

TRANSPORTATION ELEMENT DATA AND ANALYSIS

DRAFT

RED FONT SHOWS NEW CHANGES FOLLOWING PZC 5/7 MEETING

INTRODUCTION

EXECUTIVE SUMMARY

The Transportation Element evaluates the current and projected traffic circulation and public parking operations to determine their impact on the to address quality of life issues for Town residents. This Element relies upon and supports the basic philosophy expressed throughout the Town's planning efforts since its first Plan was adopted in 1929, which recognized the relationship between land use and transportation. Transportation and land use are interwoven as trips are generated as a result of land use. Later versions of the Comprehensive Plan continued to emphasize the effects of growth and the need to control the impacts of traffic on the community. ~~Comprehensive Plan adopted in 1983, the Town set forth primary land use objectives,~~ This and one that this Element strives to further acknowledges that changes in local conditions in the Town combined with development in downtown West Palm Beach have exacerbated traffic congestion and the availability of convenient parking for Town residents.

Primary Land Use and Transportation Objectives 1929

"To maintain the quality of life which has given the Town its unique physical and historical character and, towards this objective, to take all legally and technically available measures to stabilize the Town's land use and reduce residential density patterns where possible."

"To preserve the Town's quality of life through retention of an essentially residential character and unique historic personality."

"The concentration of general traffic upon a limited number of streets, a system of leisurely and convenient by/ways free from automobiles,

~~Over the years~~ As the Town has developed, traffic congestion on both the main corridors and within residential neighborhoods has ~~growth~~ grown to a point where ~~the~~ resident quality of life ~~for the residents~~ has been affected. Most communities ~~Future Land Use Map will clearly indicate~~ identify potential where new roadways to accommodate additional traffic impacts within their Transportation Elements. ~~must be provided;~~ The Town is unusual in that it is virtually fully developed with ~~does not have the~~ opportunity for construction of new streets and limited opportunities for lane modifications to relieve the pressures on its major ~~north-south~~ arterial

TRANSPORTATION ELEMENT DATA AND ANALYSIS

DRAFT

RED FONT SHOWS NEW CHANGES FOLLOWING PZC 5/7 MEETING

~~thoroughfares~~ **and collector roadways.** ~~SR A1A, North County Road, and North Ocean Boulevard.~~

~~Notwithstanding, the basic desired traffic circulation has remained consistent, to concentrate motorized travel on the major corridors.~~

~~This Element of the Plan has been developed based upon:~~

- ~~1. Analysis of the existing transportation system;~~
- ~~2. Analysis of existing transportation levels of service and system needs; and,~~
- ~~3. Analysis of projected transportation levels of service and system needs, based upon the future land uses shown on the Future Land Use Map, and pertinent plans of the Florida Department of Transportation.~~

EXECUTIVE SUMMARY

~~The Town of Palm Beach is essentially built out compared with other coastal communities. This updated Comprehensive Plan recognizes~~ **that the Town is built out. Traffic throughout the Town has increased not only during the season but year-round. The contributing factors are due in part by the following:**

- **Population migration from northern states to the Town and neighboring West Palm Beach**
- **Increased visitors to the regional attractors in the Town, including restaurants, private clubs, enhanced recreational destinations**
- **Redevelopment which has added construction trucks to the roads**
- **Larger and increased number of service vehicles per home.** ~~The most critical demographic condition affecting demands on the traffic circulation system is the annual fluctuation of population that occurs when numerous transient visitors and seasonal residents come to Palm Beach for the winter season. This seasonal fluctuation is as important as the rate of population growth. It requires that systems be designed to handle recurring seasonal demands not present the rest of the year.~~

~~In addition, Town roadways are subject to traffic impacts resulting from developments in neighboring communities. Recent land use changes will result in increased density and intensity within the Transportation Concurrency Exemption Areas (TCEA) in downtown West Palm Beach. As a result, it is expected to negatively affect traffic circulation both on and off the island.~~

TRANSPORTATION ELEMENT DATA AND ANALYSIS

DRAFT

RED FONT SHOWS NEW CHANGES FOLLOWING PZC 5/7 MEETING

The Town of Palm Beach's Transportation Element ~~is limited to only~~ addressing **es** traffic circulation **and introduces a parking Sub-Element to address the impact of parking or lack thereof on the resident quality of life.** ~~which includes the types, locations, and extent to which of the existing and proposed major thoroughfares and transportation routes, including bicycle and pedestrian ways links to provide for an efficient transportation network. An interrelated component of the traffic circulation pattern is the availability of adequate parking.~~ **This is not a new phenomenon as earlier traffic studies dating back to 1969 and again in 2006 recognized parking issues and the relationship with the traffic circulation in the Town.** ~~The subject Transportation Element will memorialize the impact of parking on the quality of life for Town residents.~~

HISTORY OF TRANSPORTATION PLANNING IN THE STATE OF FLORIDA

Prior to the incorporation of the Town of Palm Beach in 1911, the early years of transportation to the Town began via water and rail. As Henry Flagler was promoting the rail as the most efficient means of travel, the Florida Legislature was similarly analyzing the means of travel to South Florida. The State established in 1915, the Florida State Road Department, the precursor to the Florida Department of Transportation, and the State Road Board which officially began operation on October 8, 1915.¹ Many years later, transportation remains a critical component to the quality of life for the Town of Palm Beach,

In 1969, the Florida Department of Transportation (FDOT) was created by the Florida Legislature and absorbed all the authority and responsibilities of the Florida State Road Department.² The FDOT became a decentralized agency charged with the establishment, maintenance, and regulation of public transportation in the State of Florida.³ Under legislative mandates, the FDOT consists of seven districts strategically bound by geography. Each district is managed by a District Secretary, which varies in organizational structure, but in general, each has major divisions for Administration, Planning, Production, and Operations. Additionally, the districts have a Public Information Office that reports to the District Secretary and a District Chief Counsel who reports to the United States Department of Transportation (DOT) General Counsel in Tallahassee.⁴

The FDOT has a series of plans that govern transportation initiatives in this state. Some, such as the Florida Transportation Plan, establish policy, while others, including the Strategic Intermodal Systems Plan, focus on implementation and include the following:

- Florida Transportation Plan (FTP) –Includes long-range goals, objectives and strategies to meet the needs of Florida's "entire transportation system."

¹ "Transportation History Month in Florida", Florida Department of Transportation October 12, 2015

² <https://www.tuckerpaving.com/fdot-traces-interesting-history-back-1915/>

³ "Florida Statutes 334.044 Powers and duties of the department". Florida Statutes. Florida Legislature. Retrieved August 14, 2021.

⁴ <https://www.fdot.gov/agencyresources/districts/index.shtm>

TRANSPORTATION ELEMENT DATA AND ANALYSIS

DRAFT

RED FONT SHOWS NEW CHANGES FOLLOWING PZC 5/7 MEETING

- Strategic Intermodal Systems Plan (SIS) –Includes corridors, facilities and services of statewide and multi-regional significance.
- FDOT Work Program –Includes all projects planned by the department for that period. FDOT holds at least one public hearing in each district, followed by a statewide public hearing by the Florida Transportation Commission. The program is then submitted to the Governor and Legislature.
- State Transportation Improvement Program (STIP) – Required by the federal government, the STIP incorporates the first four years of FDOT’s Work Program.
- Florida Strategic Highway Safety Plan (SHSP) –Focuses on how to accomplish the vision of eliminating fatalities and reducing serious injuries on all public roads. The SHSP is updated at least every five years by FDOT in coordination with statewide, regional, and local safety partners.⁵

As displayed in Exhibit 2-1, Palm Beach is one of the five counties that comprise District 4. The remaining four include Broward, Martin, St. Lucie, and Indian River counties. District 4 is located within Southeast Florida and consists of 5,000 square miles and **is** home to over four million residents.

In District 4, vehicles travel more than 52.4 million miles daily. Worth noting, the FDOT assists Tri-Rail, a commuter rail service, to connect with Gold Coast Commuter Services, also a commuter assistance program, and to two major transit authorities (Broward County Transit and Palm Tran) with 319 vehicles in their fleets.⁶ Additionally, Amtrak runs a low-cost rail line connecting West Palm Beach to Tampa, Florida.

