C4	C4
SIS Highway	N/A	
Target / Design Speed	45 MPH	45 MPH
Number of Thru Lanes	4 to 6	6
Approximate ROW Width	140 feet	140 feet
Jurisdiction	FDOT	FDOT
Transit Route / Ridership / Headway	Palm Tran 10 -Central Blvd to Military Trail/ FY 25 - 68,055/ 60 Min (Currently does not go any further west than Central Blvd)	Evaluate optimization per 561 plan via TDP updates
Transit Type (per 561 Plan)		Consider extension of Fixed Route Bus w/ 30-min headways
Level of Traffic Stress (LTS) 1 (best) to 4 (worst)	Pedestrian LTS=4 (Very High Stress), Bicycle LTS=3 (High Stress)	Ped-1, Bike-1 (Low Stress)
AADT 2025 → Existing, 2050 → Future	62,000	51,000
Land Use	Florida's Turnpike to Central Boulevard includes a small section of County lands on east side of FL Turnpike. The remaining land is under the jurisdiction of the City of Jupiter. The existing land use just west of Island Way includes residential land uses.	Medium/high-density residential, conservation, institutional and utility/transportation.
Project Options for Future Implementation Considerations*		Pedestrian refuge islands, missing sidewalk construction, curb extensions/bulb-outs, pedestrian signals (PBTPA-1007); shared-use paths on US 1, Universe Blvd to Indiantown Rd (PBTPA-829); feasibility study to close gap in SUN Trail/East Coast Greenway on US-1, Indiantown Rd to Loxahatchee River (PBTPA-891); new PalmTran Route 11 bus service on US-1, Gardens Mall and Jupiter (PBTPA-1215, PBTPA-1505); Jupiter Mobility on Demand Zone for first/last mile connections (PBTPA-1734); new Tri-Rail Coastal Link commuter rail service on FEC Railway with stations in West Palm Beach, Riviera Beach, Lake Park, Palm Beach Gardens, and Jupiter (PBTPA-382, PBTPA-757, PBTPA-993); Beeline Hwy (SR 710) transitway providing new passenger service from Indiantown to Mangonia Park Tri-Rail Station (PBTPA-552); and enhanced transit service with multimodal facilities on US 1 from Camino Real to Indiantown Rd (PBTPA-803, PBTPA-994); FDOT is currently conducting a PD&E Study I-95 to Central Blvd (FPID No. 449935-1-22-01) The PD&E Study is evaluating at grade and grade separation alternatives to enhance traffic operations.
Future Typical Section		See Typical Section 6 - Indiantown Road, FL Turnpike to Central Blvd (C4, Suburban)

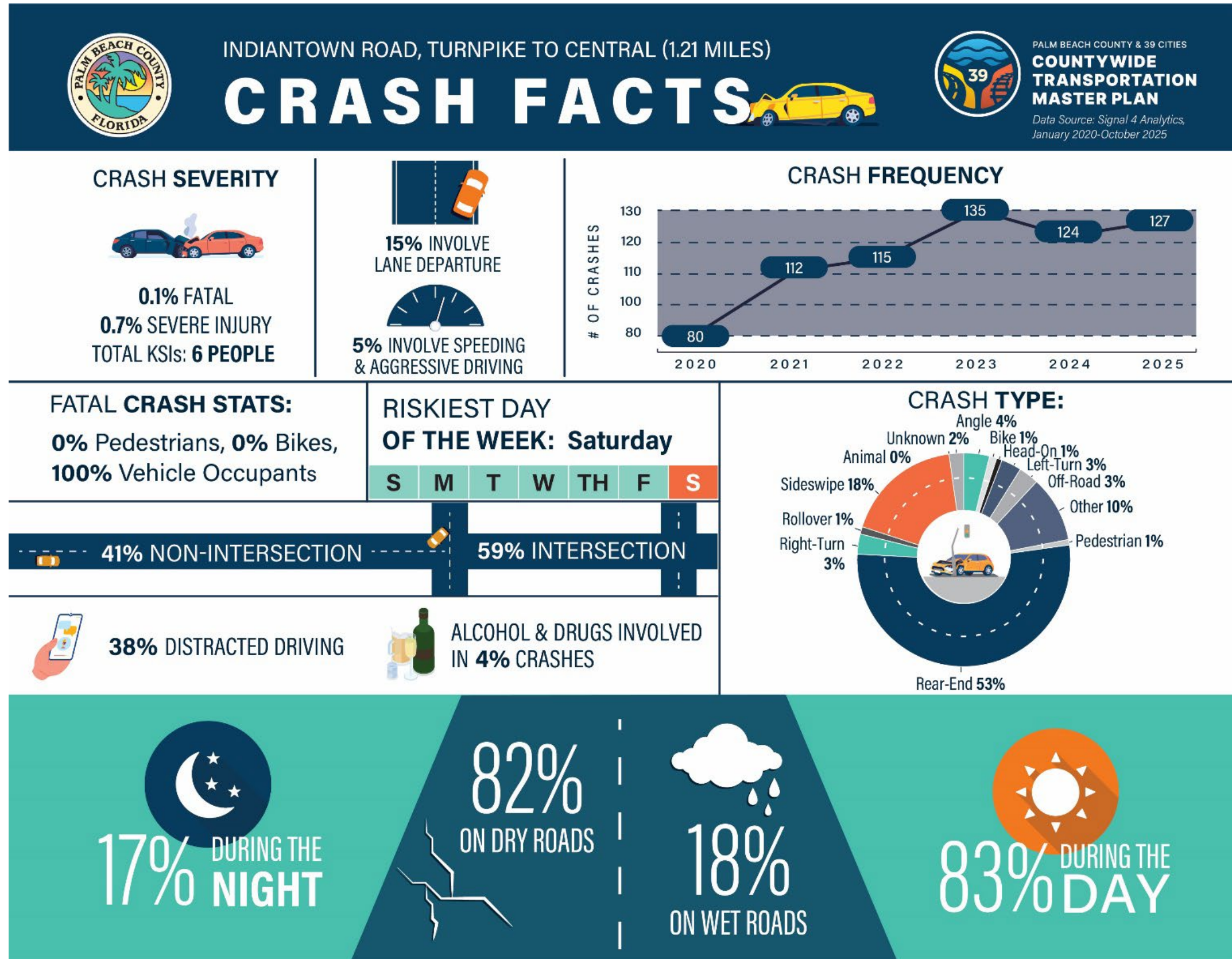


Figure 3-9: Indiantown Road Safety Analysis, 2020-2025



6. Hypoluxo Road, SR-7 to US-1 (10 Miles)

Table 3-18: Hypoluxo Road Existing Conditions / Future Opportunities

OFactors	Existing Conditions	Future Opportunities		
	From SR-7 to US-1	From SR-7 to FL Turnpike	From FL Turnpike to I-95	From I-95 to US1
FDOT Context Class	C3R, C3C, C4	C3R	C3C/C3R	C4
SIS Highway	N/A			
Target / Design Speed	40 to 45 MPH	45 MPH	45 MPH	35 MPH
Number of Thru Lanes	4 to 6	4	6	4
Approximate ROW Width	80 feet to 110 feet	120 to 160 feet	105 to 130 feet	80 to 90 feet
Jurisdiction	Palm Beach County	Palm Beach County	Palm Beach County	Palm Beach County
Transit Route / Ridership / Headway	None	Evaluate deployment of new circulator and/or microtransit	Evaluate deployment of new circulator and/or microtransit	Evaluate deployment of new circulator and/or microtransit
Transit Type (per 561 Plan)		Local Circulator to connect to north/south Palm Tran Routes 3 (Military Trail), Route 7 (Lawrence Rd) and Route 2 (Congress Ave).		
Level of Traffic Stress (LTS) 1 (best) to 4 (worst)	Pedestrian LTS=4, Bicycle LTS=4 (Very High Stress)	Ped-2, Bike-2	Ped-2, Bike-2	Ped-1, Bike-1
AADT 2025 → Existing, 2050 → Future	16,400 to 49,500	18,000	54,000	14,000
Land Use	West of SR-7, there is a pocket of commercial with residential land uses on the south side of Hypoluxo Rd to Lawrence Rd. On the north side, residential land uses are present from SR-7 to I-95. Residential lands are interspersed of commercial uses at Lyons Road, Jog Road, and Military Trail. Residential and commercial uses are present in the vicinity of I-95. There is a large public use parcel at the northeastern corner of Hypoluxo Rd and Lawrence Rd. At the eastern end, Hypoluxo Rd extends through the municipalities of Hypoluxo, Lantana, and Boynton Beach.	Consistent with existing land use with the exception of smaller, infill development.		
Project Options for Future Implementation Considerations*		New PalmTran Route 65 local bus service along Hypoluxo Road (PBTPA-1221, PBTPA-1511), complete streets on Congress Avenue from Donnelly Drive to Lantana Road with enhanced pedestrian facilities (PBTPA-1041), and complete streets on Lake Osborne Drive (PBTPA-1049).		
Future Typical Section		TIM Typical 4-Lane Roadway, Sheet 8/13	TIM Typical 6-lane Roadway, Sheet 6/13	See Typical Section 5 - Hypoluxo Road, I-95 to US-1 (C4, Urban)

* This list of projects was generated from the CTMP database for this corridor and adjacent corridors.

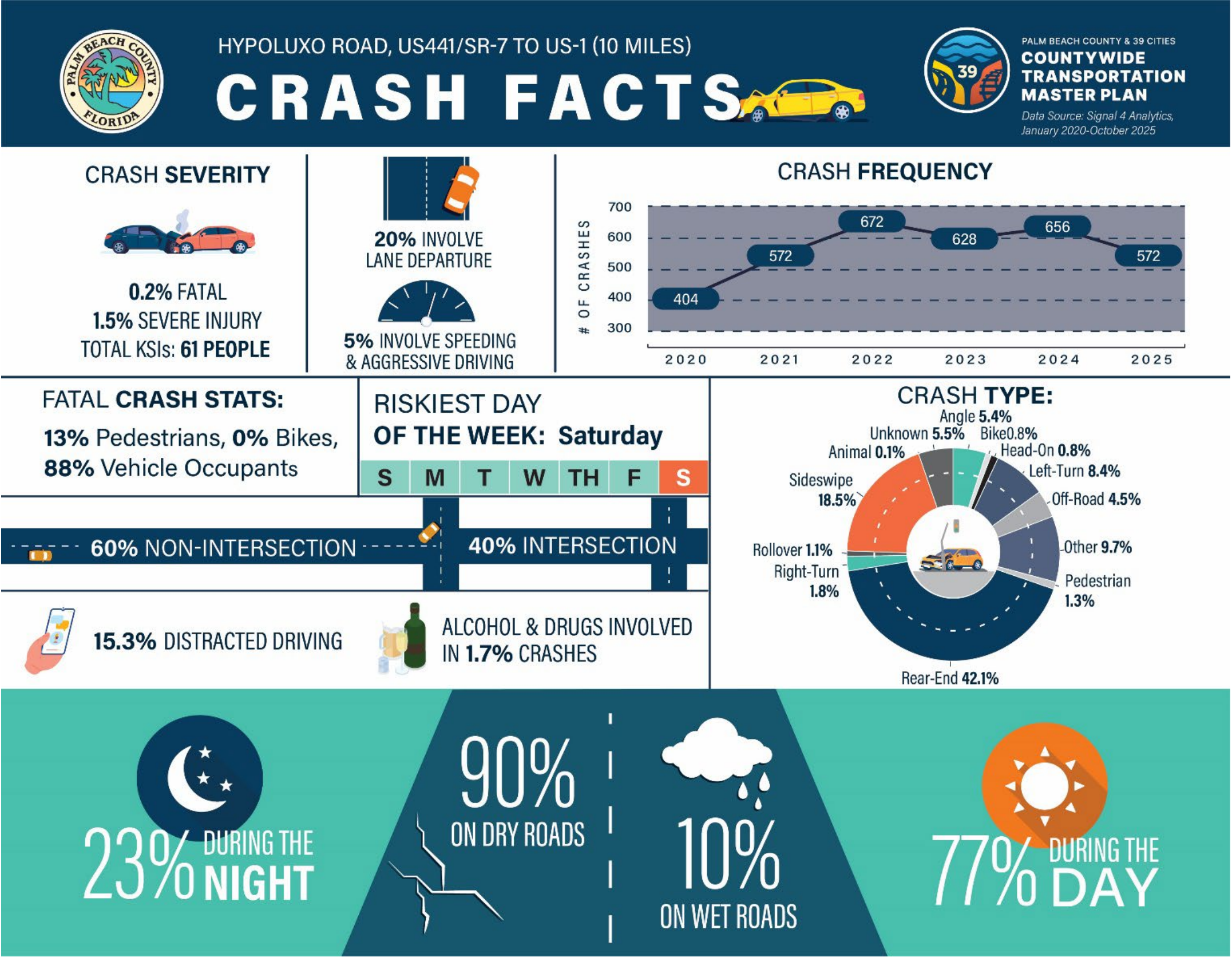


Figure 3-10: Hypoluxo Road Safety Analysis, 2020-2025



7. Jog Road, Yamato Road to Roebuck Road (24 Miles)

Table 3-19: Jog Road Existing Conditions / Future Opportunities

Factors	Existing Conditions	Future Opportunities	
	From Yamato Rd to Roebuck Rd	From Yamato Rd to Okeechobee Blvd	From Okeechobee Blvd to Roebuck Rd
FDOT Context Class	C3R, C3C, C4	C3R	C3C/C3R
SIS Highway	N/A		
Target / Design Speed	45 MPH	45 MPH	45 MPH
Number of Thru Lanes	6	6	4
Approximate ROW Width	120 feet	125 to 135 feet	120 to 130 feet
Jurisdiction	Palm Beach County	Palm Beach County	Palm Beach County
Transit Route / Ridership / Headway	Palm Tran 63-Runs in northern limits, not past Lake Worth Rd/FY 25-195,343/ 60 Min	Optimize with increased headways	Optimize with increased headways
Transit Type (per 561 Plan)		Consider extending Fixed Route Bus with 30-minute headways	
Level of Traffic Stress (LTS) 1 (best) to 4 (worst)	Pedestrian LTS=4, Bicycle LTS=4 (Very High Stress)	Ped-1, Bike-1 (Low Stress)	Ped-1, Bike-1 (Low Stress)
AADT 2025 → Existing, 2050 → Future	26,500 to 56,000	27,000 to 55,000	17,000
Land Use	Residential land uses on both the west and east sides of the corridor interspersed with commercial and public ownership through significant portions of the county including the municipalities of Boca Raton, Greenacres, and West Palm Beach. This land use pattern continues until reaching Southern Boulevard where the land uses shift to commercial and institutional interspersed with residential land uses.	Consistent with existing uses with pockets of infill, particularly in northern segment	
Project Options for Future Implementation Considerations*		New Palm Tran Rte 5 bus service (PBTPA-1217, PBTPA-1507); 12' shared-use trails w/ 5' bike lanes/green markings (PBTPA-477, PBG-149); 12'-15' paved bike/pedestrian pathways connecting to regional trail networks (PBTPA-991); Boca Raton-separated bike lanes w/ 2' buffers, multiuse trails connecting parks/preserves, protected bike lanes on FAU campus loop, bike boulevards, and sidewalk infill; Greenacres features grade-separated 5' raised bike lanes adjacent to 6' sidewalks with street tree buffers, 8'-10' shared-use pathways with transit shelters, buffered bike lanes w/traffic calming, pedestrian crossing improvements with textured crosswalks/refuge islands; West Palm Beach-sidewalk-level bike lanes, greenways/multi-use trails, shared streets w/sidewalks, streetscape improvements w/ curb extensions and midblock crossings.	
Future Typical Section		See Typical Section 7A - Jog Road, Yamato Rd to Okeechobee Blvd (C3R, Suburban)	See Typical Section 7A - Jog Road, Yamato Rd to Okeechobee Blvd (C3R, Suburban)

* This list of projects was generated from the CTMP database for this corridor and adjacent corridors.

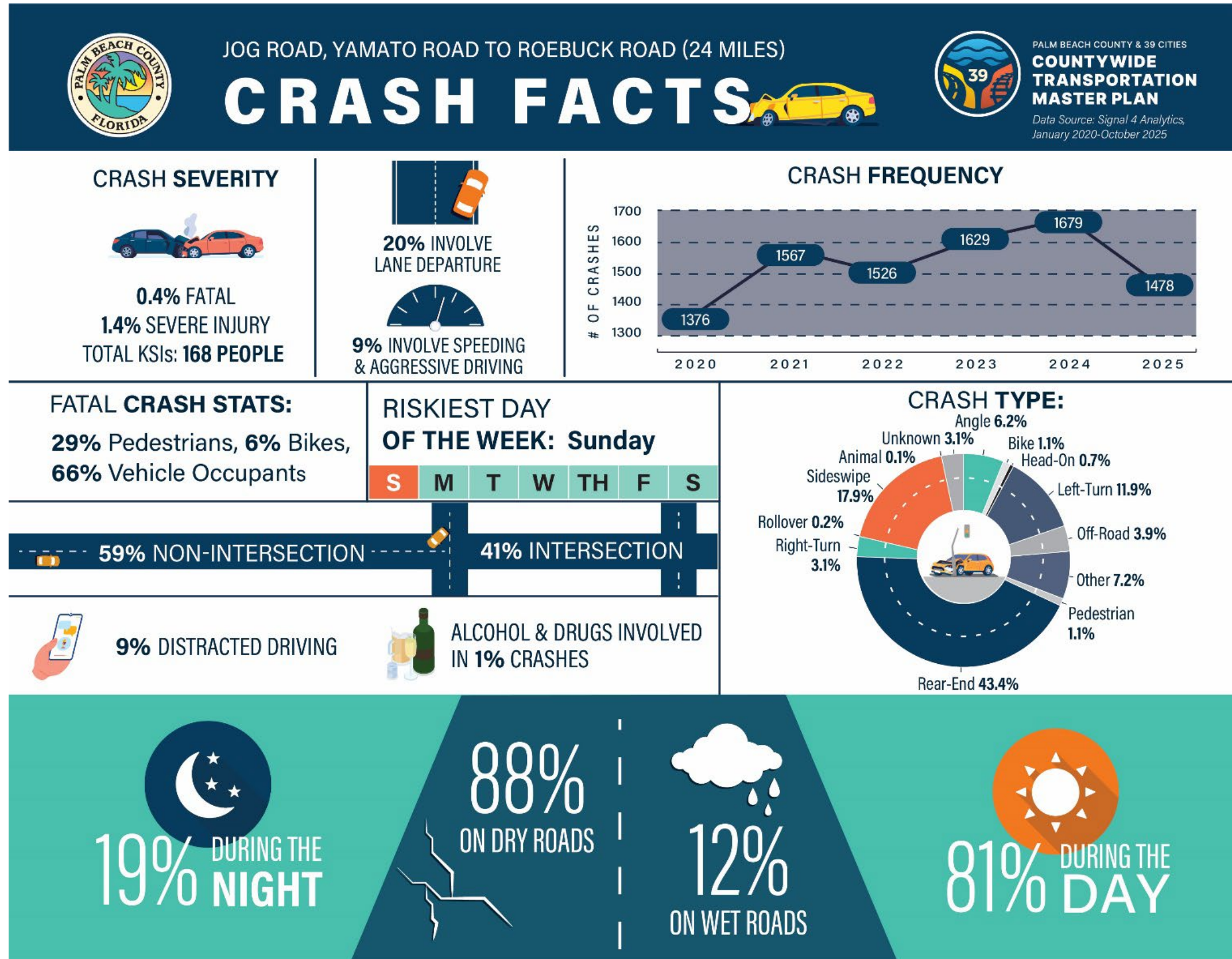


Figure 3-11: Jog Road Safety Analysis, 2020-2025



8. Lake Worth Road, US-441/SR-7 to US-1 (9.2 Miles)

Table 3-20: Lake Worth Road Existing Conditions / Future Opportunities

Factors	Existing Conditions	Future Opportunities	
	From US-441/SR-7 to US-1	From US-441/SR-7 to I-95	From I-95 to US-1
FDOT Context Class	C3C, C4	C4	C5
SIS Highway	Lake Worth Road is considered a Freight Mobility Corridor connecting to Freight Activity Areas at I-95 and Lake Worth Road as well as other limited access highways within the Freight Networks such as Florida's Turnpike. Freight Activities in this area are considered Low Intensity with Lake Worth Road not reflected as having truck related delays per FDOT's District 4 Truck Bottleneck Analysis completed in 2024		
Target / Design Speed	45 MPH	40 MPH	35 MPH
Number of Thru Lanes	4 to 6	6	4 (2 EB/ 2 WB)
Approximate ROW Width	120 feet	100 to 140 feet	60 feet (EB)/ 60 feet (WB)
Jurisdiction	FDOT	FDOT	FDOT
Transit Route / Ridership / Headway	Palm Tran 62-Lake Avenue & Dixie Hwy to Wellington Mall /FY 25-645,654/ 20 Min	Optimize with enhanced headways and signal priority	Optimize with enhanced headways and signal priority
Transit Type (per 561 Plan)		Enhanced Fixed Route Bus with 10-minute headways	[Planned Signal Priority]
Level of Traffic Stress (LTS) 1 (best) to 4 (worst)	Pedestrian LTS=4, Bicycle LTS=4 (High Stress)	Ped-1, Bike-1 (Low Stress)	Ped-1, Bike-1 (Low Stress)
AADT 2025 → Existing, 2050 → Future	23,500 to 46,500	29,000 to 59,000	8,000 EB/ 8,000 WB
Land Use	Lake Worth Road, SR-7 and US-1, consists of a variety of land uses. From SR-7 to Jog Road, the corridor contains residential with fronting commercial uses. Moving east, pockets of residential uses on both south and north sides of roadway. At Military Trail, the land use shifts to mixed use with pockets of residential and commercial uses. The corridor traverses Greenacres, Palm Springs, and Lake Worth.	Future land use is consistent with existing land uses except some infill development	
Project Options for Future Implementation Considerations*		Enhanced Palm Tran Route 62 service (PBTPA-537); 10' multi-modal pathways along C-8 Canal (PBTPA-496); complete streets (PBTPA-802); Greenacres:8'-10' sidewalks with separated bike lanes and green markings at conflict points (GA-36), grade-separated 5' raised bike lanes adjacent to 6' sidewalks with street tree buffers (GA-34, GA-35), 8'-10' shared-use pathways w/transit shelters (GA-37), buffered bike lanes w/traffic calming (GA-30), pedestrian crossing improvements w/textured crosswalks/refuge islands (GA-42, GA-43); Lake Worth Beach bicycle boulevards w/pavement marking improvements throughout residential streets (LWB-23 through LWB-37), and off-street paths including Lake Osborne Path widened to 10'-12' multi-use trail (LWB-43).	
Future Typical Section		See Typical Section 8A - Lake Worth Road, US-441/SR-7 to I-95 (C4, Urban)	See Typical Section 8A - Lake Worth Road, US-441/SR-7 to I-95 (C4, Urban)

* This list of projects was generated from the CTMP database for this corridor and adjacent corridors.

