



PALM BEACH MPO
CONGESTION MANAGEMENT PROCESS
REPORT CARD




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www.PalmBeachMPO.org

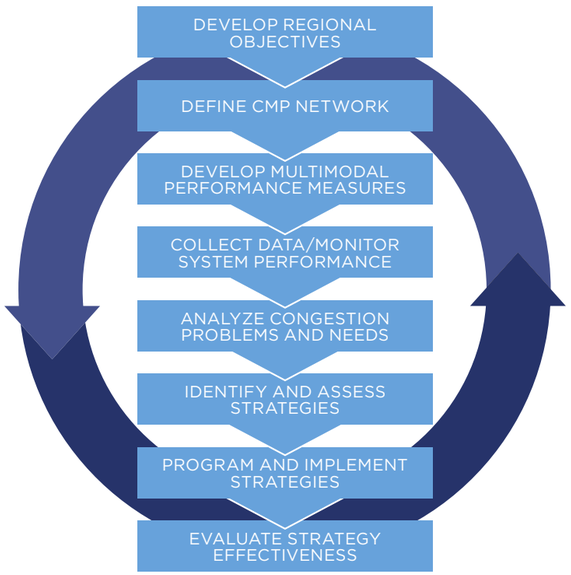
Congestion in the transportation system is an issue that plagues urban communities, and is one of the most consistently cited issues of concern in citizen surveys. Time unnecessarily spent waiting for traffic signals to clear, or for buses to arrive, is frustrating to many citizens. Communities that seek to attract businesses often cite good transportation systems as a selling point in their promotion of good local quality of life. While Palm Beach County does not suffer the levels of congestion that are experienced in other, larger communities, it is important to keep an eye on travel trends and congestion levels for two reasons:

- Transportation is a very costly public infrastructure, and early corrective measures to reverse adverse trends lessens the fiscal impacts, and
- Because of the size of the infrastructure, it is easy to lose sight of slow deterioration, and quantitative measures can identify if progress is being made towards system goals at a pace that is satisfactory to the community.

The Palm Beach MPO developed its long range transportation plan in accordance with a set of ten value statements that address all modes, users, and geographic- and economic-type areas of the Palm Beach County region.

Associated with the ten value statements are 27 specific desired objectives that can be measured for the Palm Beach County's transportation system. Each of the measures relates to a transportation mode: Vehicular, Public Transit, Non-Motorized, and Freight, and a final category that includes Energy and Environmentally-driven goals. These performance measures, reported within this Executive Summary, will be updated periodically to measure the implementation of the long range plan.

CONGESTION MANAGEMENT
8-STEP PROCESS



For each of the 27 measures, the 2014 base year value represents conditions measured at the outset of the congestion management process, and the "Existing" value indicates the conditions measured in 2016. Together, these measures are early indicators with respect to future desired outcomes. The 2025 target serves as a midway check-point between the base year and horizon year. By providing midpoint target values, the MPO could make adjustments in policy to accelerate progress in areas showing slower progress with respect to the established objectives.

This edition of the report is one of the first of its kind so, while trends may not be readily apparent, strategies to acheive goals are discussed. As subsequent updates to this report are undertaken, valuable trends analyses will be undertaken. Increased funding is a necessity if goals are to be met in the long-run.

Measurement of transportation performance trends on a large-scale basis is challenging, and conditions may vary up or down from year to year, so immediate trend observations may not be accurate this early in the life of the congestion management program. However, of the 27 measures, early indications are that progress is being made in 14 measurement areas, no measureable change in six (yet), and that ground has been lost in seven. In some of the measures where ground was lost, such as park-n-ride spaces, the decline may be a result of formalizing the measurement procedure in this update. Others, such as decreasing the percentage of truck routes that are congested or reducing the number of congested intersections will likely be difficult to achieve since creation of transportation system capacity lags the rate at which travel is growing. For the "alternate" modes of travel measures, continued coordinated development of the alternate modes system is likely to show benefits over time.

Specific potential projects for improvement are identified in the documentary report. In many cases the initial steps of advancing involve undertaking additional study to establish priorities and develop specifics of implementation, while others could advance into design and implementation sooner. There is a need, addressable as MPO transportation planning moves forward, to consider the financial and practical ability of MPO funding sources to achieve the stated goals and to assess the magnitude of the needs and integrate their costs into the County-wide transportation budget.

This report was created with the help of various Palm Beach MPO stakeholders and data resources, including Palm Beach County Engineering, the Florida Department of Transportation, local municipalities, PalmTran, and Tri-Rail.

