

# Building a Unified Palm Beach Co. Transportation Master Plan

May 30, 2025





*Today's Topic:*

# Doing Something Transformative

# Countywide Transportation Master Plan (CTMP) Estimated Timeline

(Post RFP/Consultant Selection – DRAFT)

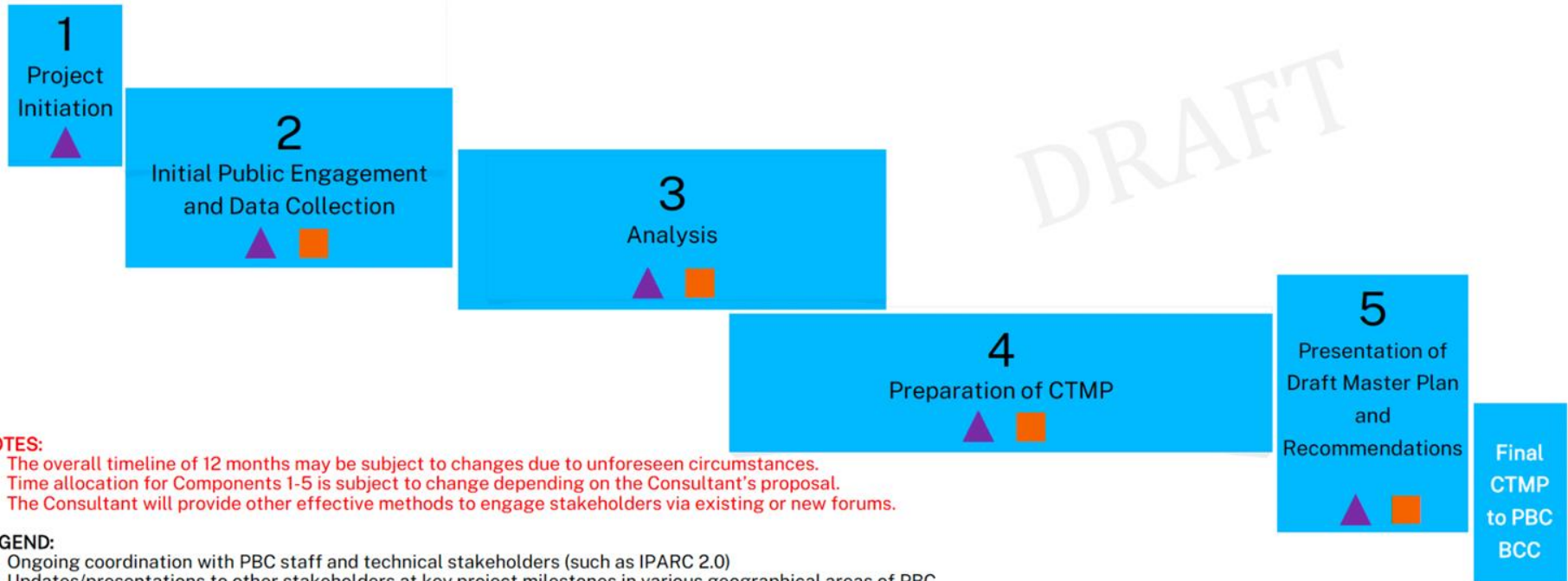
2025

2026

Jul Aug Sep Oct Nov Dec Jan Feb Mar Apr May Jun Jul

Public Involvement Opportunities

Engagement during the first several months and at each milestone through final approval

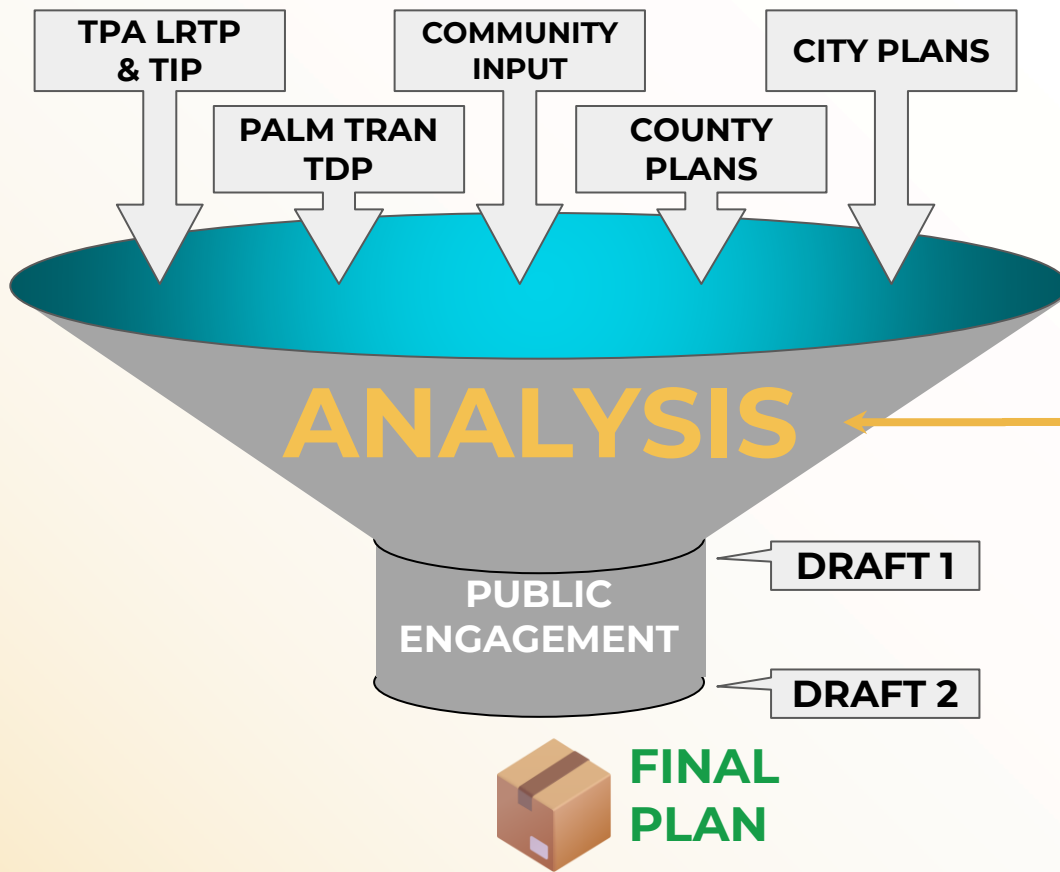




# Not Starting from Zero: Path to a Plan

TRANSPORTATION PLAN

LAND USE CONSIDERATIONS



Establish priorities

Model growth

Identify gaps & opportunities

Engage Stakeholders



*A Good Transportation Plan*  
Covers the Entire County  
& is Context-Relevant.

