



COUNTYWIDE TRANSPORTATION MASTER PLAN

EXECUTIVE SUMMARY

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Overview

Palm Beach County's first Countywide Transportation Master Plan (CTMP) establishes a 2050 framework for a safer, more connected, multimodal, transportation system. This plan is the first step in a long, collaborative process and reflects possibilities and direction, not final commitments. Developed through a four-stage process: Discover, Envision, Strategize, and Enact the CTMP brings together local plans, technical analysis, stakeholder input, and implementation priorities to guide future transportation decisions across the County.

The plan responds to a county that is growing, changing, and highly diverse in its transportation and land use context. Palm Beach County is home to more than 1.5 million residents across approximately 1,977 square miles. The county includes 39 municipalities, unincorporated communities, all with distinct priorities, jurisdictions, and implementation needs. Conditions range from dense urban and coastal activity centers to suburban communities, agricultural areas, and rural landscapes with very low development densities. Population and employment growth, east-west travel demand, roadway congestion, transit access gaps, and pedestrian and bicycle safety needs require a coordinated countywide approach. The CTMP is a coordination tool that helps the County, municipalities, and other partners align priorities, policies, and implementation actions.

Each stage builds on the one before it. Discover established baseline conditions and community priorities. Envision tested future demand and identified high-need corridors. Strategize translated needs into corridor concepts, design principles, policy tools, and technology strategies. Enact organizes the resulting recommendations into practical implementation tiers, quick wins, and next steps. Implementation of the CTMP will require ongoing coordination. The County, municipalities, Palm Tran, SFRTA, the MPO, FDOT, and other partners will need to establish an implementation program to advance recommendations into funded projects, policy updates, and measurable outcomes.

A central part of implementation is the integration of transportation decisions with land use planning for redevelopment areas, mobility hubs, station areas, and transit-supportive corridors. The CTMP provides policy tools such as multimodal level-of-service standards, complete streets guidance, mobility fee evaluation, transit-supportive development, and intergovernmental coordination strategies to achieve the CTMP goals and objectives. The CTMP will enable continued collaboration for the implementation of the projects.

Discover

Purpose: Establish the baseline conditions, policy context, and countywide needs that guide Palm Beach County's first Countywide Transportation Master Plan (CTMP).

The Discover phase establishes the foundation for the CTMP by documenting today's demographic, socioeconomic, land use, and multimodal transportation conditions across Palm Beach County. The phase combines technical analysis with public and stakeholder engagement, including coordination with County Commissioners, municipalities, regional partners, major employers, community organizations, and residents through the project website, open houses, surveys, and County communication channels.

The CTMP Public Involvement Plan represents one of the most comprehensive countywide transportation engagement efforts undertaken in Palm Beach County. Extensive public outreach, technical review, stakeholder coordination, intergovernmental collaboration, and elected official involvement informed the plan development. Documented Public Involvement Plan activities included:

- ▶ 13 in-person countywide public meetings/open houses held across Palm Beach County, including West Palm Beach, Jupiter/Palm Beach Gardens, the Glades, Lake Worth/Greenacres, Delray Beach/Boynton Beach/Boca Raton, Loxahatchee, Riviera Beach/Mangonia Park, Belle Glade, supported by an online survey and one virtual meeting.
- ▶ Four in-person draft recommendation meetings were conducted in Belle Glade, Palm Beach Gardens, Boynton Beach, and West Palm Beach to review and refine draft recommendations prior to adoption.
- ▶ Five in-person project Steering Committee workshops were held for technical advisors to inform the plan development. Four 'homework' assignments were provided to the committee to validate the CTMP project database and provide feedback on the high-need corridor projects recommendations.
- ▶ Five business community and economic organization meetings
- ▶ The engagement process included direct coordination with County Commissioners and municipal leaders with recurring updates and Board presentations
 - * Four MICFEC and Issues Forum meetings
 - * Five Board of County Commissioners' public meetings
 - * More than 14 commissioner one-on-one meetings

Key Outcomes

- ▶ Established the baseline for the CTMP through public engagement, municipal coordination, and technical analysis.
- ▶ Reviewed municipal and agency plans from across Palm Beach County, achieving a 92 percent municipal response rate.
- ▶ Documented demographic, socioeconomic, land use, roadway, transit, rail, pedestrian, bicycle, equestrian, and golf cart conditions.
- ▶ Identified existing congestion, safety, transit, pedestrian, bicycle, parking, curb management, and e-commerce considerations.
- ▶ Established CTMP Guiding Principles and benchmarking lessons to inform future phases.