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CONGESTION MANAGEMENT PROCESS
2016 ANNUAL REPORT CARD

INDICATORS
- PROGRESSED
- NEEDS IMPROVEMENT
- NO CHANGE

2040 LRTP GOALS & OBJECTIVES

GOAL 1 — VEHICULAR TRANSPORTATION

Provide an efficient and reliable vehicular transportation system

Reduce the number of throughfare intersections with critical sum >1,400
- ↓ **36** EXISTING
- **40** IN 2014
- **30/25** 2025/2040 TARGET

Increase the % of traffic signals connected to the control system by fiber optic network
- ↑ **81%** EXISTING
- **78%** IN 2014
- **85%/90%** 2025/2040 TARGET

Increase the % of prinicipal arterials covered by closed circuit TV cameras
- — **55%** EXISTING
- **55%** IN 2014
- **65%/75%** 2025/2040 TARGET

Increase the percentage of traffic signals with operable vehicle detection
- ↑ **87%** EXISTING
- **75%** IN 2014
- **85%/95%** 2025/2040 TARGET

Increase the % of facilities that accomodate 2 ft. sea level rise

SIS Network
- — **99%** EXISTING
- **99%** IN 2014
- **90%/90%** 2025/2040 TARGET

Non-SIS Throughfare Network
- — **99%** EXISTING
- **99%** IN 2014
- **75%/75%** 2025/2040 TARGET

GOAL 2 — MASS TRANSIT

Prioritize an efficient and interconnected mass transit system

Increase the % of transit mode choice
- ↑ **1.9%** EXISTING
- **1.6%** IN 2014
- **3%/5%** 2025/2040 TARGET

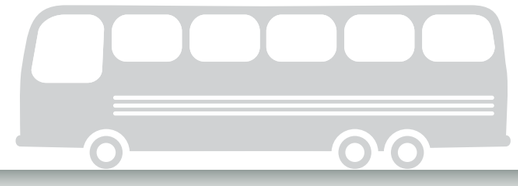
Increase passenger trips per revenue mile

Tri-Rail Service
- ↓ **1.29** EXISTING
- **1.36** IN 2014
- **1.5/2.0** 2025/2040 TARGET

Palm Tran Fixed Route Service
- ↓ **1.56** EXISTING
- **1.61** IN 2014
- **2.0/2.5** 2025/2040 TARGET

Increase the number of park-n-ride spaces
- ↑ **2,308** EXISTING
- **2,196** IN 2014
- **3,000/4,000** 2025/2040 TARGET

Reduce the average ratio of transit travel time to auto travel time for Palm Tran fixed route system
- ↓ **2.52** EXISTING
- **2.87** IN 2014
- **2.50/2.00** 2025/2040 TARGET



GOAL 3 — NON-MOTORIZED

Prioritize a safe and convenient non-motorized transportation network

Increase the % of

Pedestrian Mode Choice
- ↓ **1.6%** EXISTING
- **1.7%** IN 2014
- **3.5%/5%** 2025/2040 TARGET

Bicycling Mode Choise
- — **0.5%** EXISTING
- **0.5%** IN 2014
- **1.5%/3%** 2025/2040 TARGET

Increase the centerline mileage of

Buffered Bike Lanes
- — **8** EXISTING
- **8** IN 2014
- **50/100** 2025/2040 TARGET

10 ft. or Wider Shared Use Pathways
- ↑ **50** EXISTING
- **25** IN 2014
- **75/125** 2025/2040 TARGET

Designated Bike Lanes
- ↑ **160** EXISTING
- **125** IN 2014
- **250/500** 2025/2040 TARGET

Priority Network Operating at LOS C or Better
- ↑ **158** EXISTING
- **140** IN 2014
- **350/500** 2025/2040 TARGET

Increase % of throughfare mileage near transit hubs that provide dedicated

Bicycle Facilities (within 3 miles)
- ↓ **7%** EXISTING
- **10%** IN 2014
- **20%/40%** 2025/2040 TARGET

Pedestrian Facilities (within 1 mile)
- — **85%** EXISTING
- **85%** IN 2014
- **100/100%** 2025/2040 TARGET

GOAL 4 — FREIGHT MOVEMENT

Maximize the efficient movement of freight through the region

Decrease the % of SIS facilities, SIS connectors, and non-SIS designated truck routes that exceed capacity (v/c>1.1)
- ↑ **8.4%** EXISTING
- **3.3%** IN 2014
- **2.5%/1.5%** 2025/2040 TARGET

Increase the annual tonnage of freight through

The Port of Palm Beach
- ↓ **1.96M** EXISTING
- **2.14M** IN 2014
- **2.5M/3.0M** 2025/2040 TARGET

Palm Beach International Airport
- ↑ **26K** EXISTING
- **22K** IN 2014
- **25K/35K** 2025/2040 TARGET

GOAL 5 — SOCIAL & ENVIRONMENTAL

Preserve and enhance social and environmental resources

Decrease per capita daily fuel use (gallons/person)
- ↓ **1.236** EXISTING
- **1.54** IN 2014
- **1.25/1.00** 2025/2040 TARGET

Decrease per capita daily NO emissions (gallons/person)
- ↓ **20** EXISTING
- **50** IN 2014
- **35/25** 2025/2040 TARGET

Decrease per capita daily Hydrocarbon emissions (gallons/person)
- ↓ **25** EXISTING
- **30** IN 2014
- **20/10** 2025/2040 TARGET

Decrease per capita daily Carbon Monoxide emissions (gallons/person)
- ↓ **160** EXISTING
- **400** IN 2014
- **300/250** 2025/2040 TARGET

Decrease per capita daily Vehicles Miles Travelled (VMT/person)
- ↓ **20.7** EXISTING
- **25** IN 2014
- **21/20** 2025/2040 TARGET