



PBC MOBILITY PLANNING SUMMIT

January 14, 2021

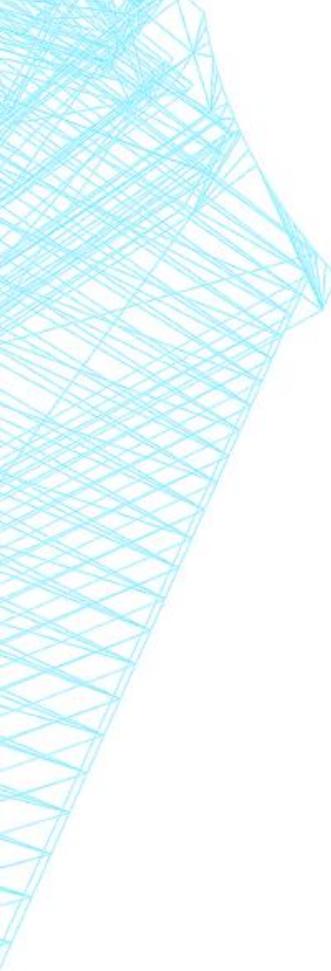
WELCOME!



Palm Beach County Mobility Summit

Thursday, January 14, 2021, 8:30am – 2:00pm

8:00am – 8:30am	<u>Assistance and Virtual Platform Overview</u> Collaborative Labs
8:30am – 8:45am	<u>Welcoming Remarks</u> County Administration
8:45am – 9:00am	<u>Setting the Stage</u> County Staff
9:00am – 10:00am	<u>Facilitator Introductions and Participant Engagement</u> John Streitmatter, LRI and Collaborative Labs
10am – 10:10am	<u>10-Minute Break</u>
10:10am – 11:00am	<u>Mobility Planning & Transportation Overview Presentation</u> Ron Milam, Fehr & Peers
11:00am – 12:00pm	<u>Breakout Group Session 1</u> How do we make efficient and clear decisions regarding mobility, recognizing that the system is highly interconnected? John Streitmatter, LRI and Collaborative Labs
12:00 – 12:45pm	<u>Lunch</u>
12:45pm – 1:45pm	<u>Breakout Group Session 2</u> How do we ensure both county and local revenues can support and maintain infrastructure? John Streitmatter, LRI and Collaborative Labs
1:45pm – 2:00pm	<u>Call to Action and Next Steps</u> John Streitmatter, LRI and County Administration

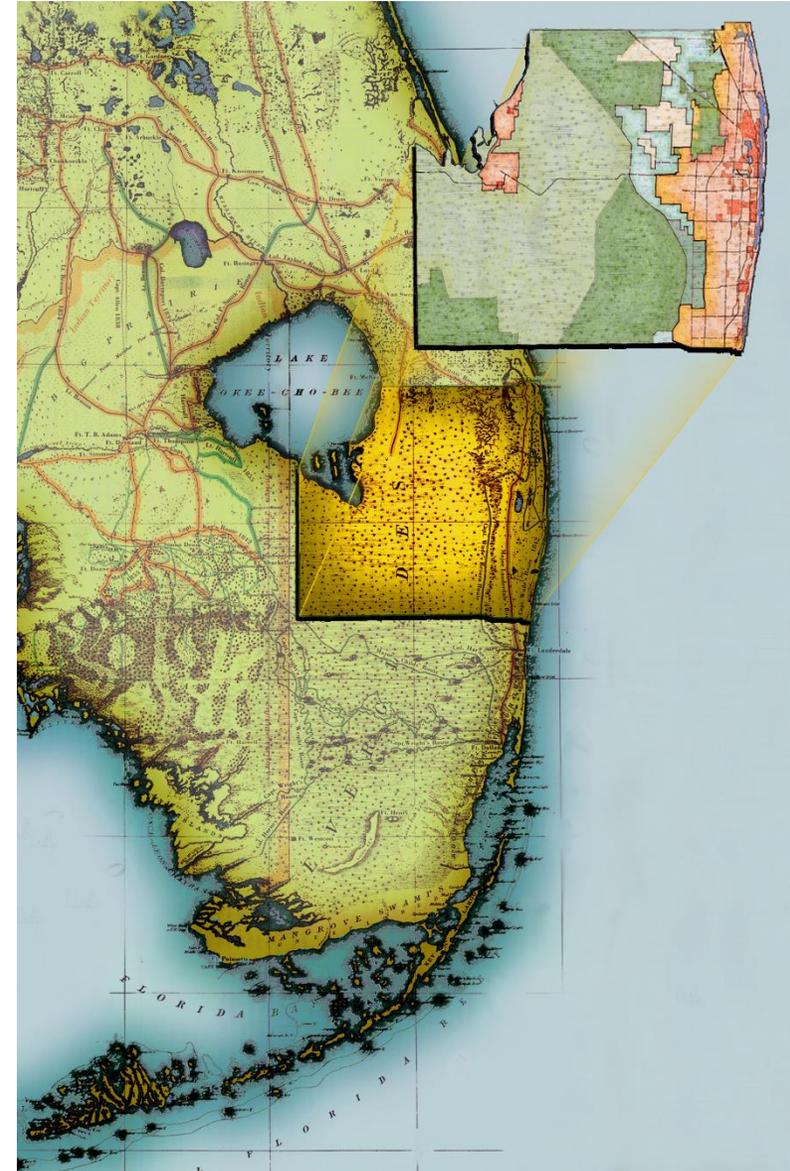
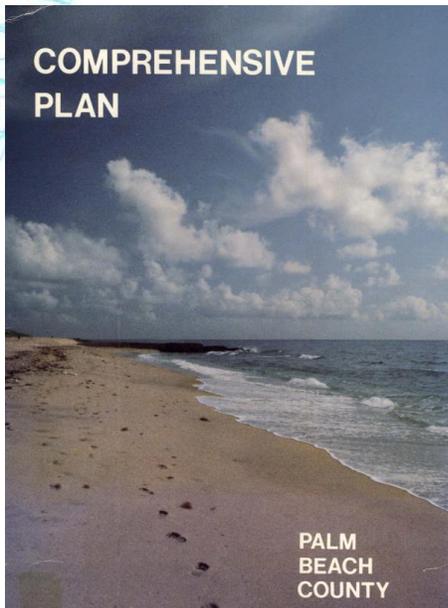


SETTING THE STAGE

- Today's summit will include a transportation overview as it relates to mobility planning and will include a number of interactive components, including live polling.
- The summit will seek your ideas on how to address key topics in our county.
- We invite you to share your point of view and visionary ideas.
- Today's summit represents one step in what will be continued dialogue and coordination as we all move forward to address our mobility needs.

HISTORY OF TRANSPORTATION PLANNING IN PBC

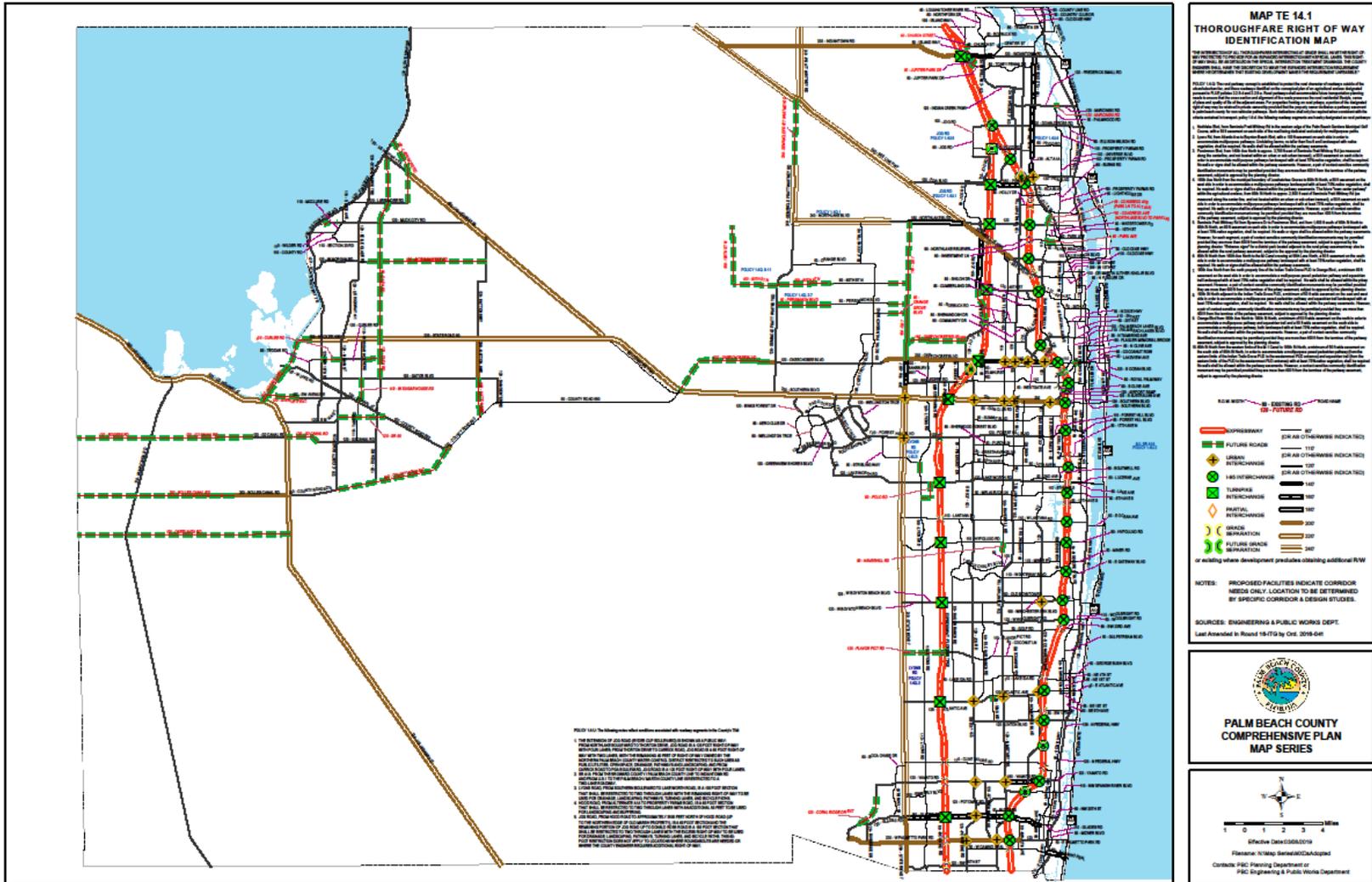
- 1972: Land Use Plan
- 1979: PBC Road Impact Fee enacted
- 1980: Adopted Comprehensive Plan and Thoroughfare Identification Map
- 1985:
 - Infrastructure Task Force recommended Increase in road impact fees; adding maximum of 2 cent gas tax; committing one-half mill of tax for roads
 - County developed first 5-year road plan
 - State enacted Growth Management Act
 - Required Concurrency: local government must set levels of service for all infrastructure; Assure that infrastructure is concurrent with new growth



