Countywide Transportation Master Plan

Palm Beach County Board of County Commissioners
BCC Zoning Meeting

Refined Recommendations and Draft Plan

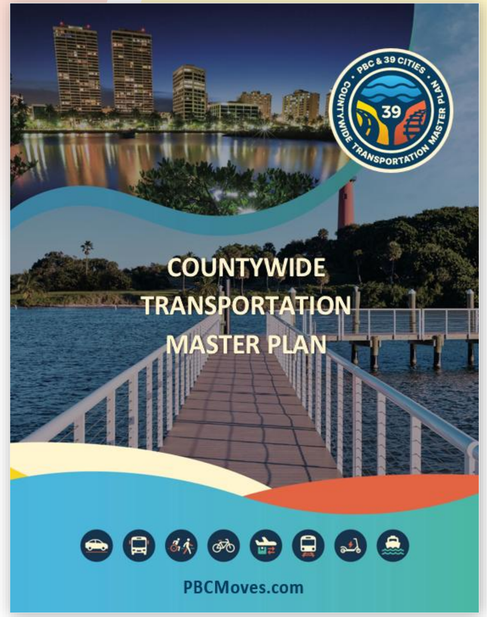
September 24, 2026 | 9:30 AM

Agenda

1. Purpose
2. Deliverables
3. Recommendations
4. Implementation

Purpose of the Plan

What is the Countywide Transportation Plan?



The CTMP is a countywide framework that positions Palm Beach County, its municipalities, and transportation partners to compete for funding, coordinate investments, and deliver transportation improvements more strategically through 2050.

This is the beginning of the implementation process. **Adoption of the CTMP provides:**

A **project pipeline** to accelerate delivery of **nearly 2,000 transportation projects** across the County

Targeted **investment in high-need corridors** to improve mobility of all modes, safety, and reliability where it matters most

A mechanism to **modernize the traffic signal network** to improve flow, reduce congestion, and maximizes existing roadway capacity

Preparation for **future transit and mobility technologies** to ensure the County is ready for emerging transportation solutions

One coordinated countywide strategy that aligns local, regional, state, and federal partners to compete more effectively for funding

CTMP Outcomes

Before

Isolated process with individual plans, lacking connection to one another

Now

Coordination to identify high-need corridors and compile a unified program

Future

Implementation will leverage partnerships to deliver the projects

BOTTOM LINE: Shift from isolated projects and roadway expansion toward a coordinated, multimodal, performance-driven program that improves near-term operations while preparing for long-term transit, technology, growth, and regional mobility needs.

Demo: CTMP Project Reviewer

Three-Year Project Timeline

2024

Year 1 — Plan Initiation

- Collaboration between cities and county to develop RFP
- Scope, funding, and goals defined
- Foundation set for the Master Plan with parameters for each task with input from municipalities and league of cities/city managers association

2025

Year 2 — Plan Development

- RFP advertised; WSP selected and BCC approved contract (June)
- Notice to Proceed and public kickoff meeting (July)
- 13 public meetings countywide plus commissioner one-on-ones
- IPARC 2.0+ steering committee launched; BCC update in November

2026

Year 3 — Recommendations

- IPARC 2.0+ workshops 3–5 and data outputs presented to BCC
- Concept recommendations and High-Need Corridor prioritization
- Draft plan to MICFEC, Issues Forum, and BCC (August)
- Refined recommendations to BCC — September 24
- Transition to the implementation program

Project Deliverables

- Contractual obligations have been met and/or exceeded
- Memo and exhibit A provided in the board packet contain summary and details of all deliverables provided to the county to date
- Board direction today will finalize the draft report



PALM BEACH COUNTY

COUNTYWIDE TRANSPORTATION MASTER PLAN

MEMORANDUM

To: Mayor, Vice Mayor, and Commissioners
From: Murriah Dekle, WSP
Date: September 8, 2026
Subject: Request for Deliverables of the Palm Beach Countywide Transportation Master Plan

Purpose
This memorandum responds to the Board's August 26th request for the Countywide Transportation Master Plan (CTMP) deliverables. To date, all contractual obligations have been fulfilled. The draft project deliverables have been submitted by WSP to Palm Beach County and will be finalized pending Board direction at the September 24, 2026, meeting. Contract tasks, supporting documentation, and completion status are detailed in the deliverable matrix attached as **Exhibit A.**

Contracted Scope and Deliverables
The executed contract organizes the CTMP scope into four stages; Discover, Envision, Strategize, and Enact and fourteen primary tasks covering guiding principles, public engagement, existing conditions, multimodal and future demand analysis, goals and policies, design guidance, corridor and subarea analysis, performance measures, project prioritization, deliverables, and final presentations.

Exhibit A details the deliverable item and provides a web link to the deliverable. This includes draft chapters, appendices, executive summary, figures package, engagement materials, project website, interactive map and project database, implementation framework, and presentation materials.

Status of Contractual Obligations
Exhibit A specifies the status of each task as completed, exceeded, or pending. Completed work includes technical analyses, engagement framework, design guidance, corridor and subarea analysis, performance measures, prioritization framework, project website, interactive mapping resource, update portal, and implementation framework.

Work products exceeding the base scope include supplemental analyses, commissioner-directed memoranda, additional scenario runs, expanded coordination with stakeholder groups, Florida county benchmarking, implementation guidance, a formatted figures package and jurisdictional profiles.

Final Deliverables and Closeout
The draft deliverables have been submitted and reviewed by partner agencies, with revisions ongoing through coordination with County staff, stakeholders, partner agencies, and Board-related representatives. Following final Board direction on September 24, 2026, the project team will finalize all revisions, confirm consistency across CTMP materials, and transmit the final searchable package for contract closeout.

pbcmoves.com 1 of 1

Exhibit A

Contract Scope	Links	Task	Deliverable Provided	Status	Reference Notes
Transportation Master Plan Guiding Principles and Geographic Focus Areas	CTMP Executive Summary	**Task 1**	Chapter 1, Section 1.2; Executive Summary; Appendix N	☑ Completed	Executive Summary and Ch. 1, Section 1.2 contain the Guiding Principles and Geographic Focus areas map included in PIP.
Stakeholder Identification, Engagement, and Coordination Program	CTMP Chapter 1: Discover CTMP Chapter 4: Enact	**Task 2**	Chapter 1, Sections 1.1 and 1.3; Appendix N	✸ Exceeded Scope	Executive Summary and PIP describes stakeholder, municipal, agency, business, technical, and elected-official coordination consisting of BCC, MICFEC, Issues Forum, IPARC, IPARC 2.0+. Creation of project brand guide, stakeholder database via Monday.com, project website e-blasts, press release and social media posts. Ongoing, direct scheduling coordination with each of the venues, commissioner offices to coordinate meeting dates, memo distribution, public meeting locations, dates, times, one on one and periodic updates as requested by staff - directly communicated by consultant to BCC. Ongoing communication with Intergovernmental Program Manager re: meeting schedules, packet deadlines, distribution of presentations, feedback requested from MICFEC.
Public Involvement Program	CTMP Chapter 4: Enact	**Task 3**	Incorporated into each CTMP chapter, where applicable. Appendix N provides detailed lists and the engagement documentation such as press releases, e-blasts, social media content and steering committee workshop agendas	✸ Exceeded Scope	The Executive Summary and PIP documents the initial outreach in Phase 1 with BCC one on one meetings, stakeholder presentations to the PBC League of Cities and Economic Council, a public kickoff, 13 open houses throughout the county with interactive polling, an online survey consisting of 3 different versions as directed by staff and in 3 different languages, a virtual public meeting to present the open house materials and one virtual municipality/stakeholder meeting to provide an update in October per stakeholder requests for a status meeting. Phases 2-4 of the CTMP consisted of four draft-recommendation meetings with an online classroom option. Five IPARC 2.0+ meetings/workshops, update meetings with BCC via one-on-ones, FDOT, MPO, Economic Council, Central County Alliance, WPBGO, and other individual meetings with municipalities as requested. Ongoing, direct coordination with MICFEC/municipal Mayor and Intergovernmental Coordination Program Manager.
Existing Plans, Policies, Studies, and Data Review	CTMP Chapter 1: Discover	**Task 4**	Chapter 1, Sections 1.3 and 1.4; Appendices A–F	☑ Completed	Discover evidence includes review of municipal and agency plans and more than 100 uploaded files; Sections 1.3–1.4 are identified.
Existing Roadway and Multimodal Conditions Assessment	CTMP Chapter 1: Discover	**Task 5**	Chapter 1, Sections 1.4 and 1.5; Appendices C, H, I, and J	☑ Completed	Discover evidence identifies demographics, land use, roadway, transit, rail, pedestrian, bicycle, safety, parking, and curb conditions.
Commissioner-Directed Land use Memorandum	CTMP Memorandum	**Supplemental deliverable supporting Tasks 4 and 5**	October 23, 2025 memorandum	✸ Exceeded Scope	Directed during one-on-one BCC engagement in October 2025. WSP prepared attached materials to agenda item: 4-B-2-Additional-Planning-Services-CTMP for Nov. 5, 2025 BCC Meetings.
Multimodal Data Collection and Transportation Capacity Analysis	CTMP Chapter 1: Discover	**Task 6**	Chapter 1, Section 1.5; Appendices G–J	☑ Completed	Discover / Chapter 1 Section 1.5 is identified for network assessment and multimodal performance; Envision adds modeled capacity and demand analysis.