# PALM BEACH COUNTY AT A GLANCE

**Municipalities: 39**

**Total Area: 1,977 square miles**  
(1,640 Unincorp. vs 337 Incorp)

**Total Population (2024): 1,545,905**  
(1,171,677 Unincorp. vs 874,228 Incorp)

**INBOUND WORKFORCE**

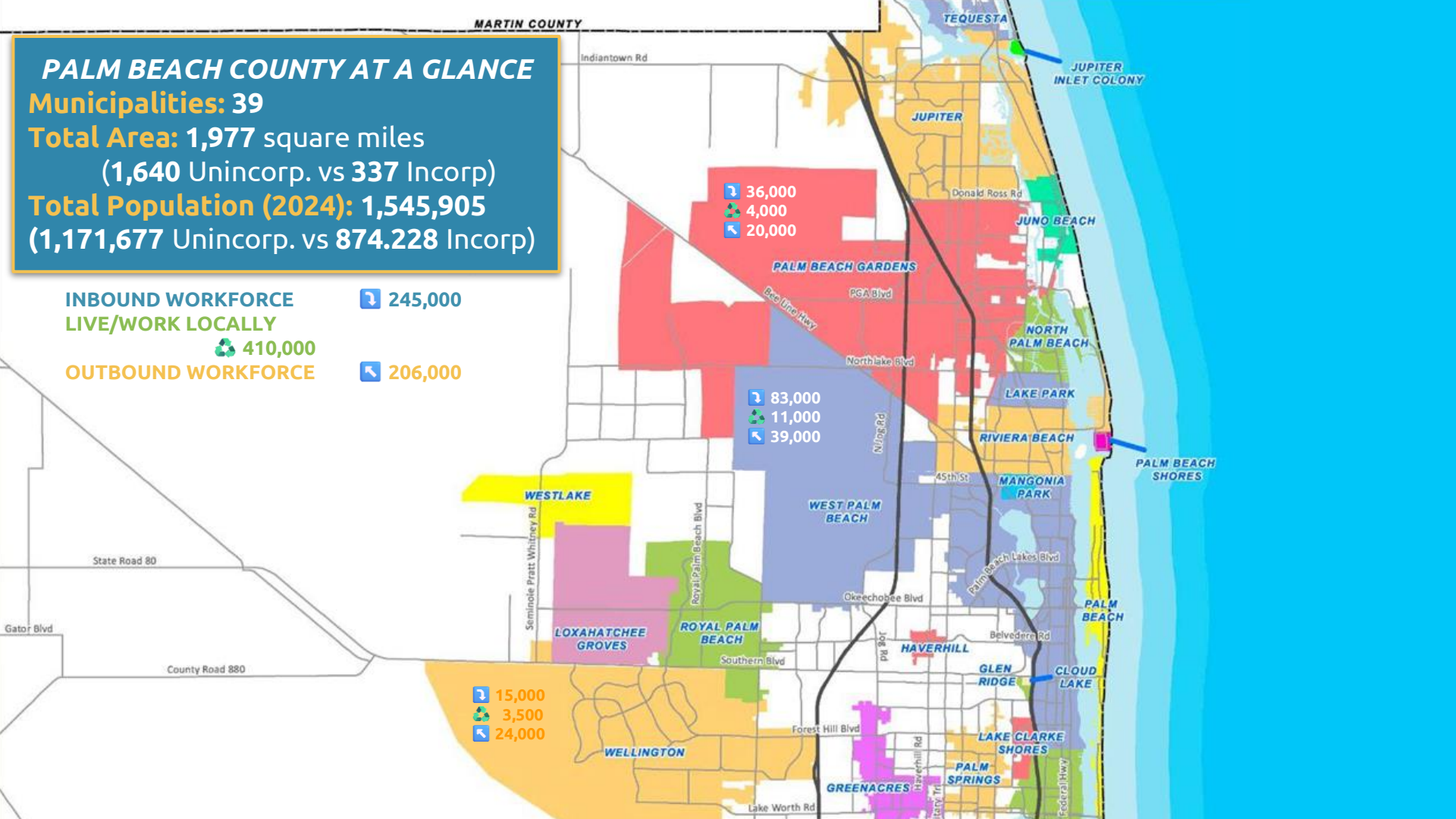
245,000

**LIVE/WORK LOCALLY**

410,000

**OUTBOUND WORKFORCE**

206,000

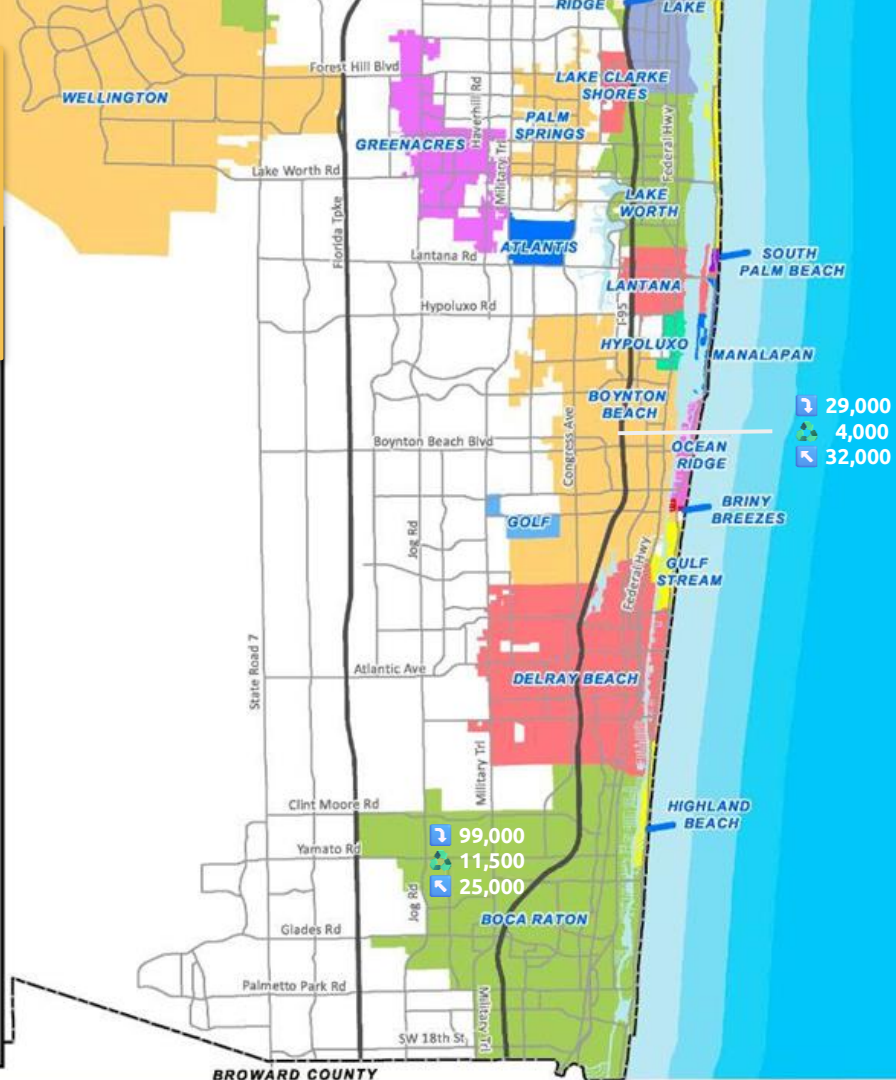
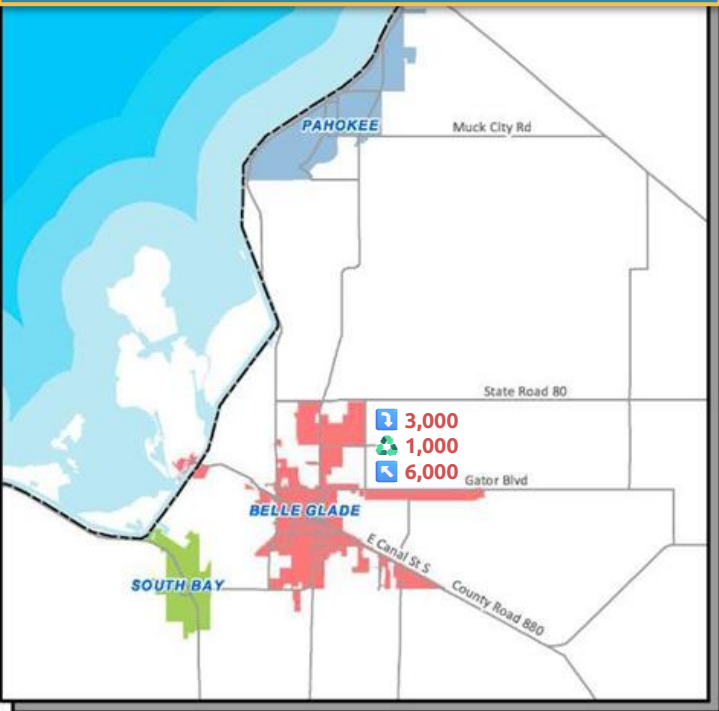


## PALM BEACH COUNTY AT A GLANCE

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# A Plan for the *Entire* Transportation System

- Land use patterns
- Sidewalks
- Trails
- Connections
- Roads
- Railroads
- Pedestrian access
- Bicycle lanes
- Micro mobility solutions
- Buses
- Trains
- Automobiles
- Park & Rides
- New technologies (AV, AI, etc)





*A Good Transportation Plan*  
Prepares us for the  
Future.