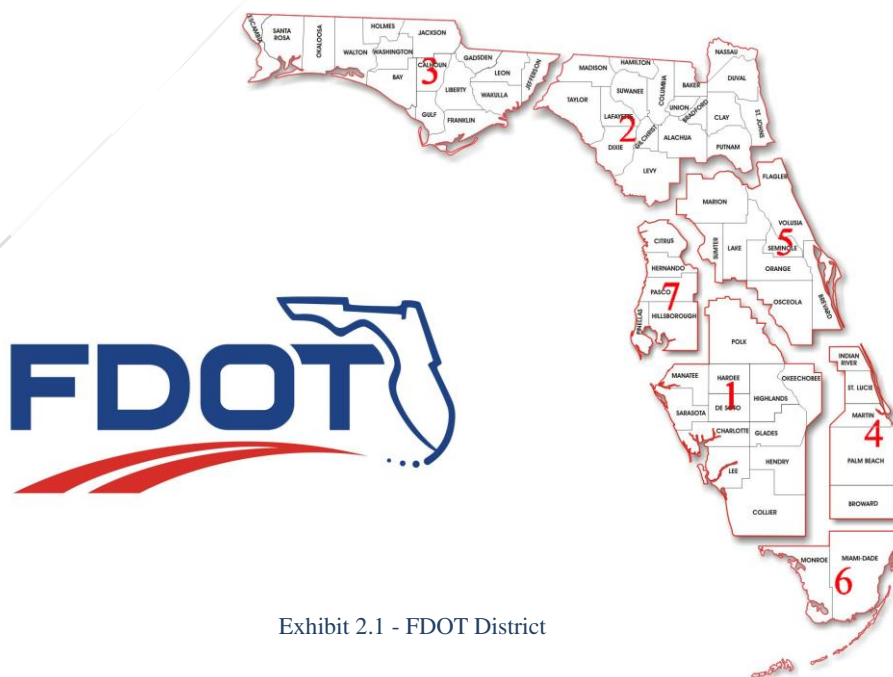


Exhibit 2.1 - FDOT District

⁵ <https://1000fof.org/wp-content/uploads/2021/12/transportation-planning-process-FINAL.pdf>

⁶ Ibid

TRANSPORTATION ELEMENT DATA AND ANALYSIS

DRAFT

RED FONT SHOWS NEW CHANGES FOLLOWING PZC 5/7 MEETING

Brightline, which is an intercity rail route between Miami and Orlando, runs on a track owned by Florida East Coast Railway. Brightline is the only privately owned and operated intercity passenger railroad in the United States. Its development started in March 2012 as “All Aboard Florida” by Florida East Coast Industries. Construction began in November 2014 and the current routes are shown in Exhibit 2-2 and opened in January 2018. An extension from West Palm Beach to Orlando International Airport opened in 2023, as detailed in Exhibit 2-3. Additional stops are being planned for in Phase 3 as displayed in the current version of the Phased Development of Brightline Stations.⁷



Exhibit 2-2 Current Operating Brightline Routes
2023

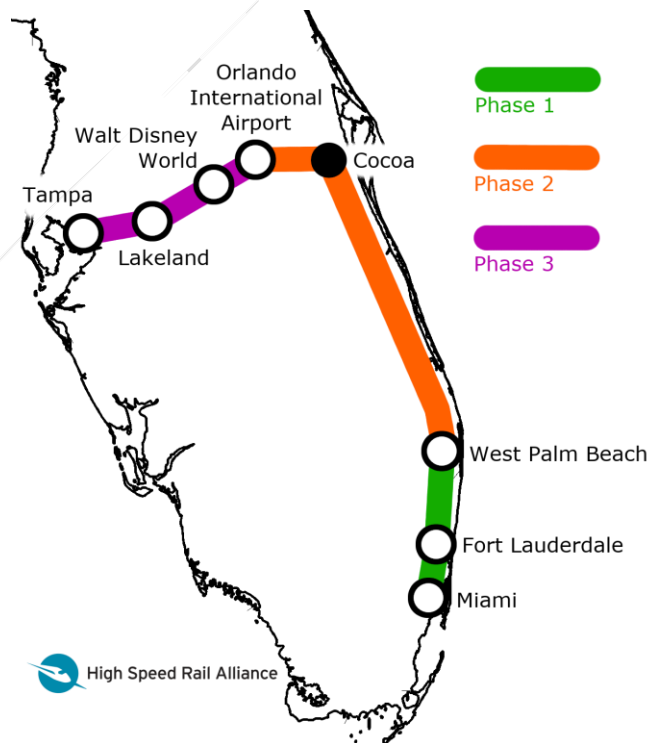


Exhibit 2-3
Phased Development of Brightline Stations

⁷ <https://www.hsrail.org/brightline-florida/>

TRANSPORTATION ELEMENT DATA AND ANALYSIS

DRAFT

RED FONT SHOWS NEW CHANGES FOLLOWING PZC 5/7 MEETING

FLORIDA REQUIREMENTS FOR THE TRANSPORTATION ELEMENT

Chapter 163, Fla. Stat., requires that as the population grows, adequate services are available to meet demand. The statute is intended to balance the availability of infrastructure and resources with economic development and community sustainability. Under §163.3177(6)(b), Fla. Stat., the purpose of the Transportation Element is to plan for a multimodal transportation system that emphasizes public transportation systems, where feasible. The Transportation Element is intended to provide for a safe, convenient multimodal transportation system, coordinated with the future Land Use Map or Map Series and designed to support all Elements of the Comprehensive Plan. A local government that has all or part of its jurisdiction included within the Metropolitan Planning Area of a Metropolitan Planning Organization (MPO) under §339.175, Fla. Stat., is required to prepare and adopt a Transportation Element consistent with this subsection.

Each local government's Transportation Element must address traffic circulation, including the types, locations, and extent of existing and proposed major thoroughfares and transportation routes, including bicycle and pedestrian ways. The Transportation Element is required to also include a Map or Map Series depicting the general location of the existing and proposed transportation system features and shall be coordinated with the future land use map or map series. The Element is required to reflect the data, analysis, and associated principles and strategies relating to the following key items applicable to the Town, among others:

- The existing transportation system levels of service and system needs and the availability of transportation facilities and services.
- The growth trends and travel patterns and interactions between land use and transportation.
- All alternative modes of travel, such as public transportation, pedestrian, and bicycle travel.
- The capability to evacuate the coastal population before an impending natural disaster.

PALM BEACH COUNTY TRANSPORTATION PLANNING

In Palm Beach County, the Transportation Planning Agency (TPA) is the MPO. The TPA partners with Palm Beach County for staff and resources through an Interlocal Agreement and represents all 39 incorporated cities, towns, villages. The TPA is a federally mandated public agency that works to prioritize and fund the transportation system. The Palm Beach TPA consists of a 21-member Governing Board, with more than \$600 million of federal, state, and local transportation dollars to implement projects that advance our regional vision for the nearly 1.5 million Palm Beach County residents.

TRANSPORTATION ELEMENT DATA AND ANALYSIS

DRAFT

RED FONT SHOWS NEW CHANGES FOLLOWING PZC 5/7 MEETING

The Governing Board is supported by staff, has a five-member Executive Committee and three advisory committees, which consists of the following.

- Technical Advisory Committee (TAC)
- Citizen's Advisory Committee (CAC)
- Vision Zero Advisory Committee (VZAC)

In addition, the TPA administers the Transportation Disadvantaged Local Coordinating Board (TDLCB) in Palm Beach County.

As one of the TPA's most important documents, the Transportation Improvement Plan (TIP) identifies projects for maintaining and improving the transportation system funded by Federal, State and local sources to assist local governments with their transportation planning efforts. This staged program encompasses a five-year period consisting of all regionally significant transportation improvements to all modes of travel in Palm Beach County. The TIP is based on, and reflects, the FDOT Work Program for Palm Beach County. Highway, bus, rail, port, bicycle/pedestrian, and beautification projects are included. The TIP is developed through a comprehensive and coordinated effort involving FDOT, the Palm Beach County Board of County Commissioners, the Port of Palm Beach, the South Florida Regional Transportation Authority, and municipalities within the County.

According to the TIP, there are no capacity improvements planned for the Town, nor are there any such improvements, expansions or new facilities planned for the Town in the Adopted FDOT Five-Year Work Program.⁸ Further, there are no ports, airports, rail lines, intermodal terminals, high-speed rail lines, or related facilities within the Town.

THE TOWN OF PALM BEACH TRANSPORTATION ELEMENT

The Transportation Element of the Comprehensive Plan has been developed based upon:

1. Analysis of the existing transportation system.
2. Analysis of existing transportation levels of service and system needs.
3. Analysis of projected transportation levels of service and system needs, based upon the future land uses shown on the Future Land Use Map, and pertinent plans of the Florida Department of Transportation.
4. Analysis of traffic circulation including valet parking agreements with private businesses.
5. Analysis of existing parking facilities and future needs.

⁸ FY25-29 TIP palmbeachtpa.org

TRANSPORTATION ELEMENT DATA AND ANALYSIS

DRAFT

RED FONT SHOWS NEW CHANGES FOLLOWING PZC 5/7 MEETING

Existing Roadway Functional Classification

Map 2.1 of the Map Series provides functional classifications of the roadways within the Town for the current year (2024) and the 20-year planning timeframe (2044).

In order to be eligible for federal funding, federal regulations require a roadway to be functionally classified. Functional classification is the process by which roadways and highways are grouped into classes according to the character of service they are intended to provide. Roads with higher classifications serve the mobility needs of a greater number of people, and typically carry more traffic. Roads with lower classifications tend to provide access more to individual properties than serve the mobility needs of a greater number of people.⁹

Palm Beach County uses the Federal Functional Classification process to group roadways into classes based on the service they provide in relation to the total roadway network. The TPA Governing Board approved the Functional Classification Map on December 9, 2013. The designation of a roadway may only be changed within a decennial census cycle.

The four major roadway function classifications are:

1. Interstate Highways
2. Arterials: Major and Minor Roadways
3. Collectors: Major and Minor Roadways
4. Local Roadways

Interstate Highways

Interstates are the highest classification and are designed and constructed with mobility and long-distance travel in mind. These facilities are divided highways with full access control and grade separations at all intersections. The controlled access character of interstates results in high-lane capacities, which are three times greater than the individual lane capacities of urban arterial roadways.

Major Arterial Roadways

These roadways serve major activity centers, are the highest traffic volume corridors (with the exception of Interstates), have the longest trip demands, carry a high proportion of total urban travel on a minimum amount of mileage and interconnect and provide continuity for major rural corridors to accommodate trips entering and leaving urban areas and movements through urban areas.

