

# TOWN OF PALM BEACH

Information for Town Council Meeting on: December 10, 2024

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To: Mayor and Town Council

From: Wayne Bergman, MCP, LEED® AP, Director of Planning, Zoning & Building

Cc: Kirk Blouin, Town Manager

Re: Planning and Zoning Commission Meeting of December 3, 2024

Date: November 26, 2024

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## **BACKGROUND**

As traffic and parking management have moved to the forefront of quality-of-life issues in the Town, the Planning and Zoning Commission (PZC) will be reviewing at their December 3, 2024, meeting, the list of recommendations developed by the Corradino Group to assist with traffic and parking management. A summary of that discussion will be presented to the Town Council on December 10, 2024.

## **General information**

The “Town of Palm Beach Traffic Analyses & Commercial Areas Parking Study” prepared by the Corradino Group in July 2024 provided the following series of recommendations that the Town should consider:

### **Intersection Capacity Analysis**

- Complete annual evaluations of the Adaptive Traffic Control System (ATCS) that provides the LOS and average delay – seconds/vehicle as well as other traffic signal performance measures from the Econolite Centrac SPM module. As the ATCS’ objective is to provide optimized signal timing plans based on real-time traffic demands and Synchro software does not model proprietary algorithms from the Econolite Centrac Adaptive signal control system.
- Continue to monitor queue lengths at all signalized intersections to make sure adequate capacity is provided to meet the travel demand.
- Complete a corridor study of Sunset Avenue between Bradley Place and North County Road. This study should evaluate the corridor's traffic operations after the conversion from two-way to one-way operations. It should also review the traffic operations at the existing Publix driveway connections to Sunset Avenue. Aerial drone technology should be utilized to capture actual field conditions during peak hours.
- Complete a traffic signal warrant study at the Sunset Avenue and Bradley Place intersection per MUTCD criteria. The study should be completed if Sunset Avenue reverts to a two-

way corridor between Bradley Place and North County Road.

- Coordinate with FDOT and the United States Coast Guard to make the reduced peak period drawbridge openings permanent. This should include modifications to the mid-afternoon peak hour between 3:00 and 4:00 p.m.
- Increase the number of road segments to evaluate as part of the Town's Annual Roadway Level of Service Evaluation. This should include key local road segments in addition to the 14 currently evaluated.
- Complete average travel time evaluation along with field queueing reviews during peak season at the following road segments:
  - Cocoanut Row- Royal Palm Way south to Chilean Avenue
  - Cocoanut Row- Royal Palm Way north to Seabreeze Avenue
  - Bradley Place/N. Lake Way- Royal Poinciana north to Wells Road
  - South County Road- Royal Poinciana to Oleander Avenue Aerial

Drone technology should be utilized to capture actual field conditions during peak hours.

#### Seaview Avenue Traffic Operations/Conditions

Based on the field review observations, Palm Beach Day Academy experiences longer vehicular queues during the school's dismissal period along Seaview Avenue and then continues north on S. County Road to Seaspray Avenue on the southbound (SB) outermost lane of S. County Road, while the innermost southbound travel lane continues to flow. The Town may consider the following to improve the vehicular queue:

- Explore the possibility of restricting on-street parking, not related to the school's pick-up operations, along Seaview Avenue during the school's dismissal period, and allow these on-street parking spaces to serve as additional staging areas for students' pick-up.

#### Parking Supply

At this time, the Corradino Group does not recommend additional capacity to be built until management strategies are implemented to utilize more efficiently the existing the existing parking supply in the South Commercial Parking Study District or in the North Commercial Parking Study District.

#### Parking Management

- Implementation of Dynamic Parking Wayfinding via smartphone applications for residents and visitors parking. Dynamic wayfinding means that the application keeps track of the nearest location of a parking space in real time and can guide the driver along the quickest path to the space. The same application may also be used to reserve a space ahead of time. Without the need for physically posted signage, the application can also manage demand by varying the cost of spaces as well as the parking duration rules, and even can vary the price based on parking duration, such as discounting the first hour or half hour to incentivize faster turnover, especially at on-street locations where higher turnover is desired.

- Adoption of an app-based paid parking system applicable to all public parking spaces throughout both business districts. The Town should also pursue agreements to integrate large parking facilities into the program. The app-based system should include the following functionalities:
  - Dynamic tracking of parking supply, occupancy, and time until empty.
  - Establish maximum parking durations that can be adjusted to manage utilization within the districts. o Variable pricing to manage demand.
  - Variable pricing to manage turnover, such as discounted initial parking rates that scale up the longer a vehicle remains.
  - Easy and convenient touch-free payments for the consumer, with notifications when time is getting low.
  - Ability to integrate a residential tag program by permitting long term and overnight parking for residents and their guests, but not other visitors.
  - Ability to implement an employee program that permits long-term day parking for employees.
  - Revenue tracking for the Town.
  - Enforcement notifications are used to identify vehicles that remain in a space over time.
  - Provide management data to the Town monthly to support the Town's ongoing parking management and identify localized and temporary shortages.

### Valet Parking

Analysis Based on the valet parking queuing operational analysis results and review of the valet parking schematic diagrams on file at the Town, the Town should consider the following recommendations which are provided in short-term, mid-term and long-term efforts.

- Short-Term:
  - Develop a valet parking operational plan methodology (policy/code update). The valet parking methodology should be requested from the applicant/owner and should include detailed information on the proposed valet routing plan, anticipated queueing, pick-up/drop-off operations, including valet stand location and the number of valet operators, as well as specific details regarding the use of off-site surface parking lots or parking garages in the valet parking operations and the number of parking spaces allocated and/or necessary for the same.
  - Create a GIS layer of existing approved valet parking locations within the Town. Populate the GIS layer with parking requirements for each commercial location, assigned parking spaces/lots, etc. For example, several restaurant owners use the Apollo Parking lot for valet operations. There should be a parking inventory of how many parking spaces in surface parking lots or garages are already accounted for in these approved valet operations.
  - Continue to review each valet parking permits/agreement annually and make any necessary modifications where necessary. The Town of Palm Beach Police Department

will also reevaluate the internal valet parking policies and processes and make any necessary modifications to ensure a comprehensive code enforcement process is implemented. Use aerial drone technology periodically to monitor and document valet operations during peak periods to ensure the valet plan on file as part of the permit is working as intended.

- Mid-Term:
  - Request that existing restaurant owners provide the valet parking operational plan per the Town's approved methodology. •
- Long-Term:
  - Create an overall valet parking circulation master plan per District that can be reviewed and updated by Town staff as necessary.

WRB:JGM:JHD