

Countywide Transportation Master Plan

Public Summit
Draft Recommendations

June 30, 2026 – July 9, 2026

Countywide Locations
6:00 PM – 8:00 PM

Agenda

1. Purpose & Process
2. Existing & Future Conditions
3. Corridor Analysis
4. Draft Recommendations
5. Next Steps & Feedback

PURPOSE

The CTMP establishes a framework for coordinated, countywide transportation planning, enabling local jurisdictions to update their plans, align corridor improvements, and implement strategies that reflect community needs and support long-term, plan-based investments.

CTMP Planning Framework

A unified baseline for coordinated, countywide transportation and mobility.



Regional Mobility Best Practices — Establish consistent approaches for efficient, connected transportation



Safe Streets Design — Embed safety-focused, Complete Streets principles



Corridor Planning — Coordinate improvements across regionally significant, multi-jurisdictional corridors



Land Use & Transportation Integration — Align development patterns with mobility systems



Unified Policies & Processes — Standardize goals, policies, and coordination across jurisdictions

Feedback We Are Requesting

- As the CTMP moves toward completion, we invite community members and stakeholders to review the draft recommendations and share their feedback.
- Final recommendations will reflect community needs, regional goals, and shared priorities.
- Please review the materials and complete the survey at the end of the virtual room.
- Feedback received will be used to refine the recommendations to the Palm Beach County, Board of County Commissioners.

Slide 3

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COORDINATION PROCESS



Palm Beach County Departments

The Palm Beach County Planning, Zoning, and Building Department together with the Engineering and Public Works Department and other key county departments plays a vital role in the development of the PBC CTMP. These departments work closely with the project team to ensure all entities are represented throughout the planning process.



Technical Advisors from Steering Committee

The Technical Advisors from the Steering Committee consists of members from IPARC 2.0 and from the 39 municipalities as its foundation but expands to include members from the transportation group, non-transportation public entities, engineering and technology professionals, and applicable County departments. This expansion is important for improving the technical understanding of capacity counts, design guidelines, and ensure priorities fit into the broader infrastructure needs. They ensure consistency with local comprehensive plans before the CTMP is sent to the MICFEC and to the BCC for final approval.



Multijurisdictional Issues Coordination Forum Executive Committee (MICFEC)

Refines issues, sets strategy, and drafts policies. This committee is composed of elected representatives from Palm Beach County. MICFEC also functions as the entity that assists the consulting firm responsible for the Countywide Transportation Plan. It contributes to the development and review of the Countywide Transportation Master Plan (CTMP). MICFEC also functions as the Oversight Board for the consulting firm responsible for the Countywide Transportation Plan.

GOALS AND OBJECTIVES

Stakeholder input shaped CTMP goals through meetings, workshops, and public engagement.

Local municipalities can use CTMP goals to guide transportation investments in their jurisdictions.

Draft goals reflect community input for a safer and more reliable system that supports multimodal options.

Final recommendations will be tailored to reflect each municipality's desired densities to support future growth.

		Goal 1	Goal 2	Goal 3	Goal 4	Goal 5	Goal 6	Goal 7
Goal	» Broad » Big Picture » Long Term » Provides Direction » Aspirational » Aligns with the vision	**Safe & Resilient Multimodal Transportation System** Ensure the safety and security of all users across all transportation modes including vehicles, bicycles, pedestrians, and transit by implementing comprehensive measures that address physical safety, perceived security, and equitable access.	**Efficient and Reliable Multimodal Mobility** Deliver a transportation system that optimizes efficiency and reliability across all modes including vehicles, transit services (**Palm Tran, Tri Rail, Brightline**), bicycles, and pedestrian pathways to further equitable access while balancing coverage, capacity, and frequency.	**Integrated, Accessible, and Low Stress Multimodal Connectivity** Create a seamless transportation network that connects all modes—transit, freight, bicycles, and pedestrians—while prioritizing comfort, safety, low stress travel conditions, and efficient use of existing infrastructure with flexibility for targeted expansion where needed.	**Resilient and Sustainable Infrastructure** Develop and maintain infrastructure that withstands environmental, economic, and operational challenges while minimizing environmental impacts and supporting long term community and economic needs through data informed investments.	**Integrated Land Use and Economic Development for Sustainable Mobility** Align transportation planning with land use and economic development strategies to improve trip efficiency and accessibility, support efficient mobility, and encourage context appropriate balanced growth across the county.	**Financially Sustainable and Value Driven Investments** Deliver transportation solutions that maximize return on investment, align with community priorities, and maintain fiscal responsibility through transparent, data informed funding strategies.	**Consensus Driven and Meaningful Public Engagement** Facilitate transparent, inclusive, and purposeful engagement processes that balance expert recommendations with community input, ensuring feedback is actionable, representative, and aligned with project timelines.
Objectives	» Narrow » Granular » Quantitative » Shorter term	Eliminate fatalities and serious injuries across all modes of transportation while enhancing security through proactive approaches and measurable targets.	Improve system efficiency and reliability for all users by expanding underutilized modes, enhancing connectivity, and implementing clear, measurable performance indicators that reflect real world travel experience and infrastructure readiness across all modes.	Provide a safe, low stress, and well connected multimodal network that enhances accessibility, optimizes infrastructure utilization, supports expanded commuter transit options, and strengthens first and last mile connectivity through frequency, design, and corridor specific solutions.	Protect and strengthen infrastructure against vulnerabilities and reduce environmental impacts by incorporating risk based planning, context sensitive sustainability indicators aligned with state and federal policy, and adaptive strategies that support economic vitality.	Coordinate transportation investments with land use and economic development policies to minimize vehicle miles traveled (VMT) per trip, encourage multimodal accessibility - particularly in low and very low income areas - and promote data driven, equity focused decision making.	Ensure transportation investments are cost effective, fundable, and strategically prioritized by leveraging diverse funding sources, evaluating full lifecycle and user costs, controlling cost escalation, and tracking performance against measurable financial and quality of life outcomes.	Design engagement activities that promote broad participation - including seniors, youth, and people of all abilities - generate consensus based feedback, integrate engagement with planning milestones and policy decisions, and measure the effectiveness and realism of engagement opportunities.