⁹ <https://cmpdd.org/functional-classification/>

TRANSPORTATION ELEMENT DATA AND ANALYSIS

DRAFT

RED FONT SHOWS NEW CHANGES FOLLOWING PZC 5/7 MEETING

Minor Arterial Roadways

Minor Arterials provide service for trips of moderate length at a somewhat lower level of travel mobility, distribute traffic to smaller geographic areas, provide more land access than Major Arterials without penetrating identifiable neighborhoods and offer connectivity to the higher arterial system.

Major Collector Roadways

Major Collector Roadways provide both land service and traffic movement functions. They serve as intermediate feeders between arterials and local roadways and primarily accommodate short distance trips.

Minor Collector Roadways

Minor Collector Roadways are used to connect neighborhoods to arterials or major collectors. However, unlike major collectors, they tend to be shorter (often less than 3/4 of a mile in urban areas), have fewer lanes, and can have house driveways directly connect to them. They are also less likely to cross county boundaries.

Local Roadways

Local Roadways consist of all roads not defined as arterials or collectors. Local Roadways typically support direct access to homes and are generally designed for slow speeds.¹⁰

Under the jurisdiction of the FDOT, the roadway classifications are described as either divided or undivided as follows:

The following ~~divided major arterials~~ roadways include the following.

- ~~Royal Poinciana Way and South Ocean Boulevard (SR A1A).~~ -Major Collector
- South Ocean Boulevard (SR A1A) - Major Collector (Royal Poinciana is also considered SR A1A)
- ~~Royal Palm Way and South Ocean Boulevard.~~ - Minor Arterial

The following ~~undivided major arterials~~ roadways include the following.

- ~~North County Road and South Ocean Boulevard.~~ - Minor Collector
- ~~South County Road and South Ocean Boulevard.~~ - Major Collector
- ~~Southern Boulevard and South Ocean Boulevard.~~ (SR 80) – Minor Arterial

¹⁰ Ibid

TRANSPORTATION ELEMENT DATA AND ANALYSIS

DRAFT

RED FONT SHOWS NEW CHANGES FOLLOWING PZC 5/7 MEETING

- ~~South County Road and Bradley Place~~/Cocoanut Row – Minor Collector

Map 2.4 provides the roadway responsibility by the state and county. ~~governments. Undivided collectors include Coconaut Row and South Ocean Boulevard.~~ The remaining roadways within the Town are classified as Local Roadways. Maps 2.5 and 2.6 of the Map Series **identify** bicycle and pedestrian facilities.

There are four ~~main~~ bridges crossing the Intracoastal Waterway and connecting the Town to the mainland; these are:

- Flagler Memorial Bridge
- Royal Park Bridge
- Southern Boulevard Bridge
- Robert A. Harris Memorial Bridge (Lake Worth Road)

Aside from these bridges, the major traffic generators in the Town are the two major commercial areas, **those being:** ~~that include the following geographical areas.~~

- **The northern commercial area encompasses Royal Poinciana Way, Sunrise and Sunset Avenues, Bradley Place, North County Road, and the Royal Poinciana Plaza.**
- **The Midtown area which includes the retail concentrations along South County Road, Peruvian Avenue, Worth Avenue, and the office area along Royal Palm Way.**

Level of Service Standard

Level of Service (LOS) is a representation of the traffic congestion on a roadway. The Town sets the Level of Service standard for Town roads. Palm Beach County has the Article 12 Palm Beach County Traffic Performance Standards (TPS) Ordinance that applies countywide to County thoroughfares and State roads that are not part of the Florida Intrastate Highway System (FIHS). The State sets the standards for FIHS roads. The Town may set Levels of Service higher than the County or State for County and State roads, but it may not adopt a lower standard without State and/or County agreement.

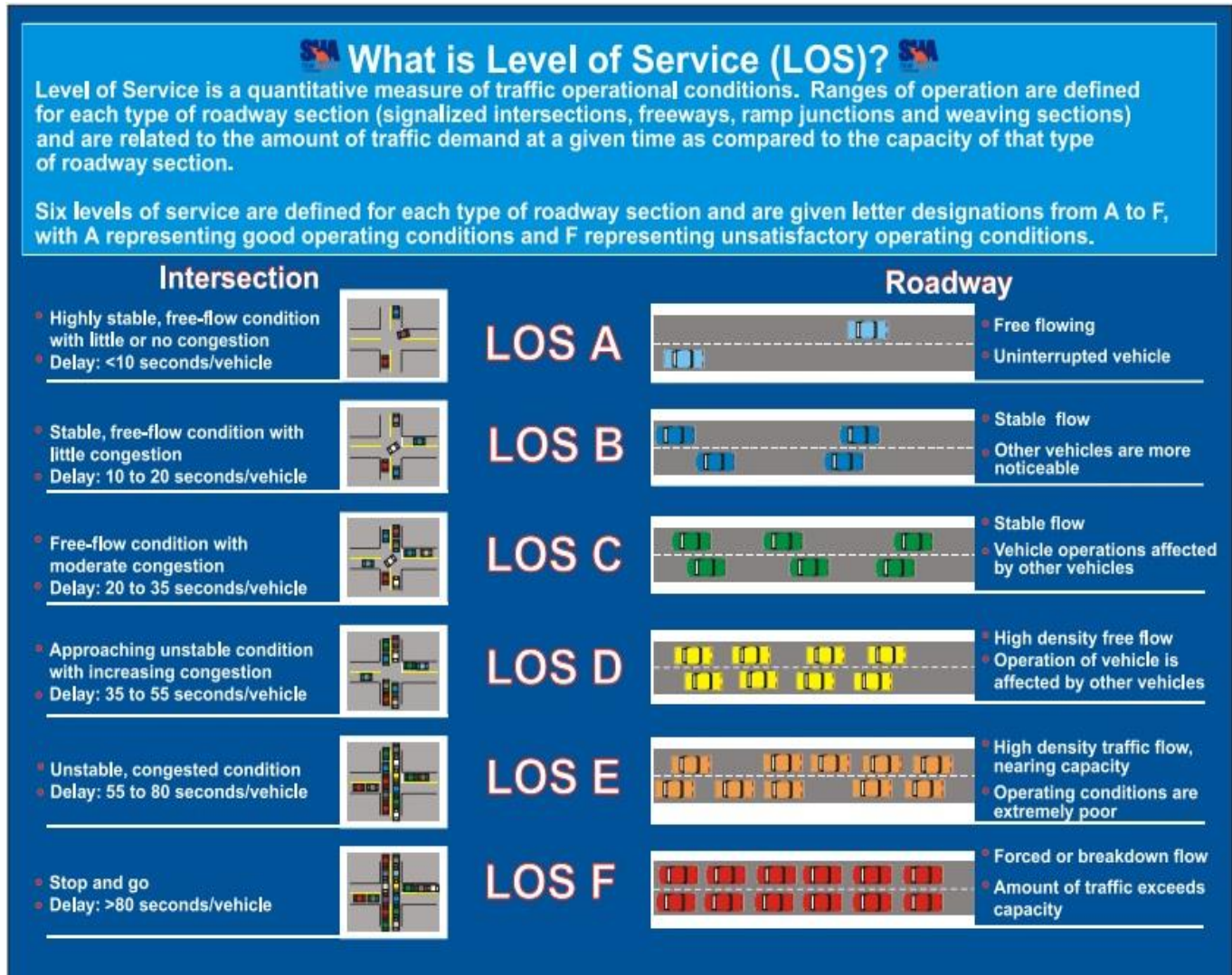
Maintaining concurrency is a term used to describe the situation where there is capacity on roadways to accommodate traffic without reducing the level of service below the adopted standard. This requires predicting how proposed development will affect traffic congestion. **The most common method is utilizing the Institute of Transportation Engineers (ITE) Trip Generation Manual.** This manual **presents a summary of the trip generation data collected** ~~Studies have been conducted~~ to develop formulas for predicting the number of trips various land uses will generate. Computer ~~models~~ **modeling software** ~~have~~ **has** been created to ~~try and predict~~ **evaluate** how many vehicles will use ~~which~~ **certain** roadways to get between various land uses. Short term

TRANSPORTATION ELEMENT DATA AND ANALYSIS

DRAFT

RED FONT SHOWS NEW CHANGES FOLLOWING PZC 5/7 MEETING

predictions can be fairly accurate, but long-term ~~predictions~~ **ones** often are not. By convention, **the** Level of Service is written as “LOS” when accompanying a letter standard, **as illustrated below.**



~~Based on the data prepared by Kimley-Horn & Associates and by Progressive Design & Engineering as outlined in the Table above,~~ **collected data for the 2017 Comprehensive Plan** on the yearly peak season daily traffic volumes **and found a** have ~~remained steady or increased slightly~~ **in traffic** between 2010 and 2015. ~~Therefore,~~ **At that time, it was expected that** the Town would be able to meet its current adopted levels of service standards. ~~While some locations along SR A1A may experience traffic levels in excess of the adopted level of service, as a whole traffic levels on A1A will remain within level of service E~~ **However, Table 2.2 illustrates that the LOS for Southern Boulevard and SR A1A has declined to a LOS F, Royal Poinciana Way east of**

TRANSPORTATION ELEMENT DATA AND ANALYSIS

DRAFT

RED FONT SHOWS NEW CHANGES FOLLOWING PZC 5/7 MEETING

Cocoanut went from a LOS C to a LOS D, and Bradley Place north of Royal Poinciana Way from a LOS D to a LOS E.