*A Good Transportation Plan*  
Is about more than just  
Transportation





*South Florida:*

**+1 million people over 20 years.**

**What happens if we do nothing?**



*Put Another Way:*

**Do we want our kids to  
afford to live here?**



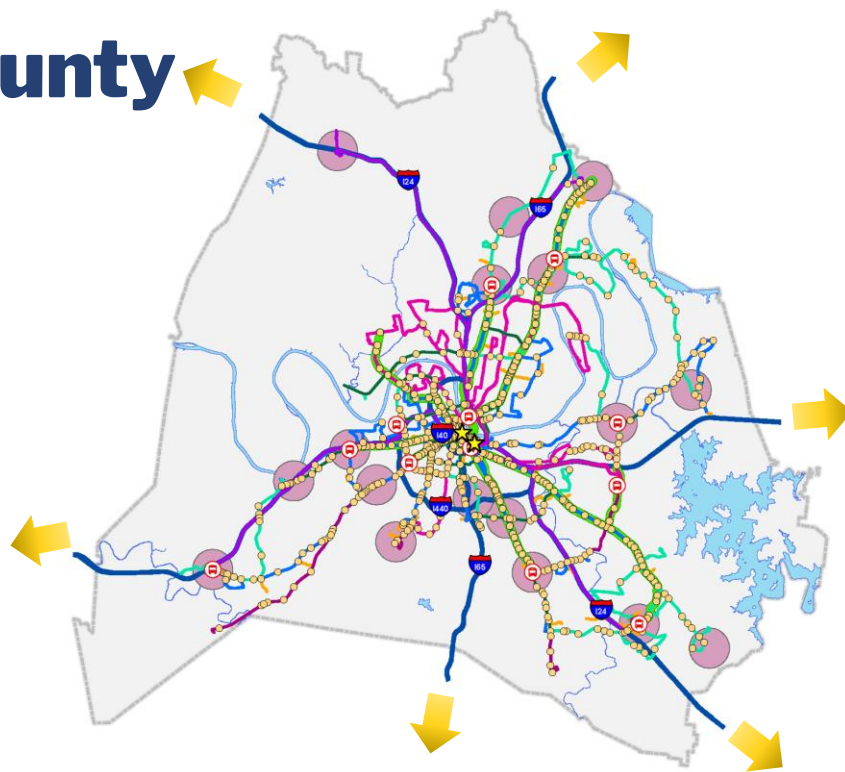
# Nashville + Davidson County



# Nashville/Davidson County



[nashville.gov/transit](https://nashville.gov/transit)



**Sidewalks**



**Service**



**Signals**



**Safety**





# CHOOSE HOW YOU MOVE

- Completes the Priority **Sidewalk** Network when combined with annual capital spending
- Upgrades nearly 600 Traffic **Signals**
- 24/7/365 and Expanded Transit **Service**
- Improves **Safety** for All Users
- **All Access Corridors**

# Add or upgrade 86 miles of sidewalks



**entire** Priority  
Sidewalk Network

*We constructed 6.5  
miles of sidewalks last  
year.*

CHOOSE  
HOW YOU  
MOVE





# Best opportunity to modernize signals

*Some of Nashville's traffic signals just recently moved off dial-up.*

CHOOSE  
HOW YOU  
MOVE



# Update nearly 600 traffic signals



of our  
**countywide**  
traffic signal  
intersections



connected to **new**  
**Traffic Management**  
**Center**

CHOOSE  
HOW YOU  
MOVE



Murfreesboro

# 24/7/365 service with 2x frequent service

**54** miles of All-Access Corridors

**12** transit centers

**17** park & rides

CHOOSE  
HOW YOU  
MOVE



Nolenville Pike at  
Welshwood



# Reduce injuries and deaths

**285** bus stops **upgraded**

**35** intersections **redesigned**

**35** miles of bikeways

CHOOSE  
HOW YOU  
MOVE



Madison Station Boulevard Complete and Green



# The safety Nashvillians deserve



Madison Station

Safe infrastructure...

vs.



Old Hickory Boulevard:  
Future Complete Street  
Project

No protections...

# Nashvillians told us they want this program

**70+** plans in last decade

**66,000+** pieces of input



**cost** of living

CHOOSE  
HOW YOU  
MOVE



Bowling  
Avenue

# Why this matters...

Residential Real Estate

## Rising cost of living, depleted funds create 'perfect storm' for Nashville seniors

Nov 7, 2023 - Real Estate

You need a six-figure salary to buy a home in Nashville



Adam Tamburin

## Nashville ranked as U.S. city with the worst commute. Here's why.

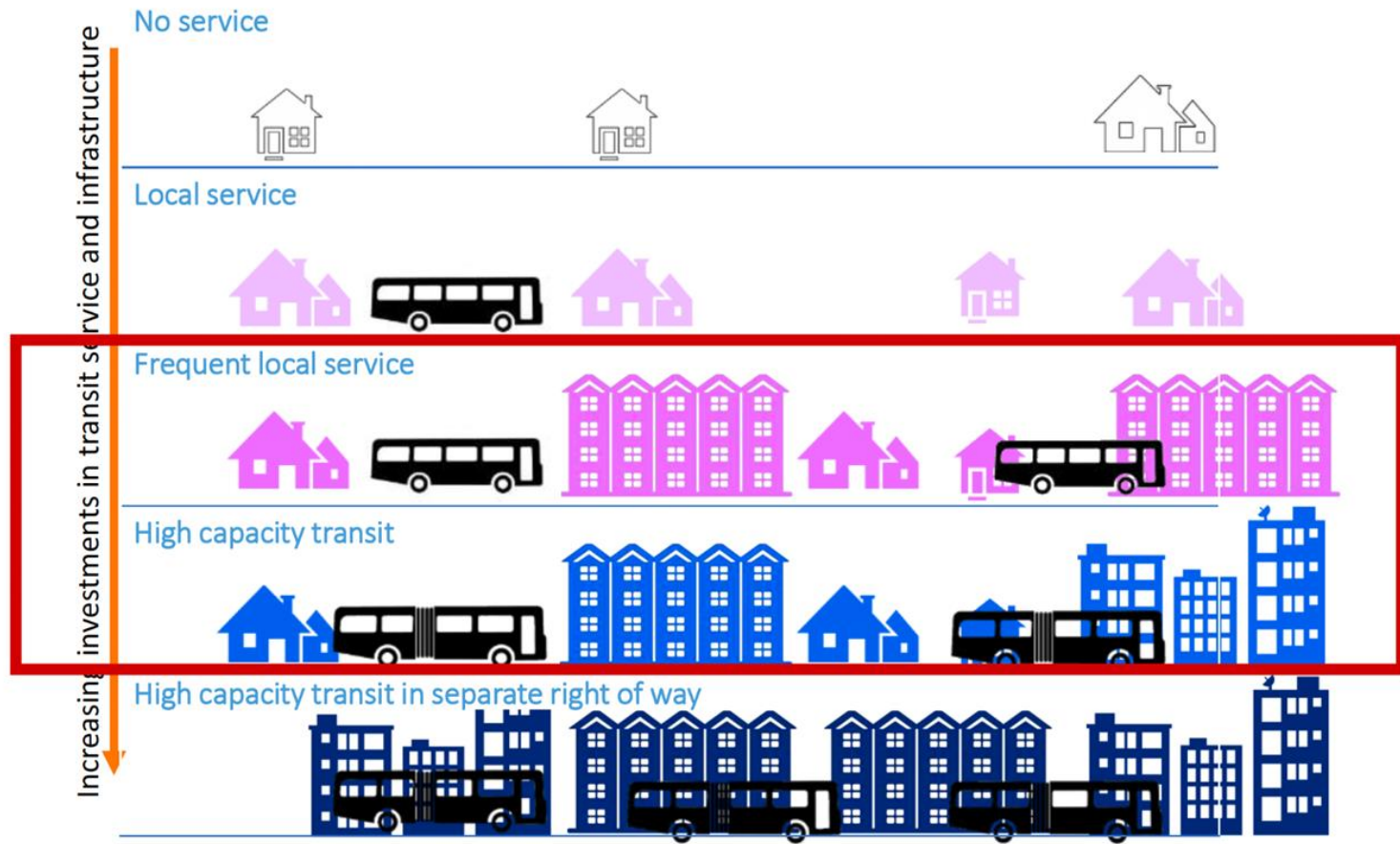


Joyce Orlando

Nashville Tennessean

Published 10:33 a.m. CT Oct. 31, 2023 | Updated 10:33 a.m. CT Oct. 31, 2023





**Nashville's pikes and corridors have transformed to support more frequent transit.**





# PHOENIX

 **PHOENIX  
TRANSPORTATION  
2050** 

# PHOENIX TRANSPORTATION 2050



## Program Overview

Funding for T2050 is being generated by a 0.7 percent sales tax (.7 cents on the dollar), which became effective Jan. 1, 2016. Over the life of the 35-year plan, revenues from the sales tax are estimated to generate about \$16.7 billion.

