## **US-1 TRANSIT ASSESSMENT**

#### PTX Alignment - All Phases

Donald Ross Ro

Northlake Blvd

**Blue Heron Blvd** 

🖯 🔁 Downtown Riviera Beach

Palm Beach Lakes Blvd

wn West Palm Beach

ntown Lake Park

🗐 Sem

PGA Blvd

Dov

🔒, 🔒 🖨 45th St

25th St

Belvedere Dd

Southern Blvd

🖨 Forest Hill Blvc

🛱 Gregory Rd

🔒 10th Ave N

6th Ave S

🚽 Lantana Rd

The Gardens Mall

Burns Rd

Alternate A1/

Lake Victoria Rd 🕄 📄 🗖 Palm Beach College

Riviera Be

95

West P

Bea

E Lake

#### **Palm Tran Express**

Conceptual alignments were developed for the proposed US-1 premium transit service, designated the **Palm Tran Express (PTX)**. The PTX service is envisioned to be mixed-traffic corridor-based premium transit service that supplements the existing Route 1 and is planned to operate in place of the current limited stop service, The Bolt.

Based on discussions with Palm Tran and the TPA, as well as recommendations from US-1 Multimodal Corridor HIA, it is recommended to move forward with the phase one **PTX Yellow** alignment which operates in the areas of highest existing ridership. The service would operate on 10-minute frequencies over 19 miles with a station approximately every mile. Following PTX Yellow, future phases would include an expansion of service to the south (**PTX Blue**) followed by expansion north (**PTX Green**) for full corridor premium transit service.

A key assumption in the implementation of PTX service in the US-1 corridor is the reduction in frequency of Route 1 local service from 20 minutes to 30 minutes. This focuses limited transit funding where it can serve the most people and allows for introduction of PTX Yellow service at a nearly cost-neutral level. Implementation steps include Palm Tran to conduct a detailed assessment of the PTX service recommendations and then refine these items if necessary as part of the pursuit of capital funding.

#### **PTX Stations**

During the US-1 Multimodal Corridor Workshops, attendees were asked their preference for various transit characteristics. Attendees felt strongly that a station need to be well-lit and clean with seating and shade. The dependability and speed of the transit service was also preferred. In addition, participants felt they would be more likely to use transit if the service was well branded and included technologic aspects like real time tracking and payment methods available through their smartphone. Based on this input, a typical station module was generated.

### **Typical PTX Station Module**



# US-1 MULTIMODAL CORRIDOR STUDY Study Area - Section # \_\_\_\_\_ City Boundary Executive Summary



### **Conceptual Improvements**



### US-1 Multimodal Corridor Study





PALM BEACH Transportation Planning Agency

#### What is the US-1 Multimodal Corridor Study?

In early 2017, the Palm Beach Transportation Planning Agency (TPA) kicked-off the US-1 Multimodal Corridor Study to develop a comprehensive plan to improve bicycle and pedestrian facilities and public transit within the study area. As part of the study, a Health Impact Assessment (HIA) was conducted to understand how bicycle, pedestrian and transit improvements could increase access to jobs, education, health and community services, pedestrian and bicycle safety, and development and redevelopment along the corridor. The comprehensive plan includes specific recommendations designed to safely connect communities adjacent to the corridor.

The US-1 Multimodal Corridor Study encompasses US-1 in Palm Beach County from Camino Real in the City of Boca Raton to Indiantown Road in the Town of Jupiter. The project corridor is approximately 42 miles and is a major north-south travel corridor that traverses 14 of the county's eastern communities. This project is a Priority Project in the Transportation Improvement Program (TIP) Fiscal Year (FY) 2018-2022. Palm Tran's highest ridership bus Route 1 and "The Bolt" limited stop service operate along US-1. More people, walk, bicycle, and take transit along US-1 when compared to the County as a whole.

#### **Public Outreach Process**

The study featured a robust public outreach process that began with an interactive kick-off event at Sanborn Square in Boca Raton. Over the next several months more than 450 people participated in 6 public workshops and 18 open to the public working charrettes. The study team interviewed more than 100 key corridor stakeholders help to guide the recommended improvements, while building an informed consensus on why decisions were made.

#### What are the results?

Leading with the HIA's goals of integrating pedestrian, bicycle, and transit investments to benefit the health of the communities along the US-1 corridor, the study team designed and planned multiple solutions to help decision-makers prioritize these investments in transportation. A continuous roadway conceptual design was generated for the 42-mile corridor showing Complete Street, access to transit, and other multimodal safety improvements. The roadway design typical sections were grouped into likely project segments and were prioritized based on a review of the FDOT Work Program, TPA goals/objectives, project complexity, cost, and benefit. FDOT's draft Work Program for FY 2019-2023 includes funding to further assess the design feasibility in FY 2020 and to prepare construction documents for high priority segments in FYs 2022 and 2023.

The transit assessment proposed US-1 premium transit service called the Palm Tran Express (PTX) broken down into three phases of implementation.

### To view and/or download the US-1 Multimodal Corridor Study Projects, please visit the project website or TPA's website.

