

# TRANSPORTATION ELEMENT

## DATA AND ANALYSIS

### INTRODUCTION

The purpose of the Town's Transportation Element is to provide the framework for establishing its desired transportation system; and, in particular, to plan for its future motorized and non-motorized traffic circulation needs.

This Element relies upon and supports the basic philosophy expressed throughout the Town's planning efforts since its first Plan was adopted in 1929. The principal goal at that time, and one that has remained the primary philosophical basis for this Transportation Element, was:

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

Further, the Town's 1929 Plan expressly sought to achieve, as one of its objectives:

*"The concentration of general traffic upon a limited number of streets, a system of leisurely and convenient byways free from automobiles, discourage trespassing, and provide safety and quiet for the residents of Palm Beach."*

More recently, in its Comprehensive Plan adopted in 1983, the Town set forth the following as one of its primary land use objectives, and one that this Element strives to further:

*"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."*

In most communities the Future Land Use Map will clearly indicate where new roadways must be provided; but, Palm Beach is unusual in that it is virtually fully developed with no opportunity for construction of new streets to relieve pressures on its major north-south arterial thoroughfare—SR A1A, North County Road, and North Ocean Boulevard.

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. 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 Concurrence Exemption area (TCEA) in downtown West Palm Beach. As a result it is expected to negatively affect traffic circulation both on and off the island.~~

The Town of Palm Beach's Transportation Element addresses traffic circulation, which includes the types, locations, and extent of existing and proposed major thoroughfares and transportation routes, including bicycle and pedestrian ways. The purpose of the Town's Transportation Element is to provide the framework for establishing its desired transportation system, with the limitations of geography and development, while planning for future motorized and non-motorized traffic circulation needs. The Town of Palm Beach Transportation Element supports the basic philosophy expressed throughout the Town's planning efforts since its first Plan was adopted in 1929 as shown below. The principal goal at that time was to concentrate general traffic upon limited streets to provide safety and quiet for Town residents. Over the years as the Town has developed, traffic congestion on both the main corridors and within residential neighborhoods has grown to a point where the Quality of Life for the residents has been affected. Notwithstanding, the basic philosophy of the traffic circulation has remained consistent, to concentrate the general traffic on the major corridors.

*"The concentration of general traffic upon a limited number of streets, a system of leisurely and convenient byways free from automobiles, discourage trespassing, and provide safety and quiet for the residents of Palm Beach."*

*Town's 1929 Plan*

## EXISTING ROADWAY FUNCTIONAL CLASSIFICATION

### **MOVED TO LATER SECTION OF THIS ELEMENT**

~~Map II-1 following the Transportation Goals, Objectives and Policies includes the functional classifications of the roadways within the Town for the current year (2017) and the 10-year planning time frame (2027). There are divided major arterials (Royal Poinciana Way/SR A1A and Royal Palm Way), undivided major arterials (North and South County Roads/SR A1A, South Ocean Boulevard/SR A1A, Southern Boulevard, and Bradley Place), and undivided collectors (Cocoanut Row and South Ocean Boulevard). The remaining roads within the Town are local~~

streets. Map II-1 also includes information regarding existing (2017) and future (2027) bicycle/pedestrian facilities, roadway responsibility, and number of lanes.

~~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 Palm Beach County Transportation Performance Standards 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 always enough room on the road (capacity) to accommodate traffic without reducing the level of service below the adopted standard. This requires predicting how proposed development will affect traffic congestion. Studies have been conducted to develop formulas for predicting the number of trips various land uses will generate. Computer models have been created to try and predict how many vehicles will use which roadways to get between various land uses. Short term predictions can be fairly accurate, but long term predictions often are not. By convention, level of service is written as “LOS” when accompanying a letter standard.~~

~~LOS “A”: Highest LOS which describes primarily free-flow traffic operations at average travel speeds. Vehicles are completely unimpeded in their ability to maneuver within the traffic stream. Stopped delay at intersections is minimal.~~

~~LOS “B”: Represents reasonably unimpeded traffic flow operations at average travel speeds. The ability to maneuver within the traffic stream is only slightly restricted.~~

~~LOS “C”: Represents stable traffic flow operations. However, ability to maneuver and change lanes may be more restricted than in LOS B, and longer queues and/or adverse signal coordination may contribute to lower average speeds.~~

~~LOS “D”: Borders on a range in which small increases in traffic flow may cause substantial increase in approach delay and hence decrease in speed. This may be due to adverse signal progression, inappropriate signal timing, high volumes, or some combination of these.~~

~~LOS “E”: Represents traffic flow characterized by significant delays and lower operating speeds. Such operations are caused by some combination of adverse progression, high signal density, extensive queuing at critical intersections, and inappropriate signal timing.~~

~~LOS “F”: Represents traffic flow characterized by extremely low speeds. Intersection congestion is likely at critical signalized intersections, resulting in high approach delays. Adverse signal progression is frequently a contributor to this condition.~~

## **~~TRAFFIC GENERATORS~~**

### **MOVED TO LATER SECTION OF THIS ELEMENT**

~~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 Rd.)~~

~~Aside from these bridges, the major generators of traffic in the Town are limited to the two major commercial areas:~~

- ~~● The northern commercial area encompassing uses on Royal Poinciana Way, Sunrise and Sunset Avenues, Bradley Place, North County Road, and the Royal Poinciana Plaza; and,~~
- ~~● The Town Center area which includes the retail concentrations along South County Road, Peruvian Avenue, internationally famous Worth Avenue; and, the office area along Royal Palm Way.~~

### **UPDATED AND MOVED TO LATER SECTION OF THIS ELEMENT**

## **~~REGIONALLY SIGNIFICANT ROADWAYS~~**

~~Growth of the Town’s population over many decades has contributed to the traffic and parking concerns. An even greater factor has been the exponential growth of the surrounding area. Palm Beach County’s population has grown from less than 400,000 in 1980 to over 1.3 million in 2010. Rapid growth in the regional population can be expected to continue throughout the planning period. In addition, the opening of a regional convention center in downtown West Palm Beach in 2003 has exacerbated the traffic and parking conditions.~~

Regionally significant roadways include: Royal Palm Way, Southern Boulevard, Royal Poinciana Way, and South County/SR A1A from Royal Poinciana Way to the southern Town limits. Lands on either side of these roadways have been fully developed, although there may be some opportunity for redevelopment in the future.

Developments in nearby communities may cause increases in traffic on regionally significant roadways in the Town. The Town lacks sufficient data to evaluate these impacts. In 2001, the Town negotiated with the City of West Palm Beach and reached agreement with regards to the Town's concerns over the lack of LOS determinations in the City of West Palm Beach's downtown Master Plan.

## **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.

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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 2009 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, joint access is permitted upon review and approval by the Director of Public Works. 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 remained relatively stable 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.~~

~~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.~~

~~The *Traffic and Parking Improvement Plan* prepared by the 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 recreational (including the municipal docks) and school facilities. Bridge openings at the Royal Park and Flagler Memorial Bridges needed to be synchronized to be consistent with peak seasonal operations. The Town evaluated the alternative strategies of the Plan and implemented strategies as needed.~~

## **UPDATED AND MOVED TO LATER SECTION OF THIS ELEMENT**

### **EXISTING MULTIMODAL TRANSPORTATION SERVICES**

~~Public transit services, including disadvantaged services, are provided by PalmTran, the county-wide system which operates two bus routes which connect destinations within the Town to the mainland. There are no routes which operate solely within the limits of the Town. The Town does not directly provide transit services. Map II-3 shows the location of existing PalmTran bus routes.~~

~~The existing bus routes operate primarily on main roads and provide coverage to destinations within the Town. The level of transit service is minimal. There are no special transit services (e.g., park and ride, express bus, etc.). Connections to airports, seaports, railroad stations and other mainland destinations are limited to private for hire services such as taxicabs, rental cars, limousines or courtesy shuttles.~~

The Town has studied the potential for expanding transit services as a way of alleviating traffic congestion on major roadways. The study concluded that, since transit in the Town is just a part of the larger overall countywide system, any improvement in service would necessarily need to be linked to a countywide expansion of transit services and modes. There are no plans for such an expansion at this time. There are no designated transit corridors in the Town.

While Policy 3.2 refers to investigating actions that may improve transit ridership in the Town, residents have expressed dissatisfaction with public transit in the Town, suggesting that the associated noise and odors are unacceptable, and have even suggested reducing the extent that the Town may be served by the facility. Specifically, studies show that ridership throughout the Town is significantly less than the capacity of the vehicles used. The public commentary suggests that this condition may be wasteful with regards to fuel consumption and contributing to excessive pollution levels.

There are no designated transportation concurrency management areas within the Town.

During an impending natural disaster (such as an approaching hurricane) it may become necessary to evacuate the island residents. The Town staff routinely works with countywide disaster management agencies to plan for such occurrences. The keys to safely evacuating the island are:

- Sufficient advanced warning.
- Maintaining traffic flow on the four bridges.

The Town conducts Travel Demand Management (TDM) by working with significant traffic generators (e.g., convention, meeting and banquet facilities, etc.) to manage demand and minimize traffic and parking impacts during significant events. Demand management techniques used by the Town include remote parking and shuttle services for employees, valet parking, controlling the scheduling of large or overlapping events, police traffic control, encouraging employees to use public transportation, shared parking, etc.

## **FUTURE TRANSPORTATION SYSTEM**

Map II-4 provides the general location of major traffic circulation features in Palm Beach through the year 2017 2009. Since the Town is essentially almost fully developed, with less than 3% of its land area vacant, and without any opportunity for new alignments or major expansions to the existing roadway network, the existing and future traffic circulation systems are identical.

The facilities portrayed on this map recognize that the Metropolitan Planning Organization has 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.

No limited-access facilities, ports, airports, rail lines, intermodal terminals, high-speed rail lines, or related facilities exist in the Town, nor are any planned or expected during the planning period.

## ANALYSIS OF PROJECTED TRAFFIC AND NEEDS

Because of the geographic and developmental limitations imposed on the traffic circulation system in the Town, its basic design concept cannot be significantly modified. Thus, the primary thrust of transportation planning strategies adopted by the Town must focus on improvements that are operational in nature, with emphasis upon public transportation, if and when it is proven to be economically feasible.

