Project Update

South Dixie Corridor Implementation Plan

Presentation to Council

Friday, October 21, 2016
Sponsors of This Effort

Palm Beach Metropolitan Planning Organization
Transportation Planning for the Palm Beaches

Get Moving in a New Direction!
Live More, Drive Less
A True Community Effort!
West Palm Beach

South Dixie Corridor
Implementation Strategy Committee Report

Presented to:
The City of West Palm Beach
Commission
11, August 2014

There are also Many Site-Specific Recommendations in the Committee Report (driveway consolidations, turning-movements, etc.) that will be Tested and Quantified as Part of this Process

AREA 1 - GENERAL RECOMMENDATIONS

Consolidate Curb-Cuts to Make More Parking

Create “Pocket Parking Areas”

Establish Consistent Streetscape with SHADE TREES

Enhance Pedestrian Realm and Crosswalks

Bury Power Lines

Make The Corridor a “Complete Street”

Implementation Strategy Committee
Study Area

- Dixie Highway
  - 1.48 Miles
  - 4 lanes – undivided
  - Typical ROW 70’ – 80’ (varies)
  - On-Street Parking on east side of roadway

Develop detailed plan to implement years of recommendations
Public Outreach and Input

Please Participate in a Public Design Workshop for South Dixie Highway

Provide Input
Share Ideas
Build Upon Previous Efforts
Help Develop a Plan for Implementation

Public Design Workshop for South Dixie Highway
(Okeechobee Boulevard to Albemarle Road)
Saturday, March 28, 2015
9:30am
Norton Museum of Art ~ 1451 South Olive Avenue
Refreshments and Lunch will be served

For more information, please contact:
Dana P. Little, TCRPC (772) 221-4050, dlittle@crpc.org

The Public Workshop
The Saturday Workshop

Saturday, March 28, 2015
The Saturday Workshop

Nearly 70 Attendees!!

Nearly Complete Consensus for a “Road Diet”
# Historical Traffic Trends

**Olive Avenue – Okeechobee to Flamingo = - 40+% since 2005**

## Table 4. Peak Season Average Daily Traffic (ADT) and Growth Rates

<table>
<thead>
<tr>
<th>Road</th>
<th>Count Source</th>
<th>Station</th>
<th>Limits</th>
<th>2014</th>
<th>2015</th>
<th>Annual Growth (Absolute)</th>
<th>Annual Growth Rate</th>
<th>Change Since 2005</th>
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<tbody>
<tr>
<td>Banyan Boulevard</td>
<td>PBC</td>
<td>3839 Tamarind Ave to Australian Ave</td>
<td></td>
<td>26,566</td>
<td>16,935</td>
<td>-318</td>
<td>-1.9%</td>
<td>-38.6%</td>
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<td>Belvedere Road</td>
<td>PBC</td>
<td>3311 I-95 to Parker Ave</td>
<td></td>
<td>26,935</td>
<td>27,808</td>
<td>-526</td>
<td>-1.9%</td>
<td>-5.9%</td>
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<tr>
<td>Belvedere Road</td>
<td>PBC</td>
<td>3821 Parker Ave to Dixie Hwy</td>
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<td>15,572</td>
<td>17,328</td>
<td>-263</td>
<td>-1.5%</td>
<td>-8.1%</td>
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<tr>
<td>Dixie Highway</td>
<td>PBC</td>
<td>3866 Monroe Drive to Belvedere Rd</td>
<td></td>
<td>18,842</td>
<td>19,550</td>
<td>-313</td>
<td>-1.6%</td>
<td>-8.4%</td>
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<tr>
<td>Dixie Highway</td>
<td>PBC</td>
<td>3862 Belvedere Rd to Okeechobee Bl</td>
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<td>16,842</td>
<td>17,885</td>
<td>-326</td>
<td>-1.8%</td>
<td>-4.7%</td>
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<tr>
<td>Dixie Highway</td>
<td>PBC</td>
<td>3846 Okeechobee/Lakeview to Banyan Blvd</td>
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<td>6,984</td>
<td>8,036</td>
<td>-526</td>
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<td>Dixie Highway</td>
<td>PBC</td>
<td>3834 Banyan Blvd to Palm Beach Lakes Blvd</td>
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<td>7,872</td>
<td>8,089</td>
<td>-431</td>
<td>-5.3%</td>
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<tr>
<td>Flagler Drive</td>
<td>FDOT</td>
<td>938517 Souther Blvd to Pershing Way (Belvedere Rd)</td>
<td></td>
<td>6,842</td>
<td>*</td>
<td>-139</td>
<td>-2.0%</td>
<td>-2.3%</td>
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<td>Okeechobee Blvd</td>
<td>PBC</td>
<td>3813 Australian Ave to Tamarind Ave/Parker Ave</td>
<td></td>
<td>67,947</td>
<td>66,217</td>
<td>555</td>
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<td>10.2%</td>
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<td>Okeechobee Blvd</td>
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<td>3837 Tamarind Ave to Rosemary Ave</td>
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<td>46,717</td>
<td>48,783</td>
<td>135</td>
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<td>1.4%</td>
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<td>Okeechobee Blvd</td>
<td>FDOT</td>
<td>935122 Rosemary to Dixie Hwy (1-way EB)</td>
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<td>16,316</td>
<td>*</td>
<td>-340</td>
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<td>Okeechobee Blvd</td>
<td>FDOT</td>
<td>935322 Rosemary to Dixie Hwy (1-way WB)</td>
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<td>20,526</td>
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<td>-120</td>
<td>-0.6%</td>
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<td>3868 Monroe Dr to Belvedere Rd</td>
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<td>3,510</td>
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<td>Olive Ave</td>
<td>PBC</td>
<td>3836 Banyan Blvd to Palm Beach Lakes</td>
<td></td>
<td>3,077</td>
<td>3,378</td>
<td>-641</td>
<td>-19.0%</td>
<td>-66.9%</td>
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</tbody>
</table>