Project Deliverables

Task	Primary Purpose	Status
1. Guiding Principles	Establish the overarching vision and principles for the CTMP	✓ Completed
2. Stakeholder Engagement	Identify and continuously engage agencies, municipalities and organizations	★ Exceeded
3. Public Involvement	Conduct surveys, public meetings and other outreach	★ Exceeded
4. Existing Data Assessment	Review existing plans, studies, GIS and Future Land Use information	✓ Completed
5. Existing Roadway Conditions	Identify roadway deficiencies and existing conditions	✓ Completed
6. Data Collection & Capacity Analysis	Analyze transportation capacity and multimodal data	✓ Completed
7. Future Growth & Demand	Forecast future travel demand and transportation needs	★ Exceeded
8. Goals, Objectives & Policies	Recommend policies for inclusion in planning documents	★ Exceeded

Project Deliverables

Task	Primary Purpose	Status
9. Design Principles	Establish recommended street and roadway design concepts	✓ Completed
10. Corridor/Subarea Analysis	Evaluate important corridors, barriers and connectivity opportunities	✓ Completed
11. LOS/Quality Standards	Establish transportation performance standards and measures	✓ Completed
12. Project Prioritization	Develop a coordinated methodology for ranking future projects	✓ Completed
13. Project Deliverables	Produce the CTMP, Executive Summary, website and project portal	○ Pending
14. Final Presentations	Present findings to the public and ultimately the BCC	★ Exceeded
15. Additional Services	Allows the County to request additional implementation/project management services	○ Pending

Pinch Points and Corridors

MARTIN COUNTY

GLADES COUNTY

HENDRY COUNTY

BROWARD COUNTY

John G and Susan H Dupuis Jr Wildlife and Environmental Area

J W Corbett Wildlife Management Area

Lake Okeechobee

Kreamer Island

Torry Island

Arthur R. Marshall Loxahatchee Wildlife Refuge

Everglades and Francis & Taylor Wildlife Management Area

Holey Land Wildlife Management Area

Military Trl

PGA Blvd

Northlake Blvd

Southern Blvd

Okeechobee Blvd

Boynton Beach Blvd

Atlantic Ave

Military Trl

Glades Rd

Palmetto Park Rd

Old Dixie Hwy

Legend

County Boundary

Corridor Pinch Points

Vehicle Score

- 10 - 9.9
- 9.8 - 9.5
- 9.4 - 8.9
- 8.8 - 8.7
- 8.6

0 1 2 4 6

Mile

Top Congested Segments (2050)

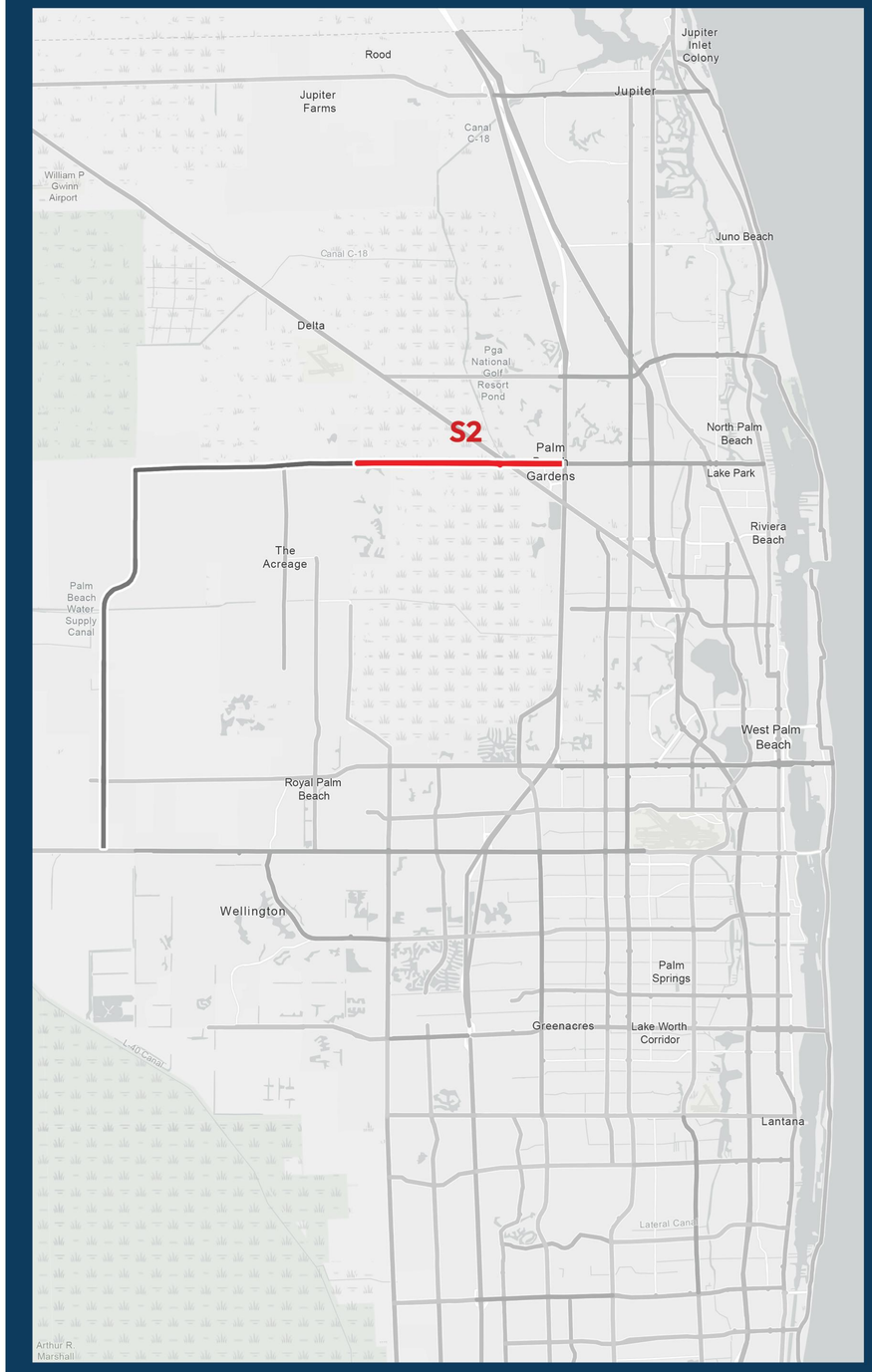
Rank	Corridor	Segment	Corridor Segment Pinch Points (Weighted Vehicle Score)	Commission District
1	Northlake Blvd	2	N State Rd 7 to Florida's Tpke (Score 10)	1; 2
2	Southern Blvd	1; 2; 3	Flying Cow Ranch Rd to N SR-7; N SR-7 to FL Tpke; FL Tpke to Military Trl (Scores 8; 10; 9)	2; 6
3	Old Dixie Hwy	1	Broward County Line to Palmetto Park Rd (Score 9)	4
4	Palmetto Park Rd	3; 4	Florida Tpke to Military Trl; Military Trl to Canal/SW 5th Avenue (Scores 9 ; 10)	4; 5
5	Military Trl	3; 8; 11	Yamato Rd to Atlantic Ave; Southern Blvd to Okeechobee Blvd; Northlake Blvd to Donald Ross Road (Scores 8; 9; 8)	1; 2; 4; 5; 7
6	Okeechobee Blvd	3	Florida Tpke to I-95 (Score 9)	2; 7
7	Glades Rd	3	Florida Tpke to Military Trl (Score 9)	4; 5
8	Atlantic Ave	2	Florida Tpke to Military Trl (Score 8)	4; 5
9	Boynton Beach Blvd	2	Florida Tpke to Military Trl (Score 8)	4; 5
10	PGA Blvd	2	Florida Tpke to Dixie Hwy (Score 8)	1

Northlake Boulevard

County Route



Corridor Location (N State Rd 7 to Florida's Tpke)



Screening & Evaluation Criteria

Corridor Screening	Segment Screening	CTMP Alignment
• 18% of Corridor is LOS F • Overall LOS C • Congested speed is 19% below free flow • PM VMT is 28% of Daily VMT	• 35% of Segment is LOS F • Overall LOS D • Congested speed is 25% below free flow • PM VMT is 27% of Daily VMT	• Improve free flow speed • Cohesive systemwide investments • Strategic capacity additions

Congestion Mitigation: Segment Project Recommendations

Primary

Manage Traffic

. SR 710 (Beeline Hwy) @ Northlake Blvd Interchange

. Coordinated Signals

Multimodal

. Express Bus from Westlake to WPB via Northlake Blvd

. Complete Street from PBG City limits to Congress Ave

Supporting

Studies

. Northlake Blvd Transit Corridor Study

. Palm Beach Gardens Mobility Hub - PGA National Park

Screen Further

Roadway Capacity

. Highway capacity from SR 7 to SR 710 (Beeline Hwy)

Congestion Reduction Effects

1. Manage existing capacity more effectively

- Coordinated Signals – up to 10% travel time improvements

2. Reduce VMT – 10-15% Congestion Reduction

- Mobility on Demand zones
- Express transit
- Travel Demand Management Strategies