The city of Phoenix voter-approved Transportation 2050 initiative expands investment in street and transit improvements through 2050. Developed by a citizen-led committee of transportation experts and community advocates, the plan will dramatically expand our investment in the city's streets, buses and light rail system.

From tripling the number of light rail miles in Phoenix to providing late-night bus and Dial-a-Ride service citywide, T2050 is an aggressive improvement plan that will benefit every street in Phoenix and the residents who use them.

[For more information and the full plan overview](#)



# STREETS

T2050 more than doubles the funding for street overlays and new pavement and benefits every street in Phoenix. With T2050, the annual number of street miles that receive pavement upkeep has significantly increased from 130 to more than 300. As part of this \$1 billion-plus street-maintenance program, every street across the city will receive a pavement maintenance treatment approximately every ten years.

**2,000**  
NEW STREETLIGHTS

**LEFT-TURN TRAFFIC SIGNALS ADDED TO  
SOME OF THE BUSIEST INTERSECTIONS TO  
IMPROVE TRAFFIC SAFETY**



## Street Improvements

**680**

**MILES OF NEW ASPHALT  
ON MAJOR STREETS**

**135**  
MILES OF NEW SIDEWALKS

**\$240M FOR NEW BRIDGES AND ROADS TO  
COMPLETE THE CITY'S ROADWAY NETWORK**





# BUS

T2050 allows Phoenix to dramatically increase existing throughout the city and add extended routes into areas currently do not have bus service.

# BUS RAPID TRANSIT

The voter-approved Phoenix Transportation 2050 project adds 75 miles of Bus Rapid Transit (BRT) to Phoenix and the

## KEY

City of Phoenix

BRT corridor

BRT extension

19th Ave. or 35th Ave. [TBD]

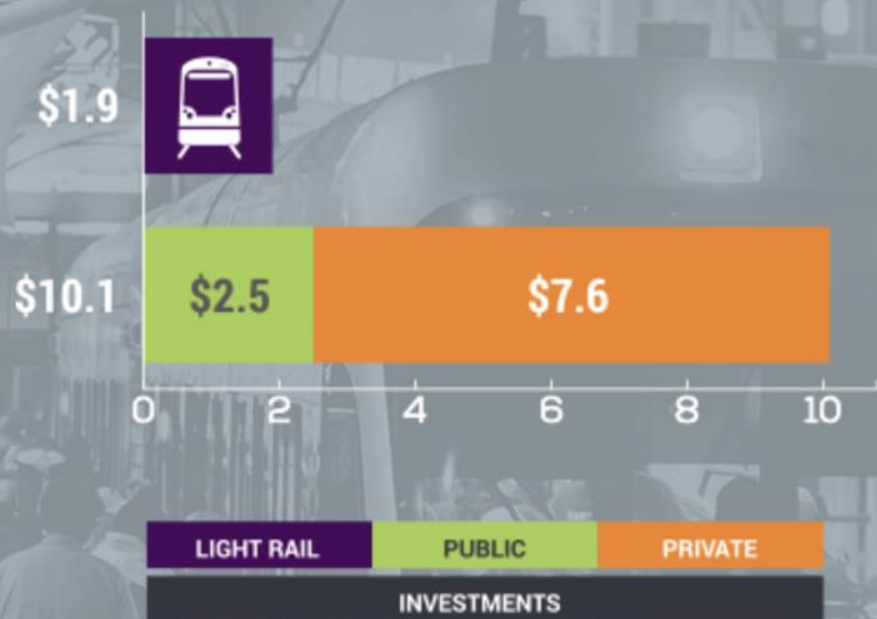




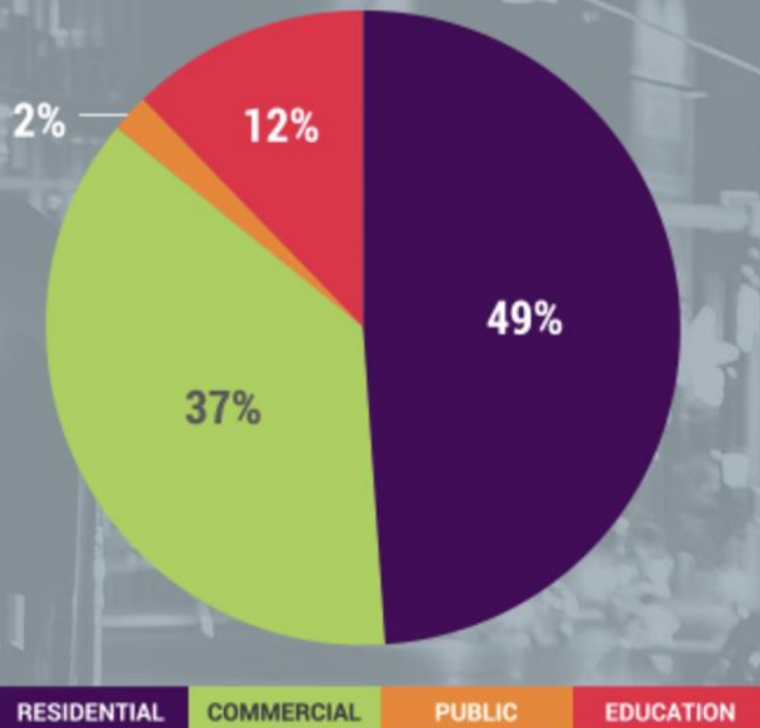
# Economic Development

## Capital Investment

[billions]



## Development Breakdown



# BIKE LANES

T2050 complements Phoenix's Comprehensive Bicycle Master Plan by adding 1,080 new miles of bicycle lanes by 2050 to close infrastructure gaps in the existing bicycling network and improve connections. T2050 also complements improvements from other funding sources, such as bicycle detection at intersections, shared-use paths, safe crossings and protected bicycle lanes to continue to make Phoenix a more bike-friendly city.

For more information, visit [Phoenix.gov/T2050/Elements](https://phoenix.gov/T2050/Elements)

**1,080**  
MILES OF NEW BICYCLE LANES TO IMPROVE  
CONNECTIONS

# PHOENIX PRIORITIES



## CONNECTING COMMUNITIES

Bring people together through a seamless transportation system.



## ENHANCING CUSTOMER EXPERIENCE

Provide customers with a safe, comfortable and reliable travel experience.



## DRIVING THE ECONOMY

Promote livable, economically competitive communities.



## FOSTERING COMMUNITY HEALTH

Improve individual health while supporting community prosperity and upward mobility.