* FDOT numbers adjusted by 0.95 Peak Season Adjustment Factor to provide consistent data set for growth rate calculations shown in italics

** FDOT I-95 numbers adjusted by 0.96 Peak Season Adjustment Factor
Typical 4 – 3 Conversion

Traffic Calming - Ulster County Transportation Council
Safe Routes ... www.uctcsrts.com

Road Diet
31 Intersections within Study Area
(Average 1 every 300’)

Some are less than 100’ apart
Crash Data
(Study Area 2009-13)

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<th>Type of Collision</th>
<th>#</th>
<th>Percent</th>
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<tr>
<td>Rear End</td>
<td>14</td>
<td>19%</td>
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<tr>
<td>Head-On</td>
<td>8</td>
<td>11%</td>
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<tr>
<td>Angle</td>
<td>27</td>
<td>36%</td>
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<td>Left-turn</td>
<td>6</td>
<td>8%</td>
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<tr>
<td>Sideswipe</td>
<td>2</td>
<td>3%</td>
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<tr>
<td>Back Into</td>
<td>2</td>
<td>3%</td>
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<tr>
<td>Collisions with Parked Car</td>
<td>1</td>
<td>1%</td>
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<tr>
<td>Collisions with MV on Road</td>
<td>5</td>
<td>7%</td>
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<td>Utility/Light Pole</td>
<td>4</td>
<td>5%</td>
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<tr>
<td>Collisions with Fixed Above Road</td>
<td>1</td>
<td>1%</td>
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<tr>
<td>Hit other Fixed Object</td>
<td>1</td>
<td>1%</td>
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<tr>
<td>Other</td>
<td>3</td>
<td>4%</td>
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<tr>
<td><strong>Total</strong></td>
<td>74</td>
<td>100%</td>
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</table>
Significant Crash Types

Rear-End Crashes
14 (19%)
Significant Crash Types

Head-OnCrashes
8
(11%)
Angle Crashes

27
(36%)

66% of all Crashes are one of these types

Traffic Modeling Shows a 3-Lane US1 Reduces Traffic Accidents by over 30% Annually
Tour of the Plan
Northern Section
(Okeechobee to Palm Street)
Expanded Sidewalk and Shade Trees

Central Section
(Palm Street to Belvedere Road)
Bulb-outs, Shade Trees, On-Street Parking, and Flamingo Plaza

Southern Section
(Belvedere Road to Albemarle)
On-Street Parking, and Shade Trees
Proposed Concept
Dixie Highway Looking Northbound
Biking Considerations

Providing Adequate Multi-Modal Facilities (Bike) is Important in the L.E. Considerations for Dixie
Is South Dixie Highway Best Suited for Bicycle Facilities?
West Palm Beach Chosen for Copenhagen Livable Cities Program

Thanks to the winning application by the West Palm Beach Downtown Development Authority (DDA), Mayor Jeri Muoio and DDA Executive Director, Raphael Clemente, will head to Copenhagen, Denmark for a program on livable cities. West Palm Beach was chosen as one of 13 cities that will have representatives at the Knight Foundation-funded program called 8 80 Cities, which encourages municipal leaders from around the U.S. to promote walkability, bike-ability and civic engagement.