Cost Factors

. New Capacity = $40M

. Coordinated signals = $0.9M

. Multimodal Improvements = $11M

. Mobility Hub = $18.5M

. Express Bus = $1.6M

. Total = $72M

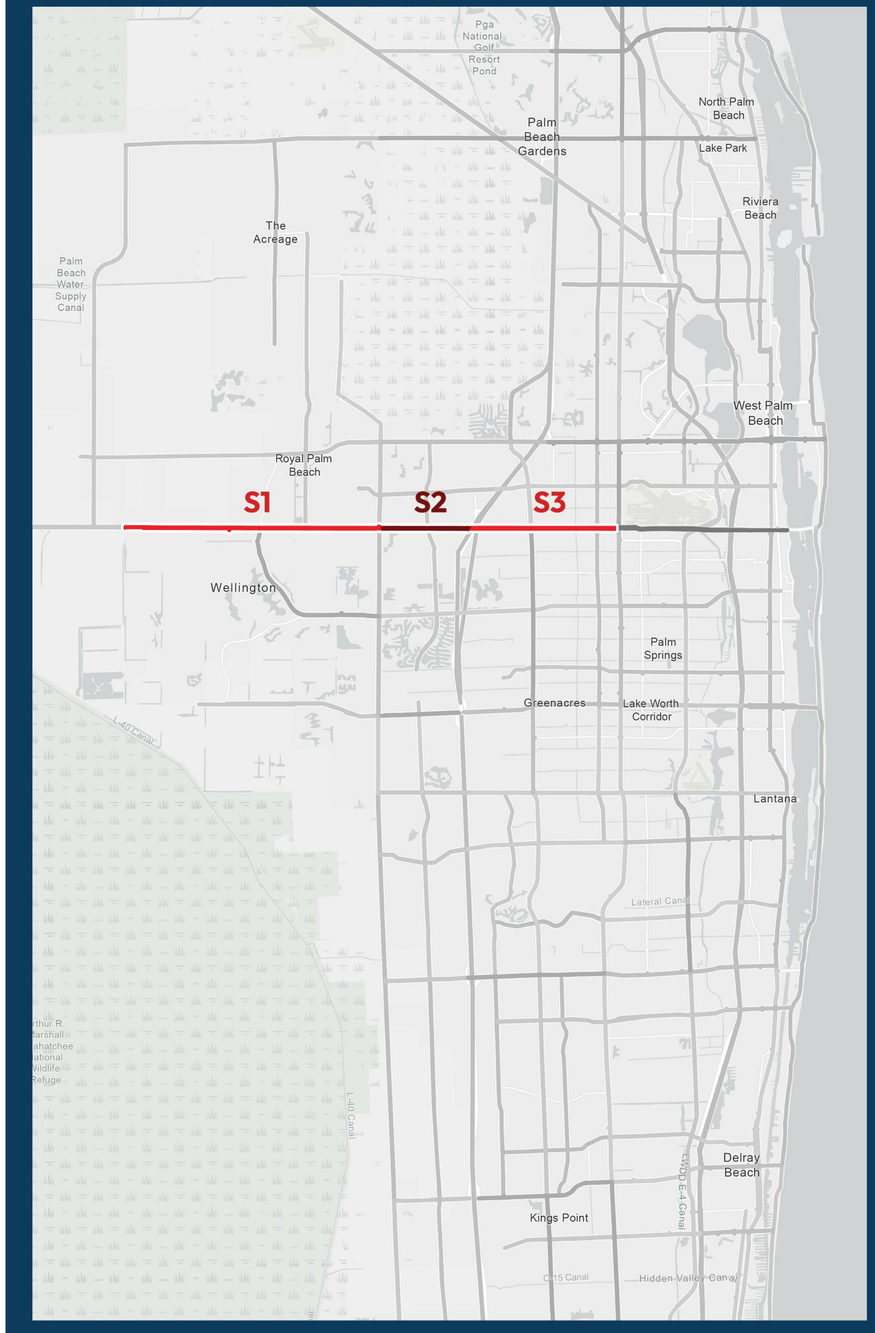
Projects located on facilities owned or operated by state or federal agencies are outside Palm Beach County's direct jurisdiction and will require coordination with the appropriate agency for implementation.

Southern Boulevard

State Road



Corridor Location (Flying Cow Ranch Rd to Military Trl)



Screening & Evaluation Criteria

Corridor Screening	Segment Screening	CTMP Alignment
• 18% of Corridor is LOS F • Overall LOS C • Congested speed is 18% below free flow • PM VMT is 26% of Daily VMT	**Segment 2** • 63% of Corridor is LOS F • Overall LOS F • Congested speed is 35% below free flow • PM VMT is 25% of Daily VMT	• Improve free flow speed • Cohesive systemwide investments • Active traffic management • Lane repurposing to maximize throughput

Congestion Mitigation: Segment Project Recommendations

Primary

Manage Traffic

. Southern Blvd (SR 80) ITS from US 27 to I 95

Multimodal

. PalmTran Route 40 Improvements

Active Transportation

. SUN Trail along SR 80

Supporting

Multimodal

. MOD Zones: West Belvedere, Royal Palm Beach, Wellington

Screen Further

Roadway Capacity

. Highway Capacity from West of Binks Forest Drive to West of Royal Palm Beach Blvd

. Highway Capacity from West of Royal Palm Beach Blvd to I 95

Manage Traffic

. Intersection Improvements @ SR 7

. Intersection Improvements @ Jog Rd

Multimodal

. Urban Fixed Guideway from US 27 to US 1

. SR 80 (Southern Blvd) Intermodal Center at US 441 / SR 7

. Express Bus from Belle Glade to WPB via SR 80

Congestion Reduction Effects

1. Manage existing capacity more effectively

- Flex Lanes – 10-15% travel time improvement for through traffic; reduces congestion in general purpose up to 5%
- Adaptive Traffic Signal Control – up to 10% travel time improvements

2. Reduce VMT – 10-15% Congestion Reduction

- Mobility on Demand zones
- Express transit
- Travel Demand
- Management Strategies

Cost Factors

. New Capacity = $2.1 B
. ITS/ATCS = $24 M
. Multimodal Improvements = $11M
. MOD Zones = $3.3 M
. Express Bus = $1.6M
. Transit Investments = $982.5 M
. Total = $3.1 B

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Old Dixie Highway

State Route



Corridor Location (Broward County Line to Palmetto Park Rd)



Screening & Evaluation Criteria

Corridor Screening	Segment Screening	CTMP Alignment
• 21% of Segment is LOS F • Overall LOS B • Congested speed is 64% below free flow • PM VMT is 30% of Daily VMT	• 60% of Segment is LOS F • Overall LOS F • Congested speed is 50% below free flow • PM VMT is 28% of Daily VMT	• Active traffic management • Emphasize mode shift • Rail investment

Congestion Mitigation: Segment Project Recommendations

Primary

Manage Traffic

. Dixie Hwy (SR 811) ITS from South County Line to Royal Palm Way

Multimodal

. MOD Zone: Boca Raton Downtown

. Boca Raton - Roadway & Sidewalk Improvements

. Increased Bus Frequency: Route 1 & Route 94

Supporting

Multimodal

. Rail Station Bike/Ped Enhancements

Screen Further

Roadway Capacity

. TIM Potential Capacity

Multimodal

. FEC Increased Passenger Rail Frequency

. Increase Passenger Rail Frequency

Congestion Reduction Effects

1. Manage existing capacity more effectively

- Adaptive Traffic Signal Control – up to 10% travel time improvements

2. Reduce VMT – 10-15% Congestion Reduction

- Increased Rail Frequency
- Mobility on Demand zones
- Travel Demand Management Strategies

Cost Factors

. New Capacity = $58 M

. ITS/ATCS = $6.5M

. Multimodal Improvements = $12M

. MOD Zones = $1.9 M

. Express Bus/Route Improvements = $6.2M

. Rail Investments = $35M

. Total = $119.6M

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Palmetto Park Road

State Route



Corridor Location (Florida Tpke to Canal/SW 5th Avenue)



Screening & Evaluation Criteria

Corridor Screening	Segment Screening	CTMP Alignment
• 21% of Corridor is LOS F • Overall LOS B • Congested speed is 21% below free flow • PM VMT is 27% of Daily VMT	• 43% of Segment is LOS F • Overall LOS D • Congested speed is 25% below free flow • PM VMT is 26% of Daily VMT	• Rail Grade Separation • Coordinated Signals • Mode Shift

Congestion Mitigation: Segment Project Recommendations

Primary

Manage Traffic

. Widening from St. Andrews to NW 12th Ave

. Coordinated Signals and Signal Improvement

Multimodal

. Route 92 Improvements

Supporting

Multimodal

. Sidewalk Improvements

Screen Further

Roadway Capacity

. Rail Grade Separation at SFRC

Manage Traffic

. I-95 Interchange Modification

Multimodal

. Automated People Mover:

. Airport to Boca Route

. Boca Stop

. Sugar Sand Stop

Congestion Reduction Effects

1. Manage existing capacity more effectively

. Eliminate At-Grade Rail Crossing

. Coordinated Signals - up to 10% travel time improvements

2. Reduce VMT – 10-15% Congestion Reduction

. Increased Transit Frequency

. Travel Demand Management Strategies

Cost Factors

. New Capacity = $30 M
. Interchange Modifications = $4M
. ITS/ATCS = $6M
. Route Improvements = $1.4M
. Rail Grade Separation = $411M
. APM = $67.2M
. Sidewalks = $3.3M
. Total = $522.9M