There is little opportunity for growth and development within the Town. Existing established land use patterns are likely to remain for the foreseeable future. Therefore, the opportunity for developing new or expanded transit services depends primarily on developing major transit destinations on the mainland.

Based on the recent 2015 peak hour volumes collected along the key roadway corridors, the volume to capacity ratios for 75% of these roadway corridors provide for enough capacity to allow for 500 future peak hour committed trips.

All applications for development or modifications to existing uses within the Town undergo a review of on-site traffic flow and parking operations. This careful scrutiny has resulted in the elimination of many potential problem areas, and has prevented additional congestion in many cases.

### UPDATED TABLE AND MOVED TO LATER SECTION OF THIS ELEMENT

**TABLE II-1**  
**DAILY PEAK SEASON TRAFFIC COUNTS**  
**SELECTED LOCATIONS**  
**TOWN OF PALM BEACH**  
**2015-2008**

#	Street Segment	Facility Type	1997 <sup>2</sup> LOS	2007 <sup>2</sup>	2009 <sup>2</sup>	2010 <sup>2</sup>	2011 <sup>2</sup>	2015 <sup>1</sup>	
								Count	LOS
1	Southern Blvd. (W of SR A1A)	2L ART Undiv.	E	14,452	13,445	12,730	13,215	15,079	E
2	SR A1A (N of Via Del Lago)	2L ART Undiv.	E	17,026	14,894	14,091	13,767	15,057	E
3	SR A1A (S of Via Pelicano)	2L ART Undiv.		12,615	10,107	9,990	10,213	10,636	D
4	Ocean Blvd. (N. of El Vedado)	2LCOLL Undiv.	D	12,406	10,634	9,368	9,176	9,985	D
5	S. County Rd. (N. of Peruvian)	4L ART Undiv.	D	10,108	9,963	9,753	11,359	9,919	C
6	N. County Rd. (N. of Breakers Rd)	4L ART Undiv.	D	15,930	14,162	13,590	13,695	15,431	D
7	N. County Rd. (N of Royal Poinciana Way)	4L ART Undiv.	D	14,666	14,407	13,712	14,908	13,070	D
8	Cocoanut Row (S of Seabreeze)	2LCOLL Undiv.		9,054	8,262	8,296	8,079	8,639	D
9	Cocoanut Row (N of Whitehall)	2LCOLL Undiv.		9,975	8,716	8,567	8,245	8,895	D



10	Bradley Pl. (N. of Royal Poinciana Way)	2LCOLL Undiv.	E	16,052	14,084	13,351	14,324	12,279	D
11	Royal Palm Way (E of Hibiscus)	4L ART Divided	D	17,292	16,240	15,641	15,340	17,289	D
12	Royal Palm Way (W of Hibiscus)	4L ART Divided		19,210	17,992	17,374	17,076	18,821	D
13	Royal Poinciana Way (W of Cocoonut Row)	4L ART Divided	D	N/A	N/A	N/A	N/A	16,681	D
14	Royal Poinciana Way (W of County Rd.)	4L ART Divided		14,296	13,074	12,223	12,869	10,501	C

SOURCE: <sup>1</sup>Kimley Horn and Associates, 2016; <sup>2</sup>Progressive Design & Engineering

Based on the data prepared by Kimley Horn & Associates and by Progressive Design & Engineering as outlined in the Table above, the yearly peak season daily traffic volumes have remained steady or increased slightly between 2010 and 2015. Therefore, the Town expects to be able to meet its current adopted levels of service. 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.

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 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.

Although the opportunities are very 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**

The existing and future levels of service on all State roadways within the Town satisfy FDOT requirements. 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 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, environmental and policy constraints.~~

~~Level of Service (LOS) is essentially a measure of the quality of the overall operating characteristics of the roadway. LOS of a roadway is frequently defined as the ability of a maximum number of vehicles to pass over a given section of roadway or through a given intersection during a specified period of time. The factors involved in determining LOS include speed, safety, travel time, traffic conflicts and interruptions, freedom to maneuver, driving convenience, comfort and operating costs.~~

~~Specification of the allowable Level of Service for SR A1A and Southern Boulevard should take into account the fact that both of these roadways are constrained from widening to four lanes due to physical, environmental and policy factors, including historical, aesthetic and social impacts. Because there is no opportunity to widen segments of these roadways now operating at LOS "E" during the peak season, these segments will continue to operate at "E" during the peak season peak hour for the foreseeable future. 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.~~

~~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".~~

~~Future transit levels of service will be commensurate with the countywide service provided by PalmTran.~~

## **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 several problems 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 condition of "information overload" as well as an absence of coordination of the signage appurtenances. 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 other issues that contributed to a visual problem that could be improved.~~

### **~~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.~~

## **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 officially began operation on October 8, 1915.<sup>1</sup> Many years later, transportation remains a critical component to the Quality of Life for the Town of Palm Beach, as also described below in the Town of Palm Beach’s 1929 Town Plan and within the current updated 2024 Comprehensive Plan Public Safety, Housing, Future Land Use and Historic Preservation Elements’ Data and Analysis.

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<sup>1</sup> “Transportation History Month in Florida”, Florida Department of Transportation October 12, 2015

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.<sup>2</sup> The FDOT became a decentralized agency charged with the establishment, maintenance, and regulation of public transportation in the State of Florida.<sup>3</sup> In accordance with legislative mandates, the FDOT consists of seven (7) districts strategically bound by geography. Each district is managed by a District Secretary, which vary 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.<sup>4</sup>

*In the Town of Palm Beach, the streets and right-of-way widths are restricted to expansion thereby eliminated the opportunities for alteration or widening. Further, due to the predominate grid pattern, limited opportunities are available to redesign existing streets to relieve pressures on its major north-south arterial thoroughfare, including South Ocean Boulevard (SR A1A), South Ocean Boulevard, South and North County Roads, or North Ocean Boulevard.*

*1929 Town Plan*

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) – This plan is updated at least every 5 years and includes long-range goals, objectives and strategies to meet the needs of Florida’s “entire transportation system.”

Strategic Intermodal Systems Plan (SIS) – Also updated every five (5)-years, the SIS includes corridors, facilities and services of statewide and multi-regional significance, and guides future state investments in and management of the SIS.

FDOT Work Program – Each year FDOT develops and adopts a five (5)-year work program which includes all projects planned by the department for that period. FDOT holds at least one (1) 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. Once adopted, it takes effect July 1 of each year. FDOT may propose an amendment to the Governor, who has the right to approve or deny it.

State Transportation Improvement Program (STIP) – Required by the federal government, the STIP incorporates the first four years of FDOT’s Work Program.

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

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

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

Florida Strategic Highway Safety Plan (SHSP) – The SHSP is the statewide plan focusing 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.<sup>5</sup>

As displayed in Exhibit 6-1, Palm Beach is one (1) of the five (5) counties that comprise District 4. The remaining four (4) include Broward, Martin, St. Lucie, and Indian River counties. District 4 is located within Southeast Florida and consists of 5,000 square miles and home to over four (4) million residents.

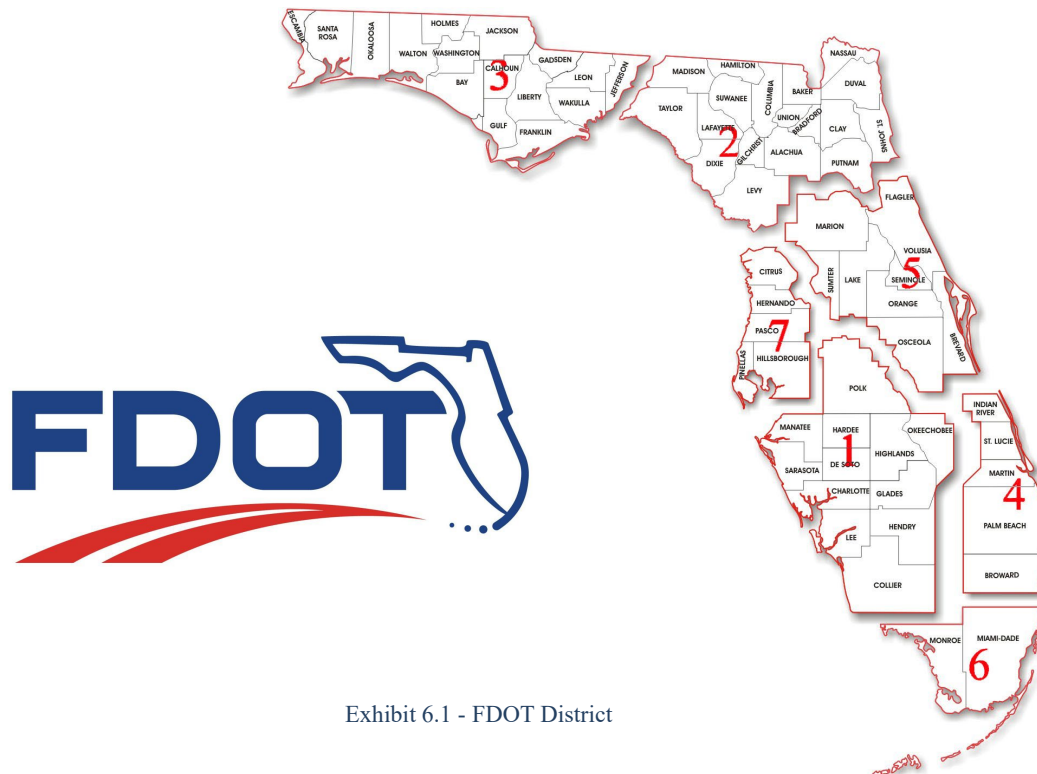


Exhibit 6.1 - FDOT District

In District 4, which includes Palm Beach County, 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 (2) major transit authorities (Broward County Transit and Palm Tran) with 319 vehicles in their fleets.<sup>6</sup> Additionally, Brightline, which is an inter-city rail route between Miami and Orlando, runs on a track owned by Florida East Coast Railway.

