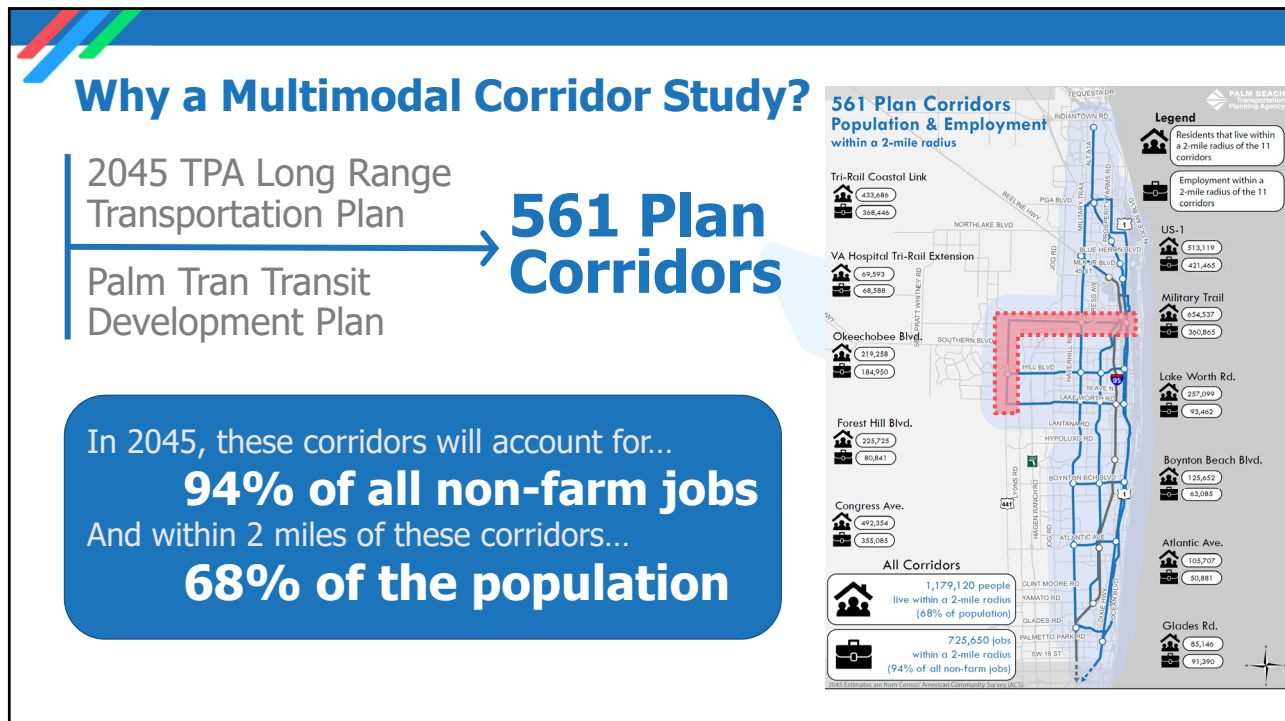


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Multimodal Corridor Study Goals

Mobility Analysis

Land Use and Economic Development Analysis

Public Engagement and Input

Health Impact Assessment

- Maximizing corridor throughput by using a "Transit First" lens
- Improve **first/last mile safety** for and enhanced transit stops
- Increase access to **affordable housing, education, jobs, healthcare**
- Utilize available rights-of-way and **cost-saving efficiencies**
- Identify **redevelopment and infill opportunities**

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A Growing Corridor with Competing Demands

Legend

- Proposed Transit Stations
- ▭ 1-Mile Buffer

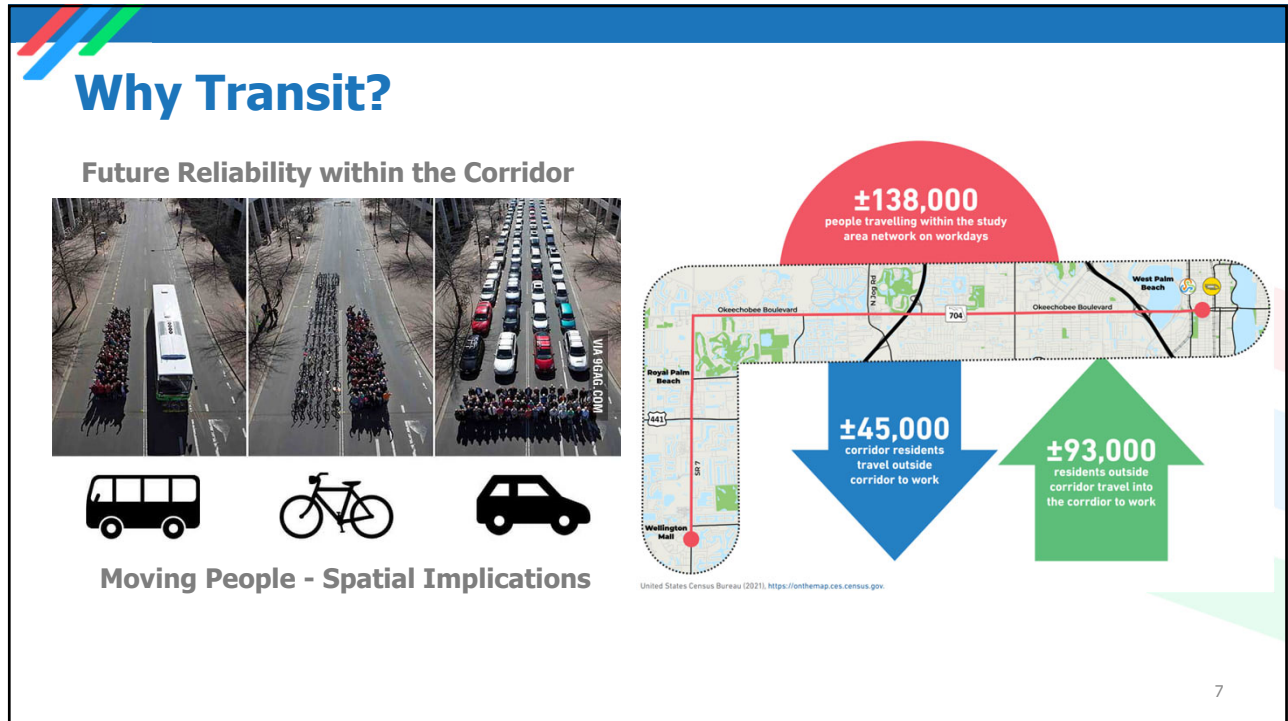
Today, within 2-miles of Okeechobee Blvd there are:

220,000
Residents

185,000
Jobs

2015	2045
76,000 Residents	96,000 Residents
67,000 Jobs	78,337 Jobs

6




7




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Alternatives Based in Multimodal Lens




No Build /
No Change




Mixed Traffic Bus
w/ Limited Stops




Business Access and
Transit Curbside Lanes




Curbside Bus
Rapid Transit



Center Platform Bus
Rapid Transit



Center Platform Dedicated-
Lane Light Rail (LRT)



Elevated Rail

9

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Analysis Findings

- »» Driving alone is the only safe, convenient mode **although reliability is waning**
- »» Redevelopment and revitalization is **an increasing need** along the corridor
- »» **General dissatisfaction** with Okeechobee Blvd, especially among non-motorists
- »» Respiratory and physical health indicators are mixed, but **will decline substantially without action**

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Center Running Dedicated-Lane Light Rail (LRT)

Goal: Allocate roadway space for non-motorized users, transit, & single occupancy vehicles

- Provide **safe facilities** for the **most vulnerable users**
- **Maximize corridor throughput** with emphasis on **shared mobility**
- **Minimize travel time and delay** for all users
- **Increase access** to education, health care, and economic opportunity

Goal: Maximize return on any investment in enhanced transit service area

- Locate **transit stops at major activity centers**
- **Provide enhanced amenities** at enhanced transit areas
- **Provide multimodal environments** for first & last mile connections
- Provide capital investments to **promote redevelopment/infill supportive of transit**
- **Operating cost efficiency**

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Why Center Running Dedicated-Lane LRT?

- Trip Reliability
- Health and Safety
- Mobility Choices
- Redevelopment/Infill
- Public Appeal
- Scalable Capacity

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Transit-Oriented Development

- Connected Streets
- Walkable & Multimodal
- Strategic Mixed-Use Infill
- Within 1/2-mile of Station
- Robust Open Space/Parks
- Stormwater Considerations

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Station Area Planning – State Road 7

1,300 Potential New Homes

190 New Affordable Homes
(based on 15% of overall homes)

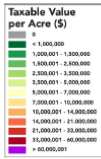
5,600 Potential New Jobs

\$632 million Additional ad valorem

Park-and-Ride (surface or structured parking) Station Mixed Use Development

14

Station Area Planning – State Road 7

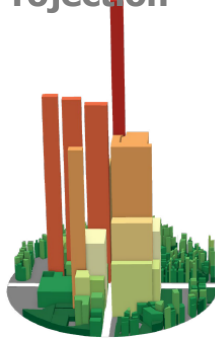


Revenue Projection



Current Value:
\$395M

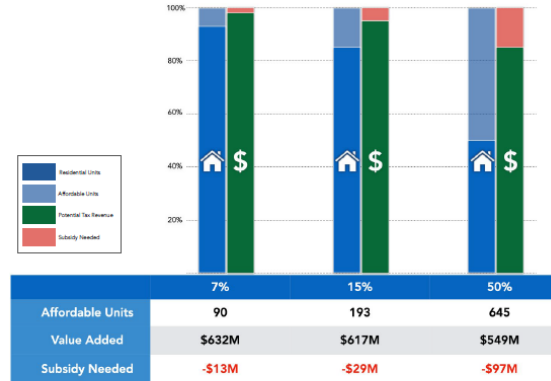
Low Concept (-10%):
+\$569M



Concept:
+\$632M

High Concept (+10%):
+\$687M

Affordable Housing Potential



Potential revenue and subsidy estimates for different affordable housing possibilities
Subsidy Needed: Market value reduction by percentage of included affordable housing

Realizing the Vision

Implement Projects



Land Use & Economic Development



Further Analyze & Refine





PalmBeachTPAokeestudy.org
Brian Ruscher, AICP
Deputy Director of Multimodal