EXISTING CONDITIONS

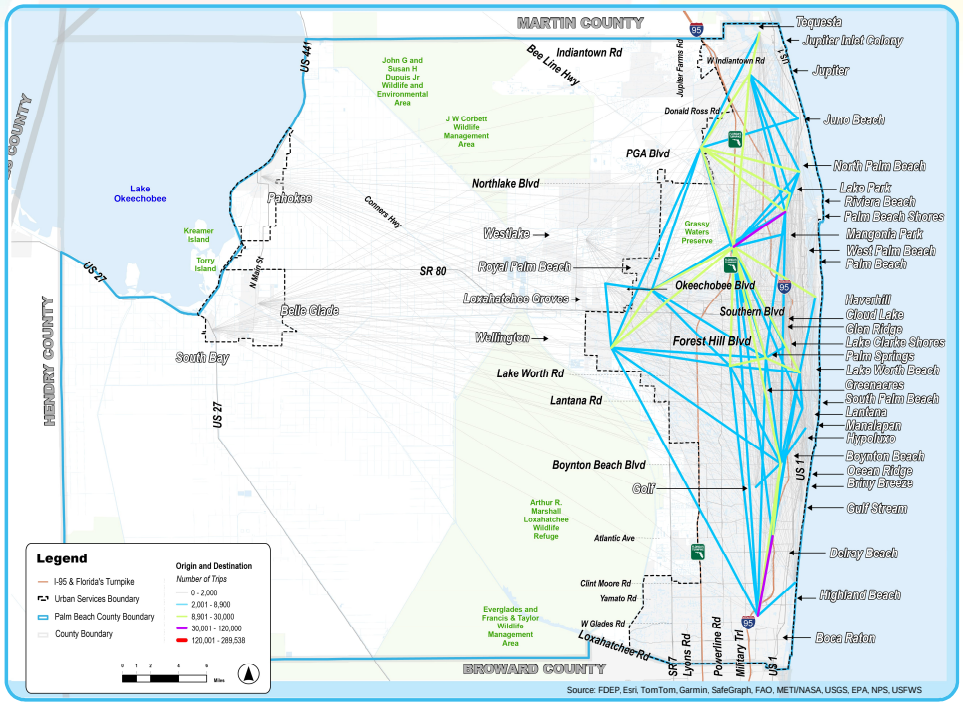
During the Discover phase, the team gathered input from residents, businesses, community organizations, County Commissioners, municipal staff, and regional partners to better understand local transportation needs. The team also reviewed plans, policies, and studies from all 39 municipalities, along with other county and regional planning documents, to identify shared priorities and opportunities for coordination across the county. Public outreach included the project website, in-person and virtual open houses, County communications, and multilingual surveys so residents could share their experiences and concerns.

People across Palm Beach County expressed their desires for a transportation system that is safer, better connected, and able to serve different types of travel needs. Early feedback pointed to several recurring concerns:

1. Improve east-west travel
2. Expand transit options
3. Address congestion
4. Make streets safer for people walking and biking

The existing conditions work looked at where people live and work, how land is used, and how the transportation system functions today. Demographic and socioeconomic trends, land use patterns, roads, transit, bicycle and pedestrian facilities show that Palm Beach County has many ways for people to get around, but travel conditions are not the same everywhere.

Land use patterns differ from east to west in the county. The eastern part of the county is more developed and has more jobs, services, and transportation options, while western communities often have longer travel distances and fewer connections. The analysis also shows that some roads are congested, transit access can be uneven, and gaps in sidewalks, bike facilities, and first- and last-mile connections can make it harder for people to travel safely and comfortably. Areas with peak hour congestion are typically the links between land uses with higher concentrations of jobs and residential areas. These findings help identify where future improvements may be needed.



The study team also tracked available information pertaining to cross-jurisdictional travel using the ArcGIS Pro Origin-Destination (O-D) Analysis tool to understand patterns between municipalities. This analysis was calculated using information from the latest version of the Southeast Florida Regional Planning Model (SERPM) and complemented with big data from resources such as Replica, which allow analyses of diverse datasets for planning.

The colored lines represent trips within each city area with the largest number of internal trips starting and stopping within the city limits of Boca Raton, Boynton Beach, Delray Beach, Jupiter, Palm Beach Gardens and West Palm Beach. The heaviest travel is between Boca Raton and Delray Beach in the south, and between Riviera Beach and West Palm Beach in the north.

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FUTURE CONDITIONS

To explore how transportation needs will change over time, the CTMP analysis looked ahead to the year 2050 and tested different future scenarios using a regional travel model.

One future scenario, called the “Existing plus Committed” or No-Build scenario, shows where the network improvements would be if only projects that are already funded and approved move forward.

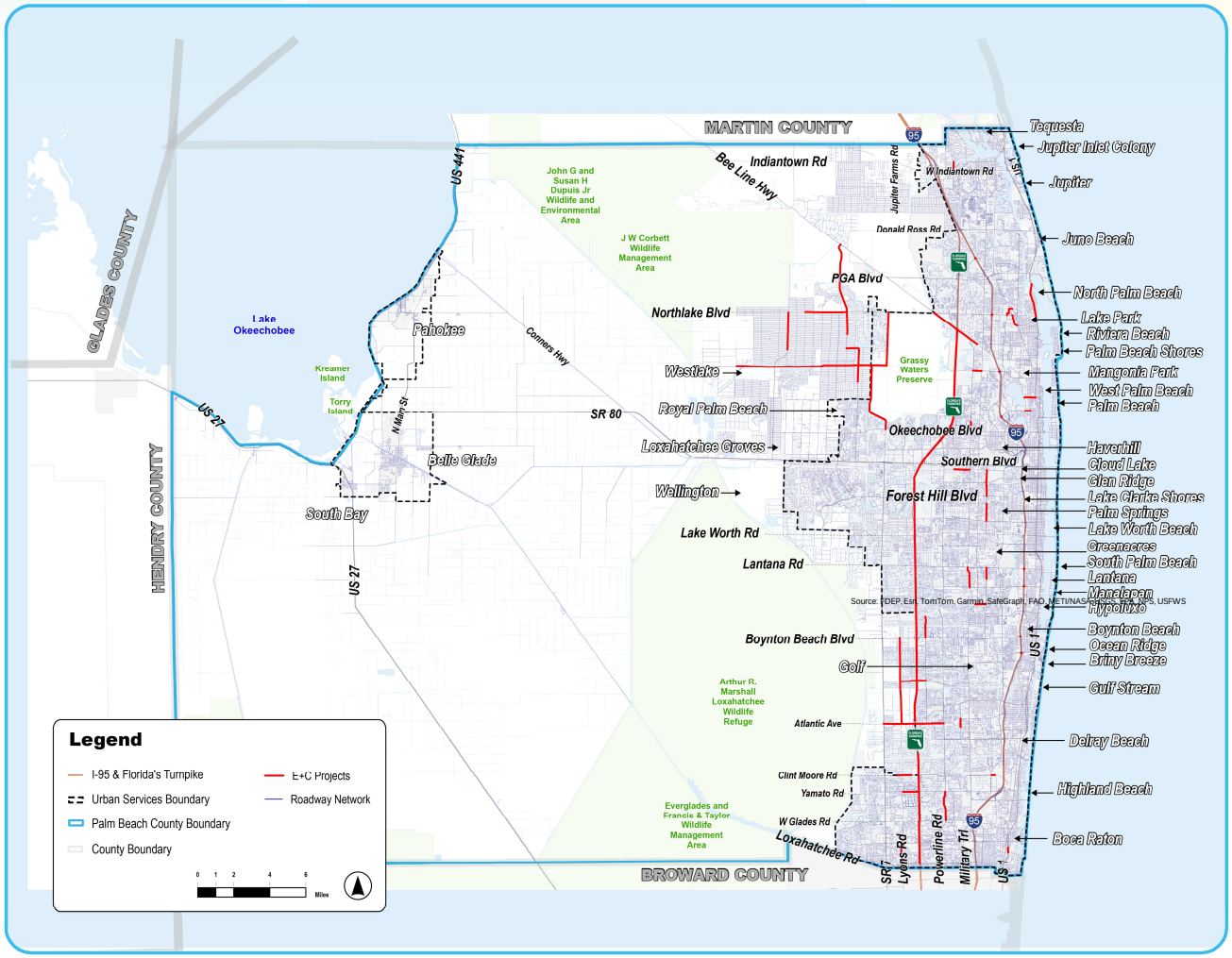
1 This includes roadway widenings, intersection improvements, interchange upgrades, and transit service changes that are already included in official plans.