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

<sup>6</sup> Ibid



Exhibit 6-2 Current Operating Brightline Routes 2023

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 6-2 and opened in January 2018. An extension from West Palm Beach to Orlando International Airport opened in 2023, as detailed in Exhibit 6-3. Additional stops are also being planned for the route as displayed in the Phased Development of Brightline Stations.

Brightline plans to reach as many riders as possible and also capitalizes on existing infrastructure by running trains on a blend of conventional, upgraded, and dedicated high-speed track. Today, Brightline trains share tracks with freight trains from Miami to West Palm Beach. The company is paying for track upgrades on that shared-use line from West Palm Beach north to Cocoa. Those improvements will allow Brightline to run up to 110 mph from West Palm Beach to Cocoa starting in 2023. Brightline trains will seamlessly exit the freight line at Cocoa and head west on the new dedicated tracks to Orlando International Airport. Future service will extend from Orlando International Airport to Tampa on dedicated tracks in the median of I-4, which was widened in the late 2000s to accommodate high-speed trains.<sup>7</sup>

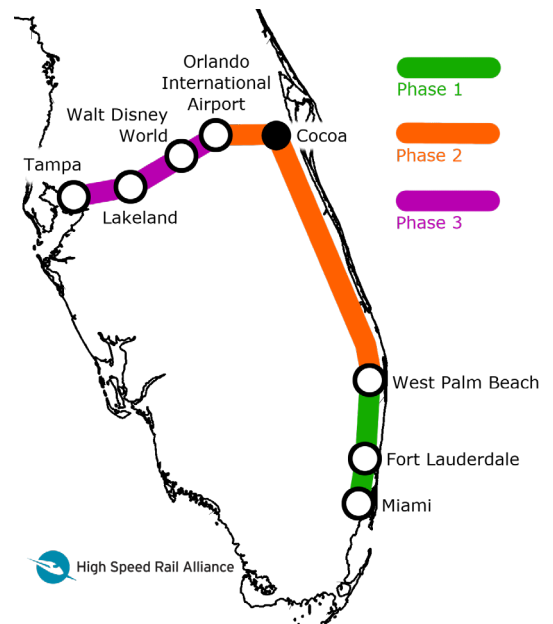


Exhibit 6-3 Phased Development of Brightline Stations

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

## **FLORIDA REQUIREMENTS FOR THE TRANSPORTATION ELEMENT**

Chapter 163, Fla. Stats., requires that as 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. Pursuant to section 163.3177(6)(b), Fla. Stats., the purpose of the Transportation Element is to plan for a multimodal transportation system that places emphasis on 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 (M.P.O.) pursuant to section 339.175, Fla. Stats., 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.

1. The existing transportation system levels of service and system needs and the availability of transportation facilities and services.
2. The growth trends and travel patterns and interactions between land use and transportation.
3. Existing and projected intermodal deficiencies and needs.
4. The projected transportation system levels of service and system needs based upon the future land use map and the projected integrated transportation system.
5. How the local government will correct existing facility deficiencies, meet the identified needs of the projected transportation system, and advance the purpose of this paragraph and the other elements of the comprehensive plan.
6. Local governments within a Metropolitan Planning Area designated as an MPO pursuant to Section 339.175, F.S., shall also address the following.
  - a. All alternative modes of travel, such as public transportation, pedestrian, and bicycle travel.
  - b. Aviation, rail, seaport facilities, access to those facilities, and intermodal terminals.
  - c. The capability to evacuate the coastal population before an impending natural disaster.
  - d. Airports, projected airport and aviation development, and land use compatibility around airports, which includes areas defined in Section 333.01, F.S. and Section 333.02, F.S.
  - e. An identification of land use densities, building intensities, and transportation management programs to promote public transportation systems in designated public transportation corridors so as to encourage population densities sufficient to support such systems.

Further, municipalities having populations greater than 50,000, and counties having populations greater than 75,000, shall include mass-transit provisions showing proposed methods for the moving of people, rights-of-way, terminals, and related facilities and shall address the following.

- a. The provision of efficient public transit services based upon existing and proposed major trip generators and attractors, safe and convenient public transit terminals, land uses, and accommodation of the special needs of the transportation disadvantaged.
- b. Plans for port, aviation, and related facilities coordinated with the general circulation and transportation element.
- c. Plans for the circulation of recreational traffic, including bicycle facilities, exercise trails, riding facilities, and such other matters as may be related to the improvement and safety of movement of all types of recreational traffic.

## **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. The Governing Board is supported by staff, has a five (5)-member Executive Committee and three (3) 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 (TD LCB) in Palm Beach County.

As one of the TPA's most important documents, the 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 continuing, cooperative, 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 TPA, 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. 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.

## **ROADWAY FUNCTIONAL CLASSIFICATION**

Map 6.1 of the Map Series provides functional classifications of the roadways within the Town for the current year (2023) and the 20-year planning timeframe (2043). The roadways are divided into major arterials that are under the jurisdiction of the FDOT and include the following divided and undivided roadways.

The following divided major arterials include the following.

- Royal Poinciana Way and South Ocean Boulevard (SR A1A).
- Royal Palm Way and South Ocean Boulevard.

The following undivided major arterials include the following.

- North County Road and South Ocean Boulevard.
- South County Road and South Ocean Boulevard.
- Southern Boulevard and South Ocean Boulevard.
- South County Road and Bradley Place.

Maps 6.4 provides the roadway responsibility by state, county and local governments. Undivided collectors include Cocoanut Row and South Ocean Boulevard. The remaining roads within the Town are local streets. In addition, Maps 6.5 and 6.6 of the Map Series identifies bicycle and pedestrian facilities.

There are four (4) 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 generators of traffic in the Town are limited to the two (2) major commercial areas that include the following geographical areas.

- The northern commercial area encompassing uses on 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 (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.

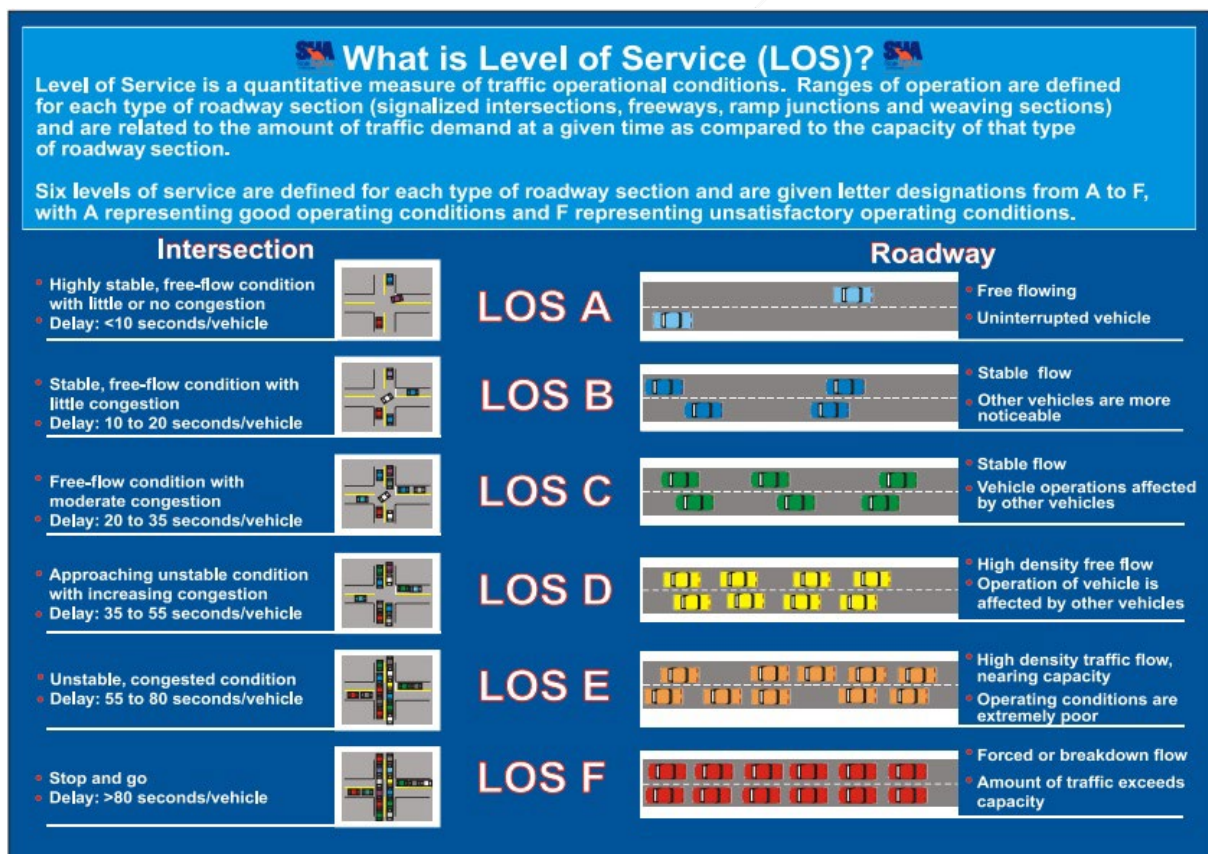


Exhibit 6-4 LOS

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. Studies have been conducted to develop formulas for predicting the number of trips various land uses will generate. Computer models have been created to try and predict how many vehicles will use which roadways to get between various land uses. Short term predictions can be fairly accurate, but long-term predictions often are not. By convention, level of service is written as “LOS” when accompanying a letter standard, as illustrated in Exhibit 6-4.

- LOS “A”: Highest LOS which describes primarily free-flow traffic operations at average travel speeds. Vehicles are completely unimpeded in their ability to maneuver within the traffic stream. Stopped delay at intersections is minimal.
- LOS “B”: Represents reasonably unimpeded traffic flow operations at average travel speeds. The ability to maneuver within the traffic stream is only slightly restricted.
- LOS “C”: Represents stable traffic flow operations. However, ability to maneuver and change lanes may be more restricted than in LOS B, and longer queues and/or adverse signal coordination may contribute to lower average speeds.
- LOS “D”: Borders on a range in which small increases in traffic flow may cause substantial increase in approach delay and hence decrease in speed. This may be due to adverse signal progression, inappropriate signal timing, high volumes, or some combination of these.
- LOS “E”: Represents traffic flow characterized by significant delays and lower operating speeds. Such operations are caused by some combination of adverse progression, high signal density, extensive queuing at critical intersections, and inappropriate signal timing.
- LOS “F”: Represents traffic flow characterized by extremely low speeds. Intersection congestion is likely at critical signalized intersections, resulting in high approach delays. Adverse signal progression is frequently a contributor to this condition.