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www.us1pbcorridorstudy.com/project-documents www.palmbeachtpa.org/us1

PTX

## **PRIORITIZATION OF**

#### PRIORITY TIER **US-1 CORRIDOR** COMPLEXITY BENEFIT US-1 TIP **TYPICAL** COST PROJECTS PROJECT DESCRIPTION SECTION ......... TERMINI TERMINI NEARBY TIP PROJECTS MILES ........ Lane repurposing from 4L to 2L w/turn lanes, buffered bicycle lanes, parking 1 2ND AVE NORTH 2ND AVE SOUTH Lane repurposing from 4L to 3L; add 1 conventional bicycle lanes DIXIE HWY/FEDERAL HWY JCT Lane repurposing from 4L to 3L; add buffered/conventional bicycle lanes, obtain 10-foot easement for sidewalk on the west 🗍 LANTANA RD 🍏 4378351 PINE ST CENTRAL BLVD 3 Resurfacing side & furnishing zone w/street trees (CST FY 19) CONTRACTOR OF THE PROPERTY OF 2021009902 MINER RD Convert buffered bicycle lanes to separated 2 bicycle lanes; obtain 10-foot easement for sidewalk on the west side NE 15TH AVE 3 口語 Add separated bicycle lanes BOYNTON BEACH BLVD 4378341 Resurfacing 202100 (CST FY 19) Full reconstruction w/furnishing zones with street trees 3 2017R507 (ă) 95 Intersection (CST FY 18) GULFSTREAM BLVD Add separated bicycle lanes 3 OLD DIXIE HWY Convert bicycle lanes to buffered bicycle 3 lanes SE 12TH 4398411 Resurfacing TROPIC BLVD (CST FY 20) LINDELL DR Two-way separated bicycle lanes on both sides & furnishing zones w/street trees 2 GLADES F Lane repurposing from 6L to 4L; add 2 separated bicycle lanes NE MIZNER BLVD Partial reconstruction; add buffered bicycle 1 4384021 lanes SE MIZNER BLVD Lane repurposing from 6L to 4L; add on-street parking & separated bicycle lanes CAMINO REAL 1

	COMPLEXITY	COST	BENEFIT
<u> </u>	No change to the number of existing through lanes & parking	No changes to drainage or median	Add new modal facilities
JEN -	Turn lane modifications and/or removal of parking	Changes to median and/or minor curb modifications	Improve existing facilities & adding a buffer
	Lane elimination and/or significant additional planning process may be required	Full reconstruction	N/A

## **MULTIMODAL IMPROVEMENTS**





\*Source: Palm Beach TPA Draft Fiscal Year 2019-2023 Transport

Convert bike lanes to separated bicycle lanes; add furnishing zones w/street trees       Image: Convert bike lanes to separated bicycle lanes; shoulder widening to add buffered bicycle lanes; add furnishing zones w/street trees       Image: Convert bicycle lanes; bicycle lanes; add furnishing zones w/street trees       Image: Convert bicycle lanes to separated bicycle lanes; add furnishing zones w/street trees       Image: Convert bicycle lanes to separated bicycle lanes       Image: Convert bicycle lanes	Z COMPLEXITY COST BENEFIT PRIORITY TIER	DESCRIPTION
Add two-way separated bicycle lanes;       Image: Shoulder widening to add buffered bicycle lane;       Image: Shoulder widening to add bicycle lane;       Image: Shoulder	ted bicycle /street trees	Convert bike lanes to separated bicycle lanes; add furnishing zones w/street trees
Convert bicycle lanes to separated bicycle       Image: Convert bicycle lanes       Image: Convert bicycl	rele lanes; ered bicycle /street trees 2	Add two-way separated bicycle lanes; shoulder widening to add buffered bicycle lane; add furnishing zones w/street trees
Lane repurposing from 6L to 4L with separated lanes and Furnishing zones       Image: Constraint of the separated lanes and Furnishing zones       Image: Constraint of the separated lanes       Image: Conset lanes       Image: Constraint of th	rated bicycle	Convert bicycle lanes to separated bicycle lanes
Add conventional bicycle lanes       Image: Conventional bicycle lanes         Add conventional bicycle lanes       Image: Conventional bicycle lanes         Separated bicycle lanes       Image: Conventional bicycle lanes	o 4L with ing zones <b>1</b>	Lane repurposing from 6L to 4L with separated lanes and Furnishing zones
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	es <b>1</b>	Separated bicycle lanes
Lane repurposing from 4L to 3L; add buffered bicycle lanes & street trees	2 3L; add eet trees <b>2</b>	Lane repurposing from 4L to 3L; add buffered bicycle lanes & street trees
Lane repurposing from 4L to 3L; add buffered bicycle lanes & street trees 1	o 3L; add eet trees <b>1</b>	Lane repurposing from 4L to 3L; add buffered bicycle lanes & street trees
Lane repurposing from 4L to 2L; add	2L; add <b>2 2</b>	Lane repurposing from 4L to 2L; add separated bicycle lanes
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Lane repurposing from 4L to 3L; add buffered bicycle lanes	o 3L; add es 1	Lane repurposing from 4L to 3L; add buffered bicycle lanes
<b>3</b> – Build in 10+ years tion Improvement Program (TIP)	ars	<b>3</b> – Build in 10+ years tion Improvement Program (TIP)