2 Provides a baseline to assess future conditions without new major investments, highlighting remaining gaps and where additional improvements may be needed.

Another scenario, called the "Increased Socioeconomic Growth" examines the potential mobility and traffic implications of stronger-than-anticipated population and employment growth in Palm Beach County by 2050. Specifically, this scenario explores how elevating the socioeconomic inputs to the medium-high and high Bureau of Economic and Business Research (BEBR) projection levels may affect overall transportation system conditions.

By comparing scenarios, the CTMP analysis can show how congestion, travel options and connections across the transportation system may change over time.

Modeling efforts provide one tool to identify areas which require different strategies and solutions to support the County’s long-term goals for mobility, access, and sustainability. The modeling data outputs and analysis directly inform the draft recommendations in the later stages of the CTMP.



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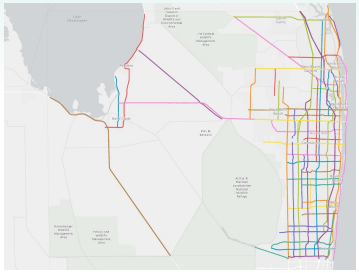
COUNTYWIDE ANALYSIS

Regional Focus

Entire network was defined and examined:

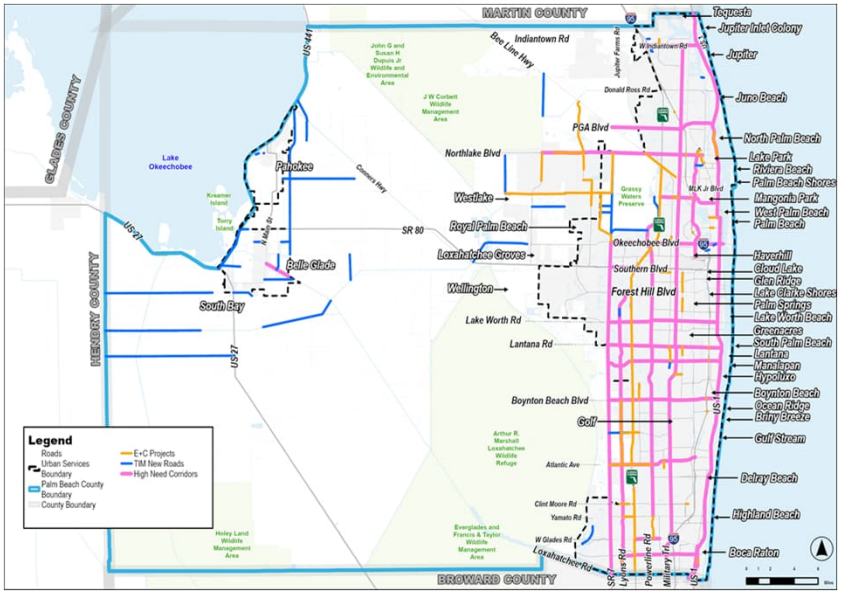
208 segments were generated to capture full roadway network.

51 corridors identified as providing regional and/or cross-jurisdictional connectivity.



21 corridors identified as having 'high needs' in the future.

Indiantown Rd	Lake Worth Rd	Old Dixie Hwy
Military Trail	Congress Ave	Dixie / Federal Hwy
PGA Blvd	Atlantic Ave	45th St.
Northlake Blvd	Glades Rd	CR 880
Okeechobee Blvd	Palmetto Park Rd	Hypoluxo Rd
Southern Blvd	SR-7	Lantana Rd
Jog Rd	Lyons Rd	Boynton Beach Rd



Recommendations Process

STEP 1

Network Analysis

Countywide network was examined to identify baseline capacity conditions and existing gaps for all modes

STEP 2

Demand and Growth Projections

Developed growth scenarios to understand future demand and impact of transportation network through 2050

STEP 3

Project Inventory

Compiled existing and planned projects from adopted plans and programs via extensive coordination with municipalities and stakeholders

STEP 4

Identified High-Needs Corridors

Determined corridors of regional significance and defined areas for recommendations:

- Roadway Capacity
- Operational/Technological
- Multimodal/Bike/Ped/Transit
- Transportation Demand Management

STEP 5

Recommended Solutions

Determined treatment options to address identified needs:

- Multimodal Typical Section Toolbox
- New Roadways and Widenings
- Operational Enhancements
- Policy Updates

STEERING COMMITTEE REVIEW & VALIDATION

Concept recommendations were presented to the Project Steering Committee (IPARC 2.0+) for feedback and now available for the public to provide input. Throughout development of the CTMP, members of IPARC 2.0+ provided support to validate findings and refine corridor priorities.

CORRIDOR ANALYSIS

Working directly with project stakeholders, the following 21 unique corridors (over 126 miles) were identified for analysis to understand opportunities to enhance mobility, aligned with the project goals.

Corridor 1	45th Street, FL Turnpike to Greenwood Avenue (4.5 miles)
Corridor 2	Congress Avenue, Belvedere Road to Northlake Boulevard (8.1 miles)
Corridor 3	County Road 880, SR-80 (Main Street) to Duda Road (2.2 miles)
Corridor 4	Glades Road, FL Turnpike to St. Andrews Boulevard (2.1 miles)
Corridor 5	Hypoluxo Road, US441/SR-7 to US-1 (10 miles)
Corridor 6	Indiantown Road, Turnpike to Central (1.21 miles)
Corridor 7	Jog Road, Yamato Road to Roebuck Road (24 miles)
Corridor 8	Lake Worth Road, US441/SR-7 to US-1 (9.2 miles)
Corridor 9	Lantana Road, US441/SR-7 to US-1 (9.5 miles)
Corridor 10	Military Trail, Lake Worth Road to Southern Boulevard (4.1 miles)
Corridor 11	Northlake Boulevard, Coconut Boulevard to Alt SR-A1A (10.0 miles)
Corridor 12	Okeechobee Boulevard, Seminole Pratt Whitney Road to Flagler Drive (16 miles)
Corridor 13	PGA Boulevard, Military Trail to US-1 (2.6 miles)
Corridor 14	Southern Blvd, US441/SR-7 to North Cleary Road (2.75 miles)
Corridor 15	SR-7, Broward County Line to Glades Road (2.8 miles)
Corridor 16	Palmetto Park Road, Lyons Road to US-1 (6.22 miles)
Corridor 17	Kirk Road, Southern Boulevard to Summit Boulevard (1 mile)
Corridor 18	Haverhill Road, 45th St to Okeechobee Boulevard (3.66 miles)
Corridor 19	Lyons Road, Atlantic Avenue to Clint Moore Road (3.11 miles)
Corridor 20	Skees Road, Okeechobee Boulevard to Belvedere Road (1.1 miles)
Corridor 21	Atlantic Avenue, US-441/SR-7 to FL Turnpike (1.88 miles)

This analysis was completed for each corridor, including existing conditions evaluation, land use considerations, safety analysis and technology. Further, mobility improvements for each corridor were proposed for each corridor to support a balance of existing vehicular capacity with future transit and first/last mile connectivity for each corridor.