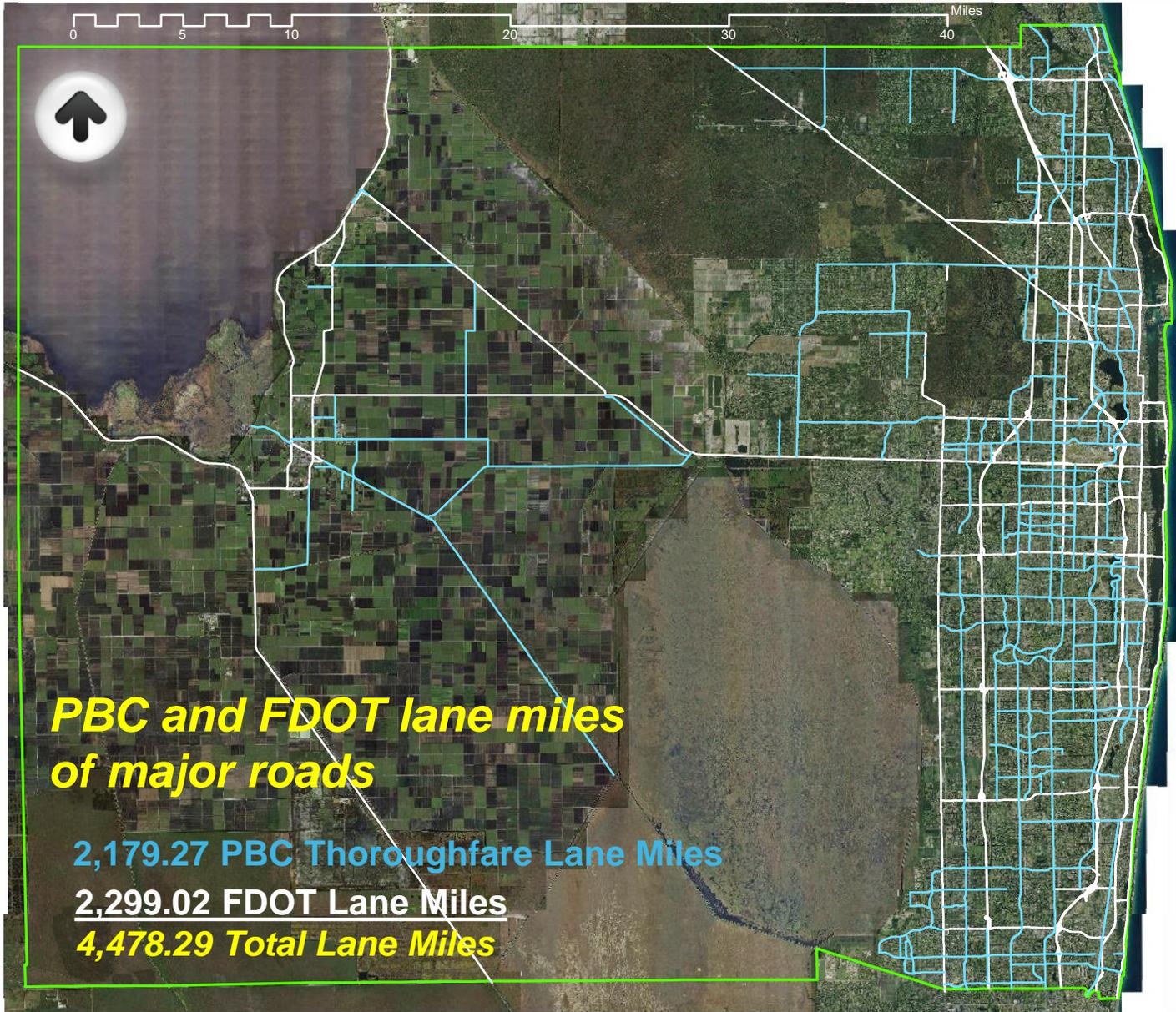
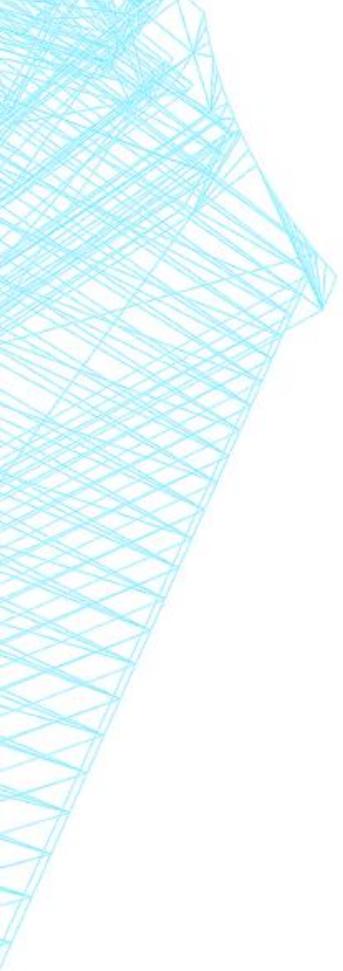
HISTORY OF TRANSPORTATION PLANNING IN PBC

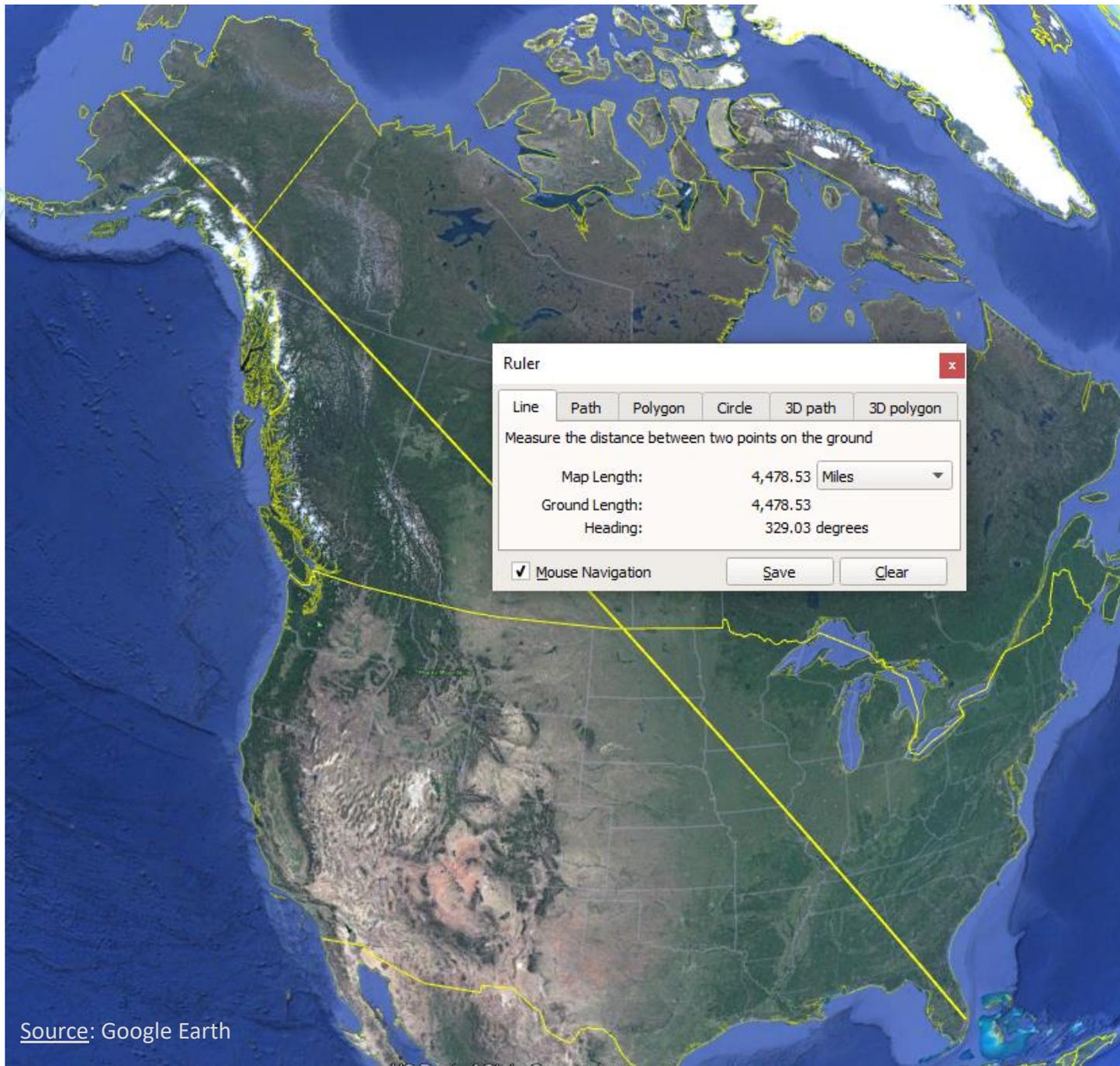
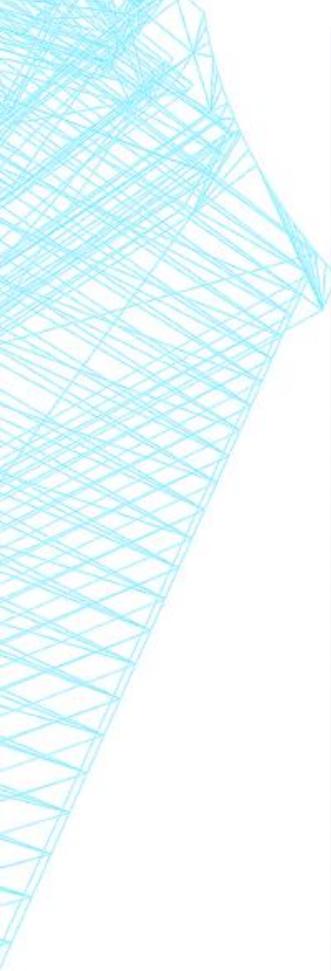
- 1986
 - Citizen group recommended moratorium on new developments
 - Community Leaders Solution: tie road building with development approvals
- 1987
 - PBC implemented concurrency by adopting the Traffic Performance Standards (Unincorporated)
- 1988
 - County voters approved Countywide impact fees for specific infrastructure through Charter amendment
- 1989
 - Adopted Comprehensive Plan
- 1990
 - BCC adoption of countywide traffic standards, applicable only to County and State roads
- 2009
 - SB 360 eliminates concurrency requirement
- 2011
 - HB 7207 no longer requires concurrency in FL, but creates rules and suggestions for jurisdictions that maintain concurrency

THOROUGHFARE RIGHT OF WAY IDENTIFICATION MAP



- Developed in 1980's by the BCC
- Ultimate long-range needs for major roads
- Used as the foundation to determine where to make needed capacity improvements to roadways and intersections
- Updated as necessary by the BCC through the comprehensive planning process
- Complete Streets elements are incorporated





That's a lot of lane miles.....