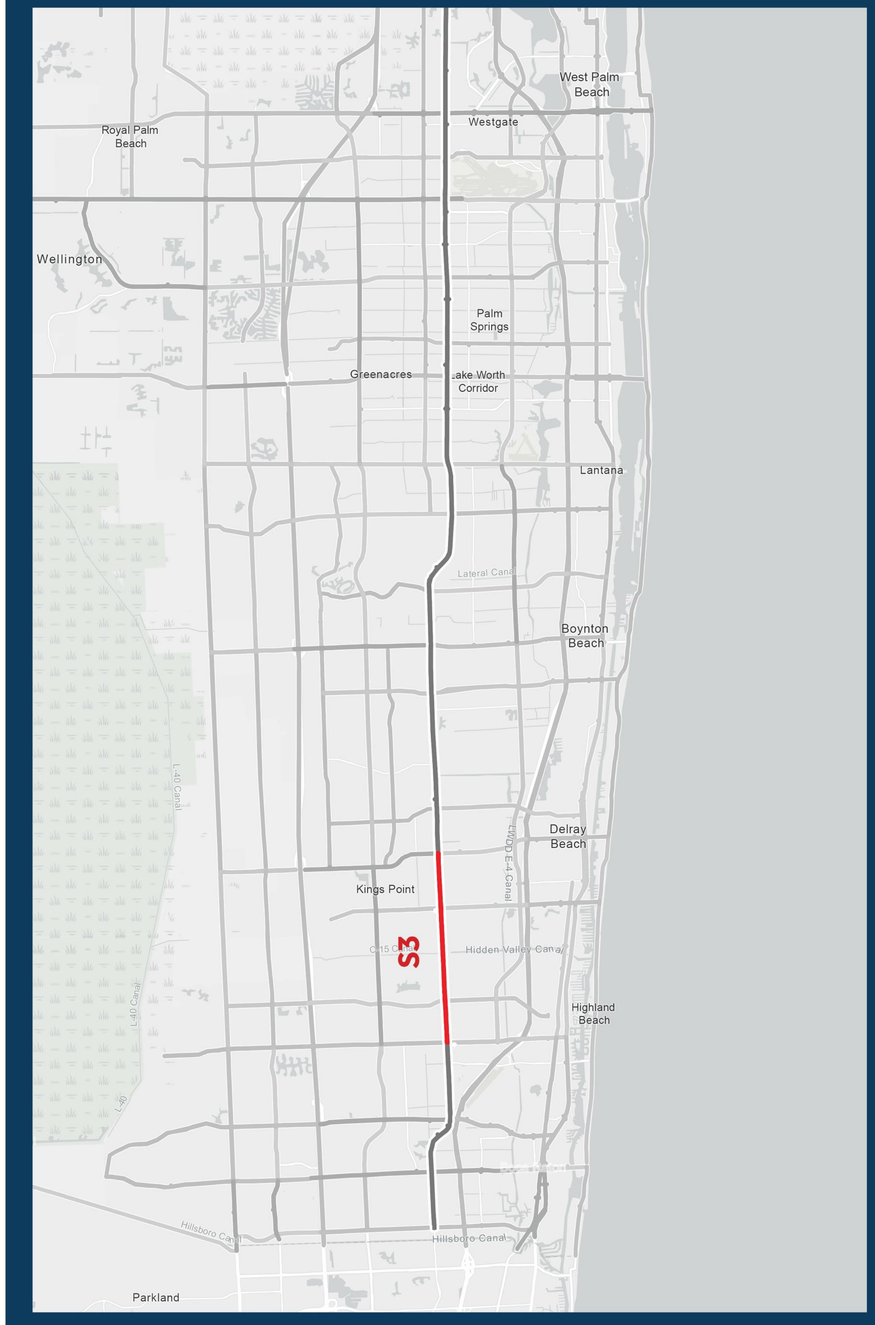
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Military Trail

State Route



Corridor Location (Yamato Rd to Atlantic Ave)



Screening & Evaluation Criteria

Corridor Screening	Segment Screening	CTMP Alignment
• 8% of Corridor is LOS F • Overall LOS C • Congested speed is 17% below free flow • PM VMT is 30% of Daily VMT	• 12% of Segment 3 LOS F • Overall LOS D • Congested speed is 45% below free flow • PM VMT is 30% of Daily VMT	• Active traffic management • Emphasize Mode Shift • Improve free flow speed

Congestion Mitigation: Segment Project Recommendations

Primary

Manage Traffic

- SR 809 (Military Trl) Intersection Improvements from Linton Blvd to Lake Ida Rd
- ITS/ATCS Improvements

Multimodal

- Route 3 Improvements
- MOD Zone: West Delray

Supporting

Complete Streets Improvements

- Bike Lane Additions

Screen Further

N/A

Congestion Reduction Effects

1. Manage existing capacity more effectively

- Adaptive Traffic Signal Control – up to 10% travel time improvements
- Provide Options for Alternative Modes of Transportation

2. Reduce VMT – 10-15% Congestion Reduction

- Mobility on Demand zones
- Increase Transit Frequency
- Travel Demand
- Management Strategies

Cost Factors

- Intersection Modifications = $8M
- ITS/ATCS = $6.3 M
- Route Improvements = $1.4M
- Complete Street/Safety Improvements = $6.5M
- Total = $22.2M

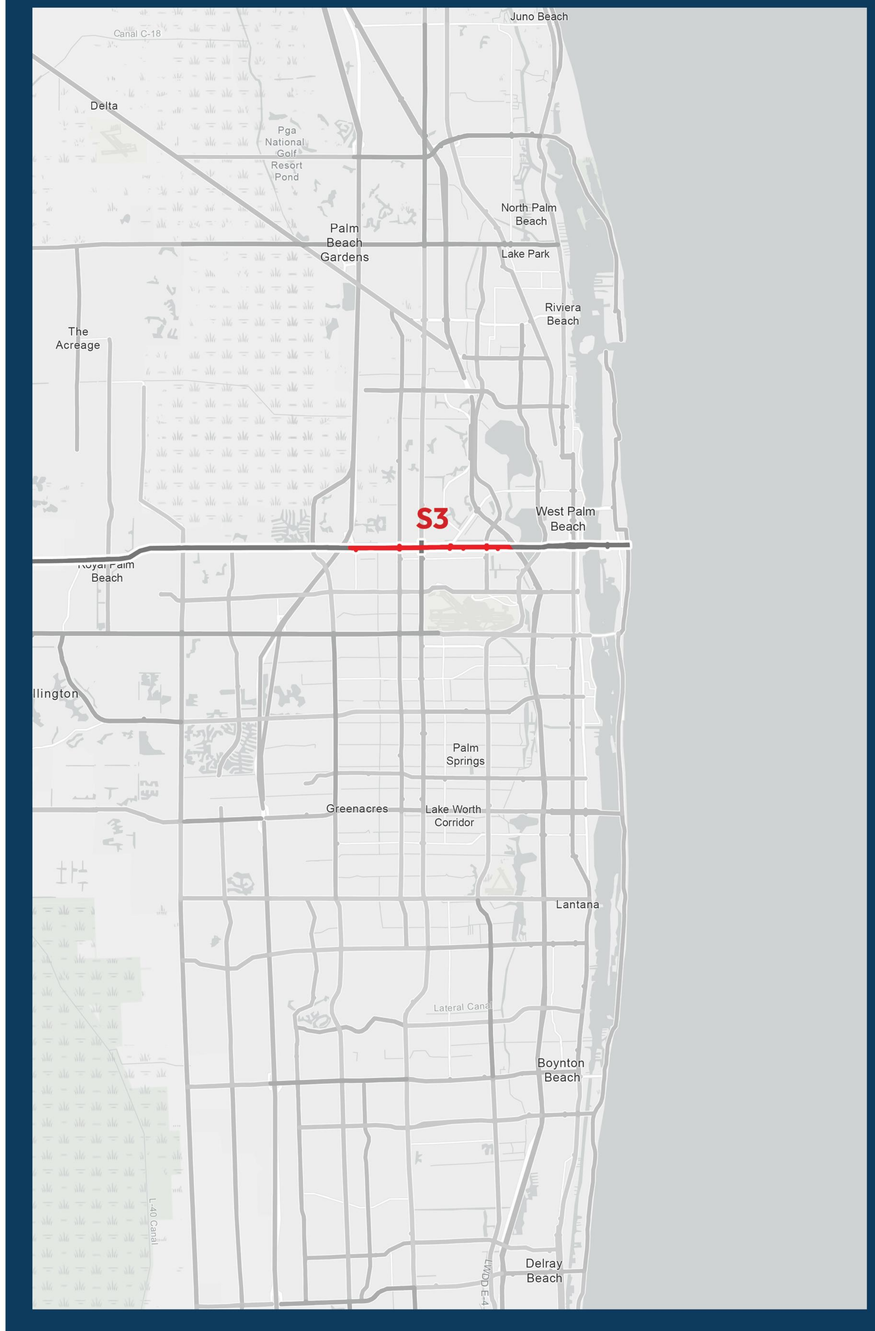
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Okeechobee Boulevard

State Route



Corridor Location (Florida Tpke to I-95)



Screening & Evaluation Criteria

Corridor Screening	Segment Screening	CTMP Alignment
• 11% of Corridor is LOS F • Overall LOS B • Congested speed is 17% below free flow • PM VMT is 28% of Daily VMT	• 22% of Segment is LOS F • Overall LOS D • Congested speed is 17% below free flow • PM VMT is 26% of Daily VMT	• Increase capacity • Active traffic management • Increase transit frequency and access

Congestion Mitigation: Segment Project Recommendations

Primary

Manage Traffic

. Haverhill Rd Intersection Improvements

Multimodal

. Route 43 Improvements
. Route 44 Improvements
. Route 33 Improvements
. Route 49 Improvements

Supporting

Multimodal

. Okeechobee Transit Connectivity Study
. New Express Route
  . between Gardens Mall and WPB Intermodal Center
  . between Westlake and WPB

Screen Further

Roadway Capacity

. Highway Capacity or Elevated Roadway between Turnpike and I-95
. Flex Lanes
. Adjacent Projects: Okeechobee Reliever

Manage Traffic

. ITS/ATSC Beyond Pilot

Multimodal

. Light Rail Transit (being studied by others)
. Automated People Mover

Congestion Reduction Effects

1. Manage existing capacity more effectively

. Flex Lanes – 10-15% travel time improvement for through traffic; reduces congestion in general purpose up to 5%
. Adaptive Traffic Signal Control – up to 10% travel time improvements

2. Reduce VMT – 10-15% Congestion Reduction

. Mobility on Demand zones
. Express transit
. Travel Demand
. Management Strategies
• Increase transit frequency