Existing Conditions Evaluation

- Roadway Jurisdiction Ownership: FDOT, County, Local
- FDOT Context Classification: C1 through C6
- Number of through travel lanes
- Posted Speed Limit
- FDOT Strategic Intermodal System (SIS) designation (if applicable)
- 2024 Traffic volumes
- Existing Right-of-Way (ROW) width

Land Use Considerations

- Land use analysis helps explain current development patterns and future growth across Palm Beach County's corridors.
- Existing and future land use shape travel demand, trip types, and multimodal needs.
- Understanding land use supports transportation recommendations that improve growth, access, safety, and long-term consistency with county goals.

Safety Analysis

- A five-year crash analysis using Signal 4 Analytics data was completed for all 21 corridors to support the County's goal of eliminating fatal and serious injury crashes.
- Many corridors are part of the High-Injury Network, highlighting the need for targeted safety improvements.
- Operational and design countermeasures should be evaluated during planning and design, guided by the Palm Beach Safety Action Plan.

Technology

- Technology improve corridor safety, mobility, and operations across all users and modes.
- Safety tools include signal timing and crossing enhancements, detection devices, speed management features, and better lighting.
- Mobility and operations technologies include micromobility, microtransit, autonomous services, signal coordination, Intelligent Transportation Systems (ITS), and transit priority.

Alignment to Future Needs and Feasibility

- Palm Beach County's Throughfare Identification Map (TIM) existing versus future Right-of-Way (ROW)
- Proposed Context Classification
- 2050 Future Annual Average Daily Traffic (AADT)
- Future Transit Type (if applicable)
- Mobility improvements noted from regional partners

DESIGN PRINCIPLES

The recommended design principles focus on options through context-sensitive design, Complete Streets principles, and expanded infrastructure. The final design principles will provide options for the local municipalities to adopt or endorse, as applicable for roadway design standards.

The CTMP recommends a five-step design methodology to guide corridor improvements across Palm Beach County to ensure safety, multimodal mobility, and context-sensitive design for all users.

UNDERSTAND AVAILABLE RIGHT-OF-WAY

Use the county's Thoroughfare Identification Map (TIM) to confirm available Right-of-Way (ROW) which is typically 80–140 ft and range from 80–240 ft.

EVALUATE CONTEXT CLASSIFICATION

Confirm FDOT context (C1–C6) and adjust based on future land use, transit plans, and multimodal needs.

APPLY DESIGN PRINCIPLES

Prioritize shared-use paths, micromobility, and safe walking/biking; strengthen multimodal options to grow transit choice riders.

DESIGN FOR BEST PRACTICE

Use FDOT/Public Right-of-Way Accessibility Guidelines (PROWAG)/National Association of City Transportation Officials (NACTO): Layer safety, sustainability, less impervious area, and shade canopy.

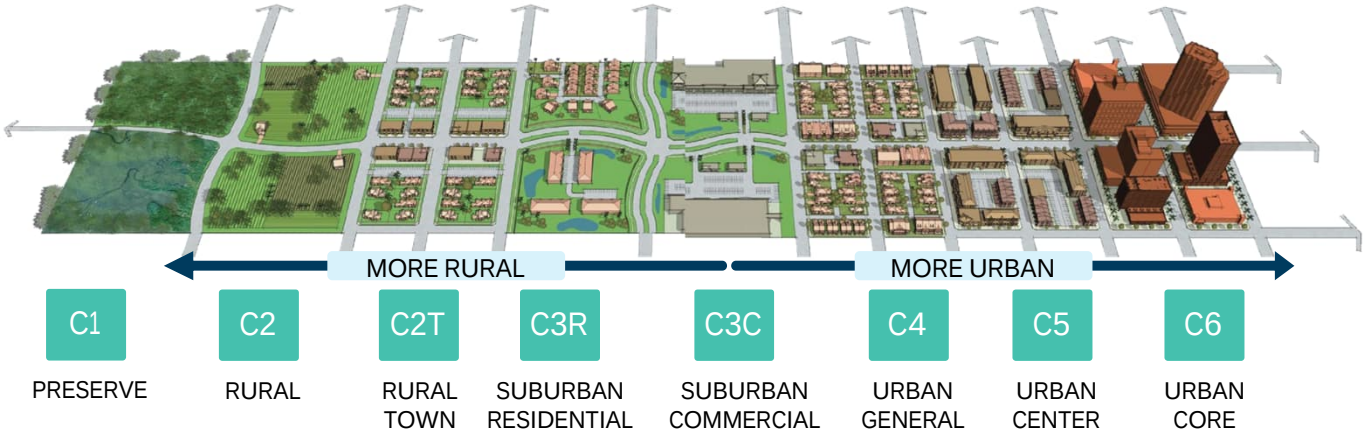
REVIEW CTMP TYPICAL SECTIONS LIBRARY

Select a baseline section by context group: C1/C2, C3R/C3C, C4, C5/C6—aligned to CTMP safety/mobility/sustainability goals.

Context Classification System (FDOT – Complete Streets)

Key Concepts

- At the heart of Complete Streets
- Puts the context in "context-based design"
- Based on the common "transect" system
- Allows fine-tuned designs beyond "urban/rural"
- Helps determine design criteria, including appropriate design speed



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DESIGN PRINCIPLES

Introduction

CTMP design principles emphasize multimodal transportation—shared use paths, micromobility, and safe pedestrian and bicycle infrastructure to advance safety, mobility, and accessibility and broaden travel and transit options countywide.

Best practices set minimum widths for transit, vehicle, and bike lanes, sidewalks, paths, parking, and trees, guiding right-of-way allocation by context. Palm Beach County follows the latest Florida Greenbook, balancing context-sensitive guidance with project goals, while lane counts reflect demand, modal split, and operations. Conceptual retrofit exhibits show how these principles and typical sections can upgrade existing corridors to improve safety and multimodal mobility while meeting countywide standards.

No concept contained in the draft typical sections should be construed as final County policy or as a commitment to implementation.

Draft recommendations are intended to establish suggestions, not requirements for municipalities and may not be applicable in all local contexts.