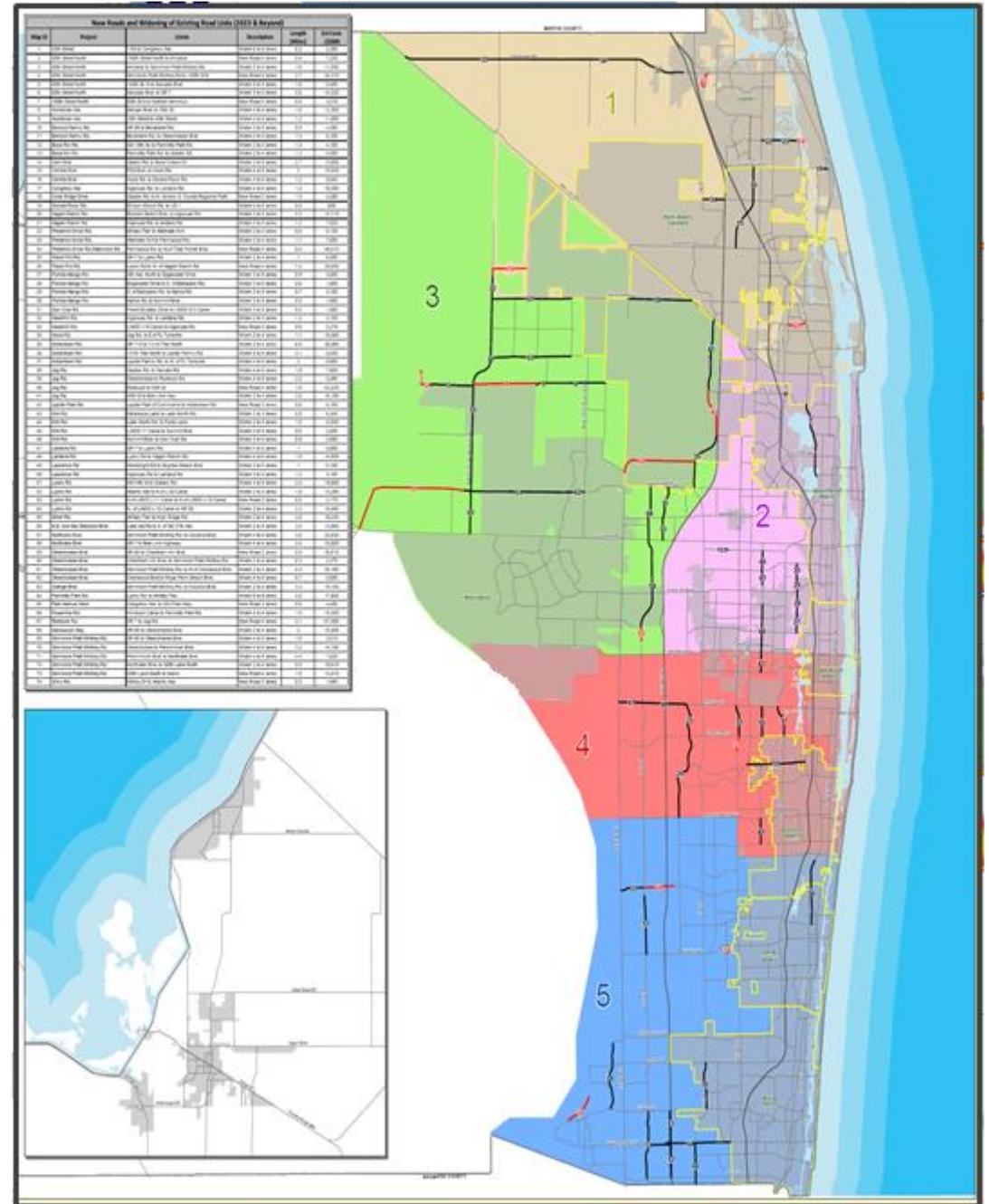
Source: Google Earth

2023 – 2045 County Thoroughfare Road Projects

Estimated Project Costs
\$1.034 B

2045 and Beyond

Estimated to be over
\$1 Billion

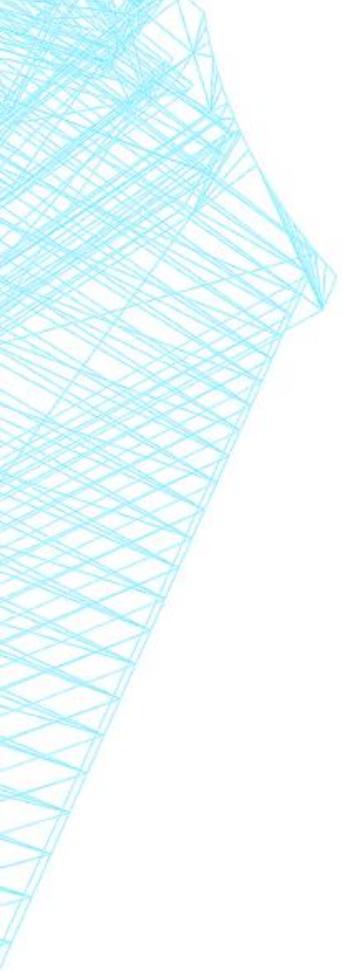


FIVE YEAR ROAD PROGRAM (FY 2021- 2025)

CURRENT PROJECT COSTS (FY 2021– 2025)

<input type="checkbox"/> FY 2021	\$94,090,000
<input type="checkbox"/> FY 2022	\$84,170,000
<input type="checkbox"/> FY 2023	\$37,260,000
<input type="checkbox"/> FY 2024	\$39,100,000
<input type="checkbox"/> FY 2025	<u>\$32,680,000</u>
TOTAL COSTS	\$287,300,000

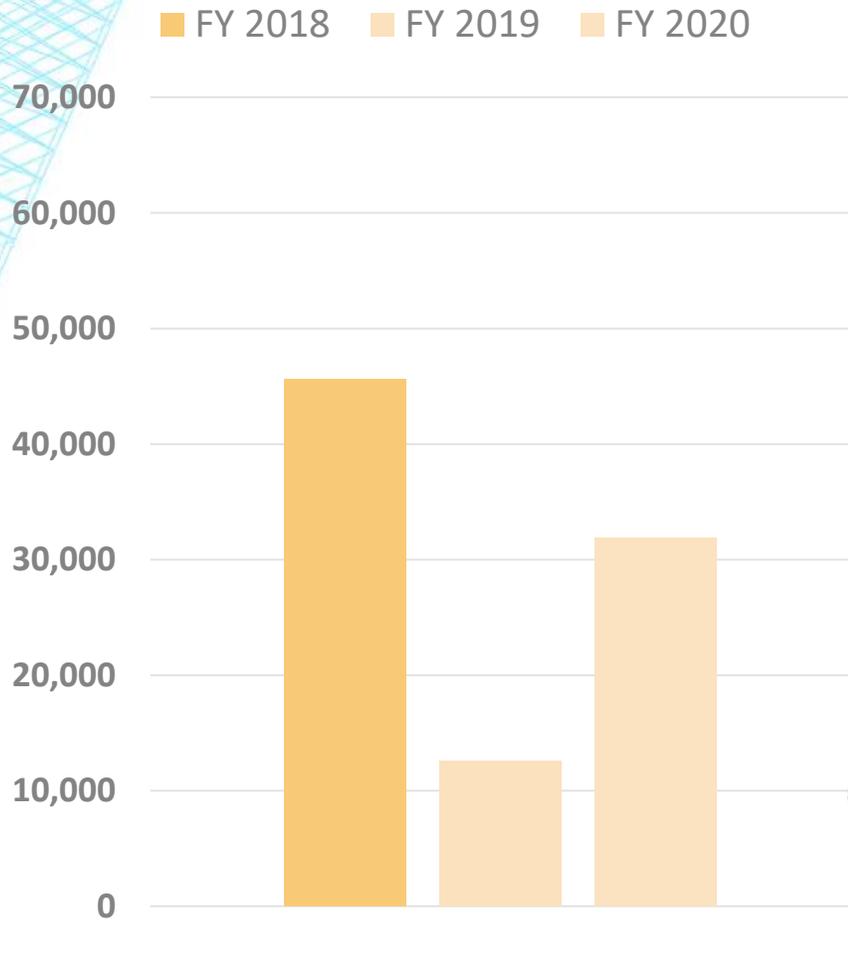
Funding sources include impact fees, proportionate share, gas taxes, infrastructure sales tax, FDOT agreements and miscellaneous agreements.



COMPLETE STREETS

- **Policy TE 1.9-b:** The County shall provide for bicycle, pedestrian, and bus transit facilities in the plans for all major roadway construction and reconstruction projects consistent with adopted standards developed by the County and State, especially when connecting to GLOSS components, unless cost prohibitive or deemed impractical by the County Engineer based upon generally accepted engineering principles.