*There will always be more projects than \$\$.*  
**So we must prioritize.**

*Consultant best practices:*

1. ID Community Priorities.
2. Score Projects/Actions.
3. Prioritize Based on Score.

# TYPICAL PRIORITIES FOR A TRANSPORTATION PLAN

**Capacity**

**Livability/  
Affordability**

**Jobs / Econ.  
Development**

**Safety**

**System  
Reliability**

**City/Co  
Fiscal  
Sustainability**

**Productivity**

**User  
Experience**

**Complete  
Network**

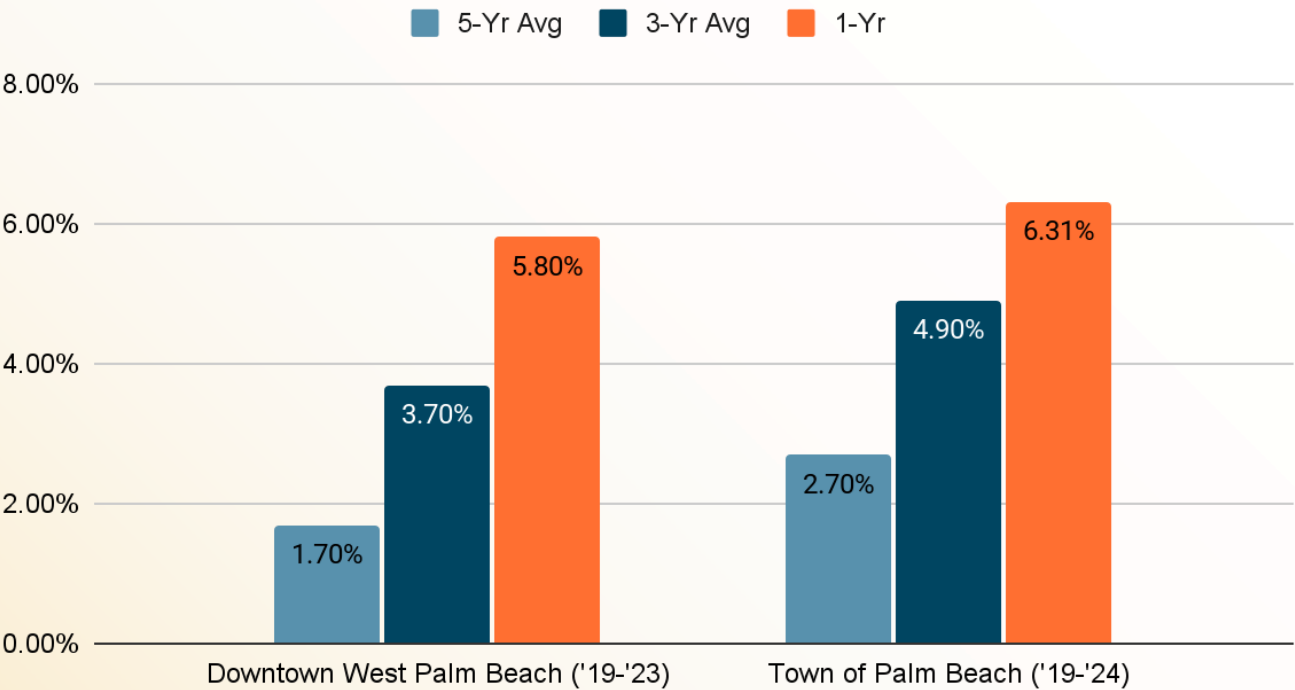


The background of the slide is a photograph of a city skyline, likely Dubai, featuring several tall skyscrapers and a bridge over a body of water. The entire image is covered with a semi-transparent green filter. The text 'Our Trends & Other Data' is centered in a large, white, sans-serif font.