Where determined relevant and appropriate by local jurisdictions, these concepts may serve as optional 'tool-box' references for use and/or adoption.

The final concepts may include updated sizes for utility easements, the land set aside for utility lines, along with other changes shaped by feedback from the public and community partners.

Typical Sections

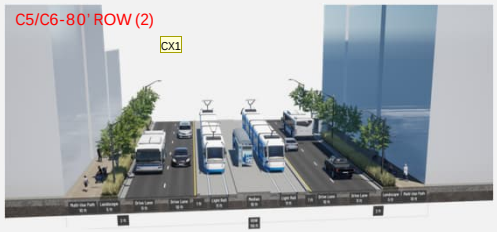
A draft library of typical sections, organized by context (C1/C2, C3R/C3C, C4, C5/C6) and right-of-way width, offers a flexible countywide framework for allocating right-of-way across modes rather than a single prescribed solution.

C5

C5/C6-110' ROW



C5/C6-80' ROW (2)



C5/C6-80' ROW (1)



C4

C4-120' ROW



C4-110' ROW (1)



C4-80' ROW



C3R/C3C

C3R/C3C-120' ROW (1)



C3R/C3C-80' ROW



C4-60' ROW

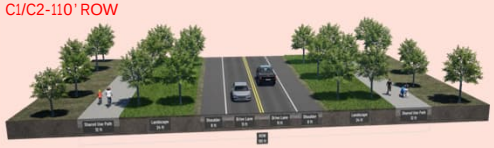


C3R/C3C-120' ROW (2)



C1/C2

C1/C2-110' ROW



C1/C2-80' ROW



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Building a Stronger, Smarter Transportation Network

The CTMP builds on local plans, so your community's priorities are preserved.
A layered approach to project and policy recommendations.

The Challenge

- Differing land use patterns in the county with diverse needs
- Growth and travel demand continue to increase
- Congestion and limited connections slow travel
- Limited travel choices for users
- Need for a safer, more connected system

How it works Together

- Transit and rail move large numbers of people quickly and reliably
- Technology keeps traffic flowing and gives priority to buses
- New connections provide alternate routes and reduce pressure on major roads
- Targeted capacity projects address the worst congestion and remove bottlenecks
- Active transportation networks connect people to transit, schools, parks, and jobs

Optimize First → **Expand Where Needed** → **Transform Where Necessary**

1. Move More People

- Frequent bus corridors
- Regional rail (Tri-Rail & Brightline)
- Downtown APM circulator

HIGH-FREQUENCY TRANSIT & RAIL

2. Operate Smarter

- Smart signals & real-time traffic management
- Transit signal priority (TSP)
- Traveler information & adaptive systems

TECHNOLOGY & SYSTEMS MANAGEMENT

3. Connect the Network

- Fill gaps with new roads
- Build reliver corridors
- Improve access & grid connections

NEW ROADS & KEY CONNECTIONS

4. Build Where Needed

- Widen key corridors
- Improve intersections
- Remove bottlenecks

TARGETED CAPACITY IMPROVEMENTS

5. Connect Active Communities

- Canal greenways & trails
- Complete streets & bike lanes
- Safe crossings & sidewalks

BIKE, PED & MICROMOBILITY

RECOMMENDATIONS – Roadways

Roadway and Traffic Projects from the CTMP Database

- 473 roadway/widening projects including future roads, lane expansions, and pavement maintenance
- 336 traffic/intersection projects focused on TSMO technology, safety improvements, and signal upgrades
- Major roadways: SR 7, US 1, Okeechobee Blvd, SR 80, I-95 interchanges, Lake Worth Road
- Built off the MPO's already-established 561 Plan
- Focused on the major roadways and needs identified in that study to maintain consistency with prior plans and studies

Major Themes from CTMP Database

- Lane improvements: 149 projects (widening, turn lanes, through lanes)
- Signal upgrades: 120 projects (timing, hardware, coordination)
- Intersection improvements: 85 projects (geometry, safety, operations)
- Corridor enhancements: 40 projects
- Pedestrian facilities: 40 projects (crossings, signals, accessibility)
- Interchange modifications: 30 projects (I-95, Turnpike)
- Safety improvements: 22 projects
- Capacity expansion: 13 projects

Flex-Lane (6 Lanes or More)



- ✓ PGA Boulevard: Parkway Drive to A1A
- ✓ Southern Boulevard: Lion Country Safari to I-95
- ✓ Palmetto Park: Various Segments
- ✓ Indiantown Road: Various Segments
- ✓ Glades Road: Various Segments
- ✓ Military Trail: Various Segments

What is a flex lane and what are the benefits?

The lane's function can change during the day e.g., bus-only in the morning, mixed-use in the afternoon, or HOV during peak hours. Agencies can adjust lane use based on congestion, transit demand, or environmental goals. Only eligible vehicles (e.g., buses, HOVs, or paying users) may use the lane at certain times. Some managed flex lanes use variable tolling or congestion pricing to balance demand. Digital overhead lane control signals (DOLCS) guide drivers on when and how to use the lane.

Elevated Roadway



- ✓ Okeechobee Boulevard: Elevated roadway from SR-7 to I-95
- ✓ Building on the County's Thoroughfare Identification Map (TIM), which pinpoints future urban interchange locations. An elevated roadway for Okeechobee Boulevard may be an option for future considerations.

Multi-lane Roundabout



- ✓ Southern Boulevard
- ✓ Lake Worth Road
- ✓ Forest Hill Boulevard
- ✓ Wellington Trace
- ✓ Lake Worth Road
- ✓ NW 4th Avenue

RECOMMENDATIONS – Roadways

Capacity and Widening

- ✓ Okeechobee Boulevard – Elevated Structure from I-95 to Turnpike (combines new grade separations in TIM)
- ✓ Northlake Boulevard
- ✓ Lyons Road
- ✓ 45th Street
- ✓ Coconut/Orange/Royal Palm Beach Boulevard
- ✓ Seminole Pratt Whitney Road
- ✓ Haverhill Road
- ✓ Palmetto Park Road
- ✓ Beeline Highway
- ✓ CR 880 (Shoulders)



Redundancy and Gaps for New Connections

- ✓ Okeechobee Reliever
- ✓ Okeechobee Extension
- ✓ SR 7 Extension
- ✓ Jog/Lyons Connectors
- ✓ Seminole Pratt-Whitney Road
- ✓ Persimmon Boulevard Extension
- ✓ Kirk Road and Southern Blvd Urban Interchange



Rail Grade Separations

- ✓ Okeechobee Boulevard
- ✓ Northlake Boulevard
- ✓ Belvedere Road
- ✓ Linton Boulevard
- ✓ Yamato Road
- ✓ Atlantic Avenue