Where to Find More Detail

- ▶ Introduction, engagement, and CTMP process: Section 1.1
- ▶ Guiding Principles: Section 1.2
- ▶ Municipal and agency plan review: Section 1.3
- ▶ Demographics, land use, and existing transportation system: Section 1.4
- ▶ Network assessment, multimodal performance, safety, parking, and e-commerce: Section 1.5
- ▶ Florida county benchmarking and CTMP implications: Section 1.6

Discover

A major accomplishment of this phase was the review of municipal and agency plans, policies, studies, capital improvement programs, redevelopment strategies, and specialized transportation plans. The project team received responses from 36 of the County's 39 municipalities, resulting in a 92 percent municipal response rate and more than 100 uploaded files. The review identified recurring themes across jurisdictions, including complete streets, Vision Zero and Safe System approaches, transit-supportive development, mobility hubs, first- and last-mile connections, network gap closure, transportation demand management, and context-sensitive corridor design.



Figure 1: Municipal Participation and Document Review Summary

The chapter also establishes the CTMP Guiding Principles, which emphasize regional connectivity, intergovernmental coordination, safety, streets for all users, resilience, equitable access, land use alignment, innovation, data-driven decision-making, and an actionable framework through 2050. These principles create the evaluation lens used in later phases of the CTMP. The Guiding Principles provide clarity and direction to the CTMP. These principles have guided the proposed solutions and should serve as key pillars in future planning efforts for Palm Beach County.

1. Reflect Local and Countywide Goals Equally to Support a Regionally Connected Transportation System
2. Coordinate Across Jurisdictions and Agencies
3. Leverage Data and Technology for Smart Mobility
4. Advance Safety Through a Safe System Approach
5. Design Streets for All Users
6. Promote Sustainable and Resilient Transportation
7. Ensure Access and Mobility for All
8. Integrate Context Sensitivity
9. Align with Land Use and Growth Management Goals
10. Encourage Public-Private Partnerships and Innovation
11. Use Data-Driven Decision-Making
12. Prioritize Corridors with High Potential for Improvement
13. Deliver an Actionable and Forward-Looking Framework



Discover

Existing conditions analyses confirm that Palm Beach County has more than 1.5 million residents and is projected to continue growing through 2050. Growth is expected to remain concentrated along the eastern coastal corridor and in pockets between I-95 and Florida's Turnpike, with additional localized growth in the Glades communities and emerging activity areas. The analysis also documents clear east-west differences in income, vehicle availability, housing tenure, age, educational attainment, and access to transportation options. The network assessment documents key transportation issues, including congestion on I-95, Florida's Turnpike, SR 7, Okeechobee Boulevard, Southern Boulevard, Indiantown Road, Lyons Road, and other major corridors; transit frequency and access gaps; pedestrian and bicycle stress on many arterial roadways; and safety concerns reflected in the County's Safety Action Plan. The chapter also addresses specialized mobility systems, including equestrian trails, golf cart networks, parking and curb management, e-commerce and last-mile delivery, and Florida county benchmarking. These findings move the CTMP from existing conditions into future needs by showing where the system is under stress today and where coordinated investment, policy, and partnership will be most important as the County grows.



**COMPLETE
STREETS**



**VISION ZERO &
SAFE SYSTEM**



**FIRST- & LAST-
MILE CONNECTIONS**



**TRANSIT-
SUPPORTIVE
DEVELOPMENT**



**MOBILITY
HUBS**



**TRANSPORTATION
DEMAND
MANAGEMENT**



**NETWORK GAP
CLOSURE**



**CONTEXT-SENSITIVE
CORRIDORS**

Figure 2: Key Transportation Needs Identified During Existing Conditions Assessment



Envision

Purpose: Evaluate future transportation demand, identify corridor needs, and test potential transportation futures through 2050.

The Envision phase translated baseline findings into a forward-looking assessment of future transportation needs. Using the Southeast Regional Planning Model (SERPM 9.52), stakeholder and public input from the Discover phase—including Google sentiment analysis—and planned transportation investments from the Palm Beach MPO, the project team evaluated how Palm Beach County's transportation system may perform through 2050. The modeling efforts evaluated a range of growth and investment conditions.