Cost Factors

. New Capacity = $487.2 M
. Reliever = $31.1 M
. Intersection Modifications = $0.85M
. ITS/ATCS = $6.3 M
. Route Improvements = $6.5M
. New Transit Service = $2.4M
. New Light Rail = $1.9B
. APM = $127.2M
. Total = $2.6B

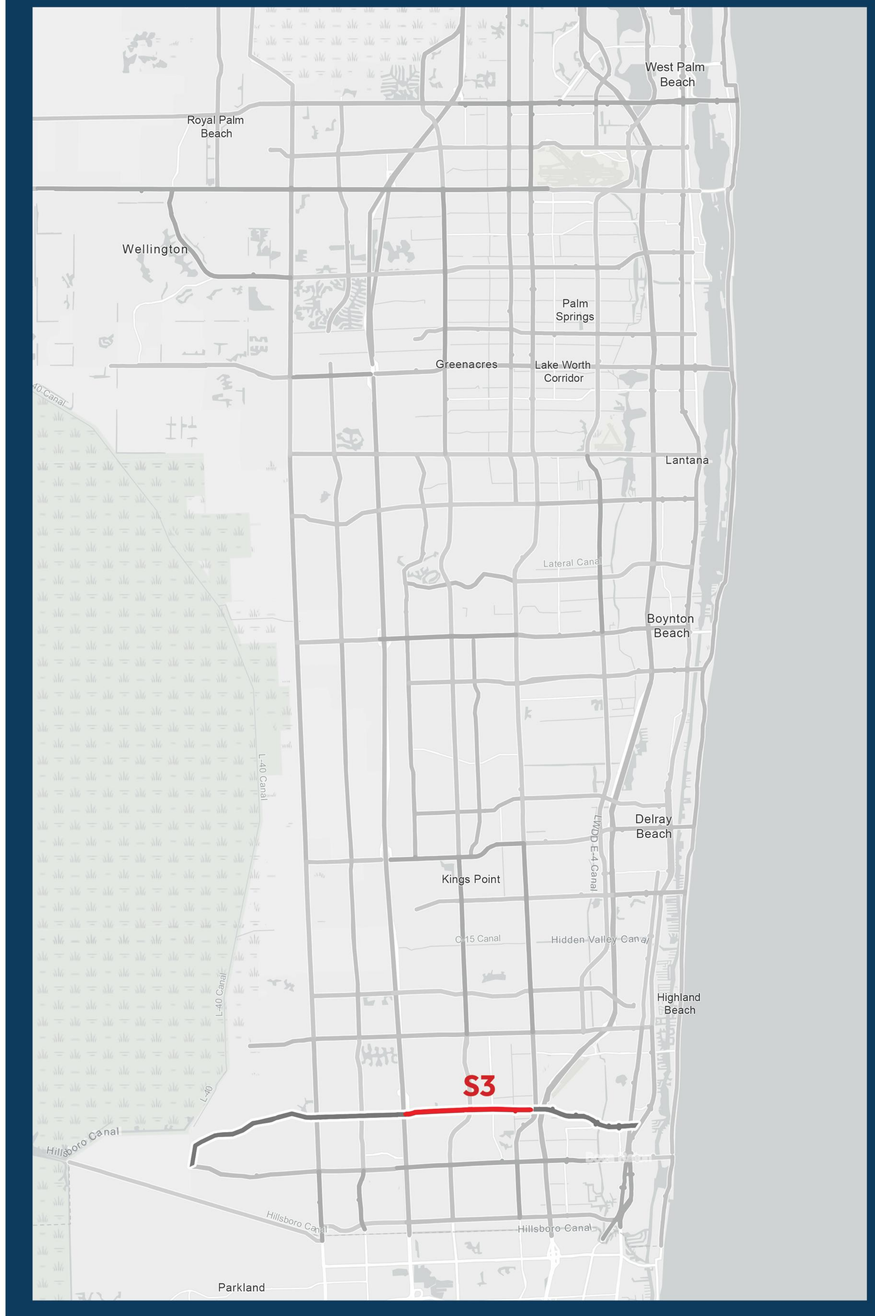
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Glades Road

State Route



Corridor Location (Florida Tpke to Military Trl)



Screening & Evaluation Criteria

Corridor Screening	Segment Screening	CTMP Alignment
• 15% of Corridor is LOS F • Overall LOS B • Congested speed is 20% below free flow • PM VMT is 27% of Daily VMT	• 29% of Segment is LOS F • Overall LOS E • Congested speed is 29% below free flow • PM VMT is 26% of Daily VMT	• Improve speed delays • Active traffic management • Mode shift opportunities

Congestion Mitigation: Segment Project Recommendations

Primary

Manage Traffic

. Active Traffic Signal Control

Multimodal

. Route 91 Improvements (Glades Rd)

Screen Further

Roadway Capacity

. Adjacent Project: Diverging Diamond Interchange with I-95

Multimodal

. Urban Fixed Guideway from SR 7 to US 1

Supporting

N/A

Congestion Reduction Effects

1. Manage existing capacity more effectively

. Adaptive Traffic Signal Control – up to 10% travel time improvements

2. Reduce VMT – 10-15% Congestion Reduction

. Increase Transit Frequency

. Travel Demand

. Management Strategies

Cost Factors

. New Capacity (DDI) = $135.5 M

. Intersection Modifications = $1.5M

. ITS/ATCS = $4.9M

. Route Improvements = $5.7M

. Fixed Guideway = $1.1B

. Total = $1.2B

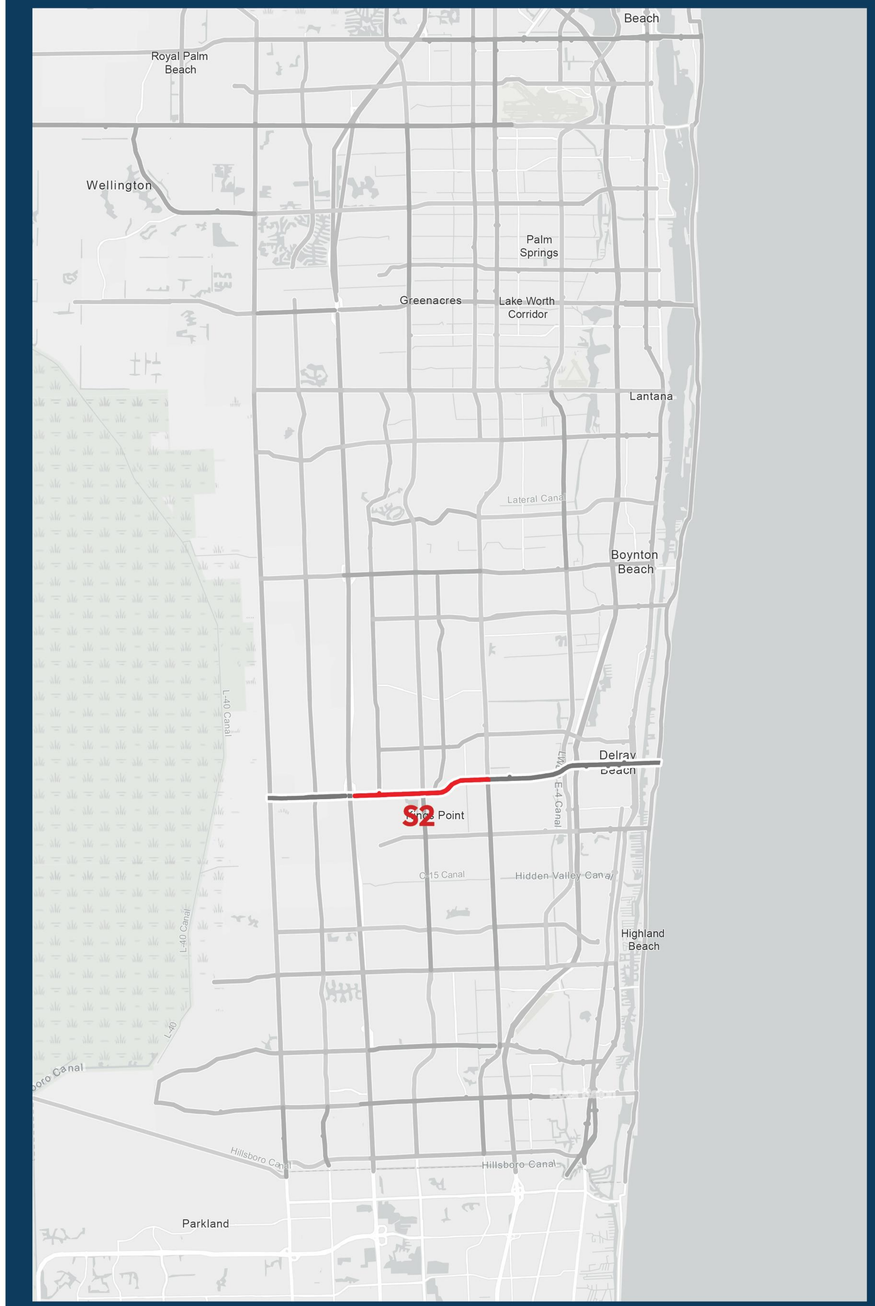
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Atlantic Avenue

State Route



Corridor Location (Florida Tpke to Military Trl)



Screening & Evaluation Criteria

Corridor Screening	Segment Screening	CTMP Alignment
• 13% of Corridor is LOS F • Overall LOS C • Congested speed is 17% below free flow • PM VMT is 28% of Daily VMT	• 18% of Segment is LOS F • Overall LOS D • Congested speed is 19% below free flow • PM VMT is 28% of Daily VMT	• Improve speed delays • Active traffic management • Mode shift opportunities

Congestion Mitigation: Segment Project Recommendations

Primary

Manage Traffic

. Hagen Ranch Rd intersection improvements

. Adaptive Traffic Signal Control

Multimodal

. PalmTran Route 81 Improvements (Atlantic Ave)