Lane Repurposing

Flex Lanes Concept

- ✓ Okeechobee Boulevard
- ✓ Southern Boulevard
- ✓ Congress Avenue

Lane Repurposing

- ✓ SR 7
- ✓ Military Trail
  High-Capacity Transit focus



WHAT IT MEANS FOR YOU

FASTER TRAVEL
More roadway options for users

LESS CONGESTION
Smoother traffic flow on major roads

BETTER TRANSIT
More reliable bus service with dedicated flex lanes

SAFER STREETS
Fewer conflicts between cars and people with lane repurposing for multimodal

RECOMMENDATIONS – Transit – Bus/Rail/Microtransit

OPTIONS TO ENHANCE COVERAGE AND SERVICE

1. New Connections (Rail and APM)

- ✓ TriRail Coastal Link to Jupiter and V.A. Hospital
- ✓ Connect Rail to other high-capacity, high frequency transit service routes (especially E/W)
- ✓ Advance Automated People Mover (APM) segments with links to the airport and rail hubs

2. Transit Hubs

- ✓ West Palm Beach VA Medical Center
- ✓ Town Center Mall at Boca Raton
- ✓ The Mall at Wellington Green
- ✓ West Palm Beach Tri-Rail Station
- ✓ The Gardens Mall
- ✓ Camino Real Transfer
- ✓ Boynton Beach Mall
- ✓ Boca Raton Tri-Rail Station
- ✓ Delray Beach Tri-Rail Station
- ✓ Boynton Beach Tri-Rail Station
- ✓ Lake Worth Tri-Rail Station
- ✓ Mangonia Park Tri-Rail Station
- ✓ Tanger Outlets Palm Beach
- ✓ West Palm Beach Brightline Station
- ✓ Palms West Hospital
- ✓ Belle Glade Transfer
- ✓ Florida Atlantic University (FAU) Boca Raton Campus
- ✓ Florida Atlantic University (FAU) Jupiter Campus
- ✓ Northlake Transfer
- ✓ Palm Beach International Airport (PBIA)
- ✓ Okeechobee Shopping Center Transfer
- ✓ Sandalfoot Square Transfer
- ✓ Lantana Sport Complex Transfer
- ✓ Palm Beach State College
- ✓ River Bridge Centre Transfer
- ✓ Boca Raton Brightline Station

3. Mobility On-Demand (MOD) Zones

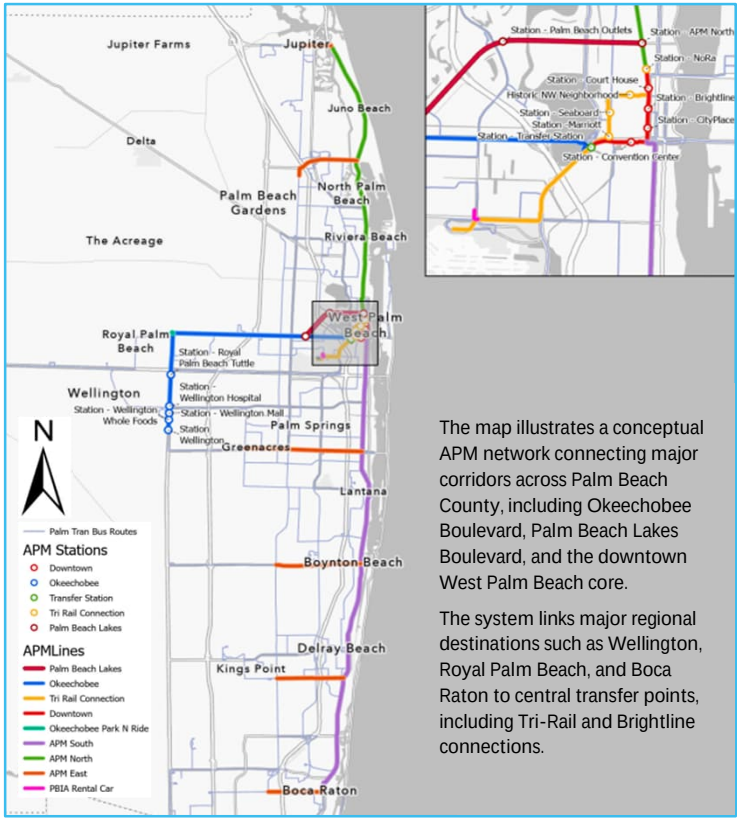
- ✓ Advance MOD zones that have been identified in 2050 Long Range Transportation Plan, giving priority to those with links to the airport and rail and transit hubs.
- ✓ Pilot robovan/taxi service as trials

4.Water Taxi Service

- ✓ Explore opportunities for an Intracoastal Waterway Plan and ferry services

AUTOMATED PEOPLE MOVER (APM)

An Automated People Mover (APM) is a fully automated, driverless transit system designed to move passengers over short distances within a defined area, such as an airport, downtown district, or major activity center. APMs operate on a dedicated and separated guideway, APM systems provide high-frequency service that is not affected by roadway congestion. These systems are commonly used to connect key destinations such as terminals, parking facilities, and transit hubs.



The map illustrates a conceptual APM network connecting major corridors across Palm Beach County, including Okeechobee Boulevard, Palm Beach Lakes Boulevard, and the downtown West Palm Beach core.

The system links major regional destinations such as Wellington, Royal Palm Beach, and Boca Raton to central transfer points, including Tri-Rail and Brightline connections.

Portions of these recommendations, courtesy of: Palm Beach County International Airport

HIGH-CAPACITY / HIGH-FREQUENCY CORRIDORS

Bus Rapid Transit (BRT), Business Access Transit (BAT) and Managed Flex Lanes

North–South Priority Corridors

- ✓ U.S. 1
- ✓ I-95
- ✓ Congress Avenue
  - Short-Term: Enhanced Bus
  - Long-Term: BRT Lite
- ✓ Military Trail
  - Short-Term: BAT & BRT Lite
  - Long-Term: BRT
- ✓ State Road 7

East–West Priority Corridors:

- ✓ Okeechobee Boulevard
- ✓ PGA Boulevard
- ✓ Forest Hill Boulevard
- ✓ Lake Worth Road
  - Short-Term: BRT Lite
  - Long-Term: Light Rail Transit
- ✓ Atlantic Avenue
  - Short-Term: Enhanced Bus
  - Long-Term: Modern Streetcar
- ✓ Boynton Beach Boulevard
  - Short-Term: BAT Lanes & BRT Lite
  - Long-Term: Full BRT
- ✓ Glades Road
  - Short-Term: Enhanced Bus/Streetcar
  - Long-Term: BRT

Portions of these recommendations, courtesy of: Palm Beach MPO Mobility Vision Plan

RECOMMENDATIONS – Technology

ADVANCED TRAFFIC MANAGEMENT SYSTEM

Group 1

- ✓ Okeechobee Blvd – Expand to full corridor beyond Downtown
- ✓ Southern Boulevard
- ✓ U.S. 1
- ✓ SR 7/US 441