A defining feature of this phase was the involvement of the project steering committee, IPARC 2.0+, consisting of multijurisdictional municipal, transportation, and technical and business interest members, community, and other stakeholders. Through technical workshops and collaborative exercises, participants identified priority corridors, activity centers, future growth areas, transportation gaps, and preferred transportation investments. The feedback consistently emphasized stronger transit services, improved east-west connections, multimodal options, and enhanced coordination among jurisdictions. Multiple future scenarios were tested, including:

- ▶ Existing Plus Committed (No-Build)
- ▶ SR 7/Okeechobee Premium Transit
- ▶ Increased Socioeconomic Growth
- ▶ Frequent Transit Service
- ▶ TIM Future Network Enhancements.

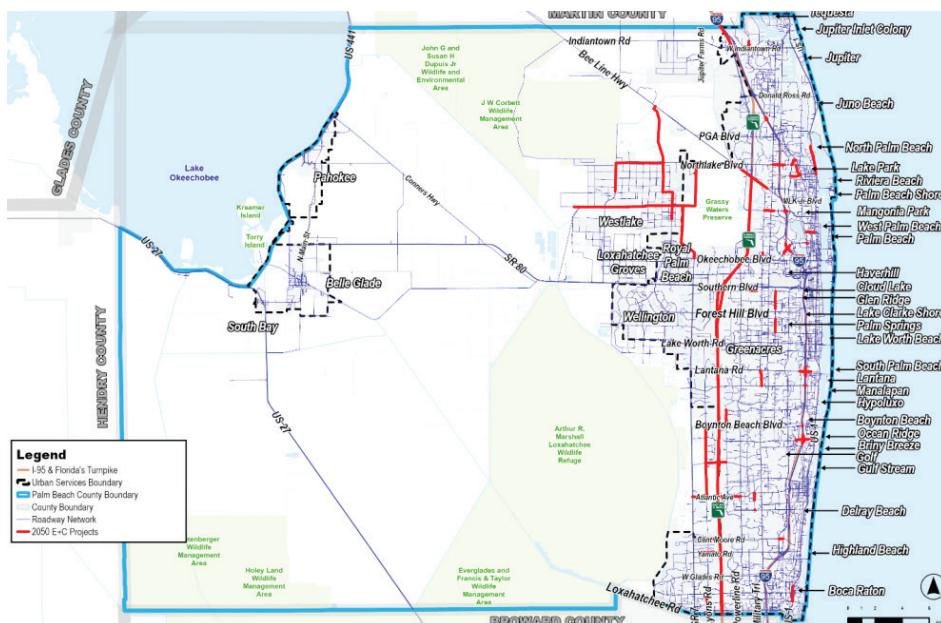


Figure 2: 2050 E+C Highway Network

Key Outcomes

- ▶ Developed and evaluated multiple 2050 transportation scenarios.
- ▶ Identified and confirmed countywide transportation hub locations and priority corridors.
- ▶ Created a quantitative corridor scoring framework.
- ▶ Established a countywide geodatabase of transportation projects.
- ▶ Identified transportation gaps and unmet future needs.

Where to Find More Detail

- ▶ Future Demand Assessment: Section 2.1
- ▶ Land Use Considerations and Hubs: Section 2.2
- ▶ Future Scenarios: Section 2.3
- ▶ Corridor Needs and Gap Analysis: Section 2.4

Envision



The scenario analysis showed that higher population and employment growth substantially increases congestion, while transit and network investments can improve mobility but must be paired with realistic corridor design, land use coordination, and operational strategies.



The Frequent Transit Service scenario increased Palm Tran boardings which demonstrates the value of improved frequency but also showed that transit mode share remains limited without broader supporting investments. The SR 7/Okeechobee premium transit scenario demonstrated strong ridership potential while also highlighting roadway tradeoffs if general-purpose capacity is repurposed. TIM Future projects provided modest but measurable congestion relief by improving network connectivity.



This phase also established a corridor scoring methodology to evaluate roadway, transit, bicycle, and pedestrian needs across the county. The analysis identified high-need corridors and highlighted where existing projects may not fully address future transportation demands. Envision provided the bridge between today's conditions and the strategies needed to address future growth, congestion, access, and multimodal needs.