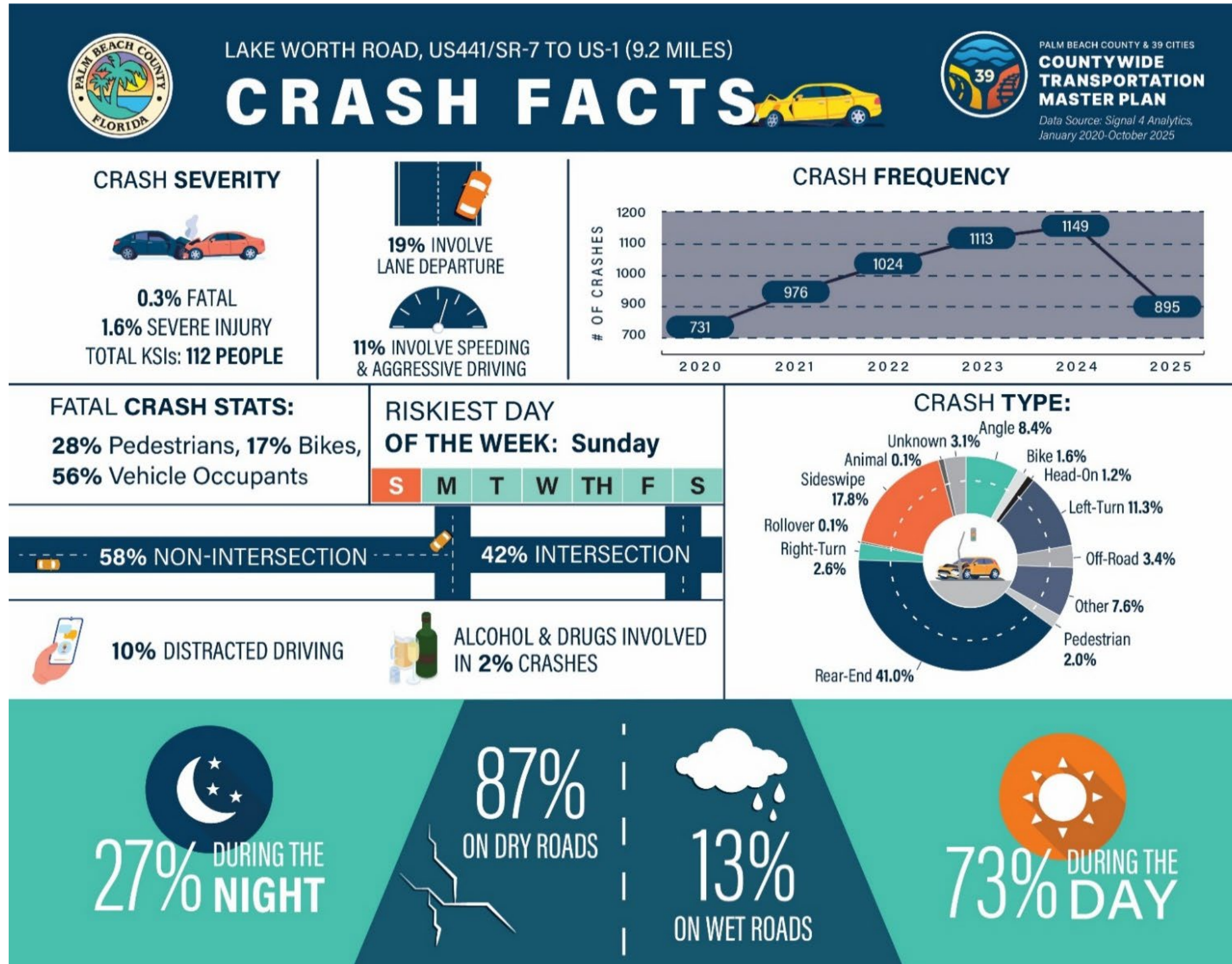


Figure 3-12: Lake Worth Road Safety Analysis, 2020-2025



9. Lantana Road, US-441/SR-7 to US-1 (9.5 miles)

Table 3-21: Lantana Road Existing Conditions / Future Opportunities

Factors	Existing Conditions	Future Opportunities	
	From US-441/SR-7 to US-1	From US-441/SR-7 to I-95	From I-95 to US-1
FDOT Context Class	C3C, C4	C3R	C4
SIS Highway	N/A		
Target / Design Speed	45 MPH	40 MPH	35 MPH
Number of Thru Lanes	6	6	4
Approximate ROW Width	110 feet	110 feet	80 to 100 feet
Jurisdiction	Palm Beach County	Palm Beach County	Palm Beach County
Transit Route / Ridership / Headway	Palm Tran 63 -Runs from Jog Road to US-1 on Lantana Road/FY 25-195,343/ 60 Min	Optimize with increased headways	Optimize with increased headways
Transit Type (per 561 Plan)		Enhanced Fixed Route Bus with 15-minute headways	
Level of Traffic Stress (LTS) 1 (best) to 4 (worst)	Pedestrian LTS=4, Bicycle LTS=4 (Very High Stress)	Ped-1, Bike-1 (Low Stress)	Ped-1, Bike-1 (Low Stress)
AADT 2025 → Existing, 2050 → Future	19,000 to 60,000	23,000 to 44,000	26,000
Land Use	Lantana Road between State Road 7 and US-1 consists of a variety of land uses. From State Road 7 to I-95, where the city limits terminate, Lantana Road generally contains residential land uses with commercial land uses at the intersections of major roadways. It should be noted that the corridor traverses Atlantis and Lantana.	Generally consistent with existing land uses, with exception of some infill development.	
Project Options for Future Implementation Considerations*		Complete streets on Congress Avenue from Donnelly Drive to Lantana Road (PBTPA-1041); complete streets on Lake Osborne Drive from High Ridge Road to Lantana Road (PBTPA-1049); new PalmTran Route 65 local bus service on Hypoluxo Road and new Tri-Rail Coastal Link commuter rail service on FEC Railway with stations in Boca Raton, Delray Beach, Boynton Beach, Lake Worth, and West Palm Beach (PBTPA-756, PBTPA-992). Proposed Diverging Diamond Interchange project at I-95 and Lantana Road in the process of being converted to modified diamond interchange.	
Future Typical Section		See Typical Section 9A - Lantana Road, US-441/SR-7 to I-95 (C4, Urban)	See Typical Section 9A - Lantana Road, US-441/SR-7 to I-95 (C4, Urban)

* This list of projects was generated from the CTMP database for this corridor and adjacent corridors.

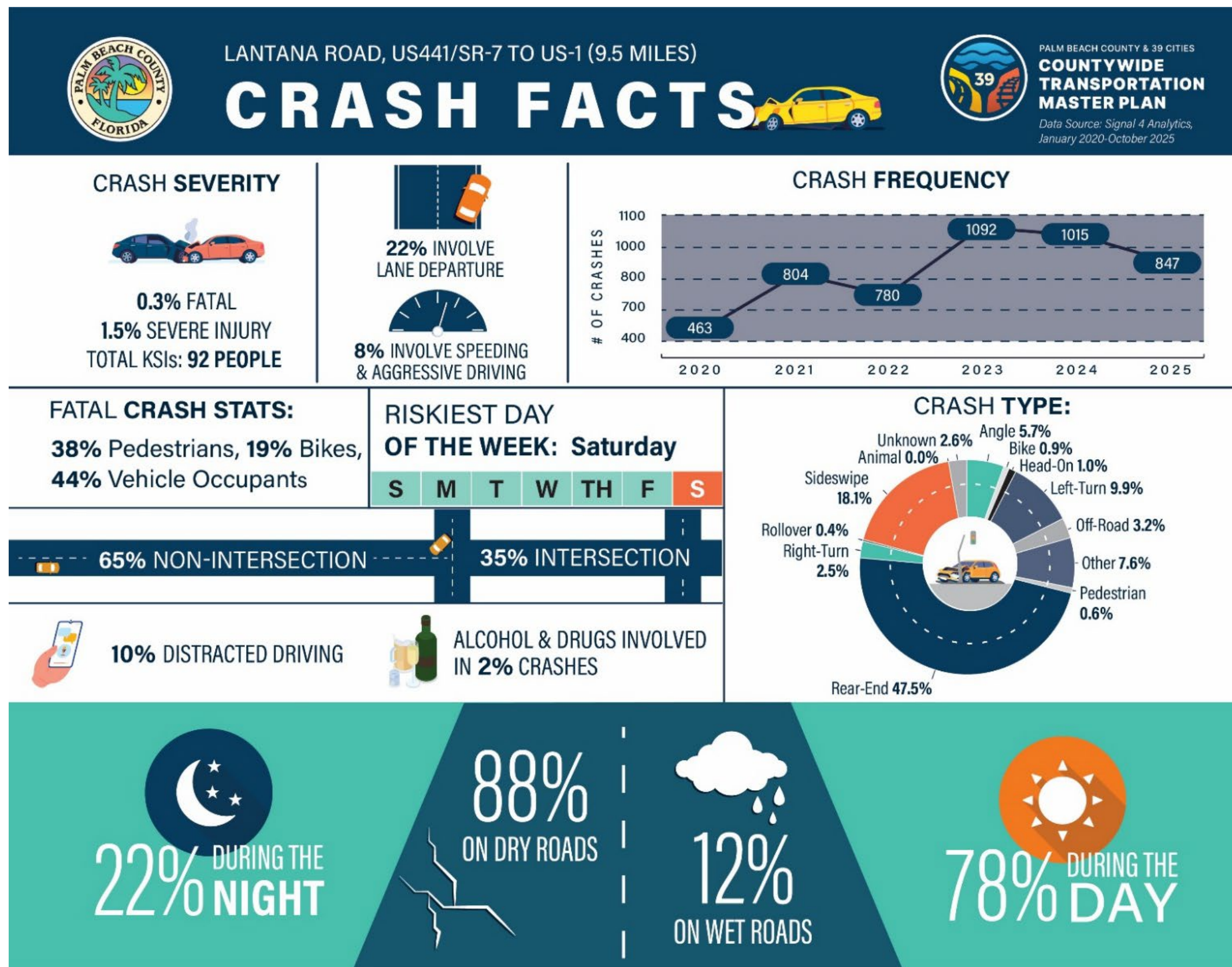


Figure 3-13: Lantana Road Safety Analysis, 2020-2025

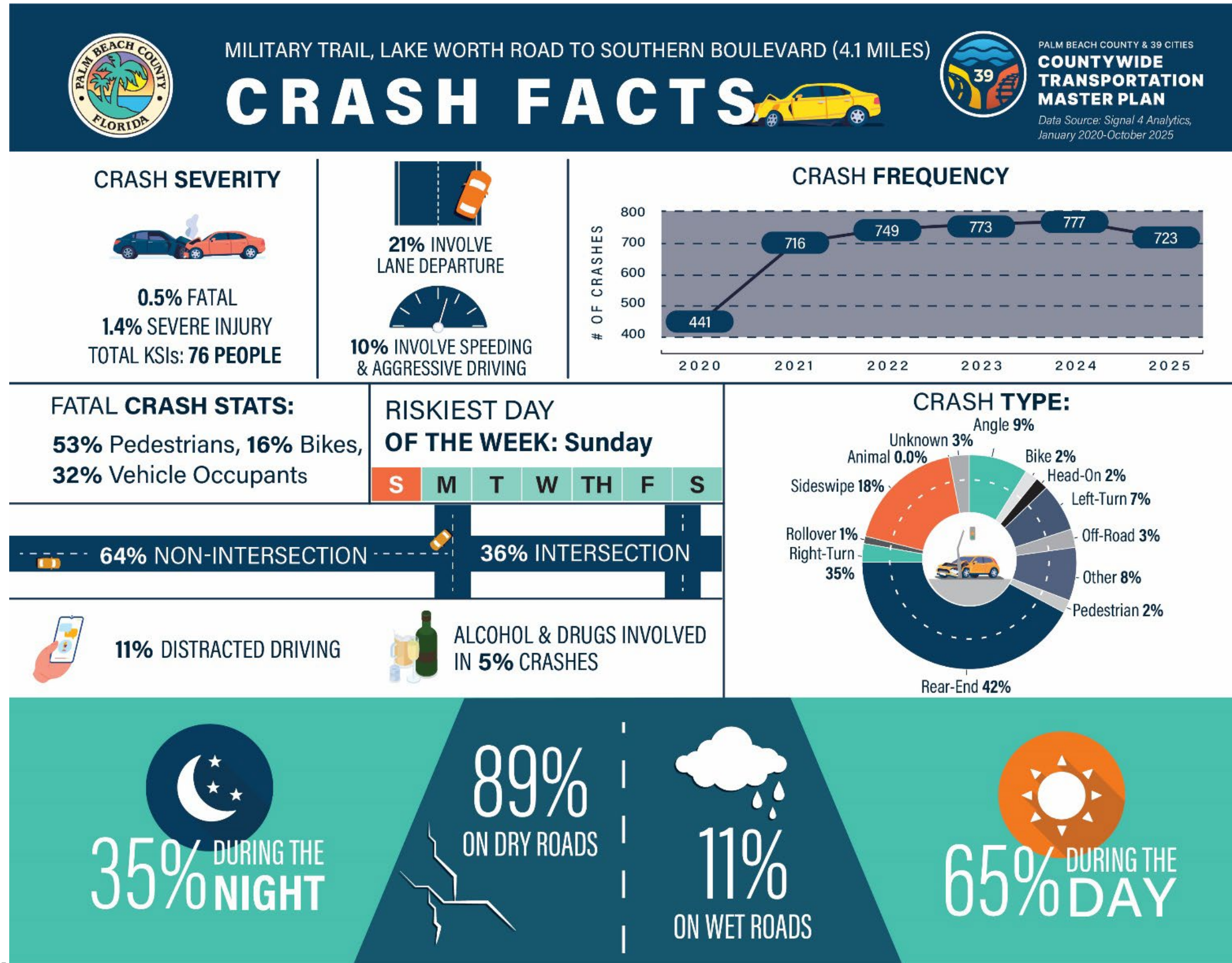


10. Military Trail, Lake Worth Road to Southern Boulevard (4.1 Miles)

Table 3-22: Military Trail Existing Conditions / Future Opportunities

Factors	Existing Conditions	Future Opportunities
	From Lake Worth Rd to Southern Blvd	From Lake Worth Rd to Southern Blvd
FDOT Context Class	C4	C4
SIS Highway	N/A	
Target / Design Speed	40 MPH	40 MPH
Number of Thru Lanes	6	6
Approximate ROW Width	120 feet	115 to 130 feet
Jurisdiction	FDOT	FDOT
Transit Route / Ridership / Headway	Palm Tran 3-Gardens Mall to Military Trail & Yamato Road/FY 25-1,219,964/ 20 Min Peak or 30 Min Off-Peak [2nd highest Ridership Corridor in the Palm Tran System]	Optimize per 561 plan and FDOT plans
Transit Type (per 561 Plan)		Enhance Fixed Route Service to 5 to 10 Minute Headways (Potential Future Fixed Guideway by FDOT)
Level of Traffic Stress (LTS) 1 (best) to 4 (worst)	Pedestrian LTS=4 (Very High Stress), Bicycle LTS=4 (Very High Stress)	Ped-1, Bike-1 (Low Stress)
AADT 2025 → Existing, 2050 → Future	40,000 to 47,000	53,000
Land Use	Majority mixed-use zoning with some commercial areas. The section between Southern Boulevard and Gun Club Road includes designated public ownership land.	Future land use is consistent with the existing land use.
Project Options for Future Implementation Considerations*		Separated bike lanes and buffered bike lanes along Military Trail from Donald Ross Rd to Glades Rd (BR-21, PBG-132, PBG-133, PBG-134, DB-13, DB-25); 4' bike lanes from PGA Blvd to Northlake Blvd (PBG-135 through PBG-140); multiuse paths and shared-use paths connecting Town Center Mall to Spanish River Park (PBTPA-513, BR-14, PBG-55, PBG-57, PBG-96, PBG-97); 10'-12' shared-use trails with enhanced crosswalks (PBTPA-483); pedestrian bridge at Spanish River Blvd (PBTPA-1708), new Tri-Rail station on SFRC railway at Glades Rd (PBTPA-770), restored PalmTran Route 49 extending to Cherry Rd/Military Trail (PBTPA-1220, PBTPA-1510); transit circulator route with dedicated or priority transit lanes (PBG-188), and grade-separated 5' raised bike lanes adjacent to 6' sidewalks with street trees and upgraded transit shelters in Greenacres (GA-45). TPA0005 Enhanced Transit from Butts Road to US-1) to leverage Florida's SIS Framework and FTA Funding under the Transit - Fixed Guideway Program.
Future Typical Section		See Typical Section 10 - Military Trail, Lake Worth Rd to Southern Blvd (C4, Urban)

* This list of projects was generated from the CTMP database for this corridor and adjacent corridors.



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Figure 3-14: Military Trail Safety Analysis, 2020-2025



11. Northlake Blvd, Coconut Boulevard to Alt A1A (10 miles)

Table 3-23: Northlake Blvd Existing Conditions / Future Opportunities

Factors	Existing Conditions	Future Opportunities	
	From Coconut Blvd to Alt A1A	From Coconut Blvd to I-95	From I-95 to US-1
FDOT Context Class	C1, C2, C3R, C4	C3R	C4
SIS Highway	N/A		
Target / Design Speed	45 to 55 MPH	40 MPH	35 MPH
Number of Thru Lanes	4 to 6	6	6
Approximate ROW Width	110 to 180 feet	110 to 180 feet	105 to 200 feet
Jurisdiction	Palm Beach County	Palm Beach County	Palm Beach County
Transit Route / Ridership / Headway	Palm Tran 33 - Gardens Mall to Mangonia Park/ FY 25 -246,120/ 60 Min	Optimize with increased headways	Optimize with increased headways
Transit Type (per 561 Plan)		Enhance Fix Route Service with 20 Min. Headways	
Level of Traffic Stress (LTS) 1 (best) to 4 (worst)	Pedestrian LTS=4, Bicycle LTS=4 (Very High Stress)	Ped-1, Bike-1 (Low Stress)	Ped-1, Bike-1 (Low Stress)
AADT 2025 → Existing, 2050 → Future	35,500 to 61,000	33,000 to 66,000	48,000
Land Use	Residential and commercial on the east side of the corridor, along with a small area for public use. West of Turnpike, land uses are preservation/conservation, with limited residential/commercial development concentrated near Coconut Blvd. This corridor traverses North Palm Beach, Lake Park, Palm Beach Gardens, and West Palm Beach.	Consistent with existing conditions; however, preservation/conservation designations are not shown on future land use maps.	
Project Options for Future Implementation Considerations*		New Congress Ave extension to Northlake Blvd (PBTPA-667, PBTPA-1288, PBG-27); Complete streets - 10' sidewalks/crosswalks/pedestrian islands (PBTPA-481, PBTPA-1040); 12' shared-use trails-5' bike lanes/green pavement markings (PBTPA-477, PBG-149); Tri-Rail Coastal Link service on FEC Railway with stations-Lake Park and Palm Beach Gardens (PBTPA-382, PBTPA-757); Beeline Hwy (SR 710) transitway (passenger) service- Indiantown to Mangonia Park Tri-Rail Station (PBTPA-552); Lake Park- 10' shared-use paths and 5' sidewalks (LP-2, LP-5, LP-8, LP-15, LP-16, LP-17, LP-24); Palm Beach Gardens network of shared-use paths, bike lanes/bicycle boulevards connecting to Northlake Blvd,(PBG-45 - PBG-188); dedicated transit lanes (PBG-188), 12' pathways with connections to Pond Cypress/Grassy Waters trail (PBTPA-991).	
Future Typical Section		See Typical Section 11A - Northlake Boulevard, Coconut Blvd to I-95 (C3R, Suburban)	See Typical Section 11A - Northlake Boulevard, Coconut Blvd to I-95 (C3R, Suburban)

* This list of projects was generated from the CTMP database for this corridor and adjacent corridors.