Table 6-1 below states the Level of Service for facility type from 2017 forecasted to the projected date of 2043 based upon traffic volumes taken from FDOT and are referred to as Daily Peak Season Road Segment Level of Service Analysis of the Town of Palm Beach.

#	Street Segment	Facility Type	2017	2018	2019	2021	2022	2023		Growth Rate (Annual)	2043		LOS D THRESHOLD
								Count	LOS		Count	LOS	
1	Southern Blvd. (W of SR A1A)	2L ART Undiv.	11,500	10,900	10,600	11,200	9,100	9,156	C	0.64	10,402	C	15,200
2	SR A1A (N of Via Del Lago)	2L ART Undiv.	14,100	13,600	13,000	11,700	12,900	12,979	C	0.64	14,745	C	15,200
3	SR A1A (S of Via Pelicano)	2L ART Undiv.	9,200	7,500	8,200	11,300	9,200	9,256	C	0.64	10,516	C	15,200
4	Ocean Blvd. (N. of El Vedado)	2L COLL Undiv.	9,700	10,200	8,500	8,300	8,300	8,351	C	0.64	9,487	C	15,200
5	S. County Rd. (N. of Peruvian)	4L ART Undiv.	11,000	11,600	9,900	12,100	14,200	14,287	C	0.64	16,231	C	31,500
6	N. County Rd. (N. of Breakers Rd)	4L ART Undiv.	12,600	11,000	14,400	11,200	12,400	12,476	C	0.64	14,174	C	31,500
7	N. County Rd.(N of Royal Poinciana Way)	4L ART Undiv.	12,600	11,000	14,400	11,200	12,400	12,476	C	0.64	14,174	C	31,500
8	Cocoanut Row (S of Seabreeze)	2L COLL Undiv.	7,000	8,700	8,700	8,600	8,600	8,652	C	0.64	9,829	C	15,200
9	Cocoanut Row (N of Whitehall)	2L COLL Undiv.	7,000	8,700	8,700	8,600	8,600	8,652	C	0.64	9,829	C	15,200
10	Bradley Pl. (N. of Royal Poinciana Way)	2L COLL Undiv.	5,500	5,500	5,500	5,300	6,100	6,137	C	0.64	6,972	C	15,200
11	Royal Palm Way (E of Hibiscus)	4L ART Divided	24,000	24,000	24,000	25,000	25,000	25,153	C	0.64	28,576	C	33,200
12	Royal Palm Way (W of Hibiscus)	4L ART Divided	24,000	24,000	24,000	25,000	25,000	25,153	C	0.64	28,576	C	33,200
13	Royal Poinciana Way (W of Cocoanut Row)	4L ART Divided	10,800	11,100	13,700	14,200	12,200	12,274	C	0.64	13,944	C	33,200
14	Royal Poinciana Way (W of County Rd.)	4L ART Divided	9,200	10,200	10,100	11,600	12,600	12,677	C	0.64	14,402	C	33,200

Note: LOS D Generalized Service Volume is defined in Table 12.B.2.C-1 1A of the Palm Beach County Unified Land Development Code.

Note: AADT values for the year 2020 have not been recorded due to irregularities in traffic volumes due to the COVID 19 pandemic.

Table 6-1 Daily Peak Season  
Traffic Counts Selected Locations

## REGIONALLY SIGNIFICANT ROADWAYS

Growth of the Town's population, over many decades, and now built out, has contributed to the traffic and parking concerns. An additional factor has continued to be the 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. 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. In addition, Town roadways are subject to traffic impacts resulting from developments in neighboring communities.

As shown on Map 6.3 of the Map Series, the roadways under the authority of the FDOT include the following.

- Royal Palm Way
- Southern Boulevard
- Royal Poinciana Way
- South County/SR A1A from Royal Poinciana Way to the southern Town limits.

Land on either side of these roadways has been fully developed, although there may be some opportunity for redevelopment in the future. Developments in nearby communities may also cause increases in traffic on regionally significant roadways in the Town.

## TRAFFIC CIRCULATION ANALYSIS

Traffic circulation in Palm Beach is mainly influenced by the four (4) connecting bridges from the mainland, two (2) of which feed directly to the Town's two (2) major commercial areas. In 2023, the Town of Palm Beach Town Council commissioned The Corradino Group, a transportation consulting firm, to perform a traffic and parking analysis that was limited to the commercial areas, but the data collected pertains to the residential areas as well. The report titled **“Town of Palm Beach Traffic Analyses and Commercial Areas Traffic and Parking Analysis Study”** findings are provided within the subject Transportation Element, including the Parking Sub-Element, Data and Analysis.

The basis of the effort was a response to resident concern which then became a strategic focus of the Town of Palm Beach Strategic Plan. The parking goals established include the following.

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

The Corradino Group and the Town of Palm Beach partnered with Streetlight Data to obtain a license for the data available through the Streetlight InSight Data platform. StreetLight InSight users can access customized analytics like Origin-Destination, select link, travel time, speed percentiles, routing, and more. Corradino has 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. The report examined the current traffic patterns for the average weekday and weekend day using Origin-Destination (OD) data, is provided within the subject Transportation Element Data and Analysis. The subject data was calibrated using directional Annual Average Daily Traffic (AADT). This analysis included 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.

The Town of Palm Beach was evaluated into three (3) distinct areas including the North District, Central District and South District. The OD analysis results are tabulated as follows for the weekday and weekend day.

Corradino has developed the traffic analysis zones in the Streetlight Data InSight data platform. As shown on Map 6.11, the OD Zones Analysis Map depicts all 44 traffic analysis zones along with the three different districts.

- Zone numbers 5, 11, 15 and 18 include Golf Clubs/Courses.
- Zone numbers 28, 29, 39 and 43 include commercial business strips.
- Zone numbers 41, 42 and 44 include the beach areas.
- And all other zones are categorized as residential zones.



## TOWN OF PALM BEACH OD ZONES ANALYSIS



Map 6.9 Origin Destination (OD) Zones Map

Destination	North District			Central District			South District		Total	AADT	Percent	Total Average Daily O-D Traffic (StL Volume)
Origin	Recreational	Commercial	Beaches	Recreational	Commercial	Beaches	Recreational	Beaches				
Flagler Memorial Bridge	1,886	1459	21		706	160	8	83	4,323	9,000	48%	9,384
Royal Palm Bridge	2,418	1405	8	24	2756	913	46	123	7,693	12,500	62%	15,604
SouthernBlvd Bridge	328	85		155	559	685	183	406	2,401	4,550	53%	7,047
Lake Ave Bridge	47	0		4	20	37	221	5,533	5,862	7,350	80%	8,605
Zone 1/ Barton Park	135	109			325	138	162	1,300	2,169	5,000	43%	5,348
<b>Grand Total</b>	<b>4,814</b>	<b>3058</b>	<b>29</b>	<b>183</b>	<b>4366</b>	<b>1,933</b>	<b>620</b>	<b>7,445</b>	<b>22,448</b>	<b>38,400</b>	<b>58%</b>	<b>45,988</b>

Table 6-2 OD Analysis Weekday Daily

Destination	North District			Central District			South District		Total	AADT	Percent	Total Average Daily O-D Traffic (StL Volume)
Origin	Recreational	Commercial	Beaches	Recreational	Commercial	Beaches	Recreational	Beaches				
Flagler Memorial Bridge	1,691	1248	6		464	175		15	3,599	9,000	40%	7,336
Royal Palm Bridge	2,716	1711	36	28	2221	1,280	36	258	8,286	12,500	66%	14,264
SouthernBlvd Bridge	288	118	13	56	510	1,395	201	955	3,536	4,550	78%	7,490
Lake Ave Bridge	85	14		6	13	75	252	11,758	12,203	7,350	166%	14,037
Zone 1/ Barton Park	159	154			275	153	131	3,055	3,927	5000	79%	7,913
<b>Grand Total</b>	<b>4,939</b>	<b>3245</b>	<b>55</b>	<b>90</b>	<b>3483</b>	<b>3,078</b>	<b>620</b>	<b>16,041</b>	<b>31,551</b>	<b>38,400</b>	<b>82%</b>	<b>51,040</b>

Table 6-3 OD Analysis Weekend Daily

From these Origin Destination analysis results the following inferences were drawn:

1. A total one (1)-way AADT of 38,400 trips come into the town daily using the five (5) entry points that included the four (4) bridge causeways in addition to Ocean Boulevard at the south end of the town.
2. A total of 22,448 average weekday trips are destined to the major attractors in the area (beaches, shopping areas and golf courses). These can include work trips and recreational trips.
3. A total of 31,551 average weekend day trips destined to the major attractors in the area.
4. On a typical weekday, the North District attracts mainly golf courses (4814) and commercial area (3058) trips; the Central District attracts mainly commercial area trips (4366) and beach trips (1933); and the South District attracts mainly beach trips (7455) and golf courses trips (620).
5. On a typical weekend day, the types of trips each district attracts is similar to those of the weekday, except that the magnitude of trips are different. North District attracts mainly golf courses (4939) and commercial area (3245) trips; the Central District attracts mainly commercial area trips (3483) and beach trips (3078); and the South District attracts mainly beach trips (16041) and golf courses trips (620).



As displayed on Exhibit 6-4, the report sought to understand how many of these trips are work trips. For this, an aggregate assessment for the entire Town has been made using the Census Longitudinal Employer-Household Dynamics (LEHD) Data that provides the worker flows information. This data is developed by Census by using the employer payroll data and matching with the workers home ends to their work end. The LEHD data for the town has been extracted and is shown in the following figure. Approximately 11,000 daily trips come into the Town for work purposes.