**TABLE H-1 ~~2.1~~
DAILY PEAK SEASON TRAFFIC COUNTS SELECTED LOCATIONS
2015-2008-2015**

#	Street Segment	Facility Type	2007	2009	2010	2011	2015	
							Count	LOS
1	Southern Blvd. (W. of SR A1A)	2 Lane Arterial Undivided	14,452	13,445	12,730	13,215	15,079	E
2	SR A1A (N. of Via Del Lago)	2 Lane Arterial Undivided	17,026	14,894	14,091	13,767	15,057	E
3	SR A1A (S. of Via Pelicano)	2 Lane Arterial Undivided	12,615	10,107	9,990	10,2133	10,636	D
4	Ocean Blvd. (N. of El Vedado)	2 Lane Collector Undivided	12,406	10,634	9,368	9,176	9,985	D
5	S. County Rd. (N. of Peruvian)	4 Lane Arterial Undivided	10,108	9,963	9,753	11,359	9,919	C
6	N. County Rd. (N. of Breakers Rd)	4 Lane Arterial Undivided	15,930	14,162	13,590	13,695	15,431	D
7	N. County Rd. (N. of Royal Poinciana Way)	4 Lane Arterial Undivided	14,666	14,407	13,712	14,908	13,070	D
8	Cocoanut Row (S. of Seabreeze)	2 Lane Collector Undivided	9,054	8,262	8,296	8,079	8,639	D
9	Cocoanut Row (N. of Whitehall)	2 Lane Collector Undivided	9,975	8,716	8,567	8,245	8,895	D
10	Bradley Pl. (N. of Royal Poinciana Way)	2 Lane Collector Undivided	16,052	14,084	13,351	14,324	12,279	D
11	Royal Palm Way (E. of Hibiscus)	4 Lane Arterial Divided	17,292	16,240	15,641	15,340	17,289	D
12	Royal Palm Way (W. of Hibiscus)	4 Lane Arterial Divided	19,210	17,992	17,374	17,076	18,821	D
13	Royal Poinciana Way (W. of Cocoanut Row)	4 Lane Arterial Divided	N/A	N/A	N/A	N/A	16,681	D
14	Royal Poinciana Way (W. of County Rd.)	4 Lane Arterial Divided	14,296	13,074	12,223	12,869	10,501	C

TRANSPORTATION ELEMENT DATA AND ANALYSIS

DRAFT

RED FONT SHOWS NEW CHANGES FOLLOWING PZC 5/7 MEETING

**TABLE 2.2
DAILY PEAK SEASON TRAFFIC COUNTS SELECTED LOCATIONS
2017-2024**

#	Street Segment	Facility Type									
			2017	2018	2019	2020	2022	2023	2024	LOS	
1	Southern Blvd (West of SR-A1A)	2 Lane Arterial Undivided	13,606	12,457	12,040	11,621	13,388	15,081	16,445	F	
2	SR A1A (North of Via Del Lago)	2 Lane Arterial Undivided	14,256	13,778	12,507	12,185	14,454	15,422	16,788	F	
3	SR A1A (South of Via Pelicano)	2 Lane Arterial Undivided	9,792	10,394	8,714	8,686	10,654	11,011	11,932	D	
4	Ocean Boulevard (North of El Vedado Road)	2 Lane Collector Undivided	9,419	9,506	8,344	8,193	11,069	10,251	11,499	D	
5	South County Road (North of Peruvian Avenue)	4 Lane Arterial Undivided	9,287	9,327	11,481	11,918	10,548	10,273	10,627	C	
6	North County Road (North of Breakers Row)	4 Lane Arterial Undivided	15,589	14,966	13,284	13,928	15,308	15,138	16,765	D	
7	North County Road (North of Royal Poinciana Way)	4 Lane Arterial Undivided	13,084	14,837	12,956	14,060	15,193	15,198	16,771	D	
8	Cocoanut Row (South of Seabreeze Avenue)	2 Lane Collector Undivided	9,010	8,849	N/A	8,636	9,469	9,477	8,922	D	
9	Cocoanut Row (North of Whitehall Way)	2 Lane Collector Undivided	9,074	9,243	9,101	9,258	9,940	10,426	9,818	D	
10	Bradley Place (North of Royal Poinciana Way)	2 Lane Collector Undivided	11,809	12,954	12,425	13,092	13,811	13,291	14,038	E	
11	Royal Palm Way (East of Hibiscus Avenue)	4 Lane Arterial Divided	17,603	16,351	15,667	15,670	17,311	16,392	18,057	D	
12	Royal Palm Way (West of Hibiscus Avenue)	4 Lane Arterial Divided	19,043	17,342	21,970	22,142	19,405	18,527	19,976	D	
13	Royal Poinciana Way (West of Cocoanut Row)	4 Lane Arterial Divided	13,235	20,245	20,178	21,023	22,118	22,867	23,037	D	
14	Royal Poinciana Way (West of County Road)	4 Lane Arterial Divided	7,859	13,056	11,634	11,788	13,784	14,246	15,393	D	

TRANSPORTATION ELEMENT DATA AND ANALYSIS

DRAFT

RED FONT SHOWS NEW CHANGES FOLLOWING PZC 5/7 MEETING

Although the opportunities are limited, the Town has a policy of actively pursuing the acquisition and/or improved use of existing and future rights-of-way whenever possible. For the most part, potential for additional right-of-way acquisition is limited to that available at the time new development or redevelopment is approved.

Future Levels of Service

Annual traffic counts for the specific 14 road segments have been collected to determine trends in traffic circulation in the Town. As displayed on Tables 2.2 and 2.3, the current and future level of service **standard for** on all State roadways satisfy FDOT requirements **the following links are failing and are projected to remain as such:**

- **Southern Boulevard west of SR A1A**
- **SR A1A (South Ocean Boulevard) from South County Road to Southern Boulevard**

~~The existing and future levels of service on all regionally significant roadways within the Town satisfy TCRPC requirements with the exception of Ocean Boulevard (SR A1A) between Southern Boulevard and County Road and Southern Boulevard within the Town limits. The Town has studied these roadway segments and determined that the most promising methods for alleviating traffic congestion problems are continuing operational improvements and Transportation Demand Management (TDM) efforts within the Town. The Town should and limiting the amount of traffic entering from outside the Town, primarily on Southern Boulevard. Capacity improvements on major roadways within the Town are not feasible due to physical the lack of environmental and policy constraints.~~

~~Growth of the Town's population, over many decades, and now built out, has contributed to the traffic and parking concerns. Additionally, a critical demographic condition affecting demands on the traffic circulation system for the Town of Palm Beach is the annual fluctuation of population that occurs with transient visitors and seasonal residents. The seasonal fluctuation is important to ensure systems can handle recurring seasonal demands not present the rest of the year.~~

The Townwide historic growth rate was calculated based on data collected throughout the Town between 2017 and 2024. Without significant capacity expansion to the Town's roadway network, the overall traffic growth will be limited to the available capacity of the Town's roads.

Year 2044 traffic volumes were projected based on a review of historic and anticipated pattern of growth. Long-range future volumes are typically based on a review of regional traffic volume models. For the Town Palm Beach, the professionally accepted model is the Greater Treasure Coast Regional Planning Model, which develops long-range traffic projections for the region, including all of Palm Beach County and adjacent counties. While this model is the professionally accepted model for long range planning in the region, all models have limitations.

TRANSPORTATION ELEMENT
DATA AND ANALYSIS
DRAFT

RED FONT SHOWS NEW CHANGES FOLLOWING PZC 5/7 MEETING

The Town has unique traffic patterns which are influenced by its location on a barrier island with limited redevelopment. The model analyzes maximum redevelopment potential of approved land uses, which could artificially inflate or deflate volumes on certain roadways. For example, on County Road, the model reports a long-range volume that is over 60 percent less than the actual observed volumes.

Recognizing the limitations of the model, it is professionally accepted to review historic growth rates to determine future volume projections. The townwide historic growth rate was calculated based on data collected throughout the Town between 2017 and 2024. Without significant capacity expansion to the Town's roadway network, the overall traffic growth will be limited to the available roadway capacity. The growth rate was then adjusted to account for the annual variations in traffic and the available capacity on the roadway network. The long-range growth was calculated to be 1.05 percent annually through the long-range analysis year. It is important to note the annual growth may be less and or greater than the average growth rate.

As noted on Table 2-2, S.R. A1A along Mar-a-Lago and on Southern Boulevard decreased from a LOS of E to F, which is interpreted to mean that the amount of traffic exceeds capacity. The increase in traffic congestion is believed to be in part by Donald Trump's tenure as President of the United States during 2017-2021. Mar-a-Lago hosts large events that add trips to this segment of SR A1A which is heightened due to the need for Secret Service, which will continue for the remainder of his lifetime.