Screen Further

Roadway Capacity

. Highway Capacity from Turnpike to Jog Road

Supporting

N/A

Congestion Reduction Effects

1. Manage existing capacity more effectively

- Increase capacity
- Adaptive Traffic Signal Control – up to 10% travel time improvements

2. Reduce VMT – 10-15% Congestion Reduction

- Increase transit frequency
- Travel Demand
- Management Strategies

Cost Factors

. New Capacity = $117.4 M

. Intersection Modifications = $1.5M

. ITS/ATCS = $4.9M

. Route Improvements = $2M

. Total = $125.8M

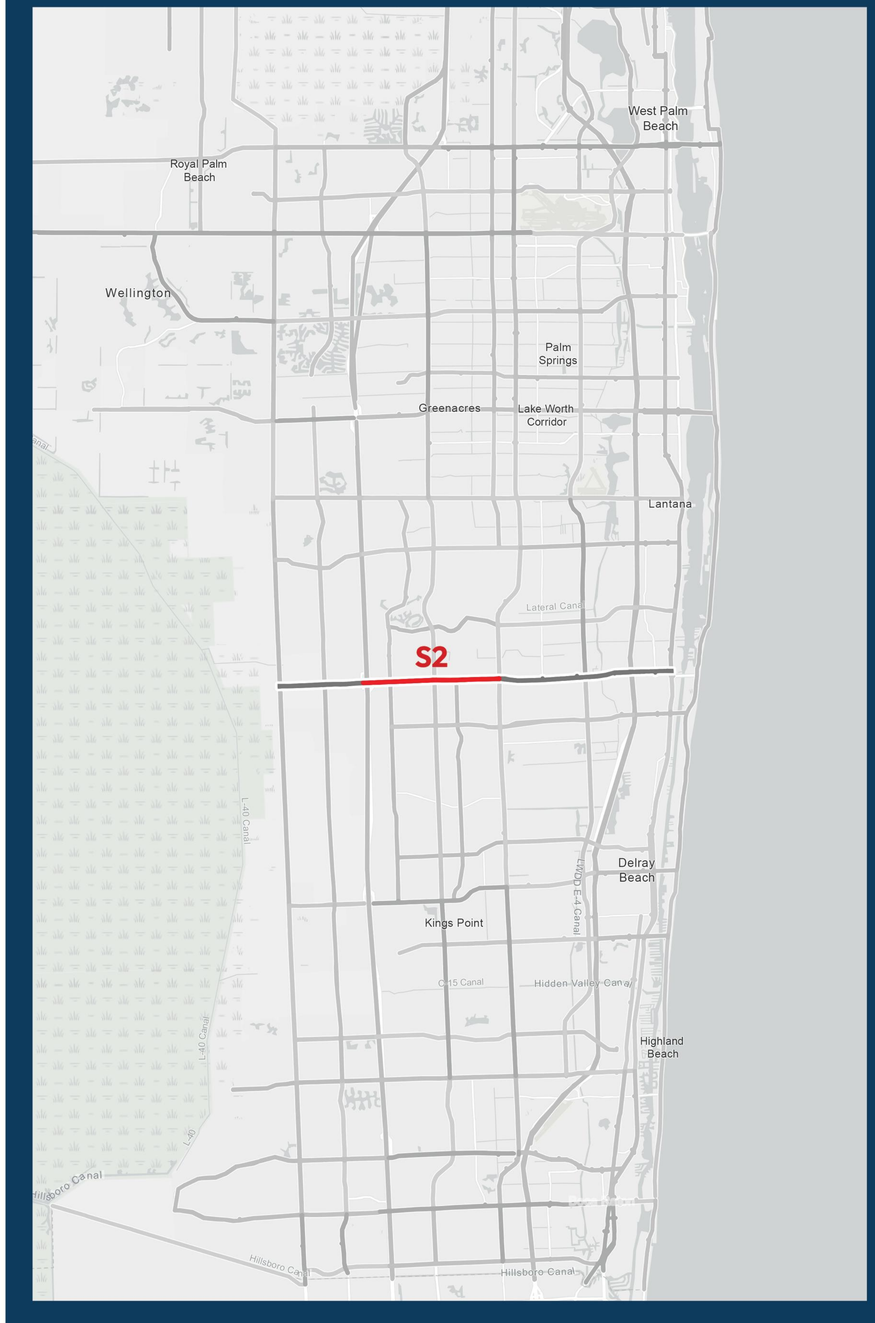
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Boynton Beach Boulevard

State Route



Corridor Location (Florida Tpke to Military Trl)



Screening & Evaluation Criteria

Corridor Screening	Segment Screening	CTMP Alignment
• 9% of Corridor is LOS F • Overall LOS B • Congested speed is 11% below free flow • PM VMT is 28% of Daily VMT	• 15% of Segment is LOS F • Overall LOS D • Congested speed is 15% below free flow • PM VMT is 28% of Daily VMT	• Improve speed delay • Active traffic management • Mode shift opportunities

Congestion Mitigation: Segment Project Recommendations

Primary

Manage Traffic

. Adaptive Traffic Signal Control

Multimodal

. Route 73 Improvements

Supporting

MOD Zones

. West Boynton
. Aberdeen

Screen Further

Multimodal

. Automated People Mover: Boynton West

Congestion Reduction Effects

1. Manage existing capacity more effectively

- Adaptive Traffic Signal Control – up to 10% travel time improvements

2. Reduce VMT – 10-15% Congestion Reduction

- Mobility on Demand zones
- Increase transit frequency
- Travel Demand
- Management Strategies

Cost Factors

. Intersection Improvements =6.3M
. ITS/ATCS = $2.5M
. Route Improvements = $1.2M
. New MOD Zones = $2M
. APM = $60.3M
. Total = $72.3M

Projects located on facilities owned or operated by state or federal agencies are outside Palm Beach County's direct jurisdiction and will require coordination with the appropriate agency for implementation.

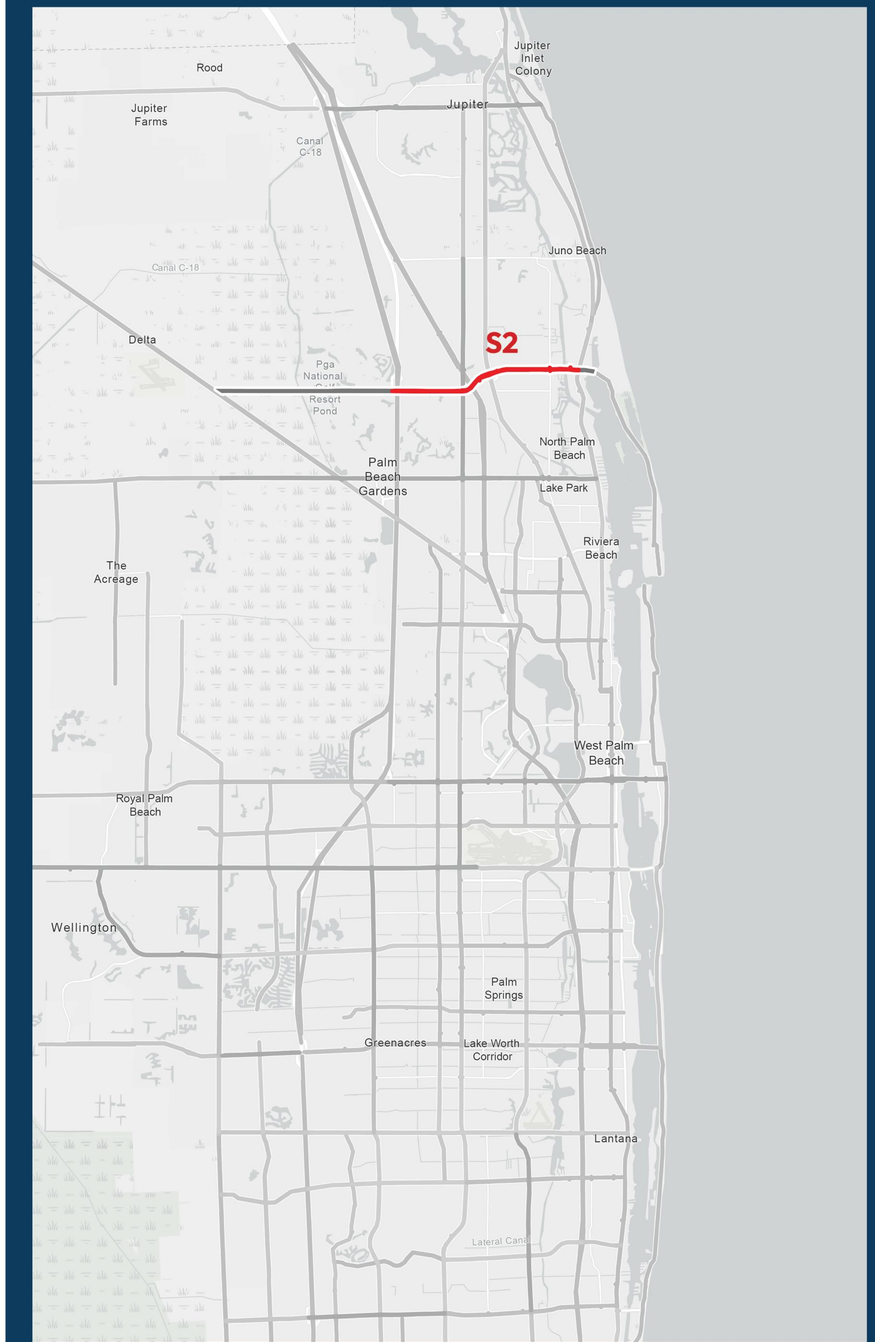
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PGA Boulevard/Jack Nicklaus Drive