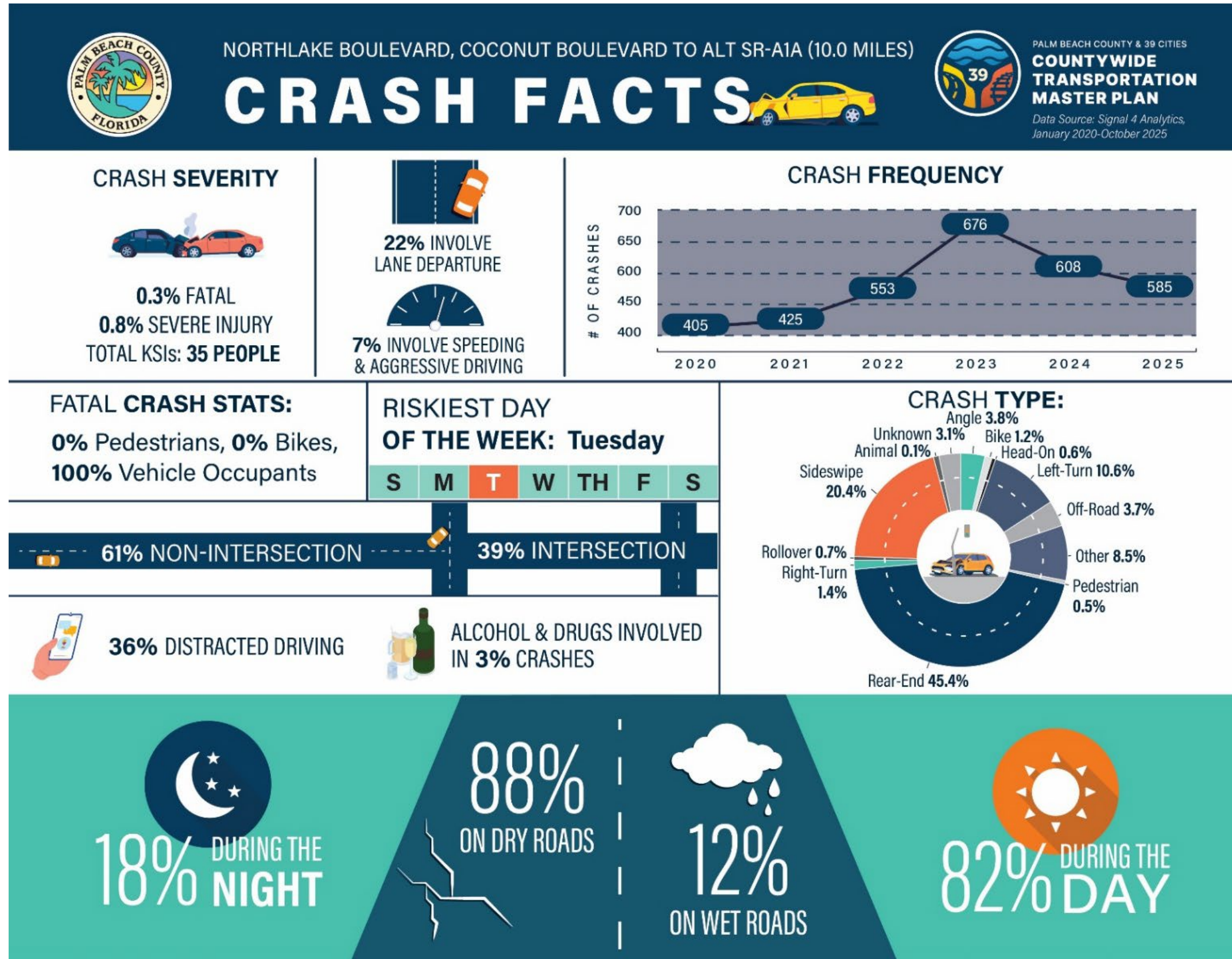


Figure 3-15: Northlake Boulevard Safety Analysis, 2020-2025



12. Okeechobee Boulevard, Seminole Pratt Whitney Road to Flagler Drive (16 Miles)

Table 3-24: Okeechobee Blvd Existing Conditions / Future Opportunities

Factors	Existing Conditions			Future Opportunities		
	From Seminole Pratt Whitney Rd to Flagler Dr	From Seminole Pratt Whitney to Crestwood Blvd	From Crestwood Blvd to FL Turnpike	From FL Turnpike to I-95	From I-95 to Rosemary Ave	From Rosemary Ave to Flagler Dr
FDOT Context Class	C2, C3R, C3C, C4, C6	C2	C3R	C4	C5	C6
SIS Highway	N/A					
Target / Design Speed	30 to 50 MPH	45 MPH	45 MPH	40 MPH	35 MPH	30 MPH
Number of Thru Lanes	2 to 6	2	6	6	6	6
Approximate ROW Width	80 feet to 200 feet	100 to 150 ft	120 to 250 ft	130 to 140 ft	130 ft to 200 ft	55-65 ft EB/WB
Jurisdiction	FDOT & Palm Beach County	Palm Beach County	FDOT	FDOT	FDOT	FDOT
Transit Route / Ridership / Headway	Palm Tran 43 - West Palm Beach to Wellington/FY 25 - 623,929/ 20 Min	Evaluate optimization with micotranit	Continue Services	Continue Services	Evaluate per 561 plan	Evaluate per 561 plan
Transit Type (per 561 Plan)		Local Circulator	Fixed Route	Fixed Route	BRT to LRT	BRT to LRT
Level of Traffic Stress (LTS) 1 (best) to 4 (worst)	Pedestrian LTS=4, Bicycle LTS=4 (Very High Stress)	Ped-2, Bike-2	Ped-2, Bike-2	Ped-1, Bike-1	Ped-1, Bike-1	Ped-1, Bike-1
AADT 2025 → Existing, 2050 → Future	10,900 to 76,000	19,000	61,000	75,000	75,000	45,000
Land Use	Consists of rural residential west of Crestwood Ave. East of SR-7 and outside the City of Royal Palm Beach, moderate commercial uses directly abut corridor w/ residential behind. East of I-95, land use densifies into downtown West Palm Beach.	Future land use consistent with existing land uses.				
Project Options for Future Implementation Considerations*		Grade-separated automated people mover-DJT to Downtown WPB (PBIA-3, PBIA-6); Okeechobee Blvd light rail (PBTPA-580); Okeechobee/SR-7 transitway w/ passenger service (PBTPA-1095, PBTPA-386); enhanced Palm Tran 40/43 service (PBTPA-1223, PBTPA-1669); express bus service- Westlake to WPB via Okeechobee Blvd (PBTPA-1232); complete streets on Parker Ave, Palm Beach Lakes Blvd, and Quadrille Blvd (PBTPA-546, PBTPA-548, PBTPA-588), separated bike lanes on Old Okeechobee Rd, Parker Ave, and Mercer Ave (PBTPA-1408, PBTPA-1409, PBTPA-495, PBTPA-1405); bike boulevard treatments/ wayfinding on Sapodilla Ave (PBTPA-1397), Flagler Dr complete street w/ 2-way separated bikeway (PBTPA-1398, PBTPA-1399); 10-12' shared-use paths with high-visibility crosswalks/pedestrian lighting on Seminole Blvd (PBTPA-870), SUN Trail completion-Atlantic Coast to Lake Okeechobee Scenic Trail (PBTPA-1004); Congress Ave transit/bicycle improvements (PBTPA-356, PBTPA-358, PBTPA-359); Potential Enhanced Transit Vision for Okeechobee Blvd (Palm Tran 43) SR 7 to US 1 leveraging FL SIS Framework/FTA Funding- Fixed Guideway Program.				
Future Typical Section		Typical Section 12A - Okeechobee Boulevard, Seminole Pratt Whitney Rd to Crestwood Ave (C2, Rural)	Typical Section 12A - Okeechobee Boulevard, Seminole Pratt Whitney Rd to Crestwood Ave (C2, Rural)	Typical Section 12A - Okeechobee Boulevard, Seminole Pratt Whitney Rd to Crestwood Ave (C2, Rural)	Typical Section 12A - Okeechobee Boulevard, Seminole Pratt Whitney Rd to Crestwood Ave (C2, Rural)	Typical Section 12A - Okeechobee Boulevard, Seminole Pratt Whitney Rd to Crestwood Ave (C2, Rural)

* This list of projects was generated from the CTMP database for this corridor and adjacent corridors.

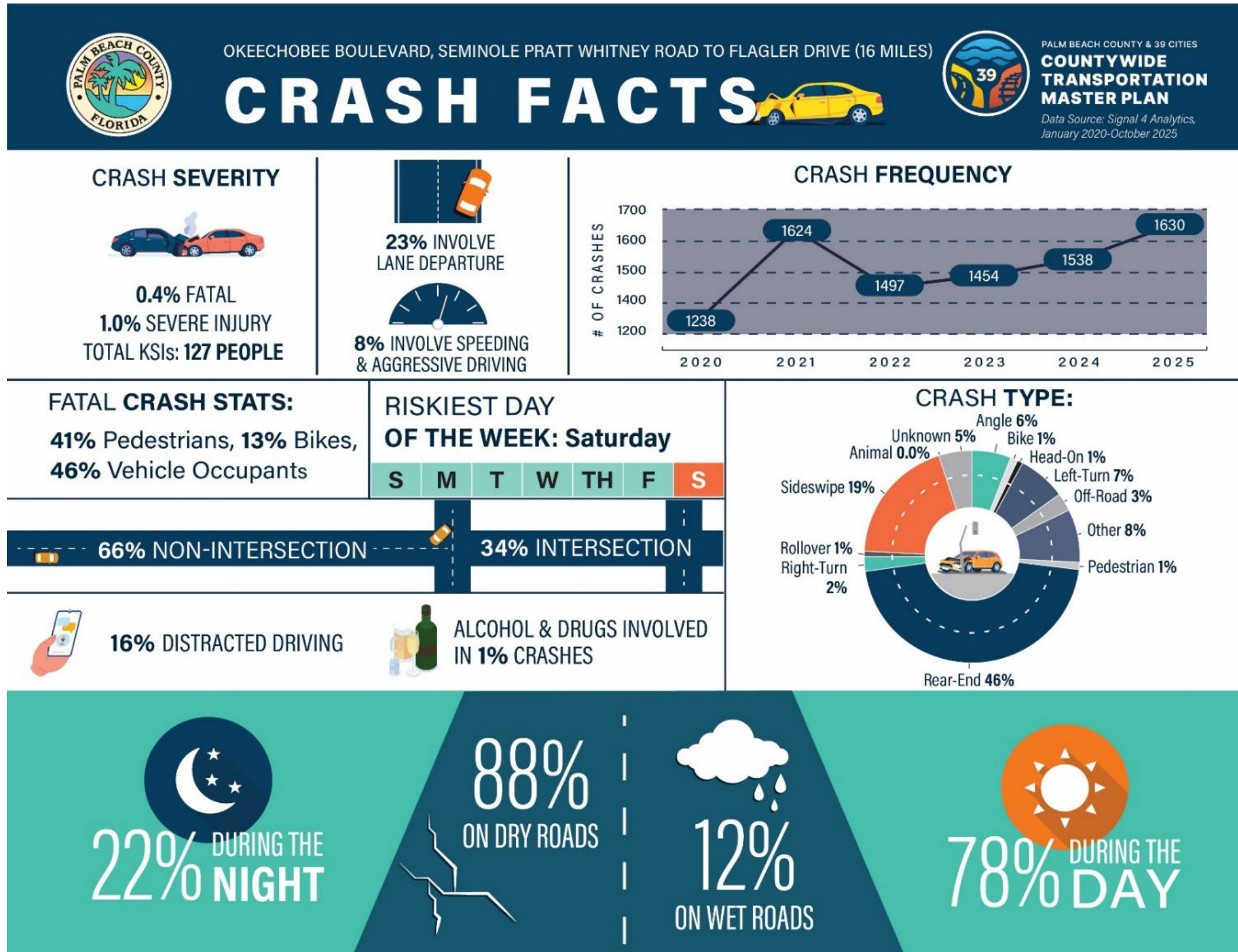




Figure 3-16: Okeechobee Boulevard Safety Analysis, 2020-2025

13. PGA Blvd, Military Trail to US-1 (2.6 miles)

Table 3-25: PGA Blvd Existing Conditions / Future Opportunities

Factors	Existing Conditions	Future Opportunities
	From Military Trail to US-1	From Military Trail to US-1
FDOT Context Class	C3C, C4	C3C
SIS Highway	N/A	
Target / Design Speed	40 to 45 MPH	40 MPH
Number of Thru Lanes	6	6
Approximate ROW Width	140 feet	120 to 300 feet
Jurisdiction	FDOT	FDOT
Transit Route / Ridership / Headway	Palm Tran 3 -Gardens Mall to Military Trail & Yamato Road/FY 25-1,219,964/ 20 Min Peak or 30 Min Off-Peak [2nd highest Ridership Corridor in the Palm Tran System]	Continue services and evaluate optimization
Transit Type (per 561 Plan)		Enhanced Fixed Route
Level of Traffic Stress (LTS) 1 (best) to 4 (worst)	Pedestrian LTS=4 (Very High Stress), Bicycle LTS=3 (High Stress)	Ped-1, Bike-1 (Low Stress)
AADT 2025 → Existing, 2050 → Future	38,000 to 71,500	49,000
Land Use	Mainly residential land uses with commercial pockets fronting the corridor. The majority of the section of PGA Boulevard from Military Trail to US 1 is located in the City of North Palm Beach.	Because this section is entirely built out, future uses are consistent with existing land use.
Project Options for Future Implementation Considerations*		Buffered bike lanes along PGA Blvd -Beeline Highway to US 1 (PBG-160, PBG-161, PBG-162, PBG-163, PBG-164); 12' shared-use trails on north side PGA Blvd - 7' buffered bicycle lanes, widened sidewalks with pedestrian flashers (PBTPA-479); shared-use paths connecting Sandhill Crane Park to Beeline Hwy with boardwalk sections (PBG-84, PBG-85, PBG-86, PBG-87); buffered bike lanes on US-1 from PGA Blvd to Northlake Blvd (PBG-147); new FEC Railway passenger station at PGA Blvd (PBTPA-792); enhanced PalmTran Route 3 transit service with multimodal improvements from Glades Rd to PGA Blvd (PBTPA-996); mobility hubs at PGA Blvd East/Intracoastal Waterway and PGA National Park (PBTPA-1569, PBTPA-1573); and PD&E/corridor studies for PGA Blvd extensions (PBG-20, PBG-21, PBG-165, PBTPA-415).
Future Typical Section		See Typical Section 13 - PGA Boulevard, Military Trail to US-1 (C3C, Suburban)

* This list of projects was generated from the CTMP database for this corridor and adjacent corridors.

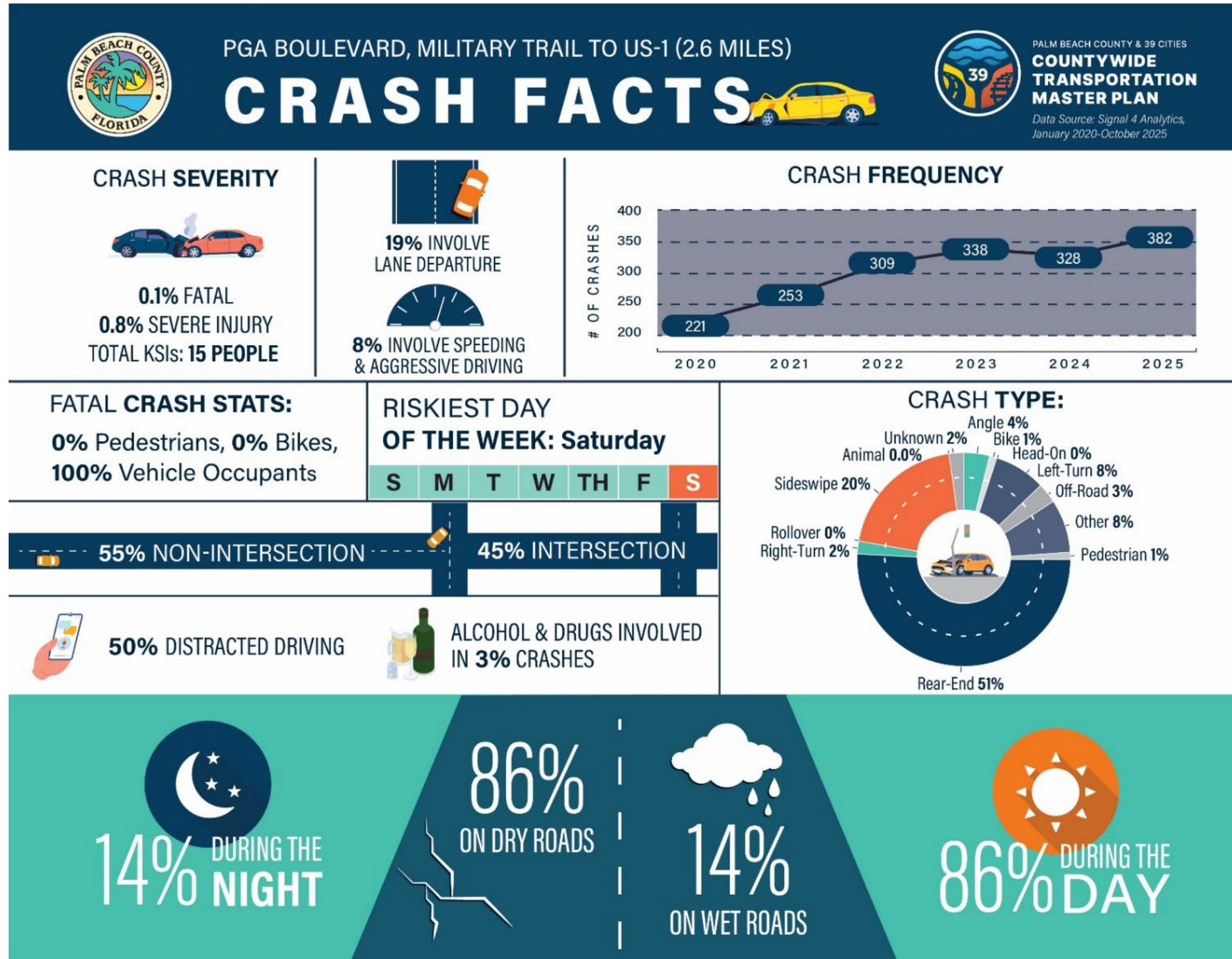


Figure 3-17: PGA Boulevard Safety Analysis, 2020-2025



14. Southern Boulevard, East of SR-7 to Cleary Road (2.75 Miles)

Table 3-26: Southern Blvd Existing Conditions / Future Opportunities

Factors	Existing Conditions	Future Opportunities
	From East of SR-7 to Cleary Road	From East of SR-7 to Cleary Road
FDOT Context Class	C3R	C3R
SIS Highway	N/A	
Target / Design Speed	50 MPH	40 MPH
Number of Thru Lanes	6 to 8	6 to 8
Approximate ROW Width	180 feet	120 to 300 feet
Jurisdiction	FDOT	FDOT
Transit Route / Ridership / Headway	Palm Tran 40- West Palm Beach (WPB) - Belle Glade via Okeechobee Blvd to WPB Intermodal Center / Tri-Rail/ FY 25 - 193,618/ 29 Min	Continue services and evaluate increased headways via TDP planning process
Transit Type (per 561 Plan)		Enhanced Fixed Route 20 Min. Headway
Level of Traffic Stress (LTS) 1 (best) to 4 (worst)	Pedestrian LTS=4 (Very High Stress), Bicycle LTS=4 (Very High Stress)	Ped-1, Bike-1 (Low Stress)
AADT 2025 → Existing, 2050 → Future	79,000 to 83,000	155,000
Land Use	At SR-7, a small area of commercial development is located just east of the intersection on the south side. Continuing east, the south side of Southern Boulevard is predominantly residential. On the north side of the corridor, beginning at SR- 7, land uses are primarily industrial, with some public use and commercial zoning throughout. This portion of the corridor extends westward into the Village of Royal Palm Beach.	Consistent with existing conditions, except for limited infill development.
Project Options for Future Implementation Considerations*		SUN Trail completion along SR 80 from the Atlantic Coast to Lake Okeechobee Scenic Trail (PBTPA-1004); SR-80 urban fixed guideway new passenger service from US 27 to US 1 (PBTPA-387), SR 7 transitway from Golden Glades Multimodal Center to Southern Blvd (PBTPA-400); express bus service from Belle Glade to West Palm Beach via SR 80 (PBTPA-1233); intermodal centers/passenger terminals at US 27, US 1, and SR 7 (PBTPA-616, PBTPA-617); SR-715 modifications to add buffered bicycle lanes and missing sidewalk connections to SR 80 (PBTPA-895); trolley service from 25th St to Tri-Rail Station to SR-80 (PBTPA-833).
Future Typical Section		See Typical Section 14 - Southern Boulevard, East of SR-7 to Cleary Rd (C3R, Suburban)

* This list of projects was generated from the CTMP database for this corridor and adjacent corridors.