~~Because it should also be noted that the area of concern on SR A1A is characterized by a section of roadway which offers motorists a magnificent scenic vista of the Atlantic Ocean on the east and beautiful estate residences on the west. This view causes sightseers and tourists to slow down and is often the cause of congestion.~~

As mitigation is ~~therefore~~ limited, there is no opportunity to widen segments of these roadways that are now operating at a LOS "E" **"F"** during the peak season., ~~these segments will continue to operate at "E" during the peak season peak hour for the foreseeable future.~~ **The Town will need to explore solutions to improve the level of service in this area. Further, in order to provide a more comprehensive analysis of local roadways, the Town shall collect daily traffic counts for all local roadways in the Town. This process will establish the baseline. For those local roadways that are a LOS "C" or better, the Town shall maintain the current LOS. The process for changing the LOS for roadways is in coordination with the FDOT and TPA.**

TRANSPORTATION ELEMENT DATA AND ANALYSIS

DRAFT

RED FONT SHOWS NEW CHANGES FOLLOWING PZC 5/7 MEETING

~~Consequently, in order to recognize the limited development potential of the little remaining vacant land in Palm Beach, the Town will adopt a Level of Service for SR A1A and Southern Boulevard of "E" for the peak season peak hour. This is believed to be sufficient to accommodate the limited amount of residential growth expected during the planning period.~~

~~The Town's minimum level of service standard for peak season peak hour on Royal Poinciana Way shall be "D"; for Cocoanut Row and Bradley Place it shall be "E". The minimum peak season, peak hour level of service standard on all other collector or arterial roadways in the Town shall be "D".~~

~~In the past, the Town filed a lawsuit against the City of West Palm Beach for not sharing traffic data related to the West Palm Beach Downtown Master Plan so that the Town can analyze and plan for the mitigation of negative effects which may be encountered by the Town resulting from the increased traffic which will most likely be created from increased development and traffic calming measures. In the past, the Town has also objected to those portions of West Palm Beach's proposed Downtown Master Plan which decreased traffic volumes on major roadways in the City of West Palm Beach and may have result in increased traffic volumes and exacerbation of traffic congestion on major roads in the Town, including SR 80, SR A1A, Royal Palm Way and Royal Poinciana Way. Sound traffic engineering and parking procedures are continually being implemented by the Town to ensure that safe and convenient on-site and off-street parking operations are maintained.~~

TRANSPORTATION ELEMENT
DATA AND ANALYSIS

DRAFT

RED FONT SHOWS NEW CHANGES FOLLOWING PZC 5/7 MEETING

TABLE 2.3
LONG RANGE GROWTH PROJECTIONS AT SELECTED LOCATIONS
2017-2044

#	Street Segment	Facility Type	2017	2018	2019	2020	2022	2023	2024	2044	2044 LOS
1	Southern Blvd (West of SR-A1A)	2 Lane Arterial Undivided	13,606	12,457	12,040	11,621	13,388	15,081	16,445	19,905	F
2	SR A1A (North of Via Del Lago)	2 Lane Arterial Undivided	14,256	13,778	12,507	12,185	14,454	15,422	16,788	20,320	F
3	SR A1A (South of Via Pelicano)	2 Lane Arterial Undivided	9,792	10,394	8,714	8,686	10,654	11,011	11,932	14,443	D
4	Ocean Boulevard (North of El Vedado Road)	2 Lane Collector Undivided	9,419	9,506	8,344	8,193	11,069	10,251	11,499	13,918	E
5	South County Road (North of Peruvian Avenue)	4 Lane Arterial Undivided	9,287	9,327	11,481	11,918	10,548	10,273	10,627	12,863	D
6	North County Road (North of Breakers Row)	4 Lane Arterial Undivided	15,589	14,966	13,284	13,928	15,308	15,138	16,765	20,293	D
7	North County Road (North of Royal Poinciana Way)	4 Lane Arterial Undivided	13,084	14,837	12,956	14,060	15,193	15,198	16,771	20,300	D
8	Cocoanut Row (South of Seabreeze Avenue)	4 Lane Arterial Undivided	9,010	8,849	N/A	8,636	9,469	9,477	8,922	10,800	D
9	Cocoanut Row (North of Whitehall Way)	4 Lane Arterial Undivided	9,074	9,243	9,101	9,258	9,940	10,426	9,818	11,884	D
10	Bradley Place (North of Royal Poinciana Way)	2L COLL Undivided	11,809	12,954	12,425	13,092	13,811	13,291	14,038	16,992	F
11	Royal Palm Way (East of Hibiscus Avenue)	4 Lane Arterial Divided	17,603	16,351	15,667	15,670	17,311	16,392	18,057	21,856	D
12	Royal Palm Way (West of Hibiscus Avenue)	4 Lane Arterial Divided	19,043	17,342	21,970	22,142	19,405	18,527	19,976	24,180	D
13	Royal Poinciana Way (West of Cocoanut Row)	4 Lane Arterial Divided	13,235	20,245	20,178	21,023	22,118	22,867	23,037	27,885	D
14	Royal Poinciana Way (West of County Road)	4 Lane Arterial Divided	7,859	13,056	11,634	11,788	13,784	14,246	15,393	18,631	D

TRANSPORTATION ELEMENT DATA AND ANALYSIS

DRAFT

RED FONT SHOWS NEW CHANGES FOLLOWING PZC 5/7 MEETING

Regionally Significant Roadways

On a regional level, ~~An additional factor has continued to be the~~ there has been an exponential growth of the surrounding area. Palm Beach County's population has grown from less than 400,000 in 1980 to over 1.5 million in 2023. The rapid growth in the regional population can be expected to continue throughout the planning period. ~~In addition,~~ Town roadways have been impacted ~~from~~ by developments projects in downtown West Palm Beach. ~~and other neighboring communities.~~ In 1995, the City of West Palm Beach applied for a Transportation Concurrency Exception Area (TCEA) for the Downtown area. For the purposes of the TCEA, downtown West Palm Beach is generally defined as Palm Beach Lakes Boulevard to the north, the Intracoastal Waterway to the east, Okeechobee Boulevard with a portion extending to Park Place to the south, and Clear Lake to the west (see Exhibit 2-4).¹¹



Exhibit 2-4 - West Palm Beach TCEA boundary

A TCEA is identified in §163.3180, Fla. Stat. to mean a specific geographic area or areas delineated in a comprehensive plan for urban infill development, urban redevelopment, or downtown revitalization which are exempt from traffic concurrency requirements.

¹¹ 2024 WPB TCEA Report

TRANSPORTATION ELEMENT
DATA AND ANALYSIS
DRAFT

RED FONT SHOWS NEW CHANGES FOLLOWING PZC 5/7 MEETING

The primary purpose of a TCEA is to allow development to occur in urbanized areas where infrastructure already exists, thereby reducing urban sprawl. Traffic Concurrency Exception Areas allow an exception from the concurrency requirements for transportation facilities if the proposed development is consistent with the adopted local government comprehensive plan and is located within an area designated in a comprehensive plan for urban infill development, urban redevelopment or downtown revitalization.

In 1997, the City of West Palm Beach adopted the TCEA into its Comprehensive Plan. The goals of the TCEA include, but are not limited to:

- Promoting redevelopment of the Downtown to create an attractive, vibrant place where people live, work, and shop
- Creating a Downtown that will be the judicial, governmental, cultural, and historic center of Palm Beach County
- Offering a sustainable alternative to development through mixed use opportunities
- Reducing the City's dependence on automobiles. Generally, the TCEA is an extension or enabler for the implementation of the City's Downtown Master Plan (DMP), contained in the Downtown Master Plan Element of the City's Comprehensive Plan.¹²

As part of the approval of the City's TCEA, several goals, objectives, and policies (GOPs) were adopted in the Transportation, Capital Improvements, and Downtown Master Plan elements of the City's Comprehensive Plan. The GOPs were created to ensure that the City's Transportation Vision and the intent of the TCEA were maintained.¹³

As part of the TCEA requirements, TE Policy 2.3.5(h) was adopted requiring the Downtown to comply with specific residential to non-residential ratios for future years. The policy was adopted to ensure that the future growth of the Downtown is predicated on a balance of land uses which will help achieve shorter vehicle miles travelled and leads to a reduced dependence on automobiles. The current residential to non-residential ratios for Downtown comply with the requirements of the policy below.

Policy 2.3.5(h): The Downtown Master Plan (DMP) and TCEA are predicated on a set of assumptions needed to provide and implement the transportation goals, increase the number of residential dwelling units, and increase the intensity of nonresidential land uses. This balance of land uses is essential in achieving shorter trip lengths and reduced dependence on automobiles, as envisioned by the DMP and TCEA. This balance shall be maintained by the following actions:

¹² Ibid

¹³ Ibid

TRANSPORTATION ELEMENT DATA AND ANALYSIS

DRAFT

RED FONT SHOWS NEW CHANGES FOLLOWING PZC 5/7 MEETING

(a) The City shall implement the DMP to increase the number of residential units in and near the Downtown

(b) The City shall increase the density and mix of land uses in Downtown

(c) The City shall increase the ratio of residential to nonresidential land uses¹⁴

The ratio is the total number of built residential dwelling units divided by the total amount of built nonresidential development (1,000 square feet) in the Downtown (for purposes of this calculation, built units or nonresidential floor space are those having been issued a certificate of occupancy). The 1995 ratio (based on 1995 data), as calculated by the Buildable Areas Monitoring Table, is 0.33, and the DMP projects development within the boundaries of the TCEA to reach a built ratio of 0.46 by year 2010.