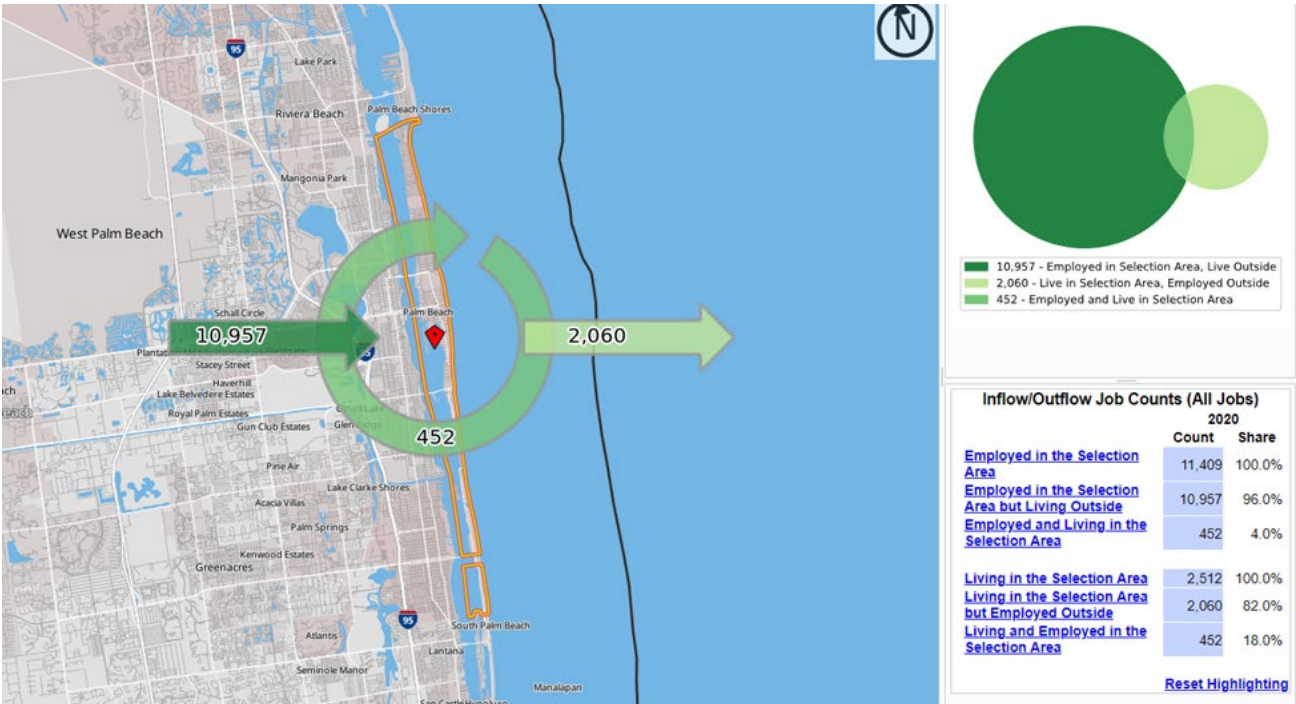


Exhibit 6-4 Town of Palm Beach: Census Longitudinal Employer-Household Dynamics (LEHD) Data

Since approximately 11,000 work trips are destined to the Town on a daily basis, the total trips from OD analysis into major attractors in the town are about 22,000, the remaining can be assumed as visitors into the town. There are other employment trips such as temporary construction workers, and self-employment trips such as plumbers, landscapers are not generally accounted for in the work trips of the LEHD. The OD analysis provides the magnitude of total worker and visitor trips that come into the town and for various districts within the Town.

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.

INTERSECTION CAPACITY

The 2023 existing conditions analysis indicate that all the signalized intersections evaluated currently operate at an acceptable LOS D or better during the AM and PM peak hour scenario

except for the Cocoanut Row and Royal Palm Way signalized intersection which operates at a LOS E in the AM peak hour.

The 2028 future conditions analysis indicates that all the signalized intersections evaluated operate at an acceptable LOS D or better during the AM and PM peak hour scenario. The Cocoanut Row and Royal Palm Way signalized intersection improves to a LOS C in the AM peak hour. The 2028 future conditions analysis includes modified/optimized signal timings from the proposed Adaptive Traffic Signal Control System (ATCS).

Unsignalized intersections were also evaluated, all individual approaches during the AM peak scenario are expected to operate at an acceptable LOS D or better. During the PM peak scenario, all individual approaches, except for the westbound (WB) movement at the Bradley Place and Sunset Avenue intersection would operate at an acceptable LOS D or better. The WB movement at Bradley Place and Sunset Avenue is operating at a LOS E in the PM peak hour for existing conditions. The WB movement at Bradley Place and Sunset Avenue is operating at a LOS F in the PM peak hour of the future 2028 conditions.

There has been growth in the traffic volumes in the Town since 2015. The average annual growth rate in the Town was calculated to be 0.64% annually between 2015 and 2045 based on vehicle miles traveled (VMT). The vehicle miles traveled growth rate considers employment, population, and visitors in this traffic forecasting model. The growth rate for each individual corridor varies by corridor.

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 or with additional population migration into the Town as have occurred since 2020-2021 post pandemic.

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 central area of Town and Royal Poinciana commercial areas. Traffic and parking conflicts continue, particularly in residential districts adjacent to these commercial districts or the beach areas. Parking is discussed further in this Element, under the Parking Sub-Element.

Town staff are continually addressing localized traffic circulation problems, or implementing traffic operation improvements, to increase capacity and safety at points of congestion including the deployment of the new Econolite Centracs Edaptive ATCS. Traffic volume data indicate that all major roadways operate at Level of Service D or better during peak periods.

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 midday hours (11 a.m. — 1 p.m.). Map 6.5 of the Map Series identifies the principal areas of traffic and parking problems in the Town.

The study conducted by the transportation consultant analyzed intersection capacity. The intersections examined included both signalized as well as unsignalized intersections and are provided and displayed below.

1. County Road and Golfview Road (Signalized)
2. County Road and Worth Avenue (Signalized)
3. County Road and Peruvian Avenue (Signalized)
4. County Road and Chilean Avenue (Unsignalized)
5. County Road and Australian Avenue (Unsignalized)
6. County Road and Brazilian Avenue (Unsignalized)
7. County Road and Royal Palm Way (Signalized)
8. County Road and Seaview Avenue (Unsignalized)
9. County Road and Royal Poinciana Way (Signalized)
10. County Road and Breakers Row (Signalized)
11. County Road and Sunset Avenue (Signalized)
12. County Road and Sunrise Avenue (Signalized)
13. Bradley Place and Sunset Avenue (Unsignalized)
14. Bradley Place and Sunrise Avenue (Signalized)
15. Cocoanut Row and Royal Poinciana Way (Signalized)
16. Cocoanut Row and Royal Palm Way (Signalized)
17. Ocean Boulevard and Southern Boulevard (Roundabout)
18. Lake Drive and Royal Palm Way (Unsignalized)
19. Lake Drive and Brazilian Avenue (Unsignalized)
20. Lake Drive and Australian Avenue (Unsignalized)
21. Lake Drive and Chilean Avenue (Unsignalized)
22. Lake Drive and Peruvian Avenue (Unsignalized)
23. Cocoanut Row and Worth Avenue (Unsignalized)



Exhibit 6-5 Study Intersection Locations



Exhibit 6.5 Study Intersection Locations

The intersection locations are displayed on Exhibit 6-5. The analysis indicated that the annual historic growth is projected to decrease in future years. A conservative annual growth rate of 1.0% was used for the purpose of this study. The forecasted traffic volumes considered in the operational analysis for the year 2028 are the sum of the seasonal adjusted traffic counts, an additional amount of traffic annually for potential area wide growth and the committed trips from recently approved and unbuilt sites within the study area. The FDOT Peak Season Factor Category Report (2022), the collected peak hour turning movement counts, the seasonally adjusted counts and the forecasted 2028 peak hour turning movement counts.

The study intersections were modeled using Synchro 11 Signal Timing and Analysis Software to establish the existing traffic patterns and level of service in the study area. Synchro applies methodologies outlined in the Highway Capacity Manual (HCM). Traffic Operational conditions are defined in terms of Level of Service (LOS). These service levels range from A (negligible delays) to F (forced flow/ jammed conditions) and are measured based upon approach delay as defined by the HCM.

Table 6-4 shows the existing level of service and delay for each study intersection during the weekday AM and PM peak hours. As shown on Table 6-4, all signalized intersections currently operate at an acceptable LOS D or better during the PM peak scenario, and, during the AM peak all signalized intersections, except for Intersection #16. Cocoanut Row and Royal Palm Way, operate at an acceptable LOS D or better. **Intersection #16, Cocoanut Row and Royal Palm Way**, currently operates at an overall LOS E with 61 seconds of delay.