Strategize

Purpose: Translate identified transportation needs into actionable strategies, corridor concepts, design principles, and implementation tools.

The Strategize phase bridges technical analysis and implementation by transforming the needs identified during Discover and Envision into a comprehensive transportation strategy for Palm Beach County through 2050. The chapter develops the CTMP goals, performance measures, design principles, typical sections, corridor retrofit concepts, land use strategies, and technology initiatives that form the core of the plan.

A major focus of this phase is creating a consistent decision-making framework that can be applied across all municipalities and transportation partners. The chapter establishes countywide goals related to safety, accessibility, mobility, resiliency, economic development, technology and innovation.. These goals are paired with performance measures that can be used to evaluate future projects through the implementation program..

The phase introduces context-sensitive design principles that recognize the diversity of Palm Beach County's urban, suburban, rural, agricultural, and coastal environments. Recommended corridor concepts emphasize complete streets, multimodal transportation, transit-supportive development, safety improvements, and enhanced connections between activity centers. The CTMP typical sections library was developed to show how transportation corridors can evolve to improve safety, person throughput and mobility within real-world right-of-way and land use constraints.

Key Outcomes

- ▶ Established CTMP goals, objectives, and performance measures.
- ▶ Developed context-sensitive design guidance.
- ▶ Created corridor retrofit concepts for priority corridors.
- ▶ Identified land use and transportation integration strategies.
- ▶ Recommended technology and innovation initiatives.

Where to Find More Detail

- ▶ Goals and Objectives: Section 3.1
- ▶ Design Principles: Section 3.2
- ▶ Corridor Analysis and Retrofit Concepts: Section 3.3
- ▶ Technology and Innovation Strategies: Section 3.4 and 3.5
- ▶ Land Use Integration Frameworks: Sections 3.5 and 3.6



COMPLETE STREETS

Design streets for all users of all ages and abilities.



MULTIMODAL TRANSPORTATION

Provide safe, convenient options for walking, biking, transit, and driving.



TRANSIT-SUPPORTIVE DEVELOPMENT

Locate growth near transit and create walkable, vibrant places.



SAFETY IMPROVEMENTS

Design and operate corridors to reduce crashes and protect all road users.



ENHANCED CONNECTIVITY

Strengthen links between activity centers and neighborhoods.



CORRIDOR RETROFITS

Reimagine existing corridors to improve function within existing constraints.



CONTEXT-SENSITIVE DESIGN

Respect community character and environmental resources.

Figure 3: Core Transportation Design Principles and Planning Strategies

Strategize

Because Palm Beach County's corridors cross multiple municipalities, redevelopment areas, and land use contexts, the Strategize phase emphasizes coordination beyond the roadway right-of-way. Implementing multimodal transportation systems will require alignment among the County, municipalities, transportation agencies, property owners, and private

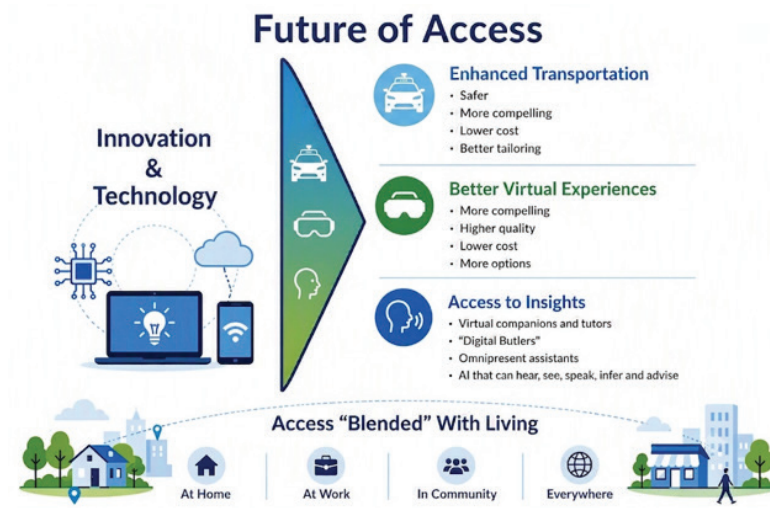


Figure 4: Future of Access

development interests—particularly where corridors transition between cities, activity centers, suburban areas, and rural or agricultural communities. Land use decisions, redevelopment potential, access management, site design, and public-private partnerships all influence whether investments in transit, walking, bicycling, technology, and complete streets can achieve their intended outcomes.