Table 2.1
Downtown Baseline Ratios

<u>Years After Effective Date</u>	<u>Baseline Ratio</u>
<u>5</u>	<u>0.33</u>
<u>7</u>	<u>0.36</u>
<u>9</u>	<u>0.39</u>
<u>11</u>	<u>0.42</u>
<u>13</u>	<u>0.45</u>
<u>14+</u>	<u>0.46</u>

In April 2024, the City of West Palm Beach Development Services Department hosted their quarterly Developer Outreach meeting that previews development projects that are currently under review, approved, and under construction. The projects include the committed trips for the traffic operational analysis for the future conditions scenario. The list of projects is not limited to the downtown but is citywide. They include 13 under review, 25 approved and 15 under construction, for a total of 53 separate applications. The Palm Beach County Traffic Performance Standards (TPS) GIS Database was cross-checked to verify the total number of daily and AM/PM peak hour trips for each project and the associated trip distribution/assignment on the road network. The site-generated trips that were distributed to the Southern Boulevard, Royal Palm Way (Royal Park Bridge), and Royal Poinciana Way (Flagler Memorial Bridge) bridge crossings were summarized into a table format for use in the traffic operational analysis for the impacted intersection locations. Some projects were not reflected in the Palm Beach County TPS Database. The projected site-generated trips for these projects were calculated per the ITE Trip Generation Manual (11th Edition) based on the redevelopment program. An estimated trip distribution/trip assignment was developed for each project.

¹⁴ Ibid

TRANSPORTATION ELEMENT DATA AND ANALYSIS

DRAFT

RED FONT SHOWS NEW CHANGES FOLLOWING PZC 5/7 MEETING

Traffic Circulation Analysis

Traffic circulation in Palm Beach is mainly influenced by the four connecting bridges from the mainland, two of which feed directly to the Town's two major commercial areas.

Due to geographical constraints, the Town's existing roadway network does not lend itself to major improvements to increase capacity. As in most communities approaching build-out, development has occurred immediately adjacent to the rights-of-way, virtually precluding any major network improvements.

In assessing and analyzing traffic circulation service and capacities, the basic "level of service" methodology was utilized, along with recent and historical traffic volume data.

Traffic signals in the center of the Town are computer synchronized. However, there are no signals on SR A1A south of Hammon Avenue all the way to Lake Worth Road, a distance of nearly six miles. Also, there are no traffic signals on Southern Boulevard within the Town.

To improve safety and traffic flow, the Town completed an intersection/triangle visibility study in 2005 that inventoried and recommended regulations to deal with vegetation, walls and other impediments to motorist visibility of oncoming traffic. In 2009⁸, **the Town authorized the "Town-Wide Intersection Sight Distance /Visibility Study" as a supplement to the 2005 Study to provide a more thorough analysis of traffic crash data to support recommendations and/or decisions to modify, change or alter the Town's current** ~~the Town modified regulations related to intersection~~ sight triangles to the Town Code. While the Town has not adopted a "joint use access" provision as suggested in Policy 1.2, ^jJoint access is permitted upon review and approval by the Director of Public Works. **Pursuant to Code Section 134-2180, A** ~~access~~ is limited to the minor roadway when a lot has frontage on both a major and minor roadway.

EXISTING SYSTEM DEFICIENCIES

Although traffic volumes fluctuate, average annual daily traffic has generally decreased slightly over the past five years. Given the fact that there is very little vacant land available, there does not appear to be further potential for substantial increases in traffic volumes generated by new development, although traffic will likely increase as surrounding areas develop or redevelop to higher intensity.

While the Town has taken numerous steps to ameliorate traffic and parking problems, they persist in selected areas, chiefly during the peak winter tourist months. Of particular concern are the Royal Park, Flagler Memorial, and Southern Boulevard bridges during the morning and afternoon "rush hours", and the Town Center and Royal Poinciana commercial areas. Traffic and parking conflicts continue, particularly in residential districts adjacent to these commercial districts or the beach areas.

Town staff is continually addressing localized traffic circulation problems, or implementing traffic operation improvements, to increase capacity and safety at points of congestion.

TRANSPORTATION ELEMENT DATA AND ANALYSIS

DRAFT

RED FONT SHOWS NEW CHANGES FOLLOWING PZC 5/7 MEETING

~~Traffic volume data indicate that all major roadways operate at Level of Service "D" or better during peak periods except for Southern Boulevard which operates at Level of Service "E" during the AM and PM Peak Hour as well as SR A1A north of Via Del Lago which operates at a Level of Service "E" during the PM Peak Hour.~~

~~Areas which local knowledge and field inspection indicate are of particular concern include the Worth Avenue and South County Road commercial areas, and the Royal Park, Flagler Memorial, and Southern Boulevard bridges during morning and evening peak hours, primarily due to the bridge openings. The Town has observed that the timed bridge openings during the peak season help to mitigate traffic congestion. To a lesser degree, congestion also develops in the commercial areas during the mid-day hours (11 a.m. – 1 p.m.). Map II-2 identifies the principal areas of traffic and parking problems in the Town.~~

In 2023, Palm Beach Town Council commissioned the Corradino Group, a transportation consulting firm, to perform a traffic and parking analysis, titled "Town of Palm Beach Traffic Analysis and Commercial Areas Parking Study" to determine the level of traffic generated by restaurants and the related impact that valet parking had on the availability of public parking. The study area was extended to include Origin and Destination data that encompasses residential, recreational, commercial activities, and beaches. The report titled "Town of Palm Beach Traffic Analyses and Commercial Areas Parking Study" findings are provided within the Transportation Element, including the Parking Sub-Element, Data and Analysis.

The Corradino Group and the Town partnered with Streetlight Data to obtain a subscription license to access data available through the StreetLight InSight Data platform. StreetLight InSight subscribers can access customized analytics like Origin-Destination, select link, travel time, speed percentiles, routing, and more. StreetLight Data is a technology platform that gathers and reviews data obtained from Connected Vehicle Data (CVD), GPS data, smart phones data and commercial truck data on a daily, weekly, or monthly basis. It allows subscribers to select zones or roadways and analyze where travel originates and ends.

Corradino utilized the StreetLight InSight Data platform using 44 traffic analysis zones defined by the area type to aid in the evaluation of the origins and destinations from external and internal trips. Streetlight Data was evaluated to determine the current traffic patterns in the Town for average weekday and weekend conditions. The analysis divided the Town into three district areas: North District, Central District and South District, and analyzed the following:

- Determination of what percentage of the traffic is local traffic or traffic from outside the Town of Palm Beach.
- Determination of the distribution of traffic originating from each of entry points into the Town.

TRANSPORTATION ELEMENT DATA AND ANALYSIS

DRAFT

RED FONT SHOWS NEW CHANGES FOLLOWING PZC 5/7 MEETING

The Corradino Group developed the traffic analysis zones in the StreetLight Data InSight data platform. As shown on Map 2.8, the OD Zones Analysis Map, which is also provided in the Map Series, depicts all 44 traffic analysis zones along with the three different districts.

Based upon the results of the Origin-Destination Analysis, a total of one-way Annual Average Daily Traffic (AADT) of 38,400 trips come into the Town daily using the five entry points that included the four bridge causeways in addition to Ocean Boulevard at the south end of the town.