No	INTERSECTION	CONTROL TYPE	MOVEMENT	AM PEAK HOUR		PM PEAK HOUR	
				DELAY (s)	LOS	DELAY (s)	LOS
1	S County Road & Oakview Rd	Signalized	EB	21.1	C	20.2	C
			WB	23	C	37.1	D
			NB	1.7	A	1.9	A
			SB	1.9	A	3.2	A
			OVERALL	3.2	A	5.3	A
2	S County Rd & Worth Ave	Signalized	EB	36.8	D	31.8	C
			NB	2.8	A	4.4	A
			SB	3.3	A	4.8	A
			OVERALL	11.4	B	11.7	B
			ES	36.4	D	32	C
3	S County Rd & Persimmon Ave	Signalized	WB	2.7	A	4.7	A
			NB	1.9	A	12.2	B
			SB	18.2	D	15.4	B
			OVERALL	18.2	D	15.4	B
			ES	18.2	D	15.4	B
4	S County Rd & Chilesen Ave	Unsignalized	WB	9.3	A	9.8	A
			NB	0	-	0	-
			SB	0	-	0	-
			OVERALL	9.3	A	11.7	B
			ES	9.3	A	11.7	B
5	S County Rd & Australian Ave	Unsignalized	WB	0	-	0	-
			NB	0	-	0	-
			SB	0	-	0	-
			OVERALL	0	-	0	-
			ES	0	-	0	-
6	S County Rd & Brazilian Ave	Unsignalized	WB	12.9	B	17.8	C
			NB	13.4	B	20	C
			SB	8.5	-	8.3	-
			OVERALL	12.9	B	17.8	C
			ES	12.9	B	17.8	C
7	S County Rd & Royal Palm Way	Signalized	WB	37	D	37.9	D
			NB	9.7	A	11.3	B
			SB	21.4	C	25.4	C
			OVERALL	40.8	D	23.3	C
			ES	40.8	D	23.3	C
8	S County Rd & Sweetme Ave	Unsignalized	WB	11.8	B	11.3	B
			NB	2	-	0.8	-
			SB	0	-	0	-
			OVERALL	11.8	B	11.3	B
			ES	11.8	B	11.3	B
9	N County Rd & Royal Poincane Way (See N681)	Signalized	EB	25.1	D	40	D
			WB	0	A	0	A
			NB	27.5	C	3.9	A
			SB	3	A	8.8	A
			OVERALL	26.1	C	17.7	B
10	S County Rd & Brazilian Row	Signalized	EB	27.8	C	23.2	A
			NB	2.9	A	4.4	A
			SB	3.1	D	4.8	A
			OVERALL	3.2	A	6.2	A
			ES	3.2	A	6.2	A
11	N County Rd & Sunset Ave	Signalized	WB	33.6	C	31.3	C
			NB	33.5	C	31.8	C
			SB	3	A	5.5	A
			OVERALL	2.3	A	3.7	A
			ES	4.9	A	5.5	A
12	N County Rd & Sunrise Ave	Signalized	EB	31.4	C	28.9	C
			WB	19.3	B	19.9	B
			NB	19.9	B	10.7	B
			SB	8.4	A	11.4	B
			OVERALL	12.8	B	13.7	B

13	Bradley Pl & Sunset Ave	Unsignalized	EB	16	C	14.9	B
			WB	23.5	C	48	E
			NB	0.3	-	0.4	-
			SB	0.2	-	0	-
			OVERALL	0.2	-	0	-
14	Bradley Pl & Sunrise Ave	Signalized	EB	27	C	28.5	C
			WB	9.1	A	13.8	B
			NB	3.7	A	6.2	A
			SB	10.1	B	12.3	B
			OVERALL	10.1	B	12.3	B
15	Cocoanut Row & Royal Poincane Way	Signalized	EB	27.1	C	28.5	C
			WB	26.7	C	29.5	C
			NB	25.1	C	23.4	C
			SB	26.5	C	31.1	C
			OVERALL	25	C	30.4	C
16	Cocoanut Row & Royal Palm Way	Signalized	EB	80.5	F	29.1	C
			WB	12.9	B	25.1	C
			NB	38	D	28.7	C
			SB	31.9	C	38.7	D
			OVERALL	81	E	29.8	C
17	S Ocean Blvd & Southern Blvd	Roundabout	EB	10.4	B	3.8	A
			WB	2.3	A	4.2	A
			NB	2.9	A	4.3	A
			SB	2.9	A	4.3	A
			OVERALL	2.9	A	4.3	A
18	S Lake Dr & Royal Palm Way	Unsignalized	EB	0	-	0	-
			WB	0.2	-	2.3	-
			NB	26.7	C	12.4	B
			SB	0	-	0	-
			OVERALL	0	-	0	-
19	S Lake Dr & Brazilian Ave	Unsignalized	EB	7.4	A	7.5	A
			WB	7.5	A	7.5	A
			NB	8.1	A	7.8	A
			SB	9.2	A	8.2	A
			OVERALL	8.1	A	8.2	A
20	S Lake Dr & Australian Ave	Unsignalized	EB	9.4	A	9.2	A
			WB	9.4	A	9.2	A
			NB	9.4	A	9.2	A
			SB	9.4	A	9.2	A
			OVERALL	9.4	A	9.2	A
21	S Lake Dr & Chilesen Ave	Unsignalized	EB	7.1	A	6.2	A
			WB	8.5	A	7.2	A
			NB	8	A	7.8	A
			SB	8	A	7.8	A
			OVERALL	8	A	7.8	A
22	S Lake Dr & Persimmon Ave	Unsignalized	EB	7.4	-	7.3	-
			WB	7	A	7.3	A
			NB	8.2	A	7.8	A
			SB	8.2	A	7.8	A
			OVERALL	8.2	A	7.8	A
23	Cocoanut Row & Worth Ave	Unsignalized	EB	0	-	0	-
			WB	0	-	0	-
			NB	8.5	A	8.5	A
			SB	8.5	A	8.5	A
			OVERALL	8.5	A	8.5	A

Table 6-4 - Existing Level of Service

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 realtime traffic demands. The forecasted 2028 analyses include the proposed signal timings, provided by Town staff, to be implemented as part of the Town's ATCS project, as well as the approved and committed trips from the Traffic Impact Studies of the following proposed sites' addresses: 125 Worth Avenue, 139 North County Road, and 363 Cocoanut Road. Table 6-5 identifies the forecasted level of services and delays for all study intersections during the weekday AM and PM peak hours for the year 2028.



No	INTERSECTION	CONTROL TYPE	MOVEMENT	AM PEAK HOUR		PM PEAK HOUR	
				DELAY (s)	LOS	DELAY (s)	LOS
1	S County Rd & Oakview Rd	Signalized	EB	37	D	31.1	C
			WB	41.6	D	33.2	C
			NB	1.1	A	1.8	A
			SB	1.2	A	4.8	A
			OVERALL	3.5	A	6.5	A
2	S County Rd & Worth Ave	Signalized	EB				
			WB	26.7	C	21.7	C
			NB	2.8	A	4	A
			SB	3.1	A	7.7	A
			OVERALL	9.5	A	19.8	B
3	S County Rd & Peruvian Ave	Signalized	EB	26.4	C	21.3	C
			WB				
			NB	3.1	A	6.2	A
			SB	2.2	A	10.2	B
			OVERALL	7.8	A	11.6	B
4	S County Rd & Chilean Ave	Unsignalized	EB				
			WB	9.3	A	9.9	A
			NB	0	-	0	-
			SB	0	-	0	-
			OVERALL				
5	S County Rd & Australian Ave	Unsignalized	EB	10	B	10.1	B
			WB				
			NB	0	-	13.5	B
			SB	0	-	10.4	B
			OVERALL				
6	S County Rd & Brazilian Ave	Unsignalized	EB	12	B	19.2	C
			WB	12.7	B	25.7	D
			NB	0.8	-	0.8	-
			SB	0.8	-	0.3	-
			OVERALL				
7	S County Rd & Royal Palm Way	Signalized	EB	25.9	C	32.3	C
			WB	42.3	D	43.1	D
			NB	14.7	B	9.7	A
			SB	27.3	C	20.7	C
			OVERALL	25.6	C	24.9	C
8	S County Rd & Seaview Ave	Unsignalized	EB				
			WB	11.9	B	11.6	B
			NB	2.1	-	0.9	-
			SB	0	-	0	-
			OVERALL				
9	N County Rd & Royal Poinciana Way (See 81)	Signalized	EB	0	-	0	-
			WB	34.2	C	47.8	D
			NB	0.6	A	1	A
			SB	15.8	B	27.2	C
			OVERALL	6.9	A	16.7	B
10	S County Rd & Breakers Row	Signalized	EB				
			WB	30.6	C	29.8	C
			NB	3.8	A	4.8	A
			SB	3	A	4.9	A
			OVERALL	4.8	A	7	A
11	N County Rd & Sunset Ave	Signalized	EB	38	D	77.4	E
			WB	34.7	C	47.7	D
			NB	4	A	4.3	A
			SB	1.5	A	2.2	A
			OVERALL	5.7	A	9.8	A

Table 6-5 Level of Service 2028

12	N County Rd & Sunrise Ave	Signalized	EB	36.9	D	51.3	D
			WB	26.7	C	37.1	D
			NB	7.4	A	4.8	A
			SB	7.4	A	9.3	A
			OVERALL	11.6	B	14.5	B
13	Bradley Pl & Sunset Ave	Unsignalized	EB	16.5	C	15.4	C
			WB	26.3	D	63.6	F
			NB	0.3	-	0.4	-
			SB	0.2	-	0	-
			OVERALL				
14	Bradley Pl & Sunrise Ave	Signalized	EB				
			WB	33.3	C	40.9	D
			NB	3.3	A	10.8	B
			SB	3.5	A	6	A
			OVERALL	7.4	A	15.3	B
15	Coconut Row & Royal Poinciana Way	Signalized	EB	32.7	C	29.7	C
			WB	25.6	C	32	C
			NB	26.5	C	33.5	C
			SB	12.2	B	21	C
			OVERALL	27.4	C	29	C
16	Coconut Row & Royal Palm Way	Signalized	EB	15.9	B	22	C
			WB	19.5	B	32.6	C
			NB	41.5	D	29.3	C
			SB	36.7	D	30.5	C
			OVERALL	26.8	C	28.5	C
17	S Ocean Blvd & Southern Blvd	Roundabout	EB	11.7	B	3.8	A
			WB	2.4	A	4.6	A
			NB	3.1	A	4.4	A
			SB	-	-	-	-
			OVERALL				
18	S Lake Dr & Royal Palm Way	Unsignalized	EB	0	-	0	-
			WB	0.2	-	4.4	-
			NB	20.7	C	12.8	B
			SB				
			OVERALL				
19	S Lake Dr & Brazilian Ave	Unsignalized	EB	7.5	A	7.6	A
			WB	7.8	A	7.7	A
			NB	8.2	A	7.5	A
			SB	9.4	A	8.3	A
			OVERALL				
20	S Lake Dr & Australian Ave	Unsignalized	EB	-	-	-	-
			WB				
			NB	9.5	A	9.2	A
			SB	-	-	-	-
			OVERALL				
21	S Lake Dr & Chilean Ave	Unsignalized	EB				
			WB	7.1	A	7.2	A
			NB	6.7	A	6.6	A
			SB	8	A	7.6	A
			OVERALL				
22	S Lake Dr & Peruvian Ave	Unsignalized	EB				
			WB	0	-	0	-
			NB	7	A	7.3	A
			SB	8.2	A	7.8	A
			OVERALL				
23	Coconut Row & Worth Ave	Unsignalized	EB				
			WB	0	-	0	-
			NB				
			SB	8.6	A	8.6	A
			OVERALL				

The Westbound (WB) movement at **Intersection #13, Bradley Place and Sunset Avenue**, is expected to operate at a LOS F with 63.6 seconds of delay. Since this is an unsignalized intersection with heavy northbound (NB) and southbound (SB) movement when compared to the WB movement, evaluated improvements were limited to geometric improvements. The addition of an extra WB lane was evaluated, so the evaluated configuration for the WB movement was a WB shared through-left and an exclusive WB right, all other movements and lane assignment remain the same as the existing conditions. This kind of improvement yields the same LOS F but with 58.2 second of delay, which is a little over five (5) seconds of improvement in delay. A signal warrant analysis can also be contemplated at this intersection, volumes for three (3) out of the four (4) hours collected seem to be high enough. Should a signal warrant analysis indicate that a signal is warranted at this intersection, signal coordination with nearby traffic signals would be necessary.