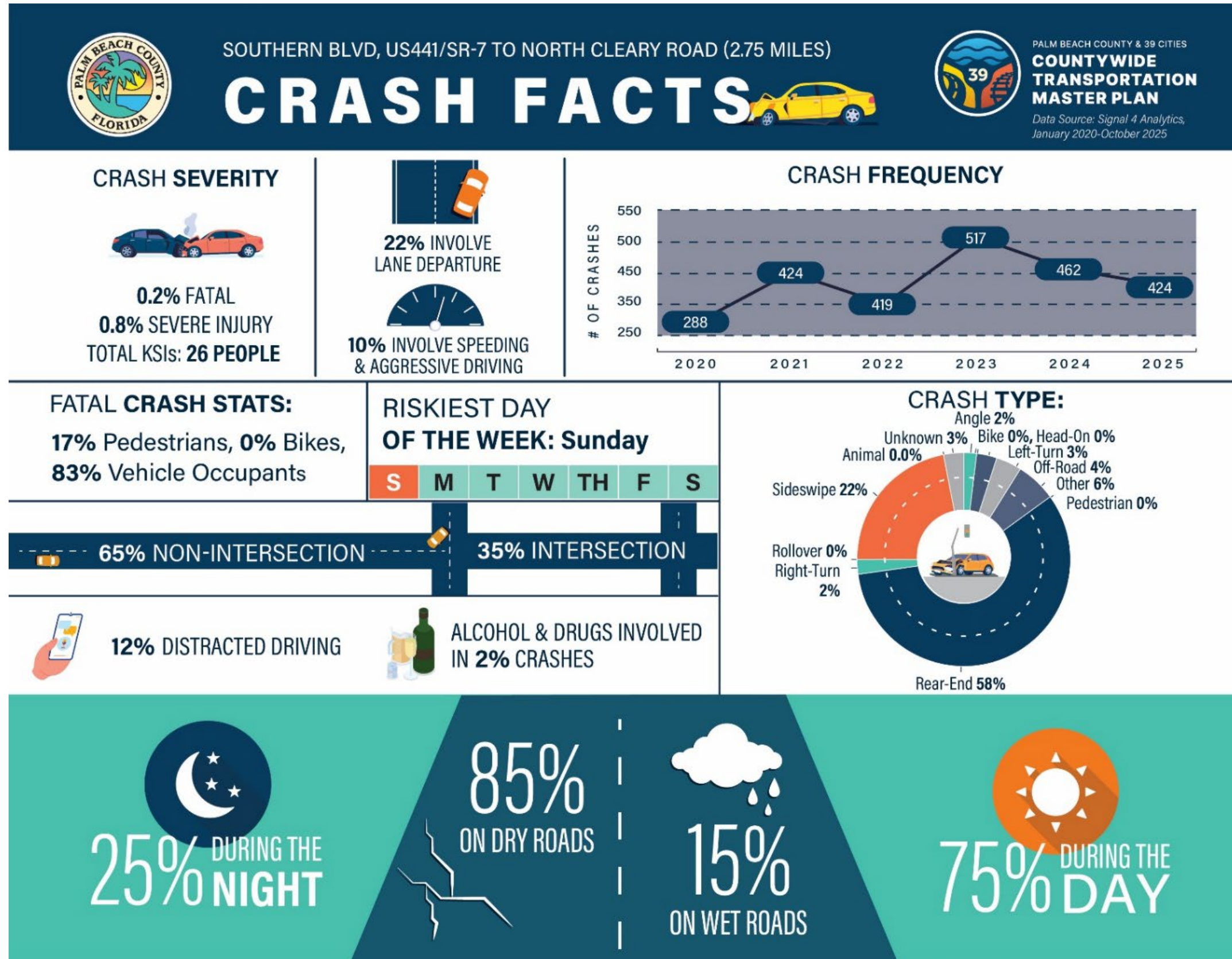


Figure 3-18: Southern Boulevard Safety Analysis, 2020-2025



15. SR 7, Broward County Line to Glades Road (2.8 Miles)

Table 3-27: SR 7 Existing Conditions / Future Opportunities

Factors	Existing Conditions	Future Opportunities
	From Broward County Line to Glades Road	From Broward County Line to Glades Road
FDOT Context Class	C3R, C3C	C3C
SIS Highway	N/A	
Target / Design Speed	45 MPH	40 MPH
Number of Thru Lanes	6	6
Approximate ROW Width	240 to 280 feet	180 to 210 feet
Jurisdiction	FDOT	FDOT
Transit Route / Ridership / Headway	Palm Tran 91 -BCR X-Town via Glades Rd/FY 25 - 121,690/ 60 Min	Continue services and evaluate increased frequency via TDP planning process
Transit Type (per 561 Plan)		Enhanced Fixed Route with shorter 10 to 15 Min. Headways
Level of Traffic Stress (LTS) 1 (best) to 4 (worst)	Pedestrian LTS=4 (Very High Stress), Bicycle LTS=4 (Very High Stress)	Ped-1, Bike-1 (Low Stress)
AADT 2025 → Existing, 2050 → Future	54,500 to 57,500	65,000
Land Use	Existing land use surrounding SR-7 between the Broward County Line and Glades Road consists of three types -Commercial is present along the roadway frontage and at the major intersections on both sides of the corridor, Residential is present along both the east and west sides of the corridor, and small pockets of public use are present.	Future land use is consistent with the existing land uses, except for some infill development. Consistent with existing conditions, except for limited infill development.
Project Options for Future Implementation Considerations*		SR-7 transitway with new passenger service from Golden Glades Multimodal Center to Southern Blvd (PBTPA-400); SR-7/Okeechobee Blvd transitway (PBTPA-1095); urban fixed guideway from SR-7 to US-1 along Glades Rd (PBTPA-392); Enhanced PalmTran Route 70 transit service (PBTPA-538); mobility hub at SR 7/Lake Worth Rd (PBTPA-1567); and corridor studies for multimodal improvements on SR-80/US-27 to I-95 (PBTPA-1099).
Future Typical Section		See Typical Section 15 - SR-7, Broward County Line to Glades Rd (C3C, Suburban)

* This list of projects was generated from the CTMP database for this corridor and adjacent corridors.

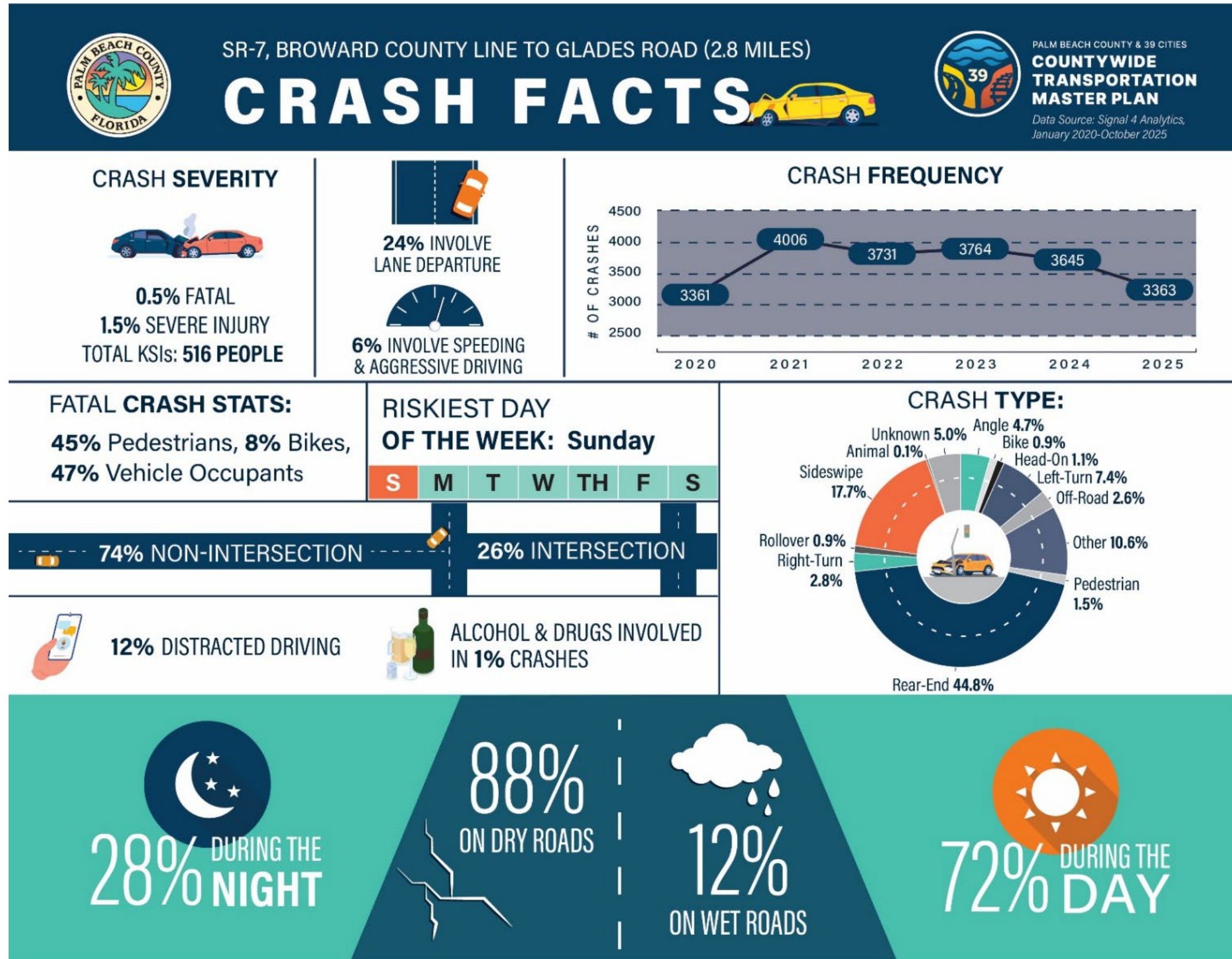


Figure 3-19: State Road 7 Safety Analysis, 2020-2025



16. Palmetto Park Rd, Lyons Rd to US-1 (6.22 Miles)

Table 3-28: Palmetto Park Rd Existing Conditions/ Future Opportunities

OFactors	Existing Conditions	Future Opportunities		
	From Lyons Rd to US-1	From Lyons Rd to I-95	From I-95 to US-1	From US-1 to Ocean Dr
FDOT Context Class	C3R, C3C, C4	C3R	C4	C4
SIS Highway	N/A			
Target / Design Speed	30 to 50 MPH	45 MPH	40 MPH	30 MPH
Number of Thru Lanes	4 to 6	6	4	4
Approximate ROW Width	100 to 200 feet	180 to 270 feet	110 feet	70 feet
Jurisdiction	Palm Beach County	Palm Beach County	Palm Beach County	Palm Beach County
Transit Route / Ridership / Headway	Palm Tran 92 -BCR X-Town via Palmetto Park Rd /FY 25 - 69,377/ 60 Min	Continue Services	Continue Services	Continue Services
Transit Type (per 561 Plan)		Maintain Fixed Route Transit 9 Min. Headways		
Level of Traffic Stress (LTS) 1 (best) to 4 (worst)	Pedestrian LTS=4, Bicycle LTS=4 (Very High Stress)	Ped-2, Bike-2 (Moderate Stress)	Ped-1, Bike-1 (Low Stress)	Ped-1, Bike-1 (Low Stress)
AADT 2025 → Existing, 2050 → Future	14,400 to 56,500	46,000	54,000	14,000
Land Use	Generally, consists of residential land uses from Lyons Road to Powerline Road. There are pockets of commercial land uses just west of Powerline Road. Continuing east, residential land uses are present on the south side of Palmetto Park Boulevard until reaching Military Trail when the jurisdiction shifts to the City of Boca Raton.	Future land use is consistent with existing land use.		
Project Options for Future Implementation Considerations*		Enhanced Palm Tran Route 94 service with increased weekday frequency (PBTPA-1448, PBTPA-1449); Mobility hub -Palmetto Park Rd/US-1 (PBTPA-1566); Complete streets with separated bike lanes on Palmetto Park Rd from US-1 to A1A (BR-22); El Rio Trail extension with tunnel underpass beneath Glades Rd connecting to Palmetto Park Rd (BR-29, BR-30); multiuse paths on the north side of Palmetto Park Rd (BR-5, BR-6); separated bike lanes on NW/SW 12th Ave from Glades Rd to Palmetto Park Rd (BR-2); NW 4th Ave complete street improvements from Glades Rd to Palmetto Park Rd (BR-24); bike boulevards providing low-stress neighborhood connectivity to Palmetto Park Rd (BR-4, BR-54).		
Future Typical Section		Typical Section 16A - Palmetto Park Road, Lyons Rd to I-95 (C3R, Suburban)	Typical Section 16A - Palmetto Park Road, Lyons Rd to I-95 (C3R, Suburban)	Typical Section 16A - Palmetto Park Road, Lyons Rd to I-95 (C3R, Suburban)

* This list of projects was generated from the CTMP database for this corridor and adjacent corridors.

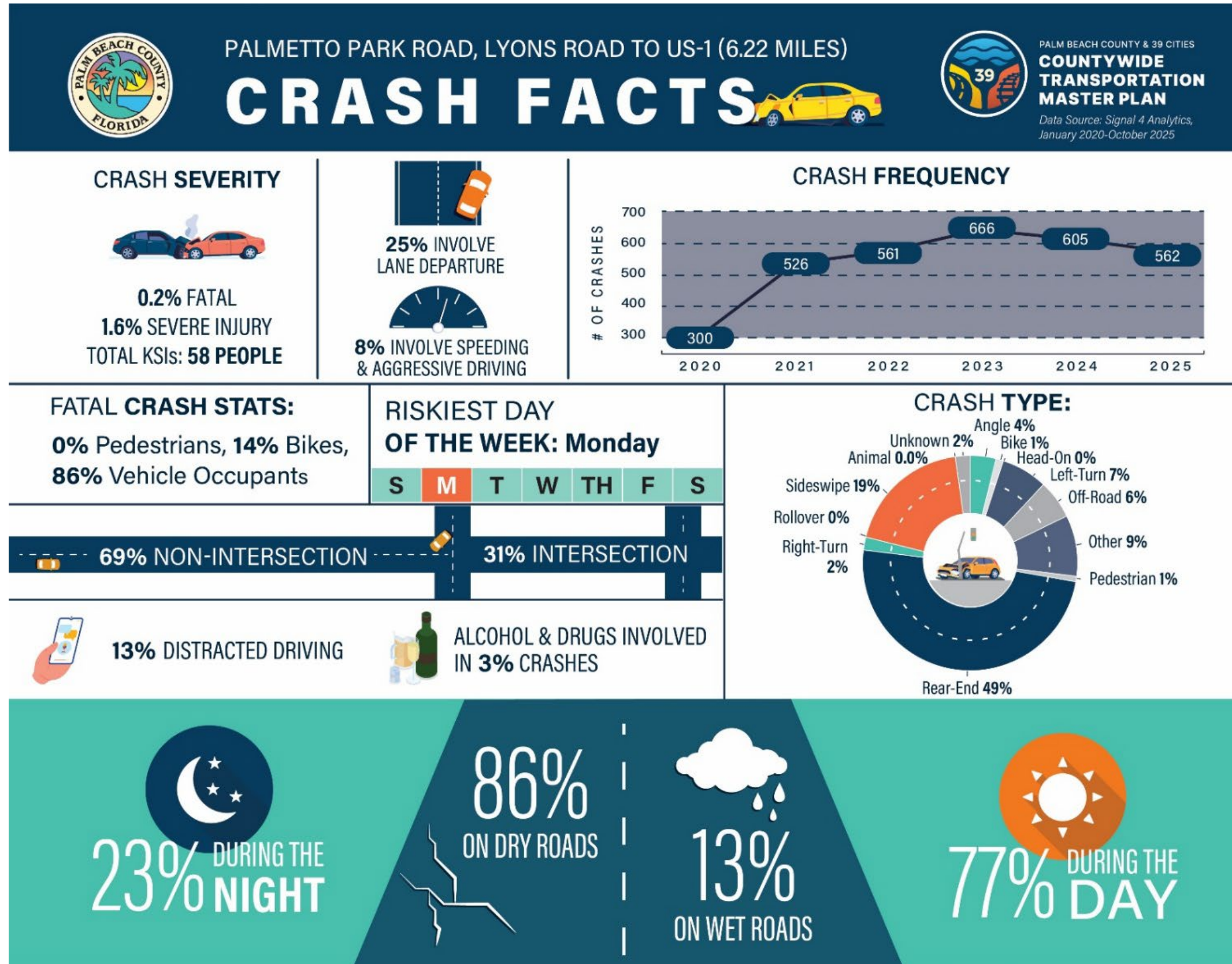


Figure 3-20: Palmetto Park Road Safety Analysis, 2020-2025



17. Kirk Road, Summit Blvd to Southern Blvd (1 mile)

Table 3-29: Kirk Road Existing Conditions / Future Opportunities

Factors	Existing Conditions	Future Opportunities
	From Summit Blvd to Southern Blvd	From Summit Blvd to Southern Blvd
FDOT Context Class	C3R	C3R
SIS Highway	N/A	
Target / Design Speed	35 MPH	30 MPH
Number of Thru Lanes	2	2
Approximate ROW Width	80 feet	80 feet
Jurisdiction	Palm Beach County	Palm Beach County
Transit Route / Ridership / Headway	Palm Tran 60 -Greenacres - WPB via Purdy / Parker bus WPB Intermodal Center / Tri Rail and ending at River Bridge/FY 25- 72,250/ 60 Min	Continue Services
Transit Type (per 561 Plan)		Maintain Fixed Route Transit 60 Min. Headways
Level of Traffic Stress (LTS) 1 (best) to 4 (worst)	Pedestrian LTS=3 (High Stress), Bicycle LTS=3 (High Stress)	Ped-1, Bike-1 (Low Stress)
AADT 2025 → Existing, 2050 → Future	11,000 to 17,400	20,000
Land Use	Existing land use along Kirk Road between Southern Boulevard and Summit Boulevard includes residential on the west side of the corridor and institutional on the east side of the corridor. The residential land uses on the west side of the corridor includes a mix of single family and high-density residential land uses.	Future land use is generally consistent with the existing land use.
Project Options for Future Implementation Considerations*		Complete streets improvements from Lake Worth Rd to 45th Lane South (PBTPA-490); multi-use trails along Kirk Rd connecting to canal corridors L-8, L-9, L-10, and L-11 (PS-47, PS-48, PS-49, PS-50, PS-51); rectangular rapid flashing beacons (RRFBs) at canal crossings on Kirk Rd at L-8, L-9, L-10, and L-11 canals (PS-40, PS-41, PS-42, PS-43); and corridor safety study for Kirk Rd from Congress Ave to Military Trail (PS-16).
Future Typical Section		See Typical Section 17 - Kirk Road, Southern Blvd to Summit Blvd (C3R, Suburban)

* This list of projects was generated from the CTMP database for this corridor and adjacent corridors.