Implementation of County Pathway Program

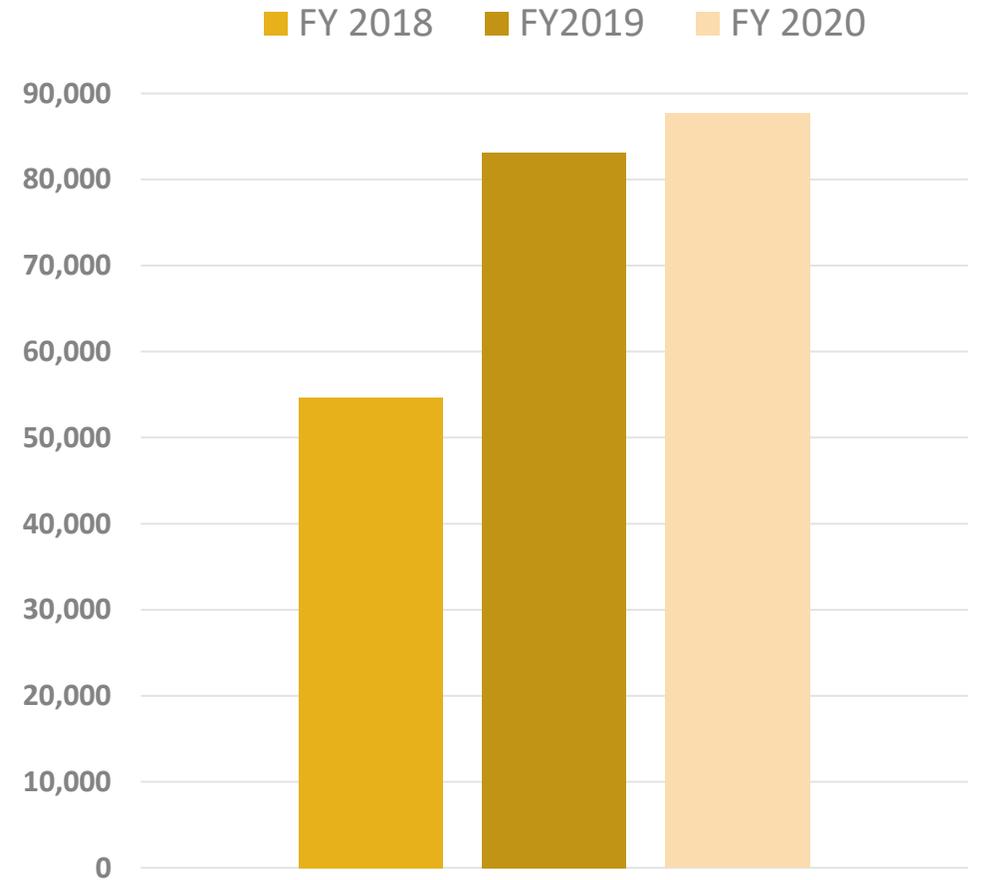


Completion Year



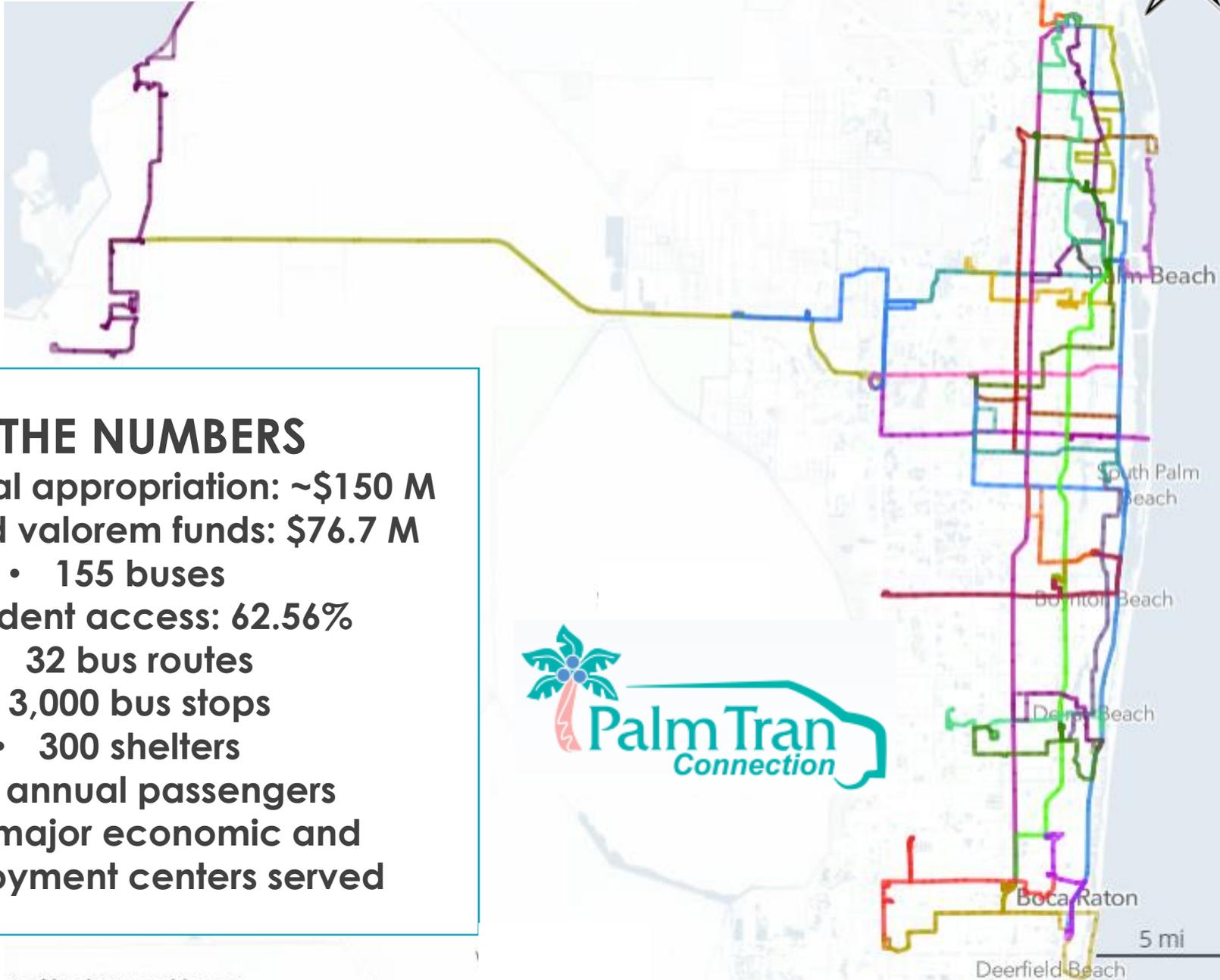
Linear Feet

Bike Lanes Added or Refurbished



Source: Infrastructure CDT Presentation

PALM TRAN SERVICE



BY THE NUMBERS

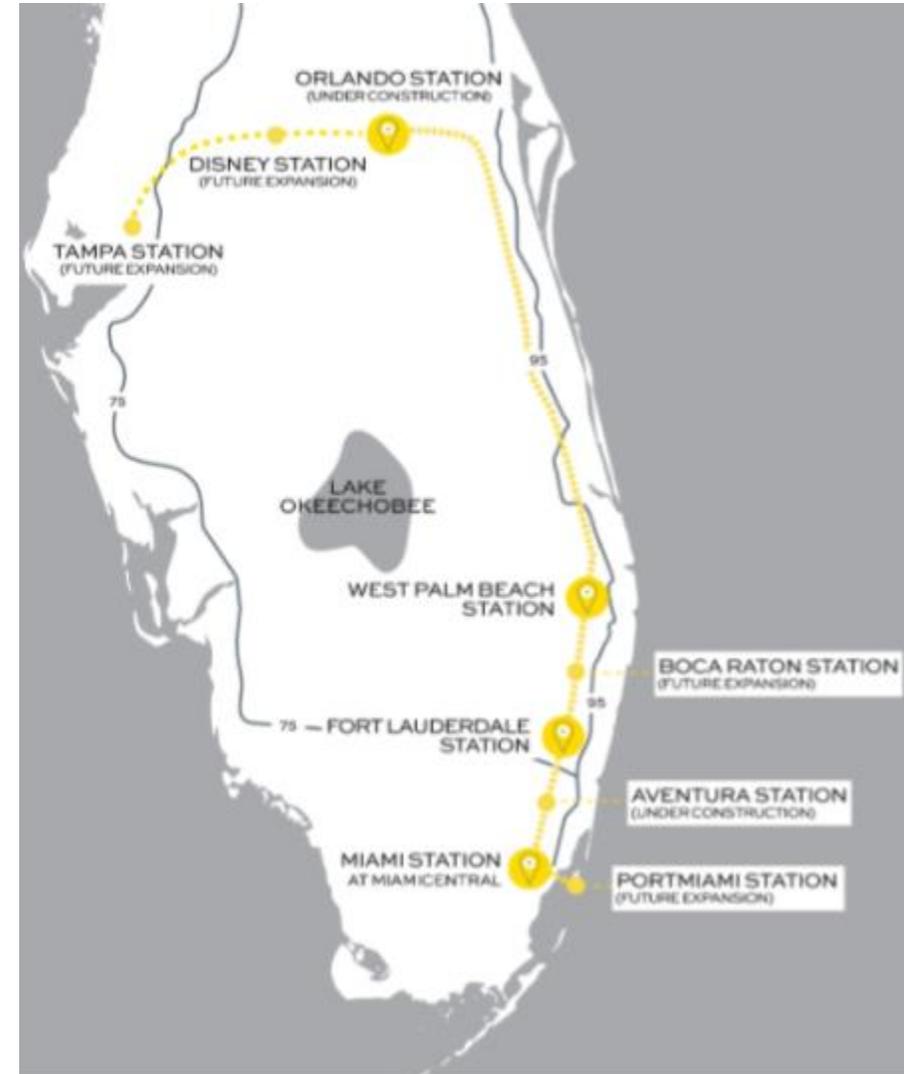
- FY 20 total appropriation: ~\$150 M
- FY 20 ad valorem funds: \$76.7 M
 - 155 buses
- Resident access: 62.56%
 - 32 bus routes
 - 3,000 bus stops
 - 300 shelters
- 9M annual passengers
- 70+ major economic and employment centers served