State Route



Corridor Location (Florida Tpke to Dixie Hwy)



Screening & Evaluation Criteria

Corridor Screening	Segment Screening	CTMP Alignment
• 14% of Corridor is LOS F • Overall LOS B • Congested speed is 17% below free flow • PM VMT is 28% of Daily VMT	• 20% of Segment is LOS F • Overall LOS C • Congested speed is 18% below free flow • PM VMT is 27% of Daily VMT	• Reduce barriers - bridge replacement • Improve travel delay • Mode shift opportunities

Congestion Mitigation: Segment Project Recommendations

Primary

Manage Traffic

. ITS/Adaptive Traffic Signal Control

Multimodal

. Route 33 Improvements

Screen Further

Bridge

. Bridge Replacement ICWW

Multimodal

. Automated People Mover: Gardens

. Future Rail Station

Supporting

Multimodal

. MOD Zones
  . Palm Beach Gardens North
  . Palm Beach Gardens South/Lake Park
. Palm Beach Gardens Mobility Hub

Studies

. ITS High Growth Analysis

Congestion Reduction Effects

1. Manage existing capacity more effectively

- Replace drawbridge to prevent every 30 minute closure
- Adaptive Traffic Signal Control – up to 10% travel time improvements

2. Reduce VMT – 10-15% Congestion Reduction

- Mobility on Demand zones
- Increase Transit Frequency
- Travel Demand
- Management Strategies

Cost Factors

. Intersection Improvements =$1.3M
. ITS/ATCS = $3.6M
. Route Improvements = $1.4M
. New MOD Zones = $2.8M
. Mobility Hub = $18.5M
. Rail Improvements = $82.3M
. APM = $48.5M
. Total = $158.4M

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Benefits

Traffic Management Center Modernization and Operational Improvements

Traffic Management Centers (TMC) provide one of the most cost-effective ways to improve mobility without adding roadway capacity.
Palm Beach County already operates a TMC and is deploying advanced technologies such as Emergency Vehicle Preemption and Transit Signal Priority. The County continues to explore operational strategies that can improve mobility, reduce congestion, and maximize the efficiency of existing transportation infrastructure.

TMC enhancements and flexible lane operations represent two promising approaches for achieving these objectives. Expanding the TMC's role through adaptive signal control, real-time corridor management, and performance monitoring can improve travel time reliability, reduce delay, support transit operations, and increase the efficiency of the County's existing transportation network.
FHWA reports that adaptive signal control systems improve travel times by more than 10% on average, with larger benefits possible on corridors operating with outdated signal timing.

What Would Change if Palm Beach County Further Expands and Modernizes Its TMC?

30-MINUTE PEAK PERIOD TRIP



10% REDUCTION

27 MINUTES



For a 30-minute peak-period trip, that represents approximately:

3 MINUTES SAVED EACH WAY

and more predictable arrival times.

FOR SOMEONE MAKING TWO 30-MINUTE CORRIDOR TRIPS ON 250 WEEKDAYS:



3 MINUTES
saved each way

×



2 TRIPS
per day

×



250 DAYS
per years

= **25 HOURS ANNUALLY**



A regular commuter could potentially

AVOID APPROXIMATELY 25 HOURS OF TRAVEL TIME PER YEAR,

assuming a consistent 10% improvement on two 30-minute weekday trips.



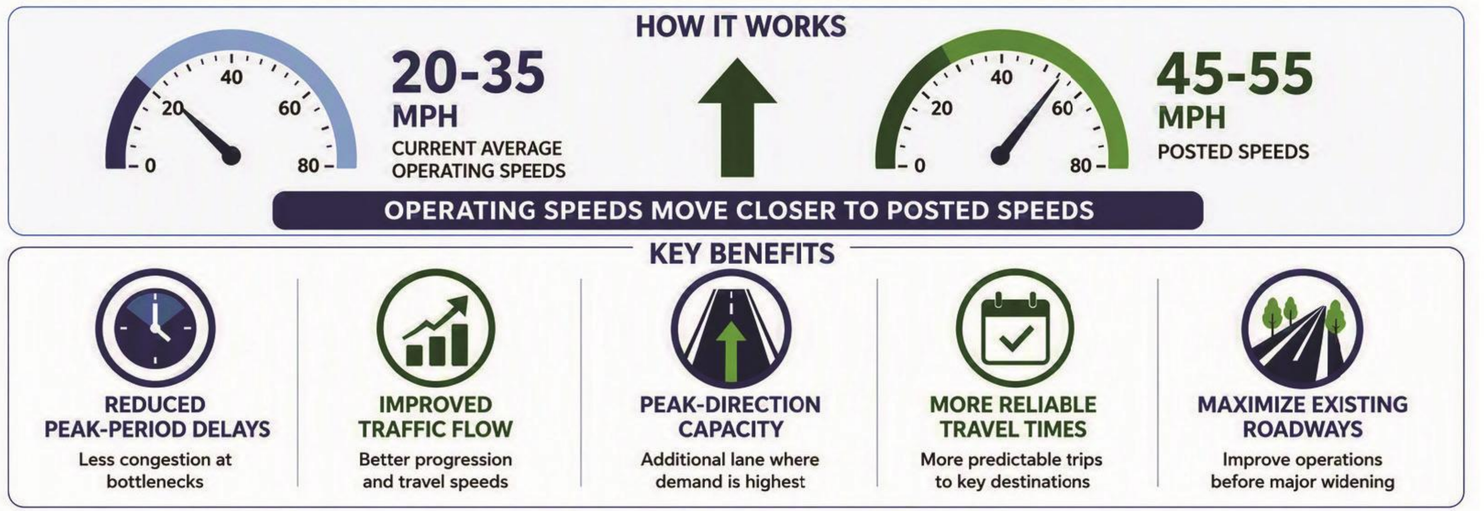
Flex Lanes as a Solution to Congestion

Implementing flex lanes on major Palm Beach County arterials would increase peak-period roadway capacity by providing additional travel lanes in the direction of highest demand. Corridors such as Indiantown Road, Glades Road, Northlake Boulevard, Okeechobee Boulevard, Atlantic Avenue, and Haverhill Road currently operate well below posted speeds, with average travel speeds ranging from 20 to 35 mph compared to posted speeds of 45 to 55 mph

By increasing available capacity and reducing congestion at bottlenecks, flex lanes can improve traffic progression, reduce delay, and help operating speeds move closer to posted speed limits.

Roadway	Posted Speed	Congestion Speed
US-1 (NB)	45	32
Atlantic Ave	45	24
Lyons Rd	45	30
Indiantown Rd	55	20
SR-7	55	46
Glades Rd	50	21
Indiantown Rd55	55	34
Haverhill Rd	45	27
Northlake Blvd	55	28
Okeechobee Blvd	50	35

RITIS platform between January 1st and December 31st of 2024 for weekdays only





Flex Lane - Typical Cross-Section

Transit as a Solution to Congestion

Transit-supportive infrastructure, such as **bus bays**, can improve operations by allowing buses to stop outside of the travel lane while passengers board and alight. This **reduces conflicts between transit vehicles and through traffic**, **minimizes delays caused by bus operations,** and **helps maintain more consistent traffic flow**. Bus bays also provide **protected areas for passengers and space for buses with longer dwell times or layovers**.

Estimated Cost per bus bay: $55k – $75k

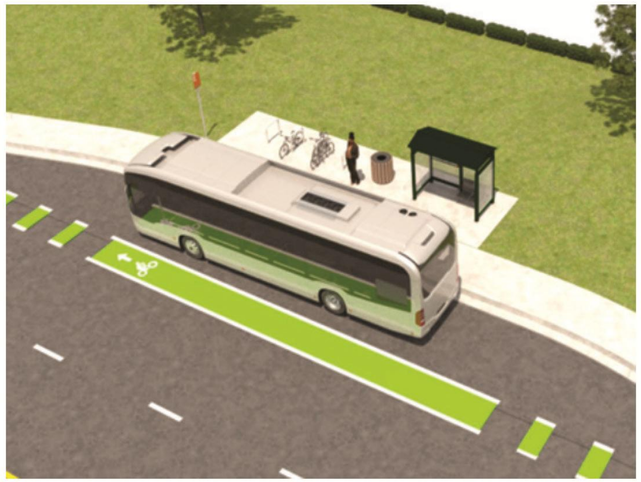
(Formal estimates must be developed with FDOT's Modal Development Office and SEA)

BOARDING INCREASES WITH FREQUENT SERVICE

Corridor	Palm Tran Route(s)	Boarding Increase
Atlantic Ave	Route 81	+299%
Palmetto Park Rd	Route 92	+204%
Glades Rd	**Route 91**	**+168%**
Boynton Beach Blvd	Route 73	+148%
Okeechobee Blvd	Route 43	+111%

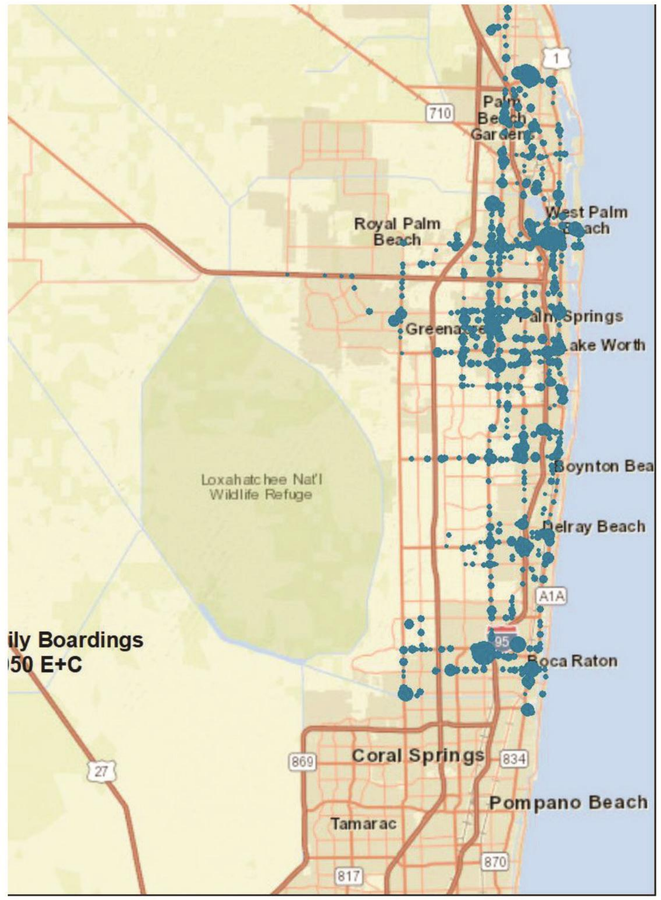
Estimated Cost per route frequency increase: $1M

(Formal estimates must be developed with Palm Tran)





Example of a bus bay. Source: FDOT



Frequent transit scenario

Using Glades Road as an example:

1 BOARDING INCREASE

A **168%** boardings increase on a corridor with an illustrative 1,000 E+C weekday boardings implies roughly

1,680

new daily boardings under frequent service.