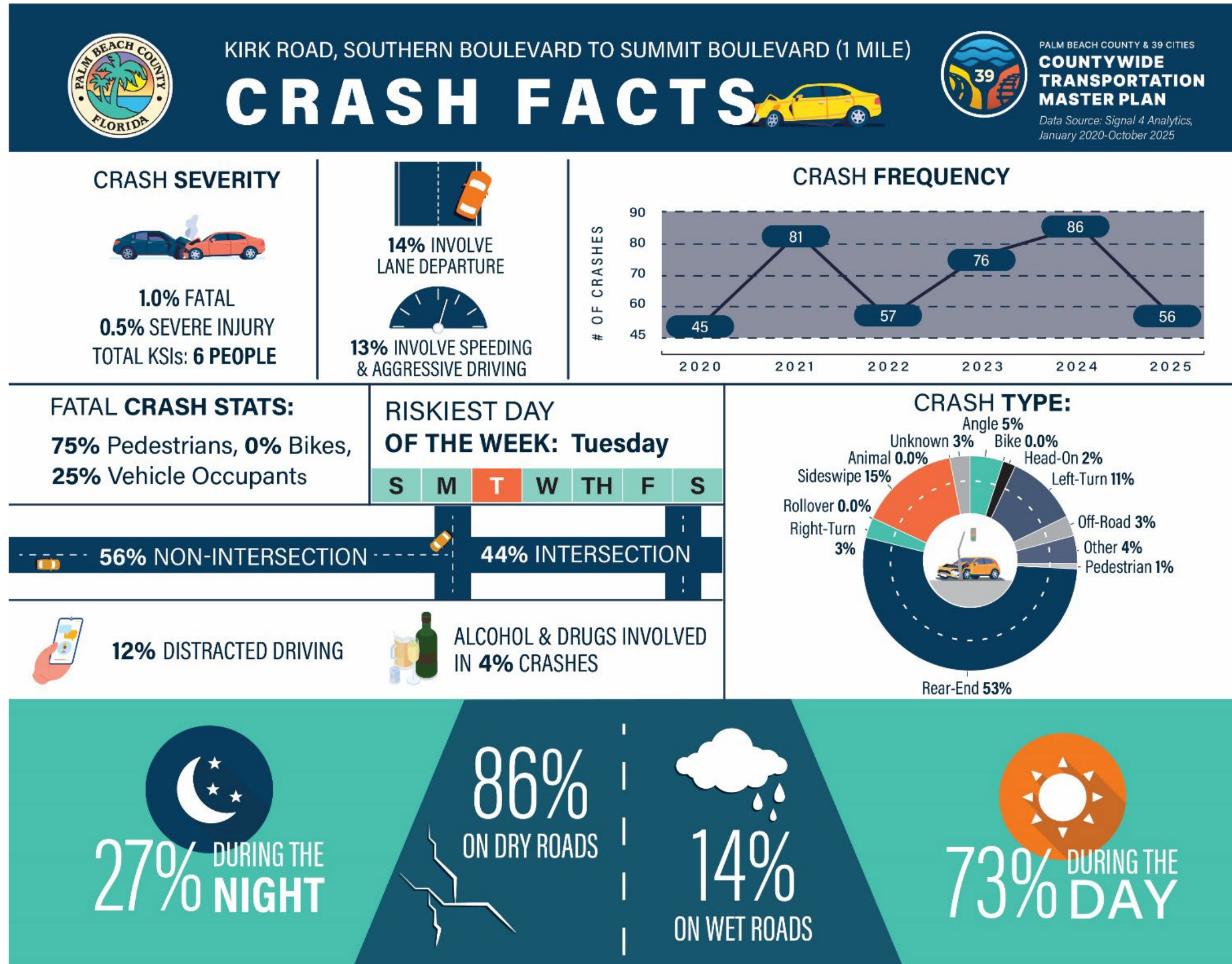


Figure 3-21: Krik Road Safety Analysis, 2020-2025



18. Haverhill Road, Okeechobee Blvd to 45th (3.66 Miles)

Table 3-30: Haverhill Road Existing Conditions / Future Opportunities

Factors	Existing Conditions	Future Opportunities
	From Okeechobee Blvd to 45th St	From Okeechobee Blvd to 45th St
FDOT Context Class	C3R, C4	C3R
SIS Highway	N/A	
Target / Design Speed	45 MPH	40 MPH
Number of Thru Lanes	4	4
Approximate ROW Width	110 feet	110 feet
Jurisdiction	Palm Beach County	Palm Beach County
Transit Route / Ridership / Headway	Palm Tran 4- WPB to Boynton Bch via Haverhill bus from VA Medical Center ending at Beach Mall & West Entrance/FY 25 -109,587/ 60 Min	Continue services and evaluate increased headways via TDP planning process
Transit Type (per 561 Plan)		Enhanced Fixed Route with shorter 30 Min. Headways
Level of Traffic Stress (LTS) 1 (best) to 4 (worst)	Pedestrian LTS=4 (Very High Stress), Bicycle LTS=4 (Very High Stress)	Ped-1, Bike-1 (Low Stress)
AADT 2025 → Existing, 2050 → Future	15,800 to 33,500	31,000
Land Use	Consist of commercial land uses at the intersection of Haverhill Road and Okeechobee Blvd. Continuing north, commercial land uses about the corridor with residential backing the commercial land uses until reaching Community Dr. At Community Dr, the east side is under the jurisdiction of West Palm Beach while the west side contains residential land uses. Just south of 36th Street, the corridor again is in the City of West Palm Beach.	Future land use is consistent with existing land uses.
Project Options for Future Implementation Considerations*		Complete Streets improvements on Haverhill Road from Ascot Street to Community Drive (PBTPA-1045); widening Haverhill Road from five to six lanes between Okeechobee Boulevard and Community Drive (PBTPA-1260); intersection improvements at Haverhill Road and Ceciele Avenue, including a northbound right-turn lane, traffic separator, and U-turn modifications (PBTPA-1359); and Palm Tran Route 4 improvements, including extended Sunday hours, 90 bus stop improvements, and ITS/TSMO upgrades at 28 signals (PBTPA-1758).
Future Typical Section		See Typical Section 18 - Haverhill Road, Okeechobee Blvd to 45th St (C3R, Suburban)

* This list of projects was generated from the CTMP database for this corridor and adjacent corridors.

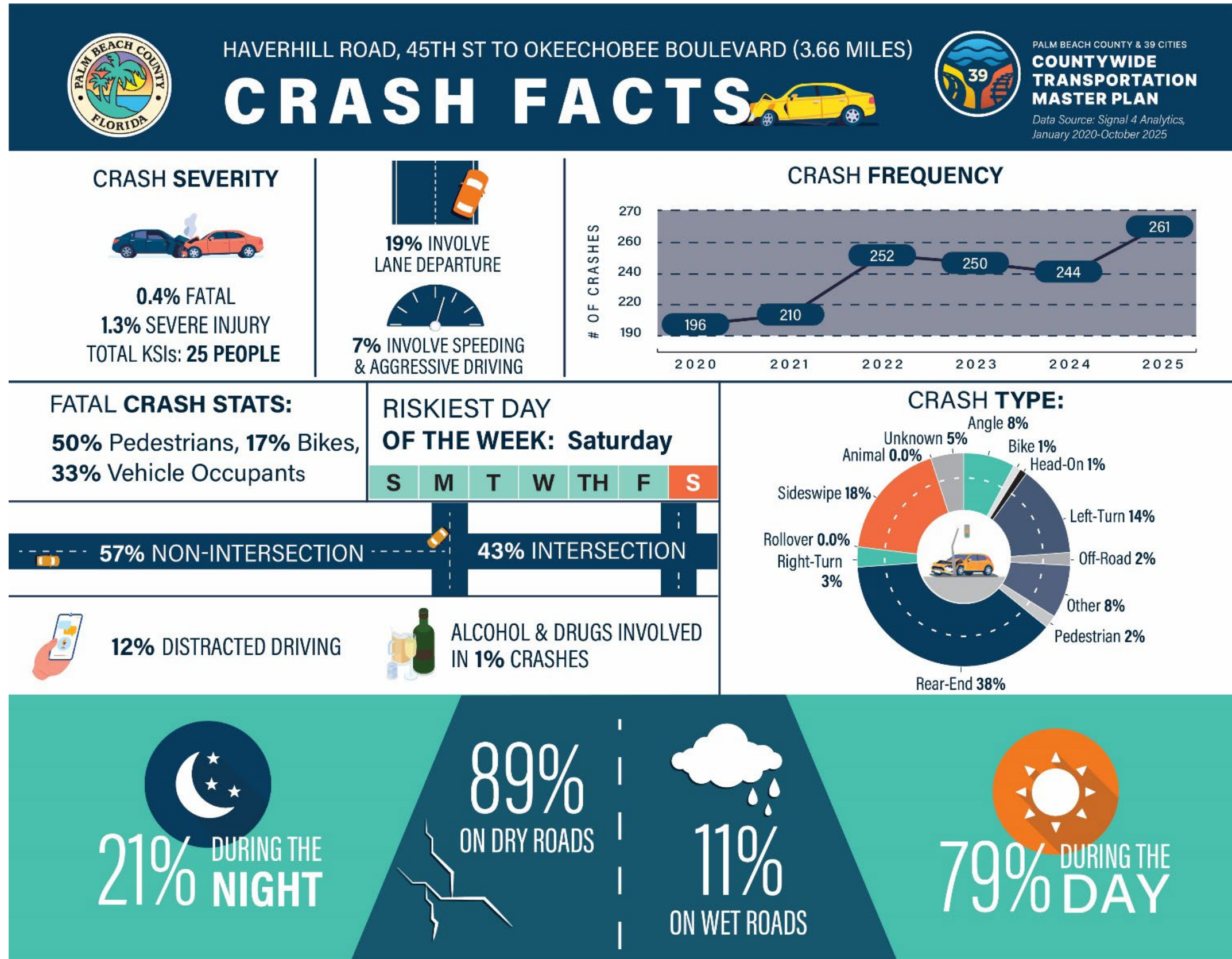


Figure 3-22: Haverhill Road Safety Analysis, 2020-2025



19. Lyons Road, Clint Moore Road to Atlantic Avenue (3.11 Miles)

Table 3-31: Lyons Road Existing Conditions / Future Opportunities

Factors	Existing Conditions	Future Opportunities
	From Clint Moore Road to Atlantic Avenue	From Clint Moore Road to Atlantic Avenue
FDOT Context Class	C2, C3R, C3C	C3R/C3C
SIS Highway	N/A	
Target / Design Speed	45 MPH	40 MPH
Number of Thru Lanes	4	4
Approximate ROW Width	80 to 110 feet	80 to 130 feet
Jurisdiction	Palm Beach County	Palm Beach County
Transit Route / Ridership / Headway	None	Evaluate demand via TDP planning process
Transit Type (per 561 Plan)		N/A
Level of Traffic Stress (LTS) 1 (best) to 4 (worst)	Pedestrian LTS=4 (Very High Stress), Bicycle LTS=4 (Very High Stress)	Ped-1, Bike-1 (Low Stress)
AADT 2025 → Existing, 2050 → Future	26,500 to 28,500	31,000
Land Use	Existing land uses along Lyons Rd between Clint Moore Rd and Atlantic Ave contain a mix of land uses. Beginning at Clint Moore Road there is a small pocket on the east side of the corridor that is residential in nature; however, contains larger acre parcels. The existing land use map currently classifies this area as Agricultural Planned Unit Development (PUD). Continuing north to Linton Blvd residential land uses are present on both sides of the corridor. The area surrounding Linton Rd is agricultural in nature with limited residential land uses. Commercial land uses are present along Lyons Rd and Atlantic Ave.	Future land use along the southern portion of the corridor is anticipated to be the same as the existing condition given the developed nature of the corridor; however, it is possible that some of the more agricultural lands could be rezoned to residential land uses.
Project Options for Future Implementation Considerations*		Sidewalk construction and widening with ADA-compliant tactile pads and pedestrian signals near Whispering Pines Elementary School along Spanish Isles Blvd and Lyons Rd from Spanish Isles to Astaire Ave (PBTPA-1014); and multimodal path widening to 10'-12' along Lyons Road as part of Wellington's annual maintenance program (W-26).
Future Typical Section		See Typical Section 19 - Lyons Road, Clint Moore Rd to Atlantic Ave (C3R, Suburban)

* This list of projects was generated from the CTMP database for this corridor and adjacent corridors.

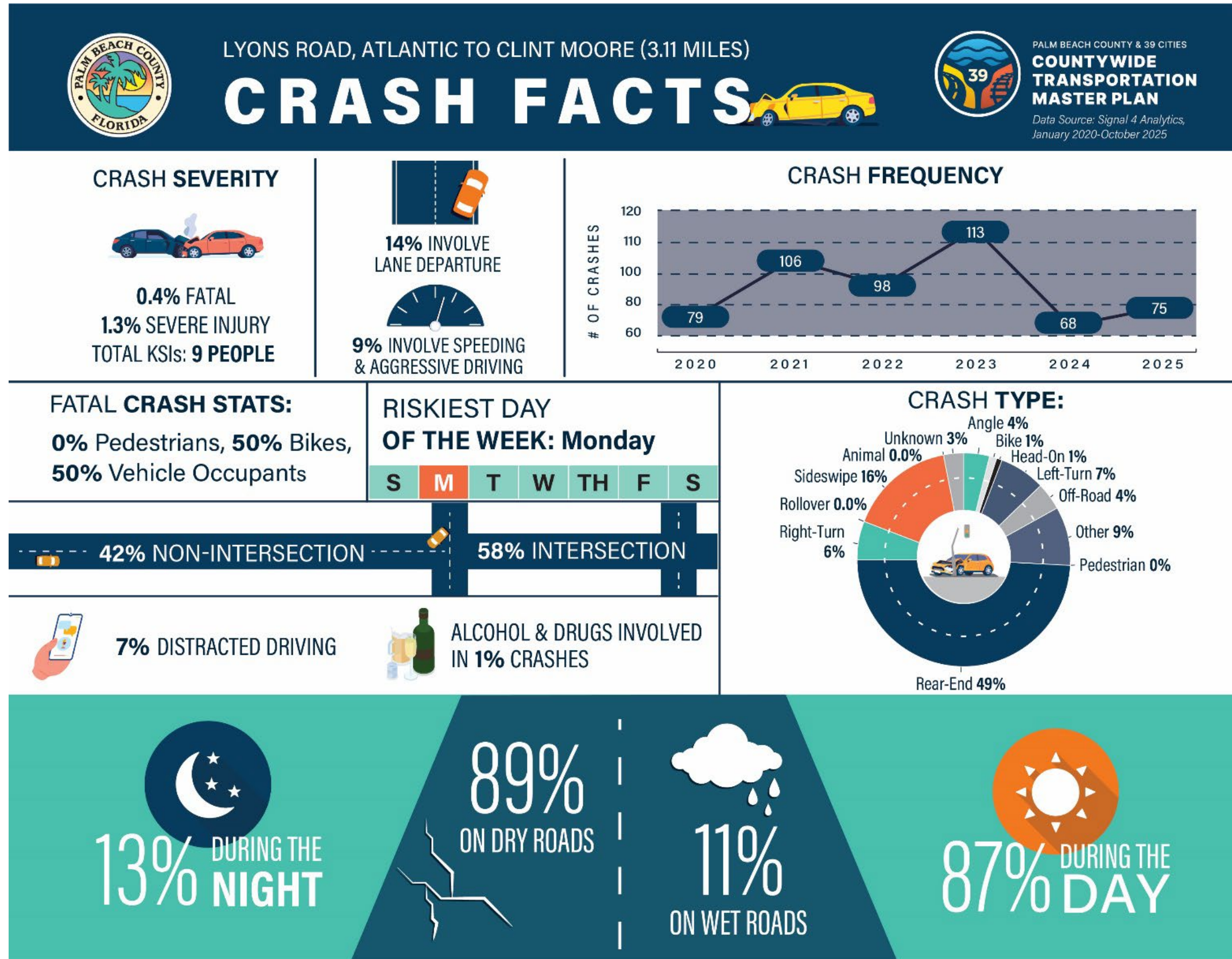


Figure 3-23: Lyons Road Safety Analysis, 2020-2025



20.Skees Road, Belvedere Rd to Okeechobee Blvd (1.1 Miles)

Table 3-32: Skees Road Existing Conditions / Future Opportunities

Factors	Existing Conditions	Future Opportunities
	From Belvedere Rd to Okeechobee Blvd	From Belvedere Rd to Okeechobee Blvd
FDOT Context Class	C3C	C3R
SIS Highway	N/A	
Target / Design Speed	40 MPH	35 MPH
Number of Thru Lanes	2	2
Approximate ROW Width	80 feet	80 feet
Jurisdiction	Palm Beach County	Palm Beach County
Transit Route / Ridership / Headway	Palm Tran 43 - West Palm Beach to Wellington/FY 25 - 623,929/ 20 Min	Continue Services
Transit Type (per 561 Plan)		N/A
Level of Traffic Stress (LTS) 1 (best) to 4 (worst)	Pedestrian LTS=3 (High Stress), Bicycle LTS=3 (High Stress)	Ped-1, Bike-1 (Low Stress)
AADT 2025 → Existing, 2050 → Future	7,200	8,000
Land Use	Existing land use contains a mix of institutional and residential land uses. At the southern end along the west side is a large vacant parcel currently owned by the Palm Beach County School Board. The northern portion of the corridor is under the jurisdiction of Royal Palm Beach.	In the future condition, given the developed nature of the corridor, future land uses are consistent with existing land uses.
Project Options for Future Implementation Considerations*		The CTMP database does not contain any specific projects for this corridor section. As such, the CTMP recommendation includes targeted, context-sensitive improvements that support Skees Road's planned low-stress multimodal function. Potential improvements include completing or widening sidewalks, adding or enhancing bicycle accommodations consistent with the recommended typical section, improving crossings at Belvedere Road and Okeechobee Boulevard, and incorporating speed management or traffic-calming measures appropriate for the 35 MPH target speed. Because Skees Road is a short residential and institutional corridor with limited projected traffic growth, recommendations should emphasize safety, comfort, and first- and last-mile connectivity rather than roadway capacity expansion.
Future Typical Section		See Typical Section 20 - Skees Road, Belvedere Rd to Okeechobee Blvd (C3R, Suburban)

* This list of projects was generated from the CTMP database for this corridor and adjacent corridors.

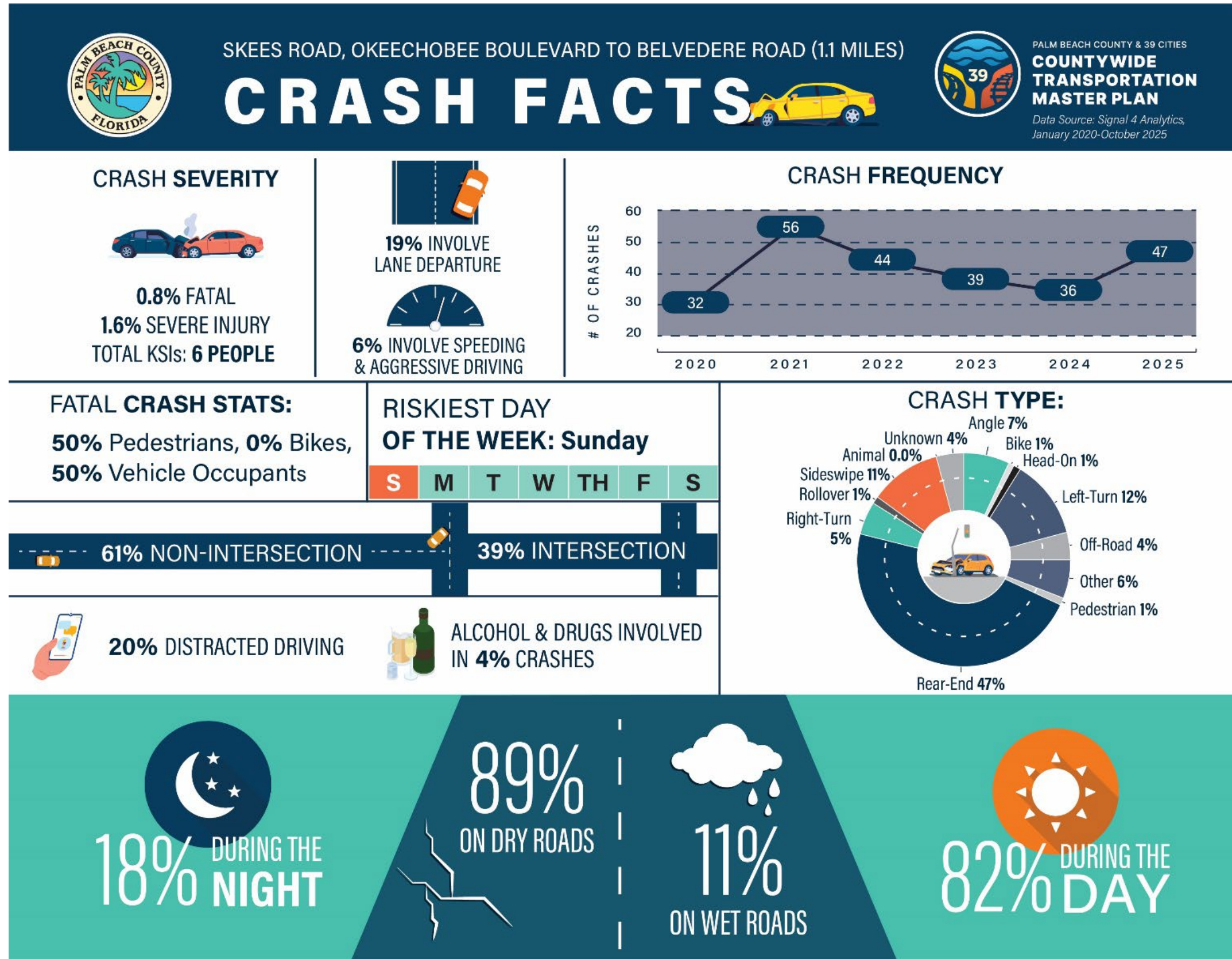


Figure 3-24: Skees Road Safety Analysis, 2020-2025



21. W Atlantic Avenue, US441/SR-7 to FL Turnpike (1.88 Miles)

Table 3-33: W Atlantic Ave Existing Conditions / Future Opportunities

Factors	Existing Conditions	Future Opportunities
	From US441/SR-7 to FL Turnpike	From US441/SR-7 to FL Turnpike
FDOT Context Class	C3R, C3C	C3C
SIS Highway	N/A	
Target / Design Speed	40 to 45 MPH	40 MPH
Number of Thru Lanes	2 to 4	4
Approximate ROW Width	125 to 140 feet	130 to 200 feet
Jurisdiction	FDOT	FDOT
Transit Route / Ridership / Headway	No route services this section of W Atlantic Avenue, however, the existing service for Palm Tran 81 begins east of FL Turnpike at PBC Library Hagen Ranch/FY 25 - 78,483/ 60 Min	Continue services and evaluate the demand for expansion of coverage area and optimization with increased frequency via the TDP planning process
Transit Type (per 561 Plan)		Enhance Fixed Route Service w/15 Minute Headways (Potential Future Fixed Guideway by FDOT)
Level of Traffic Stress (LTS) 1 (best) to 4 (worst)	Pedestrian LTS=4 (Very High Stress), Bicycle LTS=4 (Very High Stress)	Ped-1, Bike-1 (Low Stress)
AADT 2025 → Existing, 2050 → Future	18,300 to 36,500	49,000
Land Use	At US 441, the corridor includes Agricultural PUD; commercial fronting Atlantic Avenue and at the intersection of Atlantic Ave and Lyons Rd. Agricultural lands are present west of Lyons Rd on the south side of Atlantic Ave and on the north side of Atlantic Avenue east of Lyons Rd to Florida's Turnpike.	Consistent with existing land use with a mix of agricultural, residential, and commercial.
Project Options for Future Implementation Considerations*		Bike lanes from Military Trail to E-4 Canal (DB-20); buffered bike lanes on Homewood Blvd and US-1 (DB-43, DB-49, DB-55); sharrows on NW/SW 12th Avenue, Swinton Ave, Seagate Dr, and Andrews Ave (DB-16, DB-17, DB-31, DB-45, DB-57, DB-58); shared-use paths on Barkwick Rd w/ sidewalks/separated bike lanes (DB-4, PBTPA-839); sidewalk gap closures on both sides of residential streets (DB-73, DB-80, DB-85, DB-88); bike lanes on Ocean Blvd/SR-A1A (DB-7, DB-36); buffered bike lanes along Military Trail (DB-62, DB-68, DB-69); complete streets design/beautification from NW 12th Ave to NW 2nd Ave (PBTPA-466); pedestrian/ bicycle/accessibility improvements at Congress Ave intersection and Bascule Bridge (PBTPA-464, PBTPA-469); enhanced frequency PalmTran Route 81 transit service (PBTPA-539, PBTPA-1487, PBTPA-1488); multimodal improvements from Military Trail to US -1 (PBTPA-759, PBTPA-1001), SUN Trail/East Coast Greenway from Broward to Martin County (PBTPA-1003). FDOT identified potential Enhanced Transit Vision for Atlantic Ave (Palm Tran 81) from Military Trail to US-1(TPA0010) leveraging Florida's SIS /FTA Funding under Transit-Fixed Guideway Program.
Future Typical Section		See Typical Section 21 - W Atlantic Avenue, US-441/SR-7 to FL Turnpike (C3C, Suburban)

* This list of projects was generated from the CTMP database for this corridor and adjacent corridors.