Group 2

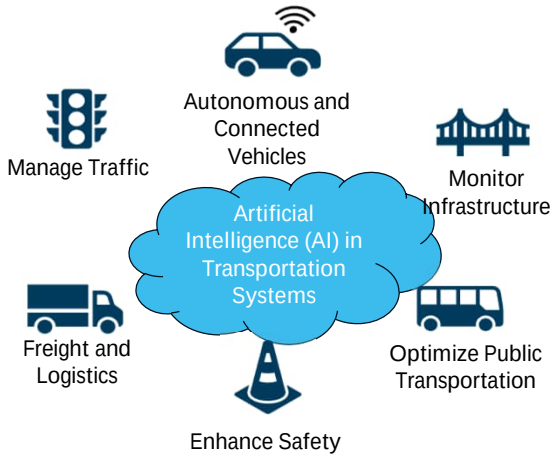
- ✓ Congress Avenue
- ✓ Military Trail
- ✓ Forest Hill Blvd
- ✓ Glades Road
- ✓ Australian Avenue

Group 3

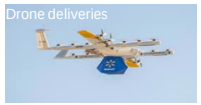
- ✓ Freight connectors
- ✓ Downtown grids

FUTURE READY TECHNOLOGIES

- ✓ Better flow on existing roads - keep traffic moving and cut stop-and-go delays.
- ✓ Fewer incident-driven backups - prevent the crashes that trigger sudden congestion and shift trips to transit.











POLICY CONSIDERATIONS

Intelligent Transportation Systems

- ✓ Integrate with FDOT District 4
- ✓ Define system functions + interactions
- ✓ Ensure interoperability
- ✓ Establish governance + strengthen Traffic Management Center (TMC)

Multimodal Operations

- ✓ Policy: Prioritize transit, pedestrians, and cyclists
- ✓ Projects: Transit Signal Priority (TSP), smart signals with Lead Pedestrian Intervals (LPIs), transit detection, ped/bike detection, rail crossing alerts

AI & Advanced Analytics

- ✓ Real time traffic optimization
- ✓ Near-miss crash analysis
- ✓ Bike/ped conflict identification
- ✓ Speed detection

FUTURE READY PILOT PROGRAMS

AUTONOMOUS VEHICLE PILOTS

Test self-driving cars, robot-vans and freight vehicles

CURB MANAGEMENT

Optimize curbside areas to accommodate drop-off/pick up zones, deliveries and transit access

DRONE DELIVERY

Prepare vertiports, landing zones and infrastructure for future operations

PARTNERSHIPS

Partner with new technologies – to test and then scale if viable

RECOMMENDATIONS – Traffic Signals

TIERED CORRIDOR APPROACH

Tiered Corridor Approach focuses on implementing strategies based on Tiered Corridor Needs and appropriate upgrades including incorporating "Smart Signal Standards"

- Tier 1: High-Demand, High-Complexity Corridors
  - Coordination + targeted adaptive control + conditional TSP + advanced analytics
  - (e.g., Okeechobee Blvd, Glades Rd, SR 7, Military Trail)
- Tier 2: Continuous Multilane Arterials
  - Robust coordination, frequent re-timing, green wave progression at target speeds, limited adaptive deployments at critical nodes
- Tier 3: Lower Volume or Shorter Corridors
  - Simplified coordination, safety focused timing, occasional spot improvements

ADAPTIVE TRAFFIC SIGNALS

Adaptive Signal Control Technology (ASCT) is an advanced traffic management system that continuously monitors traffic conditions and adjusts the timing of red, yellow, and green lights to respond to real-time demand. Unlike traditional fixed-time or time-of-day signal systems, which operate on preset schedules, ASCT uses data from sensors, cameras, and connected devices to make immediate adjustments to reduce unnecessary delays.

Areas identified for ASCT:

- ✓ Northlake Boulevard
- ✓ Indiantown Road
- ✓ Blue Heron Boulevard
- ✓ Hypoluxo Road
- ✓ Gateway Boulevard
- ✓ Lake Worth Road
- ✓ Lantana Road
- ✓ Lyons Road
- ✓ Jog Road
- ✓ Boynton Beach Boulevard
- ✓ Palmetto Park Road
- ✓ Yamato Road

CORRIDOR OPERATIONS

Coordinated Signal Timing

Fixed, Synchronized Lights



- *Fixed green wave; Pre-set signal timings; Limited adaptability*

VS

Active Traffic Management System

Real-Time Adaptive Control



- *Sensors and cameras*
- *Dynamic signals*
- *Adjusts to live traffic*
- *Adjustable timings*
- *Traffic optimization*
- *Live data feeds on traffic volumes*

RESPONSIVE SIGNAL CONTROLS

Traffic Signal Preemption

Emergency & Priority Vehicles



- *Emergency vehicle control*
- *Traffic signals override normal operation*
- *Lights change to green for approaching emergency vehicles*
- *All other traffic is stopped*

Transit Signal Priority

Public Transit Optimization



- *Bus detection technology; Signals recognize approaching transit vehicles; Extended green time for buses; Reduced delays for public transit*

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CX1 Do we want to call it “Signals” or “Signalization”?
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RECOMMENDATIONS – Complete Streets/Bicycle/Pedestrian

EXAMPLE OF IMPROVEMENTS

Protected bike lanes



Curb extensions



High visibility crosswalks



Mid-block Pedestrian refuge



Shared use paths



Lighting



COMPLETE STREETS

Examples of CTMP Multimodal Improvements and Various Treatments Typical Sections for Lake Worth Road



WHERE VARIOUS TYPES OF COMLETE STREET IMPROVEMENTS COULD BE APPLIED:

Northlake Blvd:
Congress Ave to 10th St

Lake Worth Rd:
Kirk Rd–Gulfstream Rd–Davis Rd; Kellers Canal–I-95

Congress Ave
Belvedere Rd–Perimeter Rd

Boynton Beach Blvd:
Winchester Park Blvd to US 1

Palmetto Park Rd:
St. Andrews Blvd to I-95

Atlantic Ave:
S. Military Trail to CSX/South Florida Rail Corridor (SFRC)

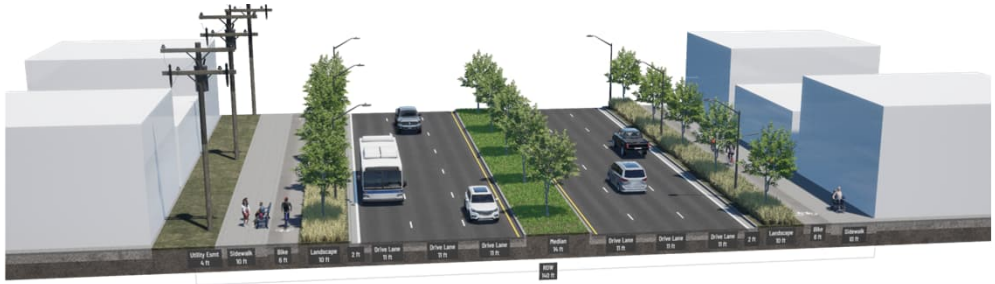
State Road 7:
Glades Rd to Lake Worth Rd; Old Hamond Way to Okeechobee Blvd