2 AUTO-DIVERSION

Applying a **50–60%** auto-diversion factor (TCRP traveler-response range) yields roughly

840 – 1,010

diverted person-trips/day.

3 FEWER VEHICLE TRIPS

At **1.1** average vehicle occupancy, this represents approximately

760 – 920

fewer vehicle-trips/day on the Glades Road corridor.

=

RESULT:

760 – 920

fewer vehicle-trips/day on the Glades Road corridor

More transit choices. Fewer car trips. Less congestion.

Transportation Demand Management as a Strategy for Congestion

Implementing Transportation Demand Management (TDM) strategies can help reduce congestion by encouraging travelers to shift when, where, and how they travel. Programs such as **ridesharing**, **vanpooling**, **telework**, **flexible work schedules**, and **transit incentives** can reduce the number of single-occupancy vehicles on the roadway, helping improve traffic flow without adding roadway capacity.

By reducing peak-period vehicle trips and promoting more efficient use of the transportation system, TDM can help lower congestion levels, improve travel time reliability, and maximize the effectiveness of existing roadway and transit networks.

Coordinated employer outreach, telework support, commuter incentives, ridesharing, and Guaranteed Ride Home programs can deliver measurable benefits for residents, businesses, and the regional transportation system.

- EMPLOYER OUTREACH
- TELEWORK SUPPORT
- COMMUTER INCENTIVES
- RIDESHARING
- GUARANTEED RIDE HOME PROGRAMS



A proven regional transportation demand management program in the Washington metropolitan area – covering Washington, D.C., Maryland, and Virginia – reduced more than **2.1 million vehicle miles traveled** and nearly **2,900 hours of traffic delay each day**.

The CTMP Policy recommendation to establish a similar model could deliver similar, measurable results for Palm Beach County.

THE EVALUATION FOUND THIS PRODUCED:

$88,000
IN DAILY CONGESTION SAVINGS

$520,000
IN TOTAL DAILY PUBLIC BENEFITS

- CONGESTION RELIEF
- FUEL SAVINGS
- SAFETY BENEFITS
- EMISSIONS BENEFITS
- NOISE BENEFITS

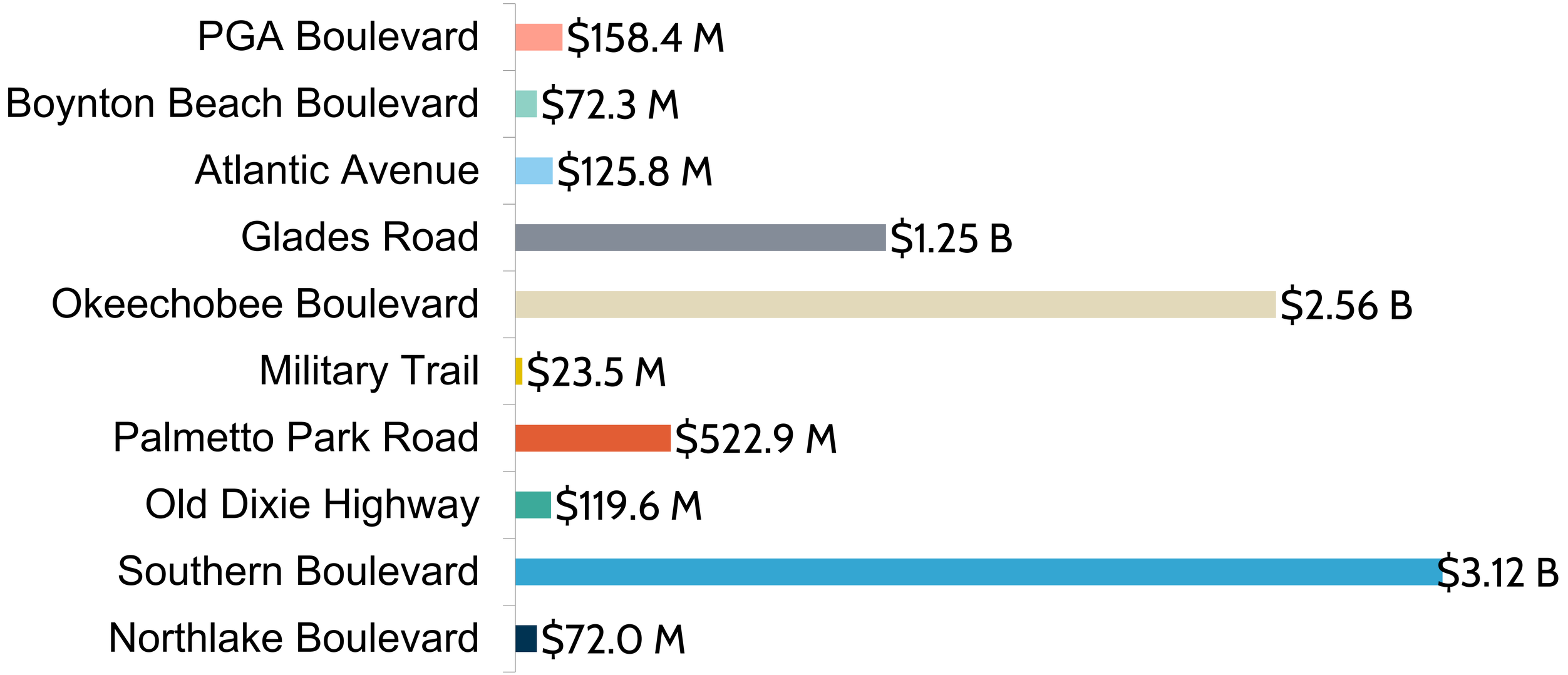
Estimated Costs

Corridor Investment: Pinch Point Summary

Corridor	Total	Share of Pinch Points
Northlake Boulevard	$72.0 M	0.9%
Southern Boulevard	$3.12 B	38.9%
Old Dixie Highway	$119.6 M	1.5%
Palmetto Park Road	$522.9 M	6.5%
Military Trail	$23.5 M	0.3%
Okeechobee Boulevard	$2.56 B	31.9%
Glades Road	$1.25 B	15.5%
Atlantic Avenue	$125.8 M	1.6%
Boynton Beach Boulevard	$72.3 M	0.9%
PGA Boulevard	$158.4 M	2.0%
PROGRAM TOTAL	**$8.03 B**	**100.0%**

Note: These are preliminary, planning-level estimates. Actual costs will vary depending on project scope, site conditions, equipment, installation requirements, and procurement.

Pinch Point Estimates



Note: These are preliminary, planning-level estimates. Actual costs will vary depending on project scope, site conditions, equipment, installation requirements, and procurement.

Phase 2: Implementation

Implementation Program

CTMP IMPLEMENTATION FRAMEWORK

TIMEFRAME	IMPLEMENTATION / ACTION	LEAD / SUPPORT PARTNERS	IMPLEMENTATION PATHWAY	TRACKING / OUTCOME
0–12 MONTHS	✔ Establish the Implementation Program; designate program leads; ✔ Confirm use of IPARC, MICFEC, Issues Forum, and related advisory bodies for coordination and reporting.	Palm Beach County, the 39 municipalities and partner agencies including SFRTA, MPO, & FDOT	Administrative program setup; implementation charter; standing coordination schedule.	Program structure established ✔ Reporting calendar adopted
0–12 MONTHS	✔ Request municipal resolutions of support or equivalent endorsements. ✔ Identify local implementation partners for priority CTMP actions.	Palm Beach County, the 39 municipalities and partner agencies including SFRTA, MPO, & FDOT	Municipal briefings; Resolution templates; partner implementation matrix.	Endorsements received ✔ Partner roles documented
1–2 YEARS	✔ Screen CTMP-identified projects for advancement into the Five-Year and Ten-Year Improvement Programs, MPO priority lists, Palm Tran TDP capital programs, municipal capital programs, and grant applications.	Palm Beach County, the 39 municipalities and partner agencies including SFRTA, MPO, & FDOT	Project readiness review; funding eligibility screening; candidate project list.	Priority projects advance into programming, study, or funding pipelines

Implementation Program

- Advance the recommended priorities through a coordinated program
- Program will be backed by:
  - CTMP project database which includes the county's recently adopted Safety Action Plan
  - Detailed cost estimates must be developed
- Ongoing partnerships with the municipalities, FDOT and the MPO is imperative

Questions

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