Strategize also grounds technology and innovation in practical applications, including traffic signal performance management, connected vehicle readiness, autonomous vehicle pilots, mobility hubs, transportation demand management, virtual access, micromobility, and data-driven operations. Land use and travel behavior are treated as core drivers of transportation demand, reinforcing the need to align corridor investments with growth, redevelopment, and community context. Future concepts, such as the DJT–Downtown Connector/Automated People Mover (APM), are presented as planning concepts for further study rather than adopted capital projects.



Figure 5: LAX Automated People Mover

Enact

Purpose: Transform the CTMP vision into a coordinated implementation framework of projects, policies, and actions that support the plan's goals.

The Enact phase represents the transition from planning to implementation. Building upon the findings of Discover, Envision, and Strategize, this stage organizes the CTMP into a practical roadmap for delivering transportation improvements across Palm Beach County. It establishes how recommendations should advance from concept through planning, funding, design, programming, and construction.

The Enact phase is supported by a CTMP database containing nearly 2,000 transportation projects and recommendations, allowing the County to organize information by geography, facility type, responsible entity, implementation status, and other planning attributes. The database supports profiles for Commissioner Districts, municipalities, Community Redevelopment Agencies, and water control or drainage districts, creating a practical tool for coordination and transparency. Recommendations are organized into three tiers:



Key Outcomes

- ▶ Prioritized transportation project recommendations.
- ▶ Established Optimize, Expand, and Transform implementation tiers.
- ▶ Developed policy recommendations to support plan goals.
- ▶ Created a countywide implementation framework.
- ▶ Identified quick-win projects and next steps for ongoing coordination

Where to Find More Detail

- ▶ Recommendations Process: Section 4.1
- ▶ Project Prioritization: Section 4.2
- ▶ Policy Recommendations: Section 4.2.5
- ▶ Implementation Framework and Quick Wins: Section 4.2.6
- ▶ CTMP Database and Entity Profiles: Section 4.2.7

Enact

The chapter also identifies policy recommendations related to mobility fees, level-of-service modernization, design standards, micromobility, autonomous vehicles, freight, transit planning, transportation demand management, and long-term CTMP implementation. Quick wins include technology policies and pilot programs, improved transit frequency and passenger amenities, targeted signal and intersection improvements, pedestrian, bicycle, and lighting upgrades, and establishing a transparent implementation program for programming the priority projects and policy adoption.

Enact turns the CTMP into an implementation program by identifying what can move forward now, what requires further study, and what should remain part of a longer-range transformation agenda. This final stage positions the County and its partners to coordinate funding, policy, project development, and public reporting over time.



Toolbox for Palm Beach County, Municipalities and Next Steps

Following adoption of the CTMP, the County should establish an ongoing implementation program. The program will move recommendations from planning concepts into trackable actions. This program should prioritize the advancement of quick wins, identify lead and partner agencies and maintain the CTMP database as a living resource.

The CTMP also provides the county and local municipalities with a toolbox of strategies they can adapt to their unique own context jurisdictions, capital programs, development review processes, and comprehensive plan updates. It is important to note that the CTMP project database contains projects that are not on the high-need corridors, yet they still provide valuable solutions to consider in future planning efforts through the CTMP implementation program.



PROJECT GOALS, OBJECTIVES & PERFORMANCE MEASURES

Municipalities can apply these goals when updating comprehensive plans, preparing capital improvement programs, evaluating grant opportunities, and coordinating project priorities with the County and regional partners.



PROJECT SCREENING & PRIORITIZATION

Use CTMP high-need corridors, project database information, safety data, multimodal gaps, and local growth patterns to identify projects that are ready for near-term advancement.



COMPLETE STREETS & CONTEXT-SENSITIVE DESIGN

Apply the CTMP design principles, typical sections, target speeds, and multimodal best practices to local corridor studies, roadway resurfacing projects, redevelopment areas, and capital improvements.



POLICY ADOPTION & ENDORSEMENT

Update comprehensive plans and land development regulations to reflect CTMP policies, such as multimodal level-of-service standards, complete streets and access management, transit-supportive development near 561 Plan hubs, and micromobility and transportation demand management programs.