Traffic Signalization

TRANSPORTATION ELEMENT DATA AND ANALYSIS

DRAFT

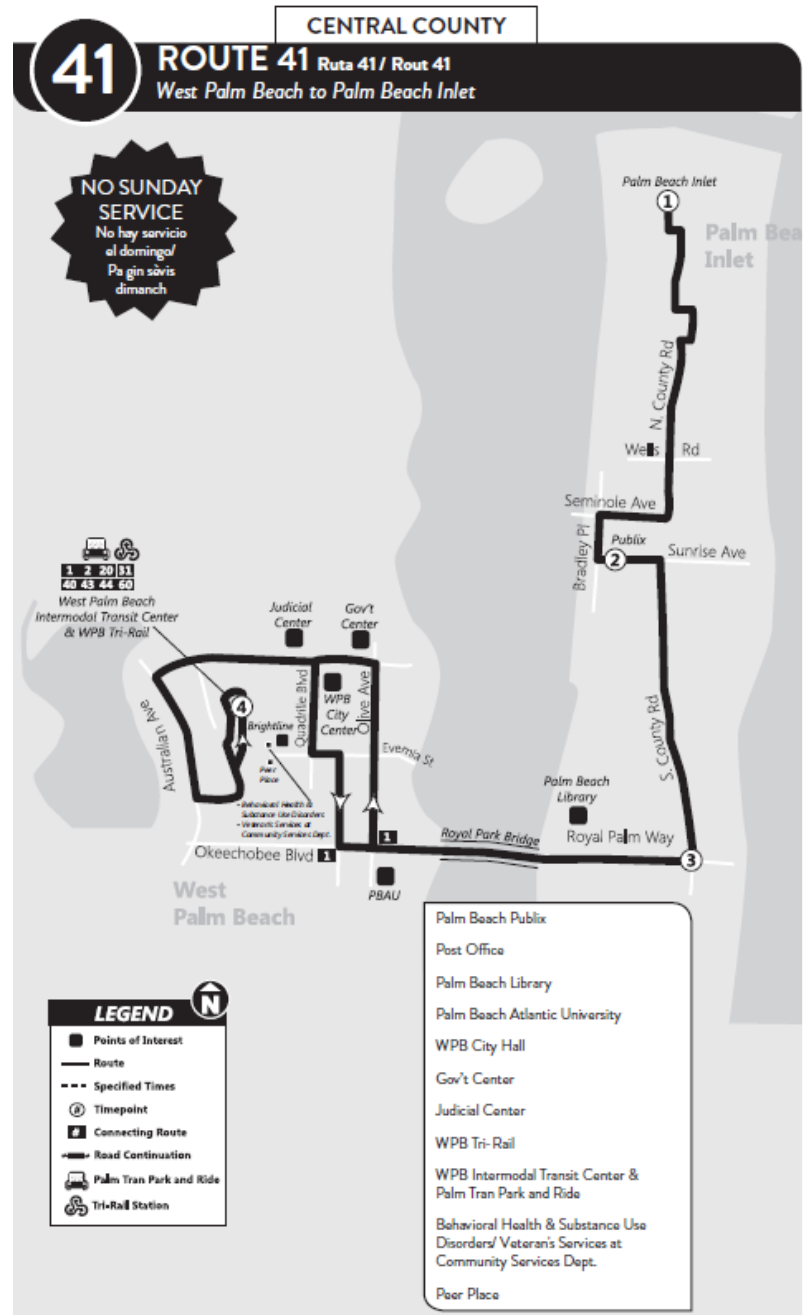
RED FONT SHOWS NEW CHANGES FOLLOWING PZC 5/7 MEETING

The Town is currently working on the deployment of Adaptive Traffic Control Systems (ATCS) at all signalized intersections within the Town's jurisdiction. The objective of the ATCS is to provide optimized signal timing plans based on real-time traffic demands.

Multimodal Transportation Services

Public transit services, including disadvantaged services, are provided by PalmTran, the countywide system, which operates two bus routes that connect destinations within the Town to the City of West Palm Beach. The Town does not directly provide transit services. Map 2.7 of the Map Series shows the location of the existing PalmTran bus route. PalmTran, provides service to the Town of Palm Beach via Bus Route 41 which extends the length of the island and begins and ends at the Intermodal Transit Center in downtown West Palm Beach.

Since September 2021, the West Palm Beach Downtown Development Authority has partnered with Circuit to provide free rides within Downtown and the Town of Palm Beach (see Exhibit 2-5). **Circuit is 100% electric, local shuttle service which promotes better air quality while offering a first-mile/last-mile transportation option that is convenient and easy to use.** Ridership has grown 63%, from 7,098 passengers in March 2022 to 11,606 unique passengers in March 2023. ~~In that same time period, Circuit has provided 129,012 rides, leading to a reduction of approximately 70 metric tons of greenhouse gas emissions, and the creation of 37 jobs for local residents as managers, supervisors and drivers/ambassadors. In~~



TRANSPORTATION ELEMENT DATA AND ANALYSIS

DRAFT

RED FONT SHOWS NEW CHANGES FOLLOWING PZC 5/7 MEETING

~~addition, since most of the rides are shared among passengers, this also reduces the total vehicle miles traveled on area streets in addition to reducing demand for limited parking.~~

Within the Fare Zone area for trips starting or ending in this area, which is the Town of Palm Beach, a fee of \$4 for the first passenger and \$1 for each additional passenger applies.

The current stops are as follows:

- Tri-Rail
- Brightline
- Local Bus Stops
- The Square
- Downtown
- Worth Ave
- SR A1A.¹⁵

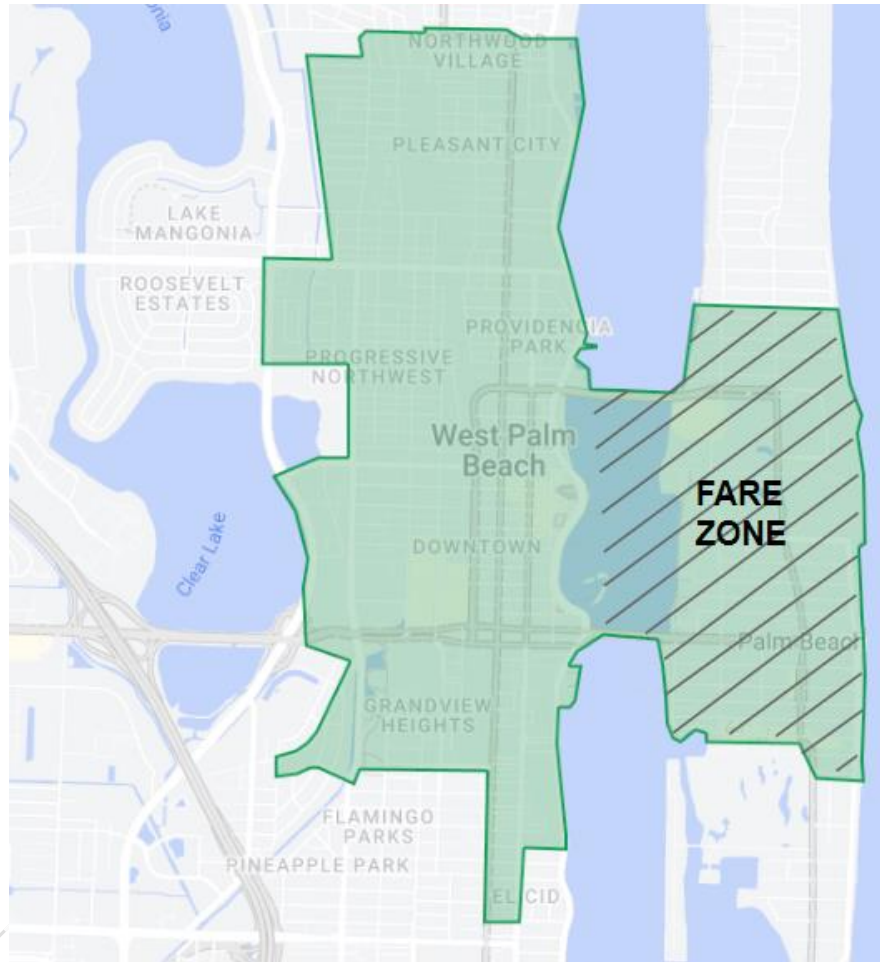


Exhibit 2-5 West Palm Beach Circuit Service Boundary

¹⁵ <https://downtownwpb.com/explore/getting-around/circuit-shuttle/>

TRANSPORTATION ELEMENT DATA AND ANALYSIS

DRAFT

RED FONT SHOWS NEW CHANGES FOLLOWING PZC 5/7 MEETING

Traffic Signage and Town-Wide Beautification

The issue of Traffic Signage and Clutter was addressed in a pilot program in 2004 where the signage ~~situation~~ on Royal Poinciana Way was evaluated. ~~and S~~ several problems were identified. A working committee of staff assisted by volunteers identified that signs were sometimes repetitious, poorly located, often concealed by vegetation, aesthetically unpleasing, and confusing. ~~There seemed to be a~~ A condition of “information overload” as well as an absence of coordination of the signage appurtenances was documented. Often three or four signs were mounted on separate poles within a couple of feet of each other, when one or two mounting poles would suffice. The working committee also noted a lack of color coordination among signs, excessive overhead wires, shiny raw metal sign backs that caused glare, and ~~a number of~~ several other issues that contributed to a visual problem that could be improved. Since that time, these concerns have been addressed and the Town is in the final stages of undergrounding utilities.

Impacts of the Issue

~~Aside from the overall aesthetic improvement issue, the Town believes this program might have a positive overall effect on safety. “Information overload” and visual clutter may have a distracting effect on motorists, and to that extent aesthetic improvements may improve overall safety as well.~~

Unanticipated Changes in Circumstances

~~There have been no unanticipated changes in circumstances that have resulted in the consideration of this topic. Further, neither consideration of this topic nor any subsequent modifications to the Town’s goals, objectives and policies will result in any unanticipated changes in the existing circumstances as outlined in the Comprehensive Plan.~~

Resulting Problems or Opportunities

~~Problems associated with open space and beautification and traffic signage and clutter should be limited to initial construction related difficulties.~~

~~Opportunities include community wide aesthetic improvement and enhanced appearance, and overall safety improvement through the reduction of confusing signage and messaging.~~

PARKING SUB-ELEMENT

Parking in the Town of Palm Beach has been an identified issue since the 1929 Town Plan. The previous comprehensive traffic and parking study titled “the Traffic and Parking Improvement Plan” prepared by American Consulting Engineers of Florida, Town’s consulting engineers in 2006 indicated that in certain instances insufficient parking may be affecting the ability of residents and others to safely and conveniently access safely and conveniently recreational (including the municipal docks) and school facilities. The Study of 2006 also

TRANSPORTATION ELEMENT DATA AND ANALYSIS

DRAFT

RED FONT SHOWS NEW CHANGES FOLLOWING PZC 5/7 MEETING

recognized that bridge openings at the Royal Park and Flagler Memorial Bridges needed to be synchronized to be consistent with peak seasonal operations.

Palm Beach has continued to be a visitor destination for its natural and architectural beauty, shops, and restaurants. Consequently, parking availability and utilization continue to affect the daily life of Town residents. In response to resident concern, parking goals were established during a strategic planning process in 2023. The goals were incorporated in the Town's Strategic Plan and include the following:

- Availability and Accessibility
- Safety and Security
- Uniformity and Consistency
- Best Use of Inventory
- Data-driven Decision Making



Sunrise Avenue Street parking

The parking analysis portion of the Town of Palm Beach Traffic Analysis and Commercial Parking Study commissioned by the Town Council in 2023 focused on the commercial areas with an

emphasis on parking management. The study area examined the land designated as Commercial, divided further by zoning district, and included the following.