# Our Trends & Other Data

# OUR CONGESTION TRENDS

Traffic Demand GROWTH Over Time



# RELIABILITY & PRODUCTIVITY.

## S. FLORIDA BY THE NUMBERS

**#1** Rent-Burdened Region in US

**#6** Worst Commute in US

**#11** Worst Global Commute

**↑18%** Delay Cost Since 2019

**↑15%** Delay Cost '22-'23

**\$12,182** Car Ownership Cost/Yr

**17%** Potential Household Income  
"Bonus" per Car Reduced

ANNUAL  
TIME LOST



SoFlo

**70**  
**HOURS**

COST: INDIVIDUAL  
COMMUTERS



**\$1,219**  
**PER PERSON**

COST: REGION-  
WIDE



**\$3.1**  
**BILLION**

US  
Avg

**42**

**\$733**

**\$1.86B**



# CAPACITY

People will use it if it's safe  
and faster or more enjoyable



Private Motor Vehicles



600-1,600/HR

Mixed Traffic with Frequent Buses



1,000-2,800/HR

2x\*

\*Travel Time Matters



Two-way Protected Bikeway

7,500/HR

5x

\*Safety + e-bikes



Dedicated Transit Lanes

4,000-8,000/HR

5x

\*Travel Time Matters



Sidewalk

9,000/HR

6x

\*urbanized areas

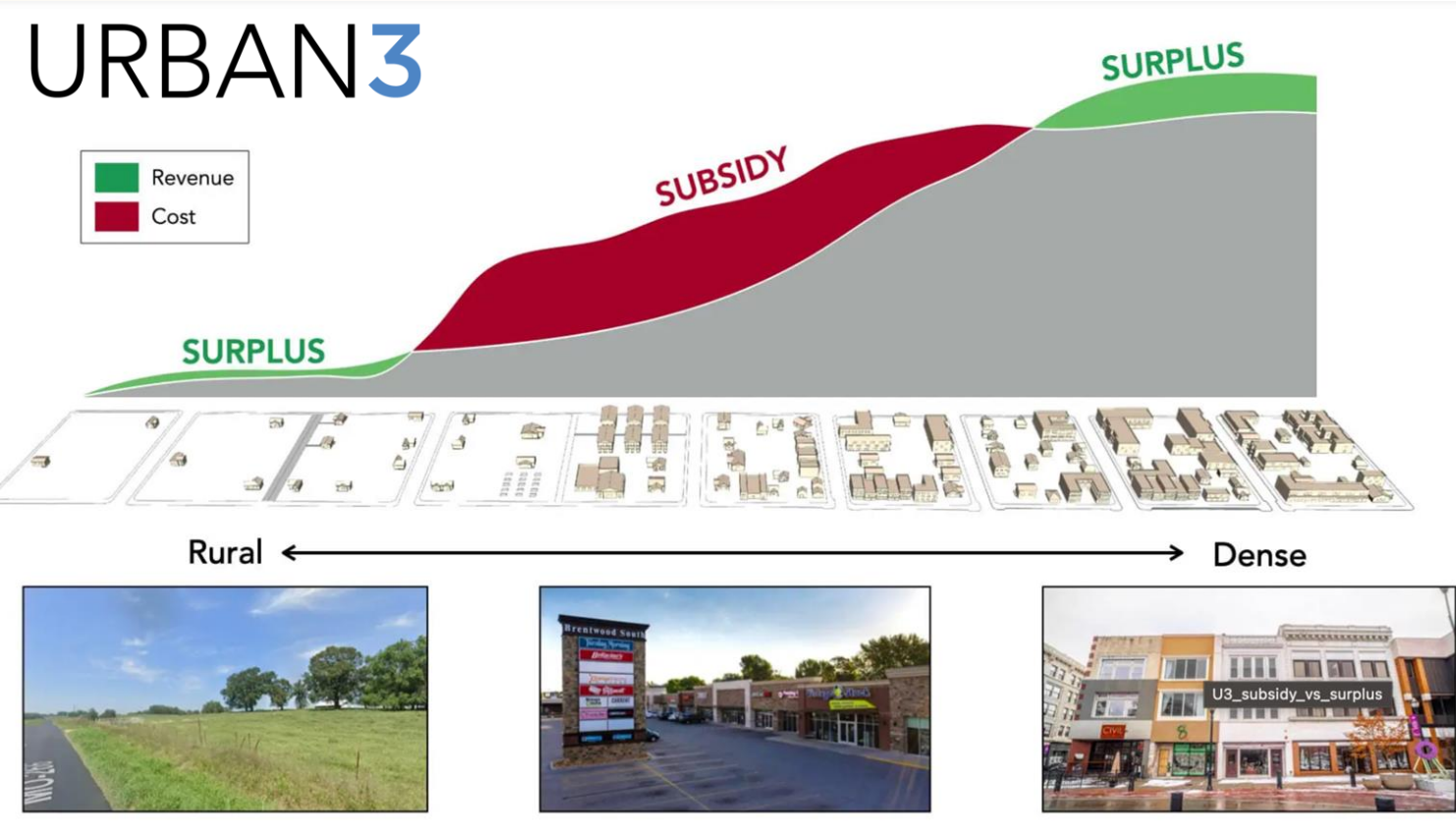


On-street Transitway, Bus or Rail

10,000-25,000/HR

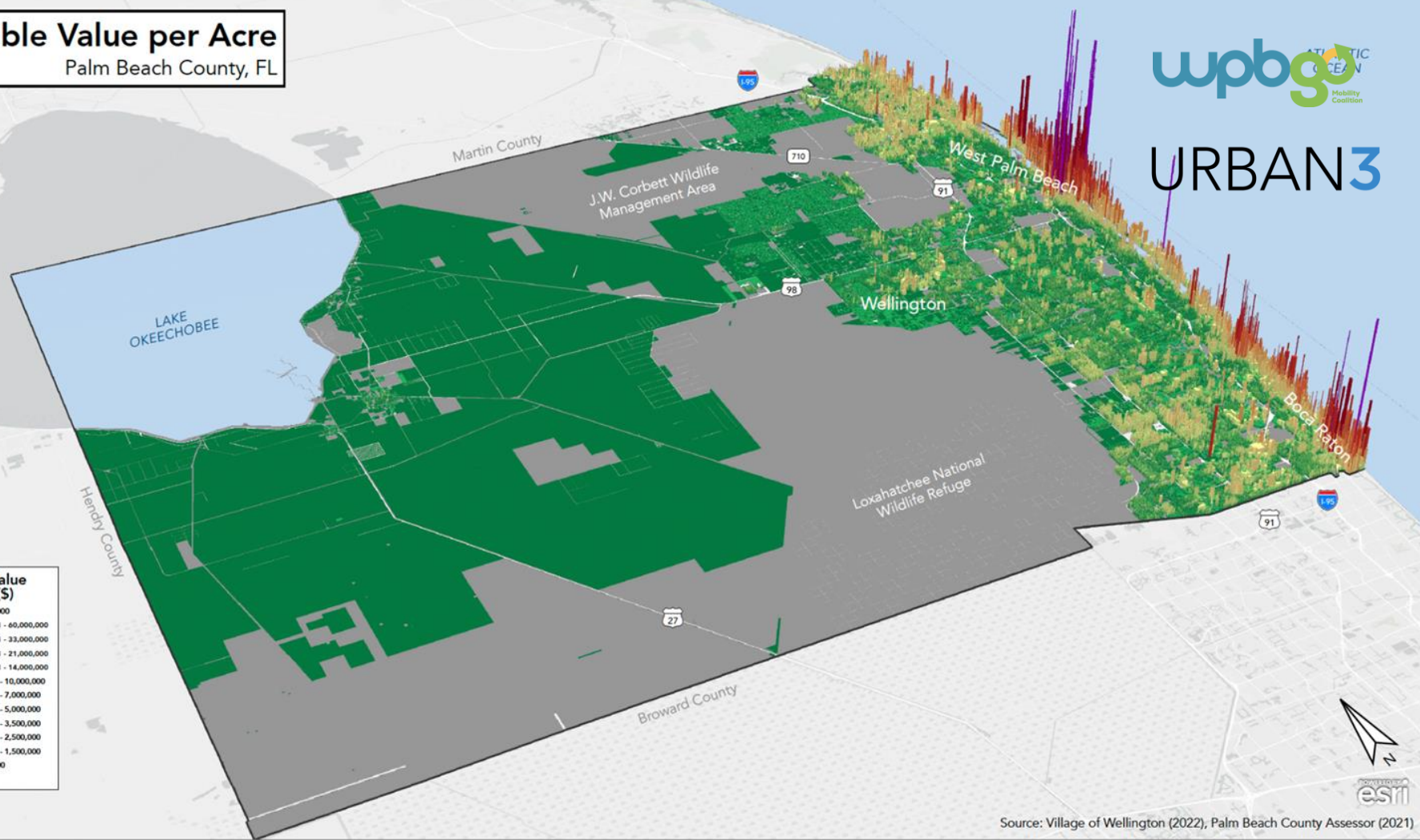
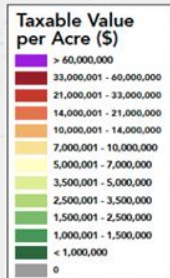
10-20x

# FISCAL SUSTAINABILITY: FLORIDA



# Taxable Value per Acre

Palm Beach County, FL





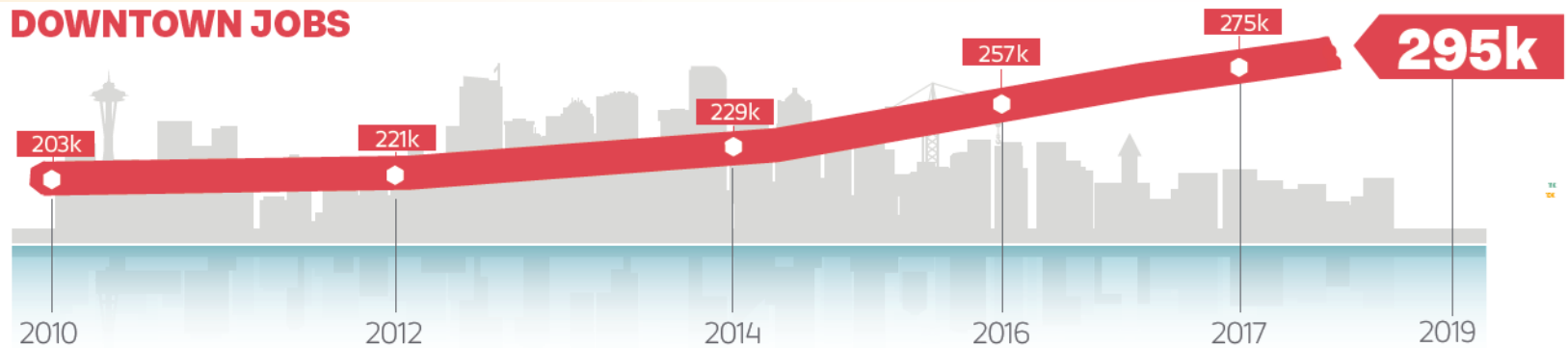
# ECONOMIC DEV.

## Seattle Downtown Jobs Growth: 10 Years

↗ **90,000**

↗ **46%**

### DOWNTOWN JOBS

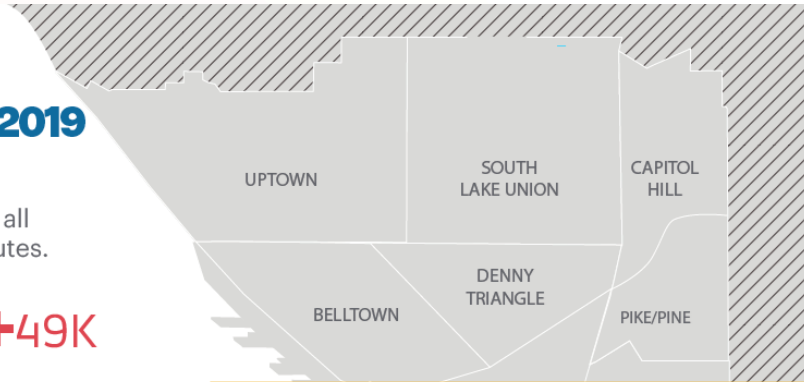
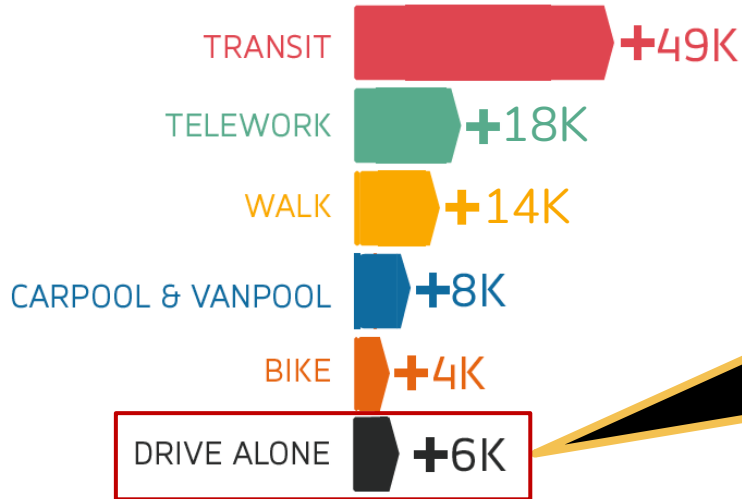


# ECONOMIC DEV.

# ↑ 90,000 jobs

## Daily Commuters Added 2010 to 2019

From 2010 to 2019, center city drive alone commutes increased by approximately 6,000 while all other modes grew by approximately 82,000 commutes.



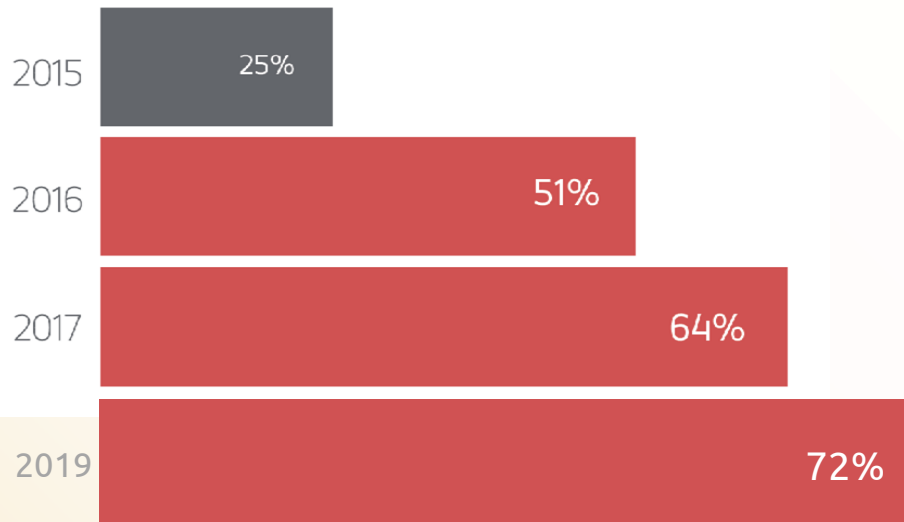
**93% of new jobs  
didn't add to car  
congestion.**

Illustration of survey area. Detailed map available in full report.