Okeechobee Blvd:
N. Jog Rd to Australian Ave

Military Trail:
45th St area

BIKE & PEDESTRIAN FOCUSED IMPROVEMENTS

Examples of CTMP Bicycle and Pedestrian Improvements and Various Treatments Typical Sections for Indiantown Road



WHERE VARIOUS TYPES OF BIKE & PEDESTRIAN IMPROVEMENTS COULD BE APPLIED:

Northlake Blvd:
Bee Line Hwy/SR 710 to SFRC; Alt A1A/SR-811 to Lake Park Crossing; Bridge Improvements at Lake Park Crossing

Congress Ave:
Silver Beach Rd–Park Ave W–Killian Dr; Park Ave W to Northlake Blvd; Perimeter Rd–Westgate Ave; Palm Beach Lakes Blvd–Blue Heron Blvd

Military Trail:
Town Center Rd–Glades Rd; Glades Rd–Spanish River Blvd; Pedestrian Bridge at Spanish River Blvd

Lake Worth Rd:
Pinehurst Dr–Empire Way; Cleveland St–I-95; Akron St–Erie St–Holiday Dr; N A St–N D St–US 1

Indiantown Rd:
Central Blvd–Maplewood Dr; Pedestrian Improvements at Military Trail

Boynton Beach Blvd:
S. Military Trail to Knuth Rd

PGA Blvd:
Jog Rd to Fairchild Gardens Ave

Palmetto Park Rd:
St. Andrews Blvd to NW 12th Ave; Crawford Blvd to FEC Railroad

Southern Blvd:
Sunshine Rd to Florida Turnpike

Okeechobee Blvd:
I-95 to Australian Ave; Flagler Dr to A1A

Atlantic Ave:
S. Military Trail to Hamlet Dr

Lyons Road:
El Paso Rd to Forest Hill Blvd

State Road 7:
Palmetto Park Rd to Glades Rd

Lantana Rd:
S. Jog Rd to US 1

POLICY RECOMMENDATIONS

The CTMP has identified 11 policy areas to guide Palm Beach County toward a safer, more connected, and multimodal transportation system.



TRANSPORTATION ELEMENT UPDATES: Modernize the Comprehensive Plan to support enhanced transit, bicycle infrastructure, and updated level of service standards.



LOS/QOS COUNTYWIDE STANDARDS: Establish consistent multimodal quality and level of service measures across all jurisdictions.



MOBILITY FEE PROGRAM: Evaluate transitioning from road impact fees to a mobility fee to fund multimodal projects such as, bicycle, pedestrian, and transit improvements.



DESIGN GUIDELINES: Align with FDOT Context Classification and Complete Streets principles for context-sensitive, multimodal design.



MICROMOBILITY AND EQUESTRIAN STANDARDS: Develop criteria for e-bikes, e-scooters, golf carts, and equestrian facilities on County roadways.



EVALUATION OF TRANSIT NEEDS: Conduct a county-wide review of existing and projected transit demand to identify service gaps, expansion priorities and funding sources.



AUTONOMOUS VEHICLE AND ROBOVAN REGULATIONS: Establish permitting, safety, and governance frameworks for robotaxi and autonomous vehicle operations.



TRANSPORTATION DEMAND MANAGEMENT: Implement countywide trip reduction through employer partnerships, flexible scheduling, and multimodal incentives.



URBAN AIR MOBILITY: Monitor federal and state guidance on vertiport siting and coordinate land use decisions for future eVTOL operations.



TRUCK FREIGHT ANALYSIS: Conduct biennial freight bottleneck reviews and prioritize safety improvements near logistics hubs.



CTMP IMPLEMENTATION PROGRAM: Formalize project delivery, municipal coordination, funding strategies, and performance tracking through existing intergovernmental bodies.

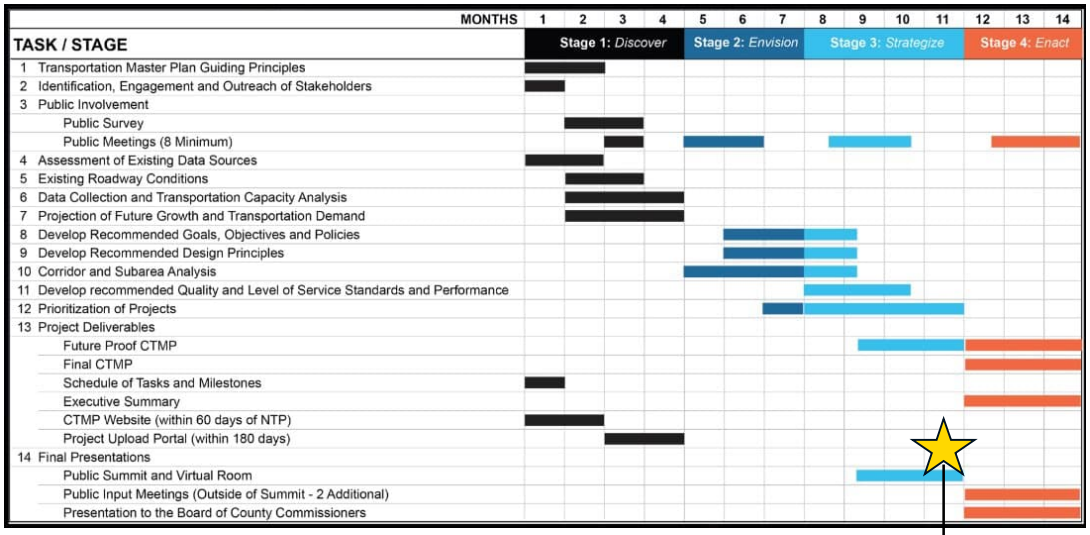
Slide 19

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NEXT STEPS & FEEDBACK

Project Schedule



TASK / STAGE	MONTHS 1	2	3	4	5	6	7	8	9	10	11	12	13	14
	Stage 1: *Discover*				Stage 2: *Envision*			Stage 3: *Strategize*				Stage 4: *Enact*		
1 Transportation Master Plan Guiding Principles														
2 Identification, Engagement and Outreach of Stakeholders														
3 Public Involvement														
Public Survey														
Public Meetings (8 Minimum)														
4 Assessment of Existing Data Sources														
5 Existing Roadway Conditions														
6 Data Collection and Transportation Capacity Analysis														
7 Projection of Future Growth and Transportation Demand														
8 Develop Recommended Goals, Objectives and Policies														
9 Develop Recommended Design Principles														
10 Corridor and Subarea Analysis														
11 Develop recommended Quality and Level of Service Standards and Performance														
12 Prioritization of Projects														
13 Project Deliverables														
Future Proof CTMP														
Final CTMP														
Schedule of Tasks and Milestones														
Executive Summary														
CTMP Website (within 60 days of NTP)														
Project Upload Portal (within 180 days)														
14 Final Presentations														
Public Summit and Virtual Room														
Public Input Meetings (Outside of Summit - 2 Additional)														
Presentation to the Board of County Commissioners														

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