- Commercial Offices (C-B)
- Commercial Office, Professional, Institutional (C-OPI),
- Commercial Planned Center (C-PC),
- Commercial Town Serving (C-TS),
- Commercial, Worth Avenue (C-WA).
- Several private lots, garages, and valet operations.

The Study Area distinguished the South and North Commercial Parking Districts as displayed on Exhibit 2-6. For each district, two types of parking data were collected. Those being

- 1) Parking Accumulation Data/Studies
- 2) Parking Occupancy Data/Studies.

TRANSPORTATION ELEMENT DATA AND ANALYSIS

DRAFT

RED FONT SHOWS NEW CHANGES FOLLOWING PZC 5/7 MEETING

Parking accumulation studies are a “snapshot” of conditions that measure the occupancy of available spaces. If there is high utilization, above 90%, then either more spaces are needed

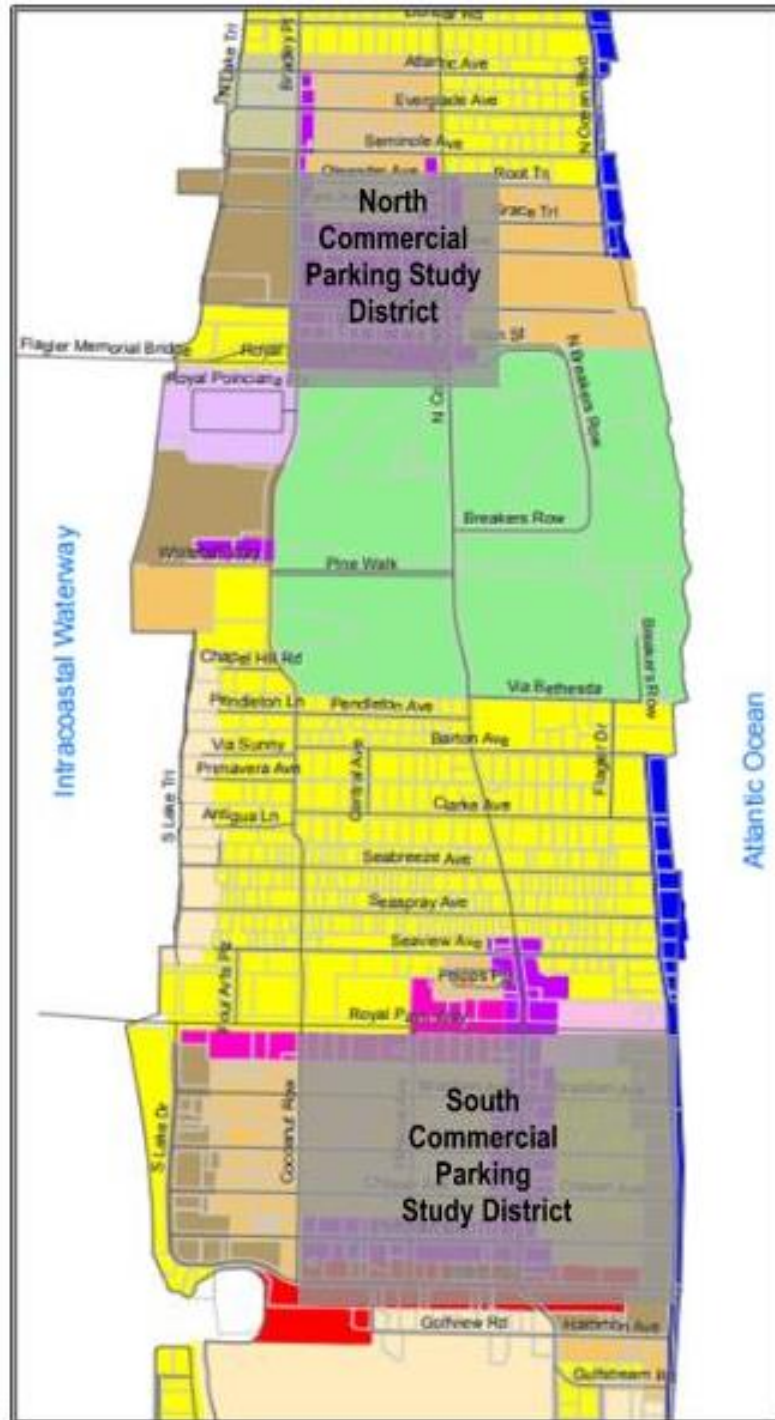


Exhibit 2-6 Parking Districts

TRANSPORTATION ELEMENT DATA AND ANALYSIS

DRAFT

RED FONT SHOWS NEW CHANGES FOLLOWING PZC 5/7 MEETING

or a management and information system is needed to direct people to available spaces; however, a small percentage of excess spaces at any given time during peak hours is necessary to maintain a high quality of service for providing adequate parking to satisfy the mobility of parking demand.

The South Commercial Parking Study District, displayed on Exhibit 2-7, includes a total of 1,188 on-street parking spaces from South Lake Drive to South Ocean Boulevard and from Royal Palm Way to Worth Avenue. The actual study area is smaller in that it does not include Royal Palm Way, South Ocean Boulevard, and South Lake Drive or the segment of east-west roadways from Cocoanut Row to South Lake Drive. These areas include 718 on-street parking spaces. For the entire area, of the 1,188 on-street parking spaces, roughly 70% are available to the public for self-parking, with the rest reserved for commercial and passenger loading, valet areas, or reserved for residential permit holders.



Exhibit 2-7 South Parking Study District

Ownership patterns and ~~proprietary resident-only parking restrictions~~ on off-street spaces cause a similar reduction of public parking supply on off-street locations. In total, 1,350 off-street spaces are available in the South District; however, only 895 (66%) are available for

TRANSPORTATION ELEMENT DATA AND ANALYSIS

DRAFT

RED FONT SHOWS NEW CHANGES FOLLOWING PZC 5/7 MEETING

private businesses and ~~one with~~ the Preservation Foundation. Currently, there are 32 ~~such~~ valet parking agreements ~~of them~~. The valet parking agreements identify the locations of parking spaces that each establishment has been authorized to use per their approved parking plan.

~~As detailed, parking is a premium in the Town of Palm Beach. The cumulation of resident complaints led to caused the Town Council to directing the Town's of Palm Beach Business and Administrative Committee (BAC) to examine the parking problem in 2022. What resulted As a result, has been a proposed Six-Point-Parking Program, referred to as "Palm Beach ParkMobile Expansion" was implemented. A summary of the program is provided below:~~

- Part 1: Expansion of paid parking ~~in the business district,~~ from Barton Avenue to Hammon Avenue
- Part 2: Palm Beach Resident Parking Decals
- Part 3: Valet Parking on Worth Avenue and South County Road
- Part 4: Signage to direct drivers to Parking Opportunities
- Part 5: Free 30-minute Parking Spaces for added Convenience
- Part 6: Long-term Goal of Building a Parking Facility ~~in the Business District~~

The parking recommendations proposed by the Traffic and Commercial Parking Study align with the six key points of the Parking Program.

SUMMARY

Due to the geographic limitations, the traffic circulation system in the Town is limited in the ability to physically change the roadway network to improve vehicular circulation. The Town should consider the data and conclusions of the Traffic Analysis and Commercial Parking Study prepared by The Corradino Group and ~~to implement policy decisions to make applicable policy decisions~~ to better manage existing and future parking conditions. The Town should focus on improvements that are operational in nature, such as traffic signalization, transportation demand management measures, alternative modes of transportation, and continued controlled bridge openings during peak hours. Additionally, ~~development applications for development~~ or modifications to existing ~~and proposed new~~ uses within the Town should continue to undergo a review of site-specific traffic impacts.

~~Creative~~ ~~s~~olutions to improve the level of service are recommended for those segments that are currently or projected to fail in the long-range planning ~~horizon~~; those being Southern Boulevard SR 80, and SR A1A, north of Via Del Lago. It is believed that traffic congestion has been heightened in that area as a result of daily Secret Service activity and large events at Mar A Lago, along the two failing segments, S.R. A1A and Southern Boulevard.

TRANSPORTATION ELEMENT DATA AND ANALYSIS

DRAFT

RED FONT SHOWS NEW CHANGES FOLLOWING PZC 5/7 MEETING

~~It is also suggested that~~ Trip counts for those roadways that are not listed in Table 2.1 and Table 2.2 but are considered key local transportation corridors shall be conducted to determine the current LOS. Should it be determined that those roadways are a LOS "C" or better, the Town shall work with FDOT and TPA to maintain the current LOS for those roadways. ~~adjusting the LOS to maintain the existing LOS for those roadways~~

To improve the quality of life for Town residents, the Planning and Zoning Commission an opportunity to will evaluate the recommendations of the Traffic Analysis and Commercial Parking Study to develop traffic management strategies ~~should be considered.~~ Those recommendations will then be reviewed by the Business and Administrative Committee (BAC) prior to Town Council consideration. Additionally, ~~it is anticipated that there may be modifications to the land development and parking regulations~~ to address local changes to the parking conditions and prevent future deterioration. ~~The ParkMobile Expansion program should also be further evaluated in concert with~~ the Valet Parking Plans shall be reviewed annually. With the code review underway, the parking regulations that allow for variances and the "principle of equivalency" should be scrutinized.