## TRAFFIC SIGNAGE

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 several problems 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.

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 (6) miles. Additionally, there are no traffic signals on Southern Boulevard within the Town but has a single lane roundabout at the intersection of Southern Boulevard and South Ocean Boulevard.

The Town completed a signal retiming analysis in 2023 which included adaptive signal control technology through an Econolite Centrac's Edaptive system. The Econolite Centrac's Edaptive system is Econolite's next generation cloud based adaptive signal control system which optimizes signal cycle, offset and splits in real time.

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 realtime traffic demands. The forecasted 2028 analyses include the proposed signal timings, provided by Town staff, to be implemented as part of the Town's ATCS project, as well as the approved and committed trips from the Traffic Impact Studies of the following proposed sites' addresses: 125 Worth Avenue, 139 North County Road, and 363 Coconut Road.

Table 6-5 also identifies the forecasted level of services and delays for all study intersections during the weekday AM and PM peak hours for the year 2028. As demonstrated, all signalized intersections are expected to operate at an acceptable Level of Service (LOS) D or better during the AM and PM peak hour scenarios. **Intersection #16, Coconut Row and Royal Palm Way**, is expected to improve from an overall existing LOS E with 61 seconds of delay to an overall LOS C with 21.8 seconds of delay during the AM peak scenario. The PM peak scenario is not discussed for this intersection, as neither the existing nor proposed PM peak results show any failures. Unsignalized intersections were also evaluated, all individual approaches during the AM peak scenario are expected to operate at an acceptable LOS D or better. During the PM peak hour scenario, all individual approaches, except for the westbound (WB) movement at the Bradley Place and Sunset Avenue intersection (intersection #13) will operate at an acceptable LOS D or better.

The Westbound (WB) movement at **Intersection #13, Bradley Place and Sunset Avenue** is expected to operate at a LOS F with 63.6 seconds of delay. Since this is an unsignalized intersection with heavy northbound (NB) and southbound (SB) movement when compared to the WB movement, evaluated improvements were limited to geometric improvements. The addition of an extra WB lane was evaluated, so the evaluated configuration for the WB movement was a WB shared through-left and an exclusive WB right, all other movements and lane assignment remain the same as the existing conditions. This kind of improvement yields the same LOS F but with 58.2 second of delay, which is a little over 5 seconds of improvement in delay. A signal warrant analysis can also be contemplated at this intersection, volumes for three (3) out of the four

(4) hours collected seem to be high enough. Should a signal warrant analysis indicate that a signal is warranted at this intersection, signal coordination with nearby traffic signals would be necessary.

## MULTIMODAL TRANSPORTATION SERVICES

Public transit services, including disadvantaged services, are provided by PalmTran, the countywide system, which operates two (2) bus routes that connect destinations within the Town to the City of West Palm Beach. The Town does not directly provide transit services. Map 6.7 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.



Map 6.7 Public Transit Map

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. In the past 12 months, ridership has grown 63%, from 7,098 passengers in March 2022 to 11,606 unique passengers in March 2023. In that same time span, 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 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.<sup>8</sup>

## **PARKING SUB-ELEMENT**

Parking in the Town of Palm Beach has been an identified issue since 1929 Town Plan. However, there has not been formal recognition within the Town of Palm Beach Comprehensive Plans since comprehensive planning was statutorily required in the 1970s. With the subject 2024 updated Comprehensive Plan, a new Parking Sub-Element has been created.



Sunrise Avenue Street parking

As the Town of Palm Beach is a destination for visitors for its natural and architectural beauty, shops, and restaurants, parking availability and utilization has continued to affect the daily life of the Town's residents. The residents of the Town of Palm Beach have expressed concerns that land development and parking regulations in the commercial areas need improvement, with an emphasis on parking management.

The parking analysis portion of the Town of Palm Beach Traffic Analysis and Commercial Parking Study, prepared by the Corradino Group, focused on the

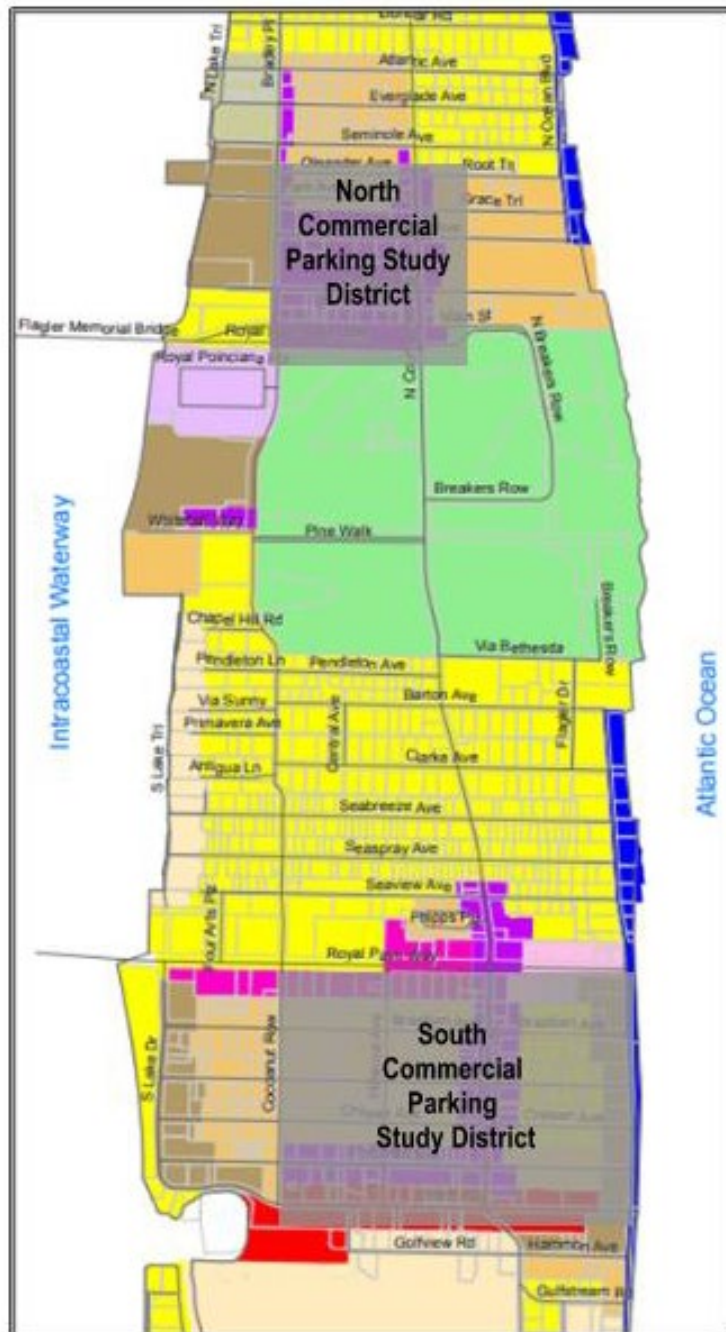
commercial area. The study area examined the land designated as Commercial, divided further by zoning district, and included the following.

- 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).
- In addition to a few private lots, garages, and valet operations.

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<sup>8</sup> <https://downtownwpb.com/news/town-of-palm-beach-invests-in-pilot-expansion-of-free-circuit-on-demand-service/>

The Study area distinguished the South and North Commercial Parking Districts as displayed on Exhibit 6-6.



The South Commercial Parking Study District, shown on Exhibit 6-7, is the Town’s primary tourist destination and is bound by Royal Palm Way to the north, South Lake Drive to the west; South Ocean Boulevard to the east and to the south, the alley south of Worth Avenue.



Exhibit 6-7 South Parking Study District

The South Commercial Study District included 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. For the entire area, only about 70% is available to the public for self-parking, with the rest reserved for special uses, used for commercial and passenger loading, valet areas, or reserved for residential and dock permit holders.

Ownership patterns and proprietary 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 public self-parking. In total, the restrictions lower the publicly available parking supply by 35% in the South Parking Study District as displayed in Table 6-6.



Table 6-6  
South Study District Parking Space Availability by Regulation-

	<u>Total</u>	<u>Publicly Available Monday-Saturday</u>	<u>Publicly Available Sundays, Holidays</u>	<u>Available via Valet</u>	<u>Available to Specific Business</u>	<u>Parking By Permit Only</u>	<u>Not Available</u>
<u>On-Street Parking</u>	<u>1,188</u>	<u>749 (63%)</u>	<u>776 (65%)</u>	<u>n.a.</u>	<u>n.a.</u>	<u>322 (27%)</u>	<u>117 (10%)</u>
<u>Off-Street Parking</u>	<u>1,350</u>	<u>895 (66%)</u>	<u>895 (66%)</u>	<u>79 (6%)</u>	<u>82 (6%)</u>	<u>n.a.</u>	<u>294 (22%)</u>
<u>Total</u>	<u>2,538</u>	<u>1,644 (65%)</u>	<u>1,671 (66%)</u>	<u>79 (3%)</u>	<u>82 (3%)</u>	<u>322 (13%)</u>	<u>411 (16%)</u>

As displayed in Exhibit 6-7, the North Commercial Parking Study District is smaller, and a more locally serving commercial area to the north of the Breakers Golf Course. This District is bound by Park Avenue to the north, Bradley Place to the west, North County Road to the east and Royal Poinciana Boulevard to the south.