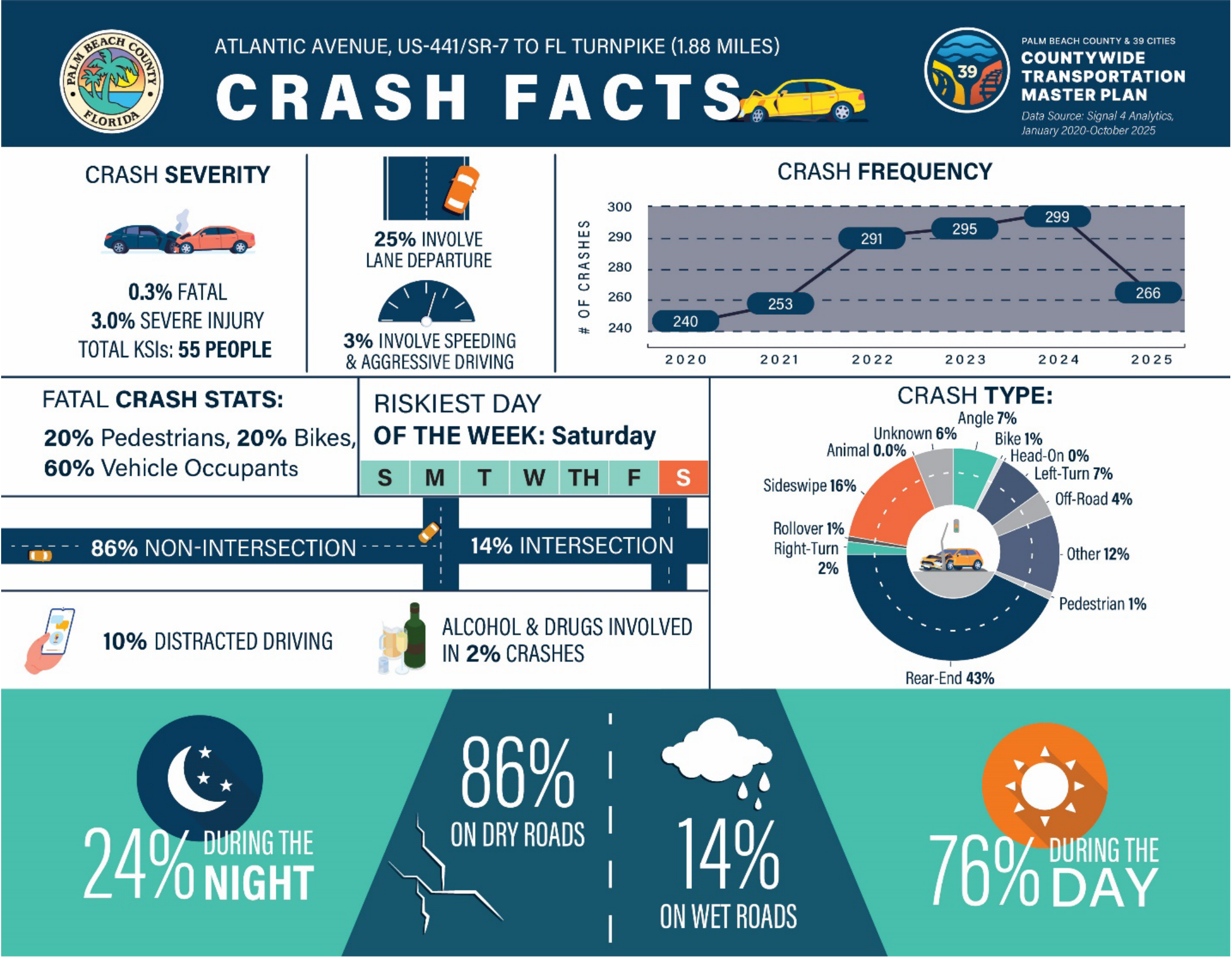


Figure 3-25: W Atlantic Ave Safety Analysis, 2020-2025



3.4. Technology and Innovation

Technology applies science and knowledge to solve problems, and innovation applies technology and ingenuity to create value. Together, they have defined the movement of people and goods throughout history. From the wheel to the automobile, from cart paths to paved roads, from sailing ships to ultra-large container vessels, and from the Kitty Hawk Flyer to the Boeing 777X, technology and innovation have enabled people and goods to move farther, faster, and more efficiently.

This advancement is continuing unabated. In just the past 25 years, mobility and logistics have been significantly enhanced by the internet, smartphones, e-commerce, ride-hailing, advanced analytics, warehouse automation, robots, real-time freight tracking, cloud-based platforms, car-sharing, micro-mobility, smart roads/parking, electric vehicles, and connected vehicles. And several more opportunities like autonomous driving, robo-taxis/robo-vans, drone delivery, and electric vertical take-off and landing aircraft (eVTOLs) have progressed to the cusp of value creation.

Clearly, the future of transportation will be different from the past. Because the CTMP covers the next 25 years, it is important to embrace transportation opportunities that will likely mature and emerge during this period. This chapter frames these opportunities and recommends how Palm Beach County should position to bring their benefits to residents and businesses in a timely and efficient manner. By doing so, Palm Beach County will continue to be among the leaders in quality of life and economic vitality.

While this chapter explores emerging and longer-term technology and innovation opportunities, it is equally important to ground these concepts in operational reality. Palm Beach County already manages a large, complex, and highly interconnected roadway and signal system. Therefore, the County's approach to technology adoption should also emphasize performance, scalability, and integration with existing operations. Technology and innovation should be framed as tools to continuously improve how the transportation system performs over time in addition to creating options for system transformation.

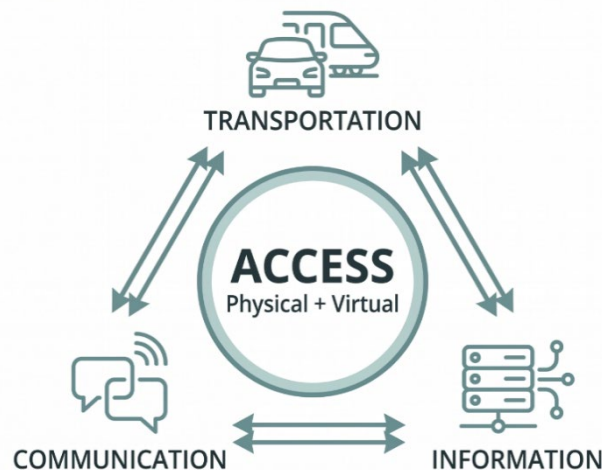
3.4.1. The Future of Access, Business and Public Services

Technology and innovation enhance how people access activities (physically and virtually), how businesses operate, and how public services are provided. This, in turn, impacts how people and goods move around and influences transportation supply and demand.

Access and Transportation

What we do defines how we live. These activities include working, shopping, socializing, learning, recreating, exercising, playing, and worshipping. They use time, take place at various locations, and occur at fixed and flexible times.

We access activities physically, using transportation, and virtually, using the internet and smart devices. Physical and virtual access are interdependent and are enabled by transportation, communication, and information. This access system (Figure 3-26) determines whether, where, when, and how we travel. As such, the future of transportation should be planned based on the future of access.



Determines Whether, Where, When & How We Travel

Figure 3-26: Access System

E-commerce illustrates how innovation has changed access and impacted transportation. Today, we can buy goods online from around the world at any time and have them delivered to our homes. We no longer need to physically travel to brick-and-mortar retail stores when they are open to purchase goods and take them home. Instead, a global supply system allows goods to be transported from producers through a network of warehouses and fulfillment centers and ultimately to our homes. Our personal travel to stores has been replaced by logistics services.



E-commerce is forecast to grow at a compound average rate of over 18% through 2035ⁱ. This will influence the future of transportation by further reducing personal trips to stores and the need for retail parking, and by increasing local delivery traffic and delivery vehicle curb-side use throughout communities. It also makes it more important to plan the future of transportation as an integrated mobility and logistics system.

Physical Access and Advancement

Nearly 96% of households in Palm Beach County own at least one car. This high rate reflects a strong reliance by county residents on personal vehicles for transportation.

Automobiles allow people to go where they want, when they want, with the people and goods they want to travel with. If you have a car and it is parked nearby, you simply get in it and go. You are not constrained by routes and schedules, you do not need to rely on others to get around, and you do not need to ride with strangers. This explains why people spend a lot of money to own a vehicle and then leave it parked about 95% of the time. Buying a car is buying freedom to physically access activities, wherever they are located, and whenever they're available. Palm Beach County residents value this freedom highly.

After Henry Ford launched the Model T in 1908, car companies presumed for the next century that vehicles would be powered by combustion engines, driven by people, and owned primarily by individuals. This industry foundation began to shift about 20 years ago due to a stunning convergence of new technology and innovative business models. Tesla delivered its first Roadster in 2008, highlighting the promise of electric vehicles with outstanding performance using lithium-ion batteries. Google hired engineering talent from the 2007 DARPA autonomous vehicle challenge and launched its Self-Driving Car Project (now Waymo). And soon after, Uber and Lyft launched innovative ride-hailing services based on the proliferation of mobile phones, providing people with a new way to spontaneously travel directly from point-to-point without having to own and drive a car.

By 2010, a new design DNA for roadway transportation was emerging. The 100-year-old “age of automobiles” was beginning to be transformed by the new “age of automobility” based on the convergence of electric + autonomous + connected vehiclesⁱⁱ. Automobility changes transportation fundamentals broadly for people and goods. It also impacts the future of rural, suburban, and urban areas (**Figure 3-27**).

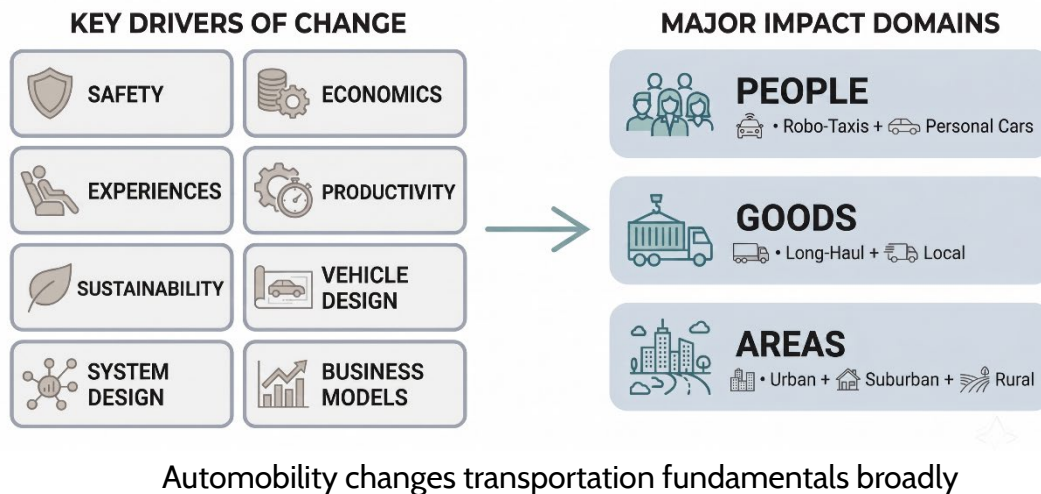


Figure 3-27: "Automobility" Implications

Autonomous driving has an especially profound impact and will significantly change transportation over the next 25 years (**Figure 3-28**). It will be safer than human driving and enable compelling and lower-cost transportation system innovations like robo-taxis/robo-vans, autonomous over-the-road trucks, and last-mile delivery robots^{iii iv v}.

AUTONOMOUS DRIVING IS INEVITABLE

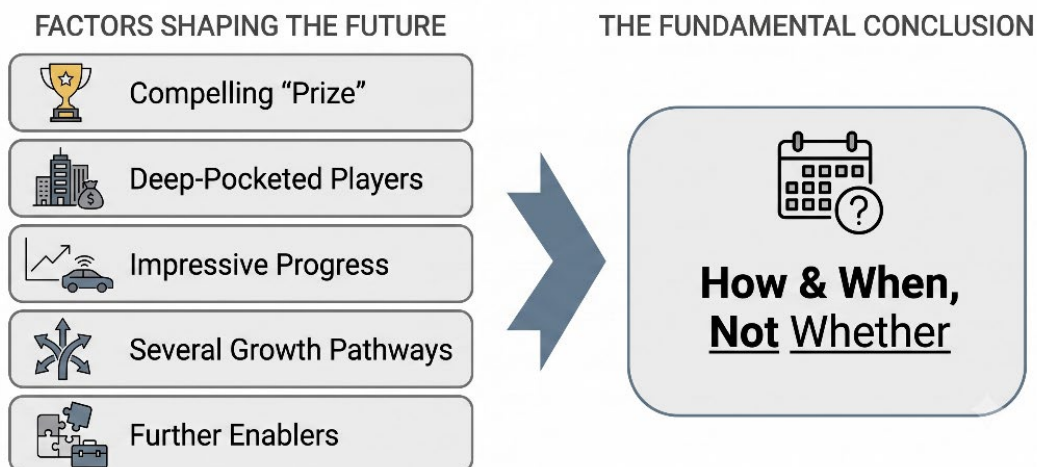


Figure 3-28: Autonomous Driving is Inevitable

While autonomous driving is expected to mature over time, its deployment will occur incrementally across regions, corridors, and use cases. Palm Beach County should therefore prioritize readiness and

flexibility to ensure roadway operations, traffic signals, regulations, and policies are compatible with emerging autonomous and connected vehicle technologies—rather than assuming immediate, systemwide adoption. Connected vehicle systems rely on communication among vehicles, roadside equipment, and traffic management infrastructure, including V2V, V2I, V2X, and V2N applications, to support safer operations, signal phase and timing exchange, and improved coordination with the Traffic Management Center.

The transportation opportunities stemming from automobility and autonomous driving are especially profound in terms of vehicle design. Today, Americans buy autos for extreme occasional trips (**Figure 3-29**).

AMERICANS BUY AUTOS FOR EXTREME OCCASIONAL TRIPS

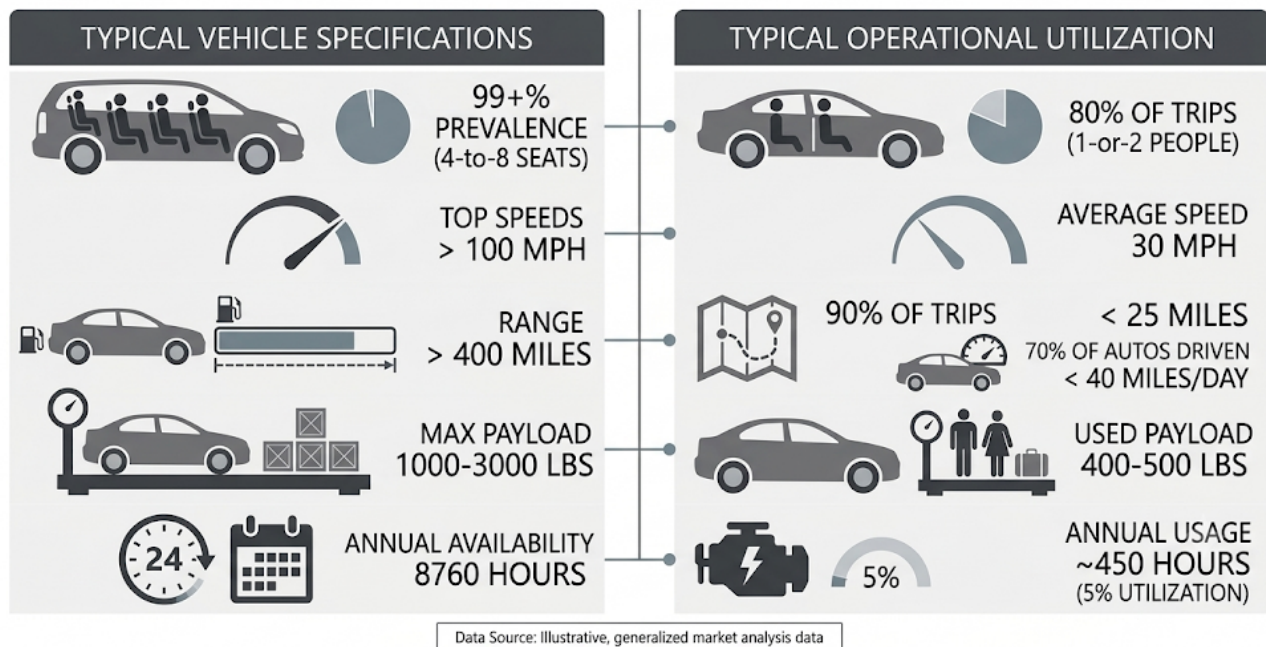
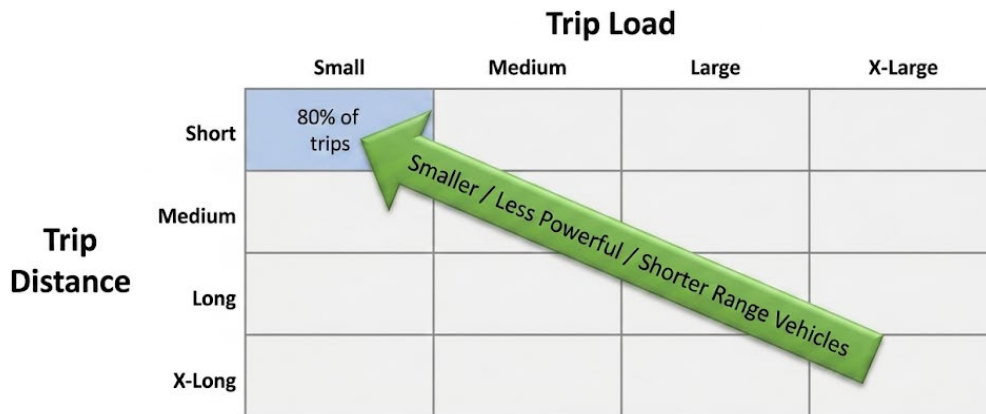


Figure 3-29: American Car-Buying

Automobility enables vehicles tailored to the requirements of typical frequent trips (**Figure 3-30**). This avoids moving extra weight, material, energy, power, space, capital, and cost when not needed.

“Automobility” Opportunity



Vehicles Tailored to Trip Requirements

Avoid moving extra weight, material, energy, power, space, capital, and cost when it is not needed

Figure 3-30: Tailoring Vehicles to Trip Requirements

Carbot-based transportation (**Figure 3-31**) illustrates what is possible^{vi}. Carbots can be used as robo-taxis/robo-vans or be personally owned by households. They can transport people door-to-door and eliminate parking hassles.