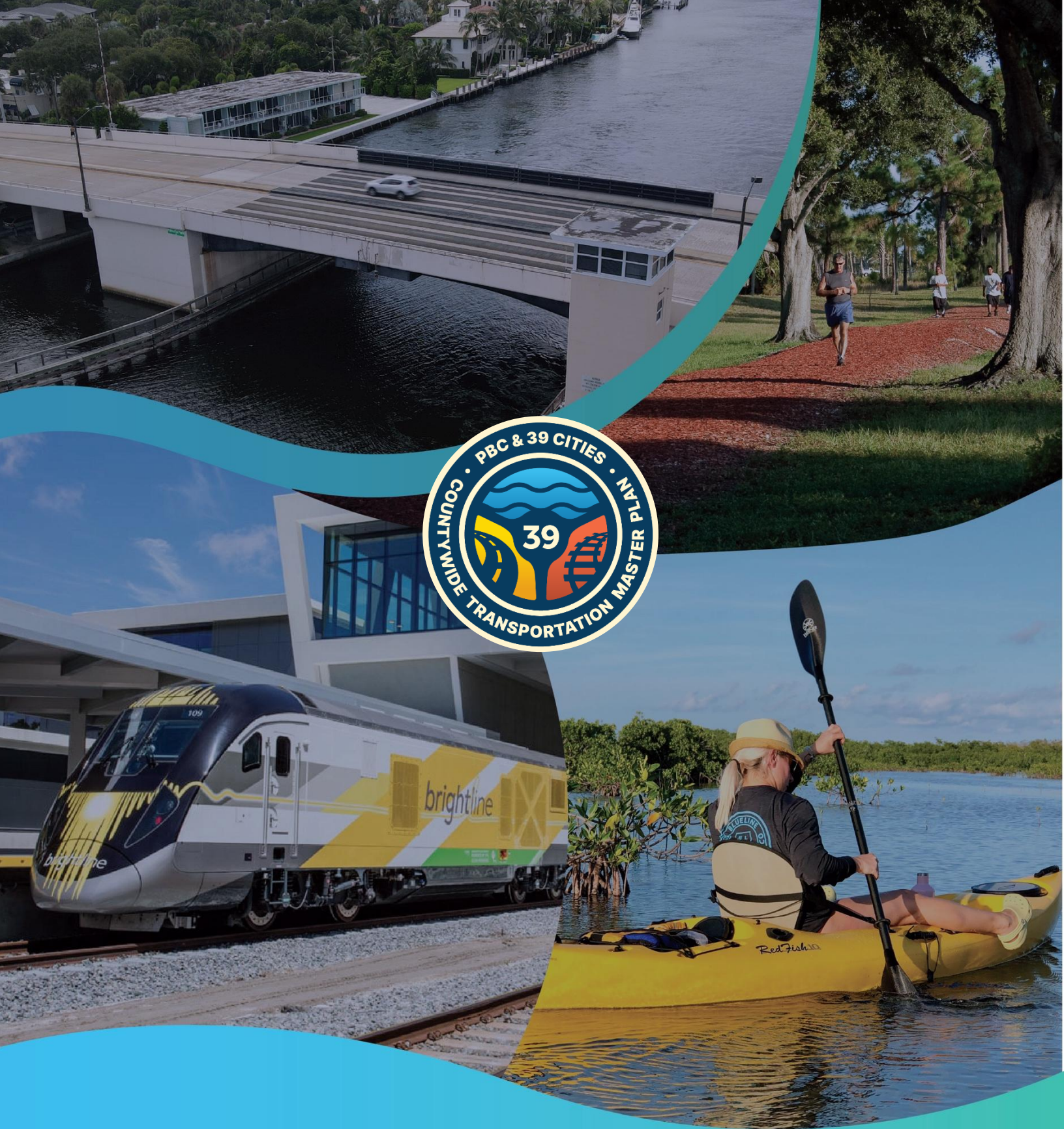
INTERGOVERNMENTAL COORDINATION

Use IPARC, Issues Forum, MICFEC coordination processes, and County-municipal working groups to align projects, resolve jurisdictional issues, and avoid duplicative investments.



IMPLEMENTATION TRACKING & REPORTING

Maintain the CTMP database, update project status, document completed actions, report progress regularly, and use performance measures to adjust priorities over time so the plan remains actionable through 2050.



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