# ECONOMIC DEV.



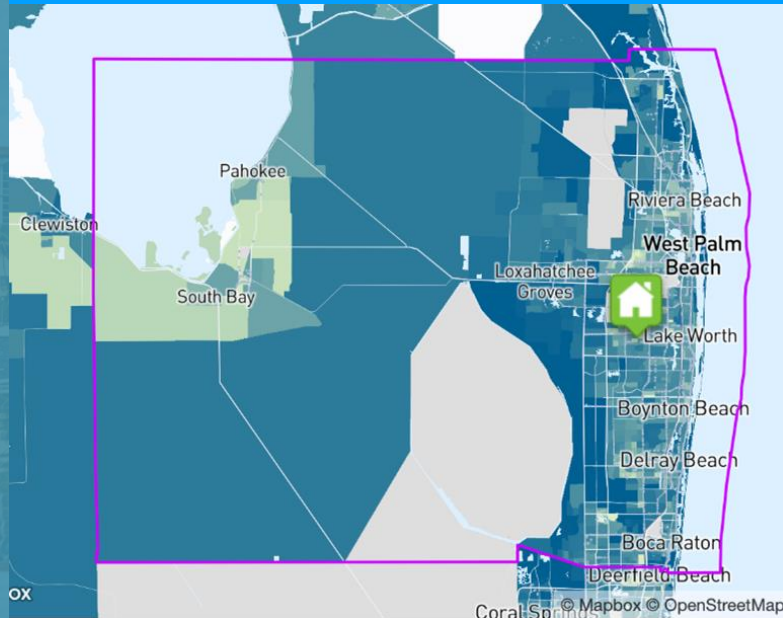
## SEATTLE RESIDENTS NEAR FREQUENT TRANSIT





# AFFORDABILITY & LIVABILITY

## PALM BEACH COUNTY



## Average Household Cost Burden

### HOUSING ONLY



>30% Qualifies as  
Housing Burdened

37%

### HOUSING + TRANSPORTATION

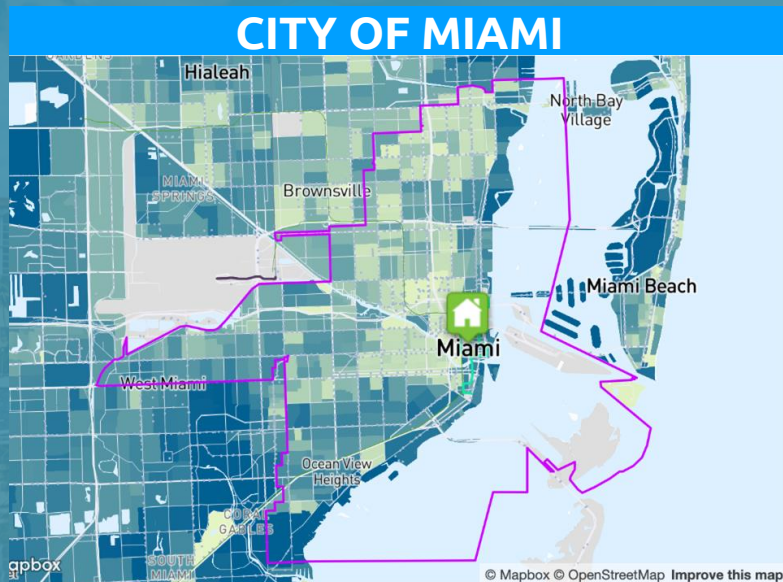


55% (or 45% if Low  
Income) Qualifies at H+T



60%

# AFFORDABILITY & LIVABILITY



## Average Household Cost Burden

### HOUSING ONLY



>30% Qualifies as  
Housing Burdened

31%

### HOUSING + TRANSPORTATION



55% (or 45% if Low  
Qualifies at H+T E



48%

# PHOENIX: AFFORDABILITY

## HOUSING & AFFORDABILITY

**39% of household income**

is spent on housing and transportation within the light rail corridor,  
compared to **53%** in Maricopa County

**2,200+** new affordable housing units  
in the corridor since light rail construction began

**6,800+** student housing   **1,300+** senior housing   **14,000+** apartments

Before  
& After

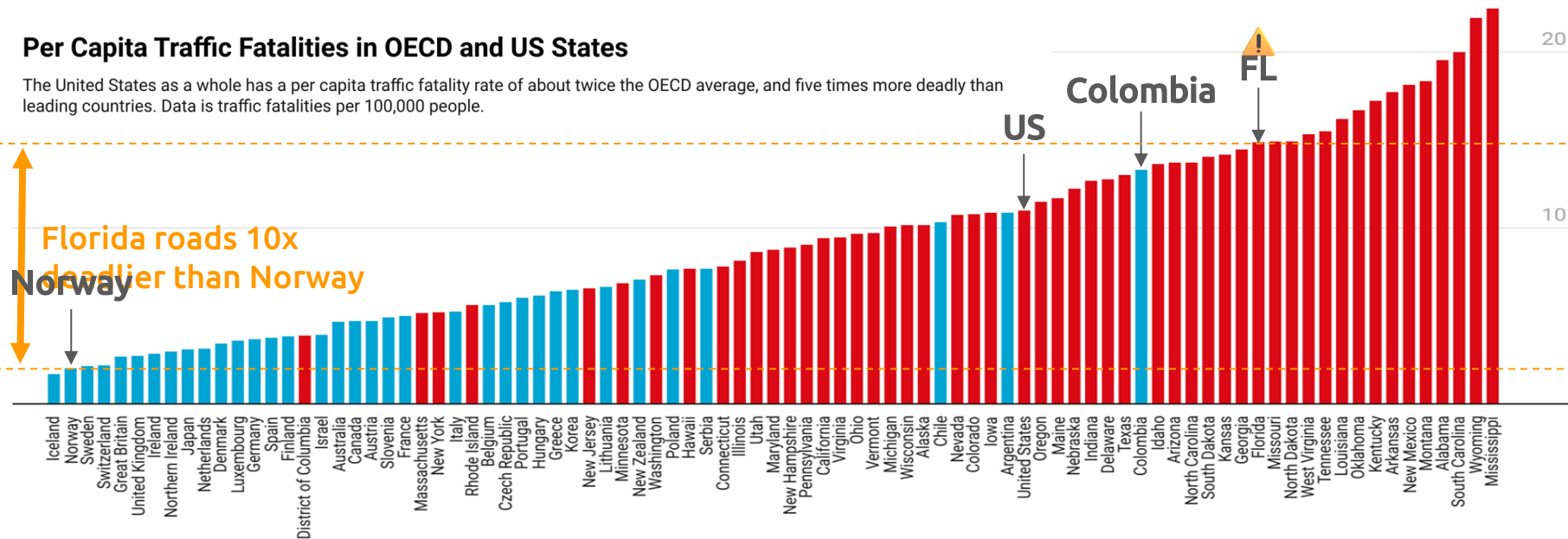
\*H + T<sup>®</sup> Index defines "affordability" as when combined housing and transportation costs are no more than 45% of total household income. See <https://htaindex.cnt.org/map/>



# ROADWAY SAFETY

## Per Capita Traffic Fatalities in OECD and US States

The United States as a whole has a per capita traffic fatality rate of about twice the OECD average, and five times more deadly than leading countries. Data is traffic fatalities per 100,000 people.



US states shown in Red. OECD countries in Blue. US traffic deaths per 100,000 created using 2015-2019 NHTSA data and 2019 B01003 5-year estimate from the American Community Survey.