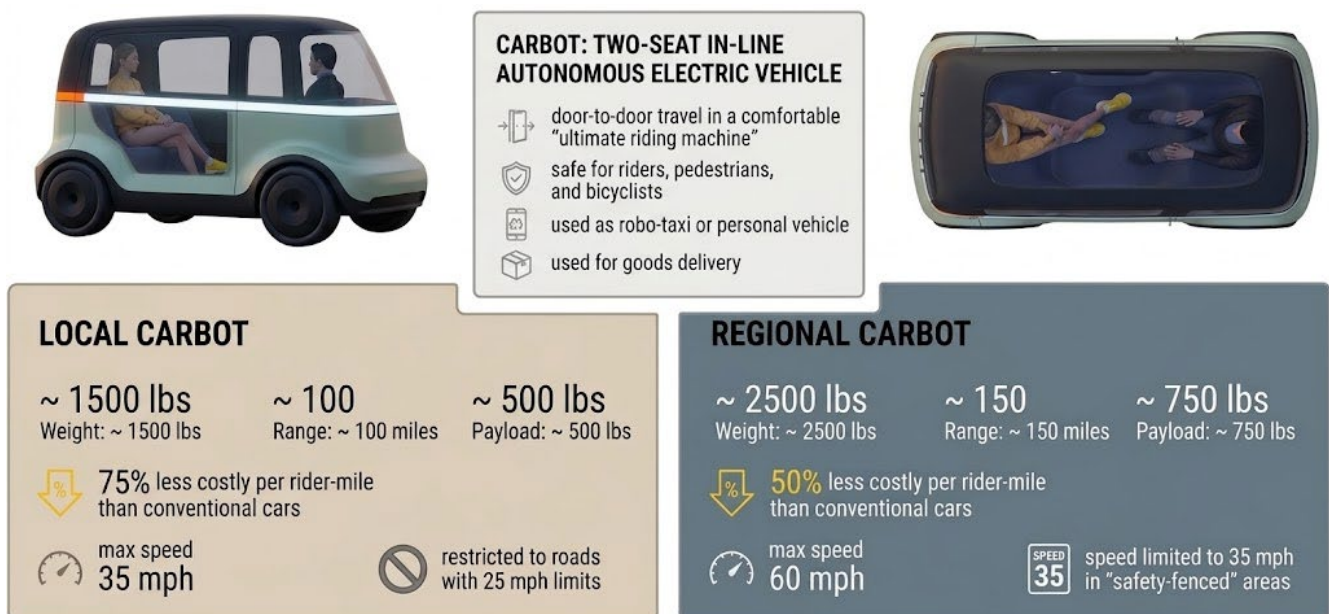


Figure 3-31: Carbot Tailored Vehicle



They can also deliver packages to realize network-scale economies and vehicle utilization efficiencies. And Carbot's narrow footprint enables better use of existing roads, providing the opportunity to convert one lane to two (or two lanes to three) with minimal investment.

For tailored vehicles like Carbots to be viable, they must be safe, provide compelling experiences, and cost less than alternatives. Occasional trips with more extreme requirements must be easy to make and affordable. People must be free to choose how they travel, and those who prefer to drive large, powerful, and fast vehicles must be accountable for the public side effects of their choices. Nothing needs to be invented, and capital requirements are modest.

Automobility, autonomous driving, and tailored vehicles are examples of technology and innovation opportunities for future physical access in Palm Beach County. They illustrate what could be possible in the next 25 years and highlight the importance of reflecting technology and innovation in Palm Beach County's transportation plan. In urban and mixed-use areas, these opportunities may also support local circulators, micromobility, and small-vehicle concepts that reduce vehicle dependency and improve first-mile/last-mile access.

Virtual Access

Digital technology emerged around 1980 and led to the Internet, laptops, mobile/smart phones, search, GPS/maps/navigation, online learning, e-commerce, telehealth, videoconferencing, streaming, social media, ride-hailing, and telematics. This has transformed virtual access.

Today, most everything we do can be accessed virtually in some way (**Figure 3-32**) Virtual access influences whether, where, when, and how we travel. It can reduce some trips, save time, and provide flexibility in how people engage in activities. However, remote work and virtual participation have also regressed in some contexts due to the continued need for human interaction, real-time teamwork, and supervision. As a result, virtual access should be recognized as a core transportation demand strategy, but one that complements rather than replaces in-person activity. By reducing the number of trips made during peak periods and increasing flexibility in when activities occur, virtual access can relieve pressure on congested corridors more effectively than incremental increases in travel speed. Incorporating virtual access considerations into transportation planning is essential to managing future demand within existing infrastructure constraints.

WHAT WE DO		VIRTUAL ACCESS	
	Work	→	 Remote Work
	Shop	→	 E-Commerce
	Learn	→	 Search, Online Courses
	Eat	→	 Food Delivery
	Self-Care	→	 Telehealth, Online Fitness
	Meet	→	 Video-Conferencing
	Socialize	→	 Social Networking
	Play	→	 Video Games
	Entertain	→	 Streaming
	Vacation	→	 Virtual Vacations
	Bank	→	 Online and Mobile

Figure 3-32: Virtual Access

In the past, many activities had to occur at specific places and at scheduled times. This framed our daily routines, when we could travel, and what we could do. Virtual access now allows us to do things from home or other locations, often without schedule constraints. This flexibility is liberating and clearly impacts transportation.

Virtual access also means assumptions about cities, suburbs, and rural areas no longer apply. Throughout history, people and businesses located in cities to access markets, workers, goods, jobs, education, ideas, religion, culture, knowledge, and healthcare. These urbanization drivers are being redefined because digital technology lets us access activities without having to reside in or commute to cities. This has significant implications for future infrastructure investment and should be comprehended in the CTMP.

The future of access will be a combination of tailored physical access and enhanced virtual access. It will be driven by maturing and emerging technology and innovation (**Figure 3-33**).



According to the 2024 FDOT Commuting Trends in Florida^{vii}, virtual/work from home (WFH) workers account for over 15% of workforce. This share has increased every year since 2019 and is greater than users of carpools, transit, walking and biking combined. WFH may have significant potential to reduce trips over other considerations. Commute trips for certain industries can see meaningful trip reductions.

Example Technology and Innovation Shaping the Future	
Autonomous Driving	Sustainable Design
Robotics	Nano-materials
Robo-Taxis	eVTOLs
Generative AI	Drones
Physical AI	3-D Printing
AI-Based Virtual Environments	Advanced Silicon Chips
Open Source AI Platforms	Advanced Nanotechnology Materials
Virtual/Mixed/ Augmented Reality	Advanced Computational Tools
Holograms	Enhanced:
Wearable Devices	E-Commerce
Internet of Things	Optimized Remote/Hybrid Work
Cloud Computing	Social Networking
Quantum Computing	Video Processing and Sharing
Mobile Computing	Streaming
5G Connectivity	Telehealth
Blockchain	Immersive Learning

Figure 3-33: Technology and Innovation Shaping the Future

This will lead to enhanced transportation, better virtual experiences, and access to insights (**Figure 3-34**).

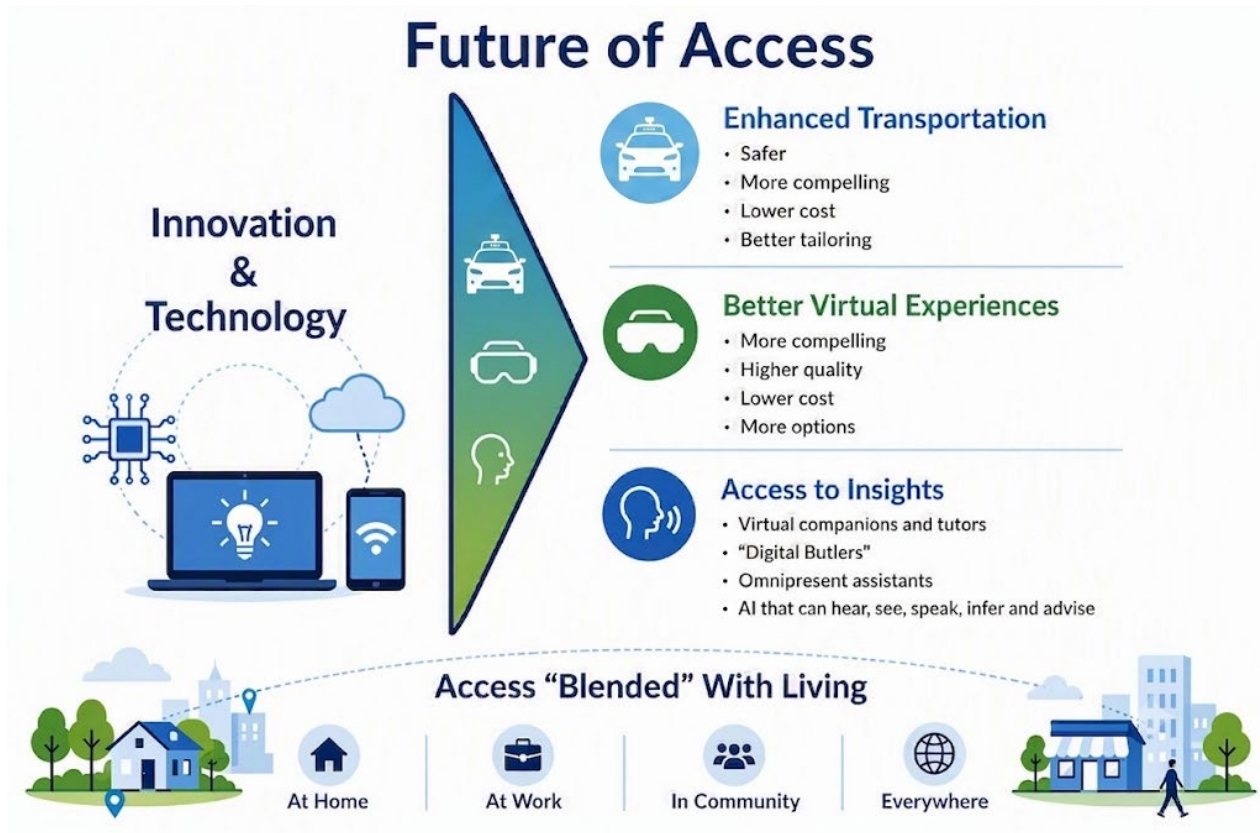


Figure 3-34: Future of Access

The future of access will shape how we live, how we interact physically and virtually, where we live and work, the trips we make, and how we travel. The benefit is a better quality of life at lower costs for all Palm Beach County residents (**Figure 3-35**).

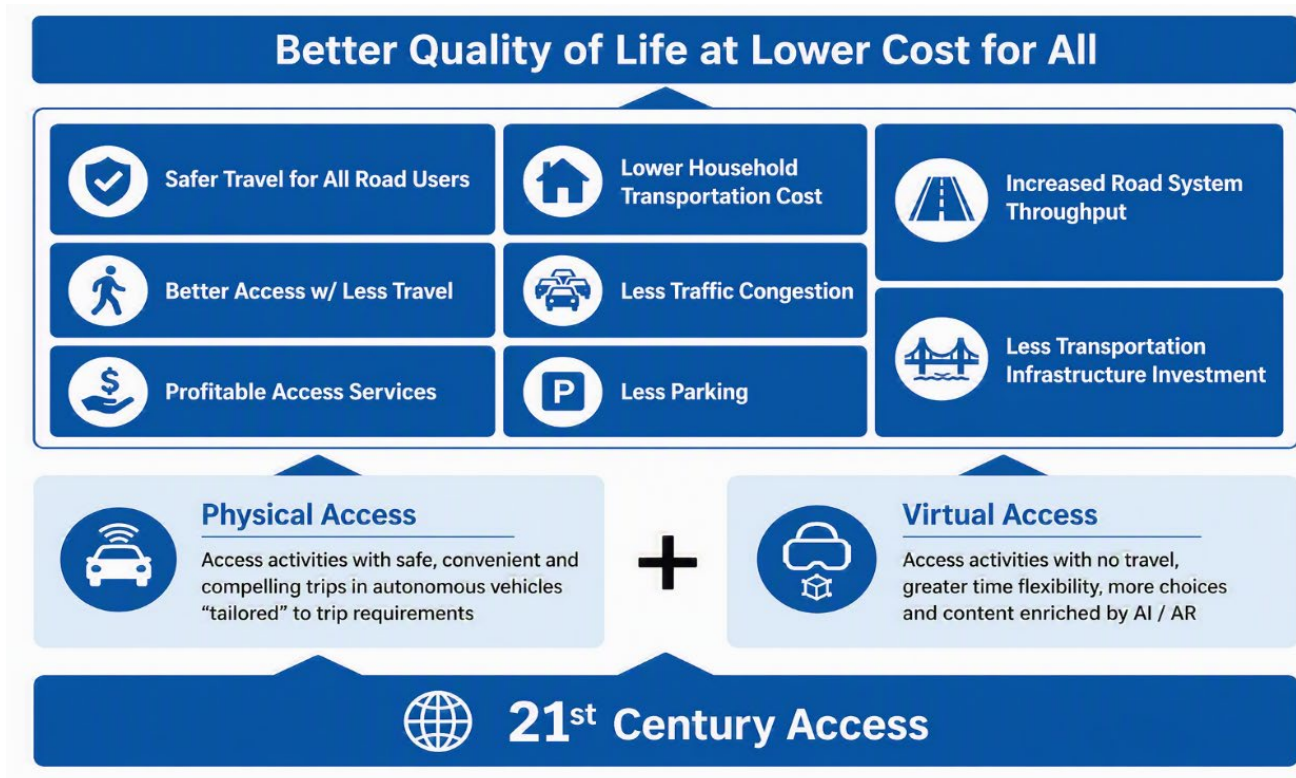


Figure 3-35: Better Quality of Life at Lower Cost for All

Technology and innovation are transforming how we access activities physically and virtually. They are redefining whether, when, where, and how we travel, and influencing where we live and where businesses locate. As such, they are changing both transportation demand and transportation supply. Palm Beach County should commit to being a benchmark for 21st-century physical and virtual access enabled by technology and innovation. This is fundamental to the economic vitality of the County and the quality of life for residents.

Business and Transportation

Businesses exist to create value for their customers and shareholders. They strive to design, engineer, produce, and distribute products and services that provide compelling customer experiences (**Figure 3-36**).



Figure 3-36: Businesses Exist to Create Value

Digital technology and innovation have transformed how businesses create value and the role of transportation and logistics in their operations.

Consider how Apple transformed value creation when it introduced the iPhone since 2007 - the iPhone provides compelling experiences through technology and design innovation. It has replaced numerous past physical products (that needed to be designed, engineered, tooled, sourced, assembled, and distributed) with a single compact device with relatively few parts. Apple transformed the value supply system for all of the functionality the iPhone offers through its apps. The transportation and logistics implications of this innovation are profound.

During the next 25 years, technology and innovation will continue to transform how businesses make value and the supply system underlying their operations (**Figure 3-37**).

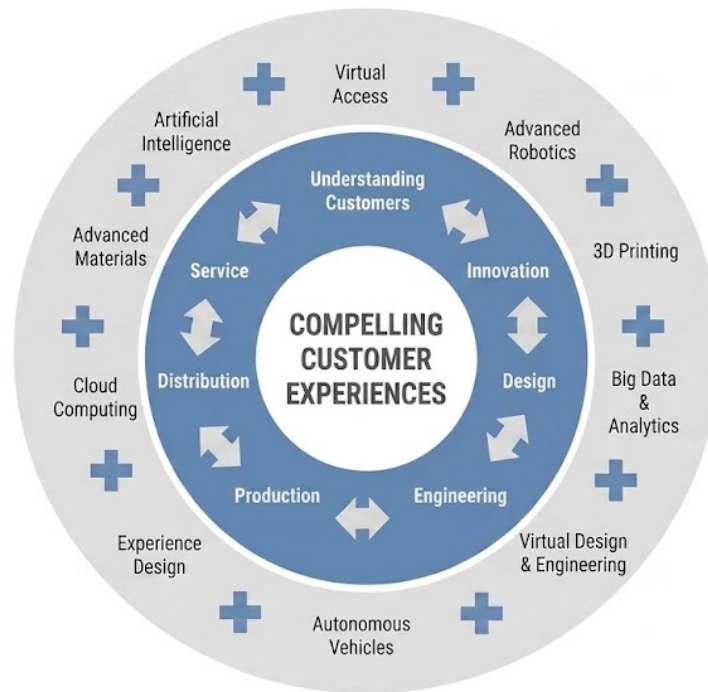


Figure 3-37: Technology and Innovation Will Transform Supply Systems

Consider the implications of mature 3-D printing. Companies that 3-D print clothing are emerging. For example, you can now order 3-D printed jeans that precisely match your size and shape, and are designed to meet your desires for fading, holes, fly closure, rivets, fit, and style. The product distribution and inventory implications are significant, especially if the product is printed locally. In this case, rather than transporting physical goods, companies are sending data virtually over the internet. While the future scope and scale of 3-D printing are still unclear, its implications for transportation could be significant.

It is uncertain how the technology and innovation highlighted in **Figure 3-37** will impact business and work, and how this could impact transportation demand and supply. PBC needs to understand and position for what might be possible and respond with the best initiatives at the right times. This is especially important for how AI could impact the future of work and jobs.

As business supply systems evolve, the transportation impacts will not disappear but will shift in form. Local delivery activity, time-sensitive freight movements, curbside loading, and short-distance logistics are likely to increase even as some long-distance freight movements decline. These trends heighten the importance of reliable arterial operations, effective signal coordination, and curbside management. For businesses, travel time predictability and reliability are increasingly more valuable than peak capacity alone.



Public Services and Transportation

Public services include community safety (police, fire, EMS), utilities (water, waste), infrastructure (roads, parks, public transit), health and social care, education, and environmental protection. Palm Beach County Departments use transportation and virtual services to fulfill their responsibilities. And, residents access county services both physically and virtually.

Technology and innovation have and will continue to impact public services. An example is speed safety cameras. These cameras enhance public safety while enabling police departments to deploy their officers to do other important public safety functions. Studies indicate that they reduce by over 60% the likelihood of vehicles exceeding the speed limit by more than 10 mph^{viii}.

Another example is using drones to inspect storm drains before a hurricane. This opportunity can simultaneously improve public safety and enhance efficiency.

Palm Beach County has already made significant investments in modern traffic signal technologies to enhance safety, efficiency, and multimodal operations. The County's Engineering and Public Works Department, Traffic Division, is currently implementing Emergency Vehicle Pre-emption (EVP) at approximately 410 intersections, with plans to ultimately expand EVP to up to 1,100 traffic signals countywide. This effort is being conducted in coordination with Palm Beach County Fire Rescue and local fire departments to improve emergency response times.

Transit Signal Priority (TSP) is also being deployed in phases. Phase 1 is currently underway and provides TSP equipment at 106 intersections along US-1 from the Broward County line to PGA Boulevard. Planned future phases include Lake Worth Road (SR-7 to US-1), State Road 7 (Lake Worth Road to Okeechobee Boulevard), and Okeechobee Boulevard (SR-7 to US-1), reflecting a targeted approach aligned with key transit corridors.

In addition, the Traffic Division has piloted Adaptive Traffic Control Systems (ATCS) on Hood Road between Alton Road and Alternate A1A. FDOT has similarly deployed ATCS on Martin Luther King Boulevard between Congress Avenue and President Barack Obama Boulevard. Building on this experience, Palm Beach County is overseeing the implementation of ATCS on two downtown West Palm Beach corridors—Okeechobee Boulevard (I-95 to Flagler Drive) and Quadrille Boulevard (Okeechobee Boulevard to Flagler Drive)—with design underway and construction anticipated to begin in 2026.

The CTMP should include physical and virtual access innovations that reduce the need for residents to travel to use public services and for county employees to travel to provide services. When travel is required, the CTMP should also improve safety, efficiency, and service quality. Building on existing deployments such as EVP, TSP, and ATCS, Palm Beach County should position for connected vehicle



applications that strengthen public safety and corridor operations, including red-light violation warnings, intersection movement assist, wrong-way entry detection, pedestrian and bicycle collision warnings, freight signal priority, drawbridge management, and traffic incident management.

3.4.2. Positioning Palm Beach County for the Future of Access, Business and Public Services

The impact of technology and innovation on transportation in Palm Beach County depends on how they shape the future of access, business, and public services. It is in this context that future transportation demand, supply, safety, system throughput, and cost should be framed, and the CTMP should be “future-proofed”. In developing areas, this future-proofing should also consider multijurisdictional transportation connections and the potential for higher-capacity transit, where practical, supported by CAV-enabled circulators and non-motorized options that extend first-mile/last-mile access.

Given the diversity of Palm Beach County corridors, the CTMP should avoid implying uniform application of technology solutions. Instead, it should use a tiered corridor signal strategy to align investment with need and expected outcomes. Higher-demand, higher-complexity corridors would warrant more advanced signal management strategies, while lower-volume or segmented corridors would focus on coordination, safety, and progression improvements. Priority should be given to major east-west routes connecting to Florida’s Turnpike and I-95, designated evacuation routes, north-south reliever corridors, corridors with high transit ridership or safety concerns, and corridors that support critical freight movement and regional economic activity.

It is hard to predict which technology and innovation opportunities will offer the most value to residents and businesses. Due to this uncertainty and differences among PBC communities, PBC should refrain from trying to “pick winners” and from placing massive bets on a few infrastructure-intensive choices. Instead, it should position itself to “scale smart” by “starting small” and “learning fast”. This can be done by creating and implementing a portfolio of interrelated small-scale pilot projects that include a mix of near/long-term opportunities and comprehend the scope of transportation needs throughout the county. The intent is to:

- learn fast and efficiently from piloting promising opportunities at a small scale
- converge on the best opportunities that deliver proven and compelling value for residents and businesses
- deploy the best proven opportunities where they fit countywide
- remain nimble by developing options for the future as a hedge against uncertainty in how technology and innovation will mature



- have PBC cities/towns/communities take the lead on specific projects and share what they learn throughout the county

For potential capital-intensive infrastructure projects with historically long lead times, the “big money” will be spent during construction. Such projects should use AI to efficiently design and engineer infrastructure options. This will reduce capital risks and implementation lead time if circumstances warrant a project be constructed in the future.