Read more from The Palm Beach Post’s Tony Doris CLICK HERE
Traffic Model Results

Or

“How I’ve Learned to Stop Worrying and Love My Traffic Engineer”
If We Make These Changes, How Bad Will Traffic Become?
Model Results

We compared 2040 projections “No-Change Scenario” vs. “3-Lane Scenario” (2040 = 25 years from today)

“No-Change Scenario” results in a slight Increase of ADT on Dixie (+ 5%) from today

Okeechobee to Flamingo
18,000 ADT Today – 19,000 in 2040 (+ 5%)

“No-Change Scenario” results in a slight Increase of ADT on Dixie (+ 5%) from today

Okeechobee to Flamingo
18,000 ADT Today – 19,000 in 2040 (+ 5%)

“3-Lane Scenario” results in a Decrease of ADT on Dixie (- 11%) from today

Okeechobee to Flamingo
18,000 ADT Today – 16,000 in 2040 (- 11%)
Model Results

Flagler has no increase of ADT, north Barcelona, between the “No-Change Scenario” and the “3-Lane Scenario”

Olive and Lake show volume increases between “No-Change Scenario” and “3-Lane Scenario” (very slight change on Olive north of Flamingo – still below capacity)

Parker has a slight increase of ADT (+/- 11% = +/- 1,500 trips)

Remaining trips move outside study area (Okeechobee and I-95 = +/- 1,000 ADT)

Local trips remain, some through trips find alternate routes (TOTAL +/- 3,000 ADT Diverted from South Dixie)
Model Results

Figure 4: Projected 2040 AADT Change with the Lane Elimination

Olive Avenue
(North of Acacia)
5,300 ADT 2040
(Net + 100 Trips/Day)
+/- 40% Capacity

Olive Avenue
(South of Acacia)
4,200 ADT 2040
(Net + 1,000 Trips/Day)
+/- 30% Capacity
Bus Stop Analysis

US 1 Okeechobee Boulevard to Ablemarle Road
Bus Stop Frequency & Duration Study

Treasure Coast Regional Planning Council
March 30, 2016
# Bus Stop Analysis

## Southbound Bus Stop Usage - Morning (3/4/16)

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<td>43&quot;</td>
<td>1'0&quot;</td>
<td>1'54&quot;</td>
<td>1'37&quot;</td>
<td>2'24&quot;</td>
<td>11</td>
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## Southbound Bus Stop Usage - Afternoon (3/4/16)

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<th>5:23</th>
<th>5:49</th>
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<td>Total Delay</td>
<td>1'09&quot;</td>
<td>52&quot;</td>
<td>56&quot;</td>
<td>34&quot;</td>
<td>38&quot;</td>
<td>1'28&quot;</td>
<td>1'22&quot;</td>
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</table>
The Initial Model Results Indicate this is Achievable from a Traffic Perspective

The Key Question…
Do the Potential Benefits Outweigh the Potential Burdens?
Local Initiatives Grant

- 2016 Funding Cycle for FY 2021
- Application requests for MPO funding are limited to a minimum of $250,000 and a maximum of $2.5M, inclusive of all phases (e.g. design, construction and CEI).
- City to Identify additional funding for FY 2021

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<tr>
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<th>Cost</th>
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<td>Design</td>
<td>$481,000.00</td>
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<td>Construction</td>
<td>$2,402,042.50</td>
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<td>Construction Inspection (CEI)</td>
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<td>Contingency</td>
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<tr>
<td><strong>Total</strong></td>
<td><strong>$3,653,042.50</strong></td>
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Project Support

Downtown Neighborhood Association
Letter of Support dated February 18, 2016

The Carefree Theater Project
Letter of Support dated March 8, 2016

City of West Palm Beach
Resolution of Support dated March 14, 2016

Flamingo Park Neighborhood Association
Letter of Support dated March 24, 2016

Norton Museum of Art
Letter of Support dated March 24, 2016

Grandview Heights Neighborhood Association
Letter of Support dated March 25, 2016

Mango Promenade Neighborhood Association
Letter of Support dated March 28, 2016

El Cid Neighborhood Association

Sunshine Park Neighborhood Association

Palm Tran
Thank You!