Chart: The League of American Bicyclists - Source IRTAD, NHTSA, and ACS - Created with Datawrapper

# ROADWAY SAFETY

## TOP CAUSE OF DEATH, NATIONWIDE

1-5 years old	CAR CRASHES	DROWNING
6-10 years old	CAR CRASHES	
11-14 years old	CAR CRASHES	
15-20 years old	CAR CRASHES	
21-25 years old	CAR CRASHES	
26-30 years old	CAR CRASHES	
31-34 years old	CAR CRASHES	

~200 Road Fatalities / yr



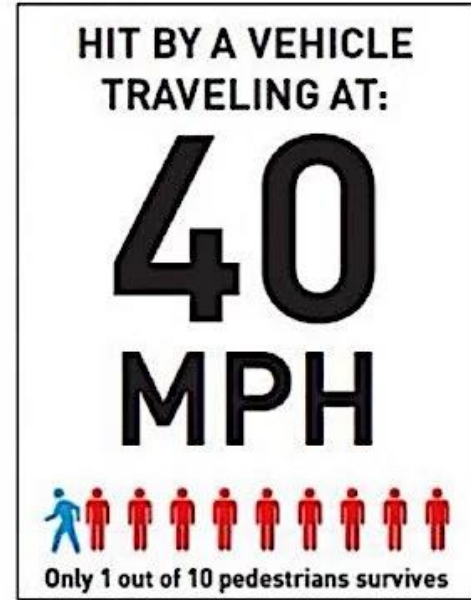
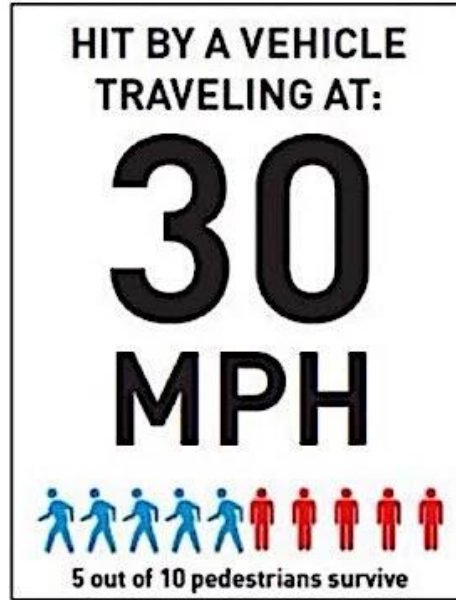
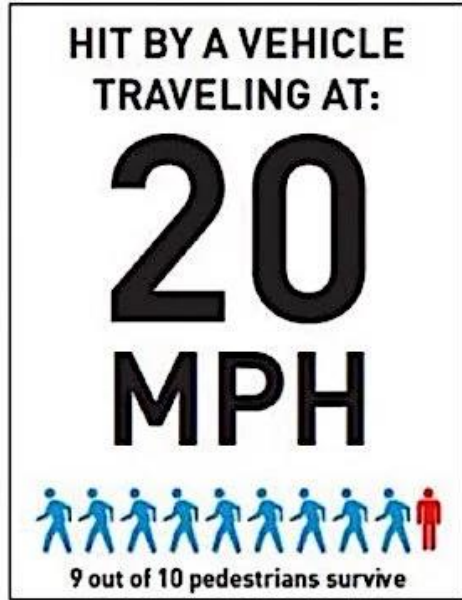
Population of Belle Glade in  
Hospital Every Year

~3,100 Road Fatalities / yr



Population of St. Petersburg  
in Hospital Every Year

## LARGELY DRIVEN BY SPEED



**Build a Speedway. Get a Speedway.**



## WEIRD FACTS



Buses

60<sub>X</sub>

Safer than cars



Commuter Trains

30<sub>X</sub>

Safer than cars



Urban  
Rail Systems

20<sub>X</sub>

Safer than cars

## WEIRD FACTS

Protected bike lanes result in **-50%** injuries to drivers

Protected bike lanes result in **-44%** fatalities to drivers

Commute longer than 45 minutes **+40%** Divorce rates  
(until 5yr mark)

## WEIRD FACTS

The change in happiness  
of switching from  driving to  walking  
is equivalent to:

**Falling in love.**

**PROXIMITY = FEWER CAR TRIPS & LESS CONGESTION**

**“The best transportation plan is a good land-use plan.”**

**But more efficient land uses requires corresponding increases in transportation system efficiency.**



# THE WORST PLAN IN DENSE AREAS:

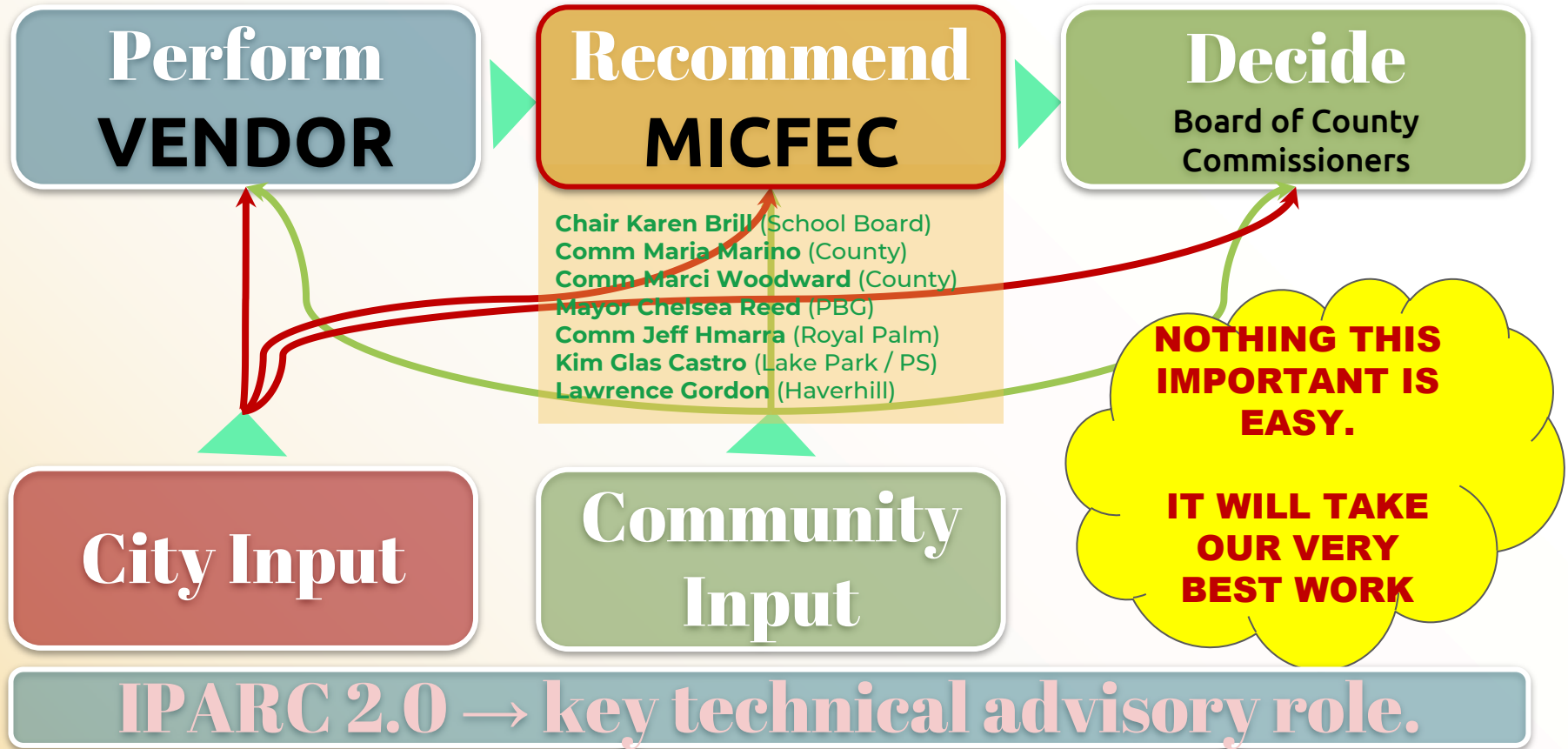
## **What's Up With That: Building Bigger Roads Actually Makes Traffic Worse**

The concept is called induced demand, which is economist-speak for when increasing the supply of something (like roads) makes people want that thing even more. Though some traffic engineers made note of this phenomenon at least as early as the 1960s, it is only in recent years that social scientists have collected enough data to show how this happens pretty much every time we build new roads.

The background image shows a city skyline with several tall buildings and a bridge, reflected in a body of water. The entire image is covered with a semi-transparent green filter. The text "What's Next?" is centered in white.

# What's Next?

# COLLABORATION: MICFEC as a Steering Committee



## NOT IN SCOPE

**Funding**

**Organization  
& Structure**





Getting to this point wasn't easy.

No roadmap.

Requires trust.

Collaboration is essential.

The real road test is ahead...



**Questions on the path  
here and road ahead?**

**ASK THE PANEL!**



# PB County Transportation Master Plan

April 22, 2025



PALM BEACH NORTH  
CHAMBER OF COMMERCE