Tri Rail Commuter Connector Services

- West Palm Beach
- Lake Worth Beach
- Boca Raton



TRANSPORTATION PARTNERS



Palm Beach Transportation Planning Agency

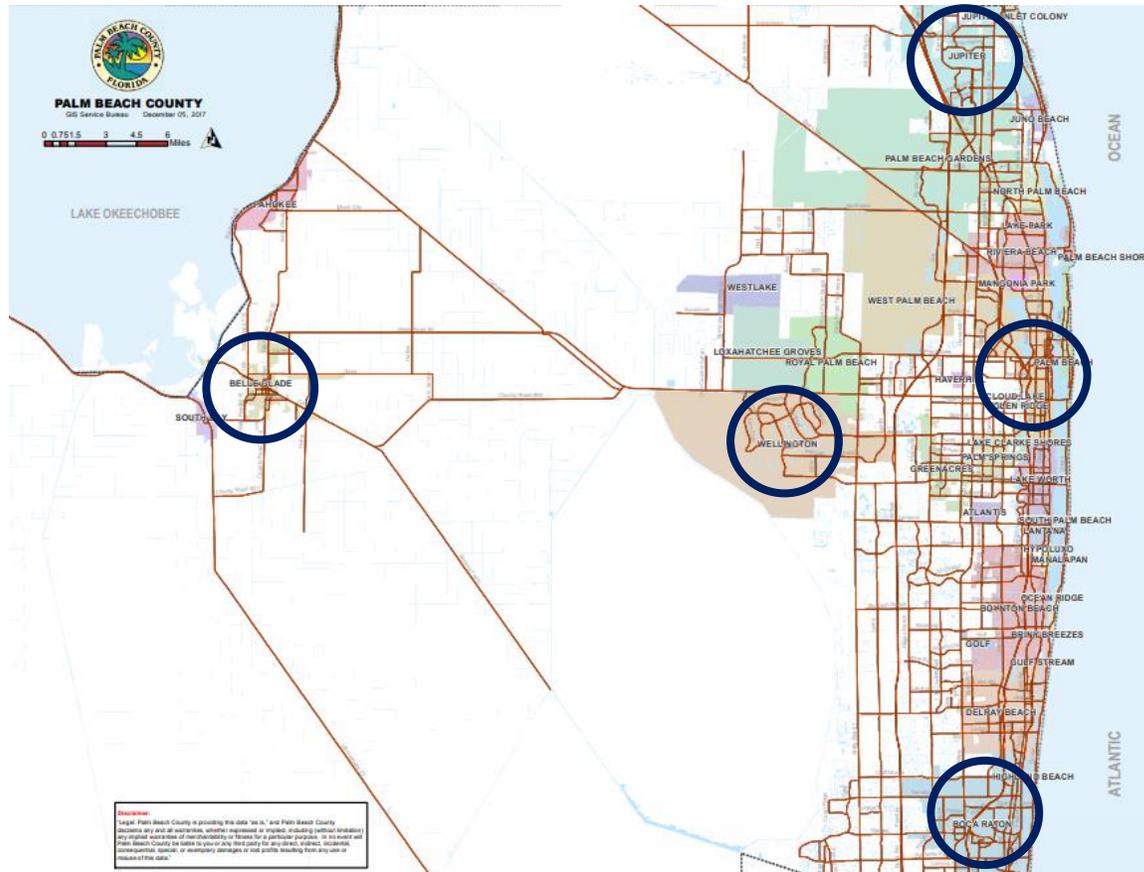


brightline

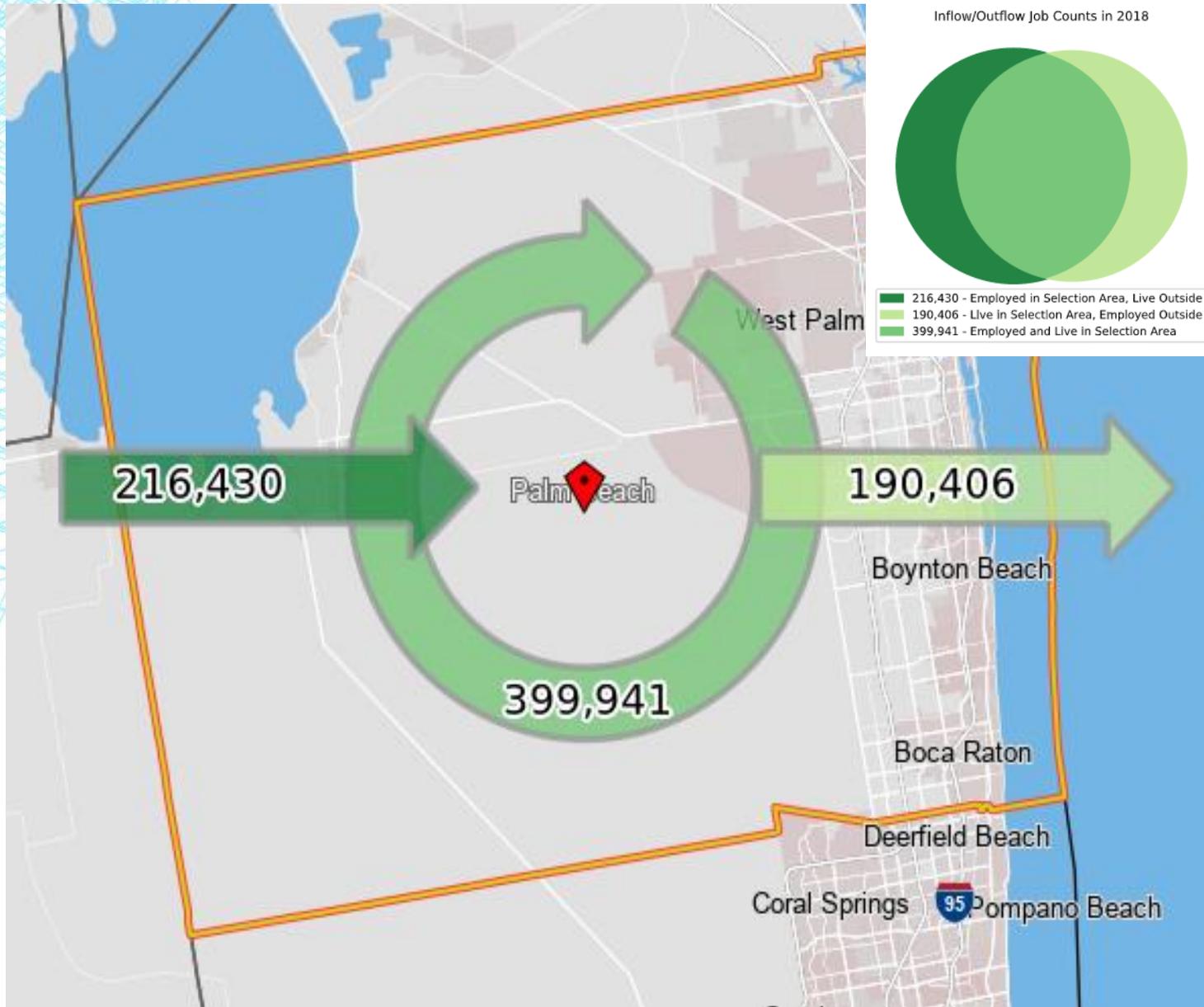
39 municipalities

And others!

UNDERSTANDING OUR LOCAL TRAVEL PATTERNS



PALM BEACH COUNTY INFLOW/OUTFLOW (ALL JOBS)

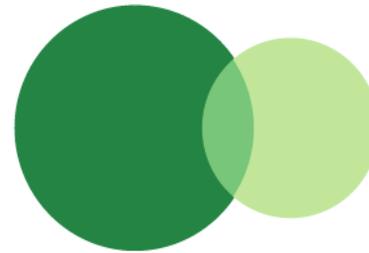


Palm Beach County Inflow/Outflow Job Counts (All Jobs) 2018	Count	Share
Employed in the Selection Area	616,371	100.0%
Employed in the Selection Area but Living Outside	216,430	35.1%
Employed and Living in the Selection Area	399,941	64.9%
Living in the Selection Area	590,347	100.0%
Living in the Selection Area but Employed Outside	190,406	32.3%
Living and Employed in the Selection Area	399,941	67.7%

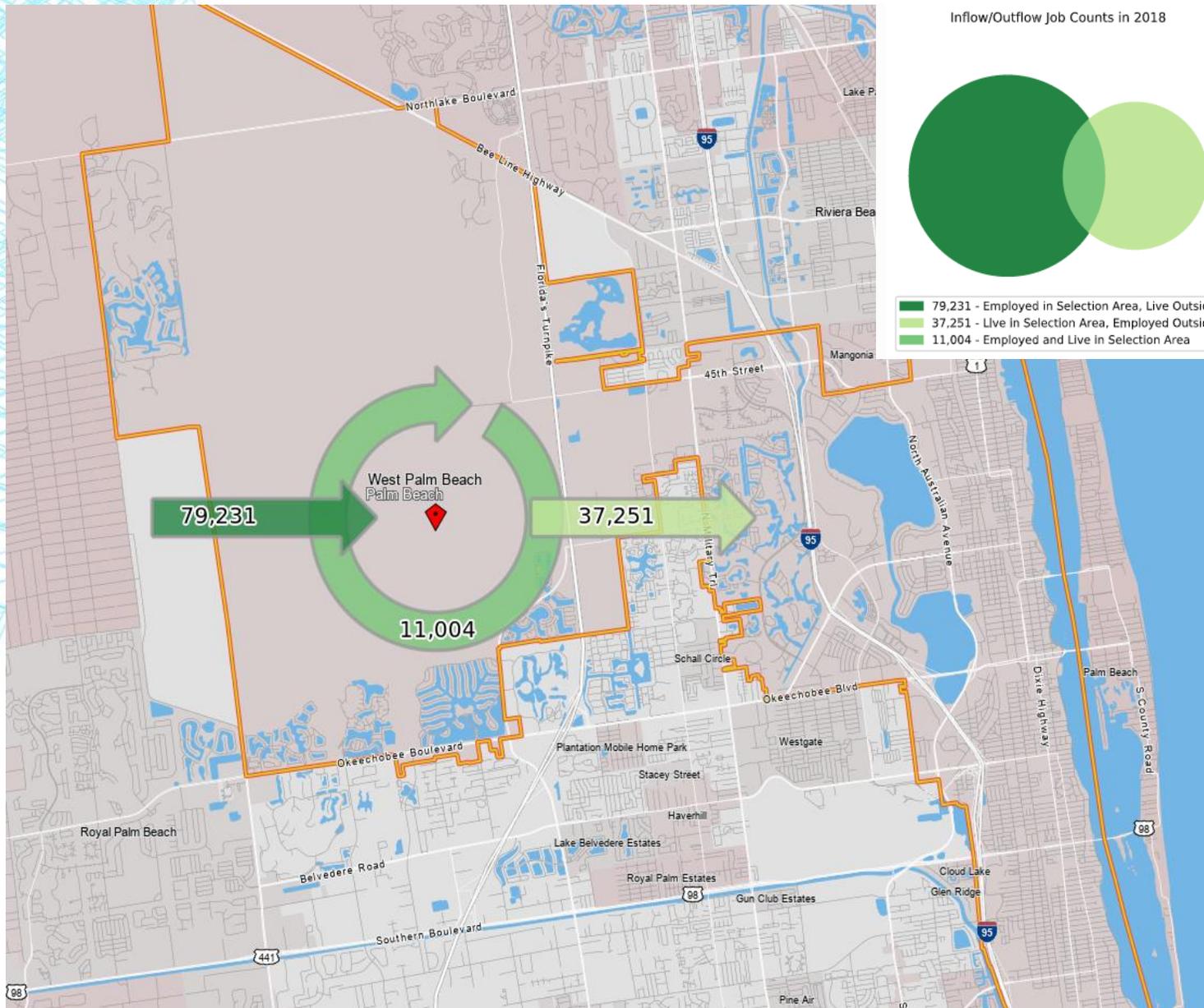
Source: 2018 OnTheMap, US Census

WEST PALM BEACH INFLOW/OUTFLOW (ALL JOBS)

Inflow/Outflow Job Counts in 2018



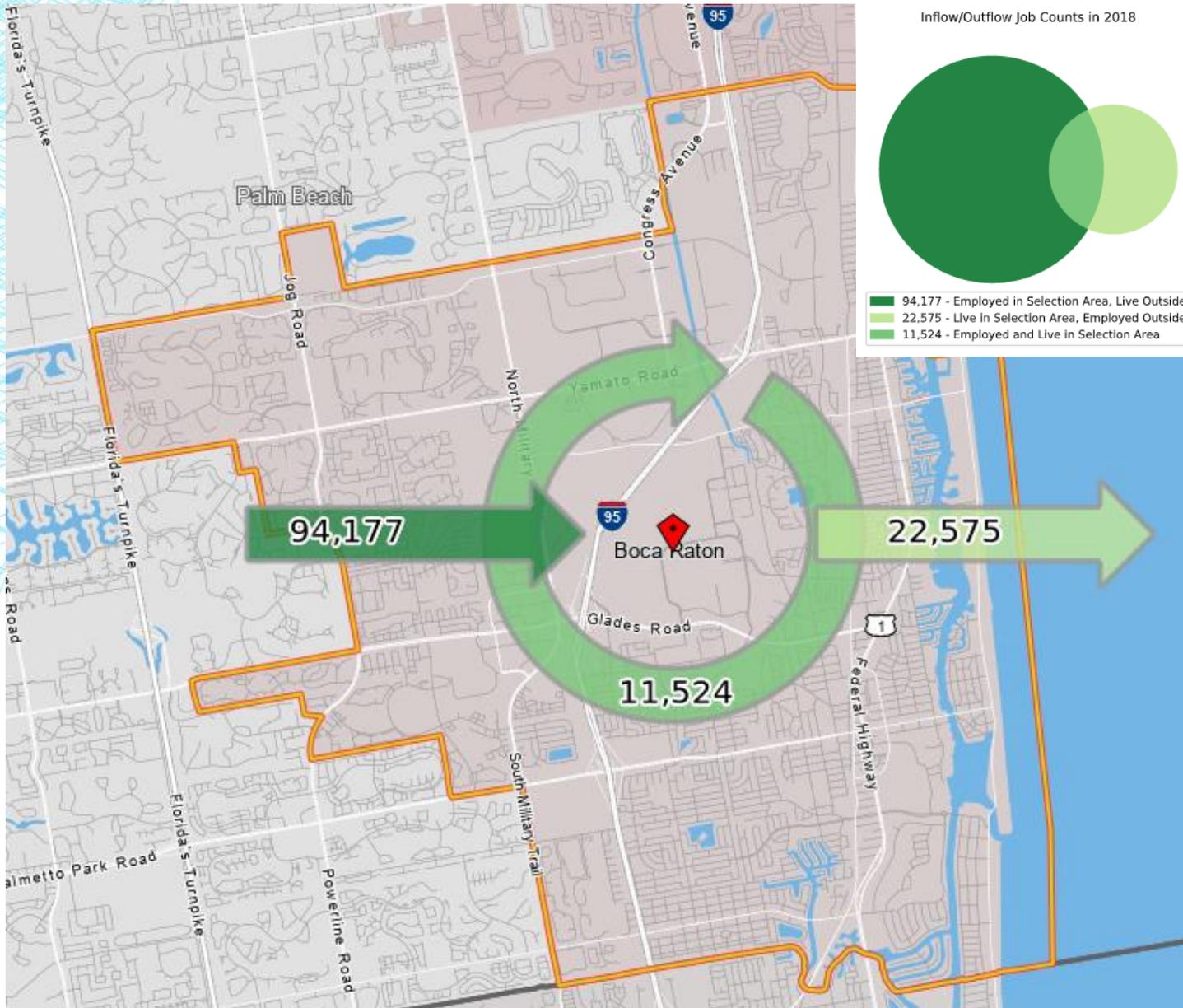
- 79,231 - Employed in Selection Area, Live Outside
- 37,251 - Live in Selection Area, Employed Outside
- 11,004 - Employed and Live in Selection Area



West Palm Beach Inflow/Outflow Job Counts (All Jobs) 2018	Count	Share
Employed in the Selection Area	90,235	100.0%
Employed in the Selection Area but Living Outside	79,231	87.8%
Employed and Living in the Selection Area	11,004	12.2%
Living in the Selection Area	48,255	100.0%
Living in the Selection Area but Employed Outside	37,251	77.2%
Living and Employed in the Selection Area	11,004	22.8%

Source: 2018 OnTheMap, US Census

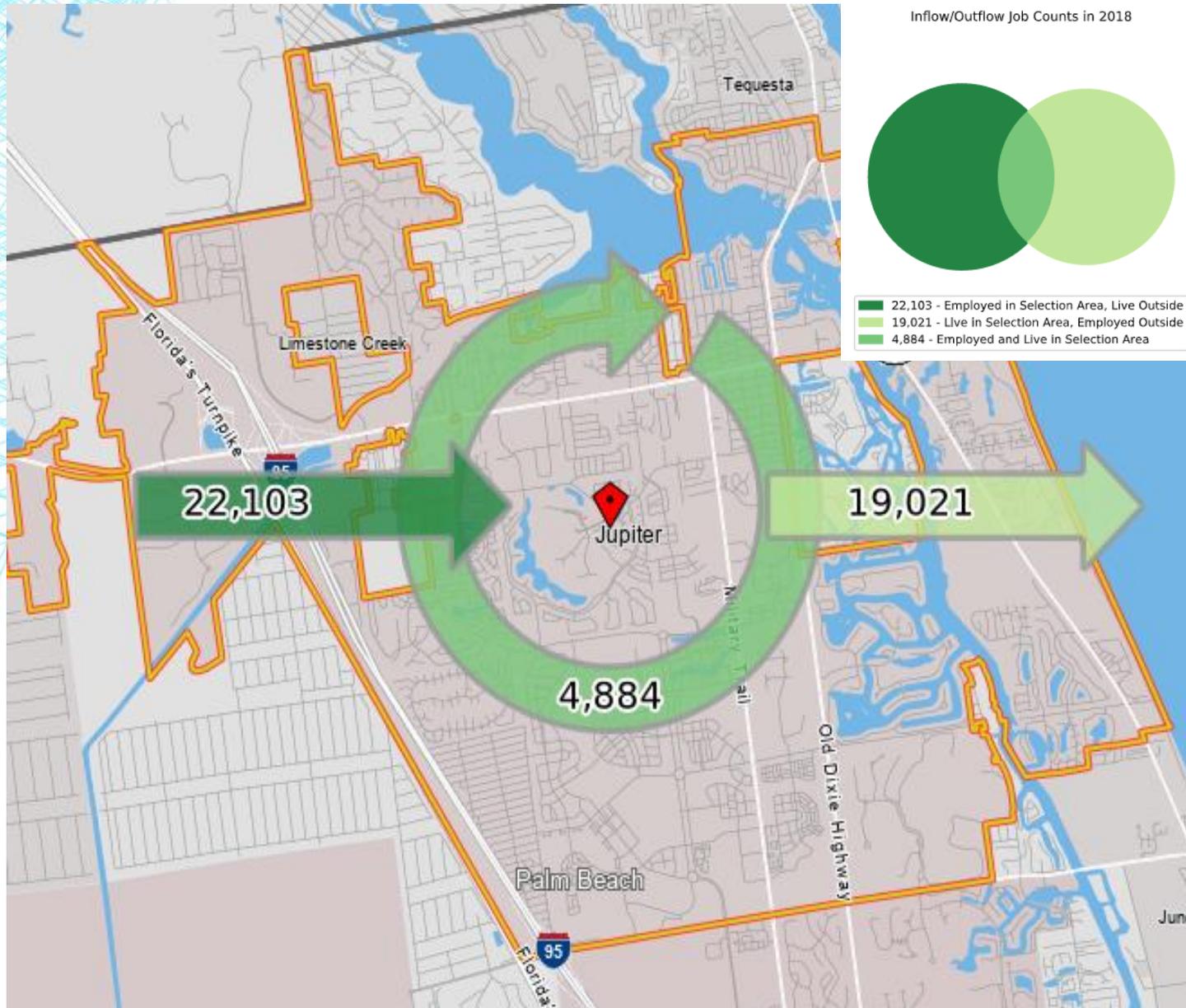
BOCA RATON INFLOW/OUTFLOW (ALL JOBS)



Boca Raton Inflow/Outflow Job Counts (All Jobs) 2018	Count	Share
Employed in the Selection Area	105,701	100.0%
Employed in the Selection Area but Living Outside	94,177	89.1%
Employed and Living in the Selection Area	11,524	10.9%
Living in the Selection Area	34,099	100.0%
Living in the Selection Area but Employed Outside	22,575	66.2%
Living and Employed in the Selection Area	11,524	33.8%

Source: 2018 OnTheMap, US Census

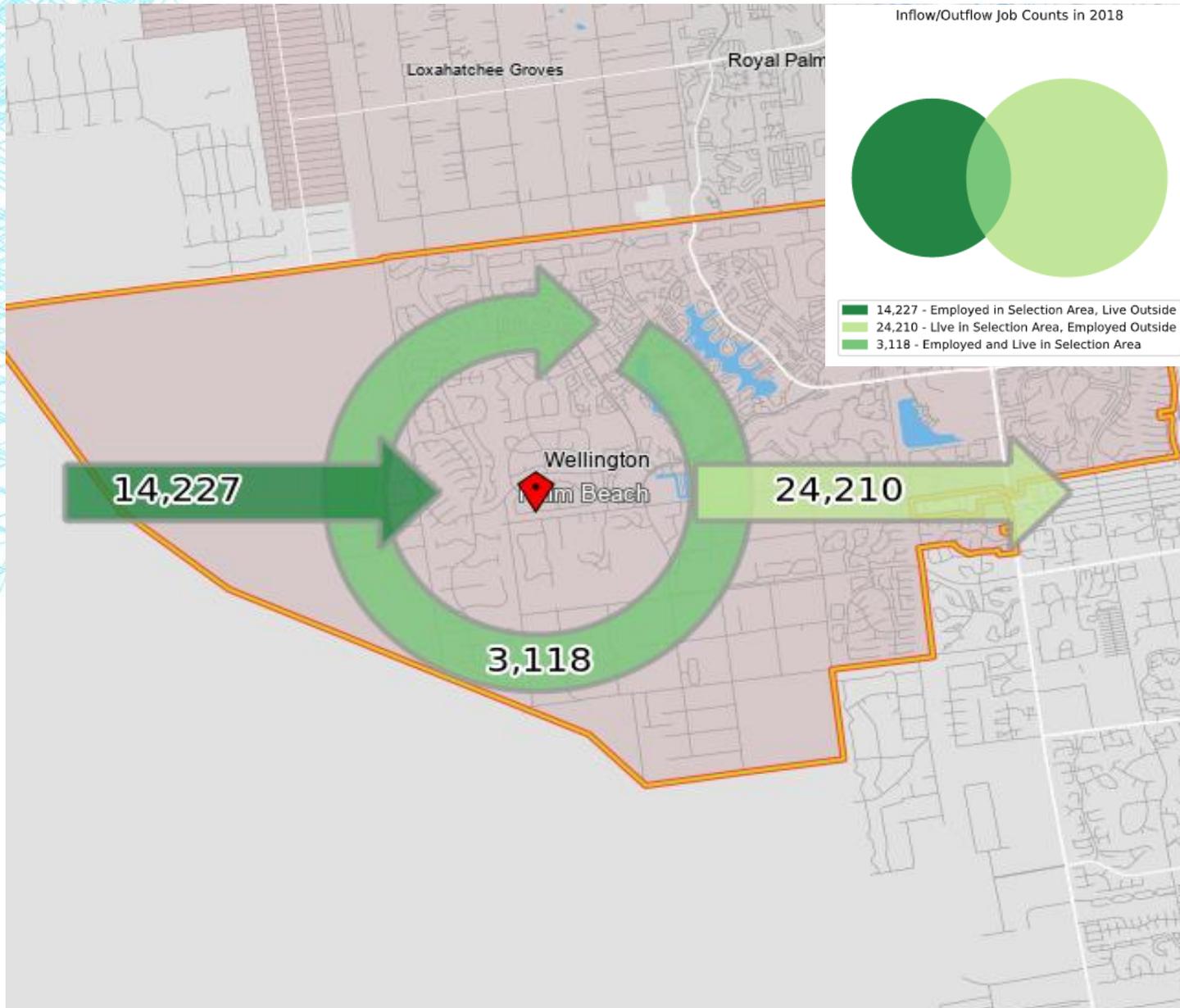
JUPITER INFLOW/OUTFLOW (ALL JOBS)



Jupiter Inflow/Outflow Job Counts (All Jobs) 2018	Count	Share
Employed in the Selection Area	26,987	100.0%
Employed in the Selection Area but Living Outside	22,103	81.9%
Employed and Living in the Selection Area	4,884	18.1%
Living in the Selection Area	23,905	100.0%
Living in the Selection Area but Employed Outside	19,021	79.6%
Living and Employed in the Selection Area	4,884	20.4%

Source: 2018 OnTheMap, US Census

WELLINGTON INFLOW/OUTFLOW (ALL JOBS)

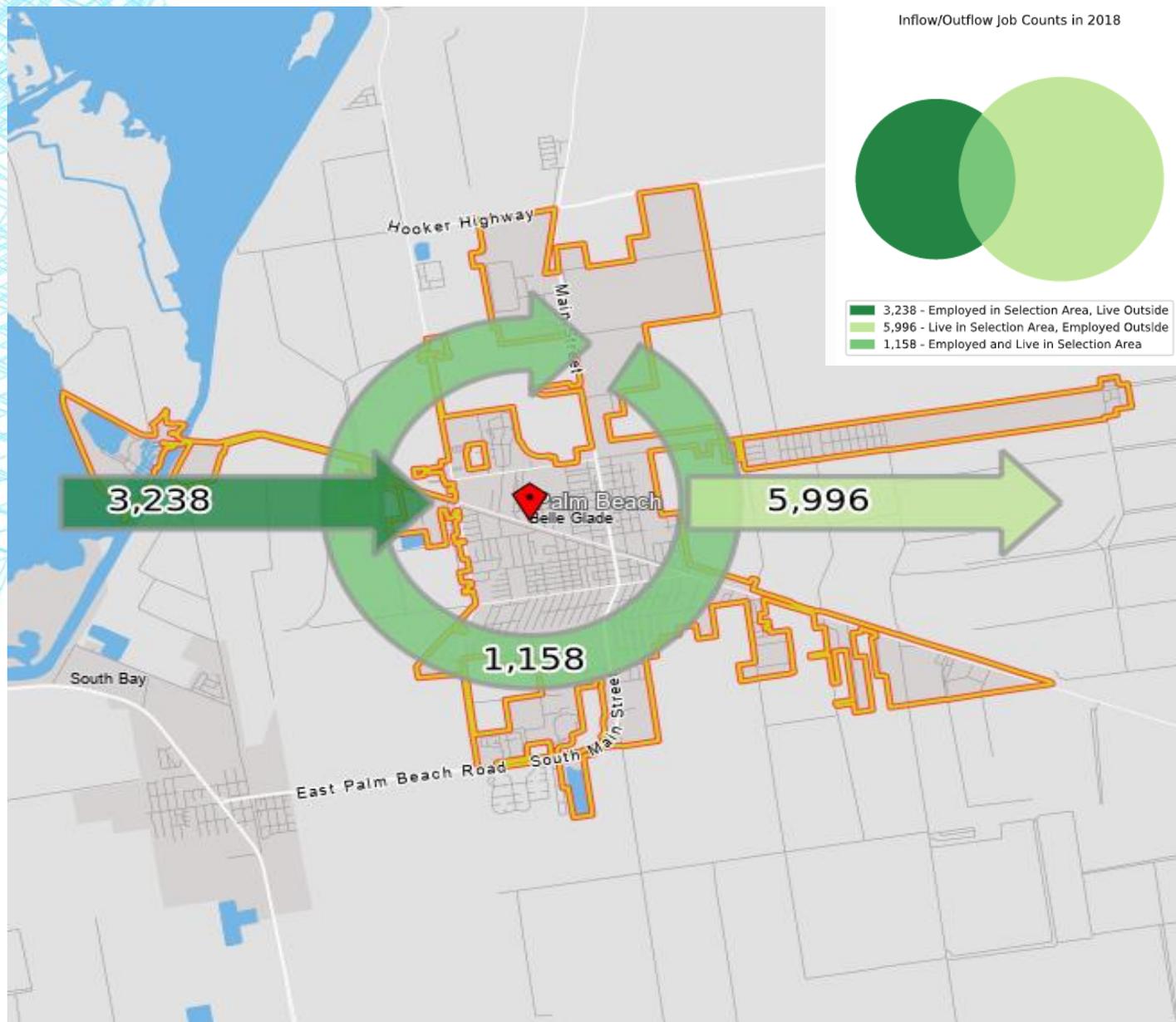


Wellington Inflow/Outflow Job Counts (All Jobs) 2018

	Count	Share
Employed in the Selection Area	17,345	100.0%
Employed in the Selection Area but Living Outside	14,227	82.0%
Employed and Living in the Selection Area	3,118	18.0%
Living in the Selection Area	27,328	100.0%
Living in the Selection Area but Employed Outside	24,210	88.6%
Living and Employed in the Selection Area	3,118	11.4%

Source: 2018 OnTheMap, US Census

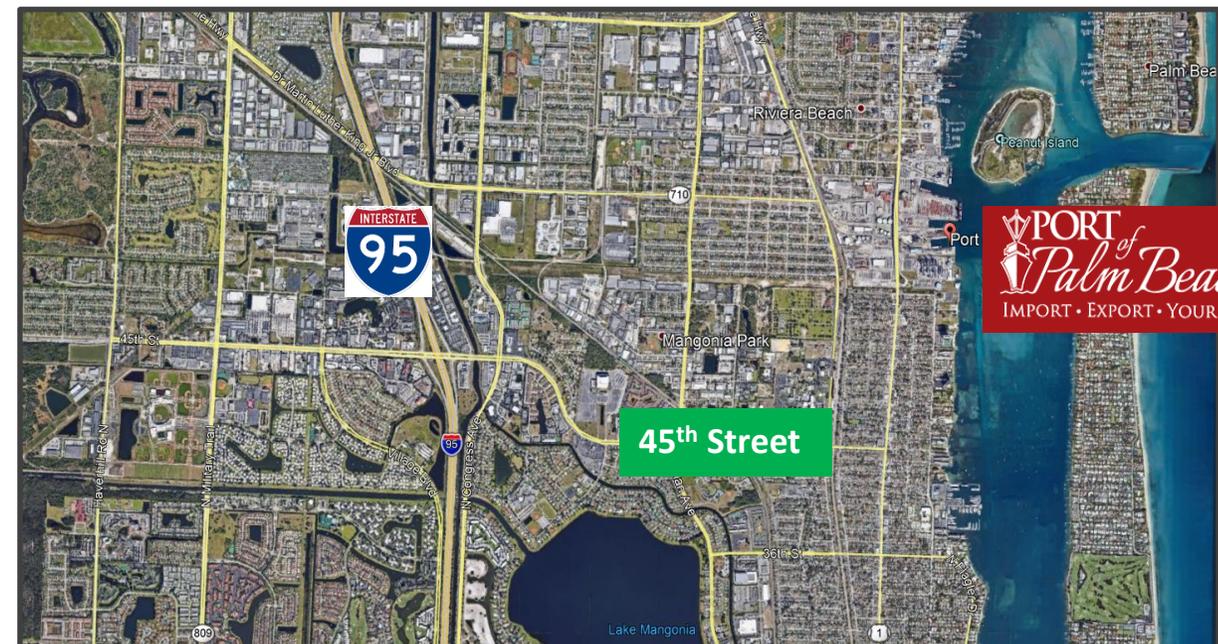
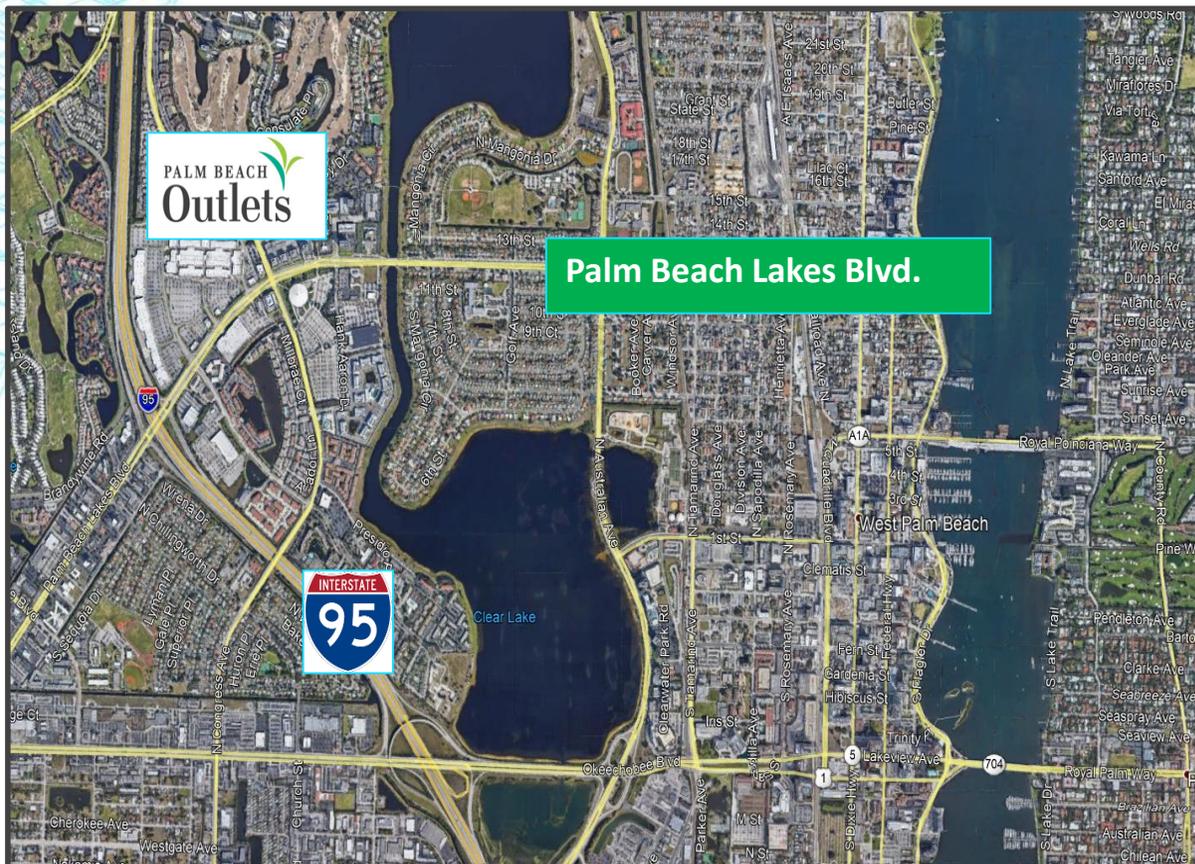
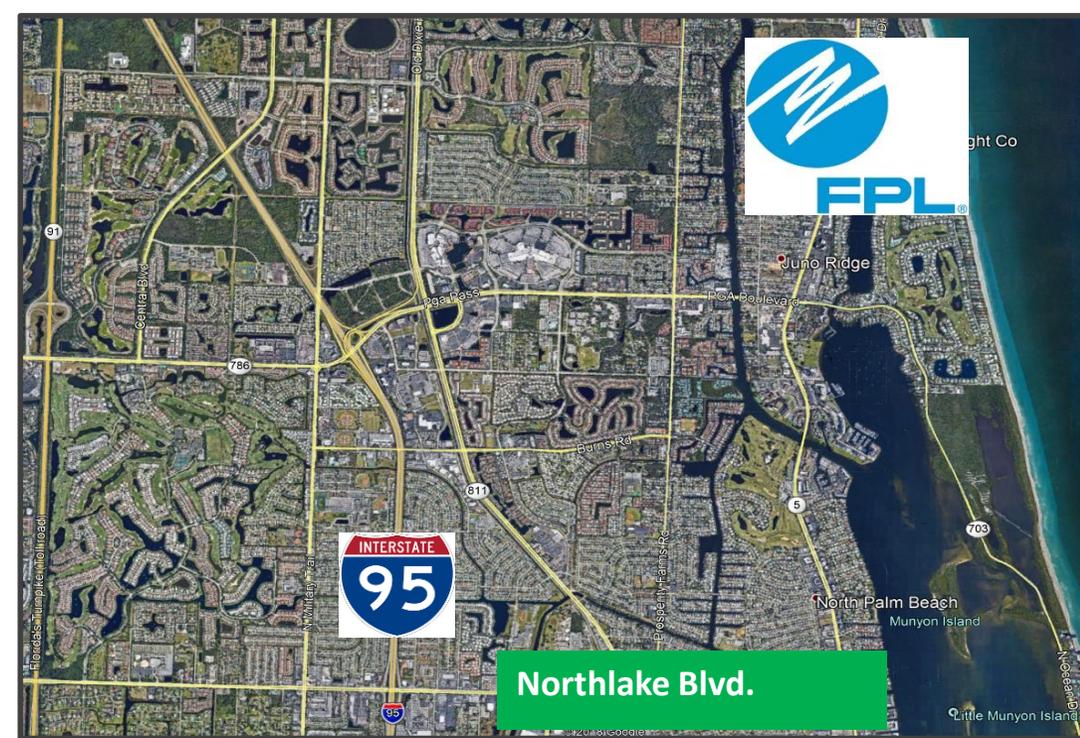
BELLE GLADE INFLOW/OUTFLOW (ALL JOBS)

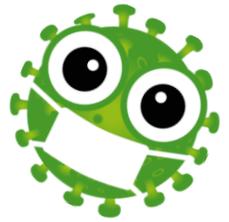


Belle Glade Inflow/Outflow Job Counts (All Jobs) 2018	Count	Share
Employed in the Selection Area	4,396	100.0%
Employed in the Selection Area but Living Outside	3,238	73.7%
Employed and Living in the Selection Area	1,158	26.3%
Living in the Selection Area	7,154	100.0%
Living in the Selection Area but Employed Outside	5,996	83.8%
Living and Employed in the Selection Area	1,158	16.2%

Source: 2018 OnTheMap, US Census

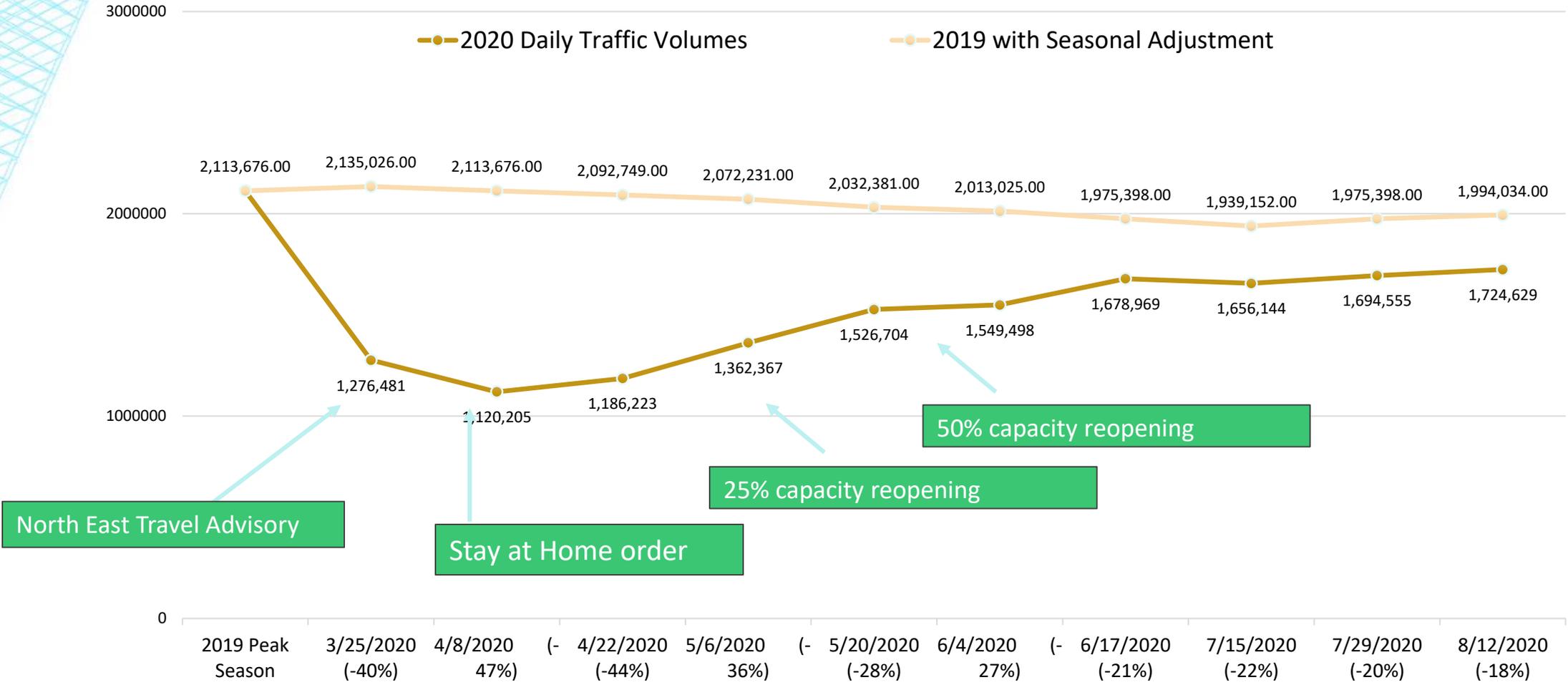
ECONOMIC PROSPERITY DEPENDS ON A CONNECTED TRANSPORTATION NETWORK



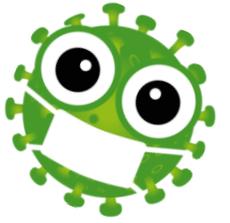


Covid-19 Impacts

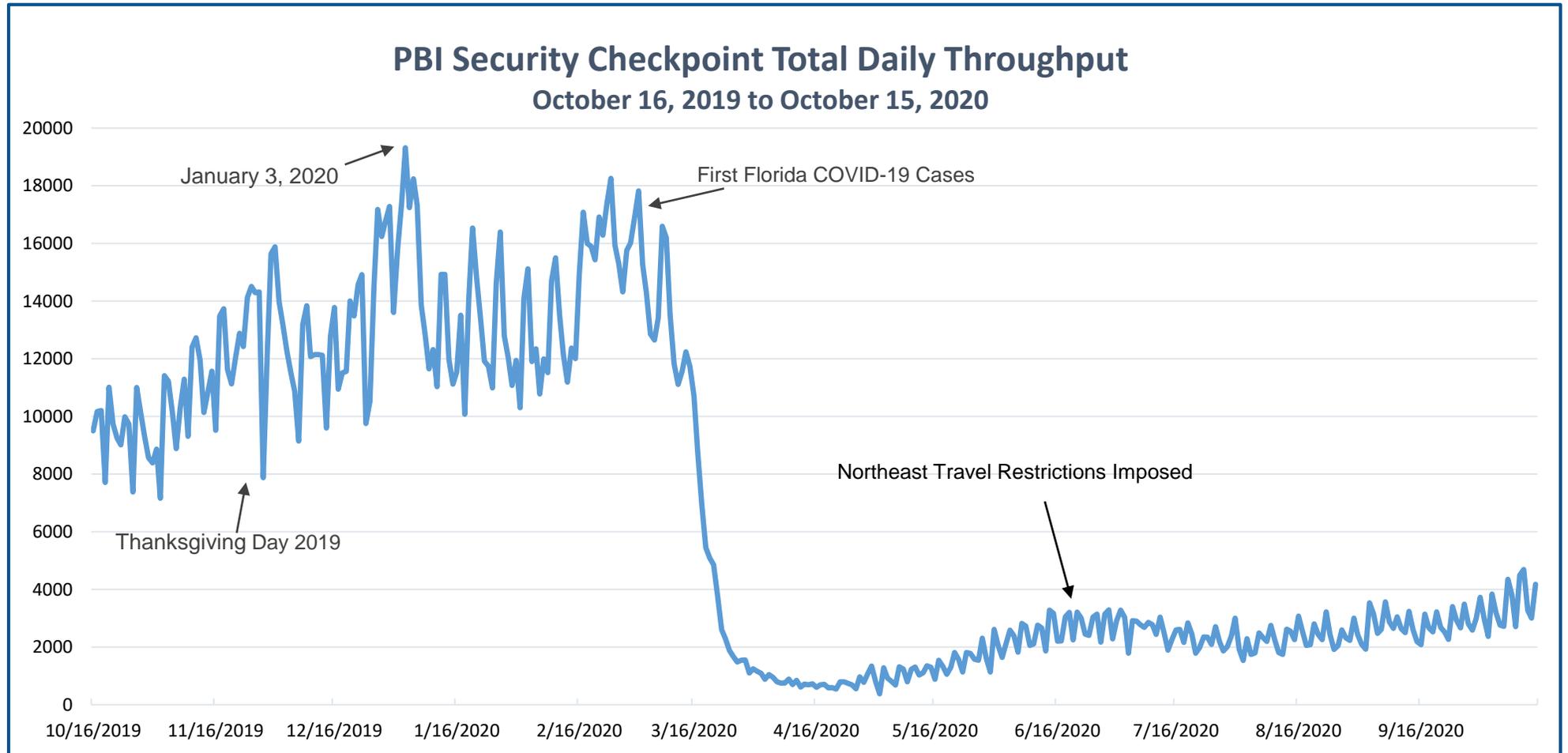
MAJOR ROADS DAILY TRAFFIC VARIATION



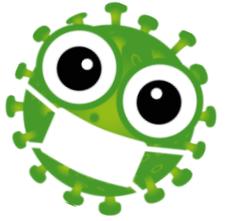
Source: Infrastructure CDT Presentation



Covid-19 Impact



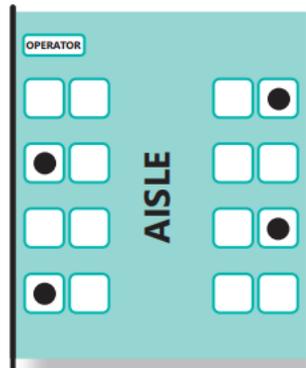
COVID-19 RESPONSE



- Protective barriers known as “operator office doors” were installed on all fixed-route buses. The heavy-duty glass shields are another step towards reducing contact between bus operators and passengers.

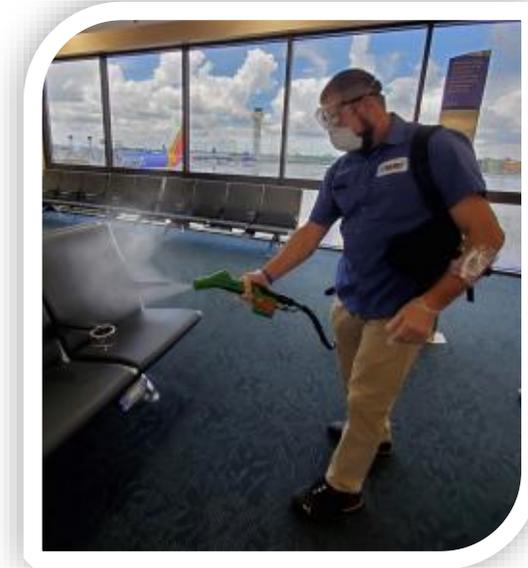


- PBIA developed a plan to provide additional safety measures for the protection of the traveling public and airport employees.
- Installed transmission barriers at ticket counters/gates.
- Providing safety messaging through signage, overhead announcements, social media.



Palm Tran took active steps to ensure social distancing on all buses by limiting the maximum capacity onboard to 20 passengers. Signs were mounted inside the buses encouraging social distancing and providing a chart to display the safest seating onboard.

- In conjunction with the requirement that all passengers wear facial coverings, Palm Tran provided free masks to riders for more than three months.



Thank you for participating in today's summit!



John R. Streitmatter, MBA, is a Director at the Leadership Research Institute (LRI) who specializes in building leader credibility in the midst of turbulent market and organizational dynamics.