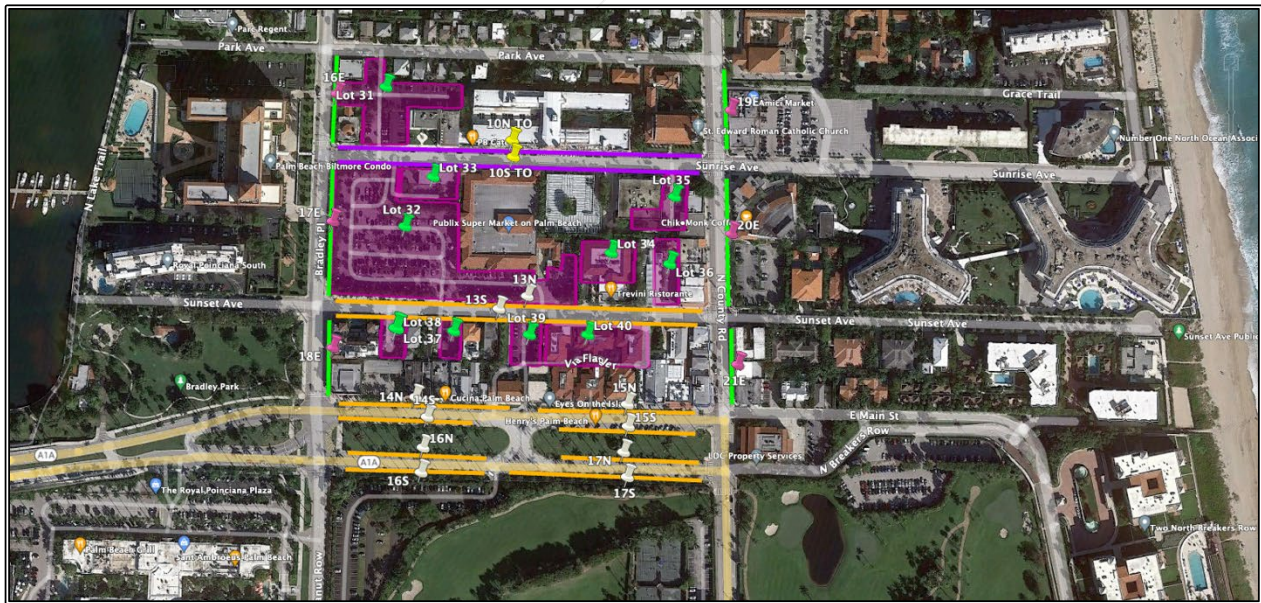


Exhibit 6.8 North Parking Study District

In the North Commercial Parking Study District, on-street parking is less impacted by restrictions, where there are 220 on-street parking spaces in total, and only nine (9) are regulated as commercial and passenger loading zones or taxi stands, leaving 96% available for public self-parking. The off-

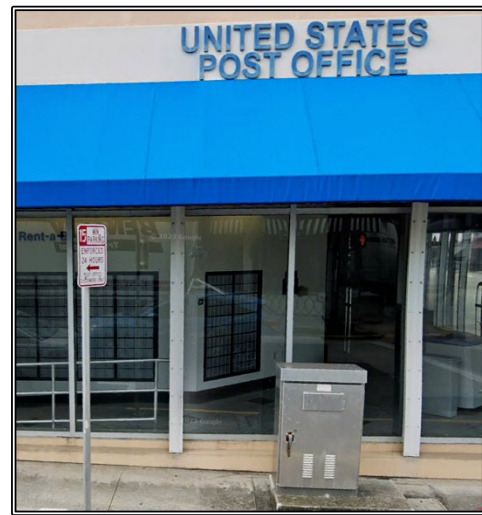
street parking in the North Commercial Parking Study District is more impacted by ownership patterns and proprietary restrictions. Of the 502 off-street spaces, 386 (77%) are publicly available for self-parking. In the North Commercial Parking Study District, restrictions lower the publicly available parking supply by 17%.

<p style="text-align: center;"><u>Table 6-7</u>  <u>North Study District Parking Space Availability by Regulation-</u></p>							
	<u>Total</u>	<u>Publicly Available Monday-Saturday</u>	<u>Publicly Available Sundays, Holidays</u>	<u>Available via Valet</u>	<u>Available to Specific Business</u>	<u>Parking By Permit Only</u>	<u>Not Available</u>
<u>On-Street Parking</u>	<u>220</u>	<u>211 (96%)</u>	<u>211 (96%)</u>	<u>n.a.</u>	<u>n.a.</u>	<u>0</u>	<u>9 (4%)</u>
<u>Off-Street Parking</u>	<u>502</u>	<u>386 (77%)</u>	<u>386 (77%)</u>	<u>0 (0%)</u>	<u>54 (11%)</u>	<u>60 (12%)</u>	<u>2 (&lt;1%)</u>
<u>Total</u>	<u>722</u>	<u>597 (83%)</u>	<u>597 (83%)</u>	<u>0 (0%)</u>	<u>54 (7%)</u>	<u>60 (8%)</u>	<u>11 (2%)</u>

For each district, two (2) forms of parking data were collected, accumulation studies and occupancy studies. The Accumulation Studies are a “snapshot” of conditions that measure occupancy of available spaces. If there is high utilization, above 90%, then either more spaces are needed 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 accumulation studies were performed during the three (3) time periods.

- Midday Weekday from 12:00 noon to 2:00 pm to capture the presumed peak for offices, retail, and restaurant patronage on a weekday. The data was collected on Wednesday, March 8, 2023.
- Weekend Afternoon from 3:00 pm to 5:00 pm to capture the presumed peak for shopping and visitor traffic prior to dinner hours. The data was collected on Saturday, March 4, 2023.
- Weekend Evening from 6:00 pm to 8:00 pm to capture the peak for restaurant and evening entertainment patronage. The data was collected on Saturday, March 4, 2023.

According to the study, in addition to peak accumulation, a key data point for parking analysis is the understanding as to how long a parking space is occupied. Long occupancies are typical of work and residential parking patterns; however, in a retail and services setting, long occupancies can exacerbate parking supply insufficiencies by not turning over spaces often enough for newly arriving patrons to find available parking spaces. In a retail and services setting that is combined with high tourism, it is more typical to experience longer occupancy in the system as tourists visit multiple destinations that may include longer duration activities such as full-service dining or visiting the beach.



Post Office on South County

Furthermore, if overall there is sufficient parking for the district, individual “walksheds” are also considered to provide parking that is of a service quality that satisfies residents, employees and business patrons. A walkshed is defined as distances of approximately a five-(5) minute walk time, about ¼-mile from parking space to destination. To the purpose of understanding potential local parking supply deficiencies, the distribution of parking accumulation results are disaggregated by street segments and mapped to visualize spatial patterns of unmet parking needs. These results help identify localized parking insufficiencies that can be addressed with locationally specific parking capacity improvements or parking management alternatives.

The study indicated that long-term parking should be regulated to off-street locations to allow for convenient “hitching post” parking on the street to support short-term retail access by patrons, by having clearly visible short-term parking spaces in the immediate vicinity of short retail visits. Short retail visits include retail purchases of goods from store inventories, or personal services that are on a drop-off and pick-up basis, such as cobblers, but not services where the service is performed while the patron is present, such as barbers and doctors. The shortest-term parking in Palm Beach are the five (5) spaces at the post office that are limited to 15 minutes.

Throughout the South and North Commercial Parking Study Districts, all on-street parking is regulated to two (2) hours or less. On one hand, this supports shopping and multiple destinations, browsing and dining; however, a shorter duration of ½ to 1 hour or less would better support the businesses that require short-term visits.

The study also examined Chapter 134, Article IX, Off-Street Parking and Loading, and compared the regulations with three (3) similar communities to determine if parking standards need to be modernized to fit contemporary forms of development, as well as contemporary travel and vehicle usage patterns. Existing and future parking deficiencies were identified within the area of the study based on existing development, and for future conditions based on near-term projected development scenarios.

Valet parking is prevalent within the midtown section of the Town. These services are necessary as parking is limited and as a result can be inconvenient. The Town of Palm Beach Police Department administers the valet parking agreements with private businesses and one (1) with the Preservation Foundation. Currently there are 32 such valet parking agreements. 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 the Town Council in 2022 directing the Town of Palm Beach Business and Administrative Committee to examine the parking problem. What resulted has been a proposed Six (6)-Point-Parking Program, referred to as Palm Beach ParkMobile Expansion.

- 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

## **SUMMARY**

Due to the geographic and developmental limitations, the traffic circulation system in the Town is limited in the ability to physically change the roadway network to improve automobile circulation. The Town should consider the data and conclusions of the Traffic Analysis and Commercial Parking Study prepared by The Corradino Group and make any warranted policy decisions to better manage existing and future parking conditions. The transportation planning strategies by the Town should focus on improvements that are operational in nature, such as traffic signalization, alternative modes of transportation and controlled bridge openings during peak hours. The ParkMobile Expansion program should be further evaluated in concert with the approved Valet Parking Plans. Additionally, applications for development or modifications to existing uses within the Town should continue to undergo a review of site-specific traffic impacts.

As previously stated, the subject updated 2024 Comprehensive Plan, will separate the Data and Analysis from the adopted Goals, Objectives, and Policies. This process will allow continuous updates to critical issues contained within the Comprehensive Plan. Specific to the Transportation Element, this new process will allow staff to monitor conditions to improve the issues associated with traffic and parking.

To improve the quality of life and economic viability of the commercial areas, the Town should consider revising the land development and parking regulations and conduct improved parking audit information for a data-driven approach. Additionally, as with the Conservation, Historical Preservation and Infrastructure Elements, the efforts of the Town of Palm Beach Strategic Plan are being recognized within the Comprehensive Plan.