Pilot Project Portfolio Themes

Technology and innovation can improve transportation safety, change transportation demand, enhance existing transportation modes, lead to new transportation modes, increase existing transportation infrastructure throughput, and reduce household and business transportation costs. They also provide new ways to use data and analysis to plan and optimize transportation systems. Some of these envisioned opportunities will be available sooner (within five years), and some will be available later (after five years). Along these lines, themes for a pilot project portfolio are proposed in **Table 3-34** and **Table 3-35**

Pilot projects may also include modern traffic signal performance management initiatives. These may include implementation of Automated Traffic Signal Performance Measures (ATSPMs) on selected corridors to continuously monitor signal effectiveness, identify underperforming intersections, and prioritize retiming efforts. Corridor-level performance dashboards can further improve transparency, support data-driven decisions, and strengthen public confidence in system operations.



Table 3-34: Themes for Near-Term Pilot Projects

Theme Area	Within 5 Years
Transportation Safety	• Speed Cameras • Red Light Cameras • Trip routing to reduce risk • Reduce e-commerce delivery van impacts • Advanced Driver Assistance Systems • Virtual “safety fencing” for pedestrians, micro-mobility, LSVs and small cars
Transportation Demand	• Virtual access impact on trip demand • Base transportation demand forecasts on scenarios related to virtual access penetration • E-commerce impact on shopping trips and delivery van trips • Land use impacts (walkable communities)
Transportation Supply	• Robo-taxis/robo-vans • Guideways • Package delivery drones • Food delivery robots • Transportation “hubs” to facilitate multi-modal trip
Transportation Throughput	• Deploy traffic flow best practices throughout county • Enforce speed limits on I-95 and FL Turnpike to “calm” traffic • Coordinate work start times of major employers to reduce congestion ○ “Hybrid” remote work schedules ○ Flexible work hours • Hold e-commerce companies accountable for congestion impacts • Roadway/area usage fees: ○ Time of day ○ Vehicles passing through/entering PBC ○ Fees for tourists
Transportation Cost	• Focus on “capital lite” transportation solutions
Transportation Data & Analysis	• Establish a PBC transportation data and analysis department to support local and countywide planning and operations • Model likely changes in household trip purposes, frequency, distances, timing, and modes due to future virtual access • Develop a unified, countywide data platform for real-time and stored data • Comprehend how data and analytics can enhance transportation safety, efficiency and experiences • Use data for real-time monitoring, predictive analytics, and actionable insights • Create a digital twin (with advanced analytics) of PBC transportation system and land use as a basis for assessing transportation opportunities



Table 3-35: Themes for Long-Term Pilot Projects

Theme Area	After 5 Years
Transportation Safety	• Autonomous vehicles for personal use ○ Owned/subscribed/rented/robo-taxi ○ Shared use (ridesharing/transit) • Autonomous long-haul & local trucks • Reducing speed and implementing more effective target speed measures.
Transportation Demand	• AI impact on jobs and work trips
Transportation Supply	• eVTOL • Trackless autonomous trams • Autonomous “middle-mile” and long-haul trucks • Optimize people and goods transportation as an integrated system • Innovative package drop-off (“last 100 feet”) • AI impact on reduced construction lead-time • Less parking due to robo-taxi services and virtual access eliminating trips • Repurpose parking resources (land and structures) • Vehicle design innovation ○ People and goods (e.g., Carbot, DoorDash bot) • Incentivize lower mass/lower power modes
Transportation Throughput	• Traffic “calming” impact of adaptive cruise control • Fewer crashes enabled by automatic emergency braking • Reduced street parking enabled by ride-hailing and robo-taxis • AI applied to enhance corridor traffic flow with smart roads/intersections • Autonomous Driving ○ Reduce delays through fewer crashes ○ Enhance throughput due to consistent/predictable vehicle behavior ○ Comprehend parking impacts
Transportation Cost	• Reduce need for 3rd and 2nd car ownership with innovative approaches to physical and virtual access and car sharing • Low cost per seat mile opportunities stemming from mature robo-taxi services using tailored vehicles

ⁱ “E-Commerce Market Likely to Surpass USD 123.3 Trillion by 2035.” MarketGenics, March 2026 (marketgenics.co)

ⁱⁱ Autonomy: The Quest to Build the Driverless Car and How it Will Reshape Our World. Burns, Lawrence D. with Christopher Shulgan. HarperCollins ECCO, 2018

ⁱⁱⁱ “New Swiss Re Study: Waymo is Safer Than Even the Most Advanced Human-Driven Vehicles”. Dec 19, 2024 (Waymo.com)

^{iv} “Getting on Board with Shared Autonomous Mobility”. McKinsey & Company. January 3, 2025
(<https://www.mckinsey.com/features/mckinsey-center-for-future-mobility/our-insights/getting-on-board-with-shared-autonomous-mobility>)

^v “An Analysis of the Operational Costs of Trucking: 2025 Update.” ATRI, July 2025

^{vi} Near to Far. Sturges, Dan. 2023

^{vii} Commuting Trends in Florida: 2024 https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/planning/demographic/2024_fdot_commuting_trends_report_final_rem.pdf?sfvrsn=d2d6cb4c_5&Status=Master

^{viii} “Vision Zero Networks: Preventing Unsafe Speeds”. (visionzeronet.org)



“Low Hanging Fruit”

PBC should not wait to pursue learning projects that are “ripe for the picking” and that position the county for what is inevitable (e.g., autonomous vehicles). Included are:

- collaborate with various companies who offer robo-taxis/robo-vans service models to launch a pilot program in a Palm Beach County
- use emerging AI-based tools, real-time traffic data and dynamic signaling to optimize traffic flow along a PBC corridor
- collaborate with various companies that provide automated people mover to access building a link from PBI to downtown West Palm Beach
- test drone package delivery
- position for eVTOL vertiports
- collaborate with various companies that provide “middle-mile” autonomous vehicle goods delivery
- pilot autonomous neighborhood or downtown circulator services, such as Boca Raton-style shuttle connections between activity centers, to strengthen first-mile/last-mile access
- test delivery bots, micromobility, and other small-vehicle technologies in mixed-use and downtown environments to reduce short local vehicle trips
- implement the 2026 Palm Beach County Safety Action Plan (SAP) throughout the county (identify overlapping SAP/CTMP projects)
- test how roadway usage fees might reduce peak hour congestion
- establish managed signal corridors with defined performance objectives and regular retiming cycles
- expand the existing, conditional transit signal priority (based on schedule adherence or headway management) to full pre-emption to make transit a time competitive option.
- strengthen the role of the Traffic Management Center as an active hub for corridor performance monitoring and coordination
- advance connected corridor pilots that improve pedestrian safety at signalized crossings and ensure future compatibility with connected vehicle and signal data exchange



- objectively assess transportation master plans for relevant benchmark communities and counties
- highlight lessons learned and best practices through case studies

Taking action now on these projects will establish credibility with constituents and help validate their benefits before committing to countywide deployment.

Dedicated Funds for Transportation Projects

Palm Beach County should establish a dedicated fund (with optionality) for transportation system improvements and create a reserve in anticipation of what is coming. This will prove that PBC has “skin in the game” to help raise State and Federal dollars. The fund/reserve should be prevented from being redirected to other priorities and created as a dedicated recurring revenue stream. In addition to a sales tax, a range of funding options should be considered, including tolls, congestion pricing, tourism fees, and fees for vehicles passing through the county.

Finally, given the essential role transportation plays in economic growth, PBC should create a public/private partnership for directing and enabling its future transportation plan. The private sector has a front row seat to observe how technology and innovation are changing the way people live and businesses operate. This perspective will enhance future transportation decisions.

Conclusion

During the next 25 years, technology and innovation will:

- enhance safety (autonomous driving, “safety-fencing”)
- reduce per capita demand for trips (virtual access)
- reduce peak traffic and congestion (virtual access, coordination of employer work schedules, usage-based pricing)
- reduce the need for new infrastructure (throughput improvement)
- provide better travel experiences at lower cost (compelling tailored vehicles, less need own more than one car per household)
- reduce need for parking (ride-hailing, robo-taxis/robo-vans, shared-vehicle use)

Together, these opportunities will mitigate the need for additional roads/lanes and conventional mass transit (buses and light-rail). This should reduce and defer the need for capital-intensive transportation projects and the need for taxes to fund them.



The next 25 years will be shaped by breathtaking science, inspiring technology, and compelling innovation. In the future, we will spontaneously make door-to-door trips on the ground and in the air in safe/captivating/fashionable autonomous machines tailored to our trip requirements. Autonomous driving will prevent harmful crashes. Vehicles will be designed as ultimate riding machines. Total cost per rider-mile could be reduced by 90%. Parking hassles will be eliminated. People will ride in autonomous vehicles they personally own and in robo-taxis/robo-vans owned and operated by ride-hailing companies. These vehicles will also deliver our packages as part of an integrated mobility and logistics system. Many more of our trips will be displaced with internet-enabled virtual access enhanced by artificial intelligence, quantum computing, virtual reality, holography, and other maturing and emerging technologies. And, we will have more flexibility for timing the trips we do make.

Businesses will use future technology and innovation to continuously enhance how they make value. This will change what they ship and how they transport it. And, it will transform the future of work and where and when it is done.

Realizing these benefits will depend not only on emerging technologies, but on how effectively Palm Beach County manages performance over time. Emphasizing safety, reliability, and operational excellence supported by data, analytics, and flexible policies will allow the County to deliver near-term benefits while remaining positioned to scale future innovations as they mature.

Palm Beach County has the opportunity to position itself to fully embrace a future world where travel seamlessly blends into our lives, shaped by a compelling combination of tailored physical access and enhanced virtual access for all.



3.5. Automated People Mover

The Palm Beach International Airport - Downtown Connector (APM) is a proposed grade-separated automated people mover system connecting Donald J. Trump International Airport (DJT) to Downtown West Palm Beach via an elevated, dedicated guideway using autonomous vehicle technology. The system would provide high-frequency, congestion-proof transit service linking the airport terminal to key destinations including the Palm Beach County Convention Center, regional rail stations (Brightline and Tri-Rail/Amtrak), park-and-ride facilities, and downtown employment and hotel districts.

The APM link from the airport to the downtown can serve as a premium circulator for the City of West Palm Beach. APM vehicles are designed as small lightweight driverless vehicles requiring lighter guideways and easily integrated with buildings or connected to buildings via pedestrian bridges. Capacity of the small vehicles are compensated by very high frequency operation. Considering the short overall length of the system, the APM can be constructed as one-way only to reduce cost. A station at a multilevel interceptor garage next to I-95 is critical for the economic success of the APM by increasing APM ridership and reducing vehicles and traffic conflicts within West Palm Beach downtown making the city core more pedestrian and micromobility friendly.

The project addresses a critical mobility gap in the regional transportation network: reliable airport access along the congested Okeechobee Boulevard corridor, which experiences significant delays from at-grade rail crossings, drawbridge operations, and growing vehicular traffic.^{ix}

3.5.1. Need

DJT has experienced sustained passenger growth, serving 7.76 million passengers in 2023, a 12.6% increase over the 2019 pre-pandemic record of 6.89 million.^x Rolling 12-month passenger counts exceeded 8 million for the first time in May 2024, with 8,021,505 passengers traveling through the airport from May 2023 to May 2024.^{xi}

This growth trajectory is supported by significant airport expansion, including the Concourse B modernization and expansion project (targeted completion Summer 2028) and planning for additional terminal capacity improvements.^{xii}

Concurrently with airport growth, Downtown West Palm Beach is undergoing unprecedented development. As of fall 2022, the downtown core had 42 development projects representing approximately 3,400 residential units, 1,320 hotel rooms, and 2.9 million square feet of office space under construction, approved, or in planning stages. Palm Beach County continues to add approximately 11,000 residents annually, with 16,000 workers added to the labor force in 2021



alone, creating additional demand for transportation connectivity between the airport and major employment centers.

The DJT - Downtown Connector aligns directly with the goals of the Countywide Transportation Master Plan (CTMP) to establish a multimodal transportation system that safely connects people to places, supports economic competitiveness, and prepares the county for growth through 2050.

The project responds to several critical regional transportation challenges:

- Corridor Congestion and Reliability: Okeechobee Boulevard, the primary airport access route, experiences chronic congestion exacerbated by two at-grade railroad crossings (FEC and CSX/Tri-Rail) and the Flagler Drive drawbridge over the Intracoastal Waterway. These constraints create unpredictable travel times for airport-bound passengers and freight.
- Limited Transit Options: Existing public transit connections between DJT and downtown rely exclusively on street-running bus service subject to the same traffic delays. Regional stakeholders have identified the need for enhanced regional transit service and expanded micromobility options to support downtown growth.
- Economic Competitiveness: Regional economic development stakeholders have noted that limited transportation options to access downtown constrain the county's ability to attract and retain businesses and workforce talent. Fifty-one percent of economic development projects in 2021 were out-of-state business relocations, highlighting the region's competitive position and the importance of superior connectivity.

3.5.2. Concept and Operations

The DJT-Downtown Connector would operate as a fully grade-separated automated people mover (APM) system on an elevated guideway. Grade separation eliminates conflicts with at-grade traffic, rail operations, and drawbridge movements, providing operationally independent, high-reliability service with predictable travel times regardless of surface congestion.

The concept utilizes autonomous vehicle technology capable of high-frequency on-demand service. The proposed technology offers a design capacity of approximately 10,000 passengers per hour at scale, with vehicles operating without fixed schedules, reducing passenger wait times and improving operational efficiency compared to traditional fixed-route transit.

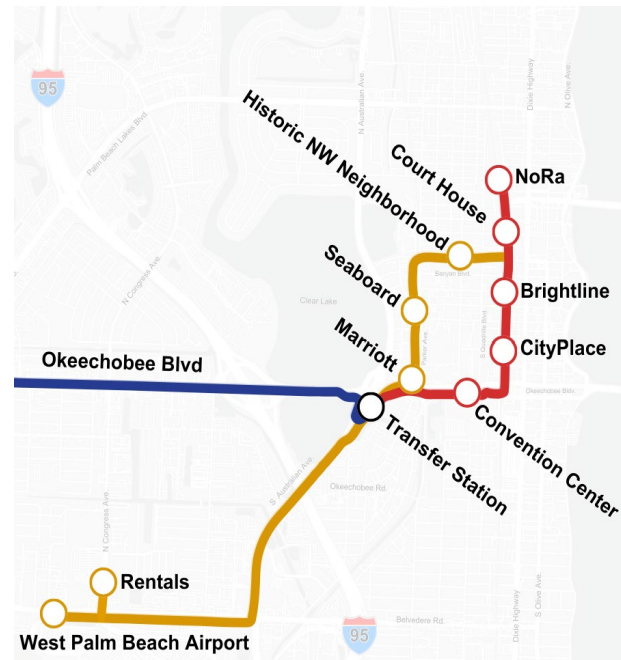


Figure 3-38: DJT Downtown Connector Map

Operational advantages of the grade-separated autonomous APM concept include: reliable, predictable origin-to-destination travel times unaffected by surface congestion; minimal passenger wait times through high-frequency on-demand service; reduced labor costs through autonomous operation, supporting long-term financial sustainability; and scalable capacity to accommodate future growth in airport and downtown activity.

3.5.3. Station Area and Intermodal Integration

The concept identifies strategic station locations to maximize connectivity across multiple transportation modes and key activity centers:¹

- DJT Terminal Station: Direct integration with airport terminal facilities, providing seamless connections for arriving and departing passengers. Positioning the station within or adjacent to the terminal complex minimizes walking distances and improves the overall door-to-door travel experience.
- Rental Car Facility Station: Serves the consolidated rental car facility, supporting customers who require vehicle rentals for onward travel and potentially reducing parking demand at downtown hotels and employment centers.



- Park-and-Ride Station: Provides connectivity for suburban residents accessing the airport or downtown, offering an alternative to single-occupancy vehicle trips and helping to manage parking demand in the downtown core.
- Westgate CRA Station: Coordination with Westgate CRA for a station at Congress Avenue would provide direct connections to the core downtown and expanded options.
- Convention Center Station: Serves the Palm Beach County Convention Center and adjacent hotel district, a major economic generator for the region. Direct APM service would enhance the convention center's competitive position and support visitor mobility.
- Brightline/CityPlace Station: Provides direct connectivity to Brightline intercity rail service, completing a critical gap in the regional transportation network. This station would also serve the CityPlace mixed-use development and parking facilities.
- NoRa (North Railroad Avenue) Station: Serves emerging mixed-use development north of downtown, including residential, office, and retail uses. This station supports transit-oriented development and provides first-mile/last-mile connectivity for residents.
- Downtown Core/Courthouse: Anchors the eastern terminus in the heart of downtown, serving government offices, employment centers, and future development. This location provides pedestrian and bicycle connections throughout the downtown street grid.

The strategic placement of stations creates an intermodal network, enabling seamless transfers among air, intercity rail (Brightline), commuter rail (Tri-Rail/Amtrak), local transit (PalmTran), rideshare, rental cars, and active transportation modes. Effective station design will be critical to minimizing transfer times and providing intuitive wayfinding for passengers making connections. The system positions Downtown West Palm Beach as a regional mobility hub, transforming DJT from a standalone airport into an integrated intermodal gateway serving Southeast Florida.

3.5.4. Phasing and Implementation Strategy

Near-term implementation actions appropriate for the CTMP planning horizon include:

- Feasibility Study and Alternatives Analysis: Conduct detailed engineering, ridership forecasting, cost estimating, and environmental screening to refine the project definition and advance to project development. This work should evaluate alternative alignments, technologies, and phasing strategies.
- Governance and Partnership Framework: Establish roles and responsibilities among Palm Beach County, DJT (County Department of Airports), City of West Palm Beach, Palm Beach Transportation Planning Agency, Palm Beach Metropolitan Planning Organization, PalmTran, and other stakeholders. Clarify financing mechanisms and operating responsibilities.



- Corridor Preservation: Identify and protect necessary rights-of-way and guideway alignments through local comprehensive plans, zoning, and development review processes. Coordinate with ongoing downtown development projects to ensure future compatibility.
- Coordination with Airport Master Plan: Align APM terminal station planning with DJT Concourse B expansion (completion targeted for Summer 2028) and other master plan capital projects to ensure integrated facility design and avoid redundant investments.^{xiii}
- Downtown Mobility Hub Planning: Integrate APM station planning with the Downtown West Palm Beach intermodal coordination efforts documented by the Palm Beach TPA, including Okeechobee Boulevard improvements, Fern Street crossing enhancements, and connections to universities and employment centers.
- Stakeholder Engagement: Conduct robust community and business outreach to build support, address concerns about impacts, and refine project design based on local knowledge and priorities.

3.5.5. Planning-Level Costs and Funding Considerations

Automated people mover projects of this scale and complexity typically involve capital costs in the range of several hundred million to over one billion dollars, depending on alignment length, number of stations, guideway structure type, systems integration requirements, and local site conditions. Autonomous vehicle technology proponents claim potential cost advantages. However, these cost claims are planning-level assertions and would require validation through detailed engineering, competitive procurement, and risk analysis during project development.

Major cost components for an APM system typically include elevated guideway structure (approximately 5-7 miles based on conceptual alignment); station facilities with vertical circulation, platforms, and passenger amenities; vehicles and propulsion systems; communications, signaling, and control systems; systems integration and testing; right-of-way acquisition and utility relocations; and environmental mitigation and permitting. Costs do not typically include ongoing operations and maintenance, which must be funded through a sustainable operating revenue source.

Potential funding mechanisms for projects of this scale may include: federal discretionary grant programs (Federal Transit Administration Capital Investment Grants, RAISE/BUILD grants, or future infrastructure programs); state transportation funding (Florida Department of Transportation); local funding sources (county and municipal contributions, special assessment districts, transportation sales tax if authorized); value capture mechanisms (tax increment financing, special assessments on benefiting properties); public-private partnerships or private investment; and airport-generated revenues (Passenger Facility Charges, Customer Facility Charges on rental cars, or general airport



funds). Given DJT's role as the primary beneficiary and anchor of the system, airport participation in project financing would be appropriate and potentially required for federal grant eligibility.



3.6. Endnotes

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- ^{ix} Palm Beach Transportation Planning Agency (Palm Beach MPO) (2022). Downtown West Palm Beach Intermodal Coordination Summary Report. Retrieved from <https://palmbeachmpo.org/wp-content/uploads/2023/05/2022-TPA-Downtown-WPB-Intermodal-Coordination-Report.pdf>
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- ^{xii} Palm Beach International Airport (n.d.). Concourse B Expansion and Modernization. Retrieved February 3, 2026, from <https://www.pbia.org/constuction-projects/concourse-b/>
- ^{xiii} Palm Beach International Airport (2018). 2018 Master Plan Update. Retrieved February 3, 2026, from <https://www.pbia.org/business